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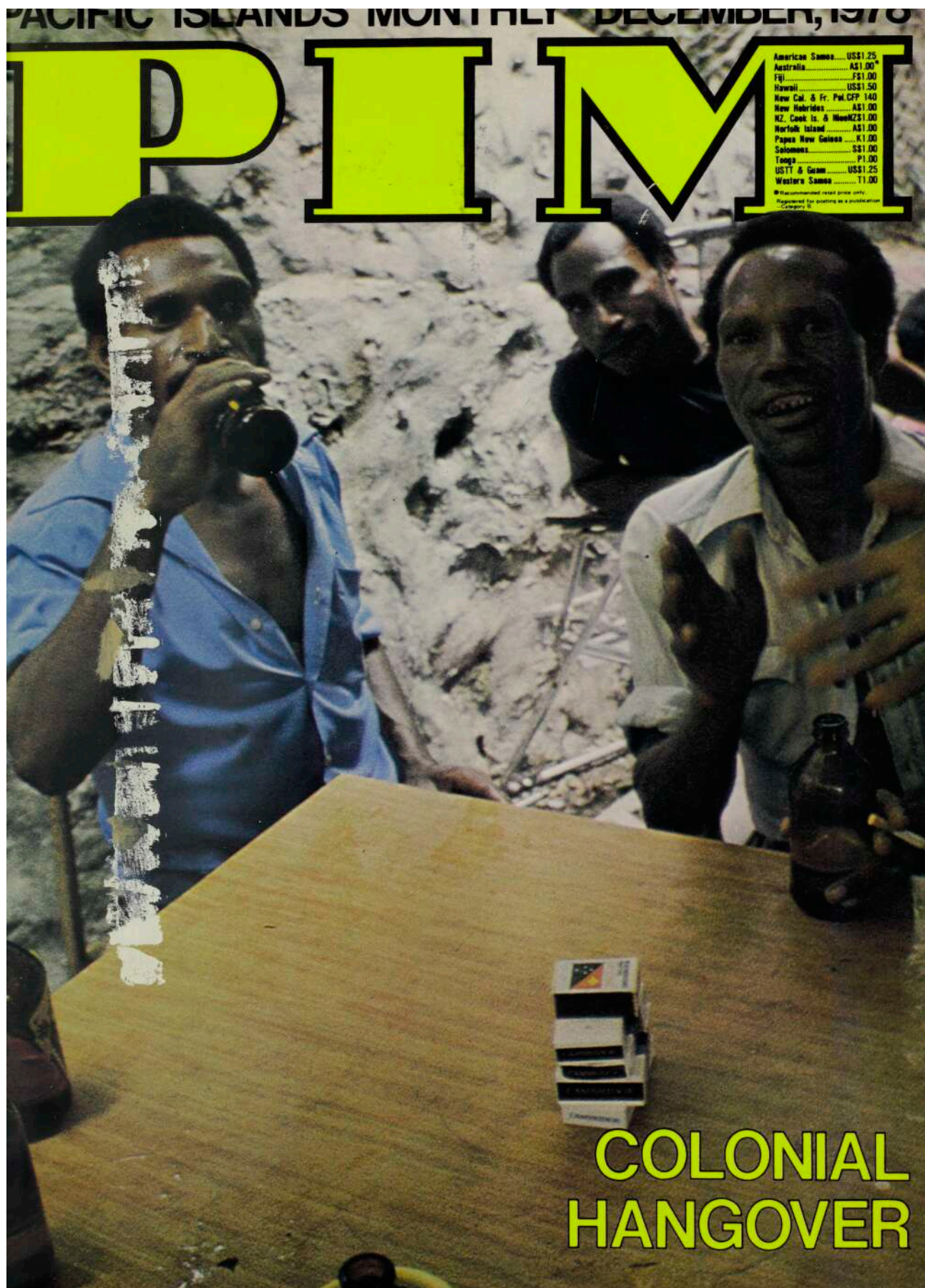
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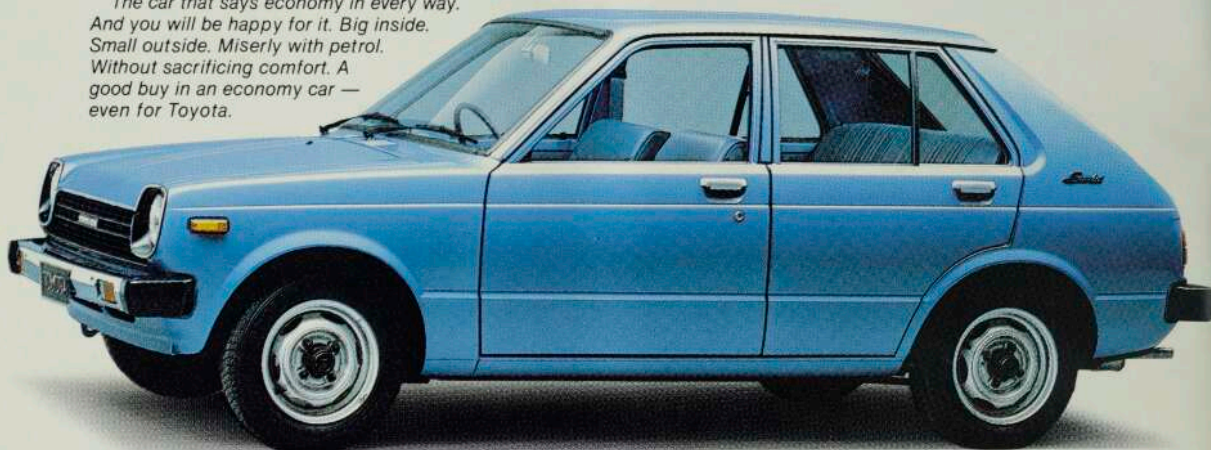
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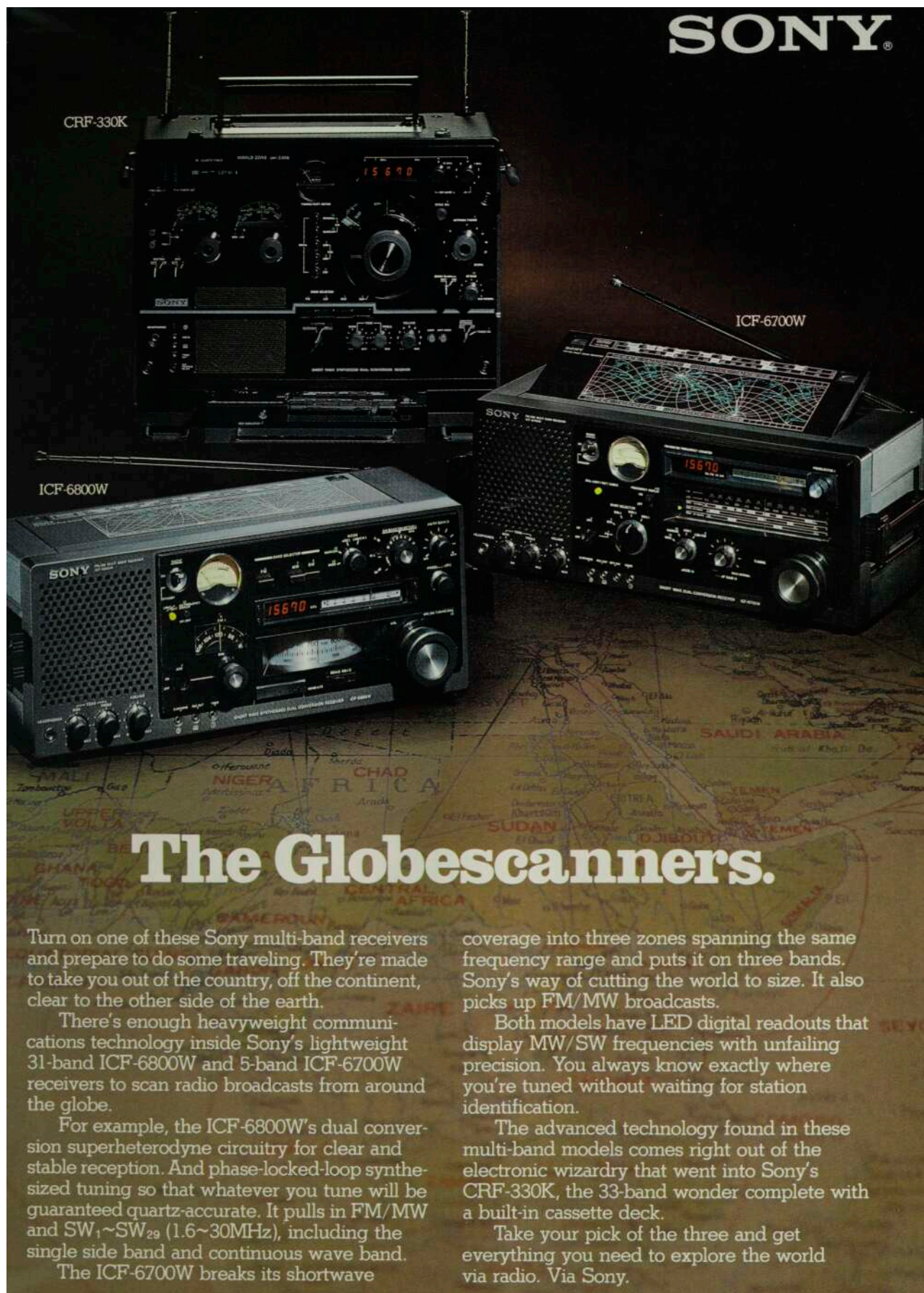
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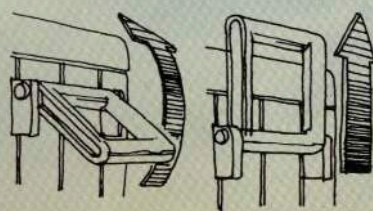
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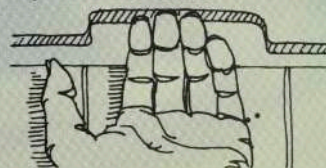
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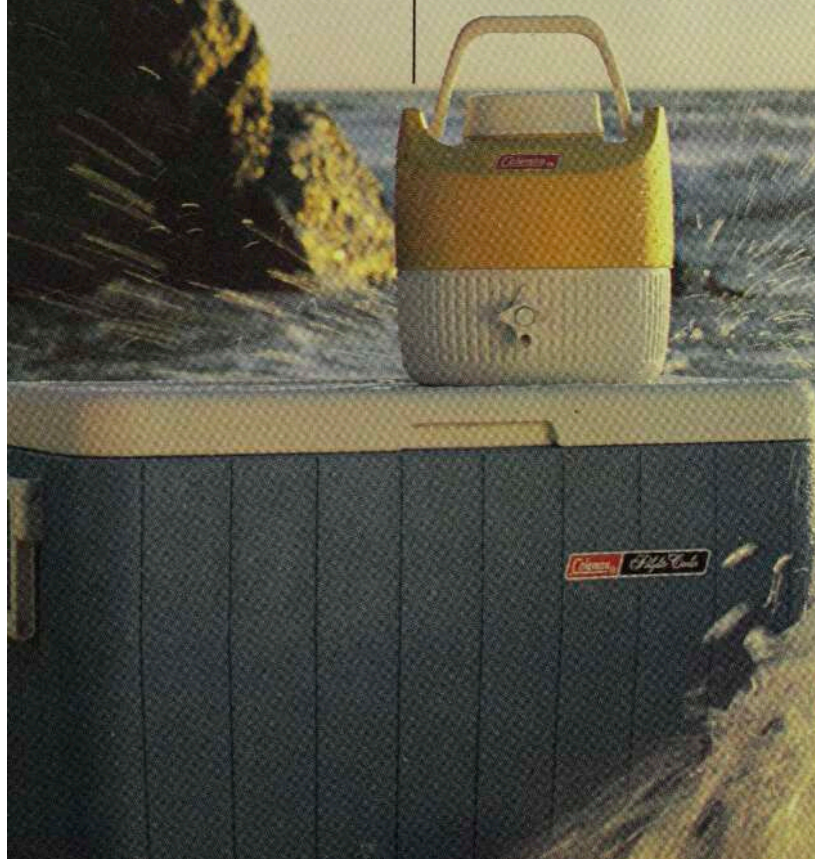
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PIM

PACIFIC ISLANDS MONTHLY

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WINGS of GOLD

HOW THE AEROPLANE DEVELOPED NEW GUINEA

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James Sinclair

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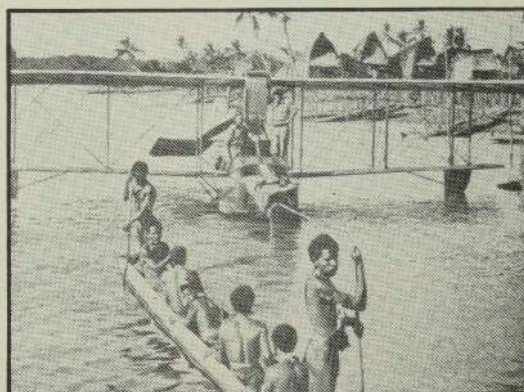
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PIM

PACIFIC ISLANDS MONTHLY

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Niue's Young Vivian ... the job ahead of him

THIS MONTH

- **Resources** — There's plenty of equipment to police the Pacific's resources. But can any one Island group afford to buy it?15
- **Religion** — Mormons have moved into Tonga in a big way, not without some criticism. But it looks as if they are there to stay.21
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PNG's Brigadier-General Ted Diro ... looking for an air patrol

Tonga's basket-toting Mormon missionaries ... there to stay?

COVER: Papua New Guineans enjoy a few beers in Port Moresby. Percy Chatterton, as an Afterthought, points out that once Melanesia had no traditional alcoholic drink. Page 24. Photo: Bob Hawkins.

Sir Keith Holyoake ... in Niue to see his people (page 42)

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PACIFIC ISLANDS MONTHLY — DECEMBER, 1978

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LETTERS

IN DEFENCE OF GUAM

Response from readers is a sign your magazine is being read. On Guam, PIM is being read. Unhappily.

In your April issue, a chap who spent perhaps a day here, wrote an article about us in the tone that Guam was an unpleasant place indeed. I doubt if, in his few hours, he ventured farther than a mile from his hotel.

In June PIM hit us with an unreasonable report on the new obscenity law and again on local drug problems.

If you were deliberately attempting to discredit us as a good neighbour among Pacific islands I question whether you could have selected a better trio of discouraging articles.

Guam is, in fact, one of the more progressive and delightful islands of all the Pacific. We think your readers deserve to know this rather than be subjected to cute and quaint flash stories based on partial facts for isolated situations.

MARTIN PRAY

General Manager
Guam Visitors Bureau
Agana

BEWARE OF THE BULL

The firm stand taken by Prime Minister Ratu Sir Kamisese Mara of Fiji and Michael Somare of Papua New Guinea, against obvious US political manoeuvres at the recent South Pacific Forum in Niue, deserves the admiration of all citizens of the Pacific region, likewise other regional leaders of Tonga, Nauru, the Gilberts and the Solomons who stood by them.

I refer to their determined stand against US pressures for membership 'on its own terms' in a regional fisheries agency.

In his address for 'Pacific Week' at the University of the South Pacific, US ambassador

John Condon referred to the Pacific as the 'last frontier'. US actions of late show, or at least clarify, what he really meant by this reference in his strictly 'diplomatic' address; but more interestingly, they explain the real motives behind the mask.

The American stand which created the first serious rift within the Forum, clearly illustrates the principle upon which 'aid' to developing countries has often been, if not always, 'given'. I recall the words of an American educational consultant who visited the Cook Islands last year: 'Aid is a misnomer; in reality it is just another technique generated by donor-nations to justify their economic exploitation of recipient countries.'

The essence of these words aptly explains much of the recent increase in American involvement in the Pacific, not to mention similar Soviet intentions. But this is not to deny the fact that US aid has benefited the Pacific region. On the contrary, it has helped advance technology in certain fields. The recent US grant of \$705 000 for expansion of satellite communications throughout the region is an example.

What is questionable however, are the real motives which suddenly generated a renewed 'determination' to offer aid. Ironically, what we now see is the picture of certain 'doctors' anxious to cause bodily harm on a family of fairly healthy individuals, in order to treat them and thereby increasing the doctors' earnings a million times over.

For Pacific nations, small and limited as we are in some resources, our leaders must guard against masked intentions. It is tragic that Niue, the Cook Islands and Western Samoa succumbed to exploitative manoeuvres. The fact that the 'American government will not recognise Pacific Island claims on tuna stocks, except on its own terms' (Fiji Times September 28), clearly demonstrates where American interest really lies. In essence, it reveals the falsehood of heart in American foreign aid policy.

It is time that Pacific nations

followed the example of the PNG leadership, where foreign aid is accepted only on terms dictated by and acceptable to the recipient country. Like Americans and like Russians, we have every right to safeguard the interests of our own peoples, and to decide for ourselves.

It is time that America recognised by word and deed the political independence of Pacific nation states.

Let us as a small family of nations make regionalism a living reality. Let us all stand as one, but neutral against the invading ideological monsters. It is our only hope of maintaining our independence and constitutional sovereignty. Whatever the cost, the right of Pacific peoples to self-determination must never be sacrificed.

Let each Pacific leader, as the elected representative of his country, remain the 'master' of his family, of his people and of his country.

Suva JOHN J. HERMAN
Fiji

HOW FAIR AUSTRALIA?

Why is Australia so ill disposed towards people from the Pacific Islands? We admit Indo-Chinese refugees by the score — rightly in my view in most cases though criminals and torturers of the former corrupt regime in South Vietnam may be among them — yet we throw the whole weight of the federal immigration department, commonwealth and state police against any unfortunate Pacific Islander who finds his or her way to these shores and who transgresses even in the most minor or technical way.

We look after former officers and officials from South Vietnam yet Fijian nurses helping old people in Sydney are ruthlessly deported, a Pacific Island-born woman is deported or threatened with deportation when her marriage to an Australian-born husband breaks up and the police spend countless hours searching for the few hapless Islanders who may be illegal migrants.

The immigration minister does not appear to be racist

when dealing with Indo-Chinese yet is undoubtedly so when it comes to Pacific Islanders. Is it because Australia still has a guilt conscience about the days of 'blackbirding' and the genocide Australia continued to practise against the Aborigines by plying them with alcohol or whatever?

Australia has done very well out of the Pacific Islands in the past. Surely the time is long overdue for a more Christian and understanding attitude to Pacific Islands peoples.

It is all very well to give economic aid and toast high officials at diplomatic receptions but the effect is destroyed totally when such a blatant racial bias is shown against many Pacific Islanders who find their way here.

Ballarat BRUCE TURNER
Victoria
Australia

CRUELTY TO CHILDREN

A family institution such as that of the Indian, which is centuries old, must certainly have some good aspects for it to have survived the test of time. Yet your correspondent, in looking at the family institution among Fiji Indians (PIM September), mentions nothing commendable about how it has uniquely modified itself in Fiji. Instead reference at length, and to excess, is made only of pitfalls in the Indian family institution.

Because of this, your readers have been presented with a misleading view, in that, for example:

- thousands of Indian parents use 'children as emotional beds';
- arranged marriages exist as 'cruelty extending into later stages of a child's life'.

Certainly there have been isolated cases of child-bashing by parents in the Indian community, but no worse in number than in any other society, and certainly not to the extent your correspondent makes out. Otherwise our courts and our papers would be filled with such cases. This is not the case.

Arranged marriages in the past have, at times, been cruel, but they are much less today, primarily because both parties

have more say in their choice of partners than in the past.

Finally, naturally the 'affluent Gujarati society will furiously and firmly deny' all the cruelty that is extended to the teenage daughters-in-law mainly because cruelty, as reported, does not take place. Because many Gujarati homes have servant-girls, the teenage daughters-in-law do not become 'house-girls'. Most are so well and expensively dressed, it would be hard to imagine that mothers-in-law had purchased their daughters-in-law's clothes, underwear etc. Though de-facto relations exist in the Indian community as a whole (and where does not this exist?), none so far from the Gujarati society has been brought to trial.

In brief, the correspondent has erred badly in presenting a grossly misleading picture today of the 'Family Institution among the Fiji Indians' in Fiji today.

Suva
Fiji HARI K. NARSEY

LIBERTE

I was intrigued by the letter of Kaliou of Noumea, New Caledonia, in July PIM advocating a free Micronesia. What Kaliou says may well be true. Imperialism and disguised neo-colonialism should be ended. America's continued occupation of eastern Samoa is a case in point. However, one is left wondering what Kaliou would advocate as the future for New Caledonia, Tahiti, Wallis, Futuna, etc?

BRUCE TURNER
Ballarat, Victoria
Australia

SPELLBOUND NUMBER TWO

We have had continual inquiries from various parts of the world from friends and acquaintances regarding incidents aboard a vessel, *Spellbound*, in the Society Islands early this year. Several people were reported to have lied and I believe the police in Tahiti were called in to investigate.

We are living aboard a British yacht named *Spellbound* 1, 15.8 m, sorrel-coloured topides, ketch rigged, and have

been based in Fiji since 1976. My husband has been employed by the Fiji Government as divisional veterinary officer since April 1975. We are now commencing a second tour of contract in Fiji after cruising to New Zealand with our respective families from England — also a coincidence. I know of no other yacht named *Spellbound* and therefore would be grateful if you could publish these details.

Suva CAROL IRWIN
Fiji

THE STAMP OF AUTHORITY

It has been brought to my attention, as Premier of the Cook Islands, that your publication has carried on its pages articles concerning the postage stamps of the Cook Islands which contain factual misstatements.

So that you and your readers will have no misunderstanding of the procedures governing the issuance and sale of Cook Islands postage stamps I herewith officially advise you of the following facts:

The Cook Islands postal system was originally set up by the New Zealand GPO and the New Zealand GPO presently handles its international accounting under Universal Postal Union procedures.

The chief postmaster of the Cook Islands is a New Zealander. The issuance of new stamps is completely under the control of the Cook Islands Government. Every order for new stamps is a government matter and sent over my signature or that of the postmaster general directly to the same security printers which are used by the New Zealand Government.

Upon completion of the printing all produced stamps are shipped to the Cook Islands Post Office and sold in the islands by the post offices. To assist overseas philatelists a Post Office Philatelic Bureau was established in the Cook Islands which advises overseas residents of new stamps to be issued and fills orders properly prepaid for the face value and return postage.

The philatelic bureau is a

Cook Islands operation, completely staffed by Cook Islanders and it is under the directorship of a Cook Islander. For maximum efficiency and economy in its services the government employs experienced international technical guidance, but such guidance is solely advisory, as the philatelic bureau is fully under government control and it has no authority of its own.

The procedures for the sale of stamps in the post offices are strictly controlled, as is the sale of stamps by the philatelic bureau which is just a subordinate unit providing services to philatelists.

Recommendations for new stamp issues may originate with individuals in the Cook Islands, with officials of the government, with the philatelic bureau, or with the postmaster. But the final decision rests with the government and any new stamps issued have denominations which conform to postal rates.

In the interests of fair play to philatelists, to your readers, and to this government, we trust that you will publish the above official facts in your publication so that any incorrect conclusions which may have been formed by material previously appearing on your pages can be clarified or corrected.

THOMAS R.A.H. DAVIS
Premier
Cook Islands

ARCHIVES ON THE MOVE

Re the article on the Western Pacific Archives by C. Guy Powles (PIM, September). Mr Powles has been misinformed. The Western Pacific archives are being transferred to their countries of origin.

In the case of Solomons Islands, 55 cases containing the archives have already been received from Suva and are being held in safe custody by the Ministry of Youth and Cultural Affairs, pending the completion of a new archives building and the appointment of an archivist and staff.

S. W. HOCKEY
Library Adviser
Honiara

AUSTRALIAN OBSCENITIES

Unabashed racist statements by some Australians working in Papua New Guinea while I was there lead me to agree with you (Tropicalities, September) that MP John Jaminam has a point. Imported dress standards for PNG licensed premises do constitute an unwritten colour and/or class bar.

I report one personal instance of these inappropriate regulations being applied in a colourblind fashion. Having enjoyed a stimulating double feature at a Mount Hagen cinema — *The Annapolis Story* and *Wind Across the Everglades* as I recall — a friend and I decided to repair to a local hostelry. As nothing stonger than coffee had passed our lips along the dusty road from Goroka, a beer seemed in order.

The Hagen Park was recommended and there we headed. We had got no closer to the bar than 10 metres when we were pushed backwards all the way to the door by the European manager and his national assistant. When we asked the reason for this unexpected bum's rush, my friend's thongs were cited. We both wore clean longs and sports shirts. My friend's pants were brown dress denim.

Nonplussed by this inhospitality but still thirsty we adjourned to the main street. Spotting a warm glow from a second storey window, we headed up the stairs to find a cozy bar-cum-billiard room.

Hearing our tale of woe, the burly Ockers perched at the bar said 'Good on 'em' and suggested that we push off from their premises as well. Ungracious? Yes. Boorish? Certainly. But free of racial prejudice.

Which brings me to an examination of this propriety in dress which seems to pre-occupy the antipodean male caucasian.

The main criteria for acceptable tropical dress, whether for office or club, seem to be the ubiquitous white knee socks. Never mind that the shorts above are worn because it's hot. One must, as with Vic-

LETTERS

torian table legs, cover any potential immodesty. With the exception of socks with toes, this leaves the inexpensive and cool thongs or sandals out of the running. Plastic New Zealand Kay-Dees or school issue Roman sandals are acceptable however.

The supreme irony lies in lining up the Aussie in proper gear to the 'scruffy native'. In profile the pendulous Australian beer gut and alcohol-veined nose are the ultimate obscenities when compared to the fit Melanesian physique.

Knee socks fall a little short of distracting the eye from the monuments built up by 30 years of Foster's. I say good on Mr Jaminam and his Discriminatory Practices Amendment Bill.

Neiafu
Vavau
Tonga

BILL GUSEN

CHARITABLE QUESTIONS

As a regular reader of PIM, I commend you upon the new layout of the magazine but I feel that in your Political Currents section you are in grave danger of taking a particular political slant. Maybe this is deliberate.

As perhaps a minor aspect of this view, I must admit to feeling that the appellation accorded to me, as a former British supermarket mogul, has unjustifiable connotations in view of the fact that I was, some seven years ago, the managing director only of a comparatively small, by British and other standards, supermarket chain. I certainly never regarded myself as either Mongolian or a tycoon, which I believe to be alternative definitions of a mogul.

Perhaps more importantly, in your correspondent's article on the visit of Paul Dijoud to New Caledonia, your correspondent, Andre Chaville writes, and I quote: 'In fact, there never was a cocktail party with Rotary, the Lions or any other expensive charitable organisations favoured by the local aristocracy.'

As a member of Rotary, and one who sees how much the Lions Clubs are doing, I can only say that the motto of

Rotary is 'Service above Self' and the motto of Lions is 'We Serve'.

As a past president of the Rotary Club of Norfolk Island, and one who has seen over the years Rotary in action in many parts of the world, I can only feel this is a very unfair and biased outlook towards these two service clubs. I certainly believe that both these service clubs have contributed greatly by their efforts to both the betterment of all members and of the community in which they exist, and indeed understanding throughout the world, regardless of race, creed or walk of life. I am sorry that Andre Chaville has such a poor understanding of the principles of these two service clubs.

I would hope that although clearly some of your comments must be of a political nature, you do not allow your correspondents to show personal and unwarranted political bias.

Paddock Wood B.K. NUNN
Norfolk Island

OF HENRY AND DAVIS

It was disturbing to find that September PIM covered the advent of the new Democratic Party Government in the Cook Islands with such inaccuracies and emotion.

Surely, when a new government is elected by the people and a major Pacific magazine has a cover story, the newly-elected premier should feature, not only on the front page, but also in the feature article! PIM chose instead to feature the old leader, one who had committed acts of a questionable nature during his tenure as our country's leader.

PIM also calls the event 'Cooks' unhappy historic "first"'. 'Unhappy' for whom? The majority of residents of Rarotonga certainly felt jubilant after the July 24 court decision that declared the fly-in votes invalid. It is obvious from the election results that they had voted for a new government at the outset. If PIM had read the judgement which included the results you would have noted that the people voted for the Democratic Party

candidates, not the Cook Islands Party.

PIM describes the events following the decision as a 'stunning' take-over, implying that it was done in a hasty dictatorial manner. In fact, it was all planned well in advance. Your allegation that Chief Justice Donne 'handed back power to a new government so swiftly that he probably created some sort of constitutional record' is unfair and misleading. It is a normal procedure that once a new government is declared duly elected, they take over the reins immediately. The events described in such detail in your account would have taken place on March 31 if the illegal fly-in votes had not been included in the initial election results.

No one will disagree that Sir Albert Henry is a South Pacific personality and one whom many admire as a charismatic person. However, the evidence against him and members of his former cabinet are serious. They have been charged with unlawful conduct of 'monumental dimensions' and this can't be overlooked.

As a Cook Islander who was in Rarotonga during the elections and the court decision I feel that you have sorely misrepresented what happened politically in the Cook Islands. The general feeling in Rarotonga after July 24 was one of relief, not from the court proceedings but relief from 13 years of corruption and nepotism. Our new government has the difficult task of guiding a country that has suffered economically in the past because of careless spending. Surely you could give them some support and encouragement.

PAMELA TAKIORA
Honolulu INGRAM PRYOR
Hawaii USA

● Stuart Inder, who wrote the September cover story, comments: Sorry, but I reject the view of my friend Pam Pryor (nee Ingram) that there are any inaccuracies in my report. I invite her to name them. As to its objectivity, clearly this is a matter of opinion, in which emotions play their part.

PIM reported not on the appointment of a new government but on the dismissal of an

old one in unique and dramatic circumstances. Premier Henry for 13 years was the most controversial political figure in the South Pacific and my story concentrated on the way of his political demise, which stunned the electorate in the real sense of the word, whether voters were for him or agin him.

His picture was chosen for PIM's front cover before we knew in Sydney the result of Chief Justice Donne's decision, for we knew he would be a focal point of the news that month.

Of course PIM read the judgement. If Mrs Pryor re-reads her own copy of it she'll see that, without the banned fly-in voters, the CIP on Rarotonga still has significant electoral support, with a handful of voters determining the final result. I found on Rarotonga 'joy and relief' at the court decision and I said so in my story. I also found 'shock, puzzlement and bitterness', and I added that I didn't know, not even after being a week there, 'what proportions of each of these varied ingredients make up the final recipe'. Pam Pryor clearly is in no doubt. Half her luck!

In suggesting that the events surrounding the changeover of government were merely procedures that would have occurred anyway, I find Mrs Pryor breathtaking. There was nothing normal about the despatching of police from NZ in case of violence, about the ban on radio broadcasts for two days, about the police locking and guarding the door of the Legislative Assembly to prevent anybody entering.

These and other measures were painstakingly planned by the Queen's representative (in advance, as Mrs Pryor says) and carried out with commendable speed, to avoid what he considered to be the possibility of civil disorder and violence. That this didn't occur was a tribute to Mr Justice Donne's planning and the basic good sense of Cook Islanders and their leaders, certainly of Tom Davis and, not the least, Albert Henry. PIM's story I thought, paid tribute to this in its approach. We will have to wait for Mr Justice Donne's memoirs to hear the full story of that anxious and historic time, if he can be encouraged to tell it.

Pacific Report

SEDITION CHARGES BOOMING IN SOLOMONS

Three men charged with sedition since independence in July — that is the performance chalked up by Solomon Islands. First to face the courts was Lemuel Loefanua Maealatha, who collected a three-month sentence in late September for publishing a poem in the official newspaper, *Solomons News Drum*, which was judged by the court to be designed to provoke ill-will and hostility between the people of the Western Province and peoples of other provinces, with seditious intentions. Then in October George Atkin, publisher of the newspaper *Solomons Toktok*, and Colin Bently, the writer of a letter published in Atkin's paper, faced similar charges. Bently's letter ended with the words: 'If you want any local war between Malaita and Guadalcanal (two of the Solomons' main islands) okay let us go.' Both men pleaded not guilty and were released on \$Si 100 bail each, with their cases adjourned to December. In a follow-up to the first case, the central government offered a sum of \$7000 to the Western Provincial Assembly as compensation from the central government information service. The assembly haughtily rejected the offer, saying that local custom demanded a greater sum.

NEW POLITICAL PARTY IN NEW HEBRIDES?

The tangled politics of the New Hebrides saw new developments when: the Vanuaaku Party issued a statement in October effectively rejecting the government's offer of seven ministerial posts (PIM November) and demanding the dissolution of the present Representative Assembly; and the Minister for the Interior, Vincent Boulekone, announced he had resigned from his party, the moderate *Union des Communautés des Nouvelles Hébrides* (UCNH), and intended to form a new party. Mr Boulekone's statements on resignation expressed markedly conciliatory attitudes to the Vanuaaku Party.

V. SAMOA DEMANDS NO PACIFIC N-TESTS

A call for an early end to nuclear weapons tests in the Pacific was made at the United Nations General Assembly in October by Western Samoa's Finance Minister Vaovasamania Filipo. Voicing the hope that the Pacific environment could be restored to 'something approaching its original purity', he said that if the Pacific people had been consulted on the question in the first place they would have wanted the area to be nuclear-free.

BUMPY START FOR NEW US POLICY

The new-look US policy of closer interest in Pacific Island affairs (PIM November) got off to a bumpy start when the question of US membership of the proposed South Pacific fisheries agency threatened to split the South Pacific Forum in Niue in September. But the State Department's man at the South Pacific Conference, Bill Bodde, told PIM: 'We remain hopeful that by working together we will find a mutually satisfactory solution.' For his part, Australian Prime Minister, Malcolm Fraser, in Port Moresby in late October, said Australia would work to ensure that any agency which emerges is established along lines wanted by the Island countries themselves. Said he: 'It's the majority view of the Pacific Island countries that matters.'

IJI'S DRUG-RUNNING CHRISTINA/SUSAN

A 22-year-old New Zealand girl, in court as Christina Doreen Skipper, appealed against a six-year sentence handed down in Fiji on drug-running charges. She succeeded in having her sentence on a heroin-related charge reduced to five years. But appeal judge Mr Justice Williams showed he was not in a generous mood by adding a three-year sentence on a second Indian hemp charge, and ordering that the sentences be served consecutively. Result: after appeal, an eight-year sentence instead of six years. The prisoner will spend most of her time sewing

and gardening in the precincts of the women's wing of Suva gaol — with a super-close watch no doubt being kept in the garden on her choice of plants for cultivation. The case took a bizarre turn when a New Zealand housewife, Mrs Christina Doreen Whitaker (nee Skipper), claimed that the girl under sentence had improperly used her name on a passport application. The girl's true name is believed to be Susan Florence Jay Renzie.

TORRES ISLANDERS OKAY NEW BORDER

Torres Strait Islanders in November voiced approval of the terms of the draft treaty being negotiated between Australia and Papua New Guinea on their border running through Torres Strait. Even Queensland Premier Joh Bjelke-Petersen seems willing to go along with it.

PALIKIR IS A NEW CAPITAL

The capital of the Federated States of Micronesia (FSM) will be in the Palikir area, on Ponape, Caroline Islands. An official announcement of the decision said that in the interests of local landowners 'that portion of Palikir which is presently used by homesteaders for farming' will be excluded from the general area of the capital. The FSM will consist of the districts of Yap, Truk, Ponape and Kosrae, which in July approved by referendum the proposed FSM constitution. The Marshalls and Palau districts rejected the constitution.

COALITION MUSICAL CHAIRS IN PNG

PNG's Deputy Prime Minister Julius Chan announced on November 7 in Parliament that he was withdrawing his People's Progress Party support from Prime Minister Michael Somare's coalition government. Mr Chan accused Mr Somare of leading PNG into a 'highly personalised form of government' and said the PPP could not allow itself to be used just to keep the coalition's numbers up. Mr Somare, who had a few days earlier reshuffled his cabinet to the PPP's disadvantage, the following day announced a new coalition with the United Party, lambakey Okuk's Opposition numbers being made up by the support of the PPP. The situation, at press time, remained fluid with a 'no confidence' motion pending.

OKUK'S 'SIGNIFICANT AUSTRALIANS'

Speaking at a state dinner to welcome Australian Prime Minister Malcolm Fraser in Port Moresby in October, Papua New Guinea's parliamentary opposition leader, lambakey Okuk, declared: 'I have just returned from a visit to Australia where regrettably I was not able to meet you. However I met your deputy prime minister, I met Mr Whitlam, and I met the Premier of Queensland. Now that I have met you I am sure I have now spoken to all the most significant people in Australia. Mr Fraser was in PNG for the formal opening of PNG's national library, Australia's independence gift to the new nation. He took the opportunity to assure PNG that Australian aid, which at present represents about a third of the PNG budget, would continue after the current agreement expires in 1981.'

'SEXUAL BLACKMAIL' — FIJI REACTION

The story 'Fiji: Where a girl may have to pay to get a job' (PIM October) aroused keen public controversy in that country. PIM correspondent in Suva, Robert Keith-Reid, sought some local reactions. His report: Mr Jack Meyer, director of the Fiji Employers' Consultative Association, read the article and said: 'It's a lot of bloody crap.' He had no doubt that there were 'certain liaisons going on'. But to suggest that Fiji's working girls were the victims of mass assault was ridiculous. If this were the case 'it would be attracting a lot more expatriates here'. A member

of the board of the Fiji Young Women's Christian Association who did not want to be named said: 'I am certain sexual blackmail is used. It is particularly despicable in the Fiji situation of gross unemployment. A lot of young women are forced to use their bodies to hold down their jobs. I believe this is most frequent in small commercial businesses and shops.' The head of the Fiji National Council of Women, Mrs Gyan Paras Ram, said she was 'most concerned' about the allegations in the story but did not now want to comment until she had thought about it more.

MICRONESIA'S 'CHRISTMAS DROP' ON AGAIN

Micronesia's traditional 'Christmas drop' programme will be on again this year from December 12-21. The 54th weather reconnaissance squadron of the US air force parachute-drop gifts collected on Guam to outer islands of Micronesia. Begun about 20 years ago, the 'Christmas drop' was suspended in 1973 due to the fuel crisis. But it resumed last year, with the military dropping about 25 000 kg of gifts to people on more than 50 Micronesian islands.

TOP GOLFERS AT FIJI'S PACIFIC HARBOUR

Fiji played host in October to leading amateur golfers from 24 countries at the world amateur golf championships played on the Pacific Harbour course at Deuba, near Suva. The men's event, for the Eisenhower trophy, was won by the US, with Canada and Australia second and third. Fiji finished third from the bottom, but the leading Fijian player, E. Koroi Lutunatabua, had a four-round total of 319, good enough to rate him among the world's best 20 amateur golfers. The women's event, the Espiritu Santo trophy, was won by Australia — by one stroke from Canada.

PNG STUDENTS ACT ON IRIAN ISSUES

A Committee for Melanesian Refugees has been formed at the University of Papua New Guinea with the aim of providing employment and health care, and meeting other needs, of refugees in PNG from Irian Jaya. Earlier, the UPNG Students' Representative Council had made an appeal for funds to hire a lawyer for an appeal against the conviction by a PNG court of Irian Jaya rebel leaders Jacob Prai and Otto Ondawame (PIM November).

STRIKE BY CONDOMINIUM WORKERS

Two hundred daily-rated employees of the New Hebrides condominium administration went on strike in October demanding compensation at end of service with the condominium on the same basis as British National Service staff. They marched to the main government offices to present letters stating their demand.

YANKS TO SALVAGE MAINLINE WRECK

An American company, Coral Surf Resort Ltd, will finish the building of a luxury hotel on Fiji's coral coast which has lain incomplete since its Australian builders Mainline Corporation, went bust in 1974. The 250-bed project will be managed by Hyatt International and known as Hyatt Regency Fiji. It should be ready for guests next year.

TT OFFICIALS BEAT PATH TO CHINA

Two senior agricultural and fisheries officials from the US Trust Territory of the Pacific Islands were in the People's Republic of China in October-November for a two-week seminar on small and medium-scale industrial development. They were the second group of TT officials to visit China. Senior TT medical personnel recently attended a seminar on health care delivery systems in China.

NEW FLOATING DOCK FOR GUAM

The US Army Corps of Engineers plans a floating dock in Apra Harbour, Guam, for use by pleasure motorboats and yachts, and to provide safe berthing facilities for small sailboats.

WERE IRIANESE REBELS DOUBLE-CROSSED?

An Irian Jaya spokesman in Papua New Guinea claims that rebel leaders Jacob Prai and Otto Ondawame, now in gaol in PNG (PIM November), were victims of a double-cross when they were arrested in Vanimo in September. The spokesman, known as Srigala, says the two men had travelled to Vanimo with the approval of the PNG Government to receive medical treatment, and to hold discussions with PNG officials among other matters on the possibility of granting asylum to an Irianese chaplain in the Indonesian army whom they were holding at the time. The Irianese, according to Srigala, believe the double-cross was organised by white Australian advisers in the PNG Prime Minister's Department, and the Department of Foreign Affairs.

VISA-FREE ENTRY TO MICRONESIA

Visitors from countries other than the US can now enter Micronesia without a visa. If they do not intend to seek employment or stay more than 30 days they need show only passport (or other evidence of citizenship) and air ticket for departure from the territory.

ANTI-TYPHOID ACTION IN AMERICAN SAMOA

Health officials in American Samoa are urgently investigating local water and sewerage systems in a bid to control the recent outbreak of typhoid (PIM November). Eleven cases were reported in late September, and two in the first half of October. Western Samoa has not been affected by the outbreak. Health officials in Apia say that in the January-October period only four cases of typhoid were recorded.

AIR NIUGINI CHARTERS FOR USA

Air Niugini has been granted unrestricted charter rights into the USA, opening the possibility of a Pacific charter circuit operated by the airline together with American Airlines. However, Air Niugini sources said they did not expect to be allowed to operate charter flights into Australia.

TONGAN STUDENTS SLAM SMOKING

Students at Tonga High School have launched a campaign against smoking, with emphasis on its dangers to health. A petition prepared by them calls for legislation to ban cigarette advertising, and for 'health hazard' warnings to be printed on packets of cigarettes and tobacco. (Political Currents, Apia: Smoke of Battle).

OLD HURRICANE TO BLOW AGAIN

A remake of the film *Hurricane*, first shot in 1937, is being done at Bora Bora, French Polynesia. The plot of the original novel, set in American Samoa in the 1920s, has been changed to a love affair between an American girl and a Polynesian chief, rather than between two Polynesians. American Samoa was rejected as the setting because it was considered not picturesque enough and had no low islands for a hurricane to roll over.

TONGA RUNS OWN DEFENCE — IT'S OFFICIAL

Last year's transfer of command of the Tonga Defence Services from a New Zealand to a Tongan officer has been formalised with the handing over of a ceremonial sword by Air-Marshal R. B. Bolt, chief of the New Zealand Defence Staff, to Crown Prince Tupouto'a, Colonel-in-Chief of the Tonga Defence Services.

LATEST ON NOUMEA'S PARKING METER WAR

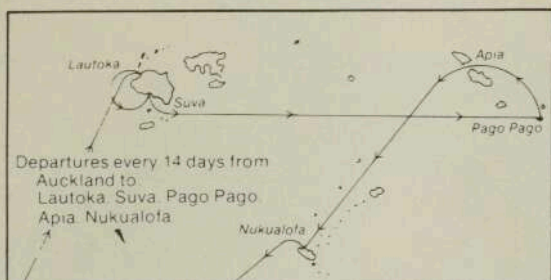
Noumea has for months been involved in fierce public controversy over parking meters. The affair took a new turn when a court ruled the meters illegal. It appeared that the authorities had failed, as required by law, to put up signs on the city's access roads announcing that parking meters were in use. The ruling wiped out unpaid fines of up to \$A500 for some offenders. Immediately it was announced, the authorities ordered a crash programme for erection of the signs, and the city's female parking police returned to the fray with a new edge of aggressiveness.

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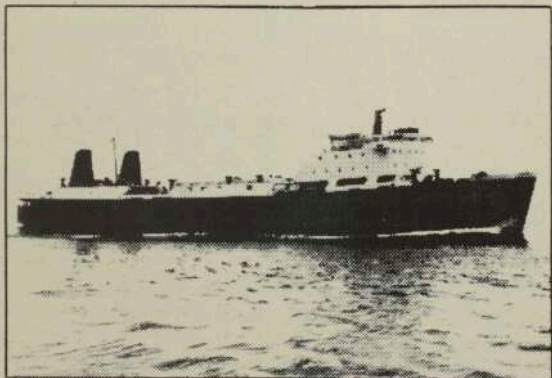
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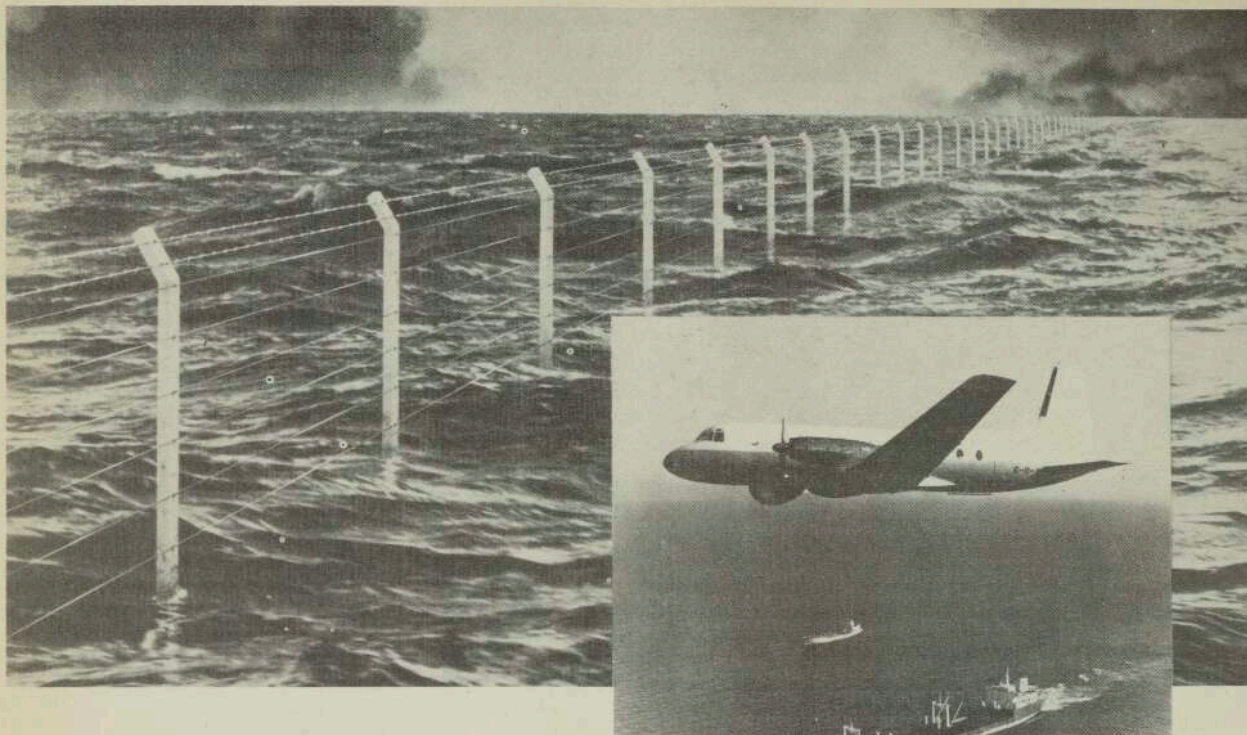
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SURVEILLANCE — A VIEW FROM THE ISLANDS

November saw the completion by Hawker de Havilland Australia Pty Ltd of the mammoth job of compiling a verbatim record of the three-day international symposium it sponsored in Sydney in June on coastal and fisheries protection. The record makes a volume of almost 700 pages — a rich source of information on the problems of surveillance of national economic zones, and in particular on the vast range of equipment available to carry out this work. PIM staff writer Malcolm Salmon was at the symposium, talked to Islands representatives there, and has now studied the printed record.

The transition from the concept of open seas to the various forms of national sovereignty over very large areas of ocean is a highly complex undertaking, requiring a great deal of patience, foresight and clear thinking on the part of all nations taking part in the Law of the Sea Conventions. This process can be either organised and orderly, or chaotic and stormy.

So says Stan Schaetzel, technical director of Hawker de Havilland Australia Pty Ltd in his preface to the record of the international symposium on coastal and fisheries protection. Mr Schaetzel was symposium convenor.

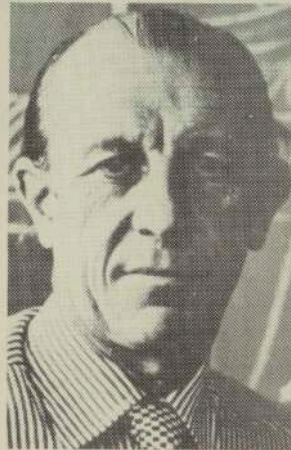
Most people would agree that in the few words quoted above Mr Schaetzel said a mouthful. But then nobody who was at the symposium will be surprised at that. Mr Schaetzel, lean, and looking very much like a middle-aged but still highly active faun, played an absolutely key role in its arduous proceedings. He was into everything, on his feet whenever a tangled discussion needed unravelling, fielding questions both inside and far outside his professional sphere of engineering, and cooling situations when, as happened often enough, participants' conflicting interests, business and otherwise, generated some

personal heat. The drab term 'convenor' does not do justice to his role. Presiding genius is much closer to the mark.

The symposium attracted almost 200 participants from more than 20 countries. They represented aircraft and ship-building companies, manufacturers of electronic equipment, governments, armed services, and a number of specialist publications.

Pacific Island countries represented included Papua New Guinea, Fiji, Tonga, the Gilbert Islands, and Nauru. The South Pacific Bureau for Economic Co-operation (SPEC) was represented by its assistant research officer, Mr Tamarii Pierre. The South Pacific Commission was represented by Dr Robert Kearney of the skipjack tuna tagging programme.

Proceedings inevitably sometimes looked more like a cockfight than anything else. In one incident a Canberra bureaucrat let slip that a certain American electronics company had won an Australian Government contract. He was immediately challenged from the floor by the representative of a rival American tenderer who pointed out hotly that the Australian government department concerned had not yet made any public announcement of its decision on the tenders. All the bureaucrat's flair



Stan Schaetzel . . . presiding genius

for beating about the bush did not save him from leaving the platform with a large and messy amount of egg on his face. As PNG's chief fisheries inspector, Mr A. E. Adams, remarked to me: 'We came here expecting a lot of commercial barrow-pushing, and in this respect we have certainly not been disappointed.'

But the symposium served many useful purposes. In particular, by exposing participants to the views and concerns of others, it helped them to gain a clearer idea of just what their own precise requirements are in the still vaguely understood tasks of coastal and fisheries protection.

For example, the representatives of PNG and Fiji were at one in rejecting some of the options presented at the symposium. PNG's Mr Adams told me: 'High-speed small sea-going craft may be okay for some people and some purposes, but our actual job requires something quite different.'

'We feel we need a trawler-design craft rather than pursuit-type vessels. What we need must be able to go out to sea and stay out for a number of weeks. We need long range and long endurance in the vessels we use, with strong emphasis on crew comfort and

proper amenities. We need something very like the craft we are trying to catch.'

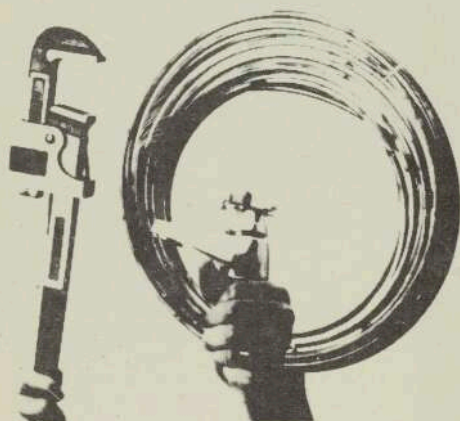
'After all, our job is to detect trawler-type vessels fishing in our economic zone. The efficiency of the smaller patrol boats drops rapidly as the sea state rises, but the efficiency of the poaching trawlers is hardly affected at all. They come across some of the worst seas in the world to get into our waters, and still they are able to stay out. They have an endurance of something like three months, and what we are after must be able to match that, or something very close to it.' PNG is at present using five Attack class patrol boats on marine surveillance.

Commander Stan Brown, head of the naval squadron, Royal Fiji Military Forces, talked along much the same lines. He told me: 'From our point of view, coastal surveillance is not an appropriate description of what we have to do. Our task is really sea surveillance. We in Fiji have more ocean to cover than the United Kingdom within our respective 200-mile zones — and this is despite the enormous difference in the resources of the two countries. Fiji rates about twentieth in the world in the matter of the area of ocean to be kept under surveillance — Australia ranks first.'

'Fiji at present has three patrol vessels and one hydrographic survey ship. The patrol vessels are US-built *Bluebird* class minesweepers converted to a patrol boat role. I would say that a ship that can stay at sea for three weeks is an absolute requisite for us. Our *Bluebird* class ships can do this. For us to accept any shorter endurance term would be to evade the problem.'

'Among the equipment being promoted here I must say I have seen nothing that is ideal for us so far — it all seems either too small or too big. An up-dated version of what we already have would seem to me to provide most of the answers for us.'

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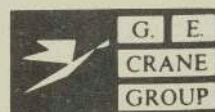
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Both Mr Adams and Commander Brown agreed that there had to be a mix of aerial and sea surveillance of their countries' fishing zones. PNG is at present using four Dakotas and three Nomads for aerial surveillance. Fiji uses aircraft chartered from companies in which the Fiji government has a considerable interest, mainly Air Pacific and Fiji Air Services.

A point forcefully — and painfully — brought home to Islands delegates was the yawning gulf between rich and poor when it comes to paying for much of the surveillance equipment promoted at the symposium.

Peter Wilson, director of Fisheries in PNG's Department of Primary Industry, put it starkly when he told the symposium's final session: 'The

question is, how are the Pacific Islanders going to benefit from their stocks of tuna? If you take an area such as Tuvalu, the Marshall Islands, the Gilberts, and so on — they do not have the expertise, they do not have the money, to be able to run out and do their own enforcement programme.

'Their total national incomes, I would hate to guess, but they would be considerably lower than the cost of some of the aircraft we have been discussing today.'

But Mr Wilson saw hope in one direction, the time-honoured line of action of the poor: in combination, organisation, the pooling of resources to do a job that none could attempt alone. He said: 'There is only one way that Pacific countries can act to ensure that they benefit from the tuna stocks in their waters, and that is by having agreements binding the region as a whole, which will make it possible for the fishing nations to pay a fair percentage of the value of the catch taken within each country's waters.'

'The reason for forming the

South Pacific Forum was so that the Pacific nations could deal in strength with the distant water fishing nations. We do have an organisation which has come out of these meetings. Exactly how this problem is going to be resolved has not yet been determined, because the organisation has yet to be formally established.

'However, if you look at the problem from the standpoint of the distant water fishing nations, they do not, and I believe cannot, pay a fee such as PNG recently charged the Japanese for fishing rights within our waters on an interim basis, which came to a million kina just for the right to come in and go fishing. You multiply that through the rest of the Pacific nations and obviously the price becomes astronomical for any one particular nation, and as a consequence it just won't work.

'However, the fishing nations such as Japan and the United States have expressed a very definite interest in paying a low access fee into the region and then, let's say a tax on the fish they have actually taken



HRH Prince Tupouto'a ... few words

from within a country's waters.

'If that is done on a uniform basis throughout the region everyone fishing in the Pacific will know that they are going to have to pay a percentage and they are going to say: "What the hell, why not report it accurately, because regardless of where we take it we're going to have to pay for it".'

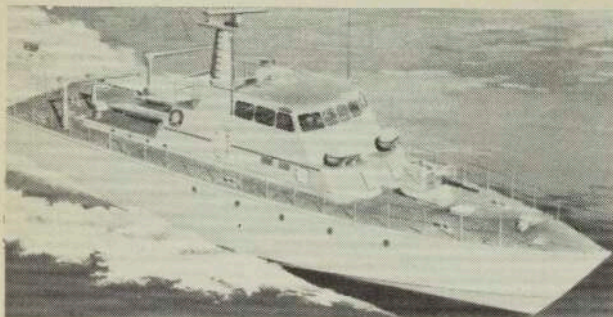
For SPEC, Tamarii Pierre took the matter further, saying: 'I am of course, a servant of the Forum as I am an officer of SPEC, but I would now like to speak as a Pacific Islander. I have been listening with great interest and more recently with growing concern over the likelihood that the benefits of our fisheries resources will accrue not to the peoples of the region but to others, if we are to accept the statements on the types of equipment required for effective policing and surveillance of our fisheries zones.

'I have listened intently to the speakers and now find it difficult to reorientate myself



First area surveyed in the South Pacific Commission's skipjack tuna tagging programme was in Papua New Guinea waters. Shaded areas show the PNG waters surveyed by the ship *Hatsutori Maru* in October-November 1977 with her crew of nine Japanese and nine Fijians. The eight scientists aboard were led by Robert Kearney, co-ordinator of the programme.

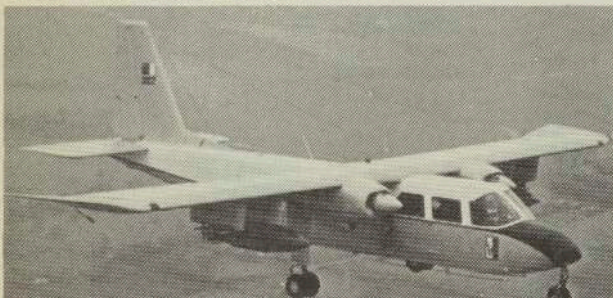
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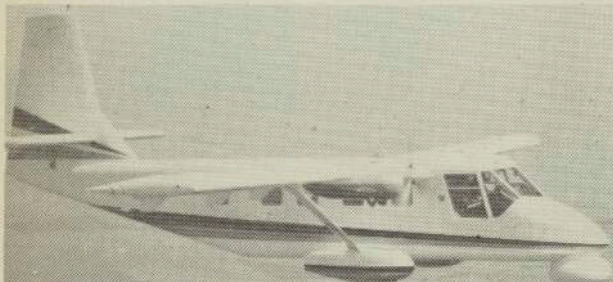
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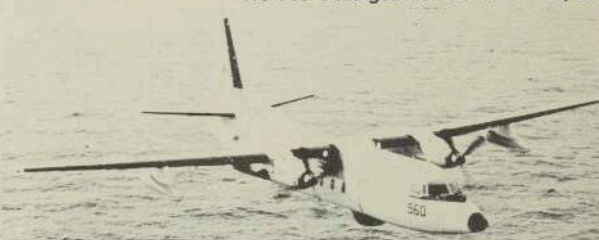
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to the reality of the scarce financial resources of the countries in the region.

'Not only can we not afford all this equipment that has been displayed to us, I think in the Pacific way we should try to look after each other. We, as Pacific Islanders, would want more to co-operate with each other than to try to equip ourselves for confrontation.'

'I don't think the possibility of regional co-operative action, or perhaps sub-regional co-

operative action in surveillance has been adequately touched upon at the symposium.'

On the same theme, PNG's Peter Wilson said that in the light of the Forum's directive for the establishment of a fisheries organisation, his department had been looking at the possibility of satellite coverage of the Forum area. He said: 'Satellites, when we are looking at satellite coverage of PNG, our part of the world, is too darned expensive for us to think about. However, we do feel that from the standpoint of a regional area, the Forum area ... satellite coverage will now become feasible, particularly with the co-operation of the United States.'

Other Islands spokesmen proved more sparing with their

words. His Royal Highness Prince Tupouto'a, Tonga's assistant secretary for foreign affairs, told me with all the grace born of his royal nurture: 'I have been much more interested in the technical content of the papers than in the more political aspects of the discussion.' And that was that.

Mr M. Adkin, from the Gilberts' ministry of natural resource development, wondered whether the Gilberts would do anything about surveillance at all. The government would first need to be convinced that what they were out to protect was worth more than what it would cost them to protect it. They were waiting for the results of the South Pacific Commission's skipjack tuna survey

before making — up their minds.

Nauru's legal adviser, Mr K. P. Whitcombe, was more guarded still. He told me: 'Our role here has been primarily of an information-gathering character. This information will be presented to the government for decision when we have completed our report.'

It was noteworthy that not one of the more than 30 papers presented to the symposium was delivered by an Islands representative. Perhaps none came forward to offer one, but from the point of view of the Island countries it was a weakness of the symposium just the same.

This weakness was frankly acknowledged in summing-up remarks made at the close of the symposium by Mr T. F. C. Lawrence, from Australia's department of productivity. He said: 'I was disappointed that we concentrated too much on the Australian context, and some of the comments that have been made subsequently indicate that some others were also a little disappointed that it was the Australian problem that was identified, rather than the South Pacific area problem for instance.'

But all were agreed that as symposiums go, this one was more useful than most. It identified many problems that had not been recognised before. As such it made a contribution to clarifying a crucial issue of the future economic development of the Island countries — an issue which, as the September meeting of the South Pacific Forum in Niue (PIM November) dramatically showed, is still far from being resolved.

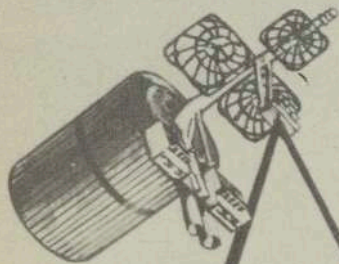
One thing is clear: for many of the manufacturers of equipment promoted at the symposium it's 'back to the drawing board' if they're ever going to come up with surveillance systems within the financial and technical reach of many of the Pacific Island countries. Their need for such equipment could hardly be more urgent.



From left: Lt-Col J.I. Maniana, director maritime operations and Captain Ignatius Lai, pilot, air element, both of PNG Defence Force and Bruce Price, managing director, Hawker de Havilland Australia



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RELIGION



Door knock campaigning in Tonga: Mormon converts are 'always going to church or something'

Tonga and its neat basket-toting Mormon missionaries

The Mormons — the Church of Jesus Christ of Latter-Day Saints — are into Tonga in a big way. Will Keener, an American who has just completed a long stay in the country, writes of the reasons for their success, and the various criticisms aroused by their activities. He also takes a close look at the thriving Mormon educational system which is already firmly implanted in the country.

We believe in being subject to kings, rulers, presidents and magistrates, in obeying, honouring and sustaining the law. — Articles of Faith, Church of Jesus Christ of Latter-Day Saints.

It was the Tongan version of rendering unto Caesar that which is Caesar's. And for the Church of Jesus Christ of Latter-Day Saints in Tonga it was an expensive giving. Caesar, in the form of King Taufa'ahau Tupou IV, demanded a church. Located in the centre of the capital city near the Dateline Hotel, the large chapel had been built on crown land years earlier with approval of the royal family. This year, the king decided he

wanted the land and the building back. Very quietly, the Mormon church obeyed.

It was the law of the land and of the church, leaders have quietly indicated. But when approached for a public statement by a reporter from the *Tonga Chronicle*, both church and palace officials declined to comment. The reluctance to comment energised further an already buzzing coconut telegraph which soon carried reports between neighbours and islands that the abandoned church building would be used for a Chinese restaurant, or for the ill-fated but controversial Bank of the South Pacific. The king was moving to oust the church, a newspaper headline in neighbouring Fiji reported. The church would retaliate by cutting off their multi-million dollar spending programme in the kingdom, others speculated.

'Not true at all,' was the response from church officials and other church members recently in a series of interviews with PIM. Happy for a chance to tell their story of success in Tonga and to answer criticisms,

officials discussed at length the current and future programmes of the Mormon Church in Tonga.

The church was a long way from leaving Tonga. President Sione T. Latu, sitting behind his large desk in Nukualofa, declared. His carpeted and air-conditioned office includes a large map of Tonga, pinpointing the location of more than 90 church buildings and facilities. Not only is the church continuing to invest at the rate of about \$T3 million annually, a major building plan was underway, he said.

People who see the church's investments as business investments, with profits to be made later, are mistaken, Mr Latu believes. 'If we treated the church like a business, it would be impossible to operate here,' he explained. A recent school and church complex in nearby Havelulotu cost the church an estimated \$400,000. 'It would take us 100 years to collect money like that from the people here,' he said.

'We look at our church in terms of helping individuals — not as a business,' the president said. Plans call for the addition of 25 to 30 church buildings in Tonga within the next two years, in addition to an ambitious renovation programme for other buildings. The church also operates a major island education system and works a significant acreage of farm land in Tonga, including an estimated 30 ha of land on Tongatapu and a 200 ha farm on nearby Eua.

The result of these efforts, as church leaders might say, to

provide an appropriate setting for helping the individual, is a more and more architecturally visible Mormon Church in Tonga. The distinctive, if similar, church buildings now dot the landscape of Tonga. As one Australian tourist said: 'If you got lost, just find the Mormon Church. They all look the same, except that the name of the village is written right on the front.'

A worldwide church building programme allows Tongans, as with members in other developing nations, to pay only 20% of building costs. Because the church subsidises the buildings and helps provide materials, the facilities tend to be of a higher quality than those of other Tongan churches, where little outside help can be expected. Buildings even in isolated areas make use of the best of materials. They are wired for electricity and have plumbing for running water, even though power generators and water systems may not be available for years to come on many islands.

But the growing number of churches, schools and other Mormon-controlled facilities in the kingdom is only the visible reflection of the more important fact that church membership is climbing steadily. A 1977 census report listed 8 350 Mormons, although Mr Latu says church records show between 13 000 and 14 000 members. By either figure, the church is Tonga's fourth largest and fastest growing. Census figures from 1956 showed only 4 952 Mormon members.

What is the reason for the rapid growth? Members, not to



Liahona High School: symbol of Mormonism

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You could believe you were in Southern California or Florida. There are low, white brick houses, fire hydrants, street signs and sidewalks. There are American cars in the driveways, palm trees, American toys in the yards and neat gardens.

But the dusty, pot-holed coral roads leading there won't let you forget. And the palm trees have coconuts in them, something American urban planners omitted. The thatched huts, or *fale* Tonga, just beyond the compound, are another reminder of where you really are. And if all that weren't enough, the 2000 green-and-white uniformed Tongan students who pour on to the campus each weekday certainly would be.

Located almost in the centre of Tonga's main island, Liahona High School is a symbol of the many things the Church of Jesus Christ of Latter-day Saints means in Tonga. The isolation of the campus, surrounded by chain-link fence and miles from the nearest village, is symbolic of the Mormon tendency to stick together, mixing little with those outside the church. The vast, landscaped campus reminds one of the more than 90 church buildings and other facilities throughout the kingdom, most constructed since the Pacific War. And there are dozens of details pointing towards the great American connection, the fusion of material prosperity flowing from the brothers in the United States, that has come to mark Mormonism in Tonga.

Setting symbols aside is worth the effort, however. For what you have left is probably the finest education system in Tonga and, assuredly, the best equipped. From the glass basketball backboards in the large gymnasium, to the IBM typewriters and 3M copying machines in the office, Liahona is remarkably free of the space and equipment problems that hamper the educational process at other church and government schools in the kingdom. And Liahona is not alone. A new \$1-million campus at Naeafu, named Sainehe High School, now offers the same level of physical facilities for students in the Vavau island group. Neatly terraced and landscaped into a hillside, the complex is so new that the students really haven't learned how to make the best use of it yet, said an American teacher on the campus.

These two high schools and 13 middle schools are part of a church-sponsored education network that is now attended by more than 14 000 young Tongans, officials estimate. And the number is growing. Sione T. Latu, president of the Mormon Church in Tonga, said a third high school in the kingdom's middle Haapai island group is under consideration. The growing educational system offers multiple advantages not only for the church but for Tonga in general.

Taking some of the burden of education away from government schools, the comprehensive Mormon school system is also working to slow the drain of families with school-aged children from the kingdom's outer islands to the Nukualofa area, observers note. Sainehe High School in Vavau and the high school being considered for Haapai are very important in keeping families from crowding into the capital city, they say.

For the church itself, the education serves two valuable functions. First it helps in recruitment of new members. Second it provides future leadership. 'The schools are important sources for membership,' Siasoi Fangalua, a church worker at the Mission Center in Nukualofa, explained. Many non-Mormons choose to attend Mormon schools and many will convert to the Mormon faith during their years at school, he said. A convert at 16, after studying at Liahona High School, Mr Fangalua said that most of his family had now been converted to the church. Following the dream of many church



Mormon church in Nukualofa and basket-toting proselytisers

mention critics, suggest several. Explained Mr Latu: 'It's the truth of the church that people see. That's the simplest way I can think of to explain it.'

The Mormon emphasis on personal cleanliness, health and family living, part of the truth referred to by Mr Latu, appears to be an attraction for Tongans. The neatly dressed, basket-toting Mormon missionaries, walking in pairs along streets in Tonga, have become a symbol of the church here. The same kind of neatness and cleanliness extends beyond the body to home, garden and plantation as well. 'The homes of my Mormon friends are always the cleanest

and the most orderly when I visit,' admitted one non-church member from Vavau.

Bishop Peni Mapa, minister and head of the church's 22-member translation department, explained that the Mormon emphasis on the family fits well with the Tongan tradition of close family ties.

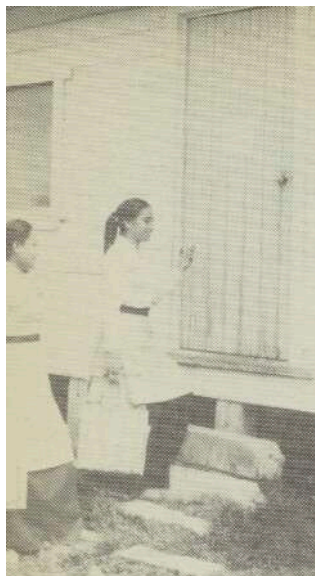
'We do a lot of social things to allow our members to get together and mingle with one another and not with other people,' Bishop Mapa said. 'We always try to keep our people busy, especially our young people.' In the midst of new interest among Tongans in the Mormon Church's activities in Tonga, this tendency of

members, he received further education in Hawaii after high school and now works fulltime within the church organisation. More than 190 Mormons with university or graduate degrees have returned to Tonga from schools in the USA to work for the church, President Latu said. Still more, at the rate of about 50 per year, are being educated at church schools in Hawaii and Salt Lake City.

Like other overseas education programmes for Tongans, there have been some problems with students who have chosen not to return to Tonga after school. But critics of the church have tended to over-emphasise this problem, church officials said. 'Because we send more students overseas to study than other denominations, a few more will tend to stay,' said Bishop Peni Mapa. 'But those who do stay are doing so against the wishes of the worldwide president of the church. Our goal is to have the highest educational level we can get. We want our people to go and have their study and come back to help. This is it.'

A recent news account in the *Tonga Chronicle* estimated the total Tongan population in Salt Lake City, world centre of the Mormon faith, at about 1500. Although the number of non-Mormons in this group is unknown, the article reported the formation of a new Methodist Church by more than 150 members of the Tongan community there.

'I think most of those who have stayed on are the ones who haven't succeeded with their education,' President Latu said of the problem. 'I would say that 90% of those who have succeeded in their education have returned to Tonga to work for the church.'



Women as well as men carry the message of Mormon in Tonga

members to socialise in church-orientated patterns has caused some misunderstandings. But an early history of persecution of Mormons in the United States has taught members valuable lessons and efforts at public relations are improving. Both socialising with only other church members and the idea of a structured life style — with meetings or church activities almost nightly — are alien to most Tongans, Bishop Mapa admitted. 'Tongans are just not like that,' said one critic: 'When I try to visit a Mormon friend, he's always going to church or something.' 'I still socialise with friends outside the church,' a new Mormon convert answered, 'but just not as often.'

'I think the way people treated me when I first came to the church impressed me most,' Tangata'olakepa Niumeitolu said of his decision to become a church member. 'They were so glad to see me coming to church and I saw how well they treated their wives and families.'

A member for three years now, Mr Niumeitolu said he was happy to serve as a witness for the church. Reaching into a desk drawer for a handful of printed information about the church, he said that prior to his conversion his reputation was for drinking rather than for praying. Now an active worker for the church, it is people like

Mr Niumeitolu who are perhaps the church's most powerful weapon, leaders concede. In addition to work by regular church members, almost 350 missionaries are at work in Tonga, said President Latu. 'Our missionaries actively convert,' Bishop Mapa explained. 'We teach people our doctrines. Whereas other denominations teach only in their chapels, we carry our message to the homes. It doesn't matter who; we talk to kings, nobles, and priests, as well as the man next door.'

Critics, however, often say that it is materialism and the trappings of prosperity often associated with the Mormon Church that attract new members. Tongan Mormons have neat houses, good clothes and often own motorcycles or cars, critics note. 'There are poor Mormons, too,' church members respond.

Even worse than the materialistic impact is the cultural damage the church is doing in Tonga, some critics claim. The kind of cargo cult mentality that attracts poor Tongans in search of a higher standard of living soon finds them giving up their Tongan dress and traditions. 'These things simply aren't true,' Mr Latu contended. 'Our church doesn't dispense money or wealth. Our members work for it just like other people do. There are ways they save money, of course, like from not smoking or drinking. It's not that our people have more money — they don't — but their values are different.'

'I think our religion helps us to preserve our culture,' Bishop Mapa said. 'We teach our culture at school. We teach the wearing of Tongan attire, like the mat around the waist.' This is a symbol of respect for the government and royal family. He said when faced with a choice between modern and traditional in wedding ceremonies or other services, most Mormons choose the traditional ceremony.

'We are willing servants of the law of the country,' Bishop Mapa said. 'We participate. If a noble wants a big pig from me, I give it to him — and without reservation.'

CRIME AND GROG — IT'S A COLONIAL OF A HANGOVER

AFTERTHOUGHTS with Percy Chatterton in Port Moresby.

When I first came to Port Moresby more than 50 years ago, the maintenance of law and order presented no great problem. In the villages, the village elders, with a bit of help from the government-appointed village constable, were still able to keep things under control. In the small town of 400 or so Europeans with their Papuan domestics drawn from coastal villages to east and west, our one and only European police officer, Tom Gough, with the help of a posse of a dozen or so Papuan constables, kept everyone in line without difficulty.

I can still see in my mind's eye, Tom's portly figure proceeding majestically down Musgrave Street to cast a fatherly eye on the Hotel Moresby's 'snake pit', the resort where he was most likely to find those whom he would gently but firmly advise to go home and sleep it off. Rarely did they fail to take his advice — the consequence of recalcitrance could be the posting of a prohibition order in the pubs and stores, and that would make it very difficult to get a drink.

Alcoholic liquor in any form was forbidden to Papuans, and there was very little illicit drinking. Public sentiment in the villages was strongly against it.

New Guinea was a faraway, inaccessible place where people spoke a queer language called pidgin; and the Highlands were a Shangri La still to be discovered by the outside world.

How different it all is now. Port Moresby has a population of more than 100 000, made up of people from every part of the country enjoying an anonymity which they never had in their home villages. There they couldn't get away with anything; here they can get away with murder, and sometimes do. There is a



'A village magistrate should not have to travel beyond the end of the village street'

growing criticism of, and lack of respect for, the law, an over-worked judiciary and magistracy, and a waning respect on the part of a sophisticated younger generation for the authority of village elders.

Criticism of the law is based on the claim that it is 'inappropriate' (to use one of the most popular in-words of the era of independence) to Papua New Guinea. 'Away with western law; let's have Melanesian law'. Which would be fair enough if the people of Papua New Guinea were still doing Melanesian things in a subsistence economy. But fewer and fewer of them are. How can you have a Melanesian law to cover the activities of modern commerce, the operation of banks, or the regulation of public transport?

It is true, of course, that western law needs adaptation to Melanesian conditions. This adaptation is already going on under the guidance of the Law Reform Commission, a very responsible body which is unlikely to allow itself to be pressured into throwing out the baby with the bathwater. However, the ability of the commission to improve the situation is dependent on the willingness of the politicians to put aside their games of one-upmanship and get on with the task of lawmaking.

Lack of respect for the law is closely tied in with our over-burdened system of law enforcement. What we need most is not different laws or more laws, but speedier and more efficient enforcement of the laws we've already got. For this we need a better distribution of the workload between the various courts — national, district, local and village; and possibly a new level of jurisdiction between the district and national levels. We also need a larger and better trained police force. This will be expensive, but it could be more expensive not to have it.

In the matter of punishment, there is no way in the world in which our courts can please everybody. Whether a given penalty is too severe or not severe enough depends, in a great deal of Papua New Guinean thinking, on whether the person being punished is a *wantok* (friend) or an outsider. The group that clamours for the release from prison of its friends also clamours for its enemies to be lined up and shot without trial.

An attempt has been made to solve the problem of waning respect for village elders by establishing village courts, presided over by magistrates who are not trained in the law but who are men of stature, and hopefully of integrity, in the community. The idea is a good one, provided there is adequate supervision, adequate precautions against magistrates or other court officials swiping the fines, and adequate channels of appeal for those penalised. None of these conditions seems to be met at present.

Furthermore, a village court should in my view be a court in a village. To group villages together under the jurisdiction of a single village court is to repeat the error made by colonial administrators when they grouped villages together under local government councils. 'Village courts' so constituted are in danger of becoming just a lower tier in the local court system, without the benefit of trained magistrates. When I hear that village magistrates are asking for travelling allowances, I sense that something has gone wrong. A village court magistrate should not have to travel beyond the end of the village street.

To the well-worn adage that justice should not only be done but should be seen to be done, should perhaps be added, in Papua New Guinea, 'and should be done quickly'. Long delays in the administration of justice undermine public confidence in it.

But there are dangers in accelerating the process. In a desire for quick justice it is tempting to adopt the principle that an accused person must prove his innocence rather than that his accusers must prove his guilt. There is also great danger in adopting the principle that what 'everybody knows' is true. This is particularly so in relation to sorcery. Those of us who come from England remember with shame that in our homeland, only a few hundred years ago, harmless old women who lived alone, talked to their cat and got cross when teased by children, were cruelly



Papua New Guinean women . . . often victims of the colonial hangover

put to death because 'everybody knew' that they were witches. Yet both these 'principles' find their advocates in Papua New Guinea today.

That a substantial proportion of the total volume of crime and public disorder in Papua New Guinea today is occasioned directly or indirectly by excessive intake of alcohol is not just the hawking of an octogenarian ex-missionary. It is the considered conclusion of the police and the courts. They should know.

Current debate as to whether liquor trading hours should be longer or shorter or whether beer should be stronger or weaker has touched off some very interesting and revealing correspondence in the *PNG Post-Courier*. Some of these letters confirm what I have always suspected, namely that high-falutin' talk about 'educating people to drink sensibly' is just a lot of nonsense. In this country, 16 years after the lifting of restrictions on drinking by nationals, those who want to drink sensibly know how to do it. But it is crystal clear that there are many drinkers in Papua New Guinea who don't want and don't intend to drink sensibly. They want to get drunk as quickly and cheaply as possible.

If that's what they want, let them have it; but let them take the consequences. When they find themselves in court, let them not whine that they were too drunk to know what they were doing, or that they'll lose their job if their driving licence is suspended.

We can't get rid of beer. But we can debunk it. We can get rid of the roseate cloud of sentimentality which surrounds it in Australia and has unfortunately been imported into Papua New Guinea. A Papuan wife once said to me: 'I wouldn't mind my husband coming home drunk; what I can't stand is having to clean up the vomit and get rid of the smell of urine the next morning.' What a pity that our drunks can't see and smell themselves as others see and smell them.

To those of my friends in Papua New Guinea who prattle about the 'Melanesian Way', I would like to say this: Melanesia is one of the very few areas in the world which traditionally had no alcoholic drink. The Melanesian way was a sober way. If you want to get drunk, go right ahead; but remember that your hangover is a colonial hangover, not a Melanesian one.

It's quite possible to combine happiness with sobriety. I've been doing it for 80 years. Your Melanesian ancestors have been doing it for thousands of years. I wish you a happy, sober Christmas.

THE REGION

THE HOT POLITICS OF A 'ROUTINE' CONFERENCE

The South Pacific Conference, decision-making arm of the South Pacific Commission, is a 'non-political' gathering. Traditionally it deals with the 'doing' in the Pacific, not the 'whys' and 'wherefores'. That's what PIM editor Bob Hawkins understood before he headed off to Noumea and the eighteenth South Pacific Conference in October, his first since the memorable 1965 gathering in Lae, Papua New Guinea, when the then Ratu Mara burst onto the South Pacific stage. In fact, this year's exchanges were no less political than Lae 1965.

It was teabreak on Thursday morning, the fourth day of the conference, when SPC Director of Administration Don Stewart told me that, of the five conferences he had attended, this was the quietest. Neither of us anticipated the firecracker Fiji was planning for the next session; nor the fascinating display of SPC-SPEC (South Pacific Bureau for Economic Co-operation) politics which was to burst over the conference before the lunch adjournment. But first, a look at some of the more prominent performers at the Noumea gathering of 22 delegations:

Australia and New Zealand: Nervously, more so in the case of Australia, skirting the edges, offering help 'only as long as it is in the interests of the Islanders'. New Zealand of all metropolitans came out of the conference looking extremely good. Australia on the other hand will want to forget this one.

United States: Trying to tread softly but sometimes looking as if they had a lot to learn. Was that the occasional touch of irritation the US displayed when confronted by the 'Pacific Way'?

Papua New Guinea: Came on strong in the pre-conference committee stages. Agreed to a 12% increase in contributions to the SPC's 1979 budget but indicated it would freeze its contribution at this level for the ensuing three years. Motive? Maybe similar to Fiji's.

Fiji: Feisty, ready to take a swipe at the metropolitans. And Australia gave it an excuse

to do so. Also agreed to 12% contribution increase but said there'd be no more unless SPC areas of activity were clearly demarcated.

France: Discreet in conference but less so in welcoming delegations to a conference 'on French soil' — words which stuck in the craw of some delegations with mixed feelings about French presence and activities in the South Pacific.

American Samoa: Humour, spirit of compromise, light-hearted deference to the US, indignation at outside interference in conference affairs. Easily the most entertaining performer in an otherwise dull conference until the fireworks of the fourth and final day.

Wallis and Futuna: An eloquent delivery of lonely island problems, boring in so many ways but indicative of the circumstances which can lead to a sub-regionalising of Pacific groupings (see PIM November).

Usually, each year, the meeting of the South Pacific Forum countries (each and every one a decision-maker in its own right) takes place just before the independents and dependents plus their metropolitan masters get together as the South Pacific Conference.

The Forum (this year in September on Niue) is a bit like a papal conclave but, instead of smoke signals and a permanent lock-up, from time to time its various leaders come out for air, a cup of tea and a biscuit, and the pleasure of smiling enigmatically at the panting press, occasionally dropping



From left: Secretary-General-elect Young Vivian, of Niue; conference chairman Toalipi Lauti of Tuvalu; and Secretary-General Dr Macu Salato of Fiji.

cryptic 'leaks' which only help to add confusion to ignorance. There is a spokesman appointed to meet the press after each session. We were lucky this year in being able to interrogate the eloquent Prime Minister Tupuola Efi of Western Samoa. But even then, we only got answers to questions we asked. If we didn't know something had been discussed we could hardly be expected to ask penetrating questions about it. If you're lucky, the Forum's administrative arm, SPEC will hand out a press communique when it's all over. This year we had to chase SPEC all the way to Fiji to get it. But we are promised things will be better next year and, overall, it is looking hopeful. All in all, when you read about the Forum, you are reading little more than guesswork.

But, after the Niue drought, the press were treated to a Noumea flood. Whatever you may think about the generous salaries South Pacific Commission bureaucrats over the years have talked others into giving them, there's no question

about the speed or efficiency with which delegates, observers and press alike are served up with mountains of reports, working papers, information papers, agendas, motions, statistics, miscellaneous press releases, occasional papers.

Assured that 'everything has been settled in committee' it looked as if the conference would be plain sailing, several days of rubber-stamping and mutual admiration. Not so this year. A few surprises were in the offing.

Who would have believed that the Australian delegation, headed by a minister, would have in any way suggested that Tuvalu might not be eligible to accede to the Canberra agreement? (This was specially puzzling when one considers that Australia, of all original signatories to the 1947 Canberra Agreement which established the South Pacific Commission, had worked with great zeal to broaden accession terms to allow the likes of the Niues, the Cooks, the Gilberts, Solomons and the Tuvalus of the Pacific to join in.)

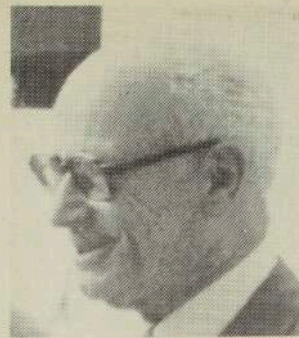
THE REGION

Who would have believed that the Australian delegation would come back a second time during the conference to reveal that it was quite incapable of making a decision by itself without referring chapter and verse to Canberra? This time it was a motion by American Samoa complaining about the protective attitudes of certain metropolitan governments toward their airlines, to the detriment of the Islands. Even when Australia managed to get the only really nasty paragraph in the whole resolution deleted, the conference was again informed by the Australian delegation leader (his minister had gone home by then) that the matter would still have to be referred to Canberra for a final decision.

And who would have believed that, even with the provocation of Australia, the leader of the

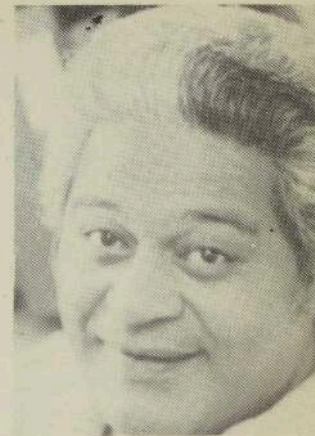
Fiji delegation would accuse 'some' of its 'metropolitan partners' of treating 'Island peoples' in an 'insulting and paternalistic way'? It was unexpected. But there was no doubt that someone had to stir the metropolitan pot. 'They send the office boy to the SPC these days' one observer told me. It wasn't quite that bad. But certainly, if the Islands are willing to maintain a high level of representation (and they seem to be), so should the metropolitans — and they are not doing so. At least France, New Zealand and Australia (even if only momentarily in the latter's case) sent ministers of government. The United States has decided that 'Ambassador Suva' is the level at which they intend to operate even now that Uncle Sam is belatedly realising that he's been neglecting the South Pacific ever since the Japanese were pushed back north of the equator. None of this is good enough if the South Pacific Conference is to continue to be an effective annual gathering; if the South Pacific Commission is to continue to play an important practical and research role on behalf of both sovereign and dependent Island groupings; and if one day the SPC-SPEC hatchets are to be buried and the two bodies to merge.

Just one more little 'Who would have believed?': Fiji's Minister of State for Co-operatives, Livi Nasilivata, had just slipped the knife into the metropolitans more specifically into Australia for its lack of decision when up jumped US Ambassador to Fiji



France's Pierre Revol ... discreet in conference

John Condon to twist the knife home. Referring to Australia's request the previous day to delay discussion on the aviation motion by American Samoa, he said that if he had been leading his delegation at the time he would 'have urged the conference to think twice before they allowed such precedents to be established'. Mr Condon, a sentence or two before, had observed that the 'conference should be composed of delegates prepared to take stands on the issues brought before the conference'. It was his lucky week. Apart from the tension Australia brought on its own head, it seemed that all delegates from the Islands wanted nothing but sweet reason and light between themselves and the metropolitans. Nobody said anything about continued French testing in, around, below, wherever, on Mururoa Atoll in eastern Polynesia; no one complained about New Zealand and Australian trade protectionism (there was only that dig by the American Samoans on the aviation motion); no one uttered the slightest criticism or expressed the remotest fear about



American Samoa's Palauni Tuiaosopo: star turn of the conference

the United States' obvious continuing intention to talk the Islands into letting it get in on the South Pacific fisheries organisation act one way or the other.

(Have just noticed I forgot to mention the United Kingdom among the metropolitans. Not surprising. It was almost as if it wasn't there. Certainly UK's was the most innocuous of all presences. Even France chipped in with its few francs' worth from time to time. The UK's most memorable contribution came in the dying minutes of the conference when the record of proceedings was being checked through. Lord Dunrossil, British High Commissioner to Fiji and standing in for his leader, wondered if a typographical 'proglem' was a 'problem' or a 'programme'. His observation stirred no controversy.)

And the biggest 'Who would have believed?' of all: SPEC Director Mahe Tupouniua's brilliant blatant meddling in



France's Pacific High Commissioner Jean-Gabriel Erlau ... a welcome to 'French soil'



New Zealand's Minister of Fisheries Jim Bolger ... looking good



Fiji's Minister for Co-operatives Livi Nasilivata ... annoyed by the metropolitans



US's Ambassador John Condon ... an occasional touch of irritation

THE REGION

the conference's affairs. The topic was an environment programme for the South Pacific. (See Mahe: Forum before self.)

SPC FACES A BUDGET FREEZE

Contributions beyond 1979 to the South Pacific Commission budget are under threat. Papua New Guinea and Fiji indicated at the October Noumea South Pacific Conference that their contributions for the three years after 1979 are likely to be frozen at the 1979 level. Because of the unanimity rule enshrined in the Canberra Agreement which established the SPC in 1947, Fiji's and PNG's refusal to increase their contributions would prevent other SPC members from upping their own contributions.

Some delegates and observers at the Noumea conference saw the decision by Fiji and PNG as a move to clip the wings of the SPC — yet another manifestation of the unspoken struggle between SPC and SPEC. The pressure is on the SPC. A freezing of contributions after 1979 would not just prevent SPC expansion. Inflationary factors alone would force the organisation to cut back on its activities should its budget remain static.

One day, maybe, SPEC and SPC may come to terms. But until island territories can meet the criteria demanded for SPEC membership — basically the ability to make decisions without resort to their metropolitan masters — there has to be a continuing role for the SPC. In the meantime, the retiring secretary-general of the SPC, Dr Macu Salato of Fiji, will spend much of his final half-year in office consulting with the director of SPEC, Mahe Tupouniua of Tonga, in an attempt to achieve several things, most important, a friendlier relationship between the two bodies. Another task will be to sort out a clear picture of the roles of each other's organisations.

While several delegation leaders at Noumea showed

concern at the Fiji-PNG decision on contributions, Dr Salato adopted a much more philosophical stance. Happy with the unanimous decision to raise contributions in 1979 by 12 per cent over 1978, his attitude was that the 1980 bridge should be crossed when it was reached.

Total contributions by the nine member countries to the 1979 SPC budget add up to CFP 319 134 700 (SA3 545 941 at CFP 90 to SA1).

The breakdown of the 1979 budget on assessed 1978 contributions is:

Member	% of budget	CFP (000s)
Australia	33.60	1 072 293
Fiji	0.85	27 126
France	14.00	446 789
Nauru	0.85	27 126
New Zealand	18.00	574 443
Papua New Guinea	0.85	27 126
United Kingdom	14.00	446 789
United States	17.00	542 529
Western Samoa	0.85	27 126
Total	3	191 347

Voluntary contributions from territories and countries which are not participating governments totalled CFP4 017 000 (SA44 633). They were: American Samoa — \$US7 500 (up 100%), Cook Islands — \$A4140, French Polynesia — CFP128 800 (12%), Gilbert Islands — \$A2663 (12%), Guam — \$US10 819 (12%), New Caledonia — CFP257 600 (12%), New Hebrides — CFP330 600 (12%), Niue — \$A1939 (12%), Solomon Islands — \$SI2937 (12%), Tokelau — \$A1120 (12%), Tonga — \$T2000, Trust Territory of the Pacific Islands — \$US3000 (12%), Tuvalu — \$A1344 (12%), Wallis and Futuna — CFP64 400 (12%).

● An American Samoan motion called on metropolitan governments 'to resolve at the earliest possible time the issues involved in the provision of air services in the region, keeping in mind the very considerable interests of the Island states and territories of the Pacific, in obtaining reliable and adequate commercial air service'. A paragraph in the American Samoan motion was struck out at Australia's suggestion. It read: 'Whereas, certain metropolitan governments which operate or regulate major commercial air carriers have been very protective of their flag carrier in granting new air carriers operating rights to their country and/or have failed to require air carriers to which they have awarded routes to provide adequate and reliable service...' Sometimes the Islands are far too obliging in the face of metropolitan requests.

MAHE: FORUM BEFORE SELF

So little met the eye. So much went on behind the scenes. Surely the South Pacific Conference debate on a proposed 'South Pacific Regional Environment Programme' (SPREP) had more at its heart than lofty dreams about preserving the world in which we live.

So, let's first dispose of the cynicism. Probably without even admitting it to themselves, the participants in the environment debate, in informal closed session and in the final fiery full conference session, were locked in a power struggle — SPC versus SPEC. On evidence available the small but growing SPEC defeated the big, but in danger of stagnating, SPC.

Though SPC staff tended to shrug off the loss of the chairman's job on the SPREP to SPEC as something of no consequence, they would have been much happier to have had an alternating share of that position. Instead they've got the job they're best at — the secretary's.

The environment debate culminated in what can only be described as an extraordinary scene on the final morning of the conference.

But back to somewhere near the beginning of what has been a long story. Its roots go back to before the 1977 South Pacific Forum in Port Moresby. However, it was that meeting which got things on the move and, from available evidence, SPEC has made the running ever since but with SPC assistance.

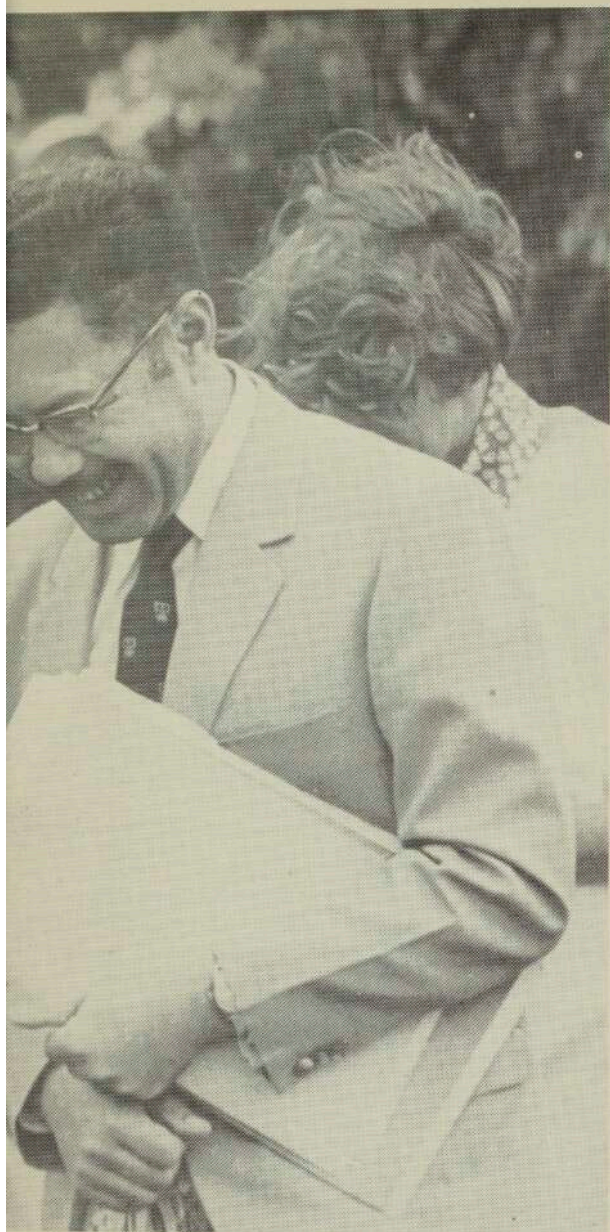
Briefly, SPEC got together a small working group in October last year with SPC, the University of the South Pacific and the PNG Government represented. It agreed SPEC should find a consultant to prepare 'a case for a regional environment programme, assess financial implications and examine the institutional options for management of the programme', according to the *SPEC Director's Annual Report 1977-78*.

From the consultant's papers SPEC prepared a single document and SPEC and SPC met in June this year in Noumea to consider the proposed programme. That meeting, 'well attended by representatives from Island governments', produced a proposal for a 'specific programme of action including a regional conference aimed at launching a South Pacific Regional Environment Programme'.

That report was considered by the Niue Forum in September and the result was a curiously worded release which, in conclusion, '...recommended that the Forum instructs its representatives to the South Pacific Conference to ensure that full weight was given to the recommendation of the Port Moresby resolution...and further that SPEC continue its negotiations with the SPC to the same effect...' Even curiously, '...the (SPEC) committee recommended that these efforts at the South Pacific Conference should not be carried out in an atmosphere of destructive confrontation but in a true spirit of regional co-operation'.

Conclusions to be drawn: all was not harmony in the South Pacific environment; was the SPREP programme to become the catalyst for SPEC-SPC co-operation or confrontation in the same way that the convention for the draft fisheries organisation had been used by PNG and Fiji to reassert their determination that no cracks would appear in the overall defences of the South Pacific Forum?

SPREP action started when environmentalist Dr Peter Ellyard whirled into Noumea as an adviser to Papua New Guinea's delegation leader, Father John Momis, Minister for Decentralisation. Between Monday and Thursday three SPREP drafts were to be circulated, the second as a result of on-going informal negotiations which, it seemed, almost threatened the chances of the issue ever coming before the conference, such were the differences and such was SPEC Director Mahe Tupouniua's determination to



Mahe Tupouniua . . . a job to be done

ee that the directives he had received from the Forum were carried out. Fiji, apparently, wasn't keen on any kind of regional environment programme.

The second motion appeared on Thursday morning. It obviously was not to the SPC director's liking. But it was closer to it than the original PNG motion which advocated something which neither Mahe nor anyone else would wear: virtually a separate organisation with its own director 'with an office'; a programme management committee with representatives from SPC, SPEC, UNEP (UN Environment Programme) and ESCAP (Economic and Social Commission for Asia and the Pacific); and chairmanship of the committee alternating between SPC and SPEC. Neither Mahe, SPC Secretary-General Macu Salato, nor his right-hand man Bill Brown, would have gone along with that.

The second proposal seemed about to get the conference's

green light on the Thursday morning after Father Momis had assured the 22 delegations that 'the motion and the project document we believe provide . . . a way of making the Port Moresby Declaration effective as well as . . . a brief for co-operation between SPC and SPEC'.

But Mahe Tupouniua begged to differ. Over three days he had been unable to get his way in informal discussions. But, as guardian of the Forum's interests, he had not finished by a long chalk. He sought — and was granted — permission to address the conference.

What followed was an amazing display. Mahe revealed his total dedication to SPEC even at the risk of having his nose rubbed well and truly in the mud. It was a price he had decided he would have to pay if he was to ensure that the interests of his employers were to be protected.

Mahe, to an attentive ring of conference delegates, drew 'attention to some implications which could be quite serious' and proceeded to clarify the Port Moresby declaration. 'I agree entirely with the comments made by the minister of Papua New Guinea where he reminded the conference to move with speed. We also feel that when doing so we should try to see the way ahead,' said Mahe. The draft resolution, he said, did not follow the spirit or decisions of the Forum. 'The Port Moresby declaration made it quite clear which of the two [SPEC or SPC] should play the primary roll. . .'

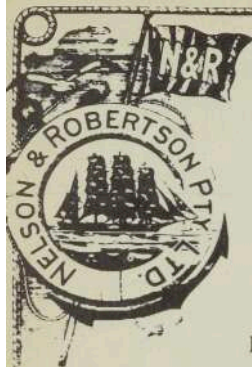
From this limited environment discussion, Mahe moved smoothly though to the grander, entire Pacific scene — the world of sovereign states ready to stand up and say 'yea' or 'nay', and of their subject neighbours, never knowing quite what to say until checking with Paris, London or Washington. 'I sympathise with the delegate from Australia,' said Mahe. The situation was quite different for the Forum. When the Forum made decisions they were final decisions. Of the 22 people around the table, he said, only 12 were independent countries and 'they are members of the Forum and SPEC'.

Mahe was into his sales pitch. The other 10, he said, could apply for membership of SPEC. . . their applications would be sympathetically considered. . . 'You must be capable of implementing decisions of SPEC. . . Mr Chairman, am I out of order? . . .' A firm but not clearly identifiable 'Yes' hissed from somewhere in the area of the chairman's table (but it wasn't the voice of the chairman, Tuvalu Prime Minister Toalipi Lauti).

Mahe sat silent. This was the part which would hurt personally but he had a job to be done. American Samoa's deputy delegation leader, Palauni 'Brownie' Tuasosopo, rose, his usual cheerfulness forgotten. Deliberately: 'I want to express to the conference that my native sense of respect has been put to the supreme test. Perhaps at this time the distinguished representative of SPEC may be out of order.'

Mahe was: 'I wish to apologise if I have spoken beyond the confines of the subject. I was seeking clarification of the position. I apologise if I have erred in doing so.' Mahe rose, returned to his observer's position, mission accomplished — as subsequent events were to prove.

Chairman Lauti: 'The question is the motion be adopted.' Scribbling in the New Zealand corner. Delegation leader Jim Bolger 'has the floor'. He saw dangers of a 'quasi-independent' group coming out of the environment motion. He asked for clarification from PNG and then came up with a suggestion which, while not everything he had been seeking, must have been sweet music to Mahe's ears. New Zealand moved that, to keep SPREP under control and to prevent the emergence of yet another regional organisation, its chairman should be from SPEC, its secretary from SPC. PNG came to the party. (This arrangement had originally been in Father Momis's speech but had been deleted.) Apart from a further observation or two from American Samoa it was plain sailing. Mahe, for the South Pacific Forum, had won the day. — *Bob Hawkins*.



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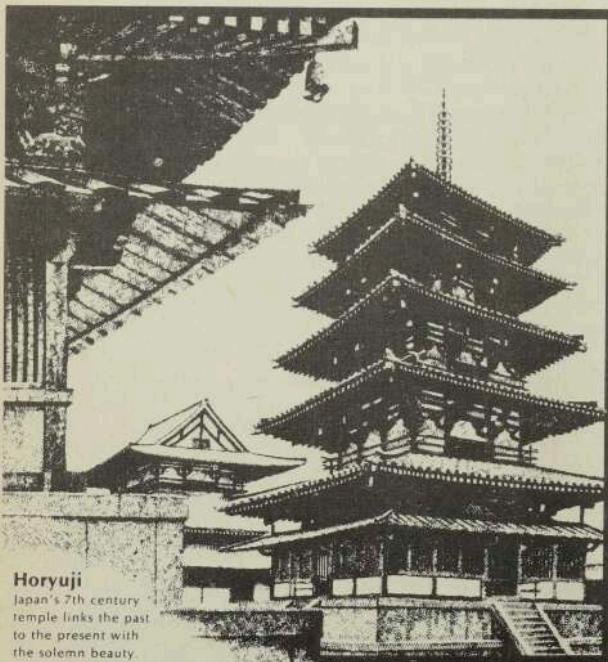
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TROPICALITIES

Getting to know you. . .

Venturing into new Pacific areas can be an unnerving experience. Especially if you are not a Pacific Islander and you are keen not to do the wrong thing in an alien society. Perhaps what passes as okay in Papua New Guinea will offend in Tuvalu. These were my misgivings when PIM's publisher, Stuart Inder, said: 'Well, Hawkins, it's about time you got out and about to introduce yourself as PIM's new editor.'

Of the western Pacific I knew a little: six years in Papua New Guinea, a few visits to Honiara, a year in Fiji, all basically Melanesian societies. Of Polynesia I knew nothing. My itinerary? Western Samoa, Niue, American Samoa, Fiji, Tuvalu, New Caledonia. As well as familiarisation, my specific assignments were the South Pacific Forum on Niue, Tuvalu's independence celebrations, and the South Pacific Conference in Noumea. My reports are written — probably not to the satisfaction of some readers. But we do have our letters columns. Let's hear from you. What follows are a few sidelights to my travels.

The 'loafer' of Faleolo

Faleolo airport, Western Samoa: Just in from Auckland. A bus waits outside the customs hall. A fat, slack-jawed, young Samoan is sitting in the bus. He jumps out, grabs my bags and puts them in beside the driver's seat. Leers in friendly, roguish fashion: 'You should go in a taxi. The bus stops too often.' I ask, curious to know why he should put my bags in a bus and then tell me to take a taxi: 'Are you a taxi driver?' Reply: 'No, I'm a loafer.' A smile of obvious satisfaction. Was this the Samoan I didn't want to believe in? A totally bald, lean

This month with PIM's new editor, Bob Hawkins, who turns in a random account of happenings, impressions, and some plain trivia gleaned from his recent Pacific journeyings. . .

young man — almost certainly American — comes to the bus. 'How much to the city?' Behind him was a tiny, somehow deformed, thick-lensed, camera-laden tourist. 'Bloody Krishna,' whispered my new-found Samoan friend. 'Harmless enough,' I countered. 'They turn young people's heads,' he said with surprising vehemence and great piety. 'If they get on to me — I've seen 'em all over the world, I'm a sailor you know — I give 'em a good working over.' I made no comment. Business was bad. Only three passengers. Driver gets in. Sailor gives three tugs on the alarm, rises smoothly to his feet and slips down the steps out into the sunlight. 'See you mate,' he waves. As we move out of the airport he is in warm embrace with a plump old lady. Smiles, more hugs. The 'loafer' moves on.

Coconut crabs by night

When my Niue hosts, Kendrick and Heke Vivian, and I left Hakupu village for an evening in Alofi, two substantial coconut crabs sat helpless, claw-tied on the kitchen sink. When we got home near midnight in good spirits they were gone. A quick search. One turned up under Ken's bed. Number 2 was we knew not where. Somehow, when that 'tap, tap. . . tap,

tap' woke me about three in the morning, I knew I had found it. But where? Lights on. No sign. But 'tap, tap. . . tap, tap. . . ' I lay back to think. No more than a metre above my head it clung there, beady-eyed, as frightened as its observer. What do you do, in a blue funk at three in the morning? Wake your host and watch him laugh you to shame? I couldn't do it. A folded towel. That's it. Hand suitably protected I clasped its back, as it clasped, equally firmly, the top of the window frame. It let go, I let go. Human, crustacean all fall down. Crab slips sideways down between bed and wall. I follow. It backs into a corner, claws at the ready. If only I'd known Niue's delicious coconut crabs move only slowly with their pincer arms. At last I get hold — from behind. Its arms reach back and clasp my wrist as I quietly slip through the house to bathroom. It won't let go as I flick, flick into the bath. I flick harder. It hangs on. I flick harder. It falls off. I sleep uneasily to daylight. Ken and Heke think it hilarious when I recount my nightmare. Reality I can cope with. Crabs above my bed I find harder to take.

Gripes of a visitor to Fiji

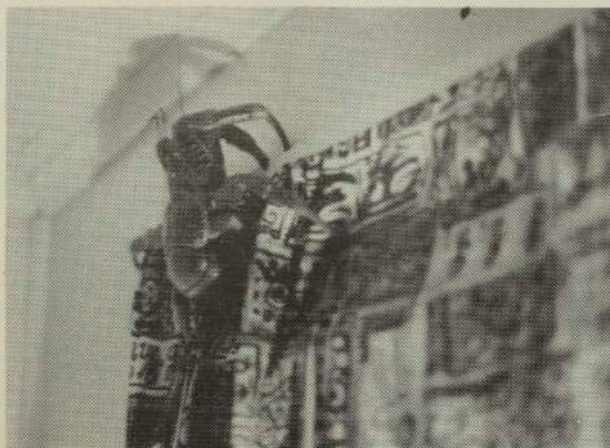
Easily the most depressing aspect of Fiji — apart from Suva's

weather — is its airports. Nausori is grim, even on the sunniest day. And taxi drivers who lie blatantly that there is no bus service to Suva do nothing to ease the apprehension of the incoming tourist. Then there are the drawbacks to the much swisher Nadi terminal. Tourists coming into Nadi on Air Pacific in transit to Suva would prefer to avoid the full tour — on foot, laden with hand baggage — of the outer extremes of the terminal building before finding themselves, footweary and bewildered, right back at the place they started, and, worse, getting back on the same plane. Customs, health and quarantine procedures of course are necessary but if Fiji is to avoid antagonising tourists they must find a way of going to their customers and saving them an irritating, tiring walk. A parting shot: Fiji's duty free shopping in the international departure lounge at Nadi continues to rate high among the duty free rip-off centres of the South Pacific.

Cruelty and blackmail

On my way through Suva after Niue's Forum I spotted a headline 'Cruel tag angers Indians' in that lively afternoon newspaper the *Fiji Sun*. It had to be a spin-off from September PIM's article on the lot of Fiji Indian children entitled 'Looking at the family institution among Fiji Indians'.

'Unfair' was the cry. And so it may be. But PIM assures its readers that the author had a thoroughly genuine point of view to offer. To make matters worse, there was a sequel in October PIM, 'Fiji: Where a girl may pay to get a job', by the same author. We came under fire again for not revealing the lady's identity. We feel there was enough meat in both articles to justify our decision not to reveal it. But, for the record, to the Gujarati people of Fiji who feel they have been unfairly singled out for criticism, PIM once again gives the assurance that our letter columns are open to them. Oddly, we have so far received



Coconut crabs on the curtains

TROPICALITIES

only one letter — and that from a very rational gentleman who validly argues that there are cases of cruelty to children in all societies, not just in Fiji's Indian community. PIM has no intention of revealing its Fijian Indian correspondent's identity. She, in our estimation, rightly feels she could be subject to persecution for her courage in writing about conditions she has experienced as a life-long member of the Fiji Indian community. We, in no way, doubt her sincerity, or her determination to bring into the open a situation which she feels is in need of cure. We're not a 'bad news' magazine, as our record shows. But, as too many governments and communities in this world fail to realise, the moment freedom of expression is taken away from the individual, suppression of the silent majority sets in.

Sir Keith meets 'his people'

'Keith Holyoake's the name,' said the little round man striding up to a trio of journalists on Niue. Can't remember what we talked about, but soon the Governor-General of Niue and New Zealand was off again. 'Must meet some more of my people.'



Niue's Governor General Sir Keith Holyoake and fellow New Zealanders arriving at Alofi, face schoolchildren's traditional challenge.

Tuvalu's first day

Sunday, October 1, dawned bright and hot as Tuvaluans, in communion with departing colonial masters pressed on with the job of legalising their independence — constitutional and political, as Prime Minister Taolipi Lauti put it, pointedly omitting to mention the lack of economic independence. Lord Napier, the ailing Princess Margaret's manager, stepped into the breach to read a, by now, third-hand message from Queen Elizabeth. There were some curious references to the past, including for some unknown reason, a recalling of Uncle Sam's role in the Ellice Islands' wartime days. But there was no punchline anywhere. It all sounded quite disjointed, as if the writer of Britain's 'giveaway' speeches had always been the same person, someone growing old and tired of talking away the empire. Before Lord Napier did his bit, the Governor-General, Penitala Fiatau Teo, was sworn in. Mr Teo, born on Funafuti in 1911, among other things, has been a schoolmaster, clerk, interpreter, district commissioner, marine superintendent, the lands department chief, diplomat,



The morning of independence on Tuvalu: from left, Prime Minister Lauti, Lord Napier and Mr Teo

and until he returned to Tuvalu in May this year, was acting superintendent of labour with the British Phosphate Commission on Ocean Island.

Pious song as a digestive aid

Prices being what they are in Noumea, it's surprising there aren't more tourists singing for their supper long before the holiday is over. But, if you've plenty of Pacific francs in your pocket, there's a place in the New Caledonian capital where you can pay to sing after your supper. It's the *L'Eau Vive*, which, I believe, is run by nuns from a local order, *Le Sillon, Missionnaire*. At ten o'clock sharp every evening angel-faced waitresses position themselves strategically around the restaurant — for acoustical purposes apparently — and all and sundry are invited to join together in singing *Ave Maria*. The singing is lovely. The food's good too.

The many trials of 'Salamasina'

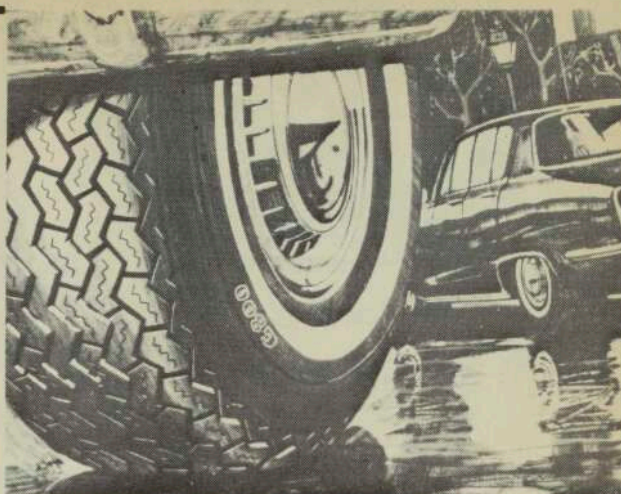
Salamasina is a smart new ferry representing something short of a \$A3 million Australian aid input to Western Samoa. But

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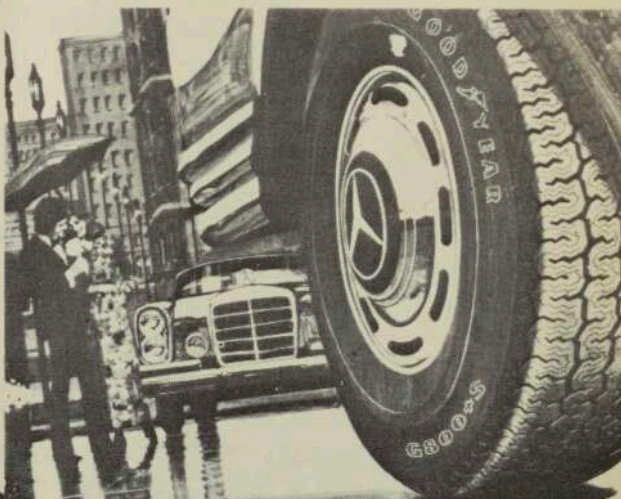
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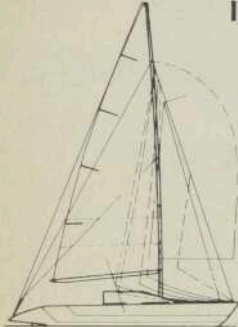
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it's been far from plain sailing since *Salamasina* arrived in Western Samoa, its main task being to ferry vehicles between the two main islands — Savai'i in the west and Upolu. Only trouble was the channel into the Upolu berth turned out to be not quite wide enough to take the *Salamasina*. There were red faces all around, particularly on the Australian side. After all, ultimately it was their job to know that what they were giving could do the job it was intended for. Last we heard, *Salamasina* is now plying between Apia and eastern Savai'i and between Apia and Pago Pago, capital of neighbouring American Samoa — but without carrying vehicles. They're a-building a ramp at Apia wharf to make it possible to get vehicles onto the *Salamasina* — it might even be complete by now. Someone told me along my way that in many respects they find both New Zealand and Australian aid a nuisance. The New Zealanders, he said, paid far too much attention to how their money was spent. The Australians, he said, did not pay enough attention.

Tracts from afar left Niue cold

A steady south-easter was whistling through Tamakautonga village, just down the coast from Niue's capital Alofi. I took a walk with my camera



Anti-communist poster: nobody wants them in Tamakautonga



The *Salamasina* alongside Apia's wharf ... vehicle capacity but ramp a-building

down over the village green to stand on the cliffs just below the pastor's house. I wanted a shot looking south along the coastline to Avatele. Somehow I wasn't ready for the bits of printed paper which blew around my feet. 'Communism is a lie' the papers read, with gruesome pictures captioned 'Communist terror in Africa'. This didn't fit in with my idea of Niue. Nor, it seemed, did the anti-communist news sheets, produced by the Christian Mission to the Communist World of Lautoka, appeal to the Ekalesia Niue Christians. Scores of leaflets had been abandoned to the weather. The terrors of communism in far away Africa, if in fact the photographs were authentic, were all too remote for the leader of this particular Niuean flock.

The rampant guava

The guava is under fire again in Fiji. At a time when there is talk of expanding guava orchards, beef farmers in Fiji, where the guava tree is a declared noxious weed, are getting worried. The guava's problem is that it competes far too

successfully with crop plants and pasture grasses. A good fruit to eat and an ingredient for very tasty jam, the guava's sheer flamboyance has lined it up to become a victim of the chemicals of Fiji's beef farmers.

Busy scholars on Niue

Little Niue, population 5 000, is getting its full share of academic attention these days. Under the auspices of the Institute of Pacific Studies, which is part of the University of the South Pacific, Niuean projects now under way include:

- A history of Niue, jointly written by about a dozen Niuean school teachers and

educational administrators;

- A study of Niuean politics, written by three Niueans;

- A study of land tenure in Niue from two angles: the rights of Niuean women to land tenure, and the methods of settling disputes over land — two Niueans are engaged on this;

- An autobiography by Premier Robert R. Rex — the IPS made taperecording equipment available to Mr Rex for this purpose, and he's just about finished the job.

In search of the fastest paddler

The Diamond Head Paddle Board Race — 'to find the world's fastest paddler' — will be staged this year with four basic changes to the ground rules. The race will be run on December 30 instead of Christmas Day in the hope of attracting more foreign challengers. Two of the traditional board classes — the open (unlimited) and paddleboard (stockboard) — have been deleted 'to equalise competition'. For the first time there will be a single board class with only two specifications: a maximum overall length of 3.6 m and no rudder.

The course this year will be 10 000 m, beginning and ending at Sans Souci Beach, and will be around the Diamond Head and Wreck Buoys. The fourth change is the introduction of a division for women. The race was founded 26 years ago by the Waikiki Surf Club. It is now organised by the Outrigger Canoe Club of Hawaii whose ambition is to have it accepted as an Olympic event.



The Tahitian community's new centre in Noumea, opened during the South Pacific Conference in October



POLITICAL CURRENTS

PNG: MARINE SUPER-SPY?

A proposal now under study by the Papua New Guinea Government could have far-reaching implications for PNG's political role as the 'mini-giant' of the Pacific region.

Angus Smales writes from Port Moresby that the PNG Government is evaluating a proposal to guard the fishing waters of its Island neighbours using Fokker Maritime surveillance aircraft. A departmental proposal suggests that by selling a watchdog service to nearby smaller countries the government could offset the high cost of buying and operating two or three Maritimes. This would allow PNG to guard its own fisheries, believed to include some of the richest tuna resources in the world, while patrolling other countries' fisheries zones up to 3000 km from the PNG capital.

The areas under study include the Caroline Islands 2000 km north of Port Moresby, the Marshall Islands to the east of the Carolines, and the Gilbert Islands 3000 km north-east of Port Moresby. PNG's immediate neighbour to the east, the newly independent Solomon Islands, is also included in the investigation.

Truk and Ponape in the Carolines, Majuro in the Marshalls and Tarawa in the Gilberts are proposed as bases from which regular distant patrols could operate. The Solomons operation could fly either from Honiara on Guadalcanal island, or from Kieta on the PNG island of Bougainville.

The Fokker Maritime is a newly developed version of the well established F27 Friendship airliner which operates domestic services throughout the world, including services in PNG and Australia. The Mari-

time comes with a price tag of more than \$A5 million, fully equipped with sophisticated surveillance and search and rescue equipment, and with highly developed navigation and control aids. External differences from the passenger version are wing pod fuel tanks, a radar dome and wide-vision 'bubble' windows. The extra fuel capacity allows the



Brig-Gen Ted Diro ... 'active consideration'

Maritime to remain on patrol for 10 hours.

The Commander of the PNG Defence Force, Brigadier-General Ted Diro, said that purchase of the Dutch-built Maritime was still 'very much under consideration'. He said that Australian Nomad aircraft already operated by the defence force, and which are to be fitted with surveillance equipment, were adequate for some purposes. But he believed they were not big enough for the major fisheries protection work required by PNG.

A TILT TO THIRD WORLD?

A firm Third World orientation for the foreign policy of Western Samoa was advocated by its acting secretary to government, Terry Goggin, in a recent speech in Apia.

Mr Goggin is an officer of Australia's Department of Foreign Affairs on secondment to the Western Samoa Government. He was addressing the first meeting of the Samoa Economic Development Group, set up on the initiative of economist Dr Te'o Fairbairn to encourage discussion of development issues.

Mr Goggin said: 'To put it bluntly, the question is whether

Western Samoa, as a developing country, should achieve its economic and social goals by continuing to work through developed countries, or whether it should identify with and be seen to be identified with the developing countries of the world. I think the only answer is that Western Samoa has to be seen to be a developing country standing alongside other like-minded countries.'

Reviewing the evolution of foreign policy since independence in 1962, Mr Goggin highlighted Western Samoa's joining the United Nations in 1976 as 'a major step', giving the country an international political and diplomatic clout it had never known before.

He said 'The rest of the world does not take Samoa's membership of the UN lightly. Our vote is equal to that of the most powerful countries...

'In the normal chain of events we could never expect Japan, or for that matter any country of similar importance, to be readily accessible to us or even to visit us. However, we have recently been honoured by a visit to Apia by Mr Saito, special adviser to the Japanese prime minister, to discuss both Japan's candidature for the Security Council of the UN, and also Japan's relationship with



Terry Goggin ... Third World, and no mistake

Western Samoa and the South Pacific...

'Western Samoa's prime minister, while visiting New York last year, had a long discussion with the US Secretary of State, Mr Cyrus Vance. One major outcome of that meeting was that the Assistant Secretary of State for the Far East and the Pacific, Mr Richard Holbrooke, visited Samoa in January.

'We have developed a level of contact with the United States which now enables us to

send the US letters or messages on matters that concern us, whether they be political, or civil aviation, or economic, at a level quite unavailable to us before.'

Of Western Samoa's future perspectives in the Pacific, Mr Goggin said 'We cannot escape the fact that the political make-up of the South Pacific today is not of British making. The Solomon Islands became independent in July. Tuvalu has become independent. The Gilbert Islands become independent next year. The New Hebrides is likely to achieve independence in 1980. There are major political developments occurring in the Trust Territory of the Pacific Islands, and it is too early yet to state definitely what the situation will be like in 1981. But it appears that there could be several new political entities, self-governing and in free association with the United States. American Samoa has taken a major step forward by electing a Samoan governor and a Samoan lieutenant-governor. Tahiti likewise has elected its own prime minister.

'My point is that we now have a whole series of new countries with internal self-government and those countries have experiences separate from Britain, the Commonwealth, Australia and New Zealand.

'We need to find ways to accommodate within regional organisations these countries with differing political, administrative and linguistic background...

'Western Samoa is keen to avoid putting the South Pacific into compartments, whether they be English-speaking or French-speaking, American political systems, or British-oriented political systems.'

On the heightened international interest in the South Pacific, Mr Goggin said 'Western Samoa's national interest will not be served by ignoring overtures from the rest of the world.

'This is not without its problems both conceptually and practically. We have to appreciate, identify and analyse the motivating forces behind

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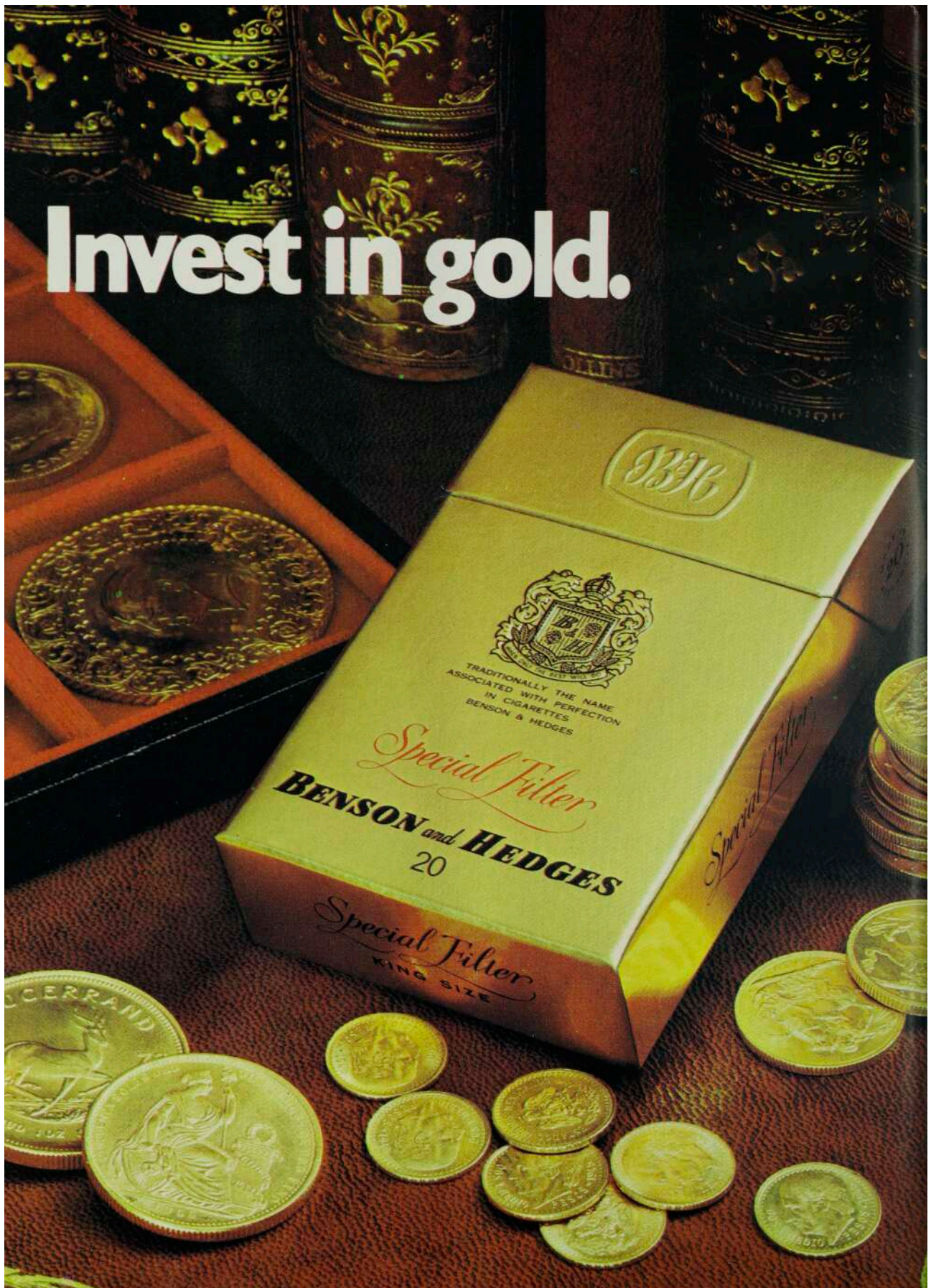


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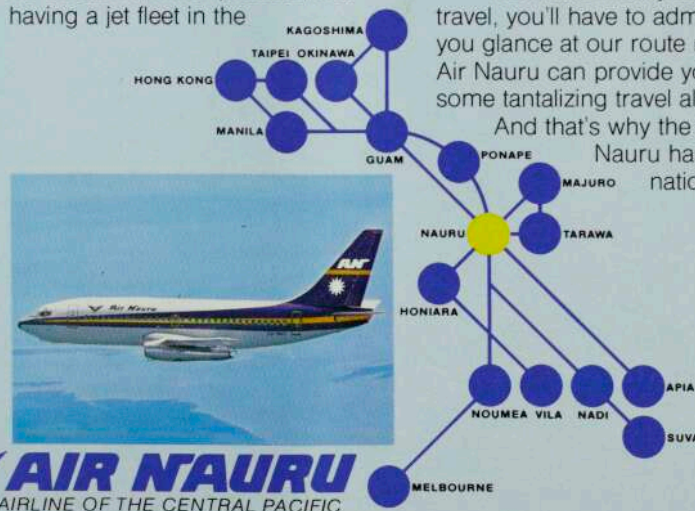
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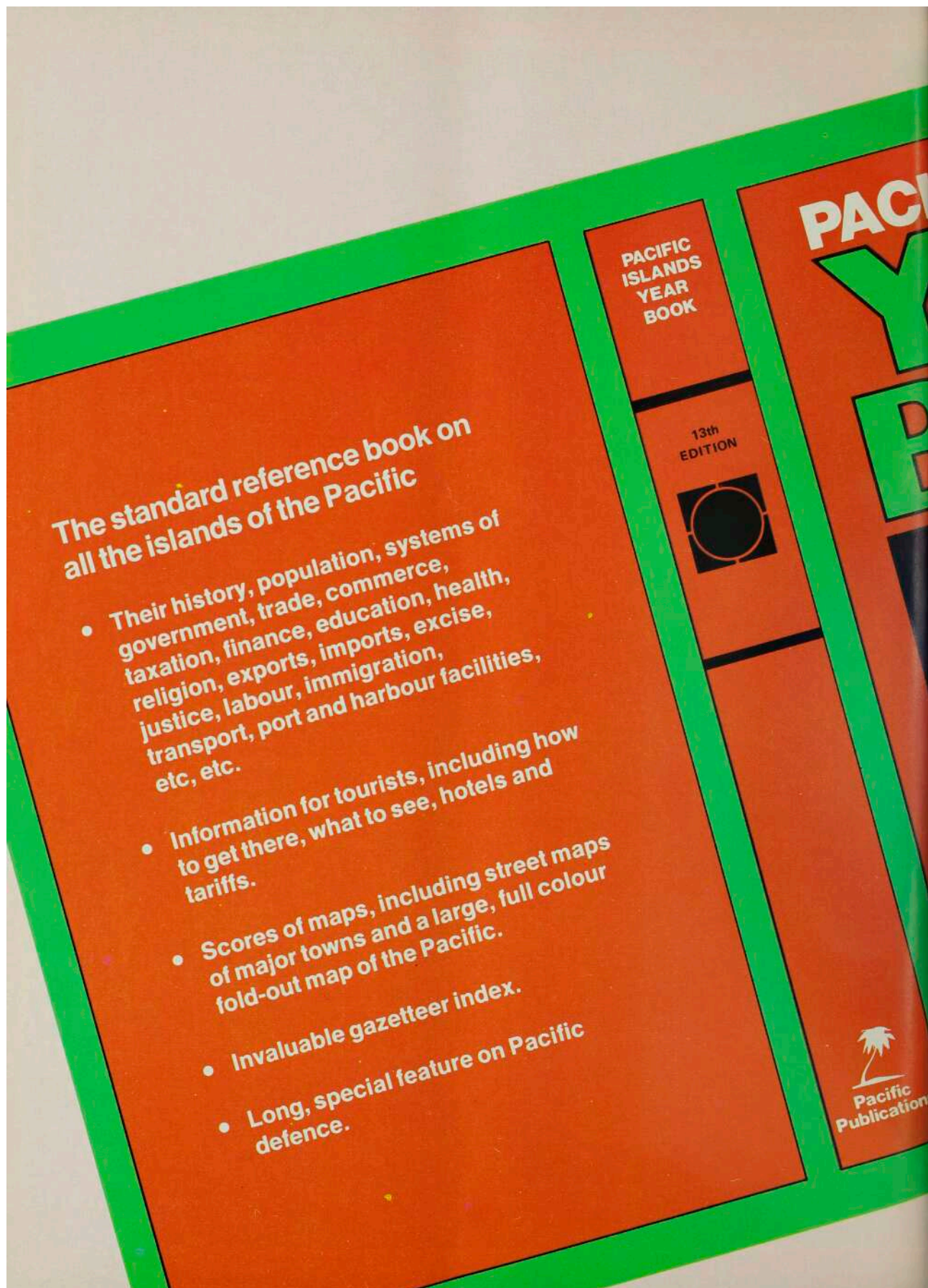
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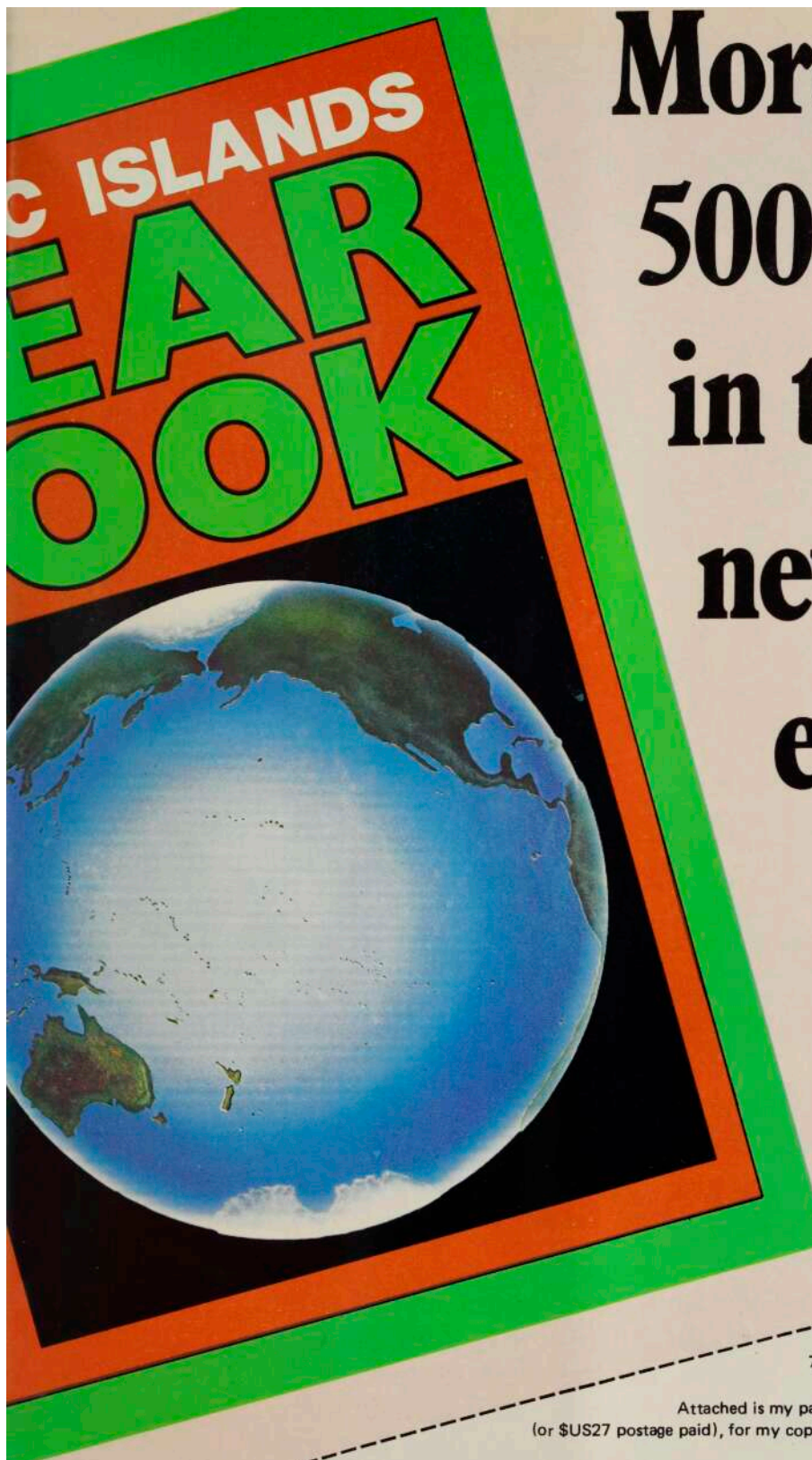
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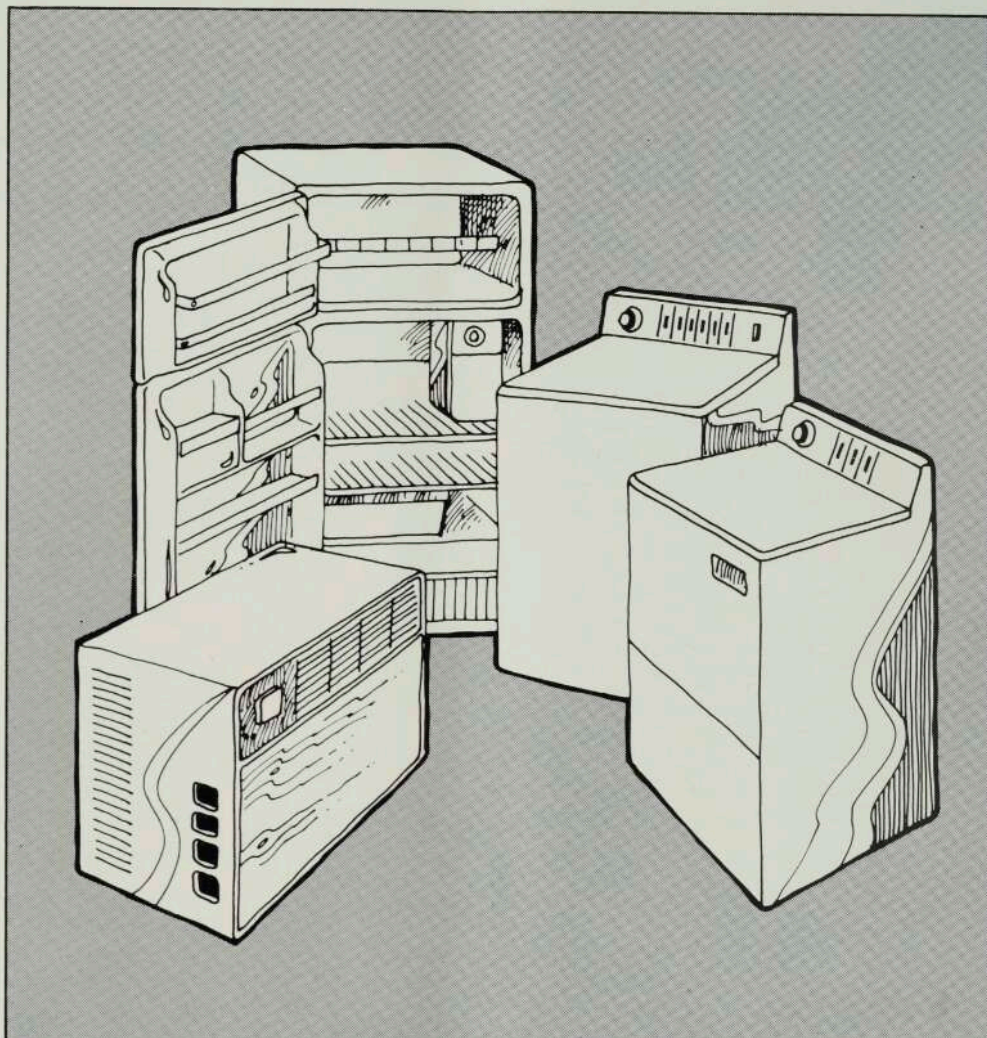
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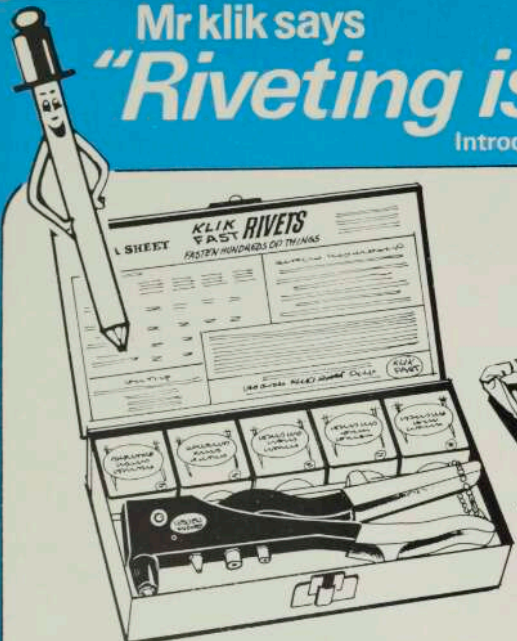
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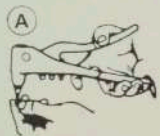
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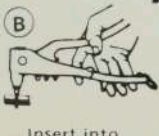
Here's how they work

(A)



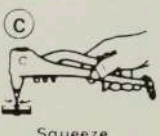
Insert rivet into tool.

(B)

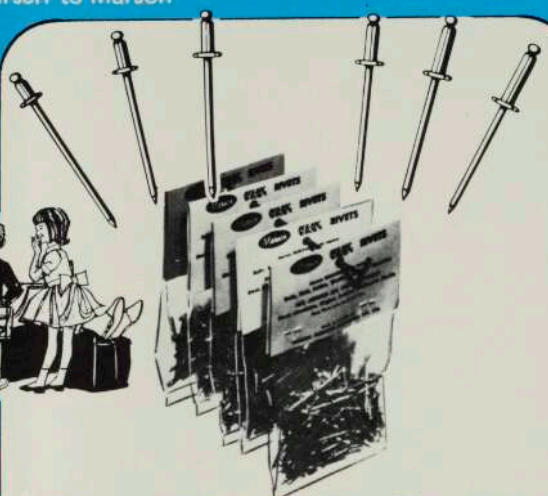


Insert into pre-drilled hole.

(C)



Squeeze tool to fasten.



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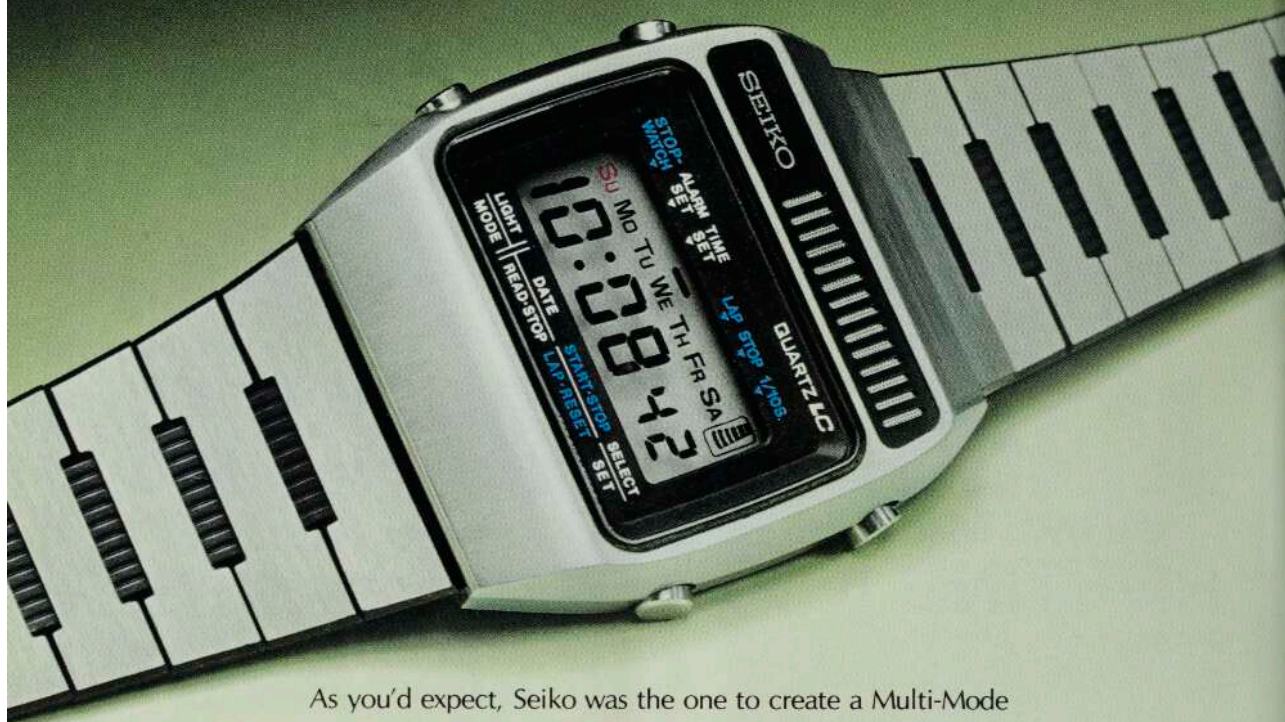
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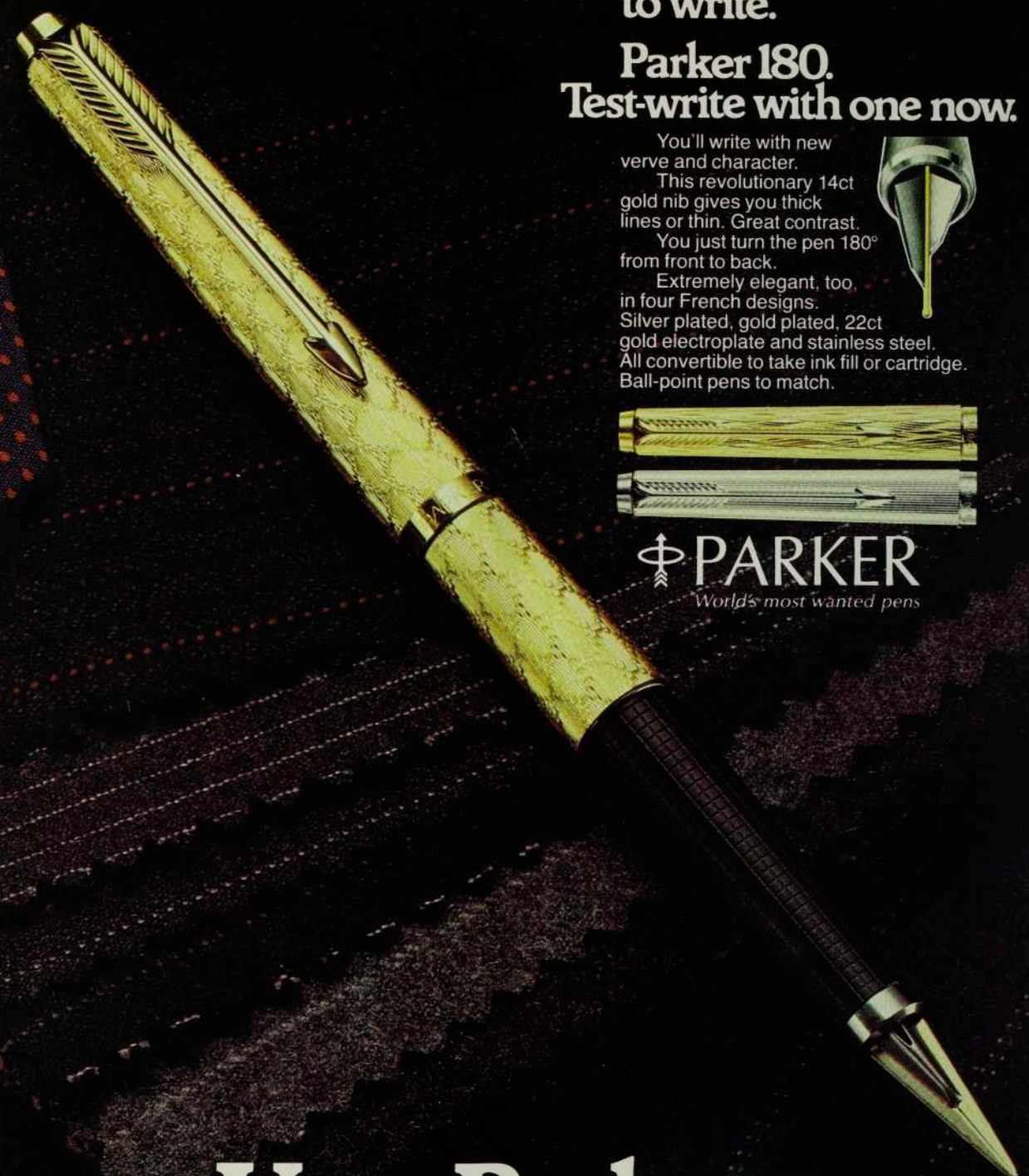
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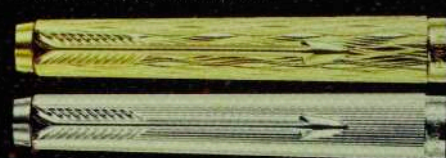


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the interest that other countries show in this region.

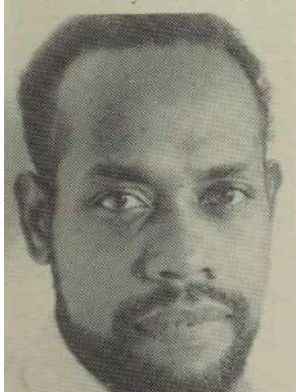
'We also have to have an administrative capacity to cope with the policy issues that come with these overtures. We have to have, if I can put in a plug, a professional foreign service.'

'LOCALISE THE EXPERTS'

Waeta Ben, speaking as acting prime minister of Solomon Islands, has urged a careful examination by Pacific governments of the use of expatriate experts.

He told a seminar on customary land registration in Melanesia at the University of the South Pacific: 'At present we have a self-perpetuating expert industry... Experts are employed by Pacific governments on all sorts of issues, and their advice is often good and appropriate.'

'But some accounting of the cost of using experts must be made, not only to the aid donor



Waeta Ben... a close look at the 'expert industry'

who usually pays the expert, but the cost to the local society. A large amount of time is spent by government officials helping the experts collect the required information. Even before they arrive, much time and effort are expended in making arrangements for them.'

Mr Ben said that Solomon Islanders lacked experience in analysing problems and making recommendations. 'And as long as we continue to rely on experts, this second sort of experience will never be gained,' he added.

The government was attempting to put the self-

reliance concept into practice in the current seminar. Instead of getting an 'expert on customary land', somebody had been recruited to help design the research project and train Solomon Islanders to do the research and analysis that experts usually did.

'This is still using a form of expertise,' Mr Ben said, 'but it is using it in a way that gives Solomon Islanders the opportunity to gain the necessary experience. You could say that we are attempting to localise experts.' Papua New Guinea and Fiji each sent two representatives to the seminar.

POLITICS OF CHAMORRO

Until this year, the language of Guam, Chamorro, has been essentially a spoken rather than a written language, writes Paul Addison from Agaña. Few books have been printed in Chamorro and there is much disagreement about the spelling of many Chamorro words. To overcome the problems, the government set up a Chamorro Language Commission which has proposed a new alphabet and the holding of hearings in Guam's 19 villages to debate its merits.

Despite the commission's recommendations, Governor Ricardo J. Bordallo stunned Chamorro speakers and political pundits alike when in September he issued an executive order to begin using the new alphabet immediately.

The alphabet, which separates the Chamorro spoken on Guam from that in the Northern Marianas, changes the spelling of numerous common words.

'New Chamorro' scholars have applauded the changes as making it easier for the language to be understood and to perpetuate its existence. They fear that children, bombarded on all sides by the English language, are neglecting their native tongue. Already, few island children speak Chamorro fluently and it has become common practice to speak English in the home, mixed in with a few Chamorro phrases. Proponents of the new alphabet have real grounds for



Governor Ricky J. Bordallo... sharp about-turn

concern — Chamorro is spoken only on Guam and in the Northern Marianas by a total of less than 50,000 people.

Clotilde Gould, from the Department of Education's Chamorro language and culture division, was less than excited about Bordallo's executive order. 'It's like we've been caught with our pants down and now we have to adhere to it but we're not financially prepared,' she told a *Pacific Daily News* reporter.

Gould's concerns, voiced by many senior citizens and village commissioners who want to retain present spellings, were heeded by Bordallo. The day after his order became publicly known, he reversed it and gave the six-member language commission a year in which to conduct public hearings.

His sudden about-face was doubtless due to the political repercussions of his arbitrary order. Guamanians were to go to the polls to elect a new governor at the beginning of November, and Democrat Bordallo was fighting hard to retain his position against a strong challenge from Republican candidate Paul Calvo (PIM October).

While many Guamanians are still debating the pros and cons of changing traditional spellings, one group, called PARA (People's Alliance for Responsive Alternatives), has gained widespread support in its efforts to stop the decline of both the language and culture. In March, hundreds of banner-toting Guamanians marched to the offices of the *Pacific Daily News* and successfully demonstrated against the paper's policy of refusing to print advertisements in Chamorro

without an English translation.

At the newspaper rally, a PARA spokesman, Robert Underwood, summed up the feelings of the group: 'Support of this kind of movement, is like being for justice or against justice,' he said. 'It's easy to make the oppression of a language the oppression of an ethnic group. There obviously is a nationalistic sentiment in this language movement. You can't divorce the language from the people who speak it.'

NZBC 'GOES PACIFIC'

Radio in New Zealand took on a new dimension in October when the Minister of Broadcasting, Mr Hugh Templeton, opened *Te Reo o Aotearoa*, the Maori and Pacific Islands broadcasting unit of the New Zealand Broadcasting Corporation.

William Gasson writes from Wellington that the new unit has been created as a counter to demands for a Radio Polynesia to cater to the growing numbers of Polynesians living in New Zealand. Mr Templeton rejected this idea on the grounds that 'it would have been too limited in concentrating on Auckland'. He said: 'I believe it was more effective for Radio New Zealand to broaden its Maori programmes and to develop Pacific Island programmes to meet the needs of the Pacific Island communities here.'

As the Polynesian community in New Zealand grows, with Auckland already the biggest Polynesian city in the world, there has been a heightened awareness in broadcasting circles of the need to communicate with these communities in their own languages.

Mr Templeton said the government hoped to expand and develop Radio New Zealand's shortwave service to the Pacific — a far cry from the situation two years ago when the government attempted to close down the shortwave service but was stopped by a massive wave of protests.

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'TWO CHINAS' IN SUVA

The Fiji Government wants nothing to do with Taiwan diplomatically, but is prepared to continue commercial relations. One of its latest moves was to advise senior public servants not to attend the Taiwan national day dinner-dance in October. One of the organisers of the function was Mr C.L. Cheng, a member of the Chinese community in Suva and former Suva City Councillor.

In a memorandum, the government asked senior civil servants to note that it does not recognise the Government of the Republic of China (Taiwan). As Fiji had established full diplomatic relations with the People's Republic of China, or mainland China, it advised non-acceptance of the invitation to celebrate the national day of Taiwan.

Acceptance of the invitation might imply that Fiji supported Taiwan, said Mr Jioji Kotobalavu, Secretary for Foreign Affairs. Fiji had to abide by its commitment to China, and wanted China to know it was doing so. However, that would not stop Fiji from having commercial relations with Taiwan. Taiwan's East Asian Trade Centre (Fiji) Ltd had been set up for purely commercial reasons.

A Chinese mission is to visit Fiji for a three-month study on the commercial and economic development of the country. The amount of money to be offered as aid would be decided when Fiji said what projects it wanted.

Ironically, several Taiwan technical experts are in Fiji working on the big Seaqaqa cane project in Vanua Levu for the native Land Development Corporation.

Mr Lin, of the East Asian Trade Centre, said government officers had been invited to the dinner-dance, but as individuals and not in their official capacities.

Mr Meng Te-yi, commercial secretary at the Chinese Embassy, described the dinner-dance as an illegal function.



President Hammer DeRoburt ... 'untrue in every significant respect'

HAMMER'S BIG LIBEL THROW

Representatives of President Hammer DeRoburt of Nauru in October filed a \$US7.5 million libel suit against the Gannett Publishing Group (PIM November). The suit was filed in the US District Court in Honolulu.

The charge is based on a story appearing in Gannett's Guam newspaper, the *Pacific Daily News*, on May 30. The headline on the frontpage item was: 'Marshalls separatist movement gets secret funds from Nauru'. Written by *PDN* reporter Cisco Uludong, it charged that 'the Republic of Nauru secretly is backing the separation of the Marshall Islands from Micronesia'. *PDN* said that DeRoburt flew to the Marshall Islands 'to personally deliver the cheque' for a \$678 600 secret loan, which the newspaper called 'illegal'. It went on to say that the 'phosphate-rich country has loaned thousands of dollars to finance a campaign by the Marshalls Political Status Commission, which supports separation, to reject the proposed Micronesian constitution'.

President DeRoburt, in his suit against Gannett, said the story was 'untrue in every significant respect'. The suit states that the news story, if true, would constitute an accusation of commission of four separate, serious criminal offences under Nauru law, including violation of the Nauru constitutional provision on handling of public funds, violation of the Nauru public monies ordinance, and violation of the statutes regarding abuse of office and stealing.

The suit also charges that the *PDN* accused DeRoburt of a 'violation of accepted and established international standards of diplomacy and international relations'. In its story, the newspaper wrote: 'The sources said Marshallese separatist leaders had earlier approached DeRoburt's predecessors about the loan but were politely turned down because Nauru officials did not want to be accused of "meddling" in Micronesia's internal affairs.'

The suit says the news story was published with 'reckless and malicious disregard as to whether it was false or not, without respect to damage which would inevitably be caused to the character and reputation of President DeRoburt'.

A release from President DeRoburt's public relations firm, Communications-Pacific Inc. of Honolulu, reports Nauruan Secretary of Justice David Lang as saying in PIM in August that he had been involved in arranging a loan by the Republic of Nauru Finance Corporation to the Marshall Islands. Lang was quoted by PIM as saying the finance corporation was 'not connected with the government and operated as a separate statutory company'.

APIA: SMOKE OF BATTLE

'New Zealand gave us the money to build our hospital and now they are giving us money to fill it with patients.' Bitter words, but they capture well the temper of debate now raging in Western Samoa over a plan to set up a cigarette factory at Vaitele near Apia. The speaker, a Mormon representative, Tufuga Sam Atoa, was addressing a public protest meeting in Apia.

Rothmans Industries (NZ) Ltd plan to establish the factory with assistance from the Western Samoa Government, which would use New Zealand bilateral aid money to finance its part in the project. Rothmans will own 51% of shares in the venture while Western Samoa will hold 40%. The remaining 9% will be offered to other Pacific countries.

Dr John Atherton, chief surgeon at Apia's National Hospital, told the protest meeting: 'In 1965 Western Samoa imported 12 million cigarettes; in 1970 this figure was 27 million; in 1975, the last figure available, it was 79 million. I estimate that this year the figure will be more than 100 million.'

'Cigarette smoking is increasing at an alarming rate. I say alarming because it is alarming to me. For the cigarette companies it must be anything but alarming. It must be a very satisfying state of affairs.'

The meeting's chairman, Professor Felix Wendt of the University of the South Pacific School of Agriculture, urged the government to reassess the situation and stop the factory. Conceding that it would take courage to admit that a mistake had been made, he said: 'Making such a decision takes more than a politician — it takes a statesman.'

William Gasson reports from Wellington that the issue has been making waves in New Zealand as well. Gasson quotes an *Auckland Star* editorial as saying: 'There will be many who will think it a pity that New Zealand's money couldn't have gone to a more labour-intensive industry — one less hazardous to health...'

'In July the Minister of Trade and Industry, Mr Adams-Schneider, replied to Samoan claims that the project had been approved without considering the long-term health risks from smoking. He said the health implications had not been overlooked. Smoking was clearly well established in Western Samoa, observed the minister. It seemed reasonable that Samoa should ask to minimise the foreign exchange cost of cigarettes and to benefit from the substantial number of jobs which would be created.'

The New Zealand Government denied claims that it had put \$200 000 into the project, and that aid money will go directly towards cigarette-making. But it admitted that about \$150 000 of New Zealand money will be used to build the factory.



From the ISLANDS PRESS

From Micronesian Independent, Majuro, Marshall Islands

He's been shot three times, once in the gut when his partner got killed intervening in a family hassle, once with a home-made .22 calibre zip gun, and once in the neck. He claims that his second wife split on the issue of his being a cop, too ready a target for lead. Now, after 16 years experience as a police officer, Wally Wotring has come to roost, 38 years of age, a bachelor, in the relatively calm outback of Chief of Police, Marshall Islands . . .

From the Norfolk Islander

'One of the lowest types of thieving' has occurred recently in the theft of money from the offertory boxes in the Chapel. One box contained money from the sale of the Chapel booklets and the other for Chapel maintenance . . .

From Cook Islands News

The postmaster of the Cook Islands Post Office Mr Colin P. McAuliffe has recently received complaints regarding a chain letter which has been circulated on Rarotonga and in some of the outer Islands. Apparently the letter upsets many of the people receiving it due to its implications that bad luck or even a hint of death may befall the receiver if 20 more copies are not written and posted . . .

From Tohi Tala Niue

Niue's international birthday cake was the biggest surprise of the day. The spontaneous gesture of the Bell family in Niue was presented to the governor-general by two members of the Bell family and two local lasses. The cake was accepted with much delight and the four lighted candles were blown out successfully by Sir Keith Holyoake. TTN newsreporters were a few of the lucky ones offered a titbit . . .

From the Tonga Chronicle

PERSONAL NOTICE. Gentleman, never-married, 38, looking for nice, non-smoking, never-married girl, for marriage. Write to PO Box K754, Haymarket, 2000, Australia . . .

From The Coconut Telegraph, Savusavu, Fiji

Housing: It is interesting to see at firsthand some samples of the types of accommodation provided by the Housing Authority as they move into the Naqere area in Savusavu. Some are concrete blocks each containing five units, each 20' x 20' (about the size of a lounge in a high-class 'executive' home). The individual homes also measure about 20' x 20' (possibly less) and the plan is said to include two bedrooms, lounge/dining room, kitchen, bathroom, toilet, etc. These types of housing are said to cater for people earning \$140 per week or less.

From Arawa Bulletin, North Solomons Province, PNG

The member for Teo-Tinputz in the Provincial Assembly, Mr Clement Dana, has called on all Community Government leaders in the Province to keep a close watch on people who gamble or play cards for money. Mr Dana said gambling is increasing in some parts of this Province and on the plantations. He said that

if Community Government leaders do not keep gambling under close scrutiny many families will become very poor because husbands will lose money in these games . . .

From Pitcairn Miscellany, Pitcairn Island

The pitch and outfield at Hulianda had been lovingly prepared by a D4 bulldozer, although the odd protruding guava stick provided a tricky obstacle for the fielder running to take a high ball. And then we were into it, Carol leading one team and Yvonne leading the other. The hollow clanging of the kerosene tin wicket heralded the rapid fall of wickets. Ribald comments, cheers and laughter from the spectators helped give the game a carnival atmosphere, and Dobrey provided further comic relief by stuffing toilet paper down the trousers of those who scored a duck. (What a gal she is!) . . .

From an interview with Mr Julius Chan, Papua New Guinea's Deputy Prime Minister, reported in Ailans Nius

. . . As for becoming Prime Minister, "it never dawned on my mind. I did not enter Parliament to play politics. I just wanted to serve my country. If called upon, I'd do the best I could. I've never turned down any challenge."

From Savali, Western Samoa

A man armed with a .38 revolver and 100 rounds of ammunition was allowed to fly on a Polynesian Airlines flight between Pago Pago and Apia . . . American Samoan security officials at Tafuna international airport allowed the man onto the flight with the concealed weapon in violation of Federal Aviation Agency regulations. *Savali* understands the pilot of the flight was not informed. The man, Patrick O'Leary, a United States citizen, was an employee of Ed Daly, the multi-millionaire president of World Airways . . .

From The Norfolk Islander

NO PAPER NEXT WEEK — With an air freight embargo in force from New Zealand and the delay of the ship from Auckland 'there is no paper for the paper' — so while the time is opportune, Tom is off to Sydney to look at printing machines.

From Atoll Pioneer, Gilbert Islands

Methylated spirit is reported to have been greatly misused by the public. A great number of people have been drinking the stuff instead of using it for the right purpose. For this reason both the Betio Town Council and the Teinainano Urban Council have passed a new by-law whereby members of the public should first obtain authority slips from the councils before methylated spirit can be bought from any store . . .

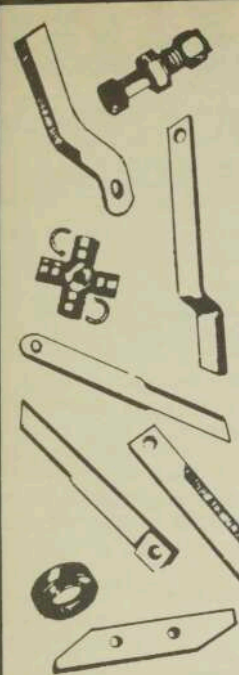
From The Tonga Chronicle

'Your verdict (the jury verdict) is a disgrace to the administration of public justice,' the Judge of Supreme Court, Mr Henry H. Hill, told a seven-man jury in Nukualofa . . . Three of the 11 accused were clearly guilty of manslaughter and I pointed this out in my summing up. I do not see how, if you had been true to the oath you took, you could possibly have acquitted in all three cases . . .

From News Bulletin, American Samoa, which is running a series of explanations of Samoan sayings

I lafoia i le alogalu. May (you) be cast on the land side of the reef. *Alogalu* is the lee side of a wave just about to break, that is the lagoon side. The saying refers to a boat trying to enter the lagoon through a narrow passage in the reef. This is not without danger because of the currents and the breakers. Samoan expression meaning 'May you overcome all difficulties'. It can be changed to indicate joy when a difficulty has been successfully encountered: *Ua lafoia i le alogalu.*

SLASHER SPARES



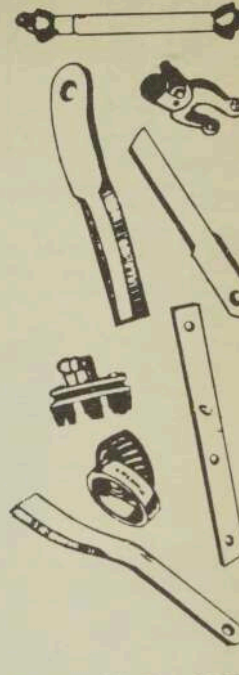
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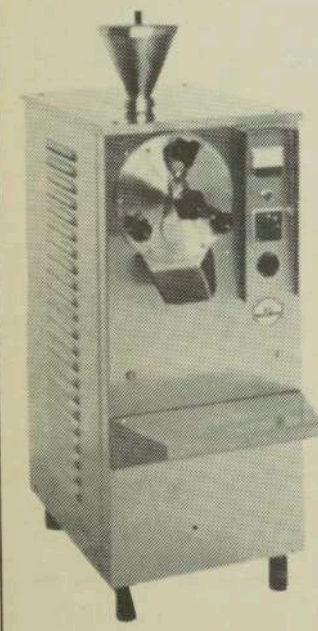
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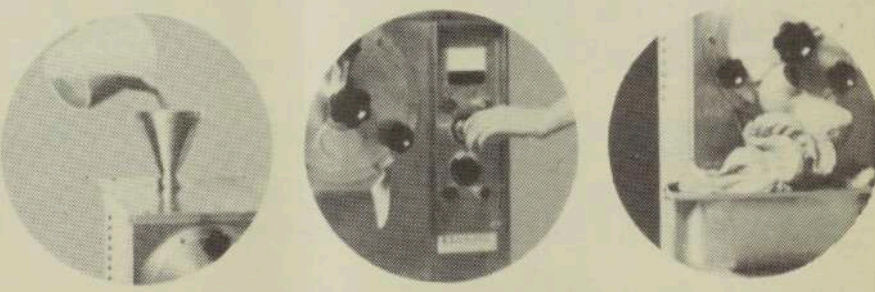


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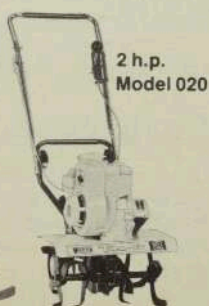
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CAN YOU HAVE YOUR KAVA AND LANDROVER TOO?

What do people who want electricity, modern medicines, or even metal fishhooks, have to do to obtain these things? *A new kind of sugar* and *The social and economic impact of tourism on Pacific communities* seek to offer one answer to this modern dilemma of Oceanic (and other) populations in the Third World.

The problem is particularly acute for those places which are small in size, limited in marketable resources, with an increasing local population. That description fits most Pacific countries and territories.

'A new kind of sugar' is a phrase used by Hawaiian clergyman Rev Abraham Akaka, to represent tourism as a replacement for the sugar boom in earlier days. The inevitability of tourism was accepted by the East-West Center workshop, in Honolulu in 1974; little has changed, since what the conferences wanted to sort out was how the income from this service industry could be planned to provide 'maximum net economic social and cultural benefits for the island populations'.

And that is the nettle which must be grasped, as the highly critical pieces by Samy and LeFevre on tourism in Fiji strongly demonstrate. Tourism should not be just to benefit overseas investors or a local elite, but be spread to all sectors of the society. Claude Robineau, in his tersely written piece on Tahitian tourism, notes how 'semi-family style Polynesian hotel forms' might bring Islanders more into the benefits accruing from travelers and their money. But, he warns, such a development is incompatible with mass tourism, where the real money lies today.

While the provision of hotel rooms occupies Tahiti's entrepreneurs, Papua New Guinea's fledgling industry worries about how to supply visitors with quality artifacts.

Ronald May's detailed piece on the marketing of tradition does not realise, I think, that indigenous art performs a function, for the user and for the eventual recipient. In the case of tourist or airport art, cash money replaces the prestige the artisan used to receive. Similarly, the art artisan designs his work for his audience, we must not be alarmed if the artifact produced only vaguely resembles the traditional one, which might have been employed in a sacred context. We must be prepared for the

day of the mud mask salt cellar or the already existing kava bowl ash tray.

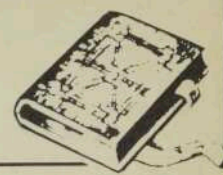
And, if such *objets d'art* do appear, we should not be surprised, for what is being thrown at us is our own Euro-American taste.

But, the whale's share of *Sugar* is devoted to Hawaii, which occupies 86 of the volume's 262 pages. The steel guitar, floral shirts, and postcard *aloha* cannot obscure that the Hawaiian situation is very different from what pertains on other islands. Ethnic Hawaiians occupy but a small proportion of the modern population, having been long ago swamped by Europeans and other outsiders. On Hawaii, one cannot talk about the preservation of cultural traditions but their resuscitation.



Tahiti's Hotel Tahara'a ... a tourist on the loose must be deemed dangerous.

BOOKS



So, tourism is not every Islander's cup of kava. The 'controlled tourism' of the governments of Papua New Guinea, Western Samoa and the Cook Islands hopes to cope with the influx of the hoped for (and, it seems feared) visitors.

Now, just in case you're not convinced that tourism should be controlled, the University of California Center for South Pacific Studies, held another conference on the subject in 1975, the proceedings of which comprise *The social and economic impact of tourism on Pacific communities*. Instead of planners and anthropological pundits, who wrote about *Sugar*, the second volume involves the heterogeneously concerned people who either run tourist facilities or are committed to the people who work in them.

The 38 short papers tell how airline officials, taxi drivers, Maori dancers, and government representatives, amongst others, feel about tourism.

Local involvement, its desirability or necessity, comes up frequently in the various papers. How deep down through the class structure this local involvement will penetrate is the source of some debate.

Symbolically, the seven photographs breaking up the seven sections of the 141 page volume show mainly hotels. Only two show people. For New Zealand's Hotel Waitomo there are a few Europeans lounging on deck chairs, while the Fijian Hotel shows a minisaronged maiden extending her hand to a grateful tourist, floating on an inflated pool raft. These cold photographs contrast with the warm concern of most of the conference participants.

A valuable and appreciated feature of *Impact* is that at the end of each section we are treated to some transcripts of the debates at the conference.

BOOKS

Here the conferees question one another, clarify points of view, and discuss what I feel are their honest differences.

Perhaps tourism is a numbers problem, for if a territory seeks to rely upon such a service orientation for its income, it will have to attract large scale package tours. And, once it manages to attract those plane or shiploads, it will have to house and feed them; and give them something to do. When you get a number of people far in thought and distance from their homes, there are bound to be consequences, some regrettable. If tourism is primarily for escapism, as some of the conference participants write, then like all escapees, a tourist on the loose must be deemed dangerous, until proven otherwise.

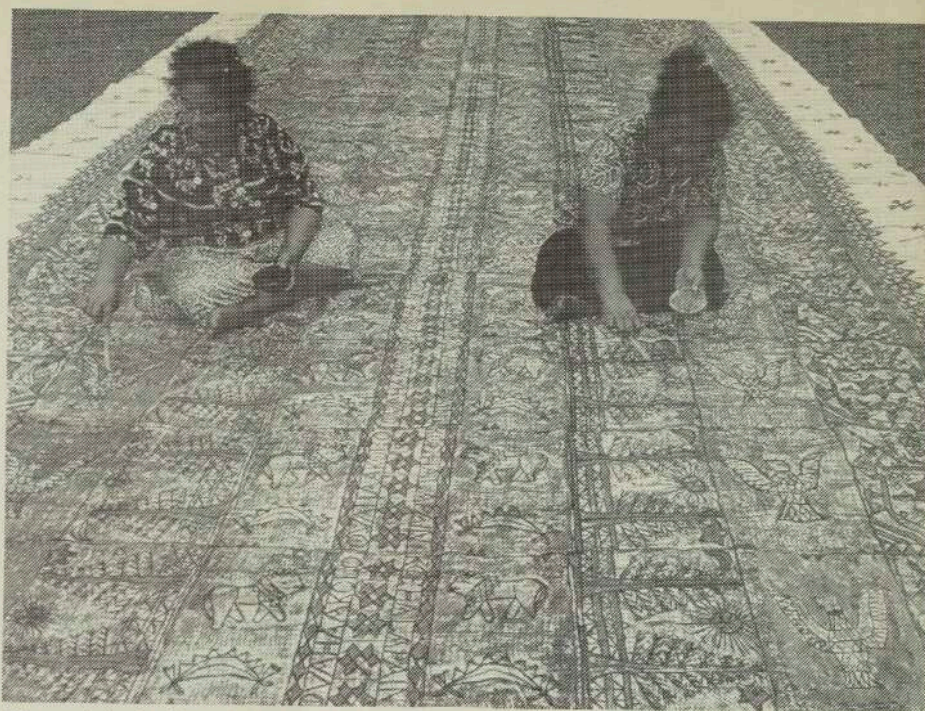
Sugar and Impact contain warnings and insights of value to anyone interested in tourism ... or to any interested tourists.

Idi Amin once remarked that the ideal form of tourism for Uganda would be to have collectors greet arriving aircraft, relieve visitors of their cash and send them packing on a return flight. No Pacific territory is contemplating such an extreme form of 'controlled tourism', however unlikely the proposal seems. But people in the islands are clearly worried about current developments and while tourism, in the form of religious pilgrimages, has been around for millenia, there does seem to be something different, threatening, about the modern experience.

Perhaps the anguish experienced by tourist-dominated populations today is not so much the impact of foreigners, but the extent of control, even domination, these same outsiders have over today's Pacificans.

Can Pacific Islanders have their imported goods without also importing the pain that seems to arrive on the same ship or plane? — *Grant McCall*.

A new kind of sugar. *Tourism in the Pacific*. Edited by Ben R. Finney & Karen Ann Watson. Published by the East-West Center, Honolulu, Hawaii, and Center for South Pacific Studies, Santa Cruz, California. 1977. \$US5.75. The social and economic impact of tourism on Pacific communities. Edited by Bryan H. Farrell. Published by Center for South Pacific Studies, University of California, Santa Cruz, California. 1977.



The great sheets of tapa cloth, or ngatu as Tongans know it, constitute the wealth of Tongan families.

AS ONLY TONGANS KNOW

I first learned that Pacific Publications was to produce a book called *The Tongans* when I was on a small aircraft from Nukualofa to Vavau during my last trip to Tonga.

By coincidence Josef Vissel and Olaf Ruhen were on that plane and I heard it from them. Naturally as a Tongan I looked forward to its publication. During those weeks in Tonga I often spotted these gentlemen busily going about their task, so when recently I was asked by PIM to review *The Tongans* I felt somewhat qualified for the job.

Josef Vissel has captured on film authentic, everyday lifestyles of the Tongans. Each photo reflects the Tonga I know and which the tourist observes, unlike the commercial travel brochures people tend to suspect. Except for the photographs of the King and the Haapai wedding, any visitor or resident could expect to film similar scenes without dif-

ficulty. I see myself in every photo, both as a child and as an adult, enjoying the carefree life only a Tongan understands.

The church plays an important role in the life of every Tongan and there did appear

to be a shortage in this department. However, this does not detract from Vissel's excellent photographic work.

Olaf Ruhen's text is easily read and understood. He has recorded with accuracy the actions of the Tongans, and I am amazed at this *papalangi's* knowledge. It shows a great love and understanding of my people. His explanation of the Tui Tongas is sufficient to give the stranger some background to this part of our history, as, too, is his coverage of the chapters on food, dress, housing and arts and crafts. Ruhen's intimate knowledge of the Tongans has given him legendary status over the years of his writings. Nobody else could have got so much information into this format.

The Tongans is a 'must' for anyone who has lived in, or visited Tonga. It's a book to supplement the tourist's own record of his trip. This book would also be a good teaching aid in any school.

To sum up: An excellent addition to the library of anybody who loves or wishes to visit the Tongans — *Fatai Moungaafi Slender*.

(The Tongans. Photos Josef Vissel, text Olaf Ruhen. Published by Pacific Publications, Sydney. \$A9.)



This poor chap will finish up gracing the table at a Tongan wedding feast.

Island victim of British ego-tripping

An accomplishment of James Cook which isn't readily remembered is that, on his second voyage, he took back Omai of Huahine (in the Society Islands), who became the first South Seas islander to visit England and return safely to his home.

E. H. McCormick has written a lengthy and sometimes belaboured account of Omai (or Mai as some called him) who impressed and charmed British society. Exhaustively researched, no one could hope to learn more than McCormick shares with us, not only about Omai, but also of Cook, the Pacific, and the times of the voyages. He goes far beyond mere life description and travelogue to make commentary on the science and philosophy of the times which motivated Cook and others to collect people from new lands.

Some people have an idea that early European Pacific explorers meandered through the vast expanse; stopping occasionally at islands; chatting trading — and sometimes fighting — with the people; reprovisioning and then sailing forth to other emerald lagoons and white sand beaches.

Such was not the case. Most voyages were carefully planned (even if the captains were not too sure of where they were going) and much involvement was fostered among the Island peoples. Rousseau's notions of the 'noble savage' promoted great interest and curiosity of Islanders on the part of the Europeans.

Omai was about 21 when he arrived in England on July 14, 1774. He was given under the charge of Joseph Banks, an entrepreneur and financier of ships' voyages (and a veteran of Cook's first trip), who, together with his friends, 'launched him on a meteoric social career'. At once he was popular in London. 'The newspapers . . . vied

with one another to follow his every movement . . .'

Oftentimes his English lessons and other instructions had to be cancelled because of other engagements. If Omai was a noble savage when he arrived, McCormick's account leaves very little doubt that he was, if not dissipated at least appropriately bewildered by the time he departed.



Omai as seen by artist Joshua Reynolds.

With all the bedazzlement the young Tahitian had, it is still not clear in McCormick's account how much he learned and especially how he really felt about his experiences. And perhaps it would never have been possible to tell. One observer wrote: 'As we are totally unacquainted with his country, connections and affairs, our conversation was necessarily very much confined . . .'

Captain Cook returned Omai to his home islands in 1777 and there set him up with a European-style house, livestock, gardens, and a number of other western accoutrements largely useless on Huahine. Their purpose was to demonstrate an enduring influence through a native who had been Europeanized.

But these intentions were realised in limited ways. Captain William Bligh who visited Tahiti on the *Bounty* 12 years later to gather breadfruit seedlings, learnt that Omai had died of natural causes some 30 months after his home-coming. His house had been torn to

pieces and stolen, and the story of the rest of his English-given possessions was one of almost 'unrelieved loss or neglect'.

Bligh's informant related that Omai had often gone horse-back riding 'in boots', a detail seen by Bligh as encouraging proof that 'he did not immediately after our leaving him, lay aside the Englishman'. It appears, however that such evidence of westernisation is more bemused fancy than serious acculturation. In the end the practice of people collecting in general and Omai's sojourn in point was more of a British national ego-trip than an effective experiment in behaviour modification.

E. H. McCormick intended to write a definitive account. He did. Scholars of the Pacific who want to know about Omai, Cook and their times will have to consult it; much of it has not been published before. The author has also assembled all important portraits and sketches of Omai, together with a number of illustrative drawings. These are all beautifully done, well arranged, and enhance the value of this volume. — Dirk A. Ballendorf, president of the Community College of Micronesia, Ponape.

Omai: Pacific Envoy by E. H. McCormick, Auckland University Press, 1977.

PIYB: AN OCEAN OF KNOWLEDGE

True to its promise last year to make a 'year book' a 'hardy annual', Pacific Publications has now brought out the thirteenth edition of the *Pacific Islands Year Book (PIYB)* described by many, and not in any irreligious sense, as the 'Bible of the Pacific'. And, like the *Bible* which contains everything a Christian needs for salvation, the *Pacific Islands Year Book* has everything anyone needs to know about the Island countries of the Pacific — and a bit about the ocean as well.

There were 432 pages in the twelfth edition. There are 512 pages in this one with a pocket on the inside back cover containing a new four-colour map

of the Pacific, 85cm x 54cm. A political map, showing who owns or rules what, is on the inside front cover, and, for good measure, the book has a strong, welded plastic dust cover.

Events have moved very rapidly in the Pacific. Island markets are expanding fast, political pressures are growing in a world which is shrinking rapidly, and a thorough knowledge of the Pacific Islands is becoming a 'must' in every sphere, particularly in those of business and politics, not forgetting the tourist industry.

The new year book, revised, improved, updated, with several additions, with more maps, with the latest information gathered on the spot, supplies the knowledge. The history of the Pacific War is repeated and there is an in-depth article on South Pacific Defence and regional security in the South Pacific by Dr Richard Herr, political scientist at the University of Tasmania.

The *PIYB* gives you the history, the people (census, migration, religion, etc.), the government (electoral system, public service, justice, defence, education), labour, health, the land, primary production, mining, local commerce, tourism, overseas trade, finance, transport, vehicles, shipping services, water and electricity, major personalities and organisations, tourist accommodation, etc., all with the requisite maps. It even describes the customs and the pastimes of the people and, in case there isn't time on an occasion when some information is needed in seconds, there is a front-of-the-book summary of islands which gives the name, status, capital, land area, population, local time and currency.

One improvement in the current issue is the addition of running page heads for easy access to information. The index has been widened in scope and the invaluable list of current and obsolete or alternative names for islands has been retained.

The *Pacific Islands Year Book* sells for \$A22.50 or \$US27 including surface postage and handling charges; from Pacific Publications (Aust) Pty Ltd, Box 3408, G.P.O., Sydney 2001. Recommended retail price in Australia is \$19.50.

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WINGS OF GOLD

YESTERDAY



The Junkers F/13, named *Papua*, which disappeared at the outbreak of World War II.

NG MISSIONARIES ENTER THE AVIATION ARENA

When the aeroplane came to New Guinea, among the first organisations to see the advantages of this new transport were the Christian Missions. The Roman Catholics and the Lutherans soon bought their own planes. But in those days of pioneering aviation nearly 50 years ago, the entry of the Missions into the aviation field brought its own dramas, as the following story shows. It is condensed from James Sinclair's new book, Wings of Gold: How the Aeroplane Developed New Guinea, just published by Pacific Publications.

Both the Roman Catholics and the Lutherans had quickly realised that the greatest single problem they faced in the establishment and maintenance of their new Highlands stations was the basic matter of keeping them supplied.

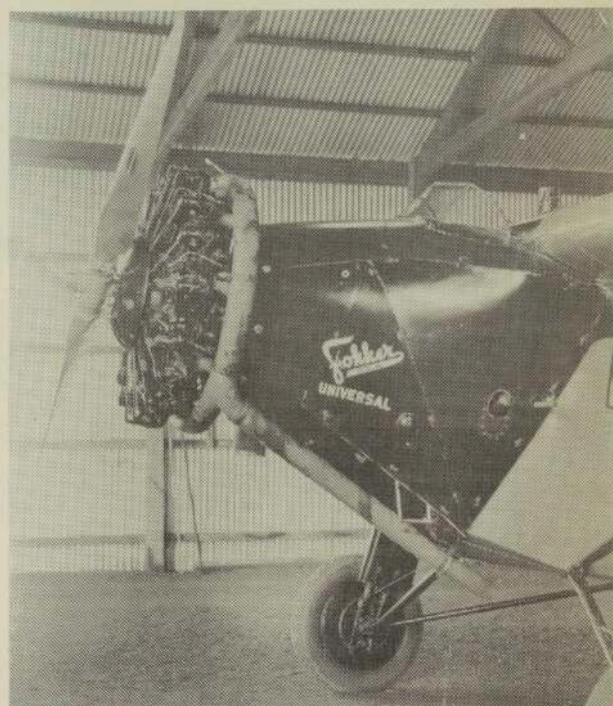
The entire Highlands region was isolated and mountain-locked, and was to remain so until as late as the mid-1960s, when the Highlands Highway, linking the region to the coast at Lae, was finally completed. In the thirties there were only two ways of supplying establishments — mission, administration or private enterprise — in the Highlands: by land, employing expensive, inefficient and slow carrier lines, or by aeroplane. From a practical viewpoint, the use of air transport, expensive though it was, was the only logical choice.

The first into the aviation field was the Neuendettelsau Lutheran Mission. As early as May 1927 Johannes Flierl, founder of the Neuendettelsau Mission, wrote to Rev Ruf on the question of the extension of the work of the mission into the

interior: 'We shall have to fly into the far inland, like pigeons to their dovecotes. We are experimenting now with flights in the goldfields, with very good results'. And wherever possible the mission constructed landing grounds at the major stations, often of barely sufficient standard for safe operations. The bulk of Lutheran Mission aerial freight was carried by Guinea Airways, and mission negotiators invariably drove a hard bargain over freight rates.

The board of the Lutheran Mission in Neuendettelsau, Bavaria, approved in 1934 the purchase of a suitable machine. Director Eppelstein approached the Junkers factory at Dessau. Junkers aeroplanes had amply proved their suitability for New Guinea conditions in the hands of the Guinea Airways pilots, and Eppelstein was offered a second-hand Junkers F/13Ke, fully overhauled and in perfect condition, for 80 000 marks, a considerable reduction on the price of a new aeroplane.

The church council loaned



Gleaming Fokker Universal, soon after arriving from Australia.

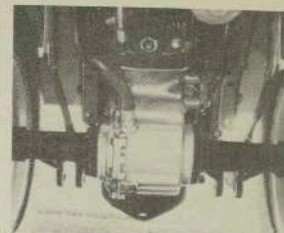
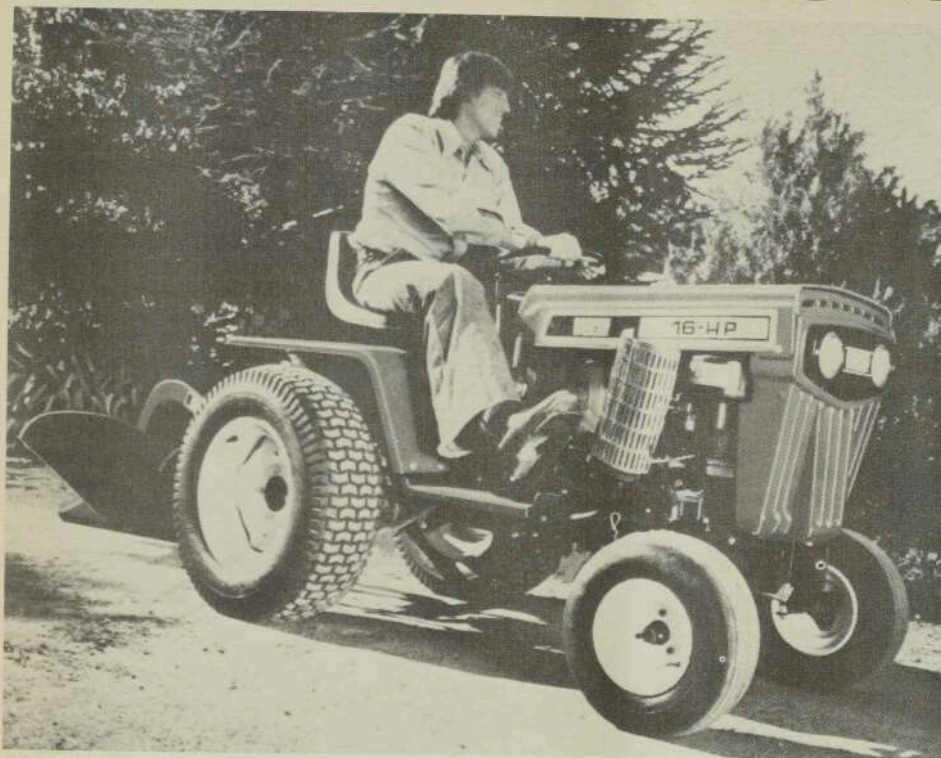
the mission 3 500 marks; a similar amount was gathered by missionaries in New Guinea, and the Lutheran native evangelists in the newly established Highlands stations voted the sum of 500 shillings from their 1934 allowance. In this way, using small amounts of cash from a great many sources, the purchase price of the F/13 was finally raised.

The Lutheran machine carried the German registration numbers SE-AEC but in New Guinea service it was registered as VH-UTS. When delivered it had cabin seating for four passengers, and could be swiftly converted to freighter configuration, when it was claimed to be capable of

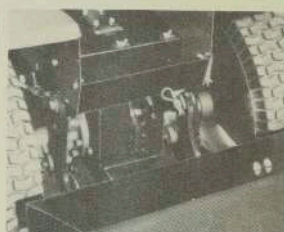
lifting a load of 2822 lb. (1280 kg) — a doubtful figure.

To fly their aeroplane, the Lutherans were fortunate to secure the services of Captain Fritz Loose, one of the most experienced pilots in Germany. Loose had flown for his country in World War I and was one of the first pilots to serve with Lufthansa, the German state airline, before joining the Junkers concern, where he eventually became chief pilot. However, Fritz Loose did not agree with the policies of Hitler's National Socialists and after a disagreement with one of the Nazi leaders he was forbidden to fly in Germany. He was happy to enter into a two-year contract with the

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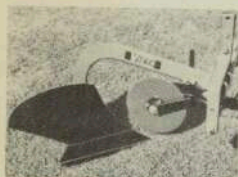
Automatic Hydrostatic Transaxle transmission with limited slip differential. Speed ranges 0-4 and 0-8 m.p.h.



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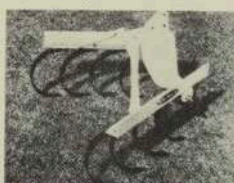
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Lutheran Mission to fly in New Guinea, and on December 8, 1934, Captain Loose and the F/13, which now bore the name *Papua*, left Hamburg by sea, arriving at Lae on February 19, 1935.

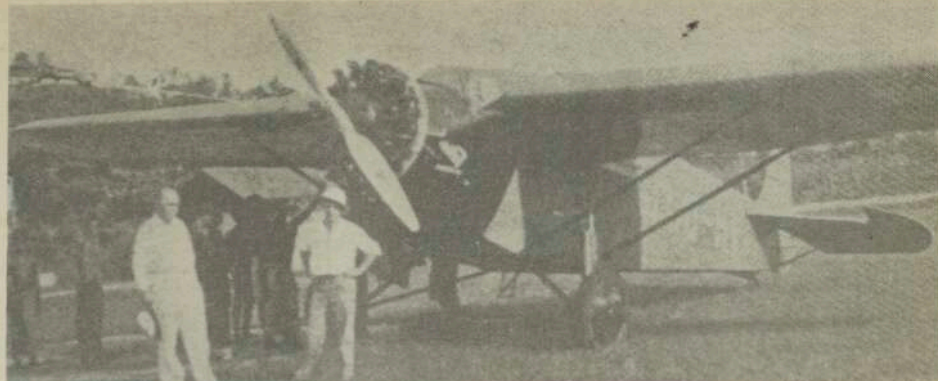
Although the arrival of the mission aircraft meant the loss of the Lutheran business, Guinea Airways cheerfully made its Junkers specialists available to assist Loose — who was also a qualified aeroplane engineer — to assemble the F/13, and on February 28, Loose made his first test flights from Lae. Initially, the machine was based at Lae, where Loose was joined in April by a young German, Karl Humbert, a mechanic who soon developed into an efficient aeroplane engineer.

The F/13 was delivered with standard narrow tyres — balloon tyres were later fitted — and when the wet season set in the underpowered aeroplane with its unsuitable tyres was very difficult to coax into the air with a heavy load off the soft surface of Lae aerodrome. The manager of the new Lutheran aviation department, Martin Boerner, decided to build an aerodrome at the Malahang Plantation on mission property, a few miles from Lae, and in May 1935 the aviation service transferred there.

To link the Malahang air base with the mission headquarters at Sattelberg, another aerodrome was constructed at Heldsbach, near Finschhafen, and it was at Heldsbach that the new aeroplane was dedicated to the service of God and the Lutheran Mission on April 17, 1935.

Captain Loose quickly commenced to fly supplies to the network of Lutheran stations. His first flight was to Kaiapit, and on March 2 to Kainantu, followed by flights to Kundiawa. Karl Humbert flew with him, for the *Papua* was not fitted with a self-starter and the motor had to be turned by hand, a task for a powerful man.

When Fritz Loose finally left the service of the mission in February 1938, he had flown 200 000 miles, carried 280 tons (284.5 tonnes) of freight —



Father Kirschbaum, left, and pilot Willy Schaufhausen with the Fokker Universal in which they were to die. The photographer was pioneer pilot Ray Parer.



The Fokker Universal after its fatal crash off the end of Sek airstrip, Alexishafen.

excluding backloads — and had delivered 24 000 passengers in the aeroplane, without the slightest trouble.

Loose was replaced by Werner Garms, a young German pilot with limited flying experience, who arrived in Lae towards the end of 1937 and thus had the advantage of serving as co-pilot to the veteran Loose for some months. Karl Humbert also left the mission, and an expert Junkers engineer, Paul Raabe, took his place in May 1938.

Garms made an unfortunate debut when he landed heavily at Kundiawa soon after he took over command of the *Papua*, but after repairs the machine was again in sound condition. In November 1938, Garms was on leave and his temporary successor, Captain Habenstein, so badly damaged the F/13 during his first flight at Malahang that repairs, by

mission staff using the Guinea Airways Lae workshop facilities, took three months to complete. Whilst repairs were under way, Paul Raabe took the opportunity of replacing all worn and suspect parts and the faithful *Papua* was in 'as new' condition when it left the workshops in early February, 1939.

By this time the nations of Europe were on the collision course that was soon to result in World War II. Suspicion of German Lutheran missionaries and their activities had been increasing among many Australians in New Guinea. Naturally enough many of the missionaries, particularly those younger men newly arrived from Germany, were enthusiastic supporters of Hitler and his National Socialist regime. When the Lutherans purchased their own aeroplane, their motives were suspect in many eyes.

In a letter written on July 24, 1936, to a friend in the Australian Government, an air service pioneer in New Guinea, Ian Grabowsky, of Guinea Airways, made a number of claims that might seem far-fetched today, but were not uncommonly believed in those dark days of suspicion and distrust:

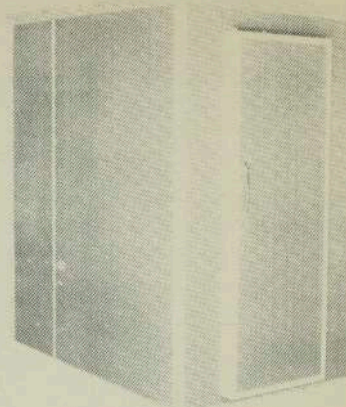
'One subject which you discussed with me was the Lutheran Mission and believe me, this is a matter which gives me personally very deep and grave concern. Two years ago the Lutheran Mission used to have their freighting done by us, and it was one continual plea on their part that they were too poor to build aero-

dromes to the necessary length ... could not we give them special concessions for reductions in freights? Then behold what happened. In the following two years, the cost of the machine, a pilot, the 12 to 15 good-sized aerodromes they have built, the building of workshops etc at Malahang, the stationing of white missionaries at every aerodrome, must have reached well in the vicinity of £2-14 000.

'The stationing of these missionaries at each aerodrome means, in fact, that they are bringing under direct German influence the natives with the result that they will be weaned away entirely from the authority of the administration ... we, employing a certain number of Germans, are able to gauge the reactions and sense the psychology of these people to present international relations. Among German nationals there appears a foregone conclusion that this territory will become German within a very short time. They blatantly state that Hitler can only advance.

'It came to my knowledge that the wife of one of our Australian employees visited the local German mission, and there was astonished to see 20 young Germans wearing a type of uniform, and also on their left arm the swastika ... There is no method of telling where the mission plane goes to or what it is doing. The cargo which they carry is not loaded at Lae, but mainly Finschhafen ... it may seem laughable to suggest it, but if these missions have in their possession half a ton of bombs they could wipe

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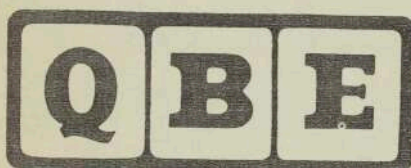
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out all our aircraft in half an hour and the whole of our establishment ..."

Grabowsky went on to admit that his fears could well attract very adverse criticism but that he would be failing in his duty to Australia if he did not express his views.

There is no doubt that the *Papua* was employed purely on the religious business of the Lutheran Mission, but the aeroplane vanished from the New Guinea scene in a mysterious, and curious, way. As the month of August 1939 drew to a close war in Europe appeared inevitable, and in fact it was to come within days. Werner Garms and Paul Raabe loaded the *Papua* with cargo for Ogelbeng, the Lutheran station near Mt. Hagen and flew away from Malahang never to return.

While they were in the Highlands war was declared and Garms and Raabe decided on a bold move: they would fly the aeroplane out of the Mandated Territory of New Guinea and endeavour to escape to Europe. They flew to Kaiapit and refuelled from mission stocks there and on takeoff the Junkers was seen to turn away from Lae, to the south-west. Later, it was found that they had reached Merauke, in Dutch New Guinea.

There was indignation in New Guinea when the news of the escape of Garms and Raabe became known, and the authorities were blamed for failing to arrest the Junkers. 'An executive officer of one aviation company sought permission from the administration to send a machine out to seize the foreign plane and its crew,' ran a report in *Pacific Islands Monthly*. 'Authority was not obtained, and the German machine disappeared from the Territory.'

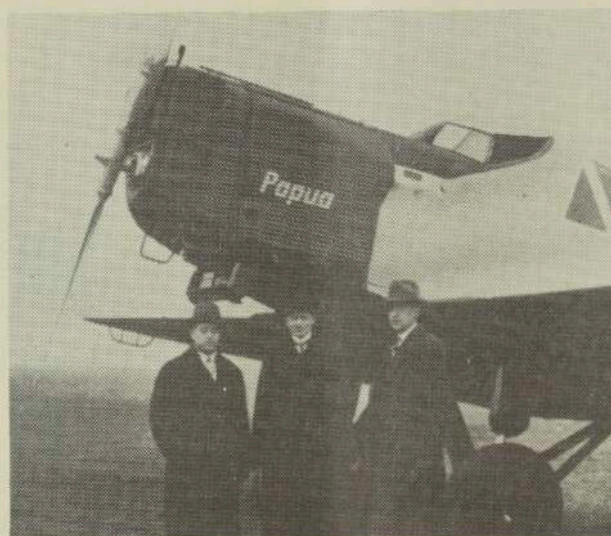
The ultimate fate of the *Papua* is unknown. Garms and Raabe made their way by steamer to Japan and travelled via the Trans-Siberia Railway through Russia into Germany where both of these brave men joined the Luftwaffe. Garms died in his blazing warplane over the Crimean front when the Germans invaded Russia.

The German Catholic

Mission of the Holy Ghost, Society of the Divine Word, Eastern New Guinea, was established in 1896 and in 1909 the principal station of the mission was developed at Sek, Alexishafen, 10 miles (16 km) north of Madang.

When the Catholic faith was extended to the Highlands, church authorities were as quick as the Lutherans to move to acquire their own aeroplanes. An aerodrome was constructed, 2.5 miles (4 km) from

with their Junkers *Papua* were making a greater success of their aerial operations than were the Catholics and the mission agreed to purchase a more suitable aeroplane. Suitable machines available in Australia were inspected, and the aeroplane finally chosen was a Fokker Universal, an American-designed high-wing monoplane built by Atlantic Aircraft Corporation, a subsidiary of the Fokker Aircraft Corporation of America.



Captain Fritz Loose, left, with German associates and the Junkers F/13.

Sek, equipped with hangar and workshops, and on August 5, 1935, the mission purchased its first aeroplane, a German Klemm L25d-2 Swallow low-wing monoplane.

The pretty little Klemm, a two-seater, was christened *Paulus* and was soon flying supplies to the main mission outstations. The pilot, Willy Schaufhausen, was skilful and dedicated to the service of the mission and although the Klemm was hardly a freighter, it proved to be so valuable to the Eastern New Guinea mission that another was acquired in April 1937. This machine was given the name *Petrus*; a young priest, Father John Glover with less than 100 hours flying experience, commenced piloting the little Klemm in 1938 and rapidly improved his skill.

But the two Klemms, useful as they were, were really only sports machines; the Lutherans

The Fokker Universal had been flying in Australia since January 1929. A bulky machine, with a wing span of just under 48 feet (14.7 m) the Universal could carry two crew and four passengers at a maximum speed of 118 mph (190 km/h) and it was decidedly a better aeroplane for the work of the mission than were the Klemms.

In May 1939, the mission's chief pilot, Willy Schaufhausen, took delivery of the Fokker in Adelaide. With him was veteran New Guinea pilot Ray Parer. Schaufhausen lacked experience of heavy aircraft and long distance flying and wisely the mission engaged Parer to pilot the aeroplane back to Alexishafen.

Willy Schaufhausen was a good pilot. During his years of flying in the little Klemm monoplanes he had four times experienced flying accidents; on one occasion after an engine

failure he kept his machine in the air for half an hour and succeeded in reaching an aerodrome; on another he was caught in a steep mountain valley by a powerful down-draught, and the aeroplane lost 2000 feet (520 m) of altitude in seconds before Schaufhausen regained control after the Klemm passed over a huge grass fire which provided his light machine with vital lift. No pilot could have survived five years of New Guinea flying if he was incompetent.

It is, however, a fact that the pilot of an aeroplane is legally in command and bears the final responsibility of ensuring that the machine is in air-worthy condition, properly loaded, before he takes off. The terrible accident that destroyed the Fokker, its crew and passengers — the worst disaster in New Guinea aviation history to that time — must therefore be blamed upon the pilot.

On August 6, 1939, Schaufhausen prepared for a flight to Salamaua. The Fokker was loaded with a quantity of freight and three missionary priests — the renowned Fr Franz Joseph Kirschbaum, Fr Superior Jakob Weyer, vicar to Bishop Wolf at Alexishafen, and Fr Otto Bader — took their seats in the aeroplane, together with a native mission worker.

When Schaufhausen commenced his takeoff run from Sek aerodrome at 8.30 am the Fokker was overloaded by some 50%. Two hundred yards beyond the aerodrome, just after becoming airborne, the Fokker plunged into a grove of coconut palms killing all occupants.

There is no doubt that the Fokker had been overloaded; aircraft inspector P. L. Taylor, who was on the scene the same day, established this conclusively.

The bodies were recovered but terribly mangled, and all five were buried in a common grave that evening. Of the victims, the best known was Fr Kirschbaum. A priest of the Central New Guinea mission, Fr Kirschbaum had lived in the Mandated Territory for over 25 years, most of which he spent on the mighty Sepik River.



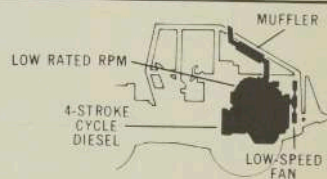
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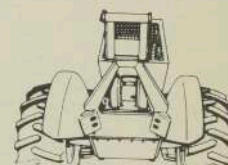
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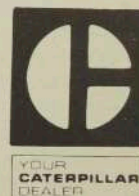


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PEOPLE

Three men, each with a vital mission ahead, were pictured together at the October South Pacific Conference in Noumea: Young Vivian, Niue's Minister for Economic Development, Agriculture and Education; Toalipi Lauti, Prime Minister of Tuvalu and chairman of the conference; and Tonga's Macu Salato, Secretary-General of the South Pacific Commission (page 27).

Mr Vivian's challenge is his election as successor to Secretary-General Salato. He will step into Dr Salato's shoes in mid-1979, for the time being giving up his political responsibilities in Niue where he is regarded as a possible successor to Premier Robert Rex.

Secretary-General Salato's challenge is to work with the South Pacific Bureau for Economic Co-operation's Director Mahe Tupouniua, toward a better understanding between the two organisations. Dr Salato has been in the Secretary-General's job for three years and during that time has obviously earned the trust and respect of his staff at the SPC headquarters in Noumea. There's a desperate need for more co-operation and co-ordination between the SPC and SPEC. Macu Salato and Mahe Tupouniua are the men to do it.

Prime Minister Toalipi Lauti's challenge is the job of running a brand new independent country. He had only just got through Tuvalu's independence celebrations when he had to fly to Noumea to chair the South Pacific Conference. If he runs Tuvalu along the lines he ran the conference there should be no worries. Toalipi Lauti has an imperturbable air about him.

There's good news for Tuvaluans (and others) concerned about Princess Margaret's health following the 'respiratory tract infection' that

prevented her from officiating at Tuvalu's independence celebration on October 1 (PIM November). Just a little more than three weeks later on October 24, London newspapers reported that the Princess 'brought the house down' when she appeared the night before as Mae West, Sophie Tucker and a Valkyrie at a fancy dress ball in Scotland. The Princess has clearly made a rapid and complete recovery.

Prominent Cook Islands politician Iaveta Short was appointed Australasian Regional Representative of the Commonwealth Parliamentary Association at a CPA conference held in Jamaica in September. He succeeds Sir Vijay Singh of Fiji whose three-year term has expired.

One of the most popular teachers in Solomon Islands, Sister Lyn Sadler, has returned to New Zealand after 15 years at Goldie College. Her main subject was English, but she was noted throughout Solomon Islands as author and producer of pantomimes. During her stay she and her cast of youngsters took eight different pantomime productions to various parts of Solomon Islands. Sister Lyn belongs to the United Church.

Cook Islands News, published daily by the Cook Islands Government's Broadcasting and Newspaper Corporation, has a new editor — Arthur Taripo, Rarotonga-born and New Zealand-educated. Before taking over the *News* Mr Taripo was with the New Zealand High Commission in the Cooks. The *News* was already in the process of a facelift, following the dramatic July change of government in the Cooks, when Mr Taripo assumed duties.

Rory Scott, director of Papua New Guinea's Office of Tourism 1975-77, has been appointed director of sales, Asia, for Holiday Inns International. He is based in Hong Kong. Before his PNG appointment, Mr Scott worked as a district officer for the



Princess Margaret watches welcoming dancers at Funafuti, Tuvalu: 24 hours later a temperature of 104 degrees Fahrenheit — Photo Bob Hawkins

Government of Fiji and as general manager for Fiji Visitors Bureau.

A World Health Organisation (WHO) consultant who has served in Fiji and Papua New Guinea, Dr Remigio D. Mercado of the Philippines, has been appointed director of health services development and planning in WHO's Western Pacific regional office in Manila.

Felise Va'a, managing editor of *The Samoa Times*, unaware of a court order prohibiting publication of the name of a defendant, allowed the name to be printed. He soon found out that ignorance of the law is no excuse. The Chief Justice, Judge Nicholson, hit him with a \$100 fine for contempt of court.

Detective-Constable Talakai Misi of Tonga helped Queensland police arrest a Brisbane man, subsequently charged with possession of marihuana. On duty with the drug squad with three other policemen, Det.-Const. Misi took part in a raid on a house in Brisbane, where they found marihuana and made the arrest. It was his first practical training exercise on a criminal

investigation course arranged by Rotary International District 960 in Queensland which has paid for his fares and accommodation (PIM November). After two weeks training, with emphasis on drug detection, he started a three-week criminal investigation course. Tonga's crooks — if of course there are any — had better watch out when Misi comes home.

The West German Government has appointed William Keil honorary consul in Apia. Mr Keil is general manager of Morris Hedstrom's in Apia and is also a director of Samoa Holdings, Samoa Paints, the Pacific Commercial Bank, South Pacific Industrials and Samoa Meats. At the time of his appointment, the Samoan Government named Mr Hayo Breckwoldt as honorary consul for Western Samoa in Hamburg, West Germany. Diplomatic missions in Apia now include the New Zealand and Australian High Commissions, the Chinese consulate, a United States consular agent's office, and honorary consuls for France, South Korea, West Germany and Nauru.

Delegate A.P. Lutali has announced from Washington that

PEOPLE

he will not seek another term as American Samoa's Delegate to Washington. His four-year term will expire on December 31. Lutali said that before he took office in 1975 he promised his family, as well as his constituents, that he would serve only one term. 'I am not going to renege on that promise,' he said. 'But it is certainly more than a promise,' he went on. 'As a high chief, I have important responsibilities bestowed upon me by my people under the Samoan customs, including responsibility for the lands and affairs of my extended family and home island. To stay away for another four years would make it extremely difficult for me to meet those traditional obligations. I know I cannot do it from 9 000 miles away in Washington.'

More than 20 million Britons will learn something about Papua New Guinea when BBC television presents *Ilekseen*, a documentary film on PNG's general election last year made by two young Australians, Denis O'Rourke and Gary Kildea.

Ilekseen, (pidgin for election) is the product of joint efforts by the film-makers, British Airways and the PNG Government. British Airways agreed to help with the travel needed to complete the film and then to introduce it to the world market. Connections between Air Niugini's Port Moresby-Hong Kong service and BA's Hong Kong-London service made it easy for O'Rourke and Kildea to commute to Europe. The PNG Government granted them total freedom to put the election story together as they saw it. Prime Minister Michael Somare and Electoral Commissioner James Mileng guaranteed their right to independent judgement on content and to film all campaign activities, including even secret party meetings.

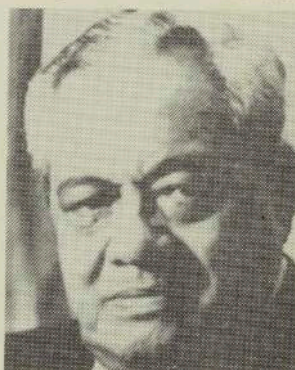
Ilekseen was selected for a showing at the Edinburgh Film Festival. It was such a success there that BBC 2 Television decided to buy rights to show it on the top-ranking programme *The World Around Us*. O'Rourke and Kildea have received invitations to screen



British Airways Port Moresby manager David Graeme (left) with, from left, Denis O'Rourke, Gary Kildea, Electoral Commissioner James Mileng and Prime Minister Somare

Ilekseen at festivals in Toronto, Geneva, Chicago and Los Angeles. The Australian pair have already won the world's premier award for documentaries, the first Grand Prix at MIFED, the annual documentary film festival held in Milan. Their award-winning film also had a PNG theme. It was *Yumi Yer* (a pidgin phrase translating roughly as 'we ourselves') which told the story of PNG achieving independence.

Western Samoa's Prime Minister Tupuola Efi keeps the Samoans reunification pot boiling with a sly dig now and then. Many Samoans believe that



Western Samoa's Salanoa S.P. Aumoeualogo: no deal — Photo: Samoa News

reunification is possible — if not for a long time. But Salanoa S.P. Aumoeualogo, president of the American Samoa Senate, bluntly says: 'I believe one should never waste

time discussing something that shall never happen'. Salanoa, however, who is chairman of the 1978 Political Status Study Commission for American Samoa, told the Samoa News that the question of Samoan unification would probably be on the commission's agenda again. A more earthy comment on reunification came from an American Samoan government driver: 'Why should we? We get everything for free.'

Japanese Hironobu Shibuya, for two years director of the United Nations Information Centre for Papua New Guinea and Solomon Islands, has been transferred to UN headquarters in New York. The resident representative of the UN Development Programme (UNDP) in PNG, Tom Unwin, will act as director of the centre until a new appointment is made.

Australian boxing promoter Norm Salter, for the moment, has won his battle to stay in Papua New Guinea. He was told to leave after complaints, alleged to have been triggered by jealousies in the PNG boxing scene, that he had broken his conditions of residence. Mr Salter went to PNG as a company business manager but it was not long before he got involved in management and training of boxers and fight promotions. Perhaps his greatest success was as manager-trainer of John Aba who has

fought his way impressively to the Commonwealth junior lightweight championship. Prime Minister Michael Somare was drawn into the controversy at one stage and, after several weeks 'exile' in Australia, Mr Salter was granted a temporary visa. Now, 'purely on its merits as an individual application', his request for residence has been met with a residence permit listing him as a 'professional boxing promoter, manager and trainer, permitted to exercise these occupations for two years'.

A senior official of the Papua New Guinea Department of Education, Geno Roakeina, back from a World Bank-sponsored visit to the east African state of Zambia, has said that localisation should take place gradually, realistically and with a degree of caution. He said Zambia had the same skilled manpower needs as PNG, but a presidential decree on localisation had had a paralysing effect on the Zambian economy and public service when skilled expatriates were forced to leave the country. As a result Zambia was now being forced to recruit skilled manpower from Asia.

Captain Clive McIver, an Australian pilot working for the Papua New Guinea airline Talair, is probably not anxious to visit neighbouring Irian Jaya for some time to come. He was an involuntary guest of the Indonesian authorities in October when the aircraft he flew into Jayapura's Sentani airport was impounded for alleged 'illegal entry'. The Indonesian authorities dropped their demand for payment of a \$US600 fine and allowed Captain McIver to return to PNG following intervention with Jakarta by Indonesian ambassador to PNG, Major-General Busiri Surjowinoto. It was the second time Captain McIver has been in command of an aircraft impounded by Indonesian authorities in Irian Jaya. The first was at Merauke in south-east of the province during a period of tension on the border between Irian Jaya and PNG.



DEATHS of Islands People

DR N. N. MALUA

Dr Nacanieli Namosi Malua, 66, after collapsing at a rugby match. Head of Lautoka Hospital's general outpatient department. Dr Malua was widely known in Fiji for his prowess as an athlete and rugby footballer in student days. Leaves a widow and three children.

TUI JOHNSON

William Granger Johnson, better known to people in Fiji as Tui ('Chief') Johnson, has died in Australia at 78. Mr Johnson was the managing director of Carpenters Ltd and gave long service as a member of Fiji's old Legislative Council in the colonial government. Suva's former mayor, Len Usher, in a

tribute in the *Fiji Times*, wrote: 'Mr Johnson's close association with the Fijian people, and his deep concern for their progress and welfare, began in his early youth, when he acquired the name Tui. Ratu Sir Lala Sukuna demonstrated the high regard in which he held him by naming him as executor of his estate.' Mr Johnson lived in Fiji for 70 years.

MRS E. HAVEA

Mrs Etina Havea, wife of Dr Sione 'Amanaki Havea, principal of the Pacific Theological College (PTC), in Suva, Fiji. Dr Havea took his wife home to Tonga for burial.

BOB MACKIE

Bob Mackie has died in Madang, aged 66. Born in the United Kingdom and educated in Australia, he came to PNG during World War II and never left. He worked mainly in the Sepik and Madang areas. Discharged from the army in PNG he became a labour recruiter.

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HEADACHES GALORE IN SOLOMON ISLANDS TRANSPORT

With the euphoria of independence passed, Solomon Islands is now taking stock of the formidable problems it faces in pushing forward the country's economic development. Here, a PIM correspondent, Irene Hawkins, reports from Honiara on a key aspect of the problems — transport of goods by land and sea.

If one visualises that tomatoes or limes have to be carried several miles from a steep hill garden down to the shore; that they then lie there perhaps a day, and often more, because the government schooner is late; then are loaded — if loading is possible with the sea not too rough — into a dinghy to be ferried out to the schooner beyond the pounding surf and are then transported to Honiara, a day's journey away, where the farmer must have a *vantok* to sell the produce for him in the market, one begins to comprehend the formidable transport (and marketing) problems that most Solomon Island farmers have to cope with, if they want to expand their gardens and sell to distant urban centres or even export.

These transport problems on Guadalcanal's southern coast

— aptly called the Weather-coast — may be extreme. Months of heavy rain make transport by lorry on a track along the coast impossible because of the many torrential rivers that cannot be crossed. With no sheltered harbours, schooners are quite often prevented from coming near enough to load and unload in the heavy seas. But to some degree all the islands' transport facilities are grossly inadequate in one way or another, and this is hampering their agricultural and general economic development.

The government is keen to see the cultivation of more cash crops in rural areas. But as long as much of the increased produce would lie rotting on roadside or shore, there is little hope that farmers will be interested in expanding their gardens. In its present development plan for the period 1975-79, the government has earmarked almost half of the \$SI60 million of public capital spending for economic infrastructure projects — that is, mainly for road construction, the expansion and modernisation of the government fleet of boats, the construction of wharves and

telecommunications, as well as a hydro-electric scheme on the Lungga River on Guadalcanal. Most of these projects are still in the early stages of implementation, but some considerable progress has been made as far as roads are concerned, where some 700-800 km have been added in recent years.

While logging stations and plantations have had some form of tracks for many years, the islands have only had public motorable roads of any length since World War II. Now the archipelago's 2000 cars and trucks can drive on about 1500 km of roads, most of them on Guadalcanal and on the neighbouring, densely populated island of Malaita. Only Honiara can boast of any sizeable stretch of tarmac, which was extended recently to the airport, about 12 km out of town, in the course of the general smartening-up efforts for independence. Otherwise it's fairly rough driving over dusty, bumpy, coral rock roads, which are graded occasionally. With no proper drainage provisions most of the roads erode very quickly after a spell of heavy rain. Thus the new transinsular road in North Malaita completed only this year, is already showing signs of erosion.

Despite the progress in road construction, shipping still plays by far the most important role in Solomon Islands transport, both between the islands and in many cases also around

them. About a third of the inter-island fleet of some 150 vessels, with a total cargo capacity of 5000 tonnes, is owned by the government. Some of the missions and churches run their own boats. However, privately owned boats (run by such companies as Markwarth, Coral Seas, Atasi, Kwan How Yuan and others) make up the largest and a growing share of the fleet.

The mounting operating deficit — well over \$300 000 last year, or about 40% of total cost — has forced the government to begin pruning its shipping operations. But it will have to continue to provide essential services to all those islands, which either because of their distance, or of too little business (like Ontong Java or the Eastern Outer Islands), are not sufficiently attractive to private operators. The government has also decided to decentralise shipping through long-term charter to local councils, which should improve utilisation and reduce the subsidy.

Berthing and loading facilities are inadequate at the two main international ports of Honiara and Gizo in the West as well as at other, in local terms important, harbours such as Auki, Yandina, Tulagi and Kira-Kira. They are virtually non-existent at the many small wharves and jetties, where a few tree trunks laid across coral rocks have to make do as a pier. So far the government's plans

TRADEWINDS



Honiara waterfront . . . Inadequate

both to improve berthing facilities and replace some of its ships have been held up by the long-awaited study of route licensing and cross-subsidisation of fare and freight rates. But at last construction has begun of the much discussed new deep sea harbour at Noro on New Georgia to replace the port at Giza.

Vessels from Australia, New Zealand, England and other European ports as well as Hong Kong, Japan and Singapore call regularly at the port of Honiara. During the course of

last year a container service started from Australia. Solomon Islands has recently joined the Pacific Forum Line, which should improve transport and expand trade with its South Pacific neighbours. Containerisation and ever-growing ship sizes are compounding Solomon Islands' shipping problems. With more and more of these large ships likely to come only to Honiara in future, it is vital that this port is built up as an efficient transshipment port. The extension of the Honiara wharf, with

finance from the Asian Development Bank, is due to begin shortly. At the same time a reliable, reasonably fast inter-island distribution service is essential.

Solomon Islands Airways (Solair), the local airline with government participation, which has just celebrated its tenth anniversary, has greatly improved passenger travel to even the most distant islands in the group. It now services 24 airstrips and water ports within the archipelago and clocks up more than 600 000 km a year. It also operates three flights a week to Kieta in Bougainville and weekly flights to Santo in the New Hebrides.

The badly needed resurfacing of the runway at Henderson Airport is likely to be undertaken next year and will be financed by Australian aid.

At present three airlines — Air Pacific, Air Niugini and Air Nauru — connect Honiara with a number of foreign destinations by twice-weekly flights.

For all these improvements in transport in recent years most Solomon Islanders still travel, and will continue to do so for the foreseeable future,

by canoe or on foot on shorter trips, and by schooner over longer distances. This is often because there is no alternative, but probably even more often because they cannot afford any other mode of travel. In the Western Solomons seven out of 10 families own a canoe which costs only a fraction of what a car would cost and is so much more useful almost anywhere in the Solomon Islands except for the few urban centres.

PFL knocks the knockers

The Pacific Forum Line has reacted sharply to what it calls 'misleading comments' in Pacific media on discussions on the PFL by heads of government at September's South Pacific Forum meeting on Niue. Some of these comments suggested the PFL might face serious cash problems.

The line's October newsletter says: 'PFL has no financial problems beyond the normal establishment costs of a largescale new venture. With the introduction of new ro-ro/container vessels in the final quarter of 1979, the line should rapidly come into profit!'

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After thanking exporters and importers for their support, and describing this as 'substantive proof that PFL was needed', the newsletter ends on a 'gung-ho' note: 'The staff in head office, Apia, are in good heart and confidently look forward to being more over-worked in 1979 than this year.'

PNG chases the palm oil market

Apia New Guinea is making a determined bid to increase its slice of the world palm oil market, according to PNG Government information officer, Maclaren Hiari. Although Malaysia and Indonesia still dominate the palm oil scene, PNG is out to double production by 1988, when the world's largest oil palm scheme at Higatura, near Popondetta in the Northern Province, should be in full production.

Costing K45 million in all, the venture is being jointly developed by the PNG Government and the United Kingdom's Commonwealth Development Corporation. The total expenditure also includes a K9.1 million World

Bank loan. The Higatura scheme envisages development of a 4 000 ha nucleus estate by Higatura Oil Palm Ltd, which is jointly owned by the PNG Government and the CDC. In addition, 1 400 smallholders will be settled on 5 600 ha under oil palm surrounding the nucleus estate. A factory capable of processing 60 tonnes of oil palm per hour is being built at a cost of K16 850 000 to provide smallholders and the nucleus estate with processing and marketing facilities.

Land has been made available for the construction of shipping facilities at Oro Bay for the export of palm oil and palm kernels, and a storage tank capable of holding 16 500 tonnes of palm oil will be built at Oro Bay.

W. Samoans tops in 'overstaying'

Western Samoans are the biggest single group of overstayers in New Zealand, according to computer records passed by the New Zealand Government to the Western Samoan Government.

They totalled 1093 as of July

26 out of the 4989 overstayers in New Zealand.

Immigration Minister Frank Gill told parliament that the computer read-outs were provided at the request of the acting secretary of the West Samoan Government.

Drink water from space spin-off

Nineteen seventy-nine will see the launching throughout the Pacific of a revolutionary new water-purifying device to be distributed by Burns Philp's new Enviro Systems department.

Known as SweetWater, it is a portable desalination system producing 800 litres of fresh drinking water daily. It weighs 45 kg and operates on standard electrical supplies.

Developed in the US using the same process of reverse osmosis employed by scientists to enable US astronauts to purify their own urine and drink it, the system has undergone exhaustive scientific testing and has already proved a commercial success in water-short areas in the US and in Saudi Arabia, which recently ordered a large number of the units.



SweetWater: a liquid revolution

SweetWater should be of interest to all who have a need to convert undrinkable into drinkable water — that certainly covers a host of situations on land and sea in the Pacific.

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NEW HEBRIDES: Burns Philp (NH) Ltd

NOUMEA: Guy Limousin, Pacific Yachting

NUIE ISLAND: Nuie Island United

PAGO PAGO: Max Haleck Inc, Burns Philp (SS) Ltd

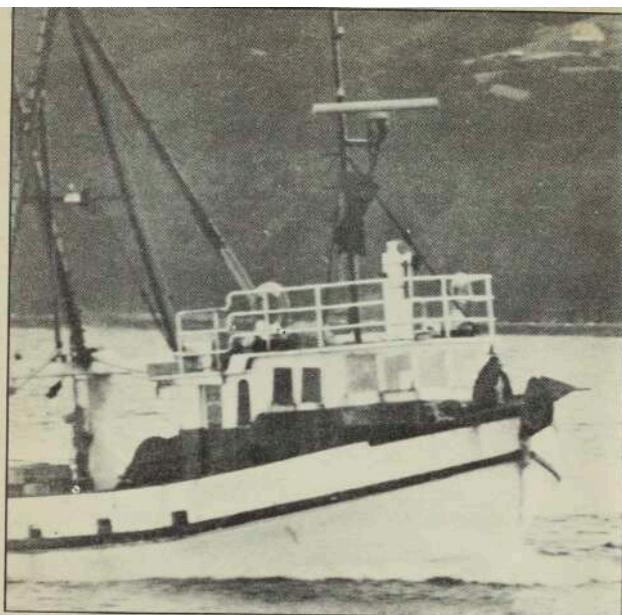
PAPUA NEW GUINEA: KIETA: Nikana Wholesalers, LAE: Faulkner-Tait (NG) Pty Ltd, MADANG: Burns Philp (NG) Co. Ltd, PORT MORESBY: S.A. Heath Co. Ltd, RABAUL: Elvee Trading Pty Ltd, WEWAK: Burns Philp (P.N.G.).

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UNEMPLOYMENT in New Zealand has sparked criticism in the Motueka tobacco fields at the top of the South Island of the Government's decision to allow 186 Fijians to work in the field this summer...

CARLTON Brewery (Fiji) beer sales in the year ended March 31 were \$F9.9 million, nearly half a million dollars up on the previous year, but net profit was down \$74 182 to \$607 952, allowing a 17.5% dividend for the year...

A TROPICAL hardwoods seminar, with delegates from all over the Pacific, was held in Suva last month with the aim of finding ways for regional co-operation in field research...

WARNER Pacific Line's latest acquisition, the *Sami*, is to take over from *Aidan* on the Nukualofa-New Zealand (via Vavau) service, while the *Aidan* will handle the new Nukualofa-Hawaii (via Vavau, Apia, Pago Pago and Christmas Island) service...

W.R. CARPENTER Holdings blamed a sharp profit fall for the year ended June 30 — \$F355 000 from \$10.3 million last year — on adverse trading conditions in Fiji but held its dividend at 11.2 cents a share...

EVERGREEN International Airlines of Arizona has been given temporary authority by the US Civil Aeronautics Board to provide a supplementary service to American Samoa from the US mainland and Hawaii...

AIR NIUGINI's Chicago office, its first in the US, has been opened by PNG Ambassador to the United Nations, Paulia Matane...

THE SHIPPING Corporation of Polynesia, taking over operation of Tonga's inter-island fleet of three, in a move to increase safety measures, has banned passengers from travelling on the cargo barge *Kao*...

CENTRAL Rentals of Fiji is now operating under the name of Hertz, having acquired the international Hertz Rent A Car licence...

GOROKA, Mount Hagen and Rabaul airports in Papua New Guinea are to be upgraded, at a cost of K1.5 million, to take F28 Fokker Fellowship twin passenger jets...

WILLIAMS Shipping Company of Fiji has opened three trans-shipment routes — Suva-Ratuma-Funafuti, Suva-Santo-Port Vila, and Suva-Futuna-Wallis — taking on foreign shipping concerns and the Pacific Forum Line...

THE TRANS Tourist Corporation of Fiji showed a net profit of \$F104 515 in the year ended May 31, \$10 000 up on last year, from sales of \$2.9 million, up 20% on the previous year...

THE ASIAN Development Bank is planning a survey of agricultural prospects in Solomon Islands, Papua New Guinea, Fiji, Tonga, Western Samoa, the Gilberts and Cook Islands...

A CONSORTIUM of three Fiji lumber companies has sold its first shipment of half a million super feet of dakua timber to the US for \$F205 000...

WORK is in progress at the J.J. Sietas shipyard, Hamburg, on two roll-on roll-off container vessels, one each for the Tongan and Western Samoan Governments, both vessels to be leased to the Pacific Forum Line...

A GRANT of Yen 200 million (more than \$WS800 000) has been made by the Japanese Government to Western Samoa to assist in nutrition improvement...

FIJI Sugar Corporation reports a profit of \$F6.69 million from sales of \$97.7 million in 1977-78 and that 1978-79 production is expected to hit a record 400 000 tonnes...

THE PAPUA New Guinea Government is to spend K60 000 on a cement factory feasibility study in the Highlands...

EWINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...

CRUISING YACHTS

The next Sydney-Noumea yacht race is scheduled to start from Sydney on June 16 next year. Organisers expect about 50 entries and that there will be at least one all-female crew. The last Sydney-Noumea race, in 1977, attracted 35 starters.

TRITHEAM, a trimaran, disappeared from the Bay of Islands, Suva, in October after a yacht broker, David Lackey, received inquiries about it from a German, Enrique Daehler, Mr Daehler, his wife, Geb Berthold, and their son, Marius, who were in Fiji, disappeared about the same time. Later, a yacht said to resemble the Tritheam, was seen in Solomon Islands but was not found after Fiji police asked for a check on its identity. Mr.

C.D. Sharma, director of the Fiji Criminal Investigation Department, said Mr. Daehler was wanted by police in several countries to face fraud charges.

● **EOS**, 12.5 m ferro-cement ketch, was a recent arrival in Fiji from San Diego, Acapulco, the Marquesas, Tahiti, the Cook Islands, American and Western Samoa and Tonga. Eos was built by its owner, a nephew of Jerry Schipper of Union City, California, who took us to task for omitting his nephew's name from a previous reference (July). Unfortunately he did not tell us his favourite nephew's name.

● **ULAH**, an Aboriginal name meaning 'Ripple on the water', is a 13 m fibre-glass Swanson from Sydney — the first hull from the mold. In September, Ulah was at anchor with sister ship **SUNBIRD**, in the Marovo Lagoon in Solomon Islands. Al and Cecily Parks sailed Ulah from Sydney in May 1977 with their daughter, Martine, now aged 12. They made their way

north through the Barrier Reef, then cruised the Louisiade Archipelago to Guadalcanal. Martine has acquired a magnificent multi-coloured parrot, Longjohn, which stands watch in the cockpit. On Sunbird are John and Marilyn Morris who sailed from Cairns, Queensland, in August. Daughters Wendy, 20, and Janet, 17, cruise with their parents during school holidays from James Cook University in Townsville, Queensland.

● **SEALOVE**, 9.2 m steel

sloop from Los Angeles, arrived in Vila late September from Fiji. On board were Bob Gibson and Dena Jensen, whose future plans include a stint in Papua New Guinea after extensive cruising through the northern New Hebrides and Solomon Islands.

● **SCORPIO**, an 11.5 m ferro-cement cutter-rigged ketch from Kieta, Papua New Guinea, has been built by Keith and Anne Cree. Plans were to sail from Kieta to Russell in New Zealand.

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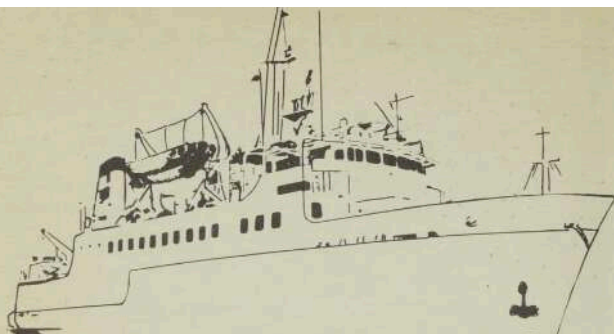
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P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the US.

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

AUSTRALIA - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh, Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street,

Sydney (2-0517).

P & O liners call at 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

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 oper-

ates 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 - TUVALU SAMOAS - TONGA

Pacific Forum Line operates a container, utilised/palletised and reefer cargo service from Melbourne and Sydney to Lautoka, Suva, Funafuti, Pago Pago, Apia and Nuku'alofa. 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, Nuku'alofa; PWD, Funafuti; or Pacific Forum Line, PO Box 655, Apia; W Samoa.

AUSTRALIA - NORTHERN MARIANAS - MICRONESIA

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

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

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney to Nuku'alofa, 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, 333-339 George Street, Sydney (2-0238).

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

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

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) and NGAL/PNGL Operate chief Container Service from Australia to PNG-Solomon Islands ports on joint slot sharing basis. Three container vessels operate on 28-day turnaround 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).

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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), Rabaul Niugini Pty Ltd, Rabaul (92-2911).

Karlender New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul.

Details from Karlender (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, 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 New Orleans; calls at other 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 - USA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, to New Orleans, Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty

Ltd, 1 York Street, Sydney (27-2041), Trading Co, Honiara (389).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, Nedlloyd) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Nedlloyd operates monthly cargo service with three ships from Surabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

China Navigation Co, with three ships operates a monthly cargo service from Japan to New Zealand calling at Lae on return journey.

Details Nedlloyd, 8 Spring Street, Sydney (2-0522).

FAR EAST - MID-S. PACIFIC

China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Kyowa Shipping Co. Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomon, 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, Kieta, 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 - N. CALEDONIA - N. HEBRIDES - PNG - SOLOMONS



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AUSTRALIA:

The Australian National Line, 50 Queen Street, Melbourne.
Union Bulkships Pty.Ltd., 333-339 George Street, Sydney.

GILBERT ISLANDS:

Gilbert Islands Shipping Corp. P.O. Box 495, Tarawa.

FIJI:

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:

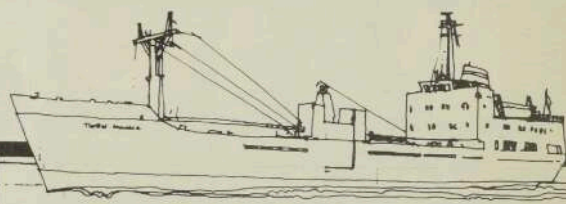
Steamships Trading Co. Ltd. P.O. Box 1, Port Moresby.

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Telex: Shipping RG 2002

Tahiti: Compagnie Maritime Polynésienne, PO Box 368
Papeete. Telex: Taporu FP 258

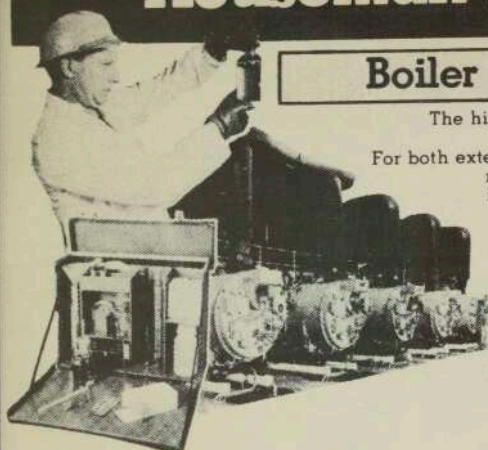
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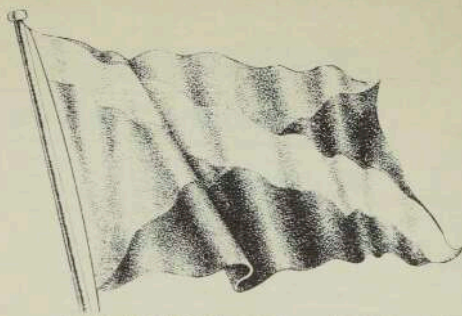
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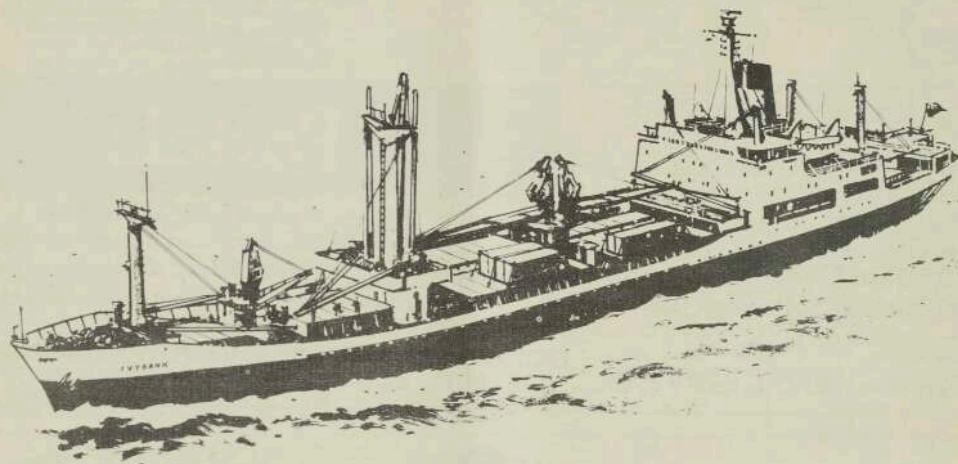
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PIM has been advised that no name has yet been decided for the fishing company to be formed in East Sepik Province, Papua New Guinea, which was named as Star-Kist in a report in PIM. Tradewinds, November. PIM's statement was based on information appearing in a press release from the PNG Office of Information, Port Moresby.

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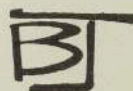
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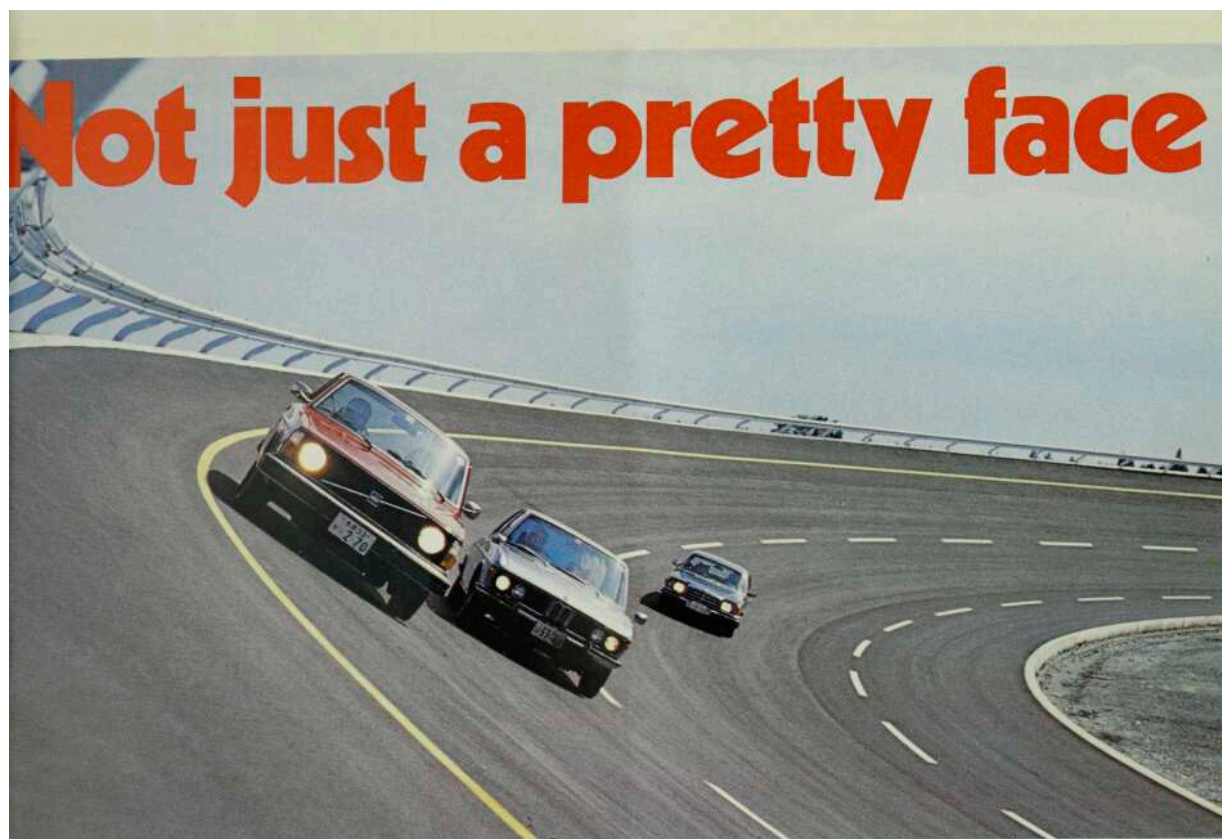
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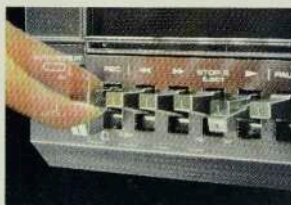
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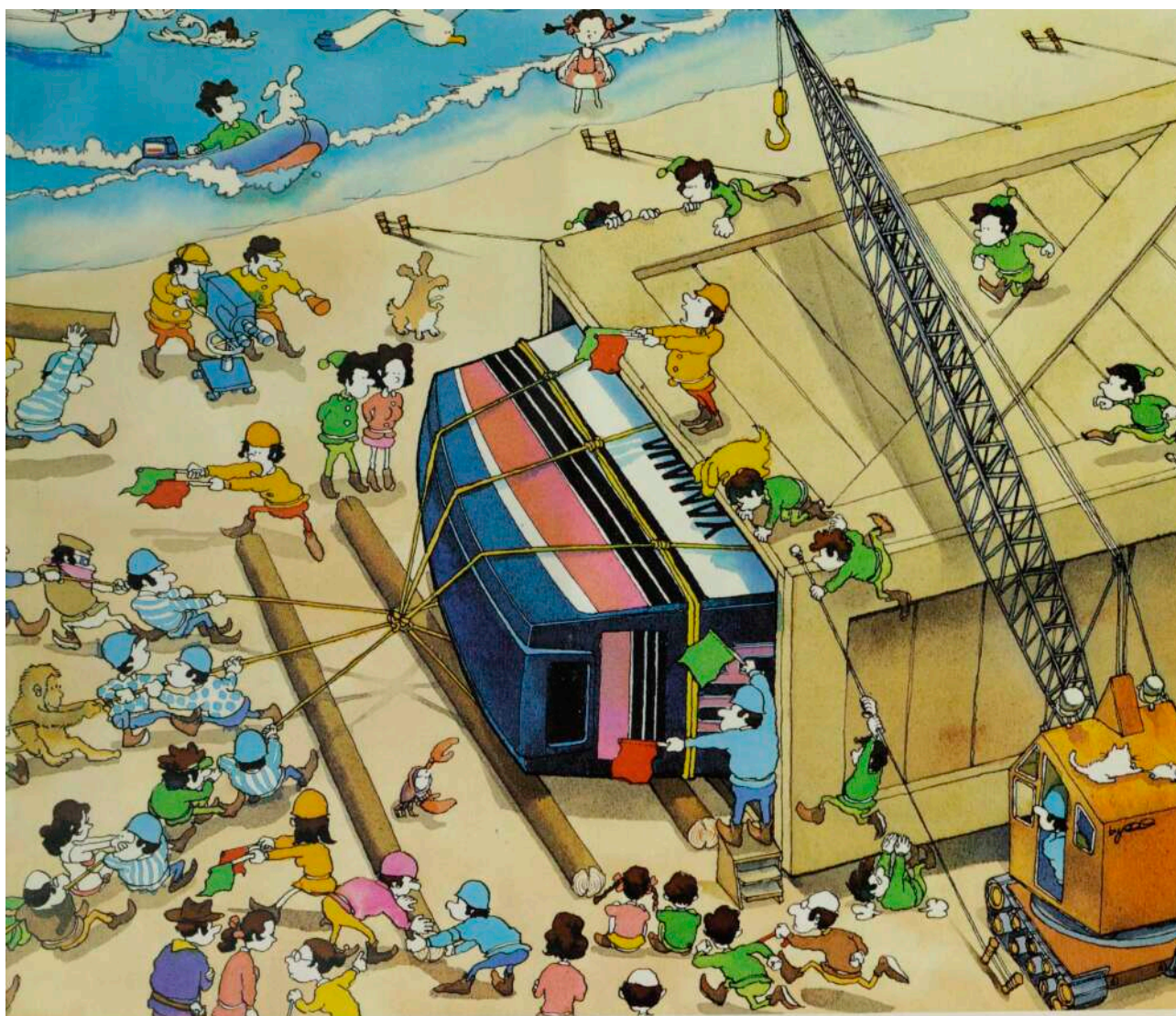
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