

Vol. 49, No. 11 (Nov. 1, 1978)

Date : 7/17/26, 8:04 AM

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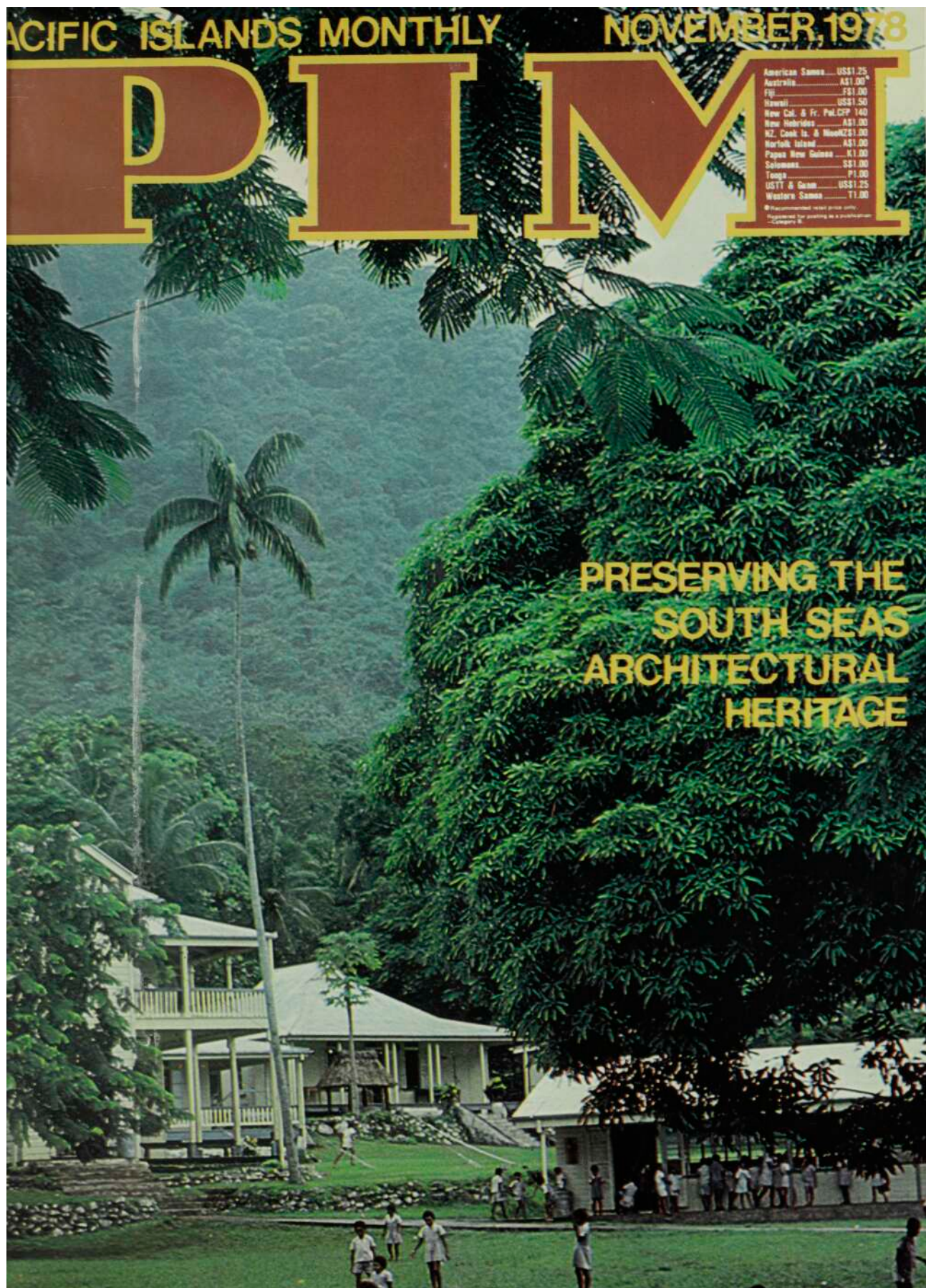
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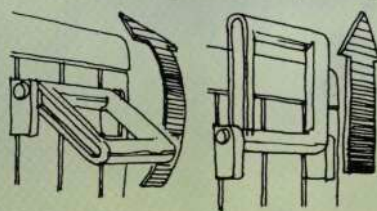
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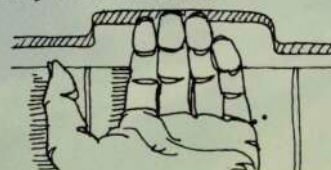
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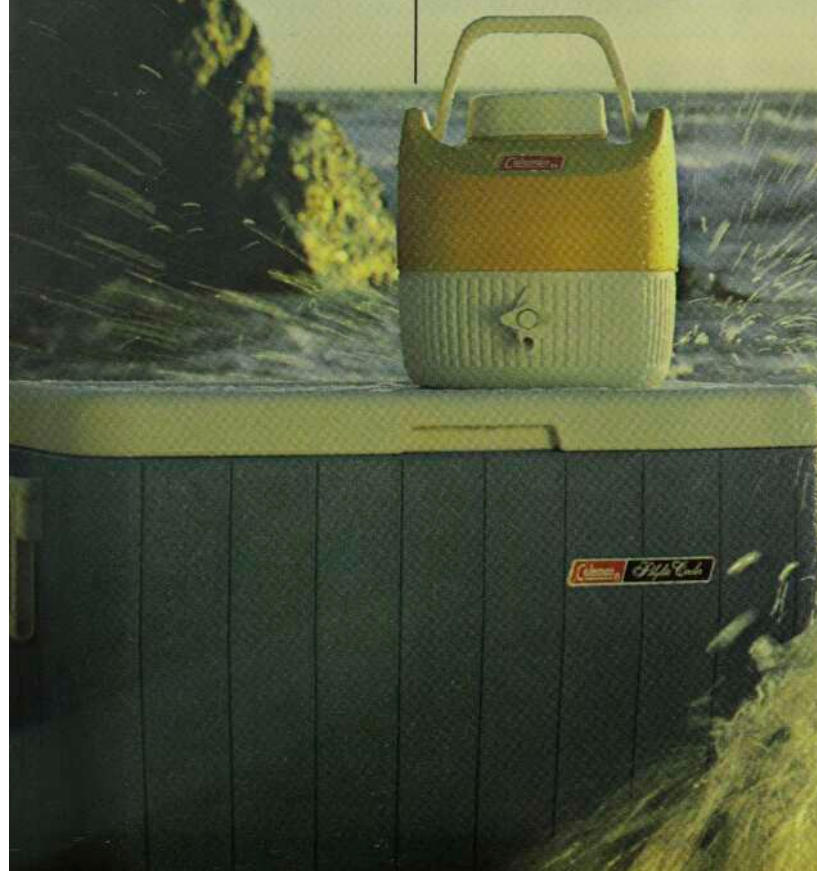
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PIM

PACIFIC ISLANDS MONTHLY

Vol. 49 No. 11 **November 1978**

Founded 1930 by R. W. Robson

Publisher Stuart Inder
Editor Bob Hawkins
Editorial Adviser John Carter
Manager John Berry
Advertising Manager Steve Gray

A Pacific Publications production
 76 Clarence Street, Sydney 2000
 GPO Box 3408 Sydney 2001
 Cables: PACPUB Sydney
 Telex: 21242
 Telephone: Sydney 29 6693

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PIM is airfreighted to most subscribers and agents in the Pacific Islands and the United States.

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Fiji: Distribution and subscriptions — Desai Bookshops, PO Box 160, Suva, Fiji, telephone Suva 23036. **Advertising** — Fiji Times & Herald Ltd, 20 Gordon St, Suva, telephone 312 111, telex FJ2124.

FRENCH POLYNESIA: Distribution — Hachette Pacifique, 10 Ave Bruat, Papeete, telephone 2 5610.

HAWAII, UNITED STATES: Distribution PIM, Hawaii, 2812 Kahawai St, Honolulu, Hawaii 96822.

JAPAN: Advertising and subscriptions — Universal Media Corporation, CPO Box 46, Tokyo, telephone 666 3036.

NEW CALEDONIA: Distribution — Depot Centre de Presse Michel Pentecost, CBP2, Noumea, telephone 27 2434, 27 4729.

NEW ZEALAND: Distribution — Gordon & Gotch, PO Box 584, 2 Carr Road, Mt. Roskill, Auckland 4. **Advertising** — International Media Representatives Ltd, PO Box 2313, Auckland, telephone 795 487, 493 389, cables **Intereps**, Auckland. **Subscriptions** — Pacific Publications, GPO Box 2229, Auckland.

PAPUA NEW GUINEA: Distribution — Robert Brown & Assoc, PO Box 3395, Port Moresby, telephone 2 5855. **Advertising** — PNG Post-Courier, PO Box 85, Port Moresby, telephone 212577.

UNITED KINGDOM: The Herald & Weekly Times Ltd, 8-10 Clifford's Inn, Fetter Lane, London EC4A 1BU, telephone 31 831 6041, telex London 21 989.

UNITED STATES MAINLAND: Advertising — Joshua B. Powers Jr, Powers International Inc., 551 Fifth Ave, New York, New York 100 017, telephone 867 9580, telex 236514. **Subscriptions** — PIM, Hawaii, 2812 Kahawai St, Honolulu, Hawaii 96822.

Published monthly by Pacific Publications (Aust.) Pty Ltd and printed in Australia by Kralco, Flemington, NSW. Australian cover price is recommended retail only. Registered at the GPO Sydney for transmission by post as a publication — category B. Second class postage paid at Honolulu, Hawaii. Pub. # 952480. Copyright © 1978 Pacific Publications (Aust.) Pty Ltd.

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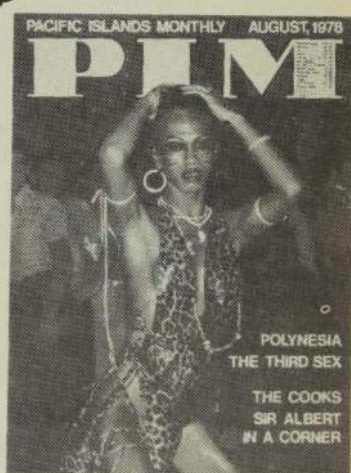
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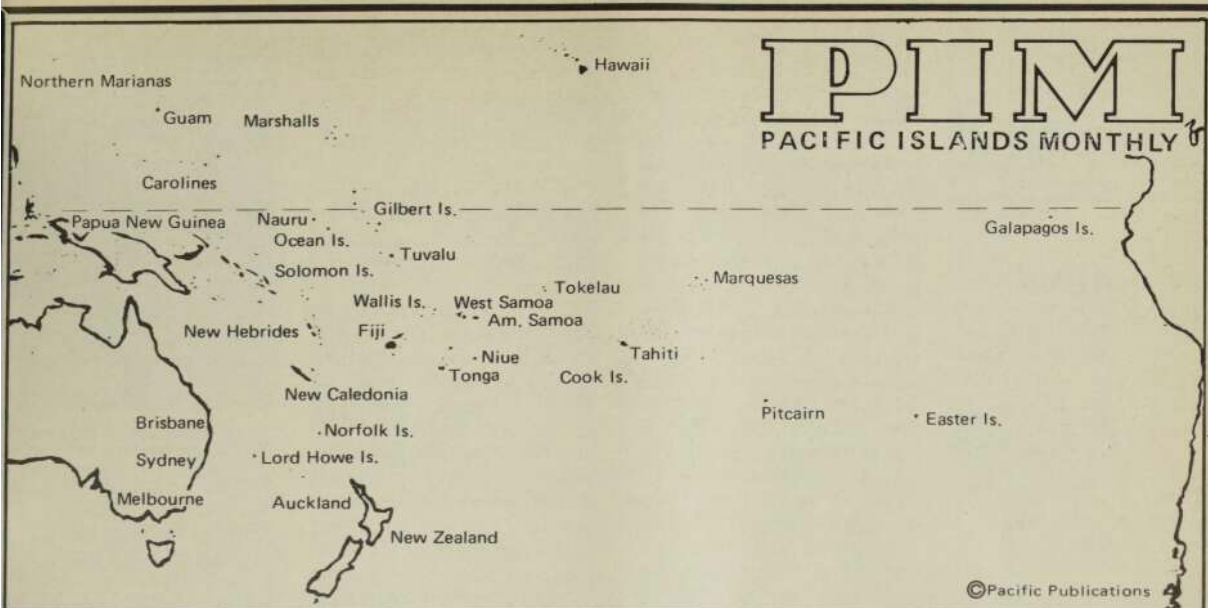
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Mahe Tupouniua . . . SPEC needs him for another year



Tuvalu's Prime Minister Toalipi Lauti . . . disappointed

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Andrew Jakeo . . . reluctant exile from Bikini who insisted on using his own canoe

Cover: The beautiful old public school at Levuka, in Fiji, celebrates its centenary next year. The school is of keen interest to all those people newly conscious of the need for conservation of the Pacific architectural and cultural heritage. See PIM's special treatment of this theme on p22, and pp50-51. (A PIM photograph.)

LETTERS

A MINIATURE BOUQUET

I spent 40 years in all the South Pacific Islands. Your articles are wonderful.

CHARLES S. DEUBEN
(US Navy retired)

Santa Maria
California

AND A BIGGER ONE

Earlier this year I wrote you a letter criticising your Pacific Islands Monthly. You so kindly responded, and I cannot rest until I send my wholehearted CONGRATS! Every issue is a delight, photos, all supremely lovely, contents informative, timely and an inspiration. My admiration goes to every member of your staff, as teamwork I'm sure is a must.

I have the impression the subject matter is most unbiased — and that, in a turbulent world, is top achievement.

Again, my sincere congratulations on a magnificent publication. May success always be yours.

I look forward to every scrap of information re Pitcairn Island. The world cares, I feel.

ELLYN GREYWITT

Ohio,
USA

HOW OLD THE LADIES?

Mrs Alice Brewster, widow of Adolph Brewster (formerly Joske) who was district commissioner, Colo, Fiji, and author of *The Hill Tribes of Fiji*, had her 107th birthday in England on September 16. She is believed to be the second

oldest person in Britain (the eldest being 108). It would be interesting to know from your readers if her age is known to have been exceeded by (a) any indigenous persons in the Pacific (b) any Europeans who have lived in the Pacific.

Her husband's post was one that I held about half a century later.

A predecessor of mine as district commissioner of the Lau Group in Fiji, also about 50 years earlier, was Sir Basil Thomson who arranged the 1900 Treaty of Friendship with Tonga. He had no sons and his only daughter, Mrs Enid Wise, who was given the Tongan name, Anaseini Veihola Tupou, has recently died in England aged 87. She acted at times as secretary for her father who was the son of an Archbishop of York and, after leaving the Pacific, became governor of several English prisons and interrogated, as head of British intelligence, German spies in the First War. He became head of the Criminal Investigation Department at Scotland Yard, London, and managed to find time to write several books, many of them classic works on the Pacific.

PHILIP A. SNOW

Angmering
Sussex
England

WHITHER THE WHITE HORSE?

I read with interest in May PIM Harald A. Rehder's letter about the 'Coral Route'. Mr Rehder said he was unable to locate The White Horse Inn, one of the lodging spots in Western Samoa for Coral Route passengers. Whilst I do not have the full facts, perhaps I can shed some light on the subject.

I have been told that it was around 1964 that The White Horse Inn last housed guests, the closure of the lodgings perhaps having been caused in part by the fact that a further guest house on the Apia waterfront, not far from 'Aggies', had opened its doors.

However, The White Horse Inn continued to be available

for special specific functions up until about 1970, when it finally closed its doors. The building was converted into four self-contained flats. That's how it is today.

It may be of interest to some of your readers to learn of the fate of the inn's main bar. Having been a resident of Apia from 1967 until 1973, it was in late 1971, whilst driving past The White Horse Inn during its transition stage to flats, I noticed the main bar resting on the disused tennis court. (Both the bar and tennis court were in a bad state of repair.) The princely sum of \$10 purchased the bar, complete with its 'cash' drawer. The bar was then put on the tray of a large truck and reinstalled in the very large lounge of the old colonial German house that I, a fellow-New Zealander and an Australian were sharing.

Finally, two points that I share with some other PIM readers in New Zealand: one, we would like to see the feature 'Twenty Years Ago this Month' reintroduced — it was not only of great interest but often amusing and topical; second, the present index, in terms of reference to content country by country, is very poor compared to the index in the previous smaller size editions of PIM.

RANDAL J. LOCKIE

Auckland

New Zealand

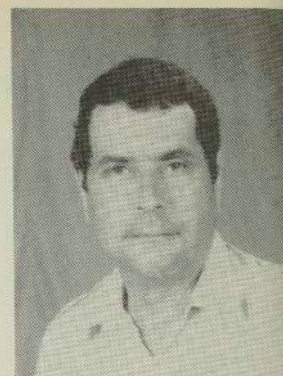
(*'Twenty Years Ago' we are considering. Hope you approved the new indexing introduced in September — Editor.*)

THEVENIN: A REPLY

I read with interest and grave concern the interview between Mr Jean Massias and Mr Rene Thevenin *New Hebrides Past and Present* — by Veteran 'Colon' (PIM October).

My first reaction was: Why does Mr Massias choose this time to have an interview of this nature with Mr Thevenin, who has long been seen by New Hebrideans as one who has taken and exploited lands rightfully belonging to them?

My second thought was that the interview had a marked



Mr Massias . . . his real purpose?

political colouring, and that this is unlikely to be the only article of this nature which Mr Massias will endeavour to have printed. Questions one must ask include: What is the real purpose behind interviews of this nature? Is PIM allowing itself to be used as a political instrument in this subtle presentation? Is this another attempt at dividing the people not directly on political grounds but rather on religious grounds through Mr Thevenin's references to the work of the various Christian churches in the New Hebrides? What point is Mr Thevenin trying to make when he says things were much better in the old days than they are now — would he like the New Hebrideans still to be isolated in their villages and fighting each other with stone axes as he claims they did in the early days?

While Mr Thevenin has no good word for the work of the various churches, it seems to many people in the New Hebrides that these same churches are largely responsible for bringing about the peaceful conditions existing among the people of the New Hebrides today. Indeed, the churches have succeeded in this work in many cases where the British and French Governments themselves have failed.

It would appear that only now, with his planned departure, has Mr Thevenin caught up with the modern thinking of an oppressed people who desperately want freedom and self government.

One thing that the article

LETTERS

makes clear it that Mr Thevenin, who has often claimed to be a 'New Hebridean', is a Frenchman after all. It was interesting to read his remarks about coming back to the New Hebrides in the future. Will he come back before or after independence to check on his vast properties, or will he be glad to sell now and forget all about investments and the New Hebrides?

This interview is a dangerous one because others can build on what has been stated in it and thus produce serious divisions, damaging the present economic climate — individual Anglicans could react about what Mr Thevenin said of their church, or Presbyterians could feel hurt: Both would be quite justified in their reactions. Those of the Catholic faith could take exception to what he said of their church; some could take up and support his claim that that church should have been more influential as the national church of the French in New Hebrides. On the other side of the condominium coin, it could never be claimed that the Anglican church has been influential to the point that it has dictated policy to the British Government. It should not be forgotten that most British resident commissioners have been members of the Anglican church. It would therefore have been difficult during the period of which Mr Thevenin speaks for leaders of that church to criticise the leader of the British administration.

For the record, alongside the background of Mr Thevenin, a few questions should be asked about that of Mr Massias. Was he one of the Frenchmen obliged to leave Algeria after that country gained independence? Does he still hold a senior position in the information service in the New Hebrides? Is he still political adviser to the French Residency in the New Hebrides?

Let us hope that future articles of this kind in PIM are balanced by a reply from the other side. Otherwise they will produce nothing but tension in a situation which already has a overdose of heat in it, and

the French land-owners, who are extremely powerful, will resist moves by the French Government to return land to its rightful owners, the New Hebrideans.

(REV) R. F. WOOTTON
Secretary Commission of
Justice & Human
Development Uniting Church
in Australia Commission for
World Mission
Melbourne
Australia

MISTAKEN IDENTITY

In view of the grim expression on my face which you kindly reproduced on page 27 of your September issue, I hasten to write to say that it was not David Barwick but

Yours sincerely
P. T. N. DONEGAN QC
Attorney-General
Honiara
Solomon Islands

IN SEARCH OF IOANE

In PIM, March 1977, p 57, your report of the tragedy of the *Ravakai* in which Ioane Dean was drowned interested me, and I wondered if you could let me know more about the identity

of this person. At about the end of World War II, I knew the Hoille family from Lae, the son being 'Jim' and the daughters Ioane, and the other bearing a second classic Greek name that I cannot recall. I may have the spelling of Ioane wrong but it was pronounced *eye-own-ee*. The other sister's name was pronounced *nar-ee* or *nar-ee-d-a* I think. The family was well known, especially from the Eadie Creek gold mining days.

Although your article mentions that 'one man' was lost, I thought this could perhaps be a misprint, as there are surely not many Ioanes about. I would appreciate it if you could give me some indication of whether it could have been the Hoille girl.

I did hear that 'Jim' was drowned or killed somehow. His initials were A. R. W. Hoille. If you know anything about him, I would be glad to hear. If he is in fact still living I would like to make contact with him.

Normally I would consult the Papua New Guinea telephone book, but they aren't too common here at Tewantin.

Just about every time I read through a copy of your magazine I come across some event involving a person I knew, or

a yacht or ship which I had something to do with. 'Cruising Yachts' is always of great interest (to a frustrated yachting who never ever really made it).

DENNIS GITTOES
Tewantin
Qld Australia
(PIM has replied to Mr Gittoes to the best of its ability, but probably not to his entire satisfaction. Can other readers help him? — Editor).

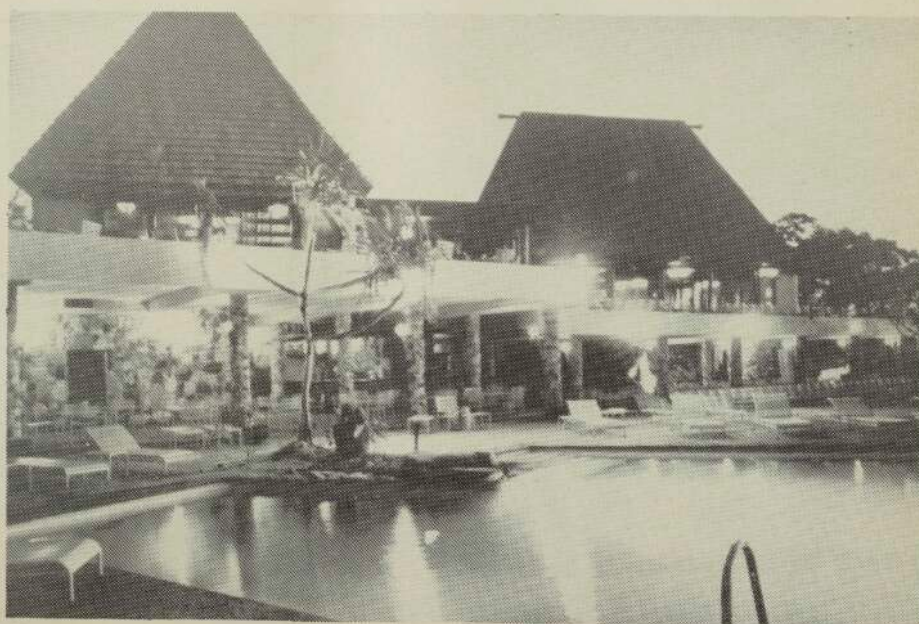
WHICH IS BIGGEST?

I wish to make a correction to the article 'Fiji: More than "Black Sex"' which appeared (p 61) as part of the 'Japan and the Pacific' supplement in PIM September. The Fijian Hotel, on Yanuca Island, is Fiji's largest hotel, not the Regent as stated in the article.

RADIKE QEREQERETABUA
Group Sales Manager,
Fiji Resorts Ltd, Owners
and Operators of the Fijian
and Mocambo Hotels

Nadi
Fiji

(If number of rooms is the criterion, the Fijian Hotel has it over the Regent by 16 rooms — 316 to 300. — Editor.)



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THURSDAY	from Cairns and Manila
FRIDAY	from Sydney
SATURDAY	from Brisbane, Cairns and Sydney
SUNDAY	from Hong Kong



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Pacific Report

YET ANOTHER OIL SUPERPORT PLAN

A New York-based oil company has revealed plans to construct a multi-million dollar oil superport in the Northern Marianas, possibly on the island of Rota, according to the Guam newspaper, *Pacific Daily News*. A spokesman for the company concerned, Northville Industries, said: 'We would only move if we were assured of the kind of local support which the Palau project has not yet received.' The proposal for an oil superport at Palau, much larger than the one now proposed, has run into strong opposition within Palau and from environmental groups throughout the world.

SOLOMON ISLANDS, TUVALU, JOIN FORUM

Solomon Islands and Tuvalu were admitted to full membership of the South Pacific Forum at its annual conference in Niue in September — and immediately found the going this year was tougher than ever before for everybody. But there were hopeful signs, as well. See p 17.

PACIFIC FORUM LINE COST SHOCKS

The cost of keeping the Pacific Forum Line (PFL) afloat is worrying South Pacific Forum members, founders of the line. But they have decided to keep it going, largely as a result of New Zealand's offer of a further overdraft guarantee of \$NZ150 000. Funds requested were much more than that in September but it seems it will continue to operate. Australia's Prime Minister Malcolm Fraser, whose government has already put in almost \$A300 000, wants a thorough costing of the operation before he commits Australia to a further input. PFL and Forum officials met in Auckland early last month to keep up the rescue work.

YOUNG VIVIAN GETS THE SPC NOD

Niue's Young Vivian is to take over the secretary-generalship of the South Pacific Commission (SPC), but not before present secretary-general Dr Macu Salato of Fiji has done some fence-mending with the South Pacific Bureau for Economic Co-operation (SPEC). Pre-SPC conference committee sittings last month agreed on Mr Vivian, Niue's Minister for Economic Development, Agriculture and Education, taking over as secretary-general by about mid-1979. Although the proposal had not received full conference blessing as PIM went to press, it was not expected it would be opposed. Dr Salato's brief is to sort out lines of demarcation and areas of co-operation with SPEC. Petty bickering between SPC and SPEC officials has been a headache for some time.

TYPHOID IN AMERICAN SAMOA

An outbreak of typhoid fever was reported in American Samoa in late September. Eleven cases were admitted to the LBJ Tropical Center in Pago Pago between September 13-24.

LIGHT: ONCE MORE INTO THE LONGBOAT

Yet another Captain Bligh and *Bounty* film is on the way. Film-makers have been searching for suitable Pacific Islands sites for several months. Construction of another *Bounty* for the film is under way in New Zealand. Meanwhile, an unenviable fate

is in store for an unnamed — and fictional — Pacific island: US producer-director Irwin Allen (who made the original *Poseidon Adventure* in 1972, the first of the modern disaster stories) plans a film called *The Day The World Ended*. In it a South Seas island is slammed simultaneously by an earthquake, a volcano eruption and a tidal wave — the works, in fact. Stars signed for the film include Paul Newman, Michael Caine, Telly Savalas and Sally Field.

THE TROUBLES OF A PRINCESS

Following the *contretemps* of her illness at Tuvalu (see elsewhere, PIM), Princess Margaret was annoyed while in Australia by press rumour-mongering about a 'romance' between her and Australian Foreign Minister, Andrew Peacock. As if this were not enough, press cables from England were simultaneously reporting that her son, Viscount Lindley, 16, had been carpeted at Bedales School in Hampshire after he was found with two schoolmates finishing off a bottle of scotch in a dormitory.

ARGUMENT ON 'BLACKBIRD' DESCENDANTS

A parliamentary inquiry into the conditions of South Sea Islanders in Australia has found 'very little evidence' of overt racial discrimination against Islanders. A spokesman for the Islanders, descendants of 'blackbirding' victims of the 19th and early 20th centuries, contested the claim. He also pooh-poohed the inquiry's estimate that there were only 3000 to 3500 people in Australia who identified themselves as South Sea Islanders. Said he: 'The number would be more like 30 000.'

'MAGIC STAIRCASE' STOLE THE SHOW

The ship's escalators stole the show when a floating trade display came to Papua New Guinea in October. The Japan Industry Floating Fair Association had its ship, *Shin Sakura Maru*, on a cruise of the South Pacific displaying a big cross-section of Japanese products and technology. But cars, a helicopter, machinery and electronic devices took second place to 'the magic staircase' — many among the 7000 who flocked to the ship had never before seen or heard of an escalator.

POOR SAILORS ARE DROWNING IN HAWAII

Hawaii's coastguard authorities are concerned at the rate of fatalities in boating accidents in the State — the drowning of a Kailua man in September brought the number of deaths for 1978 to 15, compared with one in the whole of 1977, and two in 1976. Correlated statistics indicated that Hawaii's rate is five times greater than California's, the State with the largest number of fatalities last year. Authorities say nearly all Hawaii's fatal accidents have been caused by lack of boating knowledge and/or carelessness.

BRAZIL FROST GOOD NEWS FOR SOME

Reports that frost is expected to curtail Brazil's coffee crop led to upward movement in the stock exchange standing of Australian-based Island trading companies Burns, Philp, Steamships Trading and W. R. Carpenter. The latter two companies stand to benefit directly from a recovery in the price of coffee. Burns, Philp should benefit indirectly from increased prosperity in the Islands.

PACIFIC REPORT

HAMMER STRIKES — HUGE LIBEL ACTION

Nauru's President Hammer DeRoburt has filed a US\$7.5 million libel suit in the US District Court in Honolulu against the American newspaper giant, the Gannett Publishing Group. The president is claiming that he was libelled in a story in the Gannett-owned, Guam-based *Pacific Daily News* which alleged that he had flown to the Marshall Islands to personally deliver a cheque for a \$678 600 loan, which the newspaper said was illegal. The article charged that Nauru was 'secretly backing the separation of the Marshall Islands from Micronesia'. In his suit, the president said the story was 'untrue in every significant respect'; and that, if it was true, it would constitute accusation of the commission of four separate criminal offences under Nauru law.

THOSE 'WESTERN' DISEASES HIT W. SAMOA

A survey of cardiovascular and metabolic disease will be undertaken in Western Samoa. The World Health Organisation regional adviser for chronic diseases, Dr Shoichi Endo, says hospital statistics show that the rate of cardiovascular and metabolic disease is increasing in the country. WHO is providing a short-term consultant to investigate the problem. (See also Tropicalities.)

\$250 000 HOUSE FOR SOLOMONS P.M.

The Government of Solomon Islands is to build a new house for the Prime Minister in the capital Honiara. The house is expected to cost more than Si\$250 000.

STATISTICIANS HUDDLE IN HONIARA

Statisticians from all over the Pacific gathered in Honiara in September at a conference sponsored by the South Pacific Commission. The conference reviewed the 1976 round of population censuses and discussed preliminary plans for a large number of censuses to be held in 1980-81.

NAURU BUYS APIA HOTEL

The Nauru Local Government has bought the Apian Way beachfront hotel in Apia for \$WS280 000 from Mrs Mary Croudace. Intentions are to pull the building down and replace it with a new structure to house the Nauru consul, Air Nauru and Nauru Pacific Shipping Line. Meanwhile, Mr Edward Annandale, managing director of the Apia merchant firm, O.F. Nelson, has been appointed honorary consul for Nauru in Western Samoa.

AGGIE GREY DANCES AT 81

Legendary Aggie Grey, Apia hotelier, who turned 81 on October 31, was guest of the crew of the *USS Horne* for a pre-birthday celebration. A navy band travelling in the *Horne* played music for her after Captain James A. Barber, commanding officer, presented her with a colour picture of his ship. The band music inspired Aggie to perform the *siva*.

TUVALU TALKS WITH UNCLE SAM

Tuvalu, looking away from Britain, was on the verge of signing a treaty of friendship with the United States in mid-October. Prime Minister Toalipi Lauti will have none of Uncle Sam's promise to drop its claims to reefs within Tuvalu's newly declared

sovereignty. An acceptance of this sort, feels Mr Lauti, might give credibility to the US claim. Washington is very eager to get its own and third-nation fishing vessels into Tuvaluan waters. A 'friendship treaty' is one way in.

VD OUTBREAK AT PNG CO-ED SCHOOL

One student in every eight at a co-ed boarding high school in the Papua New Guinea Eastern Highlands is suffering from VD. One girl in every three and one boy in every five is infected. Some are 12-year-old first formers. Education officials, worried by the outbreak, did not name the school in their public report.

\$350 000 FISHING DEAL, SOLOMONS-JAPAN

Japanese fishing associations will pay a licence fee of \$350 000 for a year's fishing in Solomon Islands' exclusive economic zone. A draft agreement to this effect reached after more than two weeks of talks in Honiara was subject to endorsement by the Solomons Cabinet and the Japanese Government. Japanese pole and line vessels will be allowed to take up to 6000 tonnes of skipjack tuna under the agreement.

TONGAN KING BACKS OFF ON SOVIET DEAL

King Taufa'ahau Tupou, of Tonga, aware of concern in Australia, New Zealand and the USA, has backed off from a proposal by Russia to build a fishing fleet base in Tonga in return for an aid programme including extensions to Fua'amotu airport.

MARSHALLESE ACT ON KWAJALEIN BASE

Angry Marshallese landowners were still occupying parts of the important US army Kwajalein missile base in September. They were demanding more land rental money from the US Government. The base commander said they were in no danger so long as they did not 'stray into wrong areas'.

INTERNATIONAL SPORTS BODY IN PNG

Riding on the enthusiasm of its first medal win in a Commonwealth Games, Papua New Guinea is to set up an International Sports Foundation. The government will finance the foundation with an annual grant of \$A250 000. PNG boxer Tumat Sogolik won a silver medal at the August games at Edmonton, Canada.

WRONG MEDICINES BRING TRAGEDY

Incorrect medication for minor stomach upsets is believed to have caused the deaths of eight babies and toddlers at Kimbe, Papua New Guinea, in October.

THE HARD NEWS

Major news stories of the month — including the Niue meeting of the South Pacific Forum, along with accompanying divisions over fisheries policies, and Tuvalu independence celebrations on October 1 — are covered in PIM's early news pages, starting p 17. Other major stories — the arrest in Papua New Guinea of Irian Jaya rebel leader Jacob Prai, the new Anglo-French plans for an independent New Hebrides, and the recent, sometimes acrimonious, exchanges between leaders of the two Samoas — appear in Political Currents, starting p 28.

THE NIUE FORUM: REGIONALISM TO SUB-REGIONALISM?

PIM editor, Bob Hawkins, was in Niue in September for the meeting of the South Pacific Forum. He found the 'Pacific Way' under some strain as conflicting interests among member countries emerged, and the shadow of new, sub-regional groupings took on more substance than has been known before.

Thoughts of a sub-regional grouping have been exercising Polynesian minds for some time, particularly in the eastern Pacific. Wrangles, unacceptable decisions and deteriorating personal relationships at the South Pacific Forum meeting in Alofi, Niue, in September, have served to heighten speculation that an east Polynesian sub-regional grouping, involving initially Western Samoa and American Samoa, Niue and Cook Islands, will soon be formed.

But the east Polynesians are not alone in their thoughts. Fiji's Prime Minister Ratu Sir Kamisese Mara, less than a week after the Niue Forum ended, said in Suva that there was pressure at the other end of the Pacific for another sub-regional grouping. 'We may join with Papua New Guinea and Solomon Islands,' he said.

What then are the consequences for the Forum? In the short term, probably nothing serious. What it will mean is that problems peculiar to one or the other end of the Pacific will be worked out through the coming sub-regional groupings. Only problems of a common nature, of vital interest to all members and on which there is reasonable hope of acceptable consensus, are likely to find their way onto a Forum agenda.

This year's Niue Forum was like none before. Ratu Mara was quite openly shocked at the lobbying which went on at Alofi, both on the fisheries convention issue and on the question of a successor for Mahepouniua who was supposed

to be retiring from his post as director of the South Pacific Bureau for Economic Co-operation (SPEC). This had never happened before, said Ratu Mara. Western Samoa's Prime Minister Tupuola Efi was clearly bitter at the attitudes of Papua New Guinea, Solomon Islands and Fiji which prevented the United States from becoming a member of a South Pacific Regional Fisheries Organisation (SPRFO). And so was Cook Islands Premier Tom Davis.

It seems that leaders from east and west are beginning to feel that as well as problems common to all, there are two other kinds of problems in the South Pacific: those that worry the little boys, and those that affect the big boys. When the little boys have a problem there's little sympathy from the big; when it's the other way around the feeling is mutual. Well, anyway, that's how some delegates at Niue saw the situation.

In the case of the fisheries, the little boys were eager to capitalise on the royalties aspect of their 200-mile resources zones. Premier Tom Davis summed it up this way: 'When my own people have an economic status so low, any source of income is most welcome. And the faster the better.'

From the west came the voice: 'Royalties returns are peanuts,' intimating that some

members couldn't see any further than the end of someone else's fishing line. The real way to affluence, this voice argued, was for the island nations to work vigorously toward exploiting their own resources instead of licensing out rights to all the big distant water fishing nations to come in, take what they want — and, to make matters worse — not always telling their hosts how much they had taken.

Basically, the position was this. Western Samoa, Cook Islands, Niue, possibly, with less conviction, and maybe the odd other tiny island nation, were keen to see the draft convention, negotiated in Suva in June, on the formation of the SPRFO, signed, sealed and put into operation.

But this draft — negotiated on the Forum's behalf by SPEC with United States State Department officials and which would have allowed membership of SPRFO to distant water fishing nations, including the US, Britain, France, Chile and others — in no way, it seemed, suited Fiji, Papua New Guinea and Solomon Islands.

While supporters of the draft were eager to get on with the job of negotiating 200-mile fishing agreements with distant water operators with the apparently comforting knowledge that they were all in SPRFO together, the 'antis' were reluctant to allow an organisation which brought in nations outside of the ranks of the Forum membership.

Was it a distrust of US motives? Was it a concern that the US — which has a federal law which does not recognise the right of coastal nations to control the exploitation of the 'highly migratory species' element of their 200-mile fisheries wealth — had been party to the Suva negotiations with the objective of 'screwing' the South Pacific nations en bloc in one agreement rather than having to negotiate with them one at a time and 'screw' them individually?

PIM, after a week of listening to the viewpoints of both sides, and coming to realise the complexities of the situation — political and technical — is not ready to comment. What did



Tupuola Efi . . . clearly bitter.

become clear was that PNG, Fiji and Solomon Islands went home satisfied at a job well done. Western Samoa and Cook Islands, in particular, were not impressed. By the time I got to Pago Pago to talk with American Samoa's first elected Governor, Samoan Peter Tali Coleman, he was positively discussing the prospects of a sub-regional grouping of eastern Polynesian interests to settle problems, peculiar to them, which are not shared by the big boys from centre and west.

Perhaps, logically, it was one of the two real big boys — Australia, the other being New Zealand — who came up with an interim proposal, 'accepted without a vote', which at least got SPRFO off the ground. Prime Minister Malcolm Fraser suggested that the Forum should decide 'forthwith' to establish a fisheries organisation, with the Port Moresby declaration of 1977 as a guide but with membership restricted to the Forum 'at this stage'. Mr Fraser's proposal called for SPEC officials to report 'in not more than six months on any changes, modifications or amplifications to the terms of reference, responsibilities and powers that may be required' and, more pointedly, 'that officials also report at the same time on the advisability and practicality of the draft convention together with any modifications that may be desirable'.

It seemed Australia was holding out the hope that time, more talking, and a cooling period, might eventually lead to a compromise, acceptable to the big boys, which could bring distant water fishing nations



Ratu Mara . . . openly shocked.

into SPRFO membership. Not likely.

A moment to record a couple of comments, typical of disgruntled delegates emerging from the downstairs assembly chamber of Niue's smart new *Fale Fono* — parliament or assembly building — a gift from New Zealand. 'We were really screwed by those big bastards,' said one. Puzzled, I observed: 'I thought Australia and New Zealand were keeping a pretty low profile and behaving themselves.' 'No, not Australia and New Zealand,' he replied. 'I mean those big bastards — PNG and Fiji.' Quote two — a lonely one: 'It looks as if we are going to have to do it all by ourselves.'

A skerrick, picked up elsewhere, in two different island capitals, perhaps gives some insight to a part of the reason the Forum big men were not ready to allow the going to be easy for the US or their smaller fellow Forum members. Apparently, while the negotiations on the draft conventions were going on in Suva in June, the Fiji capital was almost buzzing with US fisheries industry representatives, very much to the consternation of some Island leaders.

Poor America, it seems it comes on too strong even when it is apparently trying to be helpful.

Whatever, SPEC officials had simply done their job. Working on the guidelines of the Port Moresby 1977 Forum, they had come up with a draft convention which they knew, and not so deep down either, would get short shrift from PNG, Solomon Islands and Fiji. Australia and New Zealand, who, it seems, would have liked to see the draft convention adopted, were soon to shift their ground when the Forum power-brokers showed their hands.

So, for the time being anyway, advantages — as seen from the east Polynesian viewpoint — will not be available. They amount to almost immediate revenue for hard-pressed economies, more efficient surveillance (from within and without their waters because official US Government involvement would have helped policing), and, in

American Samoa's case, no uncertainty about sources of supply for their two big American cannery operations of Starkist and Van Camp. Governor Coleman was obviously concerned at the Forum outcome. Pago Pago's canneries depend heavily on access to the waters of neighbouring nations. Apparently Starkist and Van Camp are already mumbling a bit about performance. The latest hiatus isn't going to cheer them up.

The fisheries agreement wasn't the only 'head on'. The directorship of SPEC apparently generated even more bitterness. Mahe Tupouniua, hailed for his performance as director since SPEC's foundation, had announced he was returning to ministerial duties in Tonga at the end of the year. A replacement had to be found. The position was advertised several months ago. A flood of applications — 36 — poured in, many applicants not realising that the SPEC directorship involves a lot of political considerations. The only two nominees which came to my notice were those of PNG's Sir Maori Kiki and Western Samoa's Professor Felix Wendt. (Sir Maori is a former deputy prime minister of PNG, having lost his seat at last year's general election and then having failed to regain a place in parliament in a by-election this year). Professor Wendt is head of the Agricultural College of Alafua in Western Samoa.

Even then, as a PNG delegate described him, Sir Maori began to 'look like a yo-yo'. First he was in as a candidate. Then he was out. Then in. On the eve of the appointment decision, it seemed he was back in. Visible discussion, if not solid lobbying, was going on among PNG and other delegation members in response to equally enthusiastic Western Samoan lobbying for Professor Wendt. But, in the morning and final session of the Forum, the news came from downstairs that Mahe Tupouniua, if the blessing of the Tongan Government was forthcoming — and it seemed it would be — was in the chair for probably another 12 months.

The press gets nothing official on these matters. PIM

heard that one delegation leader had threatened to walk out if PNG pushed the Sir Maori line. To avoid such an un-Pacific happening, PNG Prime Minister Michael Somare had withdrawn Sir Maori's nomination. We're pretty sure we're right that far. Then the picture fades a bit. Did Western Samoan Prime Minister Tupuola Efi then withdraw Professor Wendt's nomination? And from somewhere was the name of Niue's Minister for Economic Development Young Vivian put up? And did Mr Vivian withdraw because no written nomination had been put in on his behalf? Anyway, Niue was lobbying members to support Mr Vivian's nomination for the

secretary-generalship of the South Pacific Commission.

Whatever the chain of events, apparently the atmosphere was tense. The old rift between Tupuola Efi and Fiji's Ratu Sir Kamisese Mara, looked like becoming a chasm. But why they should have been at loggerheads on this issue was not entirely clear, unless the Fijian leader had been pushing the Kiki line harder than Mr Somare. Later in Suva, Ratu Mara said his choice would have been an applicant from Geneva, whose name never surfaced.

It wasn't all as bitter as the fisheries and SPEC directorship issues might suggest. The brighter side of the Niue Forum is in PIM Tradewinds.

Niue turned it on for Forum

It was the biggest thing that had ever happened on Niue. Without the new *Fale Fono* — this little island nation's national assembly, a gift from New Zealand and still being painted on the morning it was officially opened — Niue could not have volunteered to host the ninth South Pacific Forum.

About 100 outsiders — among them national leaders and two deputies — came to Niue. There was no way the island's only hotel — as neat and clean and attractive as it was when it opened about three years ago — could accommodate everyone. And, though security was hardly necessary, it was somehow fitting its 20 rooms should be reserved (with the odd exception) for leaders only.

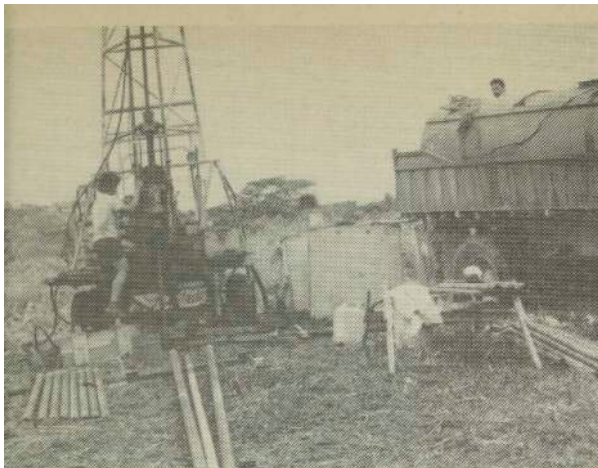
For the supporting officials and the small press contingent much better was in store. They were billeted with families in villages, some at the other side of the island — and that's about as far as you can go on Niue. More embarrassing, but very touching, was the Niuean custom of making a gift to their guests on their departure — and that after a week of lavish hospitality (two for those involved in South Pacific Bureau for Economic Co-operation pre-Forum deliberations).

Never at any stage did anyone seem short of transport. 'Official' drivers often were senior Niuean public servants.

Hosts laid on their own transport to supplement the government pool of less than 20 cars, pick-ups and four-wheel drives.

If the national leaders and their delegations thought the pace of both a demanding Forum and a seemingly never-ending round of *fiafia* (feasting) was exhausting, what must those delicious coconut crabs of Niue have thought about it? They died literally in their hundreds to adorn pigs backs and to give a pink glow to table upon table of island wealth. After the crab in the favour stakes came inimitable Niuean raw fish in lime juice and coconut milk, chickens probably in their thousands, pigs by the score, beef, reef fish, deep fish, taro (which Ratu Sir Kamisese Mara of Fiji, using the Fijian word *dalo*, described as among the best he has tasted), sweet potato, pumpkin, yams, passionfruit juice, lime juice (Niuean water) ...

Niue's Premier Robert Rex and its population of less than 4000 living on their lonely 250 square kilometre island, did it in style. Solomon Islands, next year's host, can view Niue's performance with both optimism and trepidation. But, as Solomon's representative Minister for Natural Resources Paul Tovua said as he flew out to Pago Pago: 'If Niue can do it, there is no reason why we should not be able to do it.'



Niue — hotter than some may think

Small but hot. That's how Niueans like to think of themselves and their island nation. But their 250 square kilometre coral outcrop home might be hotter than they think. It's not news that radio-activity levels in Niue are the highest in the South Pacific — at least among islands where the radio-activity is regarded as being of natural origin.

What is news is that mining interests are now putting down tentative feelers to find out if there is uranium. 'Who knows what is down there,' said the Niue Government's resident economist Ron Layton. 'There is a radio-active anomaly. It must have been caused by something. It is virtually certain that radio-activity of that level was caused by uranium. It might be gone now. It is on that kind of basis, plus a few geological theories, that we are ending out.'

The government has been fairly cautious in its approach to uncovering the secret of their island but not cautious enough as far as New Zealand, with whom Niue has a special relationship, is concerned. The question was discussed extensively in both the Niue cabinet and assembly and it was decided last year to push through a mining act to cover all contingencies before allowing in the miners.

Three individuals appear to make up the investigating team. John Barrie, who is a Canadian Mining; John Rowntree, a Canadian geologist who is a member of the Austral Syndicate; and Frank Kelly, whose company, F. A. Kelly Ltd, is doing the drilling.

Drilling rig on Niue: hopes and fears —

Drilling began about 11 kilometres along the road from Alofi to Hakupu toward the southern end of the island. Two holes were abandoned for technical reasons, one at about 50 metres, the other at less than 20 metres. It is understood drilling to a depth of something short of 200 metres is planned. Which is why both the New Zealand Government and some Niueans are concerned.

The people of Niue live in enviable harmony with nature. Because of its porous surface, Niue, for all its area, has no lakes, rivers or streams. When it rains the water is sucked in, spongelike. But the water lies in a lens, just beneath the surface, a delicate lens which some observers fear could be disturbed should uranium — or other riches — be found and the government give in to the temptation to exploit those riches. Open-cut mining is the method being talked about. 'Can you imagine what would happen if Niue's fresh water table were exposed to the atmosphere?' pondered one resident.

There's also the folklore. Secretary to Government Terry Chapman mentioned that some Niueans see their island as being in the shape of a mushroom, the stem plunging to the bed of the ocean. Too much shaking around could break the stem — causing Niue to plunge beneath the waves. And then there are those who fear radio-activity could pollute the water. And some who think holes bored at random around the island could lead to salt water mixing with fresh. Some obviously feel that, well, it is best left alone.

'We wuz robbed' Sir Albert tells UN

The Cook Islands' former Premier Sir Albert Henry wants the United Nations decolonisation committee to check the role played by the New Zealand Government in the Cook Islands' March general election, and the subsequent court action that dumped his ruling party, writes William Gasson from Wellington.

The decision of the Cook Islands Chief Justice last July invalidated the votes of passengers on charter flights arranged by Sir Albert to fly Cook Islanders from New Zealand to Rarotonga, and cost the ruling party nine seats, and political power.

'Information now gathered and placed in safe keeping in Melbourne proves about 50-50 that Wellington did have something to do with this whole drama,' Sir Albert claimed when he arrived in Auckland from a September visit to Australia. He said the petition calling for the investigation was filed with the UN committee by Professor Otto Ulc, professor of political science at New York State University. He acts as the Cook Islands honorary representative to the UN.

He bases his evidence for calling for the investigation on suspicions. 'We gave the committee some ideas of what happened. I don't like to say more,' Sir Albert said.

He then repeated his claim made earlier this year that a New Zealand government department has assisted the then opposition party leader Dr Tom Davis during his election campaign. Sir Albert said he felt there had been interference in the internal self-government of the Cook Islands and claimed that the whole political situation there now seemed farcical to the people. 'The only alternative is to go back to the people and let them decide,' he added.

And would he want to be Premier again?

'I would ... I don't know. But I think the people say they haven't found one yet who could beat me.'

Mr Muldoon's reaction was to shrug off the UN petition. 'I don't think we should take this seriously,' he said. 'Albert Henry was obviously deeply shocked when the court found against him, but the court was operating under Cook Islands law and he has been the head of the government since the time of self-government and is thus responsible for the Cook Islands law.'

'It was under his own law that his Cook Islands court found in the way that it did and that was the end of his government so at that point there in no case for any allegations of outside interference. The whole thing has been done in the Cook Islands and in accordance with Cook Islands law.'

Mr Muldoon's view was that no UN committee would take Sir Albert's petition seriously.

The *Christchurch Star*, in an editorial about the 'irrepressible' former premier, said he 'may be down, but he's not out'. For years he had lent comic relief to New Zealand's newspaper columns and television screens with his outrageous comments.

'Now he's at it again. It makes no difference that his government has been ousted by the judgment of Chief Justice Donne, who branded the election "the greatest perversion of representative democracy".'

The *Star* said that Mr Justice Donne's judgment was well reasoned, 'and will doubtless serve as a warning to emerging Island governments for many years to come'.

'Sir Albert in his early years of office did much good for the Cook Islands and is still remembered affectionately by many in spite of his double-dealing nosedive. It would be better for all concerned if he left it that way and slipped quietly into history,' the editorial said.

ANDREW JAKEO, THE RELUCTANT ELDER OF BIKINI ATOLL

American journalist Mike Malone covered the September relocation of Bikinians from their home atoll to Kili made necessary by Bikini's continuing high radiation levels. In particular he investigated the case of Andrew Jakeo, a man who, with some 30 followers, refused to make the move to Kili. He filed the following exclusive report, with the accompanying pictures, for PIM:

Andrew Jakeo was a young man of 36 when the Americans first asked him to leave his homeland in 1946. In September on Bikini, the site of 23 nuclear tests that ended in 1958, history repeated itself.

Jakeo, now a Bikini elder and traditional leader of 68 years, and about 140 other islanders, reluctantly left their coral-and-sand atoll for the second time, after learning that they were absorbing levels of radioactive cesium-137 at an alarmingly high rate.

Their departure did not come easy. When Trust Territory High Commissioner Adrian P. Winkel arrived on Bikini with nearly 40 newsmen from around the world, Jakeo and his people declared their intention to stay on Bikini. For Jakeo and other Bikinians who came back here after being told by American scientists in 1968 that their homeland was safe, the news that they would be asked to leave was a bitter blow. 'I don't care about radiation on Bikini,' Jakeo told the high commissioner through an interpreter. 'I will send out my children and family if that is necessary. Bikini is my home, my freedom, my happiness. You can take my life now. Bury me beside my home, but I will never return to Kili.'

After being told in 1946 that their removal for atomic testing would be for the '... good of mankind and to end all wars,' the Bikini people trusted the Americans' assurances that they would be well cared for. But less than a year after their relocation to Rongerik Atoll,

they were starving. In 1948 they were taken to Kili, an isolated island of about 1.3 sq km. In contrast to Bikini Atoll's huge lagoon surrounded by numerous islands, Kili lacks a lagoon and heavy seas make it inaccessible in winter months.

An American teacher on Kili, Ralph Waltz, 36, recalled losing 18 kg in weight during one winter when six months passed without the visit of a supply ship. Many people refer to Kili as 'the prison'.

'Thirty years ago you (the US) took us to Kili and left us there,' Jakeo told the high commissioner. 'Then you forgot about us. Many years passed and your promises were not kept. Now you want to take us back to Kili. I am afraid you will forget about us again.'

To ease the situation, High Commissioner Winkel brought news that Kili would only be a temporary relocation site. Twenty-eight wooden tin-roof houses have been built there, in addition to a dispensary and a school. There is the promise of a dock to be built soon — all

part of a \$15 million relocation program now being considered by the US Congress.

But the Bikinians want eventually to return to Bikini Atoll, to Eneu Island, which is thought to be safe by scientists, although radiological tests will continue there until next year. Failing that, the Bikinians have asked to be given land in Hawaii or on the US mainland.

However, a day of delicate negotiations with High Commissioner Winkel brought an agreement whereby Jakeo and his followers, about 30 people, would leave Bikini, but not go to Kili. Instead, they will settle on an uninhabited island in Majuro Atoll near the Marshalls district centre and medical facilities. The rest of the Bikinians agreed to resettle on Kili.

Before leaving Bikini, Winkel acknowledged the 'regrettable' error made by the scientists in 1968 when Bikini was declared 'safe', and praised the people for their 'responsible decision' to leave their homeland again. 'As far as the present risks are concerned', Winkel said, 'we cannot afford to play God. The risk is indeed great. Ten years from now, who knows, maybe the scientists will determine Bikini safe again. But the risk exists if you stay.' Medical examinations

will be given to the Bikini people every three months to monitor their body levels of radioactivity.

Shortly before sunset on that final day on Bikini, after all the islanders and their belongings were loaded aboard the two ships that came to take them away, Jakeo walked the length of his deserted home island alone — perhaps for the last time. As a ship's whistle sounded, Jakeo put his outrigger canoe into the blue lagoon and paddled out to the waiting vessel.

Micronesian News Service adds to Mike Malone's account:

The islanders were given a memorandum of understanding which declares that the Government of the United States 'considers itself generally responsible for the well-being of the Bikini people and their descendants'. It also provides that the Department of the Interior, which administers the Trust Territory, will call upon other agencies of the US Government to assist it, particularly the Department of Energy. This is to ensure that, among other things, the medical needs of the Bikinians will be met.

Each Bikinian was given 100 dollars as a relocation allowance to purchase necessities. Winkel emphasised that this was 'not intended to constitute compensation' but was a one-time, lump-sum relocation payment. Bikinians are the beneficiaries of a \$US3 million trust fund set up by the United States and administered independently by a bank in Hawaii. Winkel said this will be doubled when Congress approves a new allocation to be used on behalf of the Bikinians. Approval is expected this year or early next year, he said.

No restrictions were placed on foreign media personnel in talking with the Bikinians or photographing events connected with the relocation.

Two events lifted the Bikinians' spirits and served to dispel somewhat the sadness of departure — the births of babies: one on Bikini the night before the move, the other aboard ship en route to Kili.



Andrew Jakeo (right) speaks to High Commissioner Winkel through interpreter Henchi Balos. His message: He will not go back to Kili.

Tuvalu: For Britain not just a sunset but a total eclipse

*Says Bob HAWKINS,
English and unimpressed*

1953 London: Coronation time. It's pouring. Tonga's irrepressible Queen Salote rides the city streets in an open carriage. Britons love it.

1978 Tuvalu: Independence time. It's raining on Funafuti. Princess Margaret, reportedly with a 104 degree F temperature, stays confined on the *HMNZS Otago*. Tuvaluans do not love it.

It may not be a fair comparison. But it seems that the one and only characteristic of empire I could ever admire — a refusal to surrender to whatever adversary — is dead in the Briton's soul. Or, perhaps, royal flu, pneumonia, or whatever, is much more serious than the common variety.

English-born, and with residual pride, I waited in the hope that Princess Margaret would rise from her sick bed, make an eleventh hour dash ashore, and appear dramatically — falteringly, if necessary — at the September 30 midnight switching hour (Tuvalu's flag for Britain's). Sure, there were three cheers for Queen Elizabeth II. But Tuvaluans, who know just how tough living can be, were not impressed at Meg's frailty. One British official observed: 'If Margaret is not up to the job, she should say so and give it up.'

Somehow, royalty's non-appearance fitted the occasion. It is clear that both Tuvalu politicians and some British officials serving on Funafuti are disgruntled at the UK's parting attitude. Britain is finished in Tuvalu.

Prime Minister Toalipi Lauti said he was 'disappointed' at the outcome of London negotiations on assistance for Tuvalu after



'I love you Tuvalu' says the message across this broad back but hardly echoed in Britain's farewell. It maybe wouldn't be a bad idea to incorporate it in the new nation's official insignia.

independence. It seemed he would have liked to have come on stronger. This large man of imposing presence seemed more hurt at UK's demeanour than its lack of generosity. He's not worried about other aid sources — several other nations and agencies are willing to stand by Tuvalu. In his speech to a parting Britain, Prime Minister Lauti pointedly observed that Tuvalu had moved into constitutional and political independence; economic independence was yet to come.

All in all, it was hard to find a good word from anybody for Britain. So little it seems had been done on the 'Brits' part to learn about Tuvalu; so much had been done on the Tuvaluans' part to cope with the influx of visitors on an island hard-pressed to feed its own people without a heavy import bill, let alone a crowd of hard-drinking diplomats, officials, soldiers and sailors off five vessels, and various other interested parties.

Tuvalu — with a combination of throbbing traditional music and dancing, a ready smile, traditional hospitality, and a superb dignity personified in the presence of Prime Minister Lauti — had no problem matching up to the occasion. But for the Brits, it all seemed to be summed up in Lord Napier's pronunciation when he read Princess Margaret's speech for her on October 1. It just made him seem so very alien when he talked of 'Fun-uff-at-ee' (say it fast). — *Bob Hawkins*

CONSERVATION

Conserving the Pacific heritage: Idea whose time has arrived?

There's nothing so powerful as an idea whose time has arrived — so runs an old saying. It doesn't seem too far-fetched to apply it to the theme of this month's PIM cover — the need for a conscious effort to preserve the architectural and cultural treasures of the South Seas.

Consider the following facts. In May, 1977, PIM's publisher, Stuart Inder, devoted his column 'Up Front' to this theme, focusing particularly on the buildings in the former Fiji capital of Levuka. His column drew an enthusiastic response, in a letter published in PIM, September, 1977, from Honolulu architect, George J. Wimberly, who said in part: 'We, in the Development Authority of the Pacific Area Travel Association, are pushing very hard for just this type of preservation and are presently exploring the means and methods of organising (for want of a better term) what we call The Pacific Society ...

'The Pacific area needs a great deal of help in its preservation efforts as most of the architecture has not been constructed with very permanent materials. Even well-intentioned maintenance sometimes obscures the architectural grace of the original structure.'

Things have moved a bit since then. A more recent letter to Mr Inder from John Kenaston of Kuala Lumpur, Malaysia, reports that last year's 26th PATA conference, held in Hong Kong, adopted a resolution for the creation of a Pacific Heritage Society. A sub-committee was formed within the PATA under the chairmanship of Dale Keller, 'who,' says Mr Kenaston, 'has achieved a position of international prominence for his design work and sensitivity towards the preservation and development of the heritage and regional culture in those

many areas where he has been involved'.

Among PATA documents enclosed by Mr Kenaston is one that asks the question: 'Why should a travel organisation concern itself with the protection of heritage?', and offers the following reply: 'In many PATA member countries, the characteristics that make that country different are steadily, and in some cases rapidly, being eroded. If action is not taken to modify this situation we may be in danger of losing some of the qualities that led PATA, from the outset, to urge people to "discover the friendly Pacific" ...

'Something needs to be done to draw the attention of the public in general and of the travel industry in particular to the existing dangers. It is not too late in the Pacific. We can and should take steps to preserve that part of everyone's ethnic or national heritage that makes them unique. Unlike Europe, which is now "trying to correct the mistakes of the

past", we must try to "prevent the mistakes of the future".'

The document makes some hard-headed business points: 'Unique cultures attract man's interest in other areas of the world and thus open the door to travel. There is, in fact, an interdependence between tourism and conservation, in which each contributes to the economic viability of the other.'

Putting its money where its mouth is, PATA resolved to allocate \$10 000 'for activities in 1978-79 aimed at furthering the objectives and facilitating the formation of a Pacific Heritage Society'.

Plans for 1978-79 include development of a mailing list and a membership programme, completion of a research project already begun, publication of two papers related to the functions and aims of the Society, and the organisation of a Pacific-wide meeting.

PIM correspondent Victor Carell, working a parallel furrow, makes a special examination of the problems of preserving the beauties of Levuka in PIM's Yesterday feature this month (see pp 50-51).

Vila's big show pulls in crowds

The sixth Vila Agriculture Show was held in September with seven out of every eight of the population of the New Hebrides' main island, Efate, attending, writes Greg Nosworthy from Vila. Held in excellent conditions, a carnival atmosphere prevailed throughout the two-day show.

Custom dancing was probably the biggest attraction, with a group from Tongoa Island winning the first prize of \$A500 with their highly authentic display. A charity queen competition is also held in conjunction with the show and this year FNH570 000 (about \$A6900) was collected by entrants vying for the valuable prizes.

With agriculture the New Hebrides principal industry, there was no shortage of exhibits in the livestock and produce divisions. Ships visiting outer islands collected more than four tonnes of produce for exhibition.

The show is held in Colar-deau Park.

Strongly supported by all levels of government and by Mayor Rémy Delaveuve, the agricultural show seems assured of continual success.



In less danger than many fine old buildings through the Pacific is Vailima, former home near Apia of famous author Robert Louis Stevenson, and now official residence of Western Samoa's Head of State.

Treasuring the Galapagos

The leading French daily *Le Monde* has just carried a series of three long articles by French journalist Yvonne Rebeyrol on the Galapagos Islands, 1100 km off the coast of South America, which form part of the Republic of Ecuador.

Entitled 'The Enchanted Noah's Ark', the articles provide vivid descriptions of the unique flora and fauna of the Galapagos which, in 1835, provided Charles Darwin with important elements of his then revolutionary theory of the evolution of the species through natural selection. The Ecuadorian Government has proposed that the Galapagos be included in the world cultural and natural heritage institution whose establishment was proposed last January by the United Nations Educational and Scientific Organisation.

Rebeyrol provides details of the strict measures taken by the Ecuadorian Government to protect this heritage, which could be of interest to other Pacific governments with natural treasures to be guarded.

She writes: 'The Galapagos were opened to tourists in 1969. They have since become increasingly popular. In 1977 there were 6790 tourists, 18.5% of them Ecuadorians. But it has now been decided that under no circumstances will more than 12 000 tourists be accepted in any year.'

'Tourists cannot move about alone. Either they go on an organised trip headed by one of the 25 official guides, or they take one of the guides aboard their yacht, or, thirdly, they can travel in one of the 20 fishing boats captained by authorised guides. All guides must do a training course at the Galapagos' Darwin Station before being approved by the park service.'

'Twenty-seven itineraries have been planned on several of the islands (5% of the park's surface) so that visitors may see as much interesting flora and fauna as possible. But, according to the itineraries, the number of tourists is limited in

some cases to 80, and in others to as few as 15, a day. No domestic animals may be taken on these trips. No food may be given to the native animals, and it is forbidden to touch them. Visitors are asked not to drop paper, fruit, plastic bags or cigarette butts (though smoking is permitted) during their walks on the islands or the sea crossings between them ...'

Then she makes the following comments, which will have a familiar ring for those who have come in contact with a certain type of tourist: 'One wonders why some foreigners come from so far away to the Galapagos. Guides welcoming their groups sometimes hear aggressive statements like the following, made by way of introduction, by some tourists: "I don't believe in evolution anyway ...". Some visitors also protest: "These islands aren't interesting at all. You can see the sea anywhere. Animals too. Anyway, if I wanted photos, I could buy them in Quito." Some don't even get out of the boats. You can also hear idiotic questions such as: "Those birds flying over there, are they the local cormorants that can't fly?" ...'

Call for 'million PNG soldiers'

There is not enough money available to increase the yearly

recruitment of soldiers, Papua New Guinea's Defence Force Minister, Mr Louis Mona has said. Mr Mona told parliament that at present the defence force was recruiting 100 men a year. He was replying to Mr Ibne Kor (Nipa-Kutubu) during question time in parliament.

Mr Kor said he was concerned about the size of the defence force in comparison to Indonesia and feared that another country may invade PNG. He said there are three million people in Papua New Guinea, and at least a million of these should be soldiers. Mr Kor said many Grade 10 school leavers who did not have jobs should join the defence force.

Mr Mona said he too was concerned about the size of the defence force but could not do anything at this stage due to financial problems.

The Club Med puts to sea ...

The *Club Méditerranée* is the name, not only of a French company which has been highly successful in the tourist business, but also of one of the strangest ships to be launched since the classical iron monster, the *Great Eastern*, wrote Marie-Thérèse and Bengt Danielsson from Papeete. Although this magnificent, 72 m long, four-



masted ship, which cost more than \$A2 million to build, arrived here in Tahiti to a great fanfare as recently as June this year, she has already been hidden away in the local naval yard and seemingly forgotten. We have delved into this mystery and have discovered what has happened.

It should first be said that from whatever point of view we look at this extraordinary vessel, she should never have been built at all. But built she was, and for the sole purpose of allowing the famous French navigator Alain Colas (who, you might remember, in 1974 raced alone around the world in 169 days in his Polynesian catamaran *Manureva*) to win the trans-Atlantic race in 1976. The organising committee did not bother to impose any restrictions on the size of participating craft, probably thinking that common sense and limitations of finance would form a natural barrier to the entry of sea-going extravaganzas like the *Club Méditerranée*.

As it happened, Alain Colas's consuming desire to beat his arch-rival Eric



The August issue of PIM, with its widely acclaimed coverage of the phenomenon of the 'Third Sex in Polynesia', found itself in unusual company on this news-stand at downtown Sydney's busy Wynyard railway station.

TROPICALITIES

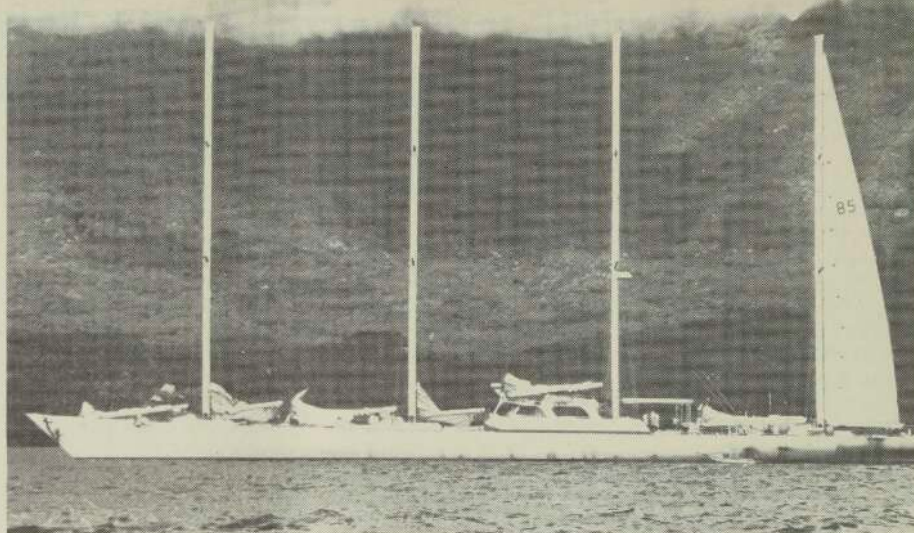
Tabarly, combined with the *Club Méd* director's love for lavish promotions, to give birth to a 245-tonne iron ship, with a specially built 50-tonne uranium keel and four masts, all of them of equal height at 31 m, wholly steered and manoeuvred by a push-button system from a well-protected bridge cabin. To give some idea of the degree of sophistication achieved, let us say only that a TV camera at the foot of each mast permitted Colas to observe on a screen at his command post, at any time, the exact position of every sail. The total surface of canvas employed was 972 sq m, which made it possible for the craft to maintain an average cruising speed of more than 10 knots. Fortunately for everybody Eric Tabarly won the race, thus showing the way back to a competition of more human dimensions, where skill and courage are the decisive factors.

The owner coped with the questions of impertinent newspapermen as to the embarrassing failure of this floating data bank to win the race saying that the ship's ultimate destination anyway was Tahiti, as confirmed by her registry at the time of launching.

As soon as the sleek monster swept into Papeete harbour on June 2 the *Club Méd* directors proudly announced a most impressive schedule, according to which she was to make every week no fewer than three trips to or around Moorea, as well as one to the Leeward Islands.

The departure and arrival times were shown for each voyage, exactly as on a railway schedule. This made many old-timers laugh incredulously. But a few more charitable individuals remarked that we had, after all, to do with a new phenomenon — a kind of ocean train. The number of passengers to be carried was 96 for the day trips, and 40 for the longer trip to Bora Bora and Huahine.

It all worked beautifully for a few weeks, until the ship simply vanished. On inquiries, the representatives of the *Club*



The four-masted, four-in-one uranium ship *Club Méditerranée* — a wonder, or white elephant, of the age?

Méd either kept mum, or mumbled something about urgent repairs. This seemed strange, since the ship had undergone extensive remodelling and improvements just before coming out to Tahiti.

The true explanation, as it turned out, was that the uranium keel had split vertically, and that there was no way of repairing it short of perhaps taking the whole ship to pieces.

We have a feeling that destiny is pointing to the ultimate solution, which would be to cut up the hull into parts and make four separate sailing vessels of it, each with its own mast.

As to the unusual choice of metal for the keel, the only comment worth making is that to bring a 50 tonne piece of uranium to these islands, already exposed to the radioactivity released by 42 nuclear test in the atmosphere, resembles nothing more than carrying coals to Newcastle.

Harder to visit Moresby's sick

Free meals and casual round-the-clock visiting are coming under the axe at the Port Moresby general hospital,

writes Angus Smales from the Papua New Guinea capital. Hospital officials say that long-established concessions for hospital visitors, including the entitlement of some to free meals, were being abused.

The hospital was tightening security following the disappearance of two babies from the maternity ward. (Both were later found and returned to their mothers.)

Unofficial freedoms under which relatives almost camped in the wards to be with patients are being withdrawn. Visiting hours will come down from five hours a day to two. But the effective reduction in visiting hours is much greater, because unofficially visitors have been coming and going at all hours.

Hospitals in Papua New Guinea face a special problem because large numbers of relatives often camp in the grounds when patients are brought in from outlying villages. On several occasions in Rabaul, Port Moresby and the Highlands relatives were found sharing patients' beds at night on a roster system.

Officially recognised 'guardians' of some patients are also entitled to meal tickets at hospitals.

Hospital officials said the situation was getting out of hand. Only one guardian would henceforth be recognised, and the new visiting hours would be rigidly enforced, they said.

Old frigate still serves science

HMAS Diamantina, launched in 1944 and the last of the Royal Australian Navy's World War II frigates still in service, was in Suva in late September. It was her first visit since 1967.

Her task, in conjunction with the New Zealand oceanographic research ship *HMNZS Tui*, was the study of factors affecting underwater sound transmission. These include sea floor topography, sea floor sediment structure, sea water temperature and salinity structure, and local ambient noise factors.

Australian and New Zealand research establishments have a programme of such sound transmission projects in the Tasman and Coral Seas, and in the South Fiji Basin.

There was an historical side to *Diamantina's* voyage as well.

TROPICALITIES

Her visit to Suva almost coincided with the 33rd anniversary of the surrender of Japanese occupation forces in Nauru (September 13, 1945), and Ocean Island (October 1). Surrender ceremonies in these places took place on *Diamantina's* quarterdeck.

Record fund for Leper Man Appeal

Far-reaching plans for developing the Twomey Memorial Hospital in Fiji into a leprosy training centre are now well under way. A joint agreement for the project has been signed on behalf of the Lepers' Trust Board of New Zealand by the chairman, Mr A. H. T. Rose, in Suva. Participants are the Lepers' Trust Board, the Fijian Government and the World Health Organisation.

The Twomey Memorial Hospital, the Leper Man Appeal's pioneering contribution to leprosy treatment and prevention in the Pacific Islands, will become a training centre for the whole of the South Pacific. Proposed training programmes and other activities include a histopathology service, laboratory identification of drug resistance, drug trials, immunological studies and epidemiological work.

Such ambitious and comprehensive planning was good to see, Dr W.J. Smith, chairman of the Board's Medical Advisory Committee, told the Lepers' Trust Board's Annual General Meeting recently. Various planned consultant services requested by territories were already progressing, he said.

More than \$21 000 for the first year of development was approved by the board. In the following year the Lepers' Trust Board will contribute \$12 760 annually to the project.

About \$34 000 was also allocated for the Hospital's new activities area being planned by the Fijian Government and the Fiji Lepers' Trust Board. This would meet a need evident for some years, Dr Smith told the meeting. Rooms



Fuatal Sole, Western Samoa, winner of the South Pacific Coconut Climbing Contest, pictured in happy mood on palm tree trunk in Suva's Sukuna Park after victory.

for sewing, handcrafts, such as printing and bookbinding, a studio for Semisi Maya and a showroom, the workshop and shoe shop, will replace the present cramped quarters.

The total grants announced came to a record \$406 500 as a result of the 1977 Leper Man Appeal. All grants are for the South Pacific area which is the Board's special responsibility.

PNG man warns Australia

Sweet talk was in short supply at the September reception in Papua New Guinea House, Sydney, to mark the third anni-

versary of the country's independence.

PNG Consul-General Austin Sapias told the assembled 150 Australian businessmen and government officials: 'Australia will have to get up north and sell or lose its market supremacy in PNG.'

'Australia is losing its hold over the \$500 million-a-year PNG market to Japan, the US and New Zealand.'

'We know what we want and that is quality with quantity. We are looking for the right price.'

Mr Sapias told newsmen later that although Australia still supplied half the country's

needs and PNG was its sixth best market, other nations were making inroads.

'We don't want to discriminate against Australia, but it is up to Australian businessmen to supply the right goods at the right price. Australia is pricing itself out of our market. We know you have industrial troubles, but your costs are eroding your position in the PNG market.'

Diseases, too, go 'Western'

The South Pacific Commission and the World Health Organisation have joined forces to stage a conference on metabolic diseases in the Pacific. Venue was the Republic of Nauru.

According to Nauru's official news bulletin: 'The meeting was organised as a result of growing concern at the emergence of diabetes and other chronic diseases, such as high blood pressure, gout and heart disease in certain Pacific countries.'

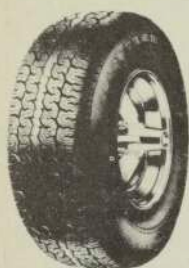
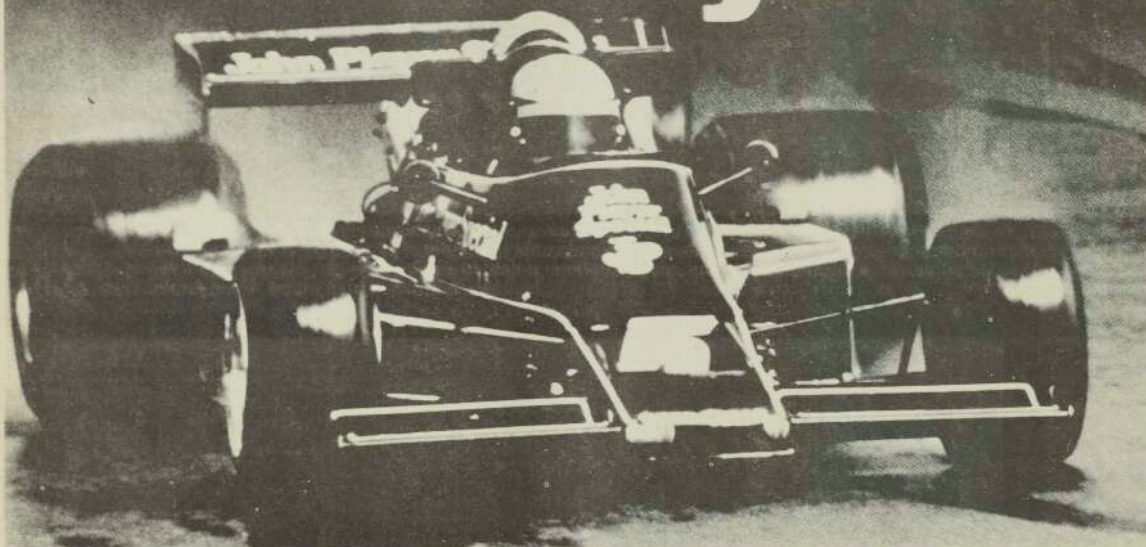
'While these diseases appear to be uncommon in the countries of Melanesia and traditional-living Polynesian and Micronesian societies, there has been a dramatic increase in their incidence as Polynesian and Micronesian populations move from their traditional way of life to one of Western-style dietary and physical activity patterns.'

Opening the meeting, Nauruan Health Minister Joseph Audoa said that in the past the main emphasis of medical programmes in the Pacific had been on infectious diseases — malaria, leprosy, tuberculosis, filariasis, and so on. Medical science had done much to reduce the impact of these diseases, even though some remained problems.

But a new pattern of disease had now emerged in the related disorders of obesity, diabetes, gout, hypertension and heart disease.

He said: 'Our health problems are obviously related to important changes which have been taking place in our lifestyle, in the structure of our society, our modes of work.'

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AFTERTHOUGHTS

with Percy Chatterton
in Port Moresby

OF THE MAKING OF LEGENDS, THERE IS NO END

One of the most fascinating of my experiences during the half-century in Papua New Guinea has been that of watching the growth of legend.

A persistent legend in pre-war Papua related to the pioneer London Missionary Society missionary, James Chalmers, who was killed and eaten at Goaribari Island in the Papuan Gulf country in 1901. All along the Papuan coast from west to east the story was told of how, on the day of Chalmers' death, the sun was darkened from noon till afternoon. Those who told the story were probably not aware that in fact Chalmers' death occurred in the early morning, not at noon; and the resemblance of the story to the New Testament account of the crucifixion is unlikely to be accidental. Yet I have talked with elderly men who have said that they were boys at the time and that they remembered it happening.

I have searched the records for a reference to some natural event which might have given rise to the story, but have failed to find one.

This sort of thing rather shakes one's trust in eye-witness accounts of happenings. In this connection I recall an occasion when a rather spectacular event took place in a Papuan coastal village. A few days later I asked three of my students (adults, not children), who had been eye-witnesses of the event, to write for me an account of what had happened. The three accounts they turned in differed quite startlingly from one another in quite important ways.

This kind of thing also makes one a bit cynical about the masses of 'oral history', the collection and publishing of which is now all the rage in academic circles. I am not implying of course that all 'oral history' is unreliable. On the contrary, in the 1950s, an elderly man from a village on the shores of Hall Sound, about 60 miles north-west of Port Moresby, gave me a graphic account of the murder of two Europeans in that area in 1875. He dramatised the story in a one-man act of considerable histrionic merit. I enjoyed the performance but took it with a grain of salt. However, some time later I came on a contemporary account of the event in an unpublished document in the LMS archives, which tallied point by point with the orally transmitted story handed down over four generations.

But in many cases the stream of oral history has been muddled by ingredients imported from the Bible, from European fairy tales, and even from the writings of eminent anthropologists. On one occasion a university student who had spent a vacation in his home village reported that the people of his village had a tradition that their ancestors had come from Egypt. My recollection is that this was published quite uncritically as a contribution to 'oral history'.

But to get back to the growth of legend. In the years since the war, stories have been cropping up all over the place of how, when the first missionaries arrived at the place of which the story is being told, they were met by hostile tribesmen intent on slaughtering them. At the last moment, a fearless villager sprang in front of them and declared that only over his dead body should the

strangers be harmed. Thereafter all was sweetness and light.

These stories, of course, provide marvellous material for dramatic re-enactment, and young people get a lot of fun out of blackening their faces and brandishing spears. But are the stories true? In a few cases they probably are; and of course there were some cases in which the missionaries really did get killed. But in many others, contemporary missionary accounts suggest a friendly and peaceful reception rather than a hostile one.

How then did the stories arise? I think it is because a new generation of admirers of the glorious Melanesian past have felt that it would have somehow been unmanly of their ancestors not to try to kill the intruders. Surely they must have done. So a new legend is born.

The most recent crop of legends has nothing to do with missionaries; it is concerned with Papua New Guinea's accession to independence in 1975. Already, only three years later, university students and other young nationalists are prating about 'our fight for independence'.

The fact is that the only people who had to do any fighting for Papua New Guinean independence were the successive Australian Governments, which as time went on became more and more impatient with Papua New Guinea's reluctance to accept the independence which Australia was so anxious to press upon it.

True, the Pangu Party had from its inception advocated early self-government and independence; but its supporters were heavily outnumbered by those of the United Party, which had been established specifically for the purpose of delaying independence as long as possible. Right up to the end of 1971, when the second House of Assembly was prorogued, United Party spokesmen were declaring robustly that if they were returned to power in the forthcoming elections there would be no independence for a long long time.

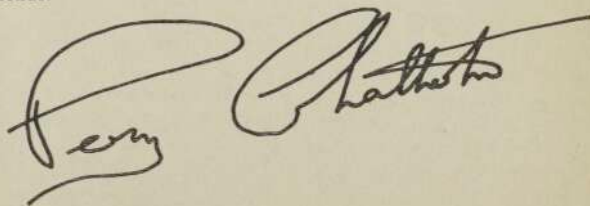
Six months later, Pangu's Michael Somare became Chief Minister, and thereafter progress towards self-government and independence was rapid, to the relief of the Australian Government. Nobody had to fight for it. But no doubt the legend of Papua New Guinea's heroic fight for freedom will echo down the years.

It was echoed recently in a letter from a university student to the *PNG Post-Courier*. From there he proceeded to bundle together a declaration by Commodore Erskine in 1884, a punitive expedition mounted by C. S. Robinson in 1904, and a decision of the Australian Government implemented in 1906, and to blame Sir Hubert Murray, who began his long reign as Lieutenant-Governor in 1908, for the whole package.

He then went on to reject the names 'Papua' and 'New Guinea' as colonial impositions, and declared that the country must have a new name, a truly Melanesian name. His choice was 'Niugini'. I couldn't quite follow this bit, but perhaps he thinks that phonetic spelling is a Melanesian invention.

UPNG's library has a very fine 'New Guinea Collection' with a full range of contemporary records covering the whole colonial period. And the colonial period is one of the facts of history, however glad we may be that it is over.

It would be a good thing if more of our students had more recourse to this collection and so found out what really happened, instead of making up the history of their country out of their heads.





VANUAAKU'S VITAL TALKS

The Vanuaaku Party's political commissars are to meet on Ambrym Island, New Hebrides, in the first week of November to consider the suggestion by French Minister for Overseas Department and Territories Paul Dijoud for a 50/50 share in a New Hebrides Government of national unity, writes PIM Editor Bob Hawkins from Noumea, where he covered the South Pacific Conference in October.

Informed Vila sources suggest this could mean a cabinet with as many as 14 members, the new portfolios taking over certain responsibilities now held by incumbent ministers. It seems that some extreme Left elements in the VP are only willing to go along with the proposal, which has British backing, if Chief Minister George Kalsakau is willing to step down. The chief minister is unlikely to accede to such a request.

Vanuaaku Party president, Father Walter Lini, and secretary, Barak Sope, returned last month from a world tour during which they met Pacific leaders, visited the US, talked with the UN committee of 24 on decolonisation, and talked in London to Lord Goronwy Roberts (Minister responsible for dependent territories) and in Paris to Mr Dijoud.

If the Ambrym meeting accepts the proposal the New Hebrides may be ready to embark upon a four-step path to independence in early 1980: a government of national unity, drawing up of a constitution, a referendum to accept the constitution, and an election late next year to find a government to take the New Hebrides into nationhood. The Vanuaaku Party would prefer an earlier election date, but it would complicate what is

already a tricky course of action.

CAPTURE OF JACOB PRAI

A dawn raid by Papua New Guinea police on a house in Vanimo, about 40 km from the Papua New Guinea-Irian Jaya border, may spell 'finish' to organised guerrilla rebel resistance in Irian Jaya. The police raid, late in September, netted 36-year-old Jacob Prai, self-styled president of West Papua, and one of his lieutenants, Otto Ondawame, along with the occupier of the house, Australian Frederick Eiserman, a public works employee.

All three later appeared in court, Prai and Ondawame on a charge of illegal entry into PNG, and Eiserman on a charge of harbouring illegal immigrants. Prai, commander-in-chief of the West Papua guerrilla force and chief thorn



Jacob Prai ... removal of the main thorn in the flesh of the Indonesians.

in the flesh of the Indonesians, and Ondawame, Prai's deputy and minister for defence in the rebel *de facto* Government of West Papua, were sentenced to two months gaol; Eiserman to six months.

Speculation was rife after the news of the arrest was out. Was there some arrangement between Prai and PNG Prime Minister Michael Somare for the former to give himself up? Some think so but although the query is founded on the fact that Mr Somare and his Cabinet were in Vanimo at the time, this is regarded as mere coincidence. Under a plan drawn up several years ago, Mr Somare and his executives move their meetings around to show the government to the people. And the Vanimo meeting was planned months ago.

Prai may have known of the

meeting but he could hardly have entertained any hope of a secret meeting with the Prime Minister. The police raid, so reports say, followed a tip-off. The two rebel leaders were found to be ill when they were arrested. It has been common knowledge for months that Prai has suffered severely from arthritis and there were reports that a man with first-aid knowledge had been treating the two men since they arrived in Vanimo about a week earlier.

For months, the Indonesians with a force of about 2000 troops, planes and helicopters have been hunting the guerrillas, who have claimed several successes against the Indonesians, not least being the capture of a helicopter and seven hostages. The Irianese have paid dearly. Villages and food gardens have been destroyed and there has been a steady stream of refugees across the border into PNG, many with stories of deaths, suffering and hardship caused by the Indonesian troops.

Prai's future is bound to embarrass the PNG Government. The Indonesians have indicated that they will seek the extradition of the two leaders, but there is no extradition treaty between the two countries.

Whatever happens, PNG will be vitally interested and involved. The government has been wishing for a long time that the whole problem would go away and there has been much criticism of its actions by Papua New Guineans, who feel that support should be given to their Melanesian brothers across the border.

Ideas are being expressed that some approach should be made to the United Nations, but the UN is hardly likely to attempt to interfere. The Indonesians claim that Irian Jaya and its rebels are purely internal matters.

The UN may be satisfied to salve its conscience by allowing the UNHCR to continue its work of helping PNG to look after the refugees. In August, the UN Commissioner handed over \$US100 000 as a grant towards the cost of building

houses at Oksapmin in West Sepik for Irian Jayans who fear to return home.

PNG Opposition Leader Mr Iambakey Okuk was due in Indonesia in mid-October after visiting Australia. He has been a critic of Mr Somare's handling of the Irian Jaya problem. He might have some ideas when he returns to Port Moresby.

PLUS, MINUS IN PNG'S 3 YEARS

Papua New Guinea was three years old as an independent nation on September 16, writes Angus Smales.

Dancing, singing and music groups from other South Pacific and Asian countries joined the Papua New Guineans in their celebrations. Australian Aborigines were among the visiting groups.

In its three years of nationhood since Australian administration ended, Papua New Guinea has given the lie to widespread predictions that independence would bring instability and a shaky economy.

One of the new country's strongest achievements has been the establishment of its financial integrity on the international scene. It has become a trusted borrower of development funds from international agencies and commercial institutions, and it is using its earnings from the big Bougainville copper mine to establish an economy which can take over when the copper runs out.

PNG still receives a quarter of its annual budget from Australia in the form of untied aid. But Prime Minister Michael Somare and his ministers believe that this dependence can be ended in five years.

The country's greatest weakness as it entered its fourth year was seen as political and regional fragmentation, despite constant promotion of national unity. The system of provincial government is becoming a growing source of friction and discontent, although originally designed to promote national unity.

Personal power struggles

have also tended to disrupt the political scene, and there has been an upsurge in crimes of violence and theft, much of it attributed to excessive drinking.

POLYNESIA'S BURNING CROSS

A model of the Cross of Lorraine, symbol of Gaullism in French politics, was burnt during the visit to French Polynesia of the Gaullist Mayor of Paris, Jacques Chirac (PIM September). Mr Chirac was the guest of the Gaullist deputy of French Polynesia to the National Assembly in Paris, Gaston Flosse.

A letter, signed 'Liberation Movement of Polynesia', was delivered anonymously to the Papeete newspaper, *Les Nouvelles*, in which the movement claimed responsibility for the burning.

Among other things, the letter said: 'We affirm to the French Government that it will be unable to continue to repress our desire for independence: the day before yesterday it was Fiji; yesterday it was the Cook Islands; today it is the Solomons; tomorrow it will be the New Hebrides and Micronesia. Is it really to be believed that Tahiti can be cheated of its history and its legitimate desire for freedom? ...

The cross-burning is the latest in a series of incidents over the past 12 months showing new stirrings of various independence movements in French Polynesia (PIM April).

US DISCOVERS THE ISLANDS

The Pacific journeyings of *USS Horn* (PIM, October) are not the only sign of the wakening of US policy towards Pacific Island countries from the torpor and indifference of past years.

Testifying before the US Senate Foreign Relations subcommittee on East Asian and Pacific affairs, Richard



US President Jimmy Carter checks the quality of the soil on his peanut farm in Plains, Georgia ... his administration sees the possibility of real paydirt for US interests accruing from a more active and attentive policy towards Pacific Island nations.

Holbrooke, assistant secretary of State, said the US will establish 'a larger and more effective presence in the South Pacific' over the coming years.

Noting 'signs of growing Soviet and Chinese interest in the area', Holbrooke, whose special responsibility is East Asia and the Pacific, said that the US saw 'the orderly development of the South Pacific region as a contribution to the stability of the broader Pacific community'.

Holbrooke said that Soviet interest 'seems to be concerned largely with advancing their fishing interests in the region and promoting their diplomatic standing *vis-a-vis* our own and that of the People's Republic of China'. As for China, Holbrooke said: 'Peking is also interested in expanding its diplomatic presence in competition not only with Moscow but with Taipei.'

The US was tied to the region by history, geography and a 'growing economic interest', he said, adding that US policy would 'not in any way impinge' upon the sovereignty

of the independent Island countries, or usurp the leadership role they shared with Australia and New Zealand.

Holbrooke dismissed the idea that the US should develop 'massive programmes' for the South Pacific, but declared 'the time is ripe for more active interchanges'.

The US programme, as summed up by Holbrooke, would include:

- Active participation in South Pacific regional organisation;
- Adaptation of existing programmes and elaboration of new ones to fit the unique needs of the developing Island states;
- Improved co-ordination among American and multi-lateral programmes; and
- Pursuit of the Micronesian status negotiations with the aim of achieving a free association agreement between the US and Micronesia and termination of the US trusteeship by 1981.

Holbrooke also said the US would take 'a fresh look' at its representative in the region 'to see if we are making the best

use of our limited resources'.

He announced the assignment of an Agency for International Development officer, Robert Craig, to the US Embassy in Fiji, the first AID person ever assigned to the region. Mr Holbrooke attended the Solomon Islands independence celebrations in July in the company of a member of the Senate sub-committee, Senator John Glenn.

Also testifying before the committee was John H. Sullivan, assistant aid administrator with AID. Mr Sullivan listed the principal development problems faced by the region as:

- Smallness and relative isolation of the Island states;
- A very limited natural resource base from which to derive increased income;
- Extensive but undeveloped and unmanaged ocean fish resources;
- Inadequate agricultural production and lack of diversification;
- Decreasing amount of available arable land;
- Increasing population and limited domestic employment opportunities;
- Costly and unreliable communications and transport facilities.

He commented: 'The limited nature of the US programme and the development problems which I have mentioned have led to the design of a US assistance programme for the area consisting of three principal components. The first approach is through operational programme grants to private and voluntary agencies to enable them to improve current programmes or to undertake new projects. The second approach is assistance to regional institutions whose activities are located in or beneficial to several of the countries in the area. The third is an accelerated impact programme which will enable us to support small-scale self-help projects, primarily aimed at community and rural development.'

Within this framework, Mr Sullivan discussed in detail specific US activities now being undertaken in Western

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Samoa, Fiji, Tonga and Papua New Guinea. He also dealt with a current US examination of needs in the now independent Solomon Islands.

'PUT CUSTOM IN PNG LAW'

The Law Reform Commission of Papua New Guinea has recommended that the law should give greater weight to traditional customs and beliefs than it does at present.

The advice was contained in a report the commission submitted to the Government in October.

If the commission's recommendations are accepted, the maximum penalty for a killing, committed in accordance with traditional beliefs, would be three years' imprisonment. The commission also recommends that courts be given much wider powers than they have at present to order compensation payments, both in cash and kind. If traditional law required that a pig should be given in compensation, then the modern law should do the same.

TWO SAMOAS: A TOUCHY TALE

Since the partition of the Samoan islands in the 1890s, the relations between American Samoa and Western Samoa have often been far from happy, writes Felise Va'a from Apia. The latest case of 'apparent' misunderstanding involves remarks attributed to Tupuola Efi, prime minister of Western Samoa, concerning the delicate issue of the unification of the two Samoas.

These remarks appeared in a recent edition of the *Los Angeles Times*, according to its correspondent. 'Tupuola Efi, prime minister of the sovereign state of Western Samoa thinks it is only a question of time before his flag flies over neighbouring American Samoa, a US territory'.

The report angered many of American Samoa's political



Tupuola Efi... 'only a young man', says...



American Samoa's Governor, Peter Tali Coleman

leaders. Senator Fofu Sunia insisted that Tupuola should either deny its accuracy or make a public apology. The president of the American Samoan senate, Salanoa S.P. Aumoeualo, said he respected the right of free speech, but that discussion of such issues was fruitless. 'One might talk of moving Aunuu (an island in American Samoa) to the mouth of the harbour, but why do so when it shall never happen?' he was reported to have said.

For his part, American Samoa's first elected governor, the highly experienced and affable Peter Tali Coleman, expressed the opinion that Tupuola was unnecessarily disturbing calm waters, and the question of unity was premature. He told *Pago's Samoa News*, 'We can work together closely in many fields but the separate development of the two Samoas for the last 78 years has created a situation where only time will give us the answer to the question of political union.'

The irony of the whole thing,

as seen by some sources, is that it was Governor Coleman who took it upon himself to soothe the angry feelings of many of the territory's political leaders caused by the remarks attributed to the prime minister. They said the governor told American Samoa's political leaders that Tupuola should be forgiven for he was only a young man. While the *Pago* leaders spat out their hatred for what they suspected to be an imperialistic design by Western Samoa, Prime Minister Tupuola went on the defensive. In a press statement, he formally denied not only the charges made against him by the *Pago* leaders and his critics but also that he had ever made the remarks attributed to him. According to Tupuola, a reporter asked him about reunification and he had replied, 'I take a biblical attitude about reunification. Everything under the sun has its season. Reunification will have its season. When it will be I cannot say.' In reply to another question, he had said, 'Hypothetically speaking there is nothing to stop Western Samoa if it chose to promote reunification in the United Nations. In my assessment the proposition will not lack support in the UN. Significantly, however, Western Samoa is not promoting reunification in the UN for it is not convinced that it is the season for it.'

It is also a fact that reunification is not the type of issue that can be bulldozed through the United Nations by one party. There are two other parties to be considered: the US Congress, legal owner of American Samoa, and the American Samoan people themselves. The move towards reunification can come from any of these parties, but the wishes of all parties must be taken into account. An American Samoan leader has put it bluntly: 'There is no such thing as a season for reunification for the power over American Samoa lies with the United States Government.'

Prime Minister Tupuola may have oversimplified what is, in effect, a highly complex issue. Moreover, he may have

misunderstood American Samoan public opinion.

Some eight years ago, the American Samoan Fono (legislature) established a Future Status Political Commission to study and report on the type of system American Samoa should adopt in the future. The commission visited many Island nations and territories in the South Pacific, including Western Samoa, to study the political systems of those countries and to see how these could be of use for American Samoa's future.

After many months of meetings, the commission finally came out with a report. It rejected an organic act, which would have made American Samoa an official territory of the United States. (American Samoa is still an unincorporated, unorganised territory of the United States ruled by Congress.) It also rejected union with Hawaii, as well as the option of independence. Above all, it rejected union with Western Samoa.

Union with Western Samoa entails many serious disadvantages for American Samoa. Problems that could arise, for instance, include that of how many seats American Samoa would have in parliament, how much of the national wealth would go to American Samoa, and the status to be accorded to American Samoan *matai*, traditionally considered of inferior rank to the *matai* of Western Samoa. Such things considered, the commission had no hesitation in vetoing union with Western Samoa.

The commission felt American Samoa 'never had it so good' as under American administration, so why change things? It recommended to the Fono that American Samoa should retain the present political status and enjoy the best of both worlds. That remains the situation.

As for the territory's future, a new commission is expected to be appointed in two years' time for a further review of forms of future government. While American Samoan leaders have not completely abandoned the possibility of one day uniting with their

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cousins in Western Samoa, the *Los Angeles Times* article struck a severe blow at any future reunification. Prime Minister Tupuola appears to lack real understanding of the sensitive feelings of the people of American Samoa. He may not have meant what has been attributed to him, but if his remarks carried any such implication he was certainly gravely in error.

BANABANS ARE FIGHTING ON

A fresh international campaign is being launched by the Banaban people to win independence for Ocean Island and to obtain more compensation for the phosphate mined from it, according to a recent press release from Banaban sources. Appeals will be made to the United Nations, the South Pacific Forum and an already largely sympathetic British public.

As a last resort the Banabans may use their support in Britain's House of Commons to block independence for the Gilbert Islands, of which Ocean Island is at present politically part as a British colony. Our platform is not changed from that of the previous council, the newly-elected chairman of the Rabi Council of Leaders, the Rev Tebaiti Kawaka, said in a message to supporters.

'We want immediate self-determination for Banaba (the Banaban name for Ocean Island), immediate direct payment of the \$A10,000,000 offered to us by Britain, and financial assistance for our administration and development.'

The Banabans, most of whom live in Fiji, have been waging a campaign over Ocean Island, their original home, for many years. They want the island to be separated from the Gilberts, which are expected to become independent soon, and given its own independence, possibly in association with Fiji.

They also want a bigger share of the benefits derived from mining of the island's



A one-time Chief Justice of the Territory of Papua New Guinea, Sir Alan Mann, inspects a parade of troops from Headquarters, Papua-New Guinea Command.

phosphate deposits by the British Phosphate Commission directed by the British, Australian and New Zealand Governments.

JUDGES: LOCAL OR 'EXPAT'?

Despite the pressures being brought upon the Papua New Guinea Government in certain quarters to appoint PNG law graduates to the bench to replace the Australian incumbents, it has met difficulty in the fact that of nearly 100 qualified graduates only a handful have the basic requirements for appointment, writes Sydney lawyer Robert W. Moin.

Mr Buri Kidu, the PNG Secretary for Justice, is recorded as opposing the making of local appointments merely for the sake of it, without considering the essential requirements of skill and maturity. 'We have got to be very careful who we put on the Bench,' he says. 'You can't have any Tom, Dick or Harry. One thing I'm afraid of is putting PNG men on the bench before they are ready. If they muck it up we'll be a laughing stock around the world,' he said.

Mr Kidu added: 'People think that, merely because we

get PNG judges, they will work miracles. They would make mistakes just the same. I don't think a PNG judge from one area who is sent to the opposite end of the country to hear a case would have any advantage over an Australian judge in the same situation.'

Another difficulty experienced throughout the Pacific is the fact that the suitably qualified graduates are 'grabbed' by their governments for important political and public service posts, particularly those with the capacity to progress to the bench. The opportunity of a steady job compared with the uncertainties of private legal practice are added considerations for the new graduate returning usually from either Australia or New Zealand and wishing both to contribute his acquired knowledge to his homeland and improve his status.

One could ask how would other expatriate judges deal with the recent case of cannibalism before Mr Justice Wilson in PNG (PIM October)? How much judicial notice should be taken of local tradition or custom?

Before the colonial administration system moved into the Western province of PNG in the early 1960s cannibalism was accepted, witchcraft prac-

tised (It still is) and illiteracy, resulting in legal ignorance, the rule rather than the exception. Should a conviction be recorded where the presiding judge states as did Judge Wilson: 'They saw nothing wrong in what they did. They were ignorant of the introduced law which seeks to outlaw cannibalism'. How can people be educated in the law? Surely a challenge to every government! The process will certainly be long and will require sympathetic understanding from everybody involved in legal administration.

Even countries reasonably advanced in legislative development have continuing difficulties assimilating with customs. Some countries like Western Samoa have given recognition to incorporating, where practical, traditional practices into their legislative process.

In almost direct contrast, Tonga, with a few exceptions, makes no recognition or mention of custom at all. It seems that this was the desire of King George Tupou I, who held that the new order of change from the 'old ways' should be through the law. While in certain land cases a Tongan Assessor or Advisor sits with the European judge to advise him of Tongan custom where there is some dispute, his advice is usually on the pattern of what the law has come to mean since its introduction, by usage and practice — in other words how the law has become custom, and not custom the law.

How do the simplified laws designed to meet a country's needs even a mere 20 years ago now cope with the more sophisticated and demanding society that is being thrust upon it?

Countries like Australia and New Zealand have the legal machinery — itself already fully extended — to cope more of less adequately with such progress, particularly in the business world. Perhaps these countries should be more conscious of the need to assist their neighbours to cope with the problems of legal development when assessing their aid programmes.

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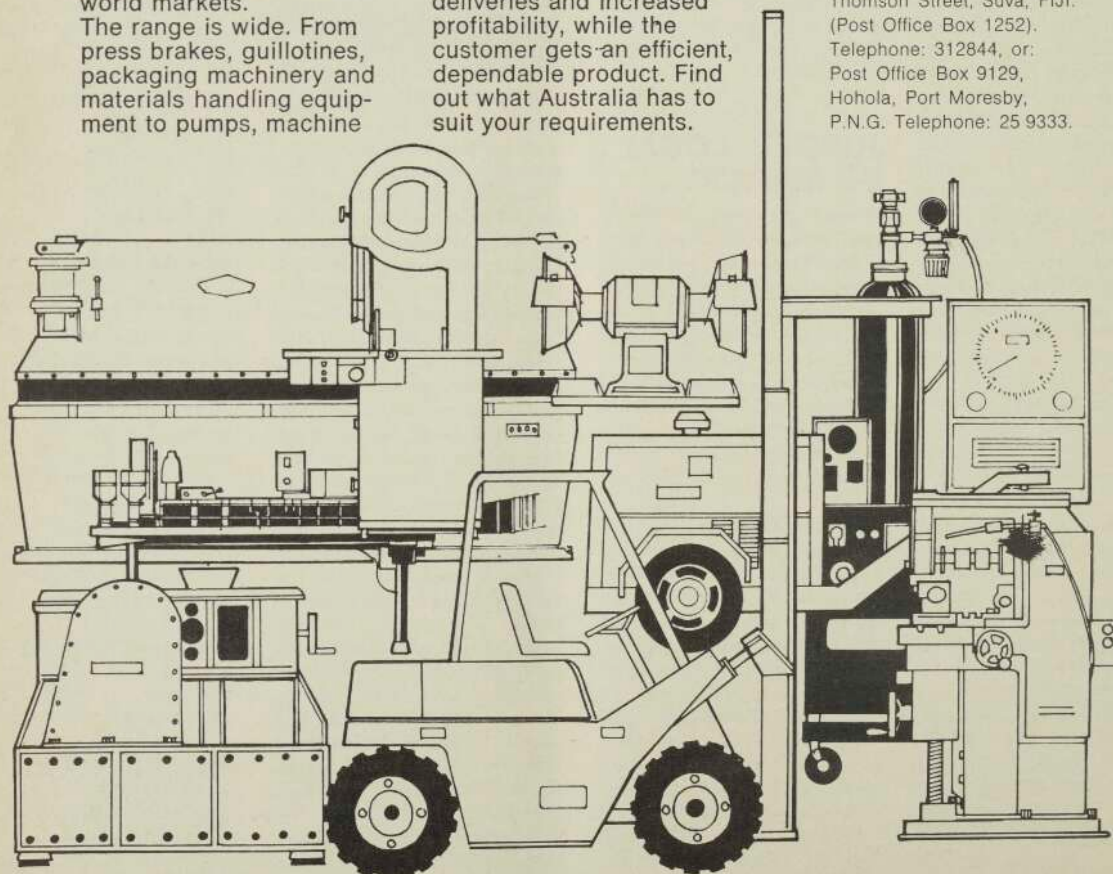
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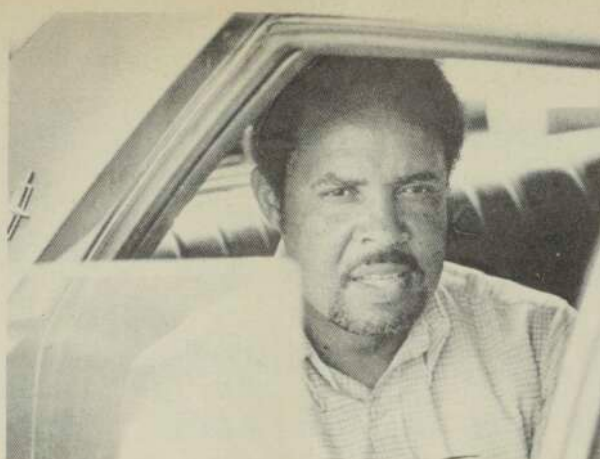
US Under-secretary of the Interior, James Joseph, 43, his deputy Wallace Green, and Ruth Van Cleve, director of the Office of Territorial Affairs, were in good spirits as they left Guam's Government House bright and early on Monday August 14, writes Paul Addison from Guam. The three senior US officials were looking forward to what promised to be a novel and relaxing flight to Ulithi in Micronesia's Yap district for the dedication of a new dispensary.

At the Naval Air Station, the three officials from Washington greeted their fellow travellers whose names read like a who's who of US Pacific military and federal policy-makers. There were two rear-admirals, David S. Cruden, commander Naval Forces Marianas, and Neal Clements, head of the Pacific Facilities Engineering Command; Trust Territory of the Pacific Islands High Commissioner Adrian Winkel, America's highest-ranking representative in Micronesia; Captain Ralph Smith, in his last month as officer in charge of construction and the overseer of \$US400 million worth of construction projects on Guam and in Micronesia; and Captain Edward Estes, 44, commanding officer of the island's Naval Air Station. Along with these dignitaries the 20-year-old C-117 plane carried a number of lower-ranking military officers and 13 nervous military band members who were to perform at the Ulithi ceremony.

Shortly after 9 am, as the crew tried to start the plane, one of its two engines spluttered and refused to grind into action. But after a mechanic's left twist of a screwdriver at something inside, the engine prang into action. After a normal take-off, the plane quickly rose to about 2000 m.

As the plane, co-piloted by Captain Estes and Lieutenant Robert Bell, banked over the island's picturesque Tumon Bay, the 30 people inside could see the clear, shark-infested waters lapping on the reef, and a few tall buildings in Guam's capital, Agaña.

Shortly before 11, Rear-



US Under-secretary of the Interior, James Joseph, still shaken from his experience, sits in Guam Governor Ricky J. Bordallo's car after the plane crash. (See main story, People.)

Photo: Rick Padden.

Admiral Cruden and some crew members noticed oil leaking onto the starboard engine. Although the leak appeared soon to stop, the engine started to flutter and the plane's pilots realised they would have trouble reaching Yap. They radioed naval officials on Guam that they had no option but to return. The navy immediately activated all its emergency units, putting planes, helicopters, boats and personnel on immediate standby.

The plane proceeded to limp back towards the island, with the sea looming ever closer. Band members looked at each other silently, each caught up in his own thoughts. Preparations were begun for a 'controlled ditch' in the 2 m swells. Passengers were told to put on life jackets and remain seated. About 30 km off Guam, the plane was 70 m above the water, where a coast guard patrol vessel, *Point Harris*, and a submarine missile retriever were awaiting the crash. In the air, a B-52 bomber from Andersen Air Force base and two navy helicopters monitored the rapid descent. Also monitoring the crash was a Soviet spy ship, the *Vega*, which poses as a fishing trawler off Guam's coast.

In a desperate attempt to stay airborne the crew opened the cargo door and passengers began to jettison their baggage. First to go was the band's



Rear-Admiral Neal Clements talks to navy officials on the coastguard ship *Point Harris* after his rescue at sea.

sousaphone; trumpets, a saxophone and drums followed shortly after.

It was to no avail. At 11.53 am the plane touched the swells tail first. Then it reared in the air and ploughed into the Philippines Sea.

'It was one loud sound,' Under-secretary James Joseph said later. 'Then there was a second sensation and we were in the water. The pilot did a fantastic job. It was almost like a regular landing.'

The plane's fuselage had actually cracked open at the bottom and water begun to pour in. Two men were drowned.



PEOPLE

One of them, Ronald H. Curtiss, 27, an aviation engineer from St. Louis, was apparently sitting at the spot where the split occurred. The other dead person, 20-year-old musician Scott Smith, from Rio Linda, Calif., was thrown to the same area on impact, according to a navy spokesman.

Within seconds, liferafts were inflated outside the plane. In the high noon of the broiling tropical sun, most of the passengers crawled onto the crowded rafts while the plane sank slowly into the world's deepest ocean, the Marianas Trench.

Overhead, as 15 minutes slowly ticked by, a navy plane kept watch on the survivors. Then, naval medical aides and divers were dropped from helicopters to assist the injured. Those with the worst injuries were whisked into helicopters and away to Guam's Naval Hospital. Others, including Joseph, waited for more than 90 minutes for the *Point Harris* to pick them up. From Guam's port, a convoy of ambulances carried the injured to the Naval Regional Medical Centre where wives and friends waited tensely for news.

Miraculously the injuries were not great. The two co-pilots, Estes and Bell, underwent surgery during the night while seven other passengers were held until morning. Ruth Van Cleve, the only female on the plane, and Wallace Green, sprained their backs; Captain Ralph Smith had a broken arm. Joseph, Cruden, Clements and 15 other passengers were treated and released the same day. As the rescue operations for the two men missing, presumed dead, came to an end for the evening, the crash site was marked only by a 6 m oil slick.

Joseph later sat resting at Government House where through the windows he could watch a bright red sunset. 'It's

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PEOPLE

beautiful,' he told a *Pacific Daily News* reporter as the sun sank below the sea. 'Particularly as I didn't really expect to see it.'

Dr Feleti Sevele recently took up appointment as economist with the South Pacific Commission. Dr Sevele, a Tongan, did his tertiary studies at the University of Christchurch, New Zealand. He holds a BSc in mathematics, an MA (Honours) in geography and a PhD in economic geography.

Returning to Tonga in 1973, Dr Sevele was appointed secretary of the Commodities Board, a statutory body responsible for the export of all agricultural commodities. The board also runs the Tonga Construction Company, the largest building and construction enterprise in the kingdom. Apart from government, the board is the largest employer in Tonga, with a workforce of over 600 persons. In 1974 Dr Sevele became director and chief executive of the board, a post he held until joining the South Pacific Commission. He was also a director of a number of companies, and a member of Tonga's National Scholarship Board.

Dr Sevele's duties with the commission will include economic studies, with special emphasis on rural and agricultural development, analysis and interpretation of regional economic statistics, advisory services, and organisation of meetings and training courses.

Sebastian Hurrell did not last long as director of Tonga's Commodities Board. He was appointed to the post on a Wednesday. On the following Friday the Tonga Privy Council had second thoughts and decided he would be better placed as his country's representative to the European Economic Community in Brussels. In Brussels he will represent Tonga at the negotiation of the ACP Convention, which expires at the end of February, 1979. Mean-



The Rev Setareki Tulloveni (above), formerly of Fiji, is now a 'reverse missionary', bringing the Gospel to Australia. He lives at Chatswood, Sydney, where he's on the staff of the Synod Board of Mission of the United Church, which groups the former Methodist, Presbyterian and Congregational Churches in Australia.

while the Tonga Government is looking for another director of the Commodities Board.

The Rev Mosese Naivolaisiga, a Methodist minister in Fiji, stripped of his pastoral duties because he twice stood for parliament, has been given a full pardon and will resume church work in January, 1979. In standing for parliament he defied the church's policy that it does not align itself with any political party. He had stood on a Fijian Nationalist Party ticket. He went to Australia soon after his second defeat and returned to Fiji in August. Church leaders said Rev Mosese had been re-accepted because he had confessed his breach of church law in the Fijian weekly newspaper, *Nai Lalakai*.

Detective Constable Talakai Misa, of the Tonga CID, was selected in September for a special course in criminal investigation at the Brisbane Police College, Australia. The course, which is not costing Tonga anything, was arranged by Rotary International District No. 960, Queensland, which is footing all bills for fares and accommodation. The

Queensland Police Department is providing free training.

Ricky Mitio, a Papua New Guinean, has been appointed to the top executive position of the PNG Coffee Industry Board, succeeding Barry Beil. Mr Mitio, who has worked with the board for nearly six years, during which time he has undertaken management and promotional studies in PNG and overseas, is the first Papua New Guinean to hold the post.

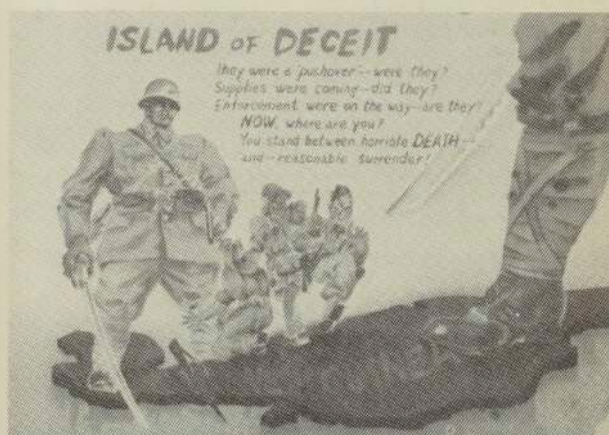
A former editor of the *Samoa Times* of Apia has become a training development officer in the New Zealand National Council of Adult Education. Peter Creevey, Christchurch-born, worked on metropolitan newspapers in New Zealand and Australia before joining the *Samoa Times* in 1963. He spent the next 12 years in American and Western Samoa during which time his interests were in economic planning, community development and vocational training. He returned to New Zealand in 1975.

An Australian who served two terms in Fiji on the staff of Cable and Wireless, next year is expected to become chairman of Intelstat, a communi-

cations satellite system offering international communications and television services. Randolph Payne, 51, a director of marketing of Overseas Telecommunications Commission (Australia), was selected a vice-chairman of Intelstat this year.

A name still fresh in Papua New Guinea science circles is that of Dr J.J.H. 'Joe' Szent-Ivany who retired in 1966 after 12 years with the Australian administration. News is that Dr Szent-Ivany is still at work, in his own words, 'in research, science policy, science administration and conservation'. Among eight honorary positions, he was president of the Royal Society of South Australia for 1977-78. He has been an honorary associate since 1966 of the South Australian Museum. He retains his links with PNG, mainly through the Wau Ecology Institute which he has visited, on research grants, on three occasions.

Australian Rules is coming on apace in Papua New Guinea, and to give it a shove along the PNG Australian Rules Football Council has gone big time in hiring Peter Evans, a former general manager of the Hawthorn Victorian Football League club. Mr Evans follows on the heels of Dick Kidby, ARFC's first full time national general manager.



PIM reader Irvin Black was a corporal with the Royal Australian Air Force when he picked up this Japanese war propaganda leaflet, and a number of others, on the beach of Los Negros Island, part of Manus, off the coast of New Guinea, in February 1944.



From the ISLANDS PRESS

From a message from New Zealand Prime Minister Muldoon to Cook Islands Premier Tom Davis on the 13th anniversary of self-government in the Cook Islands, as reported in the Cook Islands News:

... It is clear from recent events and the responsible reaction of the people of the Cook Islands to them that democracy in your country is alive and well ...

From the American Samoa News Bulletin:

It is estimated that nearly two and a half million — that's right, 2.5 million — aluminium cans will be imported into the territory of American Samoa in 1978. This includes soft drink and beer cans as well as other various aluminium containers. Because of the devastating effect this number of cans can have on the territory if disposed of improperly, plus the fact that an enormous amount of energy and natural resource is lost when these aluminium containers are simply buried in land fills, Governor Coleman has written to the Environmental Protection Agency in Honolulu inquiring as to the feasibility of crushing and packing the cans in Samoa and sending them back to Hawaii or the West Coast to be recycled.

From The Fiji Times:

Syphilis killed 22 babies in Suva in the first six months of this year, Dr Mary Schramm told the Fiji Medical Association seminar yesterday. She said that out of 2200 deliveries at Anderson Maternity Unit in the first half of this year, 60 cases had positive syphilis test results. Dr Schramm, a Colonial War Memorial Hospital consultant obstetrician and gynaecologist, said syphilis in Fiji had reached epidemic proportions ...

From the Tohi Tala Niue:

Niue has a dwindling police force at the moment with villages with no constables. It was voiced at the Assembly meeting last week all villages should have a constable. It is not that people are not law-abiding, but it is a custom they are used to, that every village should have a constable. Minor offences do occur every now and again which annoys certain parts of the community. One of the worst offenders today is traffic. During the day, all vehicles especially motor-cycles move silently along the roads making little noise. After sunset you can hear the roar of these bikes miles away ...

From a letter by Joe Nason, ex-United States Navy, written to Papua New Guinea's Ailans Nius after a 'nostalgic return to the Solomons and Rabaul':

... There is, however, one bitter reaction which I will carry away from these islands, and that is the complete dearth of recognition of the role that America played in the eventual liberation of these islands. In no way do I wish to minimise the gallantry of the Aussies and New Zealanders, but the fact remains that without the United States, probably New Zealand and Australia would

have fallen to the Japanese. Yet, at the War Cemetery, I didn't see one mention of America. No recognition of my many compatriots who died in prison or over the skies of Rabaul could I find in this city. This saddened me.

From a plea by Samoan author and poet Albert Wendt for preservation of the Samoan language, reported in the Samoa Times:

... English seems to be the dominant language at any function. Even on our local radio station, the local news is always read out in English before Samoan. It should be the reverse, Mr Wendt said.

From the Fiji Times:

The president of Savusavu Chamber of Commerce told yesterday how the two rear wheels of one of the buses serving the town came right off on a journey from Buca Bay. Mr J.A. Khan, who was a passenger on the bus travelling back to Savusavu last week, said the wheels rolled down the road, narrowly missing oncoming traffic. The bus crunched down on to the road, grinding to a halt without causing injury, he said. 'People here do not know when they travel by bus whether they will get home in one piece,' he said. 'Nowadays they travel only if they have to.'

From the American Samoa News Bulletin:

Governor Peter Tali Coleman attempted to set a good example by joining ... in a clean-up party which worked their way from Faga'alu Park to Utulei Beach Park. Mrs Coleman was among the party. All along the road the Governor and Mrs Coleman found themselves practically knee deep in litter — and they cleaned it all up! But when you drive home today you will notice that the roadside is again full of litter.

From the Lae Nius:

Members of the newly-formed venereal disease control committee have called on the Provincial Government to repatriate unemployed non-Morobeans from Lae City. The call was made by an active leader in the committee and a representative of the Public Health Department, Dr Sugoho. Dr Sugoho claimed that venereal disease was becoming a major problem in all centres of Papua New Guinea. He said the number of cases of venereal disease had increased rapidly in the last couple of years because of unemployment and poverty which resulted in men selling their wives into prostitution ...

From a speech by PNG Minister for Defence Louis Mona at the opening of the 1978 National Congress of the PNG Branch of the Returned Services League and reported in Ailans Nius:

... In my Anzac Day speech at the Dawn Service at Bomana I spoke of how WWII united people where a black man fought alongside a white man against a common enemy, and neither man was worried about the colour of the skin of the other. I also asked for the people of PNG to forget racial discrimination and unite to make our country a better land for us, for our children, and for your children's children. It can be done but, like localisation, it must start at the top and the bottom at the same time. As terrible as war may be, it does at least serve one good purpose, it united people. If we can do it in war, why can't we do it in peace?

From the Cook Islands News:

Some of the people worst hit by the floods of last week were our planter friends. Their taro patches were heaped up with rubbish from the hills but worse still from families who emptied their rubbish into the once-dry streams. I watched a disappointed planter close to tears, examining his newly-turned taro patch covered with debris from the neighbour's kitchen.



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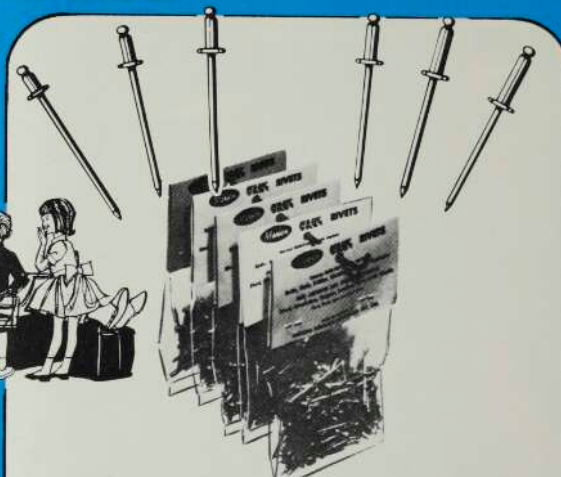
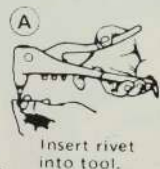
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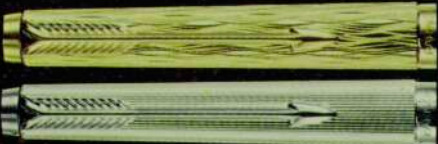


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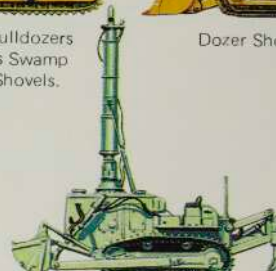
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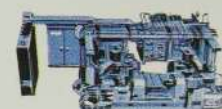
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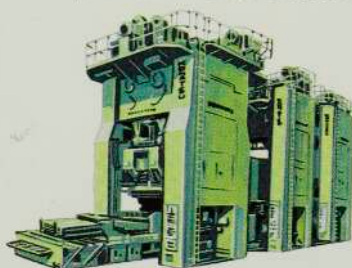
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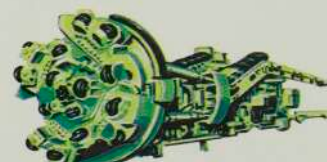
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TOURISM

You haven't seen Fiji 'till you've taken a bus ride

By Lema Low

The bus moved forward again. There wasn't space for another single thing. There was hardly space to draw a breath. I wondered how I would leave the bus when the time came, and decided the best way would be to leap through the window, rather than walk on everybody's baskets.

We turned the corner at the Three Lamps and at last headed for the Great Outback of Buca Bay and interim ports — so I thought. But the bus pulled up at the first building round the corner. Under a verandah sat a man strumming a guitar.

All the passengers (including myself) yelled, *Vodo mai!* meaning "Come aboard!"

Without further ado, he did — with a companion, a guitar, a briefcase, two suitcases and a bundle of mats!

With a creaky protest, the dear old bus got under way again, everybody smiling happily, in the irrepressible Pacific way. Well (I thought) no more stops now — we haven't a spare centimetre. Just then, the bell rang. A passenger, with a few muttered words to the driver, left the bus. Hooray! One less — that's more like it.

The bus didn't move. The driver chewed gum and stared into space. Presently, the same passenger hurried back and clambered aboard — with a suitcase!

Well (I thought) nothing else will surprise me. I've seen everything now.

But I was speechless with wonder — for the bus did not stop again until it reached my own gate. It roller-coasted over the hills and down into the valleys. It swept along the airport road in a cloud of dust, and drew up with a flourish that sent the goats scampering for cover.

"Eight cents, ma'am," chirped the driver, with a distinct twinkle in his eye.

The bus driver chewed gum and read the latest Fiji Times. To anxious enquirers, his stock reply was, "Leaving in 10 minutes."

There was an air of excitement when finally, only a few minutes behind schedule, the bus moved off — but, of course, that meant nothing at all. It was destined to meander all along Savusavu town before taking off for the Great Outback of Buca Bay, Napuka, Natuvu and other points east of Savusavu.

Waving an impassioned farewell to friends — as if we were setting out on a voyage of discovery around the world, instead of on the daily run for Buca Bay — we wandered along the waterfront road.

The bus-driver was on the watch for his "regulars". There was a loud screech from Matai's Store and a gay sulu flapped in the breeze as a woman rushed out with a child on one hip and a parcel of groceries.

"No hurry," the driver consoled her, as he helped her aboard.

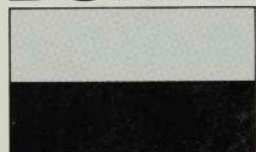
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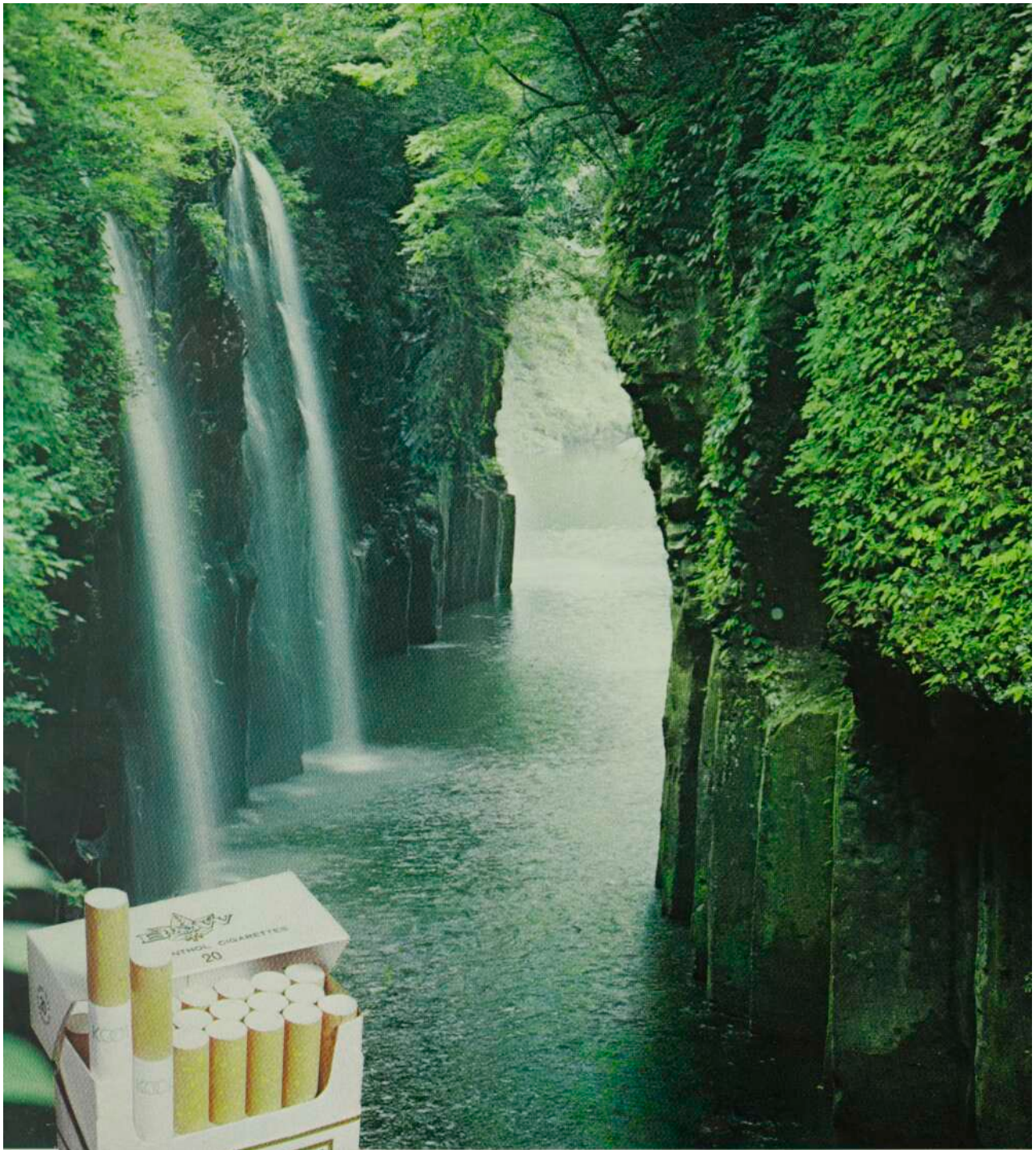
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PACIFIC ISLANDS MONTHLY — NOVEMBER, 1978

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YESTERDAY

Preserving old Levuka, hub of Fiji history

From VICTOR CARELL in Levuka

Levuka is a beautiful place ... a spreading circle of waterfront inside the ridge of reef and stepping steeply up to dramatic hills. Snug in the security of these hills, the town's old stores cover the narrow level of the foreshore.

Levuka offers attractions of historical interest with its background as a rip-roaring mid-19th century port and whaling centre. Its streets then were lined with grog shops and hotels, and thronged with sailors from all over the world.

Levuka's history begins that of modern Fiji. It was here that the proud chief Ratu Seru Cakabau, along with other principal chiefs of Fiji, joined together to sign the Deed of Cession giving the Fiji Islands to England. Levuka of Ovalau Island became the first capital of Fiji. Many of today's thriving businesses began there. Among these were *The Fiji Times* (1869), and Morris Hedstrom Ltd.

When the capital was moved to Suva on Viti Levu, the largest island, Levuka began

to slide back until it has become the quiet town of today. The shops, along narrow Beach Street fronting the harbour, are all still of the old era. These 100-year-old storefronts in weatherboard and high "false fronts" are reminiscent of many a movie ghost town, but these shops run by Indians or Chinese are very much alive. Many of the rambling houses that hide up on the hills, accessible only by pedestrian paths or stairs, are reminders of a more gracious era. One can easily visualise the men in immaculate whites and pith helmets, their ladies gowned and gloved, strolling beneath graceful parasols.

For a time the port of Levuka remained busy handling shipments of copra, but this too was moved to Suva. Today, however, there is again activity. Levuka has a new cannery and is the centre of a busy fishing industry. A number of pleasant new houses have been built and Levuka has always remained the centre for some of Fiji's

best schools. The first school in Fiji is the old Levuka Public School which opened in 1878. Today it progresses through secondary school to New Zealand University entrance level. The Catholic Convent is in the centre of town. About eight kilometres away, the imposing St John's College is at Cawaci nestling in a wonderful valley spread between surrounding hills and peaks. Its fine old French-style church stands forth like a sentinel on the shorefront. Up the famous Mission Hill (with its 199 concrete steps) is the old Methodist Mission and its Delana school. Below it is the rambling old Royal Hotel with the town's busy sports field directly behind it. With its many schools, Levuka attracts children from all over Fiji. They congregate on the field each day. At the one time rugby, soccer, tennis and basketball matches can be seen, while on another side of the grounds sedate members of the old Levuka Bowling Club walk up and down their



Old Levuka ... how many of these buildings have been preserved?

YESTERDAY



Levuka's celebrated shop fronts. A picture taken in the 60s, but nothing much has changed.

greens dressed in spotless whites. This kaleidoscope of colour and energy illustrates the multi-racial harmony of Levuka. There are Chinese, Fijians, Indians, Japanese, Europeans, Taiwanese and Polynesians all enjoying their sports together.

The Ovalau Historical and Cultural Preservation Committee has been formed with the aim of preserving and improving Levuka as the living heart and pride of Fiji.

Levuka is the history of Fiji. Its history is the history of proud chiefs and their people; the history of the dramatic events that led to cession to England; the history of Fiji as a colony and today, it is still an important part of the history of Fiji as an independent nation and as a leading member of the South Pacific countries. The aim of the committee is to retain all the treasure of the past while at the same time stimulating

Levuka to remain viable as a town of today.

Believing that practical example will achieve the best results, as a first initiative the committee has planned a series of community clean-up campaigns. Town councillors, committee members, service club volunteers, school children and the public have all been urged to help, armed with cutting implements, rakes, buckets, etc, they have begun the job of gathering up all the accumulated rubbish they can find. A main target has been Totoga Creek. This picturesque waterway flows down from the hills past the Levuka Public School, the Police Station, Administration Buildings, Ovalau Club, Town Hall, Masonic Temple, Levuka Bowling Club, Royal Hotel and then, at the old market place, it finally empties into the sea. At a number of points this creek is spanned by sturdy old bridges.

As its next task, the committee aims to prepare a careful Master Town Plan specifying that particular buildings of significant historic and cultural value shall be preserved and, where possible, restored to their original condition. The town will be zoned into historical, cultural, residential, business or industrial areas.

There seems little doubt that many people will be attracted to old Levuka. Trips can be arranged to see the famous Cession Stone which is flanked on each side by stones marking Fiji Independence in 1970 and the Centenary of Cession in 1974. Tourists may raft on the Bureta River near the centre of the island and visit Lovoni Village in the heart of Lovoni valley near the cone of an extinct volcano.

The road from Levuka towards the airport passes the site of the Cession Stone and the large Fijian *bure* built nearby. It continues past the

Draiba Cemetery, resting place of many early pioneers, and on past Loreto Roman Catholic Mission. Marist missionaries established themselves in Levuka in the 1840s. As a memorial to the pioneer French priest *Père Breheret* the township built a town clock and tower at the Marist Catholic church in the centre of Levuka.

At the edge of Levuka town and just past the Anglican Church of the Holy Redeemer is an old bridge. Nearby is another cemetery, disused since 1876. The United States consul, Williams, whose monetary demands on Ratu Seru Cakabau led that chief to seek the protection of Queen Victoria, is buried here. Nearby is the oldest Fijian Methodist Church, built in 1869. Cakabau worshipped there after his conversion to Christianity.

To get to Levuka one flies, or you can take a bus to Natovi and then the ferry.

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MISSION MELANESIA: 'GOD IS NEVER IN A HURRY'

When I went to the Solomons in 1964 the sign outside the unpretentious office in Honiara of the Anglican Diocese of Melanesia still bore the title, Melanesian Mission. Today that church is an independent Province of the worldwide Anglican Communion, with its own Melanesian Archbishop, the Most Reverend Norman Palmer. A Melanesian Christianity is in the making; and the dream of Melanesia's first bishop, the martyr John Coleridge Patteson, is coming true.

But the missionaries of the Melanesian Mission, 'God's gentlemen', as David Hilliard calls them in the title of his new book, had no illusions about quick success. And those who have experienced the enervating tropical climate of Melanesia know that this in itself is enough to slow down the rate of missionary progress. But it was comforting for the missionaries that theological insight reinforced climatic reality.

God's Gentlemen tells the history of the Melanesian Mission from its beginning in 1849 to 1942, just before the enforced turnabout of the Japanese armies on Guadalcanal. In the postwar years the headquarters of the mission were moved from Tulagi to Honiara, and an old igloo hut left behind by the American Army became the 'world's most ramshackle cathedral'. Today, the church's headquarters are on that central site, but the attractive St Barnabas' Cathedral stands in spacious grounds in the residential section of the town just past the hospital. Those who pass by at night can see through the open side of the cathedral the illuminated figure of the Melanesian Christ on the cathedral's east wall.

The author of the book is David Hilliard, senior lecturer in history at Flinders Univer-

sity in South Australia. Along with two other recent books, *Reluctant Mission* by David Wetherell (PIM December 1977), and *Messengers of Grace* by Niel Gunson (PIM October), *God's Gentlemen* adds significantly to our knowledge of Pacific history, and the impact of Christianity on that history through the church, and the church's agents, 'God's gentlemen'.

One of God's gentlemen, the Englishman Charles Bice (they were nearly all Englishmen), who spent 20 years in the New Hebrides provides the title of

this review, 'God is never in a hurry', in a book about his experiences. Bice also said: 'I can't see any entrance to their hearts. I fear it will be a long, weary and toilsome process to bring them to a sense of their needs.' And Arthur Hopkins, who spent 25 years in Melanesia, spoke of 'the salvation of Melanesia from within, a long, slow, patient task, by means of a native Christianity'.

Foundations for a 'native Christianity' were laid by Bishop George Selwyn of New Zealand, on his first missionary journey in 1849. Selwyn's aim was to cruise among the islands, opening up friendly relations with the Islanders, and persuading them to entrust to him 'a few promising youths' who would be taken to the college he had established in Auckland, where they would

BOOKS



be taught the English language, arithmetic, writing, 'all social and civilised habits', and the saving truths of the Christian faith.

Bishop Patteson continued this policy, with Norfolk Island as the mission headquarters, until, as Hilliard records, 'the spectacular failure of the entire first generation of mission scholars to carry out formal teaching when they returned to their homes pointed to a need for a supportive European presence during their vulnerable early years'.

In 1861, therefore, Patteson formed a plan to bring out English clergymen who would be based at a central spot in each group of islands, visiting adjacent islands, training teachers, and winning the goodwill and confidence of the people, and by their example recommending the Gospel of Peace to the heathen. Patteson's ideal missionary, according to Hilliard was a man of similar stamp to himself, a young English gentleman, public school (preferably Eton), and university-educated, who would go anywhere, could learn a native language, and who held 'no taint of the common and fatal heresy concerning the natural inferiority of the black races'. Though this ideal was patiently sought it was not fully realised. Between 1850 and 1900 there were about equal numbers of graduates and non-graduates on staff; and Bishop Winnington-Ingram of London, who had a high regard for the Melanesian Mission, spoke of its staff as 'a crack regiment'. Hilliard points out that after 1900 the nearest the mission came to an Old Etonian in its midst was to have the son of an Eton science master!

Patteson had a warm personal affection for Melanesian people, and a profound respect for their culture. One of his col-





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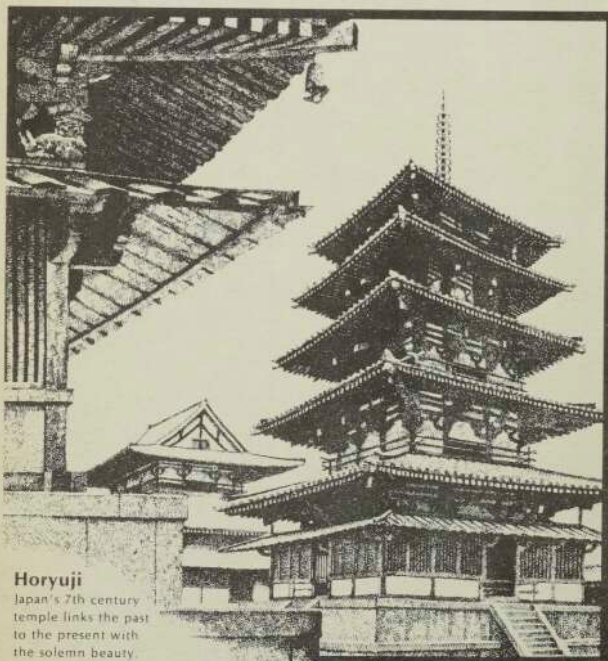
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leagues. Robert Henry Codrington, who was to stay at Norfolk Island for 20 years, became famous for his scholarly works on Melanesian society and culture, a tradition nobly upheld by the linguist W.G. Ivens and, more recently, by the Grand Old Man of the Melanesian Mission, Charles Edward Fox, who gave over 70 years of distinguished service to the mission, and who died only last year.

Australian Anglicanism and the church in Melanesia became inseparably linked when Bishop George Selwyn came to Sydney in 1850 and was present

at the formation of the Australian Board of Missions of the Anglican Church. This book throws interesting light on that link. It is a thoroughly researched, lucid, informative and entertaining story of an heroic, if not unblemished (because human) enterprise. — *Tony Bagnall**

(GOD'S GENTLEMEN: A HISTORY OF THE MELANESIAN MISSION 1849-1942. By David Hilliard. Published by University of Queensland Press, Brisbane, 1978. \$15.95.)

**The Rev. Tony Bagnall is rector of St Peter's Anglican Church, Cremorne, Sydney, and deputy-chairman of the Australian Board of Missions (Anglican).*

JOURNAL OF YOUNG JOHN SWEATMAN

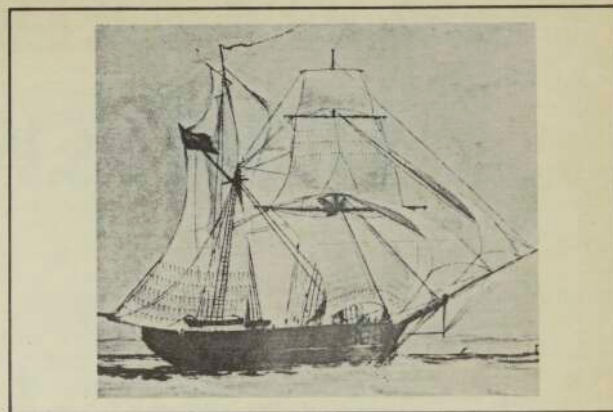
The Royal Navy's part in the control and suppression of the Pacific labour trade during the 19th century received considerable publicity at the time and it has been the subject of many books and articles published since then. Comparatively little attention has, however, been paid to the scientific and hydrographic work which was the RN's other main task. Apart from contemporary and later books on the voyages of *Beagle*, made famous by Charles Darwin's presence, and *Challenger*, there were only two detailed accounts, J. B. Jukes, *Narrative of the Surveying Voyage of HMS Fly* (1847) and J. MacGillivray, *Narrative of the Voyage of HMS Rattlesnake* (1852) until 1968 when Adele Lubbock's *Owen Stanley RN, Captain of the 'Rattlesnake'* came out. This is a pity because the survey voyages gave many Papua New Guineans their first contact with the outside world.

The voyages of *Beagle* (1837-43), *Fly* (1842-45), *Bramble* (1842-47) and *Rattlesnake* (1847-50) resulted in important contributions to the search for the shortest route from eastern Australia to India and Malaya. Moreover, serious scientific data were obtained.

John Sweatman, a Londoner, was just over 19 when he commenced the second volume

of his journal of his two cruises in *HMS Bramble*, commanded by Lieutenant Yule, between February 1845 and July 1847. First as clerk, then as victualler, he took part in meeting and trading with Torres Strait Islanders, Papua New Guineans, and Australian Aborigines. While most of those meetings were peaceful, a few ended in violence. Sweatman's observations on the Islanders' appearance, customs, languages and mode of warfare are of surprising depth. Even more surprising and commendable, they do not display the extreme ethnocentricity of most Europeans, missionaries included, of his day. As the editors of his journal put it, Sweatman 'was at least innocent of the cardinal sin of comparing primitive people to children'. He tried to appreciate the Islanders' position. Take, for instance, his note on meeting some people near Cape Possession: 'From their coming so well armed it is probable they anticipated hostilities, we were perfectly in their power and few savages would have spared our lives as they did. . . I doubt much if we should not have met with worse treatment on the west coast of Ireland or in Cornwall.'

Parts of his journal appear to be plagiarised from contemporary sources and, compared



HMS Bramble off Sydney.

with the accounts of Jukes and MacGillivray, Sweatman's writing and observations are simplistic. Even so, this is a lively and highly interesting account, particularly valuable as it deals with events during 1846, the one year not covered in other contemporary writings.

Except for a lack of dates 'on the margin', to help the reader, this second volume of John Sweatman's journal, bought in London in 1926 by the Mitchell

Library, has been competently edited by Drs Jim Allen and Peter Corris who have also provided a scholarly introduction. The general presentation of this fascinating account is excellent.

The first volume of Sweatman's journal has so far not come to light. — *Harry Jackman.*

(THE JOURNAL OF JOHN SWEATMAN: A NINETEENTH CENTURY SURVEYING VOYAGE IN NORTH AUSTRALIA AND TORRES STRAIT. Edited by J. Allen and P. Corris. Published by University of Queensland Press, Brisbane, 1977. \$24.00.)

CARRYING ON A SOUTH SEAS TRADITION

One of the interesting minor figures in the early history of the Pacific Islands was Captain John Nicholson, master of the missionary ship *Haweis* and other vessels that plied between the Society Islands, Tonga, New Zealand and Australia.

Nicholson, originally of the Royal Navy, went from England to Moorea in 1818 to take command of the *Haweis*, which had been launched there that same year. His first task was to survey part of Moorea's east coast and remove the printing equipment that the LMS missionaries had set up at Afareaitu the previous year to print the first books ever produced in the South Seas.

Nicholson was in the Pacific at a sufficiently early stage to make a discovery or two and to leave his name on the map. One of his discoveries was a shoal south of Tonga, originally called Nicholson's Reefs, but now known as

Minerva Reef after the brig *Minerva*, wrecked there in 1829. Another of his discoveries was the harbour of Wellington, New Zealand's capital, which is still called Port Nicholson.

Captain Nicholson eventually settled in Sydney and became the port's harbour master. He left many descendants, one of whom is Ian Hawkins Nicholson, a captain in the Royal Australian Navy.

This latter-day Captain Nicholson has just made a valuable contribution to the study of early South Seas maritime history as the compiler of a book entitled *Shipping Arrivals and Departures, Sydney, 1826-1840*.

The book is a companion volume to John Cumpston's *Shipping Arrivals and Departures, Sydney 1788-1826*, which was published in 1963.

In reviewing the Cumpston volume in these columns in September 1963, the present reviewer said that Australian

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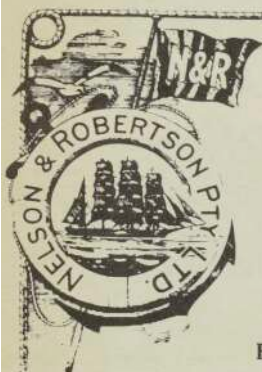
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The Book of Luelen: a questionable work on Micronesian history?

"The clothes were made from breadfruit bark. They would cut down a length of breadfruit, a span long or more. They would then remove the bad part of the skin and they would then make a thing for pounding the breadfruit bark. They would take care lest it tear, and it would be spread apart and become broad, and also become longer. These were the women's wrap-arounds and also their sheets at night. When they slept they were very good, soft, and warm. This kind of cloth was called breadfruit sheets because it was made from the breadfruit tree."

So writes Luelen Bernart in his book on Ponapean traditional lore *The Book of Luelen*. At first glance, it appears a shoddy attempt at recording the traditions and history of Ponape Island. The writing style is stilted, the spelling system archaic, and the story, by admission of the author himself, incomplete. Nonetheless, the book marks a

significant watershed in Pacific historiography: *The Book of Luelen* exists as the only history of a Micronesian island written by a Micronesian. The impact which the book has on Micronesian intellectual and social development will be well worth watching. It is 'must' reading for Pacific historians and all keen observers of the Islands.

Luelen Bernart, a wise and respected Ponapean elder with strong familial ties to the ruling families of two of Ponape's five kingdoms, took upon himself the task of setting down in writing the stories which tell of Ponape's origins and development. Luelen's sources were oral.

That the book was written in the first place is of considerable historiographical significance. In cultures based on an oral tradition where "some knowledge, like coconut milk, passes from darkness to darkness", there is no written word. Luelen's achievement suggests a quantum jump in Microne-

sian patterns of culture. Those knowledgeable on Ponapean matters speak of others who, inspired by Luelen, have written or are now writing about what they know.

What motivates a man from a totally oral tradition to set down in writing the lore of his island?

Luelen was 68 years old when he began writing this book. Perhaps the old man, aware of his failing memory, desired to make a written record of his knowledge for his own sake.

Political considerations present still another possible motivation. As do people in many oral societies, Ponapeans rely upon legends as the source and justifier of their traditional political system. The legends dictate which clans and sub-clans of those clans hold legitimate claim to the chiefly titles. In an

oral tradition, the possibility of deliberate distortion for political gain always exists.

In the second decade of the 20th century, a dispute arose over the succession to the title of *Nahnmwarki* (king) in the Kitti kingdom where Luelen lived. After much bitter debate, the title passed from the one sub-clan of the ruling clan to a second sub-clan. Legends may have been intentionally altered to assure this outcome. One very authoritative source on Ponapean legends believes that Luelen may have purposely written a clouded version of the legends involved in the dispute to cement the fait accompli. Luelen was related by marriage to the sub-clan which wrested the title.

Luelen's editors are no less impressive than their subject. Saul Riesenberger, former Trust Territory anthropologist and presently senior ethnographer at the Smithsonian, gets the credit for "discovering" the manuscript when he first visited Micronesia and Ponape in 1947 and was shown a copy.

Fischer and Whiting of Harvard first came upon the manuscript in the early 1950s. Anthropologists both, and at a time when their discipline was at its peak in Micronesia, they were shown other copies.

The traits which make *The Book of Luelen* a questionable work of history in Western eyes are the exact qualities which give it such importance and significance to the Micronesian intellectual tradition. The book raises more questions than it answers; this is encouraging for those people concerned with the preservation of Ponape's customs and traditions.

Hopefully the publication of *The Book of Luelen* will encourage Micronesians, young and old, to redouble their search for their roots, and share some — though understandably not all — of what they find. — *David L. Hanlon and Dirk A. Ballendorf*

[THE BOOK OF LUELEN: LUELEN BERNART. Translated and edited by John L. Fischer, Saul H. Riesenberger and Marjorie G. Whiting. Published by the University Press of Hawaii, Honolulu. US\$15.00. ANNOTATIONS. US\$10.00.]

• *David Hanlon teaches history at the Community College of Micronesia, Ponape. Formerly a Peace Corps Volunteer on Ponape, he is fluent in the language and very knowledgeable on the culture. Dirk Ballendorf is director of the Community College and a long-time Micronesia watcher.*

South Seas Tradition — from p55

and Pacific historians would probably still be thumbing through it with gratitude a century hence, and those remarks may now be applied with equal justice to the Nicholson opus.

Like the original volume, Nicholson's book aims to provide a record of shipping movements in and out of Sydney during the 15 calendar years indicated in its title.

Each vessel is listed in chronological order according to its date of entry, and details are given of its type, master, provenance, cargo and notable passengers. If a ship happened to be wrecked after leaving Sydney, that, too, is noted.

The book was produced offset from typescript and was printed in Singapore where Captain Nicholson is currently naval attache at the Australian High Commission.

The book is title No 23 in the Roebuck Series, which John Cumpston (a former Australian consul in Noumea) launched several years ago as an outlet for "books of merit on Australian historical subjects" that could not otherwise find a publisher. Its cost direct from the publisher including postage within Australia is \$16.50.

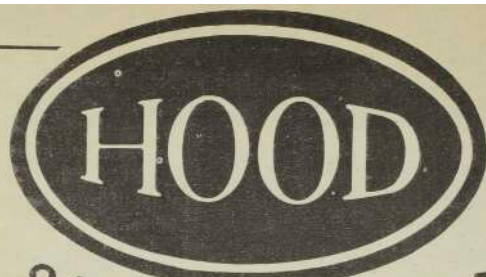
Title No 22 in the Roebuck Series is a reprint of Cumpston's own *Shipping Arrivals and Departures, Sydney, 1788-1826*, which has been out of print — but much in demand — for several years. Its cost plus postage within Australia is \$11.50. The two volumes may be had for \$27.00.

Roebuck books are available from booksellers or from J. S. Cumpston, 42 Aranda Street, Aranda, ACT, 2614 — *Robert Langdon*.

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Solo man Willy seeks his world 'first'

If you've ever felt that the age of discovery and exploration is over, and that all a poor yachtsman can do nowadays is to follow the beaten track around the world, take heart, write Marie-Therese and Bengt Damielsson from Papeete. Living proof that it is still possible to chalk up a geographical 'first' is Dutch solo navigator Willy de Roos — he is circumnavigating America!

Willy slipped almost unnoticed into Papeete in August. Admittedly this latter-day Flying Dutchman has not yet completed this circuit which has never before been attempted. But there's no doubt he will succeed since the most difficult stretch, the Northwest passage, is already behind him. This explains his leisurely approach to the second half of the voyage: from Cape Horn up the east

coast of the two Americas. He has deliberately postponed it in order to circumnavigate, as an extra dish, the Antarctic continent.

Willy was 50 before he gave up a successful business career to make his first voyage round the world under sail, between 1972 and 1975.

Still unsatisfied, and anxious for new challenges, Willy suddenly had the idea that he could achieve his ambition for a world 'first' by sailing right around America — provided, of course, he managed to get through the icy Northwest passage. For the discoverer, the Norwegian Roald Amundsen, it had taken four long years, 1903-07. The hardships he and his five companions endured were almost incredible. Since that time only half a dozen naval vessels, some super-

colossal tankers, and the atomic submarine *Nautilus* have repeated the achievement.

Willy de Roos had at his disposal only a 12 m sailing boat named *Williwaw* (after a turbulent wind that blows in Patagonia). But he crammed it full of the most modern equipment: radar, automatic pilot, sounding devices, and so on. Plus a heating system. For shore excursions he took a one-man sledge, to be pulled by himself.

Leaving the coast of Greenland in June 1977, Willy bravely entered the first of an endless succession of narrow and winding channels which constitute the intricate maze called the Northwest passage. In open water, a constant 24-hour watch had to be kept in order to avoid collisions with the countless icebergs, the size of buildings many storeys high. When the sea was frozen, the pack ice often threatened to

crush the yacht. All the time, Willy had to make snap decisions as to which course or channel to follow. If the decision proved wrong and there was no exit, it was impossible to turn back. His only recourse was to wait and hope that a new channel would open up in the right direction. During this tricky navigation, the compass was of no use at all, due to the proximity of the magnetic pole.

'I was certainly scared all the time,' Willy told us. 'But that constant fear was a good thing, for it acted like an alarm clock when I dozed off. The only trouble was I did not get enough sleep. On several occasions, I was seriously tempted to follow Amundsen's example and hibernate. To sleep the whole winter seemed to me, at this stage, to be the highest form of human happiness.'

Fortunately, Willy kept his eyes open, continued to make

Royal Papua's keen yachties

Leafing through the latest issue of the *Year Book of the Royal Papua Yacht Club* enthusiasm positively jumps from every page, writes John Collins. And small wonder. The club caters for just about every type of boat known to man. The larger sizes feature a Folkboat, a Tahiti Ketch, Trailer Sailers, tris, etc., down to the latest Lasers, Fireballs, Lightweight Sharpies, various catamarans and the ubiquitous Heron sailing dinghies to a vast array of power boats and even a houseboat. A lineup like this must surely make the club unique.

Included in the *Year Book* is an article on the welcome renaissance of Papuan sailing canoe racing, and a list of cruising yachts which have visited Port Moresby over the past year.

SAR (Safe Aquatic Recreation) is the local volunteer rescue group. Included in the book are their 'Commandments for Boat Loading'. They are well worth repeating:

Verily I say unto thee: Spreadeth out the people and things evenly in thy little boat, for he that spreadeth the load not wisely bringeth much woe unto the SAR and himself.

Wisest is he that keepeth the whole load in his boat as low as possible. Thy first command to thy people in the boat shall be ... 'SIDDOWN!'

Suffer thee not the fools who would ride on the bow for they are non believers, and not long for this world.

Regard not the number of seats in thy boat, for oft they mislead and may bring thee to sin of overloading.

Commit thee to memory the words engraved upon thy capacity tablet for they shall bring thee comfort and keep thee from committing a no no!

As well as hosting a 'world championship' for Lightweight Sharpies this year the club also has a boat entered in the world's Quarter Ton championships, to be held this year in Japan (see *Cruising Yachts*).



Willy de Roos and *Williwaw* in Papeete harbour.

BOATING

the right decisions and also to have lots of plain good luck.

He was deservedly given a hero's welcome in Vancouver, BC, at the end of October, 1977. But fame is a fickle lady, and nobody paid the least attention here to the red-painted yacht with the strange name tied up at the wharf in Papeete for a little more than two weeks. Even more astonishing, the movie of this extraordinary voyage screened by Willy at the House of Culture attracted an audience of only about 150, practically all fellow sailors from the other yachts in the harbour. Should we conclude that the world's greatest navigators, the Polynesians, have now become so thoroughly Westernised that they have turned their backs on the sea? And who was on the Papeete waterfront to bid this daring and courageous navigator goodbye, when he left on his Antarctic cruise? Only a local radio ham and the present writers.



The only British vessel in the Funafuti lagoon on October 1 when Tuvalu gained its independence from Britain was the Aventura skippered by Jimmy Cornell, accompanied by wife Gwenda, daughter Doina, 11, and son Ivan, 9. Mr Cornell, a naturalised Briton of Rumanian birth, is a regular contributor to the BBC's world service, providing weekly programmes on his travels for transmission on the Rumanian service. In the three and a half years since the Cornells left London they have travelled about 50 000 kilometres and visited more than 40 countries. After Tuvalu they set sail for Fiji, New Zealand and Tonga before heading north again for the New Hebrides and points west.



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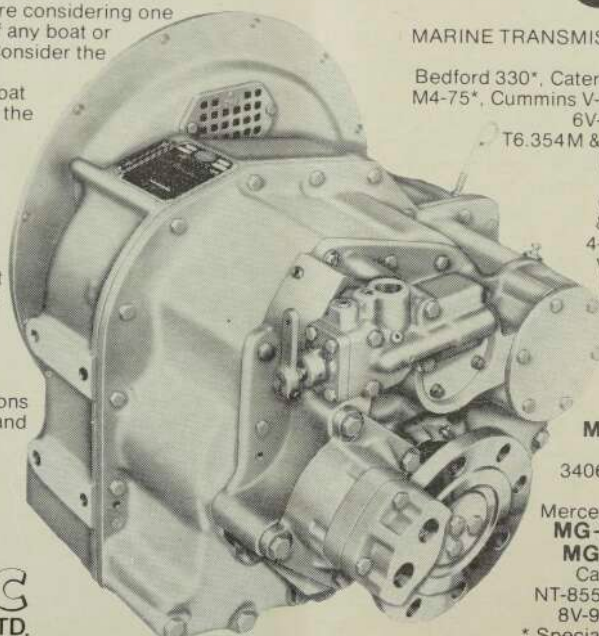
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BOATING



● **CHALYBIS**, 10.4 m Temp-ress sloop, was outfitted for cruising in Townsville, Australia, by Mervyn Flynn and his wife Rosemary. Mervyn sailed to Cairns, through the Louisiades to Papua New Guinea and Solomon Islands. It was an outrageous trip,' he said. 'If a taxi had come by I'd have gladly taken it.' Ken Wretham, underwater photographer, joined the Chalybis in Honiara. The two men plan to do extensive diving and photographing of World War II relics, sunken ships and fighter planes.

● **KLARABORG**, registered in Gothenborg, Sweden, and thought to be the oldest working sailboat in the world, arrived in Marau Sound, Solomon Islands. Built in the 1850s, Klaraborg is 36.6 m long, has a beam of 6.9 m and a 2.6 m draft. She is a gaff-rigged ketch, displacement 120 tonnes. Ove and Jan Liner bought the Klaraborg in 1965 in Sweden, where she had fallen into disuse from her days as a cargo freighter. They spent two years remodelling her into a passenger ship with comfortable accommodation for 16 people.

● **KARLOO**, 9.14 m Waterwitch class sloop, with owners Geoffrey and Ruth Goodman, arrived at Bundaberg, Queensland, on July 11 after an absence from Australia of seven and a half years, spent cruising around the islands in the South-west Pacific. On leaving Suva, Fiji at the end of the last cyclone season they had a fast passage to the New Hebrides and stayed in Vila for a month. Then followed a very slow passage, with light headwinds or no wind at all, to New Caledonia, where prolonged

westerlies delayed their planned early departure for Australia. More light headwinds made the final stage from Noumea to Bundaberg another leisurely one. For the next few months the Goodmans will be renewing acquaintance with friends and anchorages on the Queensland coast. The Goodmans feel that yachtsmen bound for Australia could well consider making Bundaberg their port of entry. The Burnett River is a convenient and safe place for arrival, and the city of Bundaberg, 10 nautical miles up the river, has good anchorage and facilities.

● **VIVALDI**, 17 m yawl built in Sydney, is the only yacht registered in Solomon Islands. Roy and Margaret Clement left Sydney in September 1975 and sailed to Honiara. Roy is stationed in Solomon Islands, and does all the pleasure cruising he can find time for. Fulltime crewman is Thomas Teago, from the Santa Cruz group. Roy is extremely proud of his newly installed Decca radar.

● **WINDSON**, 22.3 m steel ketch from Savannah, Georgia, arrived in Marau Sound, Solomon Islands, with Jim and Cheryl Schmidt. The Dutch-built Windson left the US east coast in December 1976, and sailed to the Bahamas, through the Panama Canal to the Galapagos, Tuamotus, American Samoa, Fiji, to New Zealand, where Jim's brother Tom joined the vessel. They then proceeded to the New Hebrides and Solomon Islands. The brothers are diving enthusiasts and plan some serious diving in Solomon Islands. Later in the year they plan to sail to Truk to explore wrecked ships.

● **OCARINA** departed Honiara in early September for Kieta, Rabaul and Madang, Papua New Guinea. Among those on board is Mrs Roderica Laymon to whom PIM August addressed a message in the *Cruising*

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BOATING

Yachts section. Mrs Laymon writes: 'When Ocarina finally sailed into Honiara and we went ashore to the yacht club people greeted us with "So you're here at last! We've been saving up your mail for you, and have you seen the latest issue of PIM?" Our first greeter explained to us what the message had been, the next greeter explained it again to us, and the next and the next. We considered ourselves truly informed, and you might consider that everyone at the yacht club reads PIM!' (PIM's thanks to all concerned.)

● **VENTURE**, 10 m ketch built in Okinawa, left Guam at the end of July for the Caroline Islands and Solomon Islands. On board are Jack and Sonoko Welborn and son Ken.

● Five yachts planned to take part in an inaugural race between Cairns and Samarai,

Papua New Guinea, in August. They were **GANDALF**, a 9.7 m cutter, sailed by Al and Marion Vroom from Vancouver; **WARLOCK**, 9.5 m, sailed by Nick and Janice Wooler; **WINGS**, 11 m steel sloop, sailed by Dave Muse and Suzanne Martinek; **TOMIKO II**, 9.2 m timber ketch, sailed by Kris and Russell Smith (accompanied by eight-months-old Jodi) from New Zealand; and **ALINAR**, 10.3 m steel cutter, sailed by John and Heather Wilks and son Nathan. Each yacht donated a bottle of rum as prize, which was won by Wings. But all concerned helped to drink it. Wings did the trip in 86 hours. Second was Warlock, third was Tomiko II, fourth was Alinar — but as its skipper said 'We did have hot meals every day'. In the event, Gandalf did not compete in the race.

● **INTERMEZZO**, Columbia 50, arrived in Marau Sound,



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Avaganda, the Whiting Keeler hired and skippered by Greg Sheehan while still living in Papua New Guinea. **Avaganda** finished 16th in the 1977 World Half Ton Championships, hosted by the Royal Sydney Yacht Squadron. Greg now lives in Sydney. (Photo: Courtesy Royal Papua Yacht Club.)

Solomon Islands, with Skip and Linda Dashew and daughters Elyse 9, and Sarah 6. The family sailed from California in November 1976, heading down the coast of Mexico to the Marquesas, Tuamotus, Cook Islands, Pago Pago, Apia, Tonga, Fiji, to New Zealand, where they spent the 1977 winter. There the vessel was remodelled from a racing craft to a cruiser with comfortable accommodation for the family. From New Zealand the Intermezzo sailed to New Caledonia, New Hebrides, and Solomon Islands.

● **HONEYWIND**, 15.9 ferro-cement cutter rig from Sydney, arrived in Honiara with skipper Andrew Bray and Vicky Garland. They had called at New Caledonia and the New Hebrides. Plans are to go from Solomon Islands to Cairns, returning to Sydney for Christmas.

● **VELOCITY**, skippered by Bruce Tardrew, was to take part in the quarter-ton world championships in Yokosuka, Japan, in October. The boat was shipped from Port

Moresby for the event. Unfortunately, John Malins and Topaz pulled out as challengers, but, as noted in the



Detail from Port Moresby cartoonist 'Bob's' impression of scenes outside the clubhouse of the Royal Papua Yacht Club. (Courtesy RPYC.)

Royal Papua Yacht Club News-sheet for September, they will at least be involved in competitive sailing in Port Moresby for the rest of our season'.

● **MONSOON**, 14.6 m wooden gaff-rigged ketch, Colin Archer design, berthed in Honiara. Monsoon was built in British Columbia, Canada, as a fishing boat. New owners Alastair and Beth Robertson, with son Stewart, 10, plan to sail to Australia and New Zealand. With them will go crew members Faye and Ross Palmer.

● **RHODORA**, 12.9 m cutter, Perry design, home port Key West, Florida, arrived in Honiara after cruising Papua New Guinea islands. Skipper Andrew Hayden (USN, ret.) has been sailing for 25 years. He designed the interior layout of Rhodora, which he had built



This picture was originally used in PIM in January 1963. The caption then described it as 'the 47 ft San Diego yacht Monsoon'. Is it the same *Monsoon* whose recent call at Honiara is reported on this page? PIM's cruising authority John Collins thinks so. Maybe the Robertsons — or anyone at all who is interested — would like to join the discussion.



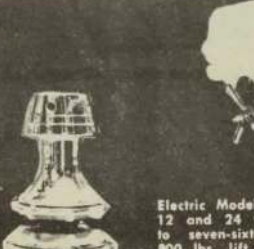
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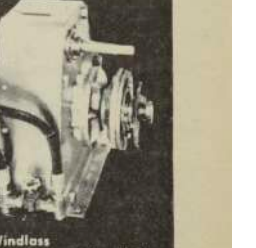
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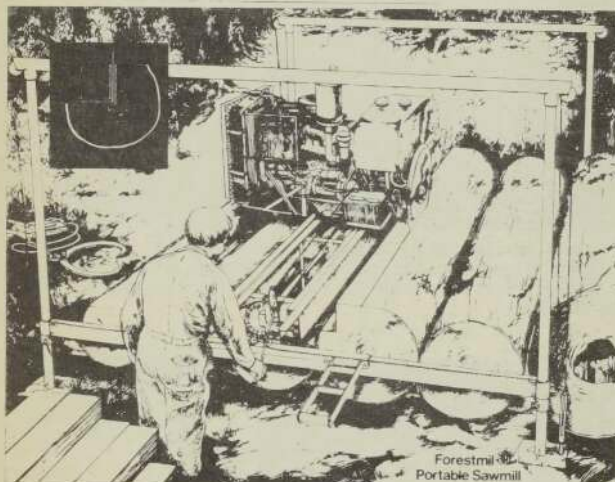
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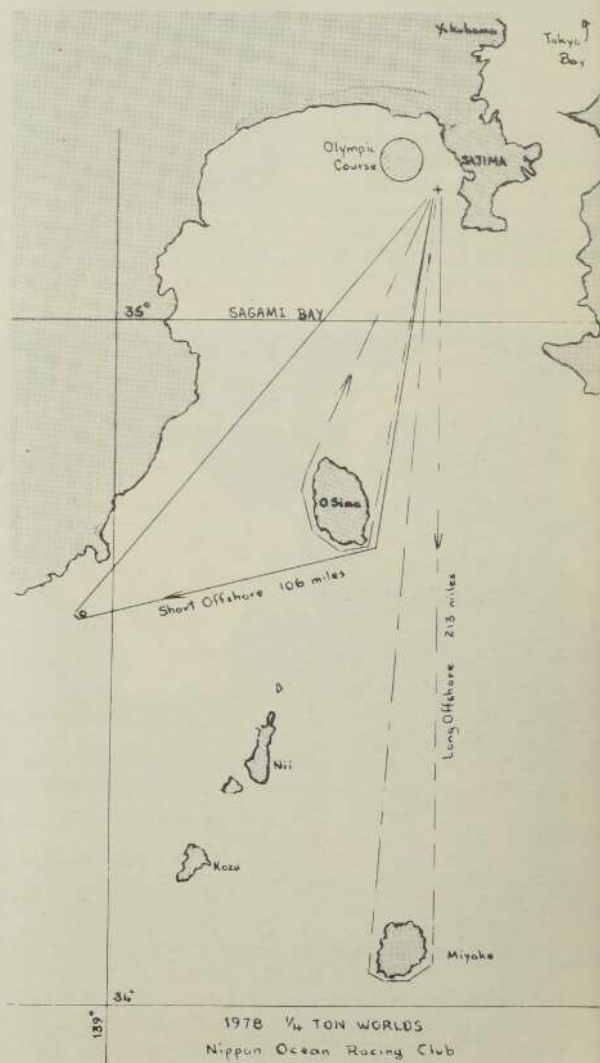
BOATING

to his specifications in Taiwan. He sailed from Guam in August 1977 with first mate Nancy Wolfe. They plan to proceed to Fiji, New Zealand, Tahiti and Hawaii.

● **JULIE J**, home port Geelong, Victoria, Australia, 11 m staysail schooner built in Tasmania in 1958, arrived in Honiara. Skipper Bill Ashley, a retired chemical engineer, is accompanied by his wife Clyda — who, unable to walk for several years, is confined to bed or wheelchair — and their good friend Eileen Westworth. Visitors are extremely

impressed with the arrangements made to meet the needs of an invalid passenger, which include a special winch to lower Clyda into the dinghy so she can go ashore and see the sights in the various ports of call. The trio came to Honiara after 12 months cruising around Papua New Guinea.

● **SYZYGY**, a Laurin 32, with Bob and Mimi Morse from Boston, Massachusetts, continues her circumnavigation after a brief lay-over in northern Queensland for the birth of their new baby, Richard, born end of July. Syzygy is headed



Course for the 1978 World Quarter Ton Championships conducted from October 28-November 5 in Sagami Bay, Japan, by the Nippon Ocean Racing Club of Tokyo. Yachtsmen from Papua New Guinea planned to take part. (Drawing by Hugh Vautier courtesy Royal Papua Yacht Club.)

or Bali, en route for the Mediterranean. The Morses will then hurry back to Boston where Bob must resume his teaching job.

● **MORTAIL**, custom-built 2.5 m trimaran, was in Fiji (Lautoka-based) in September with owner-skipper Guy Beach and crew, Nick Gaze (England), and Joanie Harvey and Pierre Belanger, both of Canada. San Francisco-registered Mortail left Florida on March 1, 1977, sailing through the Panama Canal for the South Pacific. She was two weeks in the Galapagos and then made a 26-day passage to the Marquesas. After three months in French Polynesia Mortail spent the hurricane season in Samoan waters and then three months in Tonga before making for Fiji. Captain Beach plans to leave for New Zealand in October. The rest is uncertain, but Guy is considering two possibilities — a

voyage to the New Hebrides and Australia or through Indonesia. "It's a strange situation and a wild occupation, living your life like a song," writes Guy to PIM.

● **SONGEUR**, 7 m Achilles type craft, was in Rarotonga in August. Solo sailor owner Rodney Vendail left his English home port in 1976 for the USA, West Indies, Galapagos, French Polynesia and the Cooks. On departure he headed for New Zealand.

● **REINGA**, 7 m Achilles type craft, called at Rarotonga in August. With her crew of two — skipper-owner Dmitri Zotov and Sue Dunford — she had come from England via Spain, Portugal, Madeira, West Indies, Galapagos, Marquesas, and Tahiti. She left the Cooks for New Zealand.

● **SUMMER WIND** 23 m Rhodes steel ketch, Miami-registered, was in Rarotonga in August. On board were owner Gerry Hood, skipper Robert Lad Rodman, four more Rodmans — Karen, Greg, Gail and Summer — and Nat Hanison and Dexter Baum. Summer Wind quit the Cooks for Moorea.

● **WANDERLUST**, 17 m craft, was in Rarotonga in September. She had come from Acapulco, Mexico via the Marquesas and Tahiti. With owner Henry Stine on board were skipper Steve Carter and crew members Nadja Sayovic, Mitch Terkildsen, Scott Hendrickson, Marie Hendrickson, Suzie Johnstone, Martin Howe and Lorea Chilton. Wanderlust left Rarotonga for Tonga and New Zealand.

● **IONA**, of 9 m, home port

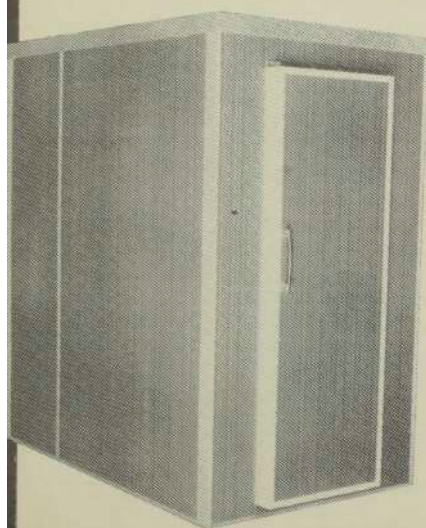
San Francisco, was in Rarotonga in September. With owner-skipper Y. LeRoux were crew members Lon Bubeck and Jean-Marie Pare. She left for Niue.

● **ISATIS**, 9 m craft of Romanee type, designed by Philippe Harlet, was in Rarotonga in September. On arrival her crew comprised owner-skipper Jean Lescure, Mme Claudin Lescure, Rebecca Lee and Jean-Marie Pare (who later transferred to Iona). Isatis had sailed from her home port of La Rochelle, France, to England, crossed the Atlantic, and after passing through the Panama Canal, visited Alaska and the Marquesas.

● **ATRIA**, a 9 m, Golden Hind type craft, was in Rarotonga in September. Owner-skipper James Stamps was accompanied by Roslyn Woodhead.

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TRADEWINDS

TOWARDS A SOUTH PACIFIC MASTER MARKET PLAN?

Two-hundred mile resources zone euphoria, apparent after last year's Port Moresby South Pacific Forum, has palled a bit in the months since. Those instant riches weren't forthcoming — and perhaps are even further away after this year's Niue Forum in September. But while the euphoria of 1977 was an over-reaction, so was the depressed mood of some delegations after the Niue get-together, writes Bob Hawkins who was in Alofi during the talks.

At least a fisheries organisation will be set up; an association is to be established among regional airlines; there is enough goodwill to push the newly-established Pacific Forum Line on through its difficult teething stage; but, much more importantly, the groundwork has been laid in a vital area which could, in the not-too-distant future, become the Forum's greatest single achievement.

Before the Niue meeting was a document, compiled rather presumptuously 'by a team of experts', entitled *Industrial Development and Trade Relations in the South Pacific*. It is a significant report and gives the reader a feeling it may prove to be the first step along the road to the formation of a South Pacific economic community. The report was commissioned by the Commonwealth Secretariat and the experts called upon to compile it were assisted by the South Pacific Bureau for Economic Co-operation (SPEC). Australia obviously appreciated the impact the document would have on Forum members and indicated its willingness to offer assistance to Island members along lines recommended.

The industrialisation side of the report in itself makes interesting — if not too optimistic — reading, but it is the trade

relations portion which provides possibly the best appraisal yet of the various forces at work in the region and then goes on to suggest ways in which Island states can improve their performance.

It looks at trade with developed nations (noting that while more can be sold to Europe and other developed areas Islanders should not rely too heavily in that direction), and trade with developing nations (particularly Association of South-east Asian Nations — ASEAN — countries). But its main focus is on improving Island performance vis-a-vis Australia and New Zealand.

The going will not be easy but, with the goodwill of Australia and New Zealand, the report suggests two ways in which the lot of Island nations could be enhanced. Each, the reports stresses, depends on how forthcoming Australia and New Zealand prove to be on the question of access to their markets.

The existing trade agreement between Australia and its former territory, Papua New Guinea, provides the basis for the first approach. The report suggests an extension of the Australia Papua New Guinea Agreement on Trade and Commercial Relations (PATCRA) by the accession of the Pacific Island countries and New Zealand.

The report observes that while cast in the form of an agreement establishing a 'free trade area', PATCRA is 'unusual because of the way in which it protects the somewhat different interests of its developing and developed members. In brief the agreement is designed so that PNG gives no tariff concessions to Australia... PNG benefits from free access to Australia for most goods whilst Australian interests are protected by the provision of a finely graded range of safeguards'. In other words, PNG has far from open slather but it is a relationship which other Island groups would like with both Australia and New Zealand.

PATCRA also has articles dealing with the promotion of investment, industrial, technical and administrative co-operation, trade and technical assistance. And, interestingly,

the agreement provides that the member states may agree to the association of any other state with the agreement subject to the negotiation of acceptable terms.

The report says the chief advantages of an approach through PATCRA are: that an agreement already exists with provision for accessions and that the process of extension depends primarily on unilateral action by Australia and New Zealand; and that the concessions Australia makes to PNG would provide a yardstick against which Pacific Islands would measure Australian concessions to other countries and New Zealand concessions to all regional countries.

The report states: 'Leaving aside the central question of the extent of substantive concessions by Australia and New Zealand the main problems... arise primarily from attempting to build an agreement, which essentially formalises existing trade relations between two countries, out into a full fledged international agreement.'

The second course suggested is for the creation of a new regional agreement in which Australia and New Zealand would grant preferential or



The conference room at SPEC headquarters in Suva. There's hard work ahead for those who will be warming these seats from now on — and no place at all for those who are happy just to warm the seats and do nothing else.

duty-free access to goods from Island countries on a non-reciprocal basis. The main difference, it says, from PATCRA 'would flow from an essentially tactical judgement that it would be possible to avoid unnecessary international diplomatic activity by building a new agreement, rather than extending an old one'.

This would require the Forum to call for a review of trade between member countries with a view to assisting developing member countries. Australia and New Zealand would then have to review their current practices and come up with changes they would be prepared to grant to their fellow Forum members. Provided the A-NZ offer looked good enough, 'the Forum could then ... welcome ... the offers ... and initiate proceedings to gain international acceptance'.

While a new regional agreement would give some flexibility over an extension of PATCRA, the report notes that the 'gain is ... slight and would need to be weighed against the danger that Australia and New Zealand might ... make less substantive concessions ... Australia has long argued for non-discrimination in international trade relations and has recently argued that PATCRA does not offend against the principle of non-discrimination. Experience in GATT (General Agreement on Tariffs and Trade) has shown that this position is not fully accepted by some other countries and Australia would probably find it easier to argue the case for a new agreement rather than an extension ...'.

The Forum's reaction to the report was to ask SPEC to get senior trade officials of member countries together to examine it in detail and to prepare recommendations 'on a non-reciprocal trade agreement between Australia and New Zealand on the one hand and the Forum Island countries on the other'.

Other Forum directives on the same report were to instruct SPEC to look to measures to encourage the rationalisation and development of industries in the Islands, to promote



Australian Prime Minister Malcolm Fraser (back to camera), greets a smiling New Zealand PM, Rob Muldoon. Despite the apparent bonhomie, it's one of the worst-kept secrets of the trans-Tasman politics that there's no love lost between these two. But a lot depends on them being able to get their ideas together on their countries' economic relations with Pacific Island nations.

greater market access in Australia and New Zealand and other countries outside the region as well as looking to ways in which to improve inter-Island trade.

Australia's response to the report was to offer to fund for five years a trade commission in Australia which will promote Island exports.

SPEC has the footslogging

ahead of it but if Australia is to put its goodwill where its mouth is — and prove that there's some substance in its sometimes hollow assertions that it is not protectionist — there's no reason to believe something substantial in terms of a South Pacific-wide trade agreement can't be on the table in time for next year's Forum in Honiara.

Bank Line changes course

The Bank Line, at the end of November, will launch a monthly regular and direct container/unitised cargo service from Hull to Suva and Lautoka, in response to a demand for a direct service. The new service is part of a restructuring of the line's overall South Pacific trade.

Fast, modern, composite cargo liners of the Cedarbank class will be used, offering break bulk containers, bulk liquids, reefer space and heavy lifts up to 50 tonnes. The main destinations are Papeete, Suva,

Lautoka, Noumea, Port Moresby, Lae, Rabaul, Kieta, and Honiara, with occasional calls at Madang, Yandina and Tarawa. Trans-shipment cargoes will be accepted for other ports.

The UK loading brokers for the new services to Fiji will be Eastern Liner Services, which already handles Bank Line South Pacific services, with offices in London, Liverpool, Glasgow and Hull. Burns Philp (SS) Co Ltd are the agents in Suva and Lautoka. Details of services may also be obtained from the Bank Line in Sydney.

At the same time the Bank

Line has announced it is terminating its services from Fiji, Tonga and Western Samoa to the UK and the Continent.

Legal setback for Nauruans

An application by Nauru Pacific Line and Nauru Local Government Council for an injunction against the Australian Shipping Officers' Association (ASOA) restraining the association from imposing a black ban on the line's chartered motorship *Fentress* was dismissed in the Federal Court in Melbourne in September.

The ruling by Mr Justice Northrop was a double blow to the Nauruans, for the judge, as well as refusing the injunction, said the line was operating illegally in Victoria because it had deliberately refrained from registering in Victoria as a foreign company.

The ASOA had slapped a ban on the *Fentress* — now becalmed in Melbourne — because of alleged breaches of the shipping officers' award by its Melbourne travel department. The Nauru Co-operative Society has taken over the travel department's functions and then notified the ship's officers that they would be employed under the less favourable conditions of the Clerks' Determination Award for Victoria.

Harder on 'expats' in Solomons

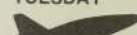
New laws aimed at increasing employment opportunities for local people and protecting customs and culture have been enacted in the Solomons. There will also be tighter control of vessels, including yachts, entering the country.

People wishing to work in the Solomons for more than 14 days will need a clearance from the Commissioner of Labour. Expatriates looking for work will not be considered unless the immigration authorities issue a permit. Expatriate wives and husbands of Solomon Islanders, unless they are citizens of the Solomons, will have to have a permit to enter and

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ive in the country, and will not be allowed to work, unless they have a permit.

Employment of expatriates will only be allowed when considered necessary, and will be subject to the localisation policy. The new laws protect the country from having to undertake the financial burden of caring for destitute expatriates and returning them to their own countries.

During the debate on the enabling bills, there were complaints about yachts 'trespassing', and pleas for the government to make efforts to catch intruders.

Indonesia-PNG talk aid, trade

Indonesia will give technical assistance to Papua New Guinea in small scale industries, and the two countries will work toward establishment of direct trading relations. These agreements were reached during a two-week visit to Indonesia in September by the PNG Minister for Commerce, Mr Pita Lus.

Agreement on technical assistance came after a request by Mr Lus to the Indonesian Minister for Trade and Cooperatives, Mr Radius Prawiro. It will cover the hand loom and weaving industry, wooden handicrafts, the use of leather, bamboo and rattan and roof tile making.

Training in these fields will be conducted either by sending PNG trainees to Indonesia or Indonesian technical instructors to PNG. Further details of the scheme will be worked out through an exchange of letters, expected to be drawn up soon.

Mr Lus and Mr Prawiro agreed that a direct and more substantial trading relationship should be brought about through an increase in visits of government officials, chamber of commerce and industry and private businessmen.

Trade between Indonesia and PNG is meagre, with an annual value of about \$A200,000. The balance of trade, heavily in PNG's favour, mainly involves re-export of

finished goods through PNG to Irian Jaya.

EEC 'dumps' sugar in PNG

A new front was opened up in September in the continuing warfare between the Australian Government and the European Economic Community. As well as fighting the EEC over access of Australian primary products and steel to the EEC, the Australian Government now plans to take the EEC to task for its alleged 'dumping' of sugar on the Papua New Guinea market.

Australia's Minister for Trade and Resources, Mr Anthony, said in Parliament that Australia sold about 20 000 tonnes of sugar annually to PNG, but that the EEC had recently been penetrating this market with heavily subsidised sugar.

The subsidy content of the EEC sugar amounted to about \$350 a tonne, which was about three times the world price for sugar.

Mr Anthony said that previous complaints by Australia to the EEC about its export practices had not yet had any major impact on the community's trading policies.

He added: 'In view of the seriousness of the situation for Australia's exports to PNG, I have instructed officials of my department to consult with officials of the Australian sugar industry to prepare formal notification to the General Agreement on Tariffs and Trade (GATT) challenging the EEC on its behaviour in respect of Article 16 of the GATT to see whether we cannot take some positive action to stop this dumping.'

Article 16 of the GATT effectively demands the elimination of export subsidies.

PNG love affair with Star-Kist?

The Papua New Guinea Government in September sent an eight-man delegation to the United States to complete negotiations with Star-Kist



A Britten Norman Islander with the de Havilland surveillance pod fitted under its starboard wing.

Company unveils surveillance pod

Pacific Island governments brooding over the formidable problems of surveillance of newly proclaimed resources zones could well look with interest at a technical development recently fathered by Hawker de Havilland Australia Pty Ltd.

Economy was the key consideration in the company's development of its new Surveillance Pod. They sought to develop a device which would provide a genuine air surveillance capability, but which could also be fitted to a variety of utility aircraft, thus sparing users the expense of buying 'fully dedicated' surveillance aircraft. (The pod displayed by the company to journalists at Sydney's Bankstown airport in September was fitted to a Britten Norman Islander aircraft.)

Pointing out that it is only one of the possible solutions to the problem, a company brochure says of the pod: 'It provides night and day surveillance capability over land and sea ... It allows taking of vertical and oblique air photographs ... incorporating Infra-red Linescan equipment (developed by British Aerospace) providing real-time display in the cabin and having the capability to accept air to ground data link options to provide in addition immediate display at a ground station.'

The pod is certainly compact. It is only .4 m in diameter, 2.6 m long and has a maximum weight of 105 kg.

The company is at work on other versions of the pod, including one adapted to natural resources exploration, and another geared to search and rescue operations.

Fishing Company on the construction of a tuna cannery at Lombrum in the Manus province. The delegation included two representatives from Manus Provincial Government.

Acting Director for Fisheries, Araha Vale, said that talks on the establishment of the cannery with Star-Kist had been underway for two years.

He said that while discussions centred on the method of sale of tuna, the delegation would maintain a firm stand

regarding the environmental aspects of the proposed tuna cannery. The government hoped to sign an agreement with the company before the end of 1978, if negotiations were successful.

The American Star-Kist company is already well known in the Pacific, especially for its big operation at Pago Pago, American Samoa. Its name is so well known, indeed, that the East Sepik Provincial Executive Council has agreed to establish and fund a small fish-

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TRADEWINDS

ing company in Wewak to be known as Star-Kist Fishing. The company, which will be 100% PNG-owned, has been initiated by a local businessman and two expatriates who have come to an agreement with the East Sepik Provincial Government.

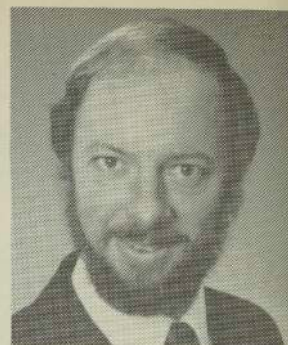
Currency cramp condominium

One of the weirder aspects of the New Hebrides condominium's rule is the dual currency system, writes a Vila correspondent. Both Australian dollars and New Hebrides francs are legal tender and in the days of parity, before the Australian devaluation of November 1976, this point was of little significance. But today, with the generally accepted rate of 80 francs to the dollar, it makes a great difference, especially to the larger trading companies (Burns Philp, CFNH) which, coupled with cheap labour and lack of taxation, enhances their already healthy profits.

The actual franc to dollar rate varies daily at each of Vila's seven trading banks. There are also the usually stable condominium and chamber of commerce rates to assist businessmen and retailers. The local banks work their NH franc rates directly from the French franc which has been steadily improving for most of this year.

This all seems reasonable enough until one realises that pricing is almost universally done in New Hebrides francs and many people, especially those in the outer islands, are paid in dollars. The large retailers are notorious for their lightning changes in rates without notice. Any stock already on the shelves or in warehouses obviously was bought at a more favourable rate. But the writer has yet to see any compensating price reductions. If everything was imported and paid for in French francs one could see their point, but of course this is not the case.

Both Chief Minister George Kalsakau and Vanuaaku Party leader Walter Lini agree the country needs just one cur-



This is Mr Gordon McKenzie, who is likely to become a familiar figure in the South Pacific Islands. He's heading the newly-established office of Nelson & Robertson in Auckland. With a record of more than 80 years of service to the Islands, Nelson & Robertson plans through their new branch to provide NZ manufacturers with 'on-the-spot' representation throughout Papua New Guinea and Fiji. Mr McKenzie, who has 13 years experience of exporting to the Islands, will assist clients and manufacturers with any and every query.

rency, but nothing positive has been done. The question then would be whether Australian dollars or N.H. francs should be retained. Surely the most rational solution would be the introduction of a new currency.

Solomon Islands had their new currency in circulation well before independence so the ball is obviously now in the court of the New Hebrides Government.

Tuvalu service by Auckland airline?

The Auckland-based airline Sea Bee Air is expected to form an amphibious airline to serve Tuvalu.

Managing director, Murray Pope, said the airline would need to buy Goose amphibian aircraft for the service. 'We have been looking around and we don't anticipate any problems in getting the aircraft,' he said.

Sea Bee Air was formed two years ago and operates an amphibious service to the Hauraki Gulf islands.

WINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...TRADEWINDS

POLYNESIAN Airlines paid \$140 000 for a nine-seater Britten Norman Islander aircraft to operate a service between Savaii and Upolu, Western Samoa, with occasional flights to Pago Pago, American Samoa.

THE US Civil Aeronautics Board has given approval to a World Airways to operate a low fare 'no-frills' scheduled service from Oakland and Los Angeles to Hong Kong, via Honolulu and Guam. One-way fares to Guam are \$299 from Oakland and Los Angeles, \$169 from Honolulu and \$99 from Hong Kong.

FJI Industries Ltd, cement manufacturer, earned a net profit of \$171 000 in the year ended June 30, up 20% on the previous year, on group revenue of a record \$4 729 000. Annual dividend is 14%, up 2%.

ROYAL Brunei Airlines, paying \$US20 000, and Air Pacific, paying \$US5500, have bought Air Niugini-designed computer programmes, which are particularly suitable for small airline operation. They ensure much more efficient operation.

THE PAPUA New Guinea Transport Department has recruited experts for feasibility studies into construction of an airport in the Southern Highlands.

THE WESTERN Samoan Trust Estates Corporation has started exports of taro to Hawaii. Aim is to fly between one and two tonnes in each consignment to Honolulu.

THE ASIAN Development Bank will make an agricultural survey in its seven developing member countries in the South Pacific

in an effort to identify the most promising areas for investment in rural economies in the next five to 10 years. The survey will cover agriculture, forestry and fishing in the Cook Islands, Fiji, Gilbert Islands, Papua New Guinea, Solomon Islands, Tonga and Western Samoa.

AIR Niugini in September opened a sales office in Chicago, its first in the USA. The office will service the whole country.

REPRESENTATIVES from the European Economic Community centre for industrial development in Brussels, on a mission to the Pacific to look for joint venture deals for EEC manufacturers, concluded that best prospects lay in forestry, fishing and processing of coconut products and oils.

A MINERAL resources vessel, the *Bulikula* (orange cowrie), equipped with modern search instruments and costing \$F250 000, was due for delivery in Suva last month. Its main tasks will be to pinpoint possible underwater oil deposits and to provide information about other offshore resources.

AUSTRALIA is financing a three-year Suva programme to train 18 South Pacific teachers of handicapped children. Cook Islands, Gilbert Islands, New Hebrides, Papua New Guinea, Niue, Tonga, Solomon Islands and Western Samoa have been invited to take part in the \$A191 000 project.

HYUNDAI Co has been given the go-ahead to develop the Kapaluk timber lease in Papua New Guinea's West New Britain Province.

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Burns Philp South Sea Co. Ltd. GPO Box 355, Suva.

NEW CALEDONIA:

ETS Ballande, BP. C 4, Noumea.

NEW HEBRIDES:

Burns Philp New Hebrides Limited, Vila.

NEW ZEALAND:

The Shipping Corp. of N.Z. Ltd. P.O. Box 3344, Wellington.

PAPUA NEW GUINEA:

Steamships Trading Co. Ltd. P.O. Box 1, Port Moresby.

SOLOMON ISLANDS:

Sullivans S.I. Ltd. GPO Box 3, Honiara.

TONGA:

Union Steam Ship Co. P.O. Box 4, Nuku'alofa.



DEATHS of Islands People

MARY COLUMBA

Master Mary Columba, SM, who taught many Samoan readers and businessmen to read and write, has died in American Samoa, aged 73. She went to Samoa in 1939 where she became known as an expert teacher of infants. She was also an artist and left many paintings as a memorial to her talents. The Prime Minister of Western Samoa, Tupuola Efi, and the Governor of American Samoa, Mr Peter Coleman, attended her funeral.

MILIKESA BALEKIWAI

Milikesa Balekiwai, father-in-law of the Governor-General of Fiji, Ratu Sir George Cakobau, has died aged 75. He had been living in retirement at Bau. He was a well-known sportsman in his younger days. He leaves a widow, six daughters and two sons.

FRANK MAHONY

Dr Frank Mahony, a familiar figure for six years at South Pacific Conferences as SPC Director of Social Programmes and later Director of Administration in a reorganised secretariat, died at La Jolla, California, early in September after a heart attack. He was 53. An anthropologist with a reputation enhanced by valuable work for the Third World in Micronesia, Africa and with the South Pacific Commission, Dr Mahony joined the commission early in 1972 from the University of Hawaii. When he left the commission last January, he planned to take a long vacation and then seek to renew his university career at the University of Hawaii. For most of the 1950s, he worked as an applied anthropologist in the Truk and Ponape districts of the US Trust Territory and then, for four years, was with the United States Agency for National Development in the

Somali Republic. He spent four years at Stanford University, USA, completing his studies for his PhD in anthropology and followed this with four years in Honolulu before going to SPC headquarters at Noumea.

INOKE CATI

Inoke Cati, 50, master of the Fiji ship *Moea*, 31.7 m, was incinerated when the ship caught fire at Savusavu wharf. He was trapped in his cabin and was unable to free himself. The *Moea* was towed into the harbour after the fire broke out and later drifted ashore at Samo, about 800 m from Savusavu town.

F. E. M. WARNER

Frederick Ernest Moore Warner, ISO, MBE, has died in Auckland.

Born in England, he began work as a clerk in Malaya. Later, after a period in New Zealand as a farm worker, he was employed by an islands trading company, his work taking him around the Pacific, particularly to the Cook Islands and Samoa.

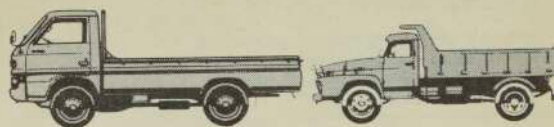
In 1944 he joined the British overseas colonial service and was invited by the Fiji Government to establish a co-operative marketing system. He headed the Fiji Co-operative Department for nine years and when he left its service in 1965 there were 377 co-operatives and 11 500 members. He was awarded the Imperial Service Order for meritorious and long service.

After his retirement in 1968 Mr Warner agreed to oversee the transfer of Pitcairn Island administration from Suva to Auckland. He was Assistant Commissioner for Pitcairn from 1968 until 1973 when he became Commissioner, an appointment he relinquished in 1974.

ALAN GIBSON

Mr Alan Gibson who worked for Burns, Philp (SS) Co Ltd in Fiji, American Samoa and Western Samoa for about 12 years, has died in Sydney. He was prominent in sporting activities in Apia.

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SHIPPING SERVICES

SYDNEY - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

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

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Syd-

ney 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 Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

Details from P & O Booking Centre World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - FIJI - SAMOAS - NEW HEBRIDES - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/container service from Sydney and Brisbane, to Vila, Santo, Suva, Lautoka, Apia, Pago Pago, Nuku'alofa and Norfolk Island.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Daiwa Line operates a container service from Sydney to the New Hebrides.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

Karlander 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, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the

main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

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).

AUSTRALIA - W SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney to Apia, using Ro-Ro vessels.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Melbourne and Sydney to Lautoka, Suva, Funafuti, Pago Pago, Apia and Nukualofa. Other ports are included on inducement.

Details from ANL Melbourne and Brisbane, Union Bulkships, Sydney, Hobart, Port Adelaide and Fremantle, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777); Polynesia Shipping Services, Pago Pago, Union Steam Ship Co of NZ Ltd, Nukualofa; PWD, Funafuti; or Pacific Forum Line, PO Box 655, Apia, W Samoa.



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AUSTRALIA - NORTHERN MARIANAS - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne to Saipan, Truk, Onape and Kosrae.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

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 four-weekly service from Australia to Papeete.

Details: Union Bulkships Pty Ltd, 33-339 George Street, Sydney (2-0238).

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete using Ro-Ro vessels.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) and (GAL/PNGL) Operate chief Container Service from Australia to PNG-Solomon Islands ports on

joint 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, Alotau.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991) MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines in Port Moresby (214436), Lae (42-1536), Rabtrid 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 (60-0731).

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Honiara, Kieta, Tarawa and Guam. Gizo cargoes transhipped at Honiara, Saipan, Majuro, 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.

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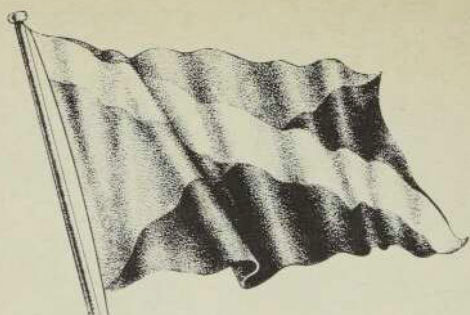
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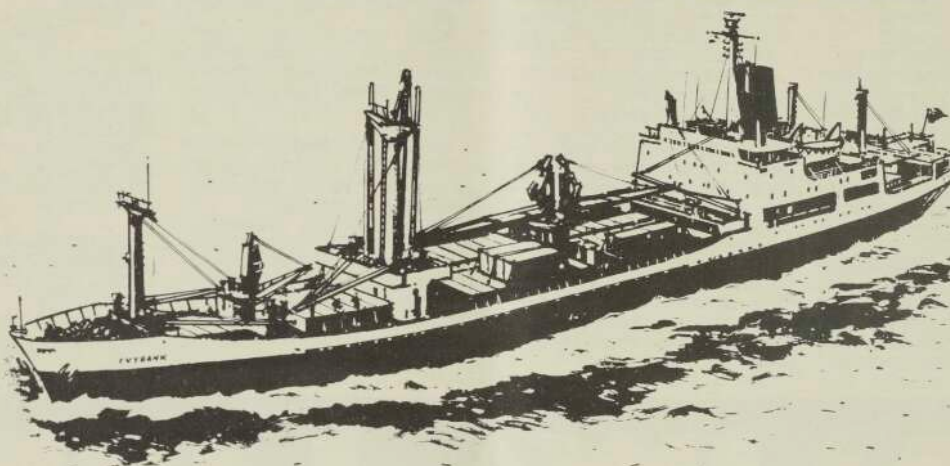
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Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (7-2041); Burns Philp (SS) Co Ltd, Fiji, Tonga, W Samoa; Trading Co Honiara.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NUNC, MNOL, Nedlloyd) operates 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, Siapan, 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, Noumea, Sydney, Honiara, Kietia, 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 (77-3460).

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, 12 Castlereagh Street, Sydney (231-3700).

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 - TAHITI - SAMOA - N. CALEDONIA - SOLOMONS - GILBERTS

Daiwa Lines runs a monthly cargo service from Japan via Guam to Lautoka, Suva, Papeete, Pago Pago, Apia, Sydney, Noumea, Honiara, Tarawa, Guam.

Details from Burns Philp (SS) Co Ltd, Suva.

NZ - 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 - 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 (NG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

Blue Star Line Crusader service to West Coast North America. Only direct service to and from New Zealand. Blue Star vessels call at Suva and Honolulu on NZ-US-West Coast voyages.

Details from Blueprint ACT (NZ) Ltd, PO Box 192, Wellington (739-029), Burns Philp (SS) Co Ltd, GPO Box 355, Suva, Fiji (311-777).

PACIFIC ISLANDS TRANSPORT LINE

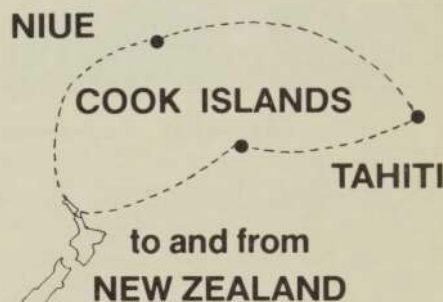
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AREA AGENTS

Niue: Government Shipping Office, Alofi.
Cook Islands: Waterfront Commission, PO Box 61, Rarotonga.
Telex Shipping RG 2002
Tahiti: Agence Maritime et de Voyage, B P 131, Papeete.
Telex AMAV 251 FP

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1436

NZ - FIJI

Pacific Line with one ship operates fortnightly roro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313.

NZ - FIJI - GILBERTS - SOLOMONS - PNG

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Lyttelton and Auckland to Suva, Tarawa, Honiara, Madang, Lae and Moresby. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch and Wellington. Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777) Sullivan, Honiara; Gilbert Islands Shipping Corporation, Tarawa; Steamships Trading in Port Moresby, Lae and Madang or Pacific Forum Line, PO Box 655, Apia, W. Samoa

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a unitised/palletised and reefer cargo service from Lyttelton and Auckland to Lautoka, Suva, Pago Pago, Apia and Nukualofa. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Wellington, Burns Philp (SS) Company Ltd, GPO Box

355, Suva, Fiji (311-777); Polynesia Shipping Services, Pago Pago; Union Steam Ship Co of NZ Ltd, Nukualofa or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Pago Pago - Apia - 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 (796-841).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (797-210); Waterfront Commission, PO Box 61, Rarotonga, Lighterage and Stevedoring Co, Aitutaki, Niue Govt Offices, Niue Island Compagnie Maritime Polynesienne, B'P' 368, Papeete.

UK/N. CONTINENT - TAHITI - N. 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 A M Fare UTE, Papeete; Ets 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, Kimbe, Rabaul, Kieta and Honiara and on inducement to Yandina, Tarawa and Nauru.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Trading Co Honiara.

SAN FRANCISCO - HONOLULU - NAURU - 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 9411 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, oper-

ates 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); Dalgety 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).



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PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Nord Point Du Pacific, Noumea
Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta
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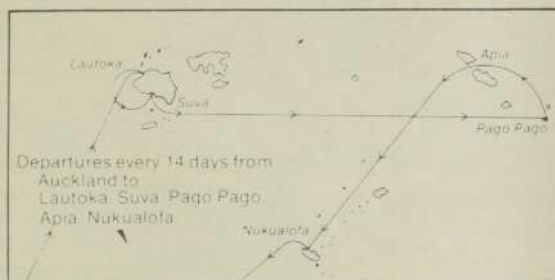
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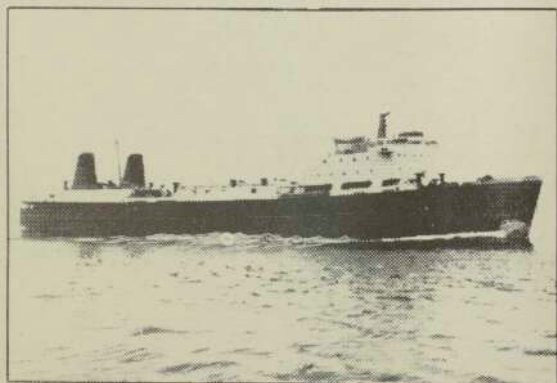
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Flexibility in cargo modules catered by this new service can provide for shipping operators and exporters the advantage of reaching international markets using onforwarding services through Union Company contacts and expertise.

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.

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20' x 8' x 8'6" box container
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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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A large quantity of equipment has arrived in Western Samoa for the new marine training school. The school is being built by Samoa Shipping Services Ltd, a joint Western Samoa-Columbus Shipping Line Company formed to operate and manage the vessel that Western Samoa will be contributing to the Pacific Forum Shipping Line.

So far 20 candidates have applied for entrance to the school although formal applications have not yet been called for. The applicants will be interviewed in due course by representatives of Samoa Shipping Services and the Samoan Government.

The final plans and cost estimates for the school have been prepared by the Special Projects Development Corporation of Western Samoa and the plans are being forwarded to Hamburg for approval of the head office of the Columbus Line and the West German Government.

The seamanship training school will include three buildings providing full facilities for seamanship training and dormitory accommodation. It will be established on Upolu near Satapuala, where some of the old buildings that formed part of the old sea-plane base are being pulled down.

The school will enrol 24 students in each course. They will spend three months at the school on basic training and about nine months at sea before they become qualified seamen. Some of the trainees will be trained on a specially-equipped vessel owned by the Columbus Line.

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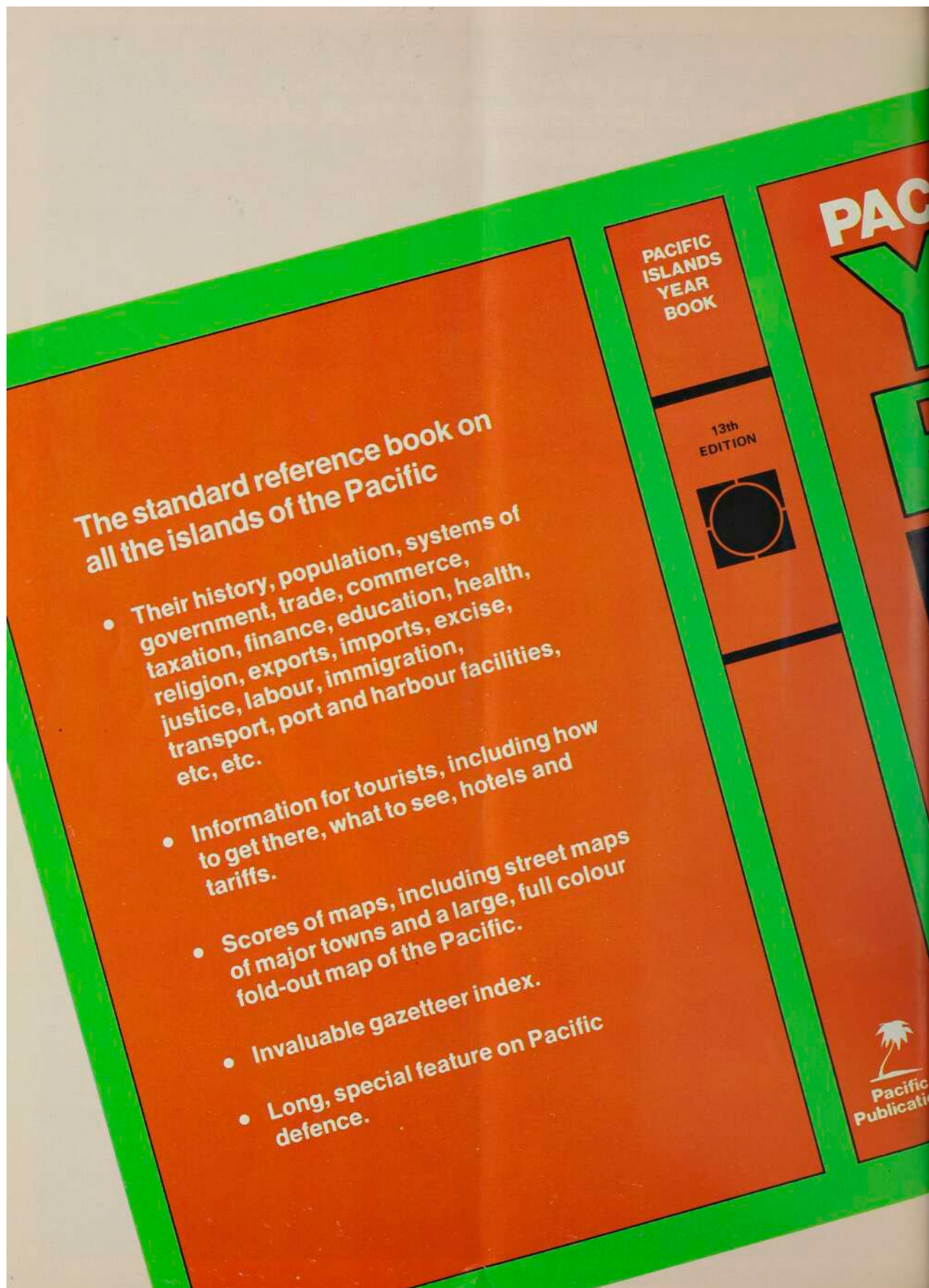
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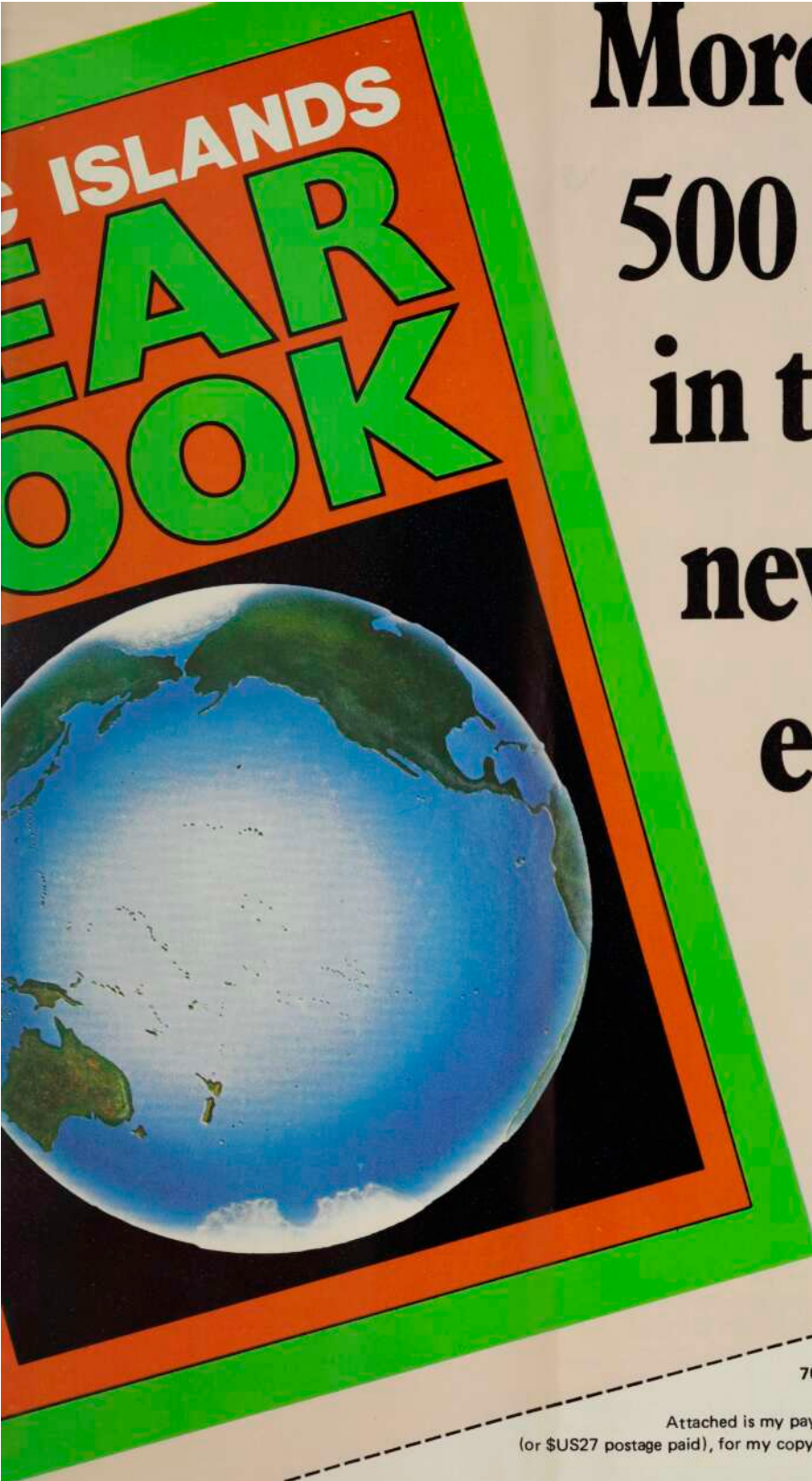
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