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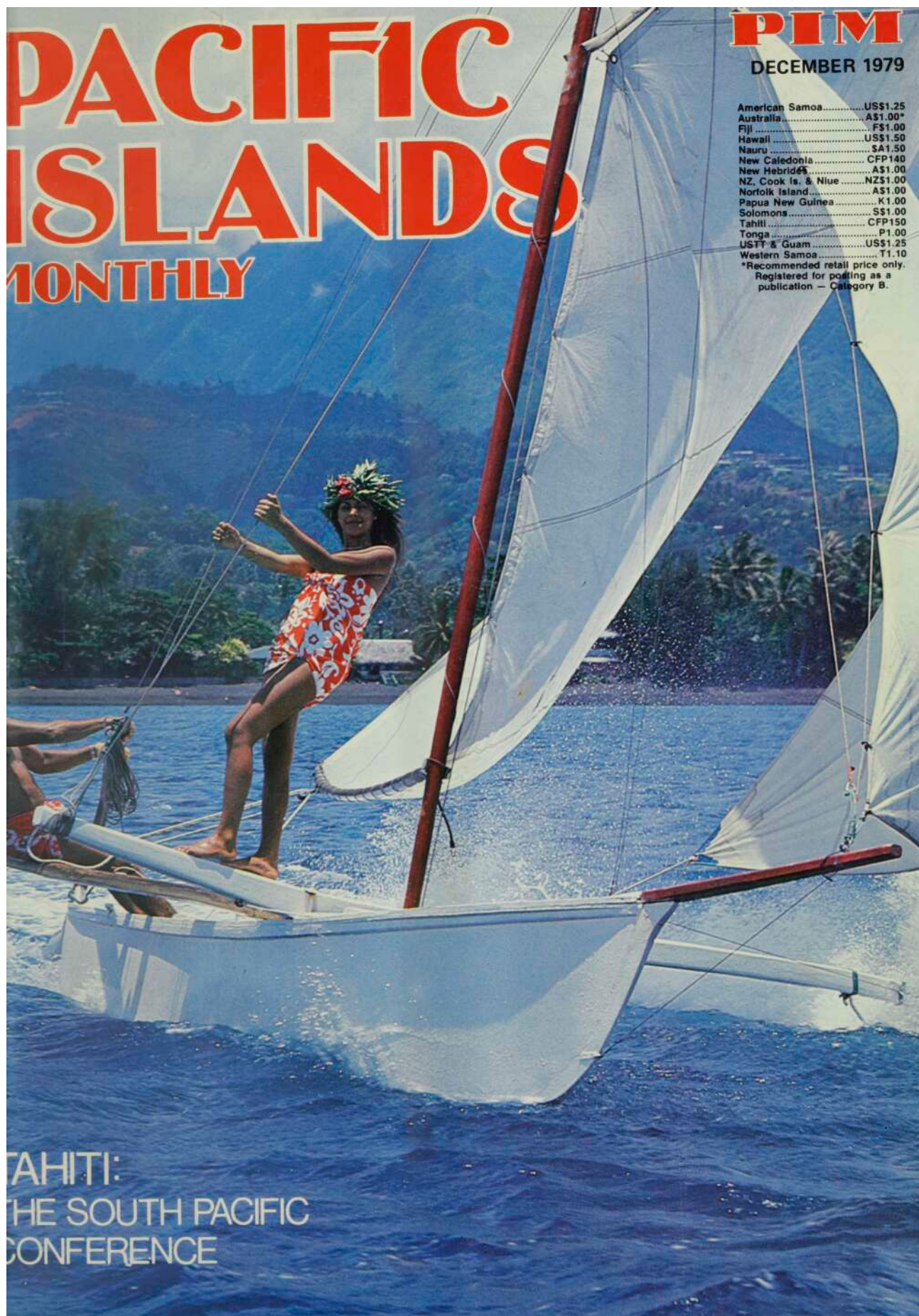
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Cover: Sights like this one greeted delegates to October's 19th South Pacific Conference, the first ever held in Tahiti. Photo: Teva Sylvain.

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Tahitian takes on Mr Olewale

I am a Tahitian student studying in Auckland and I am greatly disturbed with the statements made by the Minister of Foreign Affairs for Papua New Guinea, Mr Ebia Olewale, concerning French Polynesia's relationship vis-a-vis France. As far as I am aware, Mr Olewale is not Tahitian which renders his pronouncements on the subject meaningless as he has neither a right nor interest to say so.

The Prime Minister of French Polynesia, Mr Francis Ford, has categorically stated that French Polynesia does not seek full independence but rather internal autonomy, not unlike the relationship which the Cook Islands enjoys with New Zealand, and that of American Samoa with the U.S.A. Pro-independence parties have put forward candidates in the elections for the Territorial Assembly and their lack of success has conclusively proved that the majority prefer internal autonomy rather than dependence.

Complete independence would mean the standard of living in French Polynesia, which is the highest in the South Pacific Islands after American Samoa, would fall. Unlike Papua New Guinea, French Polynesia does not have vast mineral resources to export (although this fact has not raised the standard of living of the ordinary people in Papua New Guinea).

I submit to Mr Olewale that it is a fundamental principle of international law that the domestic affairs of a country are beyond the bounds of interference by another. Of course in the context of his statement it must be realised that the rule of law in Papua New Guinea does not seem to be observed at all. A PIM cor-



PNG Minister for Foreign Affairs Ebia Olewale in Tahiti in October, with French Polynesian Government Councillor Maco Tevane.

respondent reports in the October 1979 issue, page 66, that 'there has been a massive upsurge of lawlessness in the urban areas, particularly in Port Moresby' and 'peaceful and law-abiding citizens are afraid to walk around at night, or for that matter even by day, for fear of being beaten up, robbed or raped'.

Also the abuse of law by the Papua New Guinea Government in pardoning one of their ministers after being imprisoned, indicates the degree to which the rule of law is not observed in Papua New Guinea. Unlike Port Moresby, Papeete is a safe town to live in and our people do not have to build 'six foot high security fences' (p66) for fear of their lives and property. Tahitians do have respect and faith in the judiciary and our politicians are not above the law.

It would be interesting to hear the answers of Mr Olewale to a number of pertinent questions I would like to ask. Why hasn't the Papua New Guinea Government protested about the invasion by Indonesia of Papua New Guinea's close neighbours Irian Jaya and East Timor? These invasions have effectively clogged these peoples' rights to self-determination. Would the Papua New Guinea Government consider it a gross interference in their own domestic affairs? Should Tahitians help the Bougainville Island secessionist movement in its push

for independence from Papua New Guinea?

In conclusion it seems obvious that Mr Olewale ought to ensure the domestic affairs of his own country are in order before he ventures on to the international scene, and the future of French Polynesia is to be decided by French Polynesians on our own terms, not those of Mr Olewale.

TITAU DE MONTLUE (Ms)
Auckland, New Zealand

Mr Olewale's performance at the South Pacific Forum (and later the Conference), and his so much expressed concern for the freedom and independence of others, appear to be in contradiction with the historical facts. They do not eliminate the reality that Mr Olewale and his government not long ago virtually betrayed and sold their own brothers and sisters into slavery and exploitation.

Hiding behind the incompetence of the United Nations to settle the disputes of racial and national minorities, and depending constantly on the advice of Australia's Mr Peacock, offers little hope for freedom-seeking Pacific Islanders, as it is hardly a promotion of Papua New Guinea's 'independence'.

Under the circumstances, perhaps Mr Olewale should be the last one to advise and talk in terms of 'decolonisation' and 'independence' of others, as frustrated freedom-seeking Islanders could be driven towards the end of the scale, throwing the so much promoted 'regional stability' off balance.

FRED EISERMAN
Cairns, Qld, Australia

PS: The trouble is to find an unbiased, fact-accepting Australian publisher.

Percy Chatterton and PNG students

After reading in 'Afterthoughts' (PIM Aug p40) some stirring comments on the strikes at the University of Papua New Guinea, I too have been stirred into reflection. Perhaps Dr Chatterton isn't the old grey stallion he used to be! Could he at his age and with

his maturity of experience be a little more wise, tolerant and humane?

Initially his airy-fairy journalism is little more than irritating! I quote: 'It seems beyond reasonable doubt that these periods of student unrest were accompanied by acts of intimidation, violence and vandalism; by wild ultimatums and threats of national disruption; and by an arrogant assumption that the laws of the land and the authority of the courts do not extend to the university campus.' It is definitely beyond reasonable doubt that these accusations are but the personal view of a critic who has neither the interests of one party nor the other at heart — such idle thoughts are liable to aggravate an already irritating problem, especially coming from someone whom the utmost respect is held for in Papua New Guinea.

It is also a pity that the writer doesn't try to analyse the problem and offer some fatherly advice, rather than give us a lecture on the misuse of language. The reason for the action taken is far more important than any matter of language.

It is wonderful to see the university developing into a body of questioners. Surely it is a purpose of the educated to ever be critical — criticism can be constructive. The change in student attitudes is to be welcomed and encouraged. Outside encouragement is just as important and ideas gleaned from visiting academic staff can indeed be as educative as a set syllabus. A 'strike' by students in PNG is as appro-



Percy Chatterton

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LETTERS

appropriate to those concerned as the recent one-day national strikes were inappropriate to those forced to participate in Australia and New Zealand! At least these students are a normal and healthy body of responsible adults!

With the question of fees, it would seem unfair to isolate PNG when most tertiary students around the world and especially in Third World countries such as PNG receive some form of governmental assistance. Surely any government would see it as an investment in the future of the nation to educate a portion of the community at a relatively small cost to provide for the leadership requirements of the future. These students' parents can't be held responsible all their working lives for their children, who by this age are fully fledged adults, and in the case of PNG are many miles away from home and whose parents are more often than not involved merely in a subsistence-type economy.

At a time when students' needs have never been greater, especially financially, it is so disheartening to see the editors of the Pacific's leading magazine supporting such a discriminating and prejudiced article.

With all due respects, I remain,

WILLIAM G. HAWKESWOOD
Auckland, New Zealand.

Yachties and Tonga (1)

I refer to an article in PIM August 1979, by a Mr Jimmy Cornell. In the article he referred to restrictions of foreign yachts' movement in Tonga as a stern and to the increasing unfriendliness encountered in the islands as untypical of Pacific hospitality. He concluded that the reason for the growing unfriendliness and the restrictions was shortsightedness.

The article raised a few questions in one's mind. Unfriendliness from whom? The local people or the local authorities? Is it really unfriendliness in the true sense of the word? If the unfriendliness that he referred to is the security measures taken against trouble makers

(marijuana growers and drug smugglers for instance) by the local authorities, then I would say that the article was biased, unfair and a perfect example of shortsightedness on the writer's behalf.

If laws and regulations are laid down by local authorities for the movement of foreign yachts and the activities of their crews in the islands because of a handful of troublesome yachties, then it's just tough luck for the innocent ones. They would just have to abide by the laws and regulations while they are in the islands, irrespective of their nationalities, how long they have been sailing, or how many countries they have cruised in.

Having read the article, I'm tempted to believe that Mr Cornell would also term the security-screening of passengers and their luggage in any international airport by customs officials as shortsighted and unfriendly. As he would know, all passengers, regardless of their records or nationalities, are subjected to security checks in all international airports. So the separation of the sheep from the goats would be impractical in this situation. The local authorities in the islands are also faced with the same situation and therefore are compelled to deal with it as best as they can.

Mr Cornell suggested that local authorities should learn to separate the sheep from the goats. How? How do you tell a bad yachtie from a good one? Can you tell by his clothes, the size, appearance or colour of his yacht?

As for marijuana growing or the introduction of expensive drug habits, we've already got more than enough troubles coping with alcohol-associated problems, let alone drug problems which even the wealthy Western nations are having troubles trying to solve. So precautionary measures taken against the introducers of these habits can't be called shortsightedness by any sensible, thinking person. A country in which a clerk earns \$11 a week would find it impossible to cope with these problems.

In his article Mr Cornell mentioned that cruising yachts contribute a source of income to the local people by buying carvings, baskets, tapa cloth, shells and local produce. That is an old argument used by liquor importers and brewers in the islands. They claim that marketing of liquor is a source of revenue for the governments. But the fact is the revenue collected from the sales of liquor compared to the money spent on alcohol-associated problems each year is grossly minute. I'd say that some yachties are more a source of trouble than a source of income. Due to this, we would rather restrict the movement of foreign yachts and closely monitor the activities of their crews than act the dumb, friendly natives just to sell a few carvings.

Having cruised in 40 countries in four years doesn't mean Mr Cornell understands our problems and therefore can tell us what to do. We know the problems we are confronted with and will take the best possible measures to alleviate them, even if it means some inconvenience to the helpful yachties.

We may be friendly and hospitable, but only to a certain extent, as all human beings are, and certainly not when our friendliness is abused. If you respect us and the laws and regulations of our countries we'll treat you accordingly.

RICHARD N. IROSAEA
Queensland Agricultural College
Lawes, Qld, Australia

Yachties and Tonga (2)

Jimmy Cornell (PIM Aug p71) in his article about the movement restriction in the Tonga group considered it as being shortsightedness. He also raised the question of separating the goats from the sheep without offering any idea of how it could be done. The restriction may not be a panacea to the problem of 'yachtie phobia' and may inconvenience some, but at least it is the only way of controlling undesirable yachtsmen who are making it hard for the few good yachties (if there are any). If there is anyone to be blamed, it would

be his fellow yachties and not the local authorities.

Cornell is also concerned at the increasing unfriendliness encountered not only in Tonga but in other Pacific islands. Perhaps this is not a sign of unfriendliness but an indication of the growing awareness by island authorities of the selfish attitudes of the *palangis* who have exploited our shores for many centuries. Also we, the islanders, no longer want to play the dumb friendly native with the big smile, but want to make use of our limited resources, which include our reefs, the breeding ground for many fish and shellfish, our major source of food.

As a Tongan I regard our laws as laws to be obeyed, irrespective of who or what you are, and any foreigner breaking the laws is to be punished in the same way we would be punished if we break the laws of other countries. The laws are to protect us and our resources and not be abused by a selfish *palangi* yachtsman whose only interest is to satisfy his selfish need irrespective of its consequences. If Cornell had done his homework and did some investigation in Fiji, New Hebrides and New Caledonia he would have found out that the load of black corals taken by yachties is not just a vicious rumour but pure fact. As a responsible journalist he should have checked both sides of the fence before making such conclusive accusations against the local authorities for their 'shortsightedness'.

The contribution of \$10 000 by the yachties to Tonga's economy may sound much, but how long is it going to continue if all of a sudden there is nothing for them to come for — no more black corals for them to steal? They may have spent a few dollars in the period they hang around the harbour but one wonders how much they make in selling those black corals? I would consider it shortsightedness if the local authorities had not taken some action to try to prevent these pests from destroying one of our most important resources.

TEVITA SIOKATAME
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Pacific Report

NEW TESTING METHOD ON MORUROA

The coral *motus* that compose Moruroa Atoll have become so saturated by underground nuclear explosions that the French are now planning underground nuclear test explosions in shafts drilled into the centre of the lagoon rather than on the edges as in the past. This decision has been forced upon the scientists as a result of the controversial accident of July 25 (PIM Nov 11) which caused a tidal wave which injured seven on the atoll and which, it has been alleged, sent radiation into the sea. The July 25 explosion took place after a nuclear device had become stuck and was detonated part-way down a shaft drilled into one of the *motus* known as Ara. The explosion caused an underwater subsidence of the side of the mountain upon which Moruroa Atoll is built, causing the tidal wave. President of the Territorial Assembly Frantz Vanizette told PIM in Papeete in October that drilling into the *motus* there might only be 1 km of basalt between the point of explosion and the open sea. But by drilling to the centre of the lagoon the scientists would be drilling into the heart of the undersea mountain, and would have as much as 20 km between the explosion point and the sea. Moruroa is a coral reef measuring about 9 km north to south and 23 km east to west.

SOMARE SUPPORTS DISSOLUTION

Papua New Guinea's Prime Minister Michael Somare supported a motion in early November to dissolve the PNG Parliament. But the move was defeated. Speaking on a motion moved by Sir John Guise which called for the dissolution on the grounds that the credibility of the government and the whole parliament was at stake as a result of the Rooney affair, Mr Somare said he was supporting the motion in a personal capacity, and not as leader of the government. The Health Minister and leader of the United Party, Raphael Doa, opposed the motion, saying it would only confuse the people more.

PACIFIC PRESS, RADIO HEADS MEET

Newspaper editors and radio officials from South Pacific countries met on the Fijian island of Toberua in November for a seminar on the subject of the needs of a free, strong press, including broadcasting services, in the region. The seminar was organised by the Pacific Islands News Association under a grant from the Asia Foundation. PIM was represented by its editor/publisher Stuart Inder.

TONGA'S KING KNOCKS BACK LAND BILL

King Taufa'ahau Tupou IV of Tonga has refused the royal assent to a controversial amendment to the kingdom's land act which would have provided for confiscation of land owned by Tongan citizens absent from the country for more than two years.

HAWAII PROTESTS ON N-SHIPS

The Honolulu City Council and the Hawaii County Council have protested against the docking of the sister ships *Pacific Fisher* and *Pacific Swan* in the islands. The vessels carry spent nuclear fuel from Japan to the UK and France for reprocessing.

APOLOGIES TO SOLOMONS FROM U.S.

Presenting his credentials to Solomon Islands Governor-General Maddeley Devesi in November, the new US Ambassador Harvey Feldman apologised for an incident during the previous week in which helicopters from passing US warships flew over Solomon Islands territory. The Honiara government had protested strongly against what it called a 'peaceful invasion' of its territorial waters and air space.

RATU MARA AND THE CHIEF JUSTICE

In the wake of Papua New Guinea's Rooney Affair, it was the turn of Fiji in November to experience strains in relations between government and judiciary. Early in that month, a major behind-the-scenes political stir arose with the disclosure by Prime Minister Ratu Sir Kamisese Mara that he had written to the chief justice, British expatriate Sir Clifford Grant, suggesting he step down within six months in favour of a local judge. Grant, formerly of Hong Kong, has been in Fiji 10 years. The chief justice responded somewhat stiffly, pointing out that only the

'appointing authority' (in this case Governor-General Ratu Sir George Cakobau) had the power to remove the chief justice. His inference was that the prime minister could be interfering with the judiciary. He wrote briefly to the governor-general pointing this out, but adding that should it be decided he should go, he would do so. Opinions were sharply divided between supporters of the prime minister and of the governor-general on the move which, some said, was related to the celebrated 'Flour Mills' court case (PIM Aug p 31). Prime Minister Mara went on air to the nation on Day 2 of the affair to say that he had sought in his letter merely to advise the chief justice of his opinion. Legal opinion in Suva seems to back the prime minister, despite the chief justice's interpretation of Section 14(1) of the Independence Document. Prime Minister Mara was later summoned to Government House and an early announcement by the governor-general of the chief justice's retirement was expected. Speculation among politicians and lawyers was that Sir Clifford's replacement would be Mr Justice Kermode, one of the court's three puisne judges.

NEW HEBRIDES TO THE POLLS

As PIM went to press, a vital new stage was under way in the New Hebrides' long march to independence — the holding of the country's first nation-wide elections. Full cover in PIM January.

EEC LINKS COLOUR NZ VIEWS

New Zealand Tourism Minister Warren Cooper told the South Pacific Conference in Papeete that it was for the French Pacific territories themselves to determine what they wanted in association with France. He added: 'New Zealand has close ties with the South Pacific and with the EEC.' It was the first time a New Zealand minister had said publicly what many have been saying privately for years: that New Zealand's EEC links colour its attitude to independence for French Pacific territories.

CRIMES OF VIOLENCE JUMP IN FIJI

Violent crime in Fiji jumped more than 70% in the first nine months of this year compared with the same period in 1978, according to the country's Commissioner of Police John Orme. The official figures showed that a very large number of the crimes arose from excessive drinking. Despite the increase in violent crime, the overall figure for reported crimes was down by 282 cases.

DECEMBER 12 REFERENDUM ON NORFOLK

Norfolk Island voters are to have a referendum on December 12 in which they can either support the proportional representation method of voting used to elect their new legislative assembly in August, or revert to the first past-the-post system by which the old Norfolk Island Council was elected. A PIM correspondent on the island reports that the result was expected to be close.

FORUM SAMOA IS LAUNCHED

The Pacific Forum Line's new container ship, *Forum Samoa*, has been launched in Hamburg. The vessel, with a capacity of 322 containers, and said to be among the most sophisticated of its kind in the world, is part of a German aid programme to Western Samoa. It sailed under PFL colours from Hamburg on October 18 and was expected in Apia on November 30.

435 000 SOLOMON ISLANDERS BY 2000?

Solomon Islands' Statistics Office has predicted that if the country's population growth continues at its present rate of 3.4% a year there will be 435 000 Solomon Islanders by the year 2000, more than double the present figure.

SOLOMON IS.-SWEDEN DIPLOMATIC LINKS

Solomon Islands and Sweden have established diplomatic relations at ambassadorial level, bringing to 10 the number of countries with which Solomon Islands has diplomatic ties.

W. SAMOA ASSEMBLY MEETS

Western Samoa's legislative assembly met for the first time on November 13 since the country's eventful general elections in February.

'EMIGRATION IS PACIFIC KEY' — REPORT

Hope for thousands of Pacific islanders could depend on large-scale emigration to Australia, New Zealand and North America, according to an economic survey issued by the Asian Development Bank. The survey said in view of lack of resources, 'the

acceptance of a no-growth state of affairs may be the only realistic option for the small countries'. 'No-growth' did not necessarily mean poverty, provided people were able to migrate, either permanently or temporarily, the survey said.

SPANISH ENVOY ON TORRES' TRACK

Spain's Ambassador to Australia Don Carlos m. Fernandez-Shaw and his wife have visited Torres Strait to retrace the track of the Spanish explorer Torres through Endeavour Strait in 1606. With the Spanish party by invitation was Captain Brett Hilder, the authority on the navigation of Torres. Also present was Captain John Foley, a Torres Strait pilot. The ambassador and his party later visited sites of interest in the history of Spanish Pacific exploration in Papua New Guinea, Solomon Islands and the New Hebrides.

PNG LEADERS' SKELETONS IN CUPBOARD

Papua New Guinea's public leaders have debts of at least \$A178 000 which they have made 'little or no attempt to settle', according to the PNG Ombudsman's Commission. The debts did not include normal loans, dishonoured cheques or monthly debts, but only debts investigated by the commission after complaints. The report said 24 MPs, including some ministers, had debts totalling \$132 308; departmental heads \$9619, and statutory authority members \$36 094.

PAYING FOR KWAJALEIN

Marshall Islands President Amata Kabua has announced that the US Government has agreed to pay \$US6 million next year for the use of the Kwajalein missile testing range. President Kabua said that after the projected end of trusteeship arrangements in 1981, the US would be paying about \$8 million a year for use of the range.

NEW CALEDONIA: AN AFRICAN VIEW

'There's no difference between New Caledonia and Zimbabwe where the coloured people are concerned,' said visiting African personality Dr Francis N'Gombe in Sydney in November. Dr N'Gombe, millionaire expert in modern and traditional African medicine, had just visited Fiji, the New Hebrides and the French Pacific territories.

FIJI OFFICIAL ARRESTED IN SYDNEY

Director of the Fiji Government's Business Opportunity and Management Advisory Service, Leslie Furness, has been arrested in Sydney, Australia. He faced a false pretences charge from the New South Wales police and a Commonwealth police charge alleging an earlier departure from Australia without consent. Sydney police said Mr Furness had warrants totalling \$16 000 outstanding against him.

THE PFL WILL STAY IN APIA

The headquarters of the Pacific Forum Line will remain in Apia, Western Samoa. The decision was reached after tough discussions at a meeting of regional transport ministers in Apia in late October. Ministers rejected arguments that the HQ should be moved to either Suva or Auckland, including claims that Apia's communications network was inadequate. Fighting hard for retention of the HQ in Apia, the Western Samoa representative pointed out that Apia's communications facilities would be vastly improved with the opening next year of Western Samoa's earth satellite station.

RHINOCEROS BEETLE BUGS U.S. NAVY

The humble rhinoceros beetle, ruinous pest on coconut plantations in many Pacific countries, is impeding the freedom of movement of the mighty US navy. Captain Harold Lewis of the visiting 18 000-tonne guided missile cruiser USS *Chicago* told a November press conference in Sydney that he had planned visits by the vessel to a number of island countries on its way back to base in San Diego, California. But he had had to change plans substantially because of bans by some island governments on visits by ships which had recently visited countries believed infested by the rhinoceros beetle.

TUVALU FINES KOREANS \$25 000

The master of a South Korean fishing vessel, *Samsong No 16*, has been fined \$25 000 for illegally fishing in Tuvalu waters. In July a Taiwanese ship was fined \$20 000 for the same offence (PIM Sep p8). (See Tropicalities.)

LANDSLIDE KILLS TWO IN AMERICAN SAMOA

American Samoa's 'biggest landslide in years' has killed two young people and left six families homeless at Nuumasee-tagata.

USP HOLDS 'PACIFIC WEEK'

Theme of the annual Pacific Week held by the University of the South Pacific in October was 'Decentralisation and Sharing of Resources'. Purpose of the Week is to increase understanding of each other's cultures among Pacific peoples.

PNG TO GET TOUGH ON PROVINCES

The Papua New Guinea Government plans to arm itself with new powers enabling it to sack provincial governments outright. The proposed laws will give the government direct power to suspend provincial administrators who abuse their privileges or misuse public money.

MICRONESIAN TOURISM BODY FORMED

Representatives of the various governments in the US Trust Territory of the Pacific, together with Guam, Northern Marianas and the Republic of Nauru, have signed documents on Saipan creating the Micronesian Regional Tourism Council. The signing took place following a three-day conference of officials from these Micronesian governments.

VD UP IN SOLOMON ISLANDS CAPITAL

There were 100 cases of gonorrhea discovered in Honiara, capital of Solomon Islands, in the first three months of 1979, a dramatic increase over previous rates. There were also six cases of syphilis, a disease previously unknown in the country.

ELI BONAY IN PNG

Eli Bonay, the Irianese who was first governor of Irian Jaya after its incorporation into Indonesia, has crossed into Papua New Guinea. The PNG department of foreign affairs confirmed that Mr Bonay had crossed the northern end of the border and contacted officials at Vanimo.

RACE TO BE 'COCK OF THE WORLD'

Which will be the fastest yacht in Sydney Harbour on December 16? The Cruising Yacht Club of Australia and Burns Philp, one of the Pacific Islands' big traders, will find the answer with the help of some of the world's leading yachtsmen who will be in Sydney for the Sydney-Hobart classic, along with the yachtsmen arriving after the *Parmelia* (England) to Western Australia. They will take part in the bi-annual Burns Philp International Maxi Race over 40 nautical miles. The winner will take the Cruising Yacht Club of Australia's trophy 'Cock of the World'.

BP PROFIT UP 27%

The 1979 annual general meeting in November of Burns Philp & Co Ltd was told that the group had recorded a 27% increase in profit to \$14.3 million in the year to June 30, 1979. Chairman J. D. O. Burns said that although there were variations from place to place, the group's Pacific area operations had been helped overall by the general economic stimulation flowing from buoyant commodity prices.

ANGUS SMALES IS NEW PIM EDITOR

Angus Smales is to become Editor of PIM from March 1, 1980. He joins the magazine in its 50th anniversary year. Mr Bob Hawkins has relinquished the post to go into freelance journalism. Mr Smales, 50, has represented the *Herald* group of Melbourne in Port Moresby for the past 13 years, at the same time serving as PIM correspondent in the Papua New Guinea capital. His experience of islands journalism began as far back as 1956 when he went to Rabaul in the then Trust Territory of New Guinea to work on a short-lived revival of the *Rabaul Times*, a paper edited before the Pacific War by the late Gordon Thomas (*Tolala* of PIM). In his time in Port Moresby, Angus Smales has become widely known and respected for his interviews and commentaries on the PNG scene for the Australian Broadcasting Commission and the PNG National Broadcasting Commission. He has accompanied PNG delegations on visits to Pacific and Asian countries, including state visits by Prime Minister Michael Somare to China, the Philippines and Indonesia. In 1978 he was invested by PNG Governor-General Sir Tore Lokoloko with the Independence Medal of Papua New Guinea for services to the community through journalism. As Editor of PIM Angus Smales will have his home base in Sydney, along with his wife Betty and their two children.

These four people, photographed in Papeete, span between them the full 32-year history of the SPC. From left they are Dr E. Macu Salato, of Fiji, immediate past secretary-general, Mr W. D. Forsyth, of Australia, the SPC's first secretary-general, 1948-51 and, again, 1963-66, Mr Young Vivian, of Niue, current secretary-general, and Miss Simone Exbroyat, SPC conference travel officer, who is the longest-serving SPC staff member, and who has attended every one of the 19 South Pacific Conferences. Mr Vivian carried off this, his first conference as secretary-general, in great style.



It's the little people who call the Islands tune

The most successful speech made at the 19th South Pacific Conference held in Papeete was from David Buffett, sole representative of the Australian Pacific territory of Norfolk Island (population 1800). It was informative, relevant and witty, as most successful speeches are. But, more importantly, it was a speech whose delivery was significant to the future of the South Pacific Commission because it was further proof of the SPC's need to continue.

Little Norfolk Island is the home of the descendants of the Bounty mutineers. The entire population of Pitcairn moved there in 1856 because Pitcairn was becoming overcrowded. A few homesick families later returned to Pitcairn (the basis of the tiny Pitcairn population of today) but most remained and prospered.

Although they consider themselves as part of the Pacific Islands community, as they are, Norfolk Islanders have not taken part in the SPC because they have not been permitted to by Australia. But in August, Norfolk Island got a measure of self-government with the establishment of an elected nine-man legislative as-

The South Pacific Commission does have a future, and its annual South Pacific Conference, this year attended by more than 150 people in Papeete, will continue to be successful because it is the forum in which the small Island territories can have their say. That's the way STUART INDER sees it in presenting this report on what he thinks went on at the big conference.

sembly, and Australia has promised progress to self-government within five years.

So in September Norfolk Island sent its first team to the South Pacific Games (and won a commendable number of four medals), and in October David Buffett, who is Norfolk's chief minister and a great-great-grandson of one of the mutineers, appeared in Tahiti as Norfolk's first representative at any South Pacific Conference.

He was there as an 'adviser' to the Australian delegation, which is a traditional way of introducing new boys to the commission. So well did Mr Buffett use his opportunity and so well was he received by the conference that there should be no further doubt about Norfolk Island's right to be there on its own behalf, with higher status than adviser.

David Buffett served to remind the conference of its own value in the Pacific. It was, he said, a forum at which Island

people could express themselves and co-operate in the concept of regionalism; it was a means of fostering and developing the flow of local products and technical knowledge of use to all of them; it was a means of islands gaining access to all kinds of assistance. But, finally and importantly, it was a means of extending friendships and goodwill, and Norfolk Islanders, who were 'intensely proud of their history', were clearly within the Pacific community and thus very pleased to have at least a more direct representation at the conference. He was warmly applauded by the full conference, which is unusual.

This was a successful conference, and its continuing success depends on the presence of the Norfolk Islanders of the Pacific — the involvement of Niue, Tokelau, Tuvalu, Kiribati, Wallis and Futuna and others, for it is these small islands which understand the problems of the Pacific and the

need to continue the close sense of family if the islands are to survive and prosper as a regional identity.

It is the small islands who now have the task of reminding the big Islands states of their grass roots, and the big islands which forget this do so at peril for all.

The advent of the South Pacific Forum, to which only independent or fully self-governing islands may belong, must not be allowed to pose a threat to these annual conferences. But it could if the big Forum members become insensitive to the needs of islands that have neither the land nor the resources for development.

In my week at Tahiti I found it instructive to watch the interaction develop between the Forum powers and the small territories. The larger Forum powers are being hoisted to the exposed position on the coconut-shy once reserved for the metropolitan powers. Some will learn that to the little fellow, big and black is no more beautiful than big and white. The question is not black and white, but big and little.

The Solomons, Papua New Guinea and Fiji cut no special

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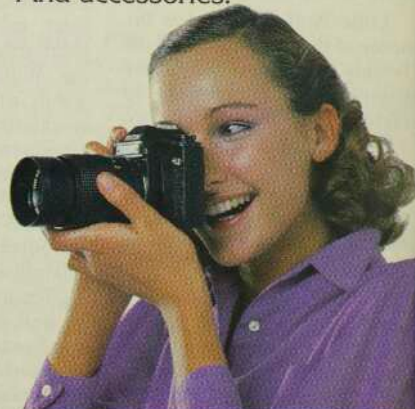
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ce at the conference simply because they have large populations, and I noted resentment by some of the smaller territories at the sheer volume of noise made by the bigger states, which is sometimes mistaken for arrogance.

This is unfortunate, because there are needs on both sides. Ebua Olewale, PNG's deputy prime minister and minister for foreign affairs, a genuine SPC supporter who works (and plays) with drive and energy for the Pacific family, cannot be accused of personal arrogance. He's a great Pacific personality. But he talked at times, in his usual direct fashion, as if he were at the Forum making a point bluntly to Australia or New Zealand.

One of the difficulties is that if men of Olewale's stature are to come to the conference, and it is vital that they should, then they are going to do their own thing in their own way.

It would be fatal to the SPC if conferences were to be manned by professional conference-goers, of whom there is a small number developing, or by senior, unimaginative functionaries sent along as some kind of reward for loyal service.

Nor would it be good for top men to make a practice of merely blowing in, making a speech, and blowing out again. If they can't arrange to be present at least for the major part of the conference it's probably best that they don't come at all, and thus avoid accusations of being patronising.

Conference organisers could help resolve this last problem by recognising that the people who are most valuable at such a meeting are busy people, and reduce the number of days for the conference. This conference ran from a Saturday to the following Friday. The actual meeting time could have been reduced to three-and-a-half days of solid work, with periods of relaxation tacked to both ends for people to make use of according to pressures on their time elsewhere.

Apart from the invaluable influence of top men on the deliberations in the conference room, people who can speak for their country with authority are also necessary because of



At the South Pacific Conference, first row, from left: Gerard Leymang, New Hebrides Chief Minister; Ian Macphree, Australian Minister for Productivity; Pierre Revol, French Minister Plenipotentiary; Buraro Detudamo, Nauru Minister for Works; back row, Gordon Scholes, Australian Member of Parliament; D. G. Nutter, Australian High Commissioner in Port Moresby; F. Vitolia Lui, acting Secretary to Government, Western Samoa.

the growing number of important observers now attending the South Pacific Conference. They were at Papeete in larger numbers than ever.

An observer spends his most useful time outside the conference session, at the lunch breaks, or at the inevitable evening social functions. Here, a diplomat from one of the rim countries not associated with the SPC can sniff the political air of the Islands, informally discussing matters of possible mutual interest with Islands' ministers or foreign affairs staff, without either side being in any way committed. The contacts are invaluable for everybody. The South Pacific Forum can never offer such an informal role.

One of the larger countries which attracted some resentment at the conference, but for a different reason, was Tonga. The resentment was not openly expressed on the conference floor, but clearly Tonga needs to review its position in the SPC. Although independent, and a Forum member, it is not a participating government of the SPC — which means its contributions to the SPC budget are voluntary and not

set as a percentage of the total budget. In the 1980 budget its contribution is CFP2580, which compares with CFP27126 each from the governments of Western Samoa, the Solomons, PNG, Nauru and even little Tuvalu. And this figure is low in the scale compared with the voluntary contributions from other territories and countries.

Yet Tonga benefits from SPC expenditure out of proportion to its contributions, it has a surprisingly vocal and influential participation in the Planning and Evaluation Committee, which virtually establishes the year's programme, and not for years has there been anything to prevent Tonga becoming a Participating Government.

That Tonga gets more than it contributes is not necessarily fair criticism; this charge can be levelled against some other countries, particularly PNG, but in any case needs vary from year to year and from country to country.

But unfortunately Tonga takes a backseat at the conference itself, adding little or nothing to debate. Many dele-

(Continued next page)

20th SPC in PNG

The next South Pacific Conference — the 20th — will be held in Papua New Guinea. Whether it is to be in Port Moresby or in one of the provincial centres is yet to be decided. The chairman of the 20th conference will be chosen, as usual, by the host country, but the vice-chairman will be from the New Hebrides, which will then be independent.

At the Tahiti conference the British Resident Commissioner in New Hebrides Andrew Stuart commented that he hoped in future that the vice-chairman would be given some responsibility for running the conference in association with the chairman. Vice-chairman at the 19th conference was Father Gérard Leymang, chief minister of the New Hebrides, who was never called upon to perform any duties.

PNG's Deputy Prime Minister Ebua Olewale said outside the conference room that PNG would 'take note' of Mr Stuart's comment. He added that PNG would organise a conference with 'a constant workload' and a minimum of social functions during the week because he thought that was the way most delegates preferred it.

gates consider that it is important that Tonga should be seen to take an active part on the floor of the conference, entering into the cut and thrust of debate. Tonga apparently believes it should not take active participation, and be represented by somebody of the calibre of say Crown Prince Tupouto'a while it isn't a Participating Government. This is shortsighted.

Prince Tupouto'a could do a good job for Tonga, and at the same time gain information that Tonga needs if it is to keep abreast of Islands opinion.

Meanwhile, what did everybody do at the conference?

In brief, they looked at last year's budget and works programme and approved next year's; paying lip service to the Year of the Child, they discussed the needs of Islands children, types of stabilisation schemes suitable for South Seas economies (and agreed to do a feasibility study in time for next year's conference); they directed the secretariat to plan for a second meeting of Island development planners to discuss the problems and means of achieving balanced rural development; they heard and were satisfied with the planning details for the South Pacific Festival of Arts to be held in Port Moresby in July; they were critical of the attitude of big airlines to Islands services; they involved themselves in a debate about the relationship between the South Pacific Commission and the South Pacific Bureau for Economic Co-operation; they got sidetracked during what should have been a mere formality about the accession of the Cook Islands and Niue to the Canberra Agreement, which is the charter of the South Pacific Commission; and they heard various reports from observers on a wide-range of subjects, from the European Economic Community to the Social Commission for Asia and Honolulu's East-West Center.

There was little real controversy on the floor of the conference during the entire session.

The days when the atmosphere could have been sliced in half with a cane-knife may well have gone for good. Chairman Maco Tevane's handling of the



Top: Francis Sanford, vice-president of the government council of French Polynesia (left), and Maco Tevane, chairman of the 19th South Pacific Conference. Below: (right) R. R. Rex, Premier of Niue, and (left) Dr S. Ma'afu Tupou, Governor of Vavau, Tonga. Lower photos Magasin Photo Gauguin, Papeete.

conference deserved some of the credit: his pressure on the reins was light enough for the horse to feel it was free, and firm enough to keep it in the right direction.

He was unperturbed on those occasions when delegates involved themselves in political grandstanding against the terms of the SPC charter, and it never got out of hand. He seemed to take the common-sense view that a conference-room full of Islanders can hardly expect to discuss their everyday problems for the best part of a week without occasionally talking politics.

The only signs of smoke and sometimes a little flame were to be observed during (a) the debate on Pacific aviation policies (b) as a result of some questions of the position of the French territories in the SPC

and (c) the discussion on the respective roles of the SPC and SPEC.

• On aviation, Cooks Premier Dr Tom Davis, who was able to spend only a day at the conference sitting, threw in a time bomb before he departed. He attacked the big airlines, and Air New Zealand in particular, for Pacific aviation policies which restricted the smaller airlines and, in turn, tourism in the Islands.

He drew attention to a resolution of last year's conference protesting at the inadequate air services provided the Islands as a result of high fares, infrequent flights, and flight times determined by the larger market at each end of the route, and said none of the governments had done anything about the situation.

Warming to a stinging

attack, he pointed out that inadequate air services restricted all sorts of commerce in the Islands as well as tourism; it affected exports, employment, the availability of skilled manpower; it was responsible for adding to inflation.

In the Cooks, he said, improved air transport was a catalyst for economic development. A large part of the Cooks tourist plant was locally owned and operated, yet the hotels were showing an average occupancy rate of only 51 per cent. Recent attempts by a regional airline (Polynesian) to develop links between Tahiti and Rarotonga had not been successful, due to an unrealistic attitude by certain airline interests.

A couple of days later, when Dr Davis had gone home, and the conference decided to examine the problem, the Premier turned out to have befriended many like-minded people. Western Samoa, which, with Niue, is also one of the links of Polynesians' new service, made rude comments about regional co-operation sometimes being merely lip service. Nauru's Kinza Clodumar, who is involved with the operations of Air Nauru and who is currently arguing with New Zealand about fare structures in an effort to make a new Air Nauru service into Auckland operational, said pointedly that 'the rules of the aviation game weigh heavily against the small man'. Restrictive policies of the aviation giants squeezed out the small airlines, he said.

The New Zealand delegation leader, Tourism Minister Warren Cooper, making no specific mention of Polynesian Airlines, argued that aviation generally was passing through a difficult period, and said that the introduction of cheap international air fares hadn't brought the Pacific, meaning New Zealand, the benefits expected.

He got no sympathy, but the debate ended inconclusively, with the conference expressing disappointment that the Pacific governments controlling the airlines had done nothing since last year to meet the aviation needs of the Islands.

• The embarrassing question about the French Pacific came up unexpectedly while the con-

ference was being told that the Cook Islands and Niue had not yet formally acceded to the Canberra Agreement because the instruments had not been signed, but they were to be regarded by the conference as full members anyway.

New Hebrides Chief Minister Father Gerard Leymang asked, almost idly, whether French Polynesia and New Caledonia could accede to the Canberra Agreement. 'What', he asked, 'is France's position on this?'

French delegation leader Pierre Revol was so annoyed at being taken unawares that he almost spluttered, but keeping himself under admirable control, he replied evenly that he was grateful for the question, and explained that it was not possible to divide sovereignty within the French republic as it was a unitary state. However, there was a door open as a result of the new Canberra formula, and one would have to see how things evolved.

The new formula, or amendment to the Canberra Agreement to which Mr Revol was referring, reads: 'Any government, the territory of which is within the territorial scope of the Commission as defined in Article II and which is either fully independent or in free association with a fully independent government, may accede to this Agreement, if it is invited to do so by all participating governments, by depositing in instrument of accession with the Government of Australia.'

Just what Mr Revol's reply meant was not at all clear, as the French territories are neither independent nor in free association, so one or two of us took the opportunity at the morning teabreak to ask Mr Revol what it was all about.

Mr Revol was still fuming but gave us a fuller interpretation of what he had said. This was, 'The wording which was adopted for the amendments to the Canberra Agreement was debated at considerable length so the amendments were in accordance with constitutional arrangements. While this wording makes it possible to establish distinctions, we must not forget that the structure of

What Olewale told the French Polynesian independence rally

Island leaders who addressed a big political rally of members of the French Polynesian independence movement in Papeete on October 11, had the same advice to give: unanimity among the parties seeking independence is vital to success.

There are a number of small independence parties in French Polynesia and they don't all share the same views. Nor are their views necessarily shared by the United Autonomist Front, which is in power, and not as radical in its movement towards independence as some of the smaller parties represented at the Papeete rally. The difference probably is that Francis Sanford's government now has the task of making self-government work effectively before there can be the next step, and responsibility is inclined to bring with it cooler heads. Some of the smaller parties are critical of this.

Papua New Guinea's Minister for Foreign Affairs and Trade Ebia Olewale spent about 30 minutes at the rally, which was held in Papeete, and attended by about 250 men, women and children. Olewale had just come from a cocktail party put on by the New Hebrides delegation to the South Pacific Conference to mark agreement over the New Hebrides' new constitution, and was already late for a party hosted by the High Commissioner in French Polynesia for heads of delegations. In fact he didn't go, but went instead to a village feast farther up the coast, and later made his apologies. This is what Olewale told the Papeete rally:

'This invitation gave me a pleasant surprise because it is said in other world forums where political debates take place that the people of French Polynesia do not want independence and sovereign status. You have a political party here and one of its basic principles, which is the same as what we have in Papua New Guinea as a preamble to our Constitution,



Papua New Guinea's Deputy Prime Minister Ebia Olewale (left) at the conference with Cook Islands Premier Dr Tom Davis.

is that power belongs to the people.

'I am very happy to be standing here in front of you. I have a very short time, but my thinking is that my aspirations, and my heart, for the struggle you are now in is with you.

'My country only became independent in 1975. PNG is a developing country, like yours. However, we are not afraid to speak our mind internationally for other Pacific Island territories which are still being governed from outside. All of you here are friends and brothers and sisters in the Pacific. Whatever you have to tell us, we will speak for you in the United Nations, and in the Pacific in the Forum.

'And a word of advice: whatever you may do for the independence movement you must stand together because those people who govern and administer us are very clever there, they will try to divide you and rule you. They can play one group against another. I am speaking from experience because I and many other PNG leaders have gone through all these kinds of stages you are in now. You are not alone. We are with you. Work together and stand together!'

Olewale was applauded several times during his speech.

Later, PNG's deputy prime minister stood up briefly to comment on a point made by one of the French Polynesian speakers that the independence

movement needed help from educated people. 'We have a university in Papua New Guinea,' he said. 'We have students from Tonga and from Samoa. We can look after your students in PNG.'

This was greeted with applause.

Minister for Public Administration in the New Hebrides Government George Kalkoa told the meeting that 'some of us share Mr Olewale's views'.

He said: 'Especially in your struggle for independence we are with you in our hearts. I come from the New Hebrides, governed by Britain and France, and I have the same problems you have now, and we have one more step before we go through that door.

'I come from one of the strong political parties - Vanuaaku - and I must remind you again of what Olewale said, that you have a number of political parties going for independence and you must have team work in what you are going to do.

'In the New Hebrides we work together to achieve our aim, and we've pushed France and the UK for the last seven years and now we are about to achieve independence. The Vanuaaku Party will always be behind New Caledonia and French Polynesia in your struggle for independence.'

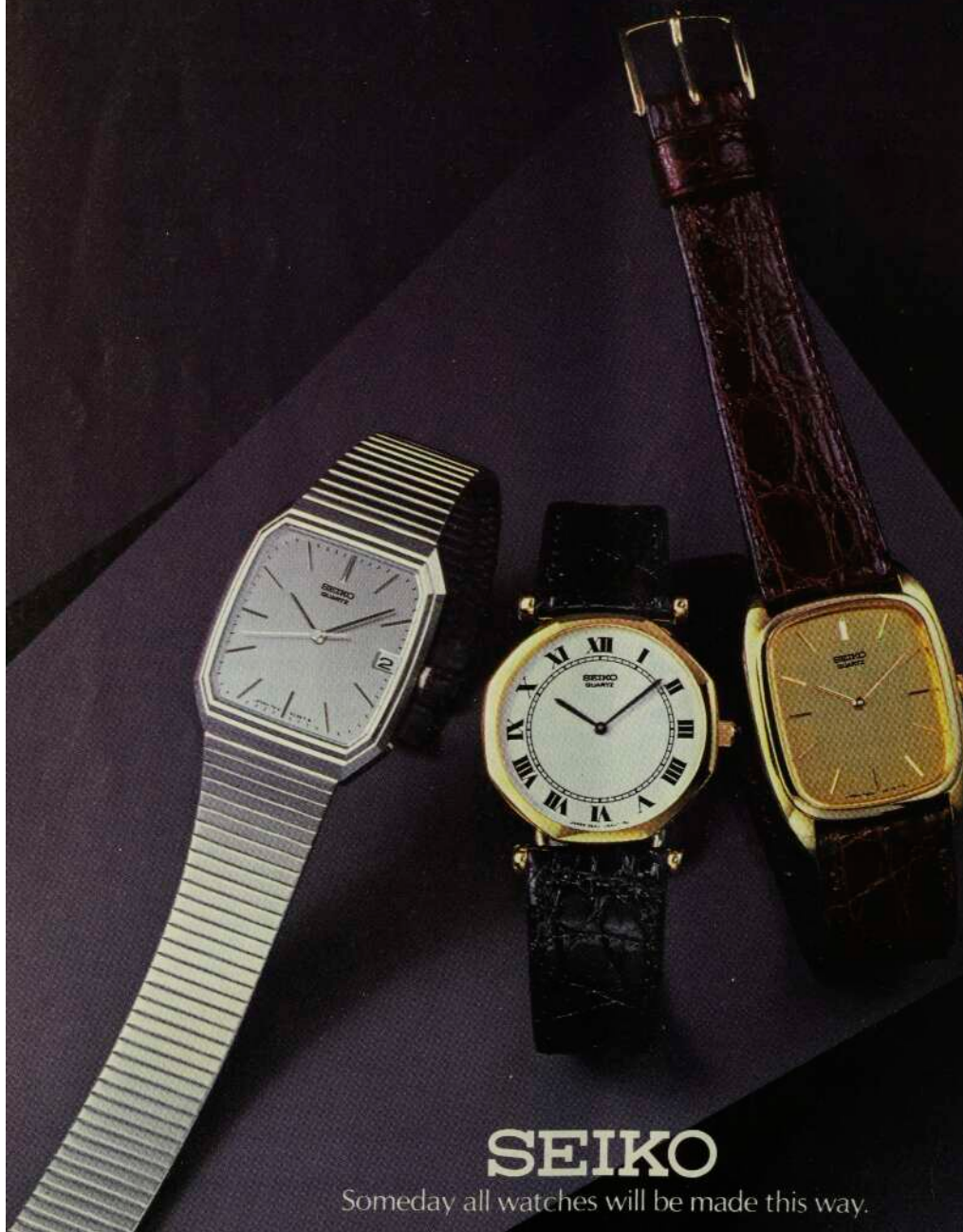
(Continued next page)

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the French constitution is a unitary construction and that all French citizens overseas are citizens on exactly the same footing as citizens who live in metropolitan France. You cannot divide France's sovereignty. The wording that was adopted for the amendment leaves the door open to future changes for the territories of the region.'

What, I asked Mr Revol, could be the conditions under which the French territories could accede?

Replied Mr Revol: 'Nothing of the Canberra Agreement could make it possible for New Caledonia and French Polynesia to accede unless through a vote they wished to be independent.'

• On the third controversial matter, the case of the association between the SPC and the South Pacific Bureau for Economic Co-operation, which is the economic arm of the South Pacific Forum, has been a festering sore for the last year or so. The SPC was established in 1947. The Forum was set up in 1971 to give the leaders of the independent nations in the South Pacific the opportunity to talk to each other about any subject they chose, including political matters — not then possible in the SPC, although its prohibition on political discussions is now honoured more in the breach than the observance.

The Forum soon established SPEC, designed as a secretariat to carry out the Forum's aims and supply it with facts and figures. It was inevitable that as the Forum became stronger, SPEC would too, and that it would be moving at times in the same areas as the SPC.

The latest Forum meeting, held in Honiara in July, proposed that the Forum and SPC establish a joint committee of six to examine the relationship of SPEC and SPC with a view to minimising these overlaps. The Papeete conference agreed to this, and elected as its representatives on the committee the New Hebrides, American Samoa and French Polynesia, with an independent chairman yet to be chosen.

To kick off the debate the SPC secretariat submitted a fairly brief report outlining the various areas of co-operation



Delegates out of conference were entertained with numbers of dancing spectacles like this on the opening day. Photo Magasin Photo Gauguin, Papeete.

already existing between SPC and SPEC. The main message in it appeared to be that while the SPC invites SPEC to every meeting the SPC thinks might be useful to that organisation, SPEC does not invite SPC to any of its meetings, nor to Forum meetings. This was, in fact, a good point and the Forum should remedy it.

The ensuing debate covered opinions so varying in intensity that it served to underline the genuine need for a joint committee to hammer out some kind of direction.

The debate also boiled over into discussion of the relationship of the Islands to the SPC, with American Samoa's conference-experienced P. Tuiaosopo ('Brownie'), taking the opportunity to remind those members of the conference who were also members of the exclusive Forum, that the conference, not the Forum, alone gave the opportunity for all islands to express opinions about matters relevant to everybody. He was only momentarily upset by some baiting from Ebua Olewale — who said pointedly it was not possible for territories of metropolitan powers to be equal partners with Forum members because they were unable to speak their mind. Brownie retorted crisply that his instructions at the conference came from the Government of American Samoa, not the Government of the United States.

But the most biting comment came the next day from the inaugurating director of SPEC, Mahe Tupouniua, of Tonga,

who relinquishes the post at the end of the year for Dr Gabriel Gris, of PNG. Addressing the conference by invitation, Mahe said that despite some 'immoderate and fairly strong language' in the previous day's debate, he could say with a clear conscience that SPEC had always endeavoured to co-operate closely with SPC. Informal discussions had helped resolve unforeseen problems before they developed; and his own view was that relations were on a most cordial plane.

He added: 'By the very nature of development in the region, as issues become more complex and involvements grow and expand, there has inevitably been a certain amount of overlap, and thus the need has arisen to avoid duplication... That the SPEC has been misunderstood in its attitude and the way it had gone about tackling this problem, I have no doubt, as was demonstrated I thought in yesterday's discussion. For the mistakes that we have made, I can but apologise. This is a cross one has to bear when taking up an appointment of this nature.'

'But reports or rumours of "takeovers" are without foundation as far as SPEC is concerned. This is a great pity and something ought to be done to correct it. Otherwise it only serves to distort the South Pacific regional co-operation procedures in such a way that we run the risk of frittering away our resources, dealing with appearances when we should be grappling with the substance, the real issue, the total issue.'



Miss Efi Rex, and Mrs Caroline Malo. Miss Rex is daughter of Niue's Premier.

'Words like "competition", "rivalry" and "jealousy" have no place in the Pacific way of dealing with delicate and sensitive issues. In such a context, words have meanings which are most un-Pacific. And I can only urge the conference that the sinister development of an "under siege" mentality that I have detected in recent utterances from responsible quarters who should know better is undermining the health of the South Pacific regional co-operation endeavours, and the sooner it is corrected the better.'

'SPEC is no more than a secretariat which serves the independent South Pacific nations in the body of the South Pacific Forum, and acts as the Forum's executive. It is not for us to formulate a policy, but to follow the directions given to us. This we do without embellishment.'

Mahe Tupouniua has been a highly competent and dedicated director of SPEC, a man of integrity who believes sincerely in what he says. It's probable though that he fails to recognise his own drive and initiative when he says it is not for the SPEC secretariat to formulate policy, but to follow directions. Anybody who has seen Mahe on the job in the Islands could be left in little doubt that Forum policies must sometimes be shaped and sharpened, and at times initiated, by him.

Given the fact that the Forum leaders have heavy responsibilities in their own islands and don't have the time to involve themselves to any real extent outside the few days a year devoted to Forum meetings, even a dull executive officer is going to find himself closely involved in policy.

A man of Mahe's stature can't really expect to do his job as he sees it without inevitably stirring up charges of 'takeover'. The fact is that SPEC and the SPC do at times cross each other's bows, and will continue to do so while organisations are run by people and not computers.

The SPEC-SPC debate did slot up an important win in an unexpected quarter — for French Polynesia. When the conference suggested that French Polynesia should be on

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he review committee, the question that was in everybody's mind was whether France would allow her territory to represent herself, or whether metropolitan France would want that seat. The French delegation asked for time for discussion. The result: French Polynesia got the seat.

This was one further example of the changing relationship between metropolitan France and French Polynesia. The new atmosphere was an important facet of the success of the Tahiti conference, the first to be held here. The conference was organised not by France but by self-governing French Polynesia and its assembly — and very well organised, with great goodwill. The French Polynesians showed by example that the weight of metropolitan bureaucracy was not these days heavy, and that their Pacific neighbours could best help Polynesia by recognising that they had the responsibility of running their own affairs and needed the same sort of help and sympathy as anybody else.

This relaxed attitude was assisted by Mr Pierre Revol, France's representative at the conference, who made no waves, even managing to beam that there were no difficulties at all about Ebua Olewale's unexpected excursion into local politics (see separate story); that Ebua was a 'good friend of his'.

A rumour that the organisers had cancelled the usual end-of-conference concert because of annoyance over something New Zealand Minister Warren Cooper was supposed to have said about 'too much feasting', was only a rumour. The concert was cancelled, but because of reasons of complicated domestic politics not connected with delegates. Mr Cooper nevertheless later wrote from Wellington to Francis Sanford, saying he was 'indeed sorry that this unfortunate and entirely incorrect report should have appeared', and that he had nothing 'but the deepest gratitude for Tahiti's welcome, and the warmth of its hospitality'.

Everyone would agree to that.

Where the money comes from and where it goes

The SPC budget for 1980 is to remain virtually the same as the budget for 1979. In actual terms, with inflation taken into account, it will buy less than last year's. What it means is that the SPC will be working harder to arrange outside grants for some projects. It has also contained its administrative expenses, this year's executive management budget being CFP19 553 300, about the same as last year's.

Main expenditures are under five heads. These are food and materials, which include a family food-crops and home economics project, a training course on beef cattle, advisory services for coconut smallholders, and forestry activities (all totalling CFP17 837 400); marine resources, including deep-sea fisheries development, research on fish poisoning and the skipjack survey (totalling CFP23 138 000); rural management and technology, including water supply projects and training courses on such subjects as drug identification and drug concealment methods, meat inspection, food hygiene and windmill maintenance (totalling CFP24 769 400); community services, including a great variety of education and community health service projects (totalling CFP60 798 200); and information services and data analysis (totalling CFP102 651 700).

This last head includes statistical training and advisory services especially on population figures, teaching of English, library services, production of documents and other publications, interpretation and translation services (staff costs being CFP19 431 400) and the Sydney Publications Bureau (CFP11 341 200).

Under the heading of cultural conservation this year is earmarked CFP800 000 towards a survey of tapa making in the Pacific Islands. This follows a proposal by American Samoa for a survey to collect information on the history of tapa making, its cultural significance and the methods and

materials used. The results of the survey will determine whether there is need for revival or maintenance of the art, which has become a source of income in some countries.

Among the projects which will be launched this year with the help of external grants is the setting up of a task force to examine some of the problems of urbanisation in the Pacific.

The SPC secretariat reported that the drift of people to the cities has created slum areas and squatter settlements lacking basic services. Urbanisation had upset traditional food patterns, as staple foods are frequently not available. Working mothers paid less attention to breast feeding, and money spent on alcohol reduced the food budget.

The task force will have the job of examining every aspect of the problem instead of 'just parts of it in isolated academic exercises', as in the past.

A professional corps of various disciplines such as economics, health and education, demography will be brought together for the job.

The SPC receives its major funds for its activities from what are called the Participating Governments, and from voluntary contributions from countries and territories who are not full members of the SPC.

There are currently 11 participating governments, but three more — the Cook Islands, Niue and Kiribati — are in process of being formally added to the total. There are nine other countries who give voluntary contributions, making a total of 23 countries involved in the work of the SPC.

These will be further added to when trusteeship over the Trust Territory of the Pacific Islands ends and the various island groups that make up the trusteeship seek to join the SPC in their own right. The 1980 contribution for the TT in fact was paid by the Federated States of Micronesia, and there were no contributions from the governments of the Marshall Islands, the Commonwealth of

the Northern Marianas and of Palau, all of whom also make up US Micronesia.

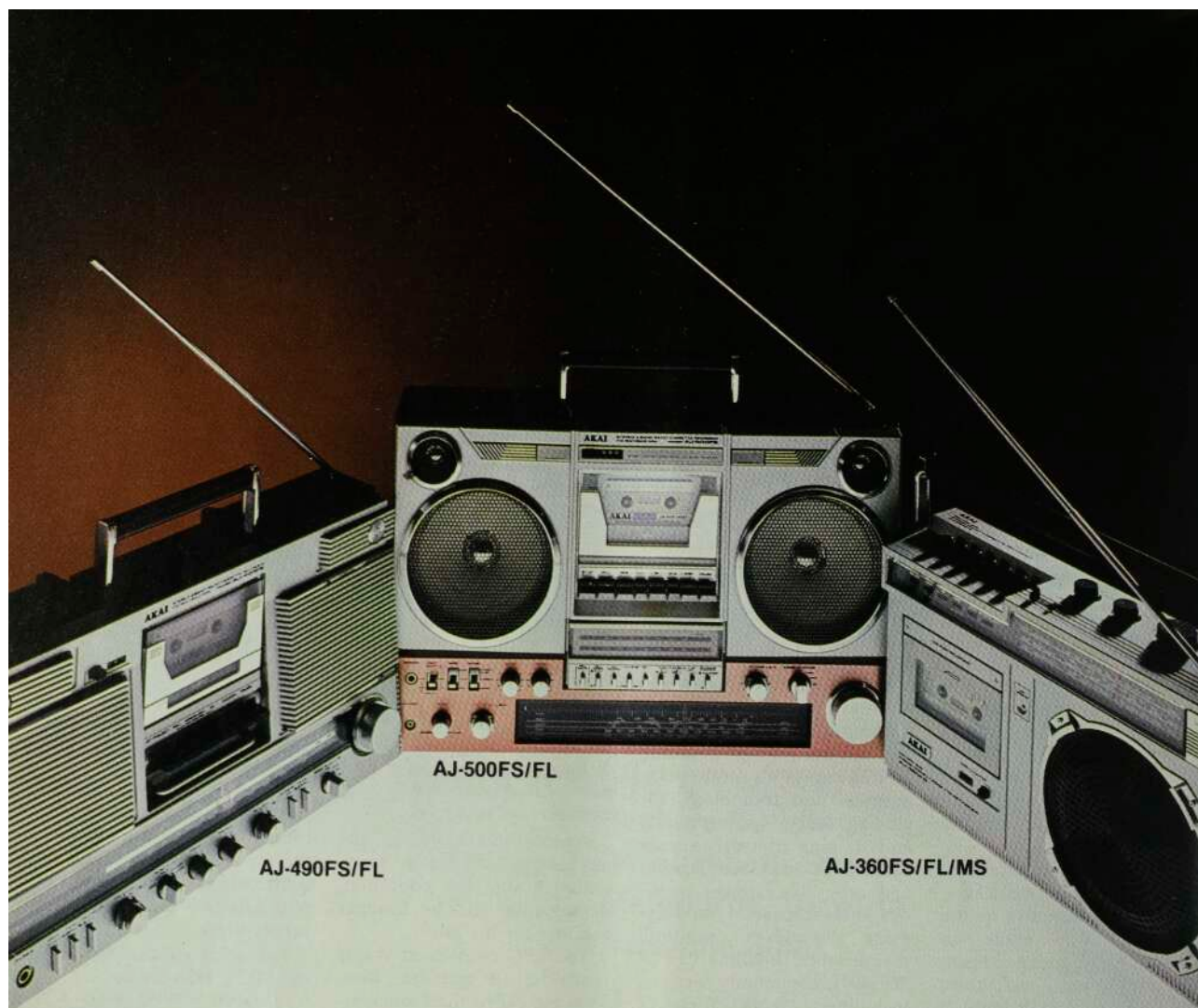
The biggest proportion of the SPC budget still comes from Australia — 33.6%, or CFP107 229 300 (\$A1.2 million). In addition Australia in 1980 is contributing a further \$A100 000 towards a fourth and final year's expenses for the SPC skipjack tuna survey and \$A200 000 towards the staging of the South Pacific Festival of Arts in Port Moresby.

Leader of the Australian delegation to the conference, Mr Ian Macphree added that Australia was also prepared to help with SPC training courses, workshops and seminars in 1980 by making available consultants for up to a total of 52 man-weeks on the usual basis that Australia would pay salaries and SPC meet fares and expenses.

France and New Zealand additionally agreed to contribute again to the skipjack survey, and the US agreed to contribute \$US100 000 to it, plus \$200 000 for rural water supply projects.

Following are the details of the SPC's 1980 income:

CONTRIBUTIONS FROM PARTICIPATING GOVERNMENTS		
	CFP francs	
	%	00's
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
Solomon Islands	0.85	27 126
Tuvalu	0.85	27 126
United Kingdom	12.30	392 537
United States	17.00	542 529
Western Samoa	0.85	27 126
		3 191 347
GRANTS FROM TERRITORIES AND COUNTRIES		
American Samoa	\$US7 500	5 700
Cook Islands	\$A4 140	3 560
French Polynesia		2 000
Guam	\$US10 819	8 222
Kiribati	\$A2 663	2 290
New Caledonia		2 576
New Hebrides	\$A3 555	3 057
Niue	\$A1 939	1 668
Tokelau	\$A1 120	963
Tonga	\$T3 000	2 580
Trust Territory of the Pacific Islands	\$US1 500	1 140
Wallis and Futuna		644
		34 400
OTHER INCOME		
Grants from other sources for specific projects		78 500
Funds available for revote		59 695
Brought in from reserves		60 000
Sales of publications		8 000
Miscellaneous		34 401
Total		3 466 343



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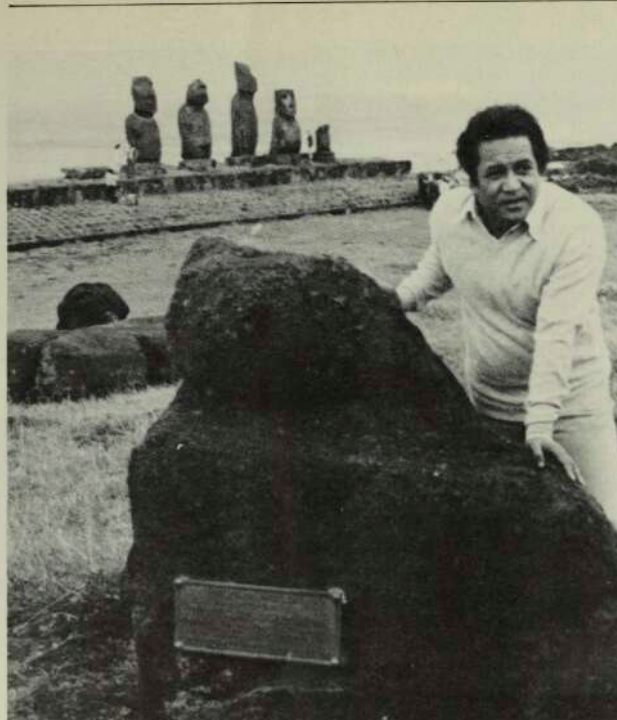
POLITICAL CURRENTS

When more than 70 academics and administrators took part in late October in the first international conference to be convened on Easter Island, the locale turned out to be of greater interest than the agenda items.

The conference was convened by the University of Chile's Institute of International Studies and the Chilean Institute of Humanistic Studies, with the financial support of a number of organisations, notably the Tinker Foundation of New York and Conrad Adenauer Foundation of West Germany. The subject was 'The Pacific Community: Towards a Role for Latin America'.

After four days of listening to papers on everything from ASEAN economics to maritime history, it was tacitly agreed that Latin America knew as much about the problems and aspirations of the Pacific Islanders as the Islanders knew about the Chileans, and that there appeared no immediate scope for changing the role of either.

Most of the papers were on matters of little concern for the South Pacific Islands — a fact which was bluntly pointed out by Young Vivian, secretary-general of the South Pacific Commission, towards the end of the conference. He said: 'We may have satisfied our academic whims in the last few days, but we've just been making sounds. We didn't get down to realities. Where will these meetings get us? The biggest asset in the Pacific today is peace — you can't find it anywhere else. But we need action in the Islands. I am humiliated when we talk about big countries — what about us little ones? Let's talk about a future economy for the Islands — the realities of solving the problems. I represent the little man. You represent the big ones.'



Young Vivian, secretary-general of the South Pacific Commission, on Easter Island . . . 'I represent the little man, you represent the big ones'. He is photographed at a memorial to leading American archeologist William Mulloy, who died last year.

Said Professor Ron Crocombe, of the University of the South Pacific: 'For the next century, South-east Asia will be the most important influence on the Pacific Islands. I can't see much connection with Chile.'

The main difficulty, as several speakers concluded, was that Latin America really didn't have much excuse to get involved in the Pacific Islands. It simply wasn't enough that Chile thought it was time for it to draw closer to the Islands for political reasons of its own. Involvement was a two-way affair, and one could expect the Pacific Islands to appreciate help only if they thought Latin America's interest in their situation was genuine.

From the comments made at discussion time it was clear that some conference delegates felt Chile's own record with the Easter Island people showed Chile didn't understand the aspirations of Islanders — that it didn't understand that the Islands were not merely a geographic region of 30 million square kilometres, four-and-a-half million people and 20 countries, but a 'state of mind'.

Unless Latin America understood the state of mind, and was prepared to go hand-in-hand into the Islands with the Islanders, including the Easter Island people, unless it listened to the Islands people, it was unlikely to be permitted to play any significant part in the future of the Islands.

Only one Easter Islander was present at the conference — Sergio Rapu, director of the Easter Island Museum.

The police with walkie-talkies on duty at all hours at the small Hanga Hoa Hotel, where the meeting took place, were clearly not there to keep the delegates in, but it appeared to many delegates that they probably effectively kept Easter Islanders out. There had been earlier rumours that islanders wanted to stage a demonstration against the high cost of living and lack of job opportunities on the island. Chile's Minister for the Economy, Roberto Kelly, whose ministerial responsibilities include Easter Island, was on hand for the conference.

Living costs, always high on an island with two ships a year from the mainland and vir-

tually dependent on air transport for regular supplies, recently escalated fivefold overnight with the government's removal of its freight subsidy to the national airline, Lan Chile. One of the unexpected results of this decision has been a dramatic increase in cattle-thieving on the island — foals making good, cheap food.

In answer to questions asked after he presented a paper at the conference, Mr Kelly said that Chile 'wants islanders to live and develop the same way as Chileans', and that the subsidy meant that they weren't producing as they had, but they purchased goods from Chile and thus 'destroyed the productivity of the island we are trying to help recover'. The island was capable of producing an enormous range of goods, yet today it didn't produce a single egg, he said. It was too expensive to build ports for ships that arrived only twice a year, especially with the oceanic conditions surrounding the island, so it was important that the island became self-sustaining.

Mr Willi Otten, representative in Chile of the Adenauer Foundation, remarked that self-sufficiency of that kind would take time, that the island couldn't do without imports, and that it would presumably be necessary for some time to operate a subsidy if the islanders weren't 'to suffer too much'. Minister Kelly said the government did subsidise sea freights and he considered 'the government is managing the problem very well'. That seemed to be the end of the matter.

The 'state of mind' of the Pacific Islands might possibly have made a greater impression on the minister and some others present if there had been more Pacific Islanders at the conference. But through no fault of the organisers there was only a handful there. Many others who were invited never got round even to acknowledging their letters of invitation ('Doesn't anybody in the South Seas answer their correspondence?' privately asked one of

POLITICAL CURRENTS

the organisers in exasperation.)

Among the other South Pacific people present were Renagi Lohia, vice-chancellor of the University of Papua New Guinea, Wilson Ephraim, of the PNG department of foreign affairs, Bill Brown, programme director of the South Pacific Commission, and Dr John Bardach, of Honolulu's East-West Center.

In the end, Dr Francisco Orrego Vicuna, director of the Institute of International Studies, summed it all up as competently and as good-naturedly as he had chaired and played host to the conference: 'The concept of a Pacific community has still got a long way to go, particularly in defining Pacific objectives. We need to reach definitions. This meeting does not finish here tonight, but it has been a start.'

—Stuart Inder

KAPUTIN THE PUZZLE

John Kaputin with his yellow sports saloon, his poise, his athletic good looks, is a personal puzzle in Papua New Guinea politics. In sport, in business, in first radical and later Establishment politics — and in affairs of the heart, too — he's always had everything going for him. But somehow in 16 years of a mercurial public career the big prize has always been just around the corner.

And today, stripped of his cabinet portfolio (for the second time since entering parliament) he's in gaol (PIM Nov p11) after pleading not guilty to a charge arising from his company affairs. His offence was a silly enough thing for a man not unacquainted with investment matters and who held the position of minister for national planning and development, a portfolio which includes investment promotion. He failed to lodge a company return and then, according to the evidence, he disobeyed a court order which told him to lodge the return within three months.

There's a degree of public sympathy for him over the fact that he was given 10 weeks gaol

with hard labour without the option of a fine, but his own nature tempers the sympathy.

An appeal against the severity of the sentence was rejected in early November.

John Rumet Kaputin, 37, comes from the Tolai people of Rabaul, birthplace of the PNG colonial economy and later of PNG's own economy. He first made the news in the early 1960s when Australian officialdom tried to prevent his marriage to an Australian who had been one of his senior year teachers.

The marriage went ahead. It was an early success but it didn't last and neither did his involvement in business management in Port Moresby. As a Rugby League footballer and athlete he had a big public following and he represented his country in the 1962 Commonwealth Games in Perth. He studied in PNG, in Australia and in Hawaii at tertiary level and he became increasingly widely known for his radical and often strongly anti-Australian views.

As he developed the gift to marshal political support he expressed his opinion about Australian administration in PNG by flying the Australian flag upside down. 'The distress signals here are theirs — not ours,' he said. His first big step into mass movement politics was to help form the anti-Australian Mataungan movement among Tolai factions in the Rabaul area. Mataungan advocated disobedience of Australian administrative measures, and if necessary the secession of the Rabaul area from the rest of PNG. He became a popular speaker on the Australian university student circuit, mainly critical of Australia's role in his country and of capitalism as an instrument of colonial exploitation. But he commanded a facile turn of phrase on any subject and also spoke at Australian student rallies against the war in Vietnam.

Following a bitter split among his own Tolai people he was elected to the House of Assembly of pre-independence days, a national parliament still subject to Australian direction.



John Kaputin

Michael Somare, as chief minister during the self-governing transition to full independence, clashed often with Kaputin but provided a clever political challenge by making him justice minister. Eleven months later Somare sacked Kaputin for 'lack of performance' while Kaputin claimed he was being used as nothing but a rubber stamp for 'inherited foreign processes'. Somare, by then prime minister, took Kaputin into the ministry again last year and after a period in which Kaputin's outlooks underwent a subtle change. Australian investors — once worried about Kaputin — met him halfway and early this year as minister for national planning and development he received accolades in Australia for his down-to-earth exposition of how Australian private investment could help both countries.

In the meantime, too, he had become part of the system himself — still angered by what he saw as inherited capitalistic processes in his country but prepared to accept the concepts themselves. At the time of his gaoling he was working on a brief to attract Australian private investment to PNG on PNG's terms, and Somare took over the brief when he flew to an investment conference in Melbourne in late October.

— Angus Smales.

THE HENRY LUCK TURNS

A smiling former Cook Island Premier, Sir Albert Henry gained a new lease on his political life when an appeal court in Auckland in late October quashed a three-year political ban on him.

Surrounded by supporters and grinning hugely Sir Albert stood on the Supreme Court steps and clasped his hands over his head like a victorious boxer. Yes, he told his supporters, he would be available for the islands' 1982 General election.

'Whenever the opportunity is offered for me to stand, outside of the six Cook Islands Party members in the House at present, I will stand,' he told his followers. 'If the people want me to go on until I die I will. And if they don't want me to serve them any more, I will rest,' said the man who had led the Cook Islands for 13 years after their independence.

On August 21 this year Mr Justice Beattie in the Cook Islands High Court placed Sir Albert on probation for three years (Pim Oct p20). This specified that he should not seek election to the legislative assembly or hold any other political office during that time.

That judgement followed the trial of Sir Albert who pleaded guilty to two charges of conspiring to defraud the Crown and one charge under the Public Monies Act that were all related to flying in voters from New Zealand to support his Cook Islands Party in the general election last year.

He was ordered to pay maximum fines and costs totalling \$3400 for using more than \$350 000 in Government money bringing in his supporters to vote. Sir Albert's appeal was against the probation which he claimed was inappropriate, unreasonable and oppressive.

Three New Zealand judges sitting as the Court of Appeal for the Cook Islands upheld his appeal. Mr Justice McMullin, delivering the judgment, said that probation was imposed for the sole purpose of restricting Sir Albert's political activities.

— William Gasson.



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Niu Hebridis Art Festival — Nation-building is the key

Christine Coombe writes from Vila, New Hebrides, on the New Hebrides' National Arts Festival (in Bislama, Niu Hebridis Art Festival) planned for December 1-8, and of its significance for the process of nation-building on which New Hebrideans are now embarking.

'We stand aside, incapable of feeling with these people or sharing their joy, realising that theirs is a perfectly strange atmosphere which will never be ours.'

I read the words above in *Two Years with the Natives in the Western Pacific*, a book by Dr Felix Speiser, written in 1913. Dr Speiser was writing about a custom dance he witnessed in the New Hebrides, and he tells of how it grew from the pure joy of dancing and lasted throughout the night, with only the red lights from torches to shine on the naked blackness of the dancers' bodies.

Non-New Hebrideans will always have to stand aside in matters of New Hebridean culture. However, we are now able to 'share their joy', and the 'strangeness of the atmosphere' can be ours, because the New Hebrideans now want to *share* their culture. They are proud of it. For them it means a unity which will enable them more readily to stand independent after their unique experience of so many years of joint British/French rule.

The desire for independence and a thirst for unity inspired the first National Festival of Arts due to be held in the New Hebrides from December 1-8. Chief minister of the caretaker government of the New Hebrides, Fr Gerard Leymang, and his Deputy Chief Minister, Fr Walter Lini, gave their blessing to the mammoth undertaking in a news sheet published by the Arts Festival at the beginning of October. With the signing of the first constitution of the New Hebrides on October 5, these ministers were heading a caretaker government until after

the elections set for November 14.

The festival was planned to take place throughout the country's capital, Vila, on Efate Island. More than 2000 participants were expected in the capital from all islands in the group. It was planned as the largest and most comprehensive festival of arts ever staged in the New Hebrides.

Never before had many of the traditional cultural events been staged outside the respective villages. Traditions were once held sacred to a particular village. Now taboos are being replaced by national pride.

Custom-dancing from each island group was planned as a main feature of the festival. Gongs were to sound out across the capital as the ancient art of sending messages by this means will be demonstrated.

Several islands were to show their ways of sacrificial pig-killing. A traditional marriage ceremony was to be enacted publicly for the first time. Demonstrations of cooking in earthen pits, basket and mat-weaving, canoe-making, pottery, poetry reading, pan-pipe music and string bands, and the almost lost art of sand-drawing were all to be performed at three open air venues. Exhibits of artifacts, and some more modern crafts, were planned for various indoor venues. The Cultural Centre of Port Vila staged a special exhibition of photographs of the New Hebrides in the 19th century.

'There's no point in having a culture, whose richness we want to preserve, unless we practise it' — this is the Melanesian ideal which bade fair to make the first National Festival of Arts a success.



Logo for the Niu Hebridis Art Festival

The leaders say . . .

What the New Hebrides leaders said in welcoming the festival:

Chief Minister Father Gerard Leymang: 'This first festival, our festival, is a very special opportunity to appreciate our culture in its entirety. All the best works of art of the archipelago of the New Hebrides will be gathered together for a few days in Port Vila. Far more than an artistic exhibition, this festival on the eve of our independence takes on a symbolic value. It is the living

image of our unity and of the rich variety of its roots.'

Deputy Chief Minister Father Walter Lini: 'Last year Fr Gerard Leymang as minister for social affairs laid plans for the New Hebrides National Arts Festival to be held in 1979. Fr Leymang is now chief minister and I am minister for social affairs and we both feel very strongly that a National Arts Festival will not only bring together many of the varied arts and traditions of our country but it will also help to bring the people themselves closer together at a time when the challenge of independence is facing us all.'



Men from the New Hebrides' Shepherd Islands, now living in Vila, build temporary accommodation for Festival visitors. Photo: Christine Coombe.

AFTERTHOUGHTS

with Percy Chatterton
in Port Moresby

Independence of the courts — A warning to PNG leaders

The gaoling of Mrs Nahau Rooney, Papua New Guinea's minister for justice, for contempt of court, has hit headlines around the world. The sentence of eight months imposed on her by the supreme court was sensational. But her release on licence after less than 24 hours in gaol by Prime Minister Somare, who had in the meantime taken over the justice portfolio, was even more sensational. It sparked off a nation-wide public reaction which was in the main hostile; and though it was understandable enough in human terms, it seems to have lost Mrs Rooney a lot of the sympathy that the sentence evoked, and to have detracted from rather than enhanced Mr Somare's stature as a national leader. It has also led to the resignation of five of the eight judges of the national and supreme courts.

Mrs Rooney's release on licence is of course revocable, but at the moment it seems likely that the governor-general will be advised by cabinet to grant her a pardon, so that she won't have to go back to gaol at all.

I do not want to dwell any further on this unhappy story. But I do want to comment on some issues which arise from it.

It has been suggested that the judges have a duty to be sensitive to the feelings and aspirations of the people. This seems to me to be a dangerous misunderstanding of the functions of the judiciary. The judges are there to uphold the constitution

as it is and to interpret the laws made under it as they are. If the constitution and the laws made under it do not reflect the feelings and aspirations of the people, it is the business of parliament in general, cabinet in particular and most specifically the successive incumbents of the justice ministry, and not that of the judiciary, to see that they are changed. We have a first-rate law reform commission, but the recommendations it makes seem to take a long time to get on to the statute book.

The case which started all this bother was a case in point. It concerned an expatriate academic who had been served with a deportation order. He appealed to the supreme court. Some of our leaders, including Mrs Rooney, felt very strongly that the deportation of unwanted foreigners is a matter in which the government should have the last say. Maybe they are right (though personally I don't think they are); and maybe in due course the constitution will be amended in deference to their wishes. But in the meantime the judges have a clear duty to ensure that a deportee is able to exercise his constitutional right of appeal, and to exercise it effectively by being allowed to stay in the country until the appeal is heard. This they did, as they were bound to do. In the sequel the appeal was dismissed, and the gentleman concerned left the country, so it was all very much a storm in a teacup.

The judges have been described as foreigners administering foreign laws. True, they are foreigners, but those who don't like this need to be reminded that so far those Papua New Guinean lawyers who are eligible under the constitution for appointment as judges have shown a marked unwillingness to accept such appointment. After this incident they will probably be even more reluctant to do so.

As to the laws which the judges administer, they are the laws of the Independent State of Papua New Guinea, as enacted or adopted by its parliament. Many of them, it is true, are 'imported' laws, which maybe need more adaptation to Papua New Guinean conditions than has so far been effected. But, once again, it is the job of parliament, not of the judges, to change them. One hopes that in doing so it won't throw out the baby with the bath water. It is easy for enthusiasts for 'the Melanesian Way' to forget that an increasing number of Papua New Guineans are adopting a non-Melanesian life style with which traditional tribal law is quite unable to cope. Luckily, we have a very level-headed law reform commission.

It is much to be regretted that racist overtones have been allowed to emerge in this confrontation between the executive and the judiciary. It is true that the judges are expatriates; but a large and increasing proportion of the magistrates are Papua New Guineans. These would be more vulnerable than the judges to any attempt to make inroads upon the independence of the courts, since they would be subjected to pressures not only from national politicians but from the growing horde of provincial politicians too.

The most encouraging feature of this unhappy incident is the evidence that it has thrown up that a very large number of citizens of this country understand and value the independence of the country's courts, and are all set to raise hell if it is interfered with.

Our leaders assure us that they had, and have, no intention of doing so. If so, that's fine. If not, they have been warned.



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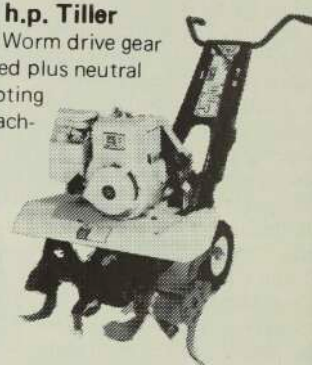
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PEOPLE

gration into community life — is its basic theme. The film would contain segments on the lot of disabled people in one country in each of the world's continents — with back-references to Kagobai's story threaded through them. As Adam Salzer spoke, it was clear that his anticipation was that the 'comparisons' were most unlikely to reflect badly on the villagers of Hutuna and its neighbouring settlements in their relationship with a handicapped member of the community.

The film-makers' visit to Hutuna would involve a flight to Rennell's airstrip and then a day-long walk, and on the next day a canoe journey and more walking, and then more canoeing and more walking, before reaching Hutuna.

After all this, and the shooting of trial film footage of Kagobai and his friends, the two were to go to New York to continue negotiations with UN officials on the project.

Austin Sapias was confirmed by the Papua New Guinea Government in October as its new high commissioner in Australia. Mr Sapias, a former journalist, has been acting in the post since the former high commissioner, Vincent Eri, returned to PNG earlier this year.

From his hospital bed in Brisbane, Australia, former Solomon Islands resident R. G. Hodge has sent PIM a long open letter he has written to the Solomon Islands newspaper, *News Drum*, picking several bones with it. In particular he criticised the paper's reporting of a court case in Solomon Islands in which he was the successful plaintiff. Space, and some other, considerations prevent us from publishing his full text. But we believe the opening salvo of Mr Hodges' onslaught on the *Drum* is worth quoting: 'A few months ago, on the occasion of the arrival at Honiara of the Australian-given new patrol boat, *Tulagi*, you published some very good photos including one of part of the crew on deck as the vessel approached its berth. The caption was to the effect: "The



Dinah Halstead, photographed on a diving safari by husband Bob.

crew stands rigidly to attention as the police band plays Australia's national anthem, *Waltzing Matilda*." Alas, the crew were standing correctly at ease (except that one stalwart was busy scratching his stomach!) for the good and sufficient reason that *Waltzing Matilda* is no more Australia's national anthem than is "Tie me kangaroo down, sport!"

Bob and Dinah Halstead, Papua New Guinea's only professional sport divers, are operating a valuable new piece of equipment — the 11m Motor Diving Vessel *Solatai*. Custom-built and able to handle 20 divers comfortably, the MDV *Solatai* is running day trips from Port Moresby and Diving Safaris to the islands of Milne Bay. Bob Halstead learned the resort diving business in the Bahamas.

Recent visitors to Pago Pago, American Samoa, were two representatives of the New Zealand Junior Chambers of Commerce movement, Kevin O'Sullivan and Tony Grant-Fargie.

Their mission? To advise on

the setting-up of a Jaycee chapter in Pago, following the success of the chapter launched in Apia, Western Samoa, last November.

The Jaycee movement is not strictly a service club like Lions and Rotary, but a leadership training organisation for people between the ages of 18 and 40.

John Jackson, formerly special advisor to Western Samoa's Public Service Commission, has signed a two-year contract with the PSC as its chief inspector.

Samoan novelist Albert Wendt had his third novel (and fifth book) launched at a party in Auckland's Samoa House in October. The novel, *Leaves of the Banyan Tree*, covers about 40 years in the life of the imaginary village of Sapepe and the Aiga Tauilopepe.

It is being published in New Zealand by Longman Paul Ltd, and Commonwealth-wide by Allen Lane. After a year, Pen-

guin will issue a paperback edition.

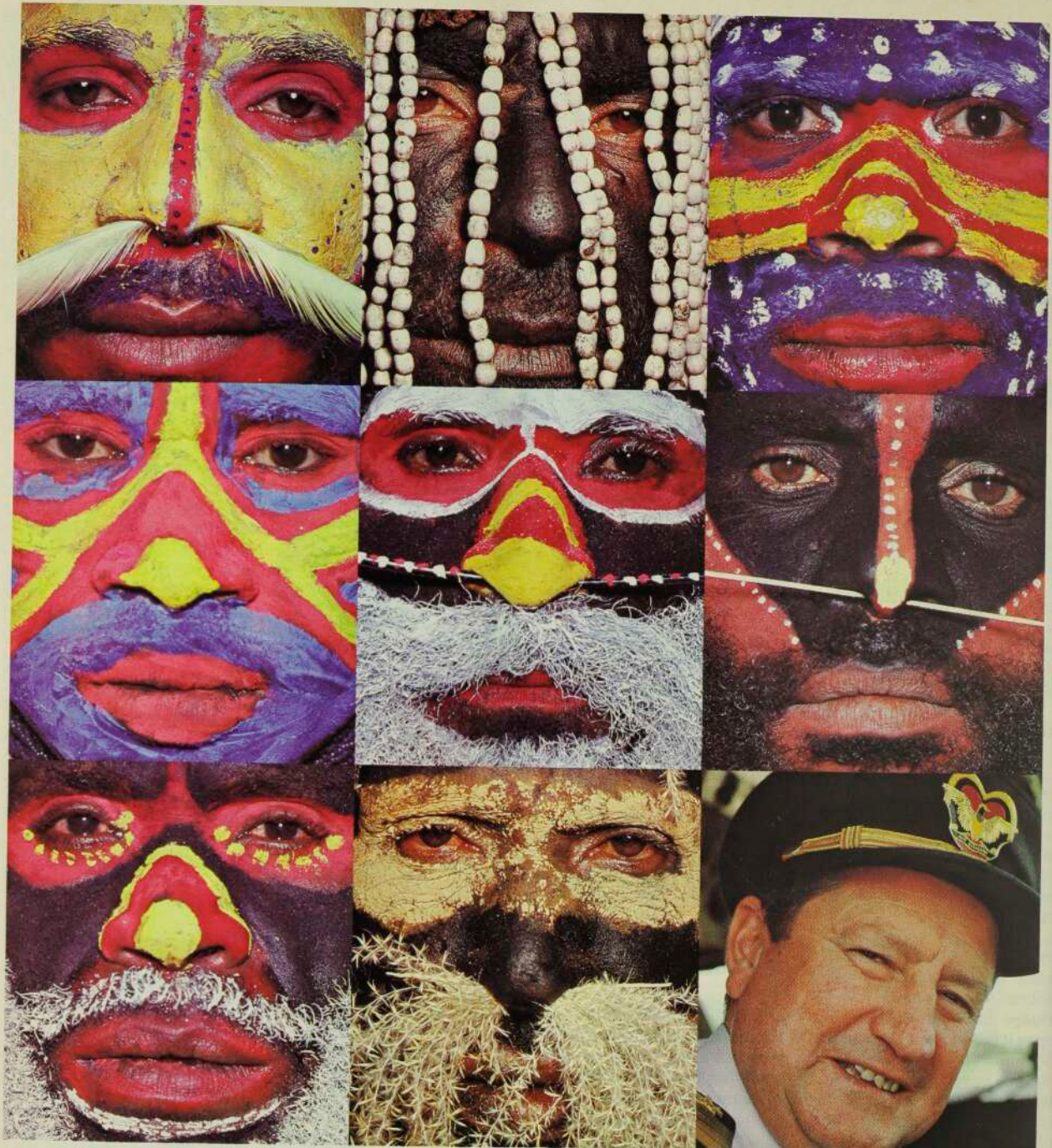
While in Auckland, Albert Wendt also launched a new edition of his first novel, *Sons for the Return Home*. Republication coincided with the Auckland premiere of the film of the novel, which was directed by Peter Maunder and starred Uelese Petaia and Fiona Lindsay.

The film's distributors, Kerridge-Oden, aimed to use the premiere to raise funds for the Association for the Intellectually Handicapped to set up a centre in Western Samoa.

Fiji's Secretary for Urban Development, Gyan Singh, has retired from government service. He is to take up a position as administrative officer with the South Pacific Bureau of Economic Co-operation.

Australian Prime Minister Malcolm Fraser announced in October that his government would soon establish a resident high commission in Tonga. He was speaking during a reception for King Taufa'ahau Tupou IV and Queen Halaevula Mata'aho of Tonga who were on a state visit to Australia.

Papua New Guinea in November announced the appointment of Mr Justice J. H. ('Hal') Wootten as Chief Justice of PNG, following the resignation of Sir William Prentice in the wake of the 'Rooney Affair'. As a member of the Council on New Guinea Affairs, which for 11 years until its disbandment in 1976 worked to educate Australians on PNG problems, Judge Wootten was keenly interested (as was his fellow councillor and good friend John — later Sir John — Kerr) in development of the rule of law in PNG. Also in November Papua New Guinea's Public Solicitor, Mari Kapi, 29, was appointed a Supreme Court judge. Mr Kapi is the first PNG national to hold such a post.



some of our chiefs

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AIR NIUGINI
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Now that Kiribati (formerly the Gilbert Islands) is independent, keen attention will focus on the conflicting demands of tradition and progress. The opinion of most outside observers on the future of Kiribati will be formed after a short tour of Tarawa, the administrative centre and the most populous of the atolls making up the new republic. Based on a bus trip from Bonriki to Bairiki along the southern arm of Tarawa Atoll, MAX QUANCHI comments on the view from the bus window, and on how accurately it portrays life in Kiribati.

Kiribati from a bus window

It has been claimed that the trip from Faleolo airport along the north coast of Upulo Island to Apia is the most interesting drive in the Pacific, if not the world.

No less interesting is the trip along the south arm of Tarawa Atoll from Bonriki airport to the administrative centre of Bairiki. While Tarawa may not be able to match the lush vegetation, waterfalls and misty peaks of volcanic Upulo, the circling, flat coral landscape and changing colours of the lagoon give Tarawa a no less memorable setting.

Arrival at Bonriki, described — presumptuously — as an international airport, is itself a memorable event. Air Nauru make a twice-weekly stop, and Air Pacific a bi-weekly stop, on a route that includes Tuvalu, Nauru, Christmas Island and the Marshalls.

The first impression is of a dull, lifeless landscape. The landing strip runs from lagoon to ocean shore and is walled in by stunted undergrowth and coconut palms. Behind the grey brick terminal at the lagoon end stretches an expanse of tidal mud flats and murky lagoon shallows.

Arrivals were far more romantic just a few months ago. The terminal was then a leaning, thatched building at the ocean end of the runway, squeezed in between pounding surf and the end of the strip. With a few trucks parked at the back and a small crowd of on-lookers, to step off the plane was to step immediately into the very basic lifestyle of Kiribati. The new, rather ster-

ile brick and iron terminal lacks the presence of the old 'Bonriki International Airport'.

There are two routes to Bairiki. The shortest is to take the new causeway which cuts across the corner of the lagoon. The other is to take the longer road around the ocean side of the atoll. To my mind this always provided an introduction to the enigma of existence on remote Pacific atolls. As the road hugged the outside curve of the atoll, the traveller felt the enormous expanse of ocean out one window, and out the other, the severity of the scrubby, rocky, few acres which make up the land mass. It seemed that such an environment could support only the sparsest of populations.

But this notion is quickly changed once the road approaches the closely packed thatch, fibro and wooden dwellings of the government settlement at Bikenibeu. The narrow strip of land seems totally taken up by housing with only rock-strewn coconut groves to mark off one community from the next.

On the lagoon side, canoes hang motionless on the horizon or lie in various stages of preparation on the beach. Others, pulled up on the land proper, are sheltered under low palms with rigging and triangular sails draped across palm trunks to dry in the breeze. Fishing gear stands propped against walls, and paddles and spare masts lie stowed under outriggers.



The road is not crowded. A few buses, trucks and motorcycles share the bitumen with people walking to the next settlement. The lagoon shore is also quiet, deserted but for a few women and children crouching at low tide searching for shell fish.

On the landward side of the road there are some signs of activity. Men dig in *babai* (taro) pits cultivating the only substantial root crop in Kiribati. The arid coral surface and low rainfall support only the ever-present palm and several varieties of succulents. Women are either preparing, or cleaning up after a meal, or lowering tin cans down to the water table to bring up a little of the precious liquid. Outside the northern atolls rain is as scarce as sunshine is plentiful. Children occupy themselves tending infants, playing, or watching their parents weaving, mending and shaping the tools and

There are many kinds of views of Kiribati from a bus window, but most have a view of the ocean or the lagoon — and the activity on either side. Photo: Film Australia.



TRAVEL

utensils needed for everyday use.

Between each cluster of homes or settlements the road passes through palm groves and all the time it is possible to gaze across the extent of the land from open ocean to enclosed lagoon.

As the road approaches Bairiki, the administrative centre of Kiribati, the bus leaves the shade of the palms and lurches out along a thin causeway. Substantial timber and frame houses, leftovers of colonial days, surround the three central features of Bairiki islet. The first is the open space formed by the co-op, bank, post office and administration offices. Within this space people wander from building to building, stand about in twos or threes, or sit in the shade. Push bikes are more common than trucks or buses, although the motorcycle is beginning to make its presence felt. A giant tree dominates the square and provides a shady bus stop for those waiting on the 'Coconut Express'.

The second focal point is the sports arena. It is shaped by the former governor's house along the ocean shore, a huge *maneaba* serving as a court-house (and recently as a constitutional convention and independence day centre), and, along the road, by the police station and fire brigade.

The third focal point is the wharf area. Here Bairiki's office workers catch the hourly ferry over to Betio Islet, a mile away across the lagoon. This is the end of the bus run from Bonriki. After a short wait the bus collects workers and shoppers for the return run to settlements out along the atoll.

Although the bus trip ends at

the Bairiki wharf, not to go on to Betio is to leave the trip incomplete. Betio is a remarkable few acres of coral claimed to be more densely populated than Hong Kong or Singapore. It does not appear so from the plane or the ferry. Hidden under the palms is a steadily growing urban population, migrants from the outer atolls in search of education, work and the bright lights missing from their distant homes.

Betio also provides wharfage facilities for the irregular container vessels and cargo boats which anchor out in the deep but protected lagoon. On those occasions the quay becomes a tangle of boxes and a scene of great hustle and excitement.

Betio is also guardian of the few visible reminders of the pioneering amphibious invasion known in the history of the Pacific War as the 'Battle of Tarawa'. Bunkers, a few guns, and a little rusted iron are all that remain, insufficient to provide a basis for a profitable war-memorabilia tourist industry, but reminder enough of the turmoil that thrust Kiribati out of the Pacific backwaters into the politics and economics of the twentieth century.

As work has now stopped on the Bairiki-Betio causeway project it may be many years yet before buses will finish off the journey now reliant on ferries for completion.

The window of the bus is a fascinating vantage point from which to observe life in an atoll community. Everything that happens or exists, happens or exists in sight of the road, including life on the land and on the sea, churches of all shapes, fenced-in community



The bus trip ends at the Bairiki wharf, but not to go on to Betio is to leave the trip incomplete. Here are the boats and wharf at Betio.

meeting-places doubling as theatres for the mobile picture show man, the new university extension centre, and, to signify the territorial domain of each settlement, the ubiquitous village co-op.

If you do the trip from Bonriki to Bairiki, in the language of *i-Kiribati* you have 'travelled the length of the boom', Tarawa Atoll being made up of two strips of land angled like the boom and stay of the famous Kiribati triangular canoe sail.

Although a somewhat encapsulated view of atoll life, and certainly rather urban in character, the bus trip does present atoll culture in its bridging of both traditional and western ways. How well does the trip reflect the past and how well does it symbolise the future? As independence approached the picture changed at every turn in the road. For a start the old thatched terminal at Bonriki

had been replaced and a new access causeway stretched across the mud flats. The road is now sealed — though this is a doubtful sign of progress, as it is already potholed, and the dollars are not there to maintain it. For the moment these improvements are a fitting introduction and symbol of the new status of Kiribati.

At Bikenibeu, on the way, there are also two supermarkets, the inevitable mark of Westernisation, with their business names painted in giant letters on the walls. Even more dramatic is the new two-storied air-conditioned wing of the old Otintai Hotel at Bikenibeu. The Otintai is Tarawa's first and only hotel.

At Bairiki the central square is now flanked by double-storied grey-brick office blocks and a new national library. The playing field has a giant grandstand — not a reflection of the quality of the soccer and cricket played there, but a proper viewing point for dignitaries briefly assembled on the



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TRAVEL

occasion of the long-awaited independence celebrations.

Two trips along the Bonriki-Bairiki road — one in past days and one only recently — are at best only a general guide to the changes taking place. The new buildings and facelifts for independence tend to colour one's opinion as to the effectiveness of planning for the future. The grandstand, bitumen, office blocks and airport terminal must be accepted as part of the transition deal from colony to republic.

There are other, more promising signs. An unwanted defence forces base (built with British aid) on an islet north of the airstrip has now found a better use as a maritime and fisheries training centre. The latest in Japanese fishing trawlers serves as a commercially profitable training school. On four outer atolls a community high school experiment is turning education in the direction of the needs of the community, rather than externally set standards of Elizabethan history and Keynesian economic theory.

Internal communications have improved, at least by air, now that Air Tungaru's second Islander aircraft has arrived. There are now daily services to the northern and southern atolls. For tourists it is best to remember that seats are scarce, luggage space minimal and, except for Abemama, there are no hotels outside Tarawa.

There are still major problems. Some atoll communities seek increased contact, others are less committed. Agriculturally rich Butaritari in the north could export fruit and vegetables to the less favoured southern atolls, but until ship-

ping and air freight is improved it is restricted to one or two cases of bananas a day.

In contrast, the Abemama community refused to repair the navigation beacon at their airstrip after some energetic revelry saw it damaged. No planes could land until the beacon was operating. As this was not the first time this had happened, Abemamans were spoken of as being slow to accept the benefits of regular communication.

An interesting move has been the creation of a tourist department within the ministry of natural resource development. Tourism generally, and particularly Christmas Island, are the targets. Christmas Island is a magnificent sanctuary, a protected atoll environment, and has the potential to be a major tourist

attraction. With tourist growth in mind, personnel have already been sent to Australia on training schemes.

While tourist dollars would be a valuable windfall for the economy, the government is aware of the dangers in the uncontrolled expansion of tourism. For the moment Kiribati is beyond the Jumbos of package-deal Australians, New Zealanders and Japanese, and far from the 10-hour bargain-hunters and snapshot fiends from liners on the Pacific cruise circuit.

Old men can still be seen teaching sons the dances of their forefathers and women

teaching young girls the arts of pandanus weaving. Boys still climb palms with their fathers to learn how to tap toddy. Occasionally a six-metre canoe voyages between the chain of atolls just as such vessels have done for centuries.

The holding on to traditional values, while making a calculated acceptance of change, is a trait which allows one to feel confident that the new nation of Kiribati will capably confront its future problems.

The Bonriki-Bairiki road, whether it be bitumen or coral, reflects both the changing and the unchanging Pacific.

Arrival at Bonriki, described — presumptuously — as an international airport, is itself a memorable event. The landing strip runs from lagoon to ocean and is walled in by coconut palms. If you do the trip from Bonriki to Bairiki, in the local language you have 'travelled the length of the boom'. Photo: A G Shearer.



Fly the birds of paradise

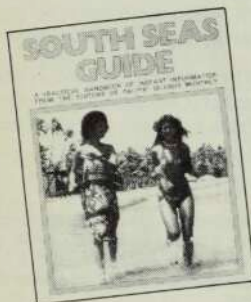
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TRAVEL



'Will they let me back in?'

By Bob Jones

Vavau Island, Tonga: My four-and-a-half-year-old daughter Brett has made a friend. A two-and-a-half-year-old girl that she decided to call Hillary. It turns out that Hillary's name is Otio and she is a he. The clothes fooled us. I mean the dress, and all the jewellery. And the two pigtailed done up with silver bands. Otio's mother dresses him that way because the woman who helps take care of Otio always wished she had a girl. And Otio's mother does not want to disappoint her friend. When Otio was born, the nurse at the hospital thought that 'Audio-Visual' was a nice name and sold it to mother. But when she took him home she phoned it to Otio.

Honourable Ma'afu's House, Nukualofa: It is the first Sunday of our stay with one of Tonga's 33 nobles of the realm and Ma'afu is also the speaker of the parliament. The Queen of Tonga, Halaevalu Mata'aho, has just sent me and spouse Denby a whole roast pig, a roast duck, several baked fish and a kind of octopus puree. Cooked in the royal household. Not bad at all.

The Dateline Hotel, Tongatapu: It is Friday and the weekly night-time dance and bash is going. The Crown Prince is in a corner of the bar talking with the American am-

bassador and others about US aid. The Princess Pilolevu is ringside at the dance-floor. Some drunks throw their beer bottles on the floor and the bouncers drag off the more obstreperous inebriates. Never have so many been so soused. The straights and the gays are two-stepping across the floor.

They may never let me back into Tonga, but I've got to tell you that every minute was worth it.

ITEMS:

* The Friendly Islands Bookstore carries just about everything from *The Egg and I* to William Wheeler's *Complete Checklist of the Ants of Oceania*. Tolstoy's *Civil Disobedience* sneaked in somehow, but don't look for contemporary fare. The Wesleyan Church is always looking over your shoulder.

* Never on Sunday. Everything but the church closes down in Tonga on the holy day. Well ... almost everything. The buses and taxis stop running and the stores shutter and the boats tie up. But you can always manage to get a can of beer if you have a friend who belongs to the Tonga Club (males only and no riffraff). The movie theatre closes Sunday and opens for business at a minute after midnight.

* Neiafu has an airstrip so

small that only short-field planes can land there. It cannot be enlarged because coconut trees would have to be cut down and that is a very serious matter in a coconut culture. The field was to be built in an area where there aren't any coconuts. It was surveyed and plotted and half-a-million dollars appropriated and they bulldozed and levelled and made a primary dirt strip. But the end of the strip was also a 500-foot cliff. The foreign pilots who do all the flying here flew in and said 'You can't build an airfield on the edge of a cliff'. And that's why there are two airfields in Neiafu. Only one in use.

* The King of Tonga used to weigh 440 pounds. I talk to him about that and he says that he went on a programme to reduce and got down 60 pounds. But then he went on a visit to Samoa that included lots of feasting and he put back 20. How has he been reducing? He tries to eat mostly Japanese food minus the rice during the week ... saving the weekends for snails and lobster tail. He loves lobster tail. A tentmaker has made him a canvas 'vest' of sorts. It has lots of pockets and he has filled them with sand and goes up and down the Royal Stairs with the sand-laden vest on. The sand is volcanic. Not beach sand. The King says beach sand has live organisms in it and starts to smell after a while. Volcanic does not. Besides, he says, volcanic sand has iron in it and that makes it heavier than beach sand.

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TROPICALITIES

UNESCO in new territory

Do Pacific Islanders read books? And who should be chosen to write UNESCO publications about the Pacific way of life? These were some of the questions tossed around at a recent UNESCO meeting of islanders hosted in Noumea by the South Pacific Commission. The meeting brought together members of 14 Pacific Island educational and cultural organisations, besides representatives of Australia, France and New Zealand, and two directors of UNESCO from Paris.

It was the first time UNESCO had held a meeting in Noumea, this being the third session of the Advisory Committee for the Study of Oceanic Cultures. It was chaired by George Cowan of the Cook Islands Library and Museum Society. The other two members of the working bureau elected by the meeting are Carl Heine, of the Pacific Island Research Institute in Honolulu and Godwin Ligo from Vila, New Hebrides. The aim of the committee is to recommend ways in which UNESCO can help Pacific Islanders more fully enjoy the advantages of their cultural traditions.

In a significant move into the Pacific Island area, UNESCO is helping with preparations for the third South Pacific Festival of Arts, to be held in Port Moresby in August 1980. The Director of UNESCO's Division of Cultural Studies, Mr. E. Pouchpa Dass of Pakistan, flew from Paris for the Noumea meeting and told delegates that UNESCO is preparing an exhibition of oceanic art works collected from museums around the world. The Director of the Bremen Museum is co-ordinating the collection which will be exhibited during the Port Moresby festival.

UNESCO is also planning to



Mr E. Pouchpa Dass, Director of the Division of Cultural Studies, UNESCO, Paris. Photographed at the Noumea meeting.

produce a series of publications entitled 'Introduction to Oceanic Cultures'. This raised some keen debate: by whom, for whom and in what languages should the texts be written? Generally it was agreed that writers should be from the culture concerned, writing for the people of the area, in the language of the culture involved.

Georges Pilioko from the Territory of Wallis and Futuna asked what was the purpose of writing books for Islanders. He claimed that on Wallis nobody liked to read, except elderly people who were too old to go to Mass. He felt radio was an easier way to help people enjoy more of their cultural life.

Samoan writer Albert Wendt pointed out the conflicting interpretations of Island values but he stressed that 'conflict fertilises art and culture'. He pointed to the difference of opinion between the young generation and elders of a given community who might tell a writer 'You are not a true Samoan, or a true Tongan' if their ideas conflicted. But he said there should be no single viewpoint, among locals or outsiders.

In a further bid to promote the preservation of living culture, UNESCO is working on the recording of Island traditions which are not written down but only passed on

orally. The study of Island languages with preparation of grammar texts and dictionaries is also recommended. In this area it was suggested that collaboration should be sought from the University of Hawaii (Micronesian languages), University of Auckland (Polynesian) and the Australian National University (Melanesian). As one island remarked 'Your language is your whole way of life'.

From the Maori point of view, Mr Peter Sharples of New Zealand pleaded for help in preserving the Maori language. He said that of 300 000 Maoris 'you would be lucky to find 20 000 fluent Maori speakers'. Still on the language problem, Georges Pilioko spoke of Wallis Island children born in New Caledonia who visit their homeland and can only speak in broken Wallisian, having been educated in French. From Tuvalu, Silinga Kofe spoke of local government measures being taken by his country's new independent government. He said the exact workings of the old system of *maneaba* (meeting house) councils were very hard to re-establish as they had been recorded only in oral tradition.

These Islander views on the preservation of Pacific languages and the writing up of oceanic cultures were among numerous recommendations Mr Pouchpa Dass was able to take back to UNESCO headquarters in Paris. — *Helen Rousseau.*

A dear bunch of bananas

On September 29 at about 10 am the Speaker of the Tuvalu Parliament, the Hon Elia Tavita, and his cousin, were out fishing in the south-west passage into Funafuti lagoon when they were approached by a South Korean fishing vessel, *Samsong No 16*. The crew asked to be taken ashore to obtain some bananas and coconuts.

On arrival at the government headquarters on Funafuti the members of the crew were taken to the police station where it was pointed out that the ship would have to come into the lagoon in order to collect the supplies.

As it had appeared there was fresh fish on board the Fish Processing Officer, Keith Machell, went aboard and examined the catch. He found that the top fish in the hold had been caught not later than two days previously, as they were not properly frozen.

The logbook was then examined and, as was stated in court, 'as the book was being looked at the Chief Officer was virtually found rubbing out some of the entries. The charts were examined and showed pencilled markings of a course for fishing inside Tuvalu's waters'. This apparently occurred to the northwest of Niu-

Tuvalu children appear on four new stamps issued by Tuvalu on October 20. They are four-colour in denominations of 8c, 20c, 30c and 40c.





There is more time to relax

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tao. The master, Jan Jin Sang, was then arrested and placed in police custody.

The arrest occurred just before Tuvalu got down to the business of celebrating its first year of independence — October 1-2 being public holidays. It seemed as if the matter would take some while to resolve. The vessel soon became part of the scene in the lagoon and members of the crew, who were free to wander around ashore, became familiar figures in the village and at the Vaiaku Langi hotel.

Behind-the-scenes moves were obviously taking place to obtain the vessel's release. But it was not until October 10 that the general public heard any more. That day the weekly plane from Suva was a Queenair, not the usual Air Pacific HS748. Passengers who travelled on it reported that two irate Koreans had been left behind because the plane was overloaded. On Saturday October 13, two Koreans, Chulsik Park, Korean Consul in

Pago Pago, and Yon Ho Lee, a representative of Samsong Ind Co Ltd, arrived in a chartered plane, together with the Senior Magistrate, Mr Kenneth Moore, and his wife.

A court hearing took place that night. The reason for the weekend hearing was that the Senior Magistrate was anxious that the matter should be dealt with as soon as possible — it would have been several weeks before he could get to Tuvalu otherwise. In mitigation, the master said that he had been fishing within the territorial waters only for a very short time and would not do so again. Mr Park said he was sorry for what had happened. He felt it was due to a misunderstanding, pointing out that his government was at present discussing a fisheries agreement with Tuvalu.

Giving his judgment, the Senior Magistrate emphasised the severity of the offence. He recalled that when he had dealt with a similar offence by a Taiwanese vessel earlier in the

year he had promised to deal severely with future cases.

However, in view of the assurances from the master and Mr Park, and the fact that this was a Korean ship, he was prepared to be lenient. He reminded the master that the maximum penalty was a fine of \$100 000 plus forfeiture of the boat and catch. He ordered him to pay a fine of \$25 000 Tuvaluan (same value as Australian) within 14 days, adding: 'The vessel may be released as soon as the fine is paid or some bond suitable to the prosecution is made with the owners.'

In fact the latter is what happened, as shortly after lunch on Sunday, *Samsong No 16* weighed anchor and headed out of the lagoon, to be followed soon after by the charter plane carrying the Koreans and the Senior Magistrate back to Suva.

Incidentally, the ship got her bananas and coconuts — they were taken out to her shortly after she arrived, way back on September 29.

Flowering hunger not encouraged

Now that arrangements are in full swing for the Third South Pacific Arts Festival, which will be held in Port Moresby next July, Pacific territories have been receiving from festival headquarters a check-list of things they should know about. It's a Pacific-style list put out by Mali Voi, the festival director, and among the information we note the following:

BILAS / SALUSALU / TAIRE: Leaves and flowers for body decorations. Port Moresby will be in the middle of its dry season at festival time, so unless watering restrictions are lifted we may be short of frangipani and hibiscus flowers, though we have plenty of croton leaves, grasses, etc. Arrangements could be made to fly frangipani blossoms from Rabaul to be kept in cool store. Please describe your needs for bilas with if possible English and Latin names.

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ible we will try to give you Pacific food during the two weeks. If you have any taboos, please indicate on the following list: sweet potato (*Kau Kau*), rice, fresh beef, corned beef, pork, chicken, green leaves, taro (*dalo* in Fiji), pumpkin, fish, shellfish, coconut (*niu* in the Pacific). Arrangements will be made to make the variety as broad as possible. Of course, we would love those participants who would fast for two weeks!

Lateiki pumice makes a boat

Pumice thrown up by the volcanic eruption in Tongan waters which produced the island of Lateiki (PIM Nov p30) has been put to good use by a resident of Taveuni, Fiji.

The *Fiji Times* reports: 'For the last couple of months pumice — lightweight rock thrown out of volcanoes — has been floating over to Fiji from an undersea eruption in Tonga.

'Taveuni man Mr Brian Leonard has found that when you mix pumice with resin and fibreglass to make a boat, it's virtually indestructible and will never sink. He used the mix to build a 28ft boat in three months and having finished the job on Sunday morning cruised down from Taveuni to Suva in just seven hours.

'With a load of about 1000 lb and two passengers Mr Leonard said his 50 hp outboard engine had no trouble pushing them along through rough to smooth conditions.

'The secret is the buoyancy of pumice and the design of the boat. The bow is shaped something like an aircraft carrier's which stops it from going under in big seas as a normal punt would.

'It's a great river boat and ideal for inter-island traders.' Mr Leonard said.

'He said that he wanted to make more of the boats and sell them at \$2500 each with a 12-month guarantee.'

Oz girls dance Fijian

Australian and Fijian girls got together to perform a traditional Fijian dance at a giant children's concert planned for Melbourne on December 1. Proceeds from the concert will go to the World Association of Girl Guides and Girl Scouts for use in helping children in developing countries.

Life and death of a Ford Trimotor

From the Papua New Guinea National Museum comes the following colourful 'biography' of the Ford Trimotor aircraft lifted out of the lower reaches of the Owen Stanley Ranges by a Royal Australian Air Force Chinook helicopter (PIM Nov p25):

'This aircraft has had a most interesting and varied career. It is a Ford Model 5-AT-B, serial number 41, and was built by the Ford Motor Company at their Dearborn, Michigan

(USA) factory in January 1929. According to contemporary reports, the aeroplane had its first flight on July 5 of the same year. For almost 18 months, it was the Ford Company's demonstrator aeroplane in England, until it was sold to the Earl of Lovelace on December 17, 1930 as an executive aircraft and allocated the British registration G-ABHO. The Earl of Lovelace named the aircraft Tanganyika Star and on December 28, 1930, the earl and his party departed Le Bourget (France) for Tanganyika with Captain C. D. Barnard as pilot.

'While on their way to Tunis, the aircraft crash-landed near Tripoli, and was extensively damaged, causing the flight to be abandoned. The Earl of Lovelace, his pilot and passengers were injured during the crash-landing.

'The aircraft was shipped back to England, and repaired by the Ford Motor Company, after which it was sold to the British Air Navigation

TROPICALITIES

Company (BANCO), and was registered in their name on November 27 1933. With its new owner, it also received a new name, Voyager. BANCO operated the aircraft on their Heston-Le Touquet-Deauville service, and from May 5 1934 it was operated on the Heston-Berck service which was extended to Dieppe from June 29, 1934.

'In addition to these services, Voyager was used as a relief aircraft by Jersey Airways on their Channel Islands services, and on charter work. During one such flight, it became the first Ford Trimotor to be seen in Sweden.

'In June 1935, the aircraft was sold to Guinea Airways, New Guinea, arriving at Salamaua in October 1935 and was registered VH-UBI. In July 1938, VH-UBI crashed at Eilogo but was repaired and placed back in service by June 1940, which is an indication of the damage the aircraft sustained. It was again damaged in December 1941 when it tipped on its nose at Yodda Aerodrome.

'Back on July 14, 1936, VH-UBI flew what was considered the longest flight within Papua New Guinea at that time, when it flew 900 miles to drop supplies to the second Archbold Expedition, Aub Koch being the pilot. The supplies were safely dropped to the Mt Mabiom base camp, near the headwaters of the Fly River.

'Then came the war in the Pacific, and the urgent requirement of the Royal Australian Air Force for aircraft. Guinea Airway's VH-UBI was impressed into the RAAF service on February 6, 1942, and used for general freight runs, until it was converted to an aerial ambulance in May 1942. It was diverted to Lake Myola to evacuate wounded Australian soldiers, during the middle of the Kokoda Trail campaign.

The first evacuation flight took place on November 23, 1942, when eight soldiers were flown back to Port Moresby with veteran pilot Tommy O'Dea at the controls. Next day, he returned to Lake Myola, but fate was against him and the Ford, as the aircraft hit a soft patch on the landing ground and flipped



Members of the Papua New Guinea Defence Force help to salvage the motor of the Trimotor Ford at Lake Myola.

onto its back, badly injuring the pilot. The aircraft was righted, but without the availability of parts, it was considered uneconomic to repair, and after the removal of all salvageable items, the aircraft was written off — the final act of an exciting career, which stretched from England, to Europe, North Africa, and finally Papua New Guinea.'

Free advice to PNG, Fiji

A reader's letter in the Papeete daily, *Les Nouvelles*, has offered free — and not too friendly — advice to the governments of Papua New Guinea and Fiji following their expressed support for independence for French Pacific territories.

The correspondent starts in on PNG, making four points:

'1) At the last elections for the European Assembly the pro-independence parties took part with independence as their campaign theme. The result of the elections proved that the populations of the French Pacific territories by a substantial majority prefer to remain an integral part of the French Republic. Let us recall here the saying: the voice of the people is the voice of God.

'2) Let the PNG Government get around to effectively governing its own territory, where people are fighting and killing each other like real savages over trifling matters — the rape of a woman or the theft of a pig — before trying to impose on others independent government such as they are running in a thoroughly disorganised and contemptible fashion.

'3) After the bloody fighting, it appears that the flesh of the unfortunate human victims is eaten by the victors. The United Nations and Amnesty International ought to look into this subject, and if this practice is in fact found to be going on, PNG should be excluded from the UN for 10 years, to give it time to educate itself, and to prevent it from becoming a source of international contamination. Imagine the representative of this nation offering a banquet to UN members at the Waldorf Astoria in New York at which the main dish comprises ...

'4) That it devote itself as a prime task to liberating its racial brothers from under the heel of the Indonesians (in the western part of the island). This is something they could be congratulated on, instead of setting out to annoy people who are quite happy in their own countries, and do not seek to teach lessons to others, even though they have a good education.'

To Fiji: 'You too are making a great fuss in an attempt to impose on us an independence in accordance with your taste, despite the fact that we are certainly better off than you. A few examples to prove it.

'1) Your minimum wage is only half of ours, and so your standard of living can only be half as high as ours.

'2) You've got no television while we have colour television, not simple black and white.

'3) People from your islands who come to Tahiti enjoy themselves thoroughly, and wish they could stay here for the rest of their days.

'4) At the last South Pacific Games, you weren't up to the task of organising them, while we had no such problems when we staged them here in Tahiti in 1976. So we've no need at all to learn lessons from you.

'5) In the monthly magazine *Pacific Islands Monthly* (PIM) of May 1979, p8, it was reported that a Fijian couple in Australia chose to leave their three-year-old child in Australia because it would have a better future in Australia than in Fiji. Separating oneself from a child of that age is a serious sacrifice. To have lost confidence in your own country's future is a serious matter indeed. We would all do better to mind our own business, and we'd find our affairs would go much more smoothly.'

Literacy award to PNG

The Papua New Guinea branch of the Summer Institute of Linguistics has been awarded the International Reading Association's literacy award for 1979 by UNESCO.

The group had shown outstanding devotion to the cause of literacy, said the citation. Members in recent years had engaged in intensive activity codifying, conserving and utilising vernacular languages and in anthropological research.

They had developed more awareness among primary school teachers of the value of using vernacular languages and encouraged adult education.



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Skulduggery (and much more) in a tale of airlines

Airline. By Ian Driscoll. Shortland Publications, 360 Dominion Rd, Auckland, New Zealand. \$NZ12.95.

Impressions left with the reader of *Airline* — a 300-page history of the development of aviation in the South Pacific and New Zealand in particular — include:

- The fun people had flying and pioneering air routes in the early days compared with the almost antiseptic flights we now take;
- The impact of aviation on the Islands;
- The political scramble between Britain and the United States to claim islands as staging points across the Pacific;
- The role played by flying boats; and, in connection with that,
- British skulduggery in pushing onto New Zealand three poorly patched up Sunderland flying boats which were renamed Sandringhams. One arrived in New Zealand with its bilges full of concrete poured there in Singapore en route because the riveting had given way.

Aucklander Ian Driscoll who seven years ago published *Flightpath South Pacific* which traces the arrival and development of airlines in the region, is scathing of Britain's shabby ethics in shoving the aircraft onto New Zealand. The installation of the motors was an outrageous piece of engineering and he quotes the then New Zealand Director of Civil Aviation, E. A. Gibson, as saying:

'The installation was inefficient and to wish them on New Zealand which was technically unequipped to know any better was an act of blatant dishonesty and fraud.'

More important perhaps however was the fact that the

deal meant that the trans-Pacific capability of TEAL, as the New Zealand airline was then known, disappeared with New Zealand's decision, under pressure from Whitehall, to accept the flying boats.

Australia on the other hand stood firm at that time — a year or two after the war — and Qantas re-equipped itself not with British aircraft but with Lockheed Constellations.

Driscoll traces aviation in the South Pacific through various people who played leading roles in plotting the routes, testing the landing places, installing the equipment.

Predominant throughout is the role played by Pan American — and indeed Driscoll traces American involvement in the region back to the days when Admiral Perry forced the Japanese to open their doors to the West. Then by stages he unravels the subterfuge used by the major powers to plot possible air routes across the Pacific. In that game of aviation poker New Zealand was very much the raw rookie who almost slavishly followed Britain's footsteps.

That trust disintegrated in 1953 when Britain said in effect that New Zealand was not welcome in Pacific aviation operations, but it was not until 1958, when the New Zealand government bought out Australia's share in TEAL, that the New Zealanders were in a position to go it alone on trans-Pacific operations. This they did with stunning success.

While Driscoll's account understandably is dominated by American, British, New Zealand and Australian operations, he switches to a brief account in one chapter on the birth and demise of New Caledonia's *Société Française de Transports Aériens du Pacifique Sud (TRAPAS)*, and

the sad death of one of its most colourful pilots René Allais who crashed a Catalina in the lagoon at Raiatea, the second largest of the Society Islands, in 1958 killing all 15 aboard.

Out of a host of characters and personalities who developed aviation in the region Driscoll points to "the most unnoticed of New Zealand's airline pioneers", Oscar Garden who, among other things, piloted TEAL's first flying boat from England to New Zealand.

Even though the account of that flight is brief it stirs the imagination as to what the trip must have been like for the passengers.

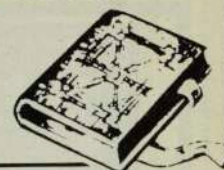
The Pacific War accelerated British and American interest in the region. They looked for staging points for flying boat and land-based aircraft to link Europe and the United States with New Zealand and Australia.

Driscoll spends time tracing the last flight of Amelia Earhart at that sensitive time

Amelia Earhart (centre) with navigator Fred Noonan at Lae in 1937 immediately before they set off for Howland Island, never to be seen again. The author supports the 'Japanese prisoners' theory, and believes that both died in Saipan, then Japanese military headquarters for Micronesia.



BOOKS



and he follows the line that Miss Earhart and her navigator Fred Noonan were taken by the Japanese when they ditched their plane and that both died on Saipan, the Japanese military headquarters for Micronesia. The Japanese, he suggests, feared that their element of surprise would be lost when they attacked Pearl Harbour if they released the flyers.

Airline will bring back a host of memories for Pacific residents and Driscoll has included with his account a good selection of photographs. He has also included a list of appendices that give a key to the numerous references in the text and provide the aviation addict with added historical data: a chronology of aviation events in the region and a remarkable list of pioneering aircraft that flew through the region, plus a comprehensive index. — William Gasson.

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 2. Dimensional alphabet pendant in 9ct gold
 3. Ladies seven stone diamond pendant in 18ct gold
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 5. Ladies diamond set tag pendant in 9ct gold
 6. Gents diamond signet ring in 9ct gold
 7. Gents Greek zodiac pendants in sterling silver
 8. Gents sporting motif pendant in pure silver
 9. Ladies fourteen stone diamond earrings in 18ct gold
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BOOKS

An adventure enjoyed – but not too well communicated

Sail before Sunset. By Earl Hinz. Published by the David McKay Company, Inc, New York. 1979. \$US12.95.

The injunction of the title is several times repeated in Earl Hinz's account of a two-and-a-half year cruise from California to New Zealand and return. An engineer accustomed to coastwise sailing, and with crew experience on a Los Angeles/Papeete yacht race five years earlier, he set out with his wife Betty and the first of a small series of crewmen to see the ocean world, his objective seemingly made urgent by his fear that at age 55 he might have left his run too late.

Except that in Tahiti they were saddened by the totally unexpected death of a Californian friend who had flown to join them for a short holiday, and that they experienced a near-capsize in the North Pacific, their progress proved free of other than pleasant incident. They delighted in their new world, new friends, new way of life, and a very real sense of achievement in having made a dream come true.

But the fear seems to have remained. The account which opens with Tennyson's morbid-sweet *Crossing the Bar*, ends:

'What do we do for an encore? ... Land-bound for awhile, we can live with our reminiscences of the pleasures of sailing to new ports of call, meeting new peoples, and encountering cruising friends from earlier ports. We cannot predict the future, but it would be nice to have one more opportunity to sail before sunset. And we still advise others: Go now! Sail soon! Go before it's too late.'

So obviously it was't too late for them in their middle fifties to cut loose for awhile. Hinz made careful preparations and took no risks. But I wish he had given as much thought to his preparation for his next embarkation – the writing of this

book, for it is far from satisfactory.

His observations are superficial at best and sometimes totally misleading, and at no time does he succeed in communicating the atmosphere of his enchanted world. Often his account of countries visited seems to have been gleaned from quayside conversations. Even though he visited the Bishop Museum in Oahu 'to study early Polynesia' he is able to write:

'Most of the true Hawaiian history, as in all Polynesia, has been lost because of the lack of a written language and the use of biodegradable materials for their daily living. Today's history starts with Captain Cook's arrival in 1779 but doesn't gain momentum until the arrival of the missionaries and whalers in 1850'.

An 'underwater' monument to Cook was placed, he says, in the crystal clear waters of Kealakekua Bay and maintained by the British navy. Yet he visited, or at least described, the City of Refuge, from which the beach-sited obelisk is clearly visible across the water.

Some of his comments indicate a certain innocence. 'The North Shore of Oahu,' he notes, 'has been a surfer's paradise even before fiberglass boards' – which considering Captain Cook's interest in the sport then called *he'e nalu* must

be the understatement of the year.

On Hawaii Hinz encountered plantations of the macadamia nuts which in their native country, Australia, he says, are called *kindel-kindel*. The name is new to me and apparently to the *Australian Encyclopaedia*, which records Australian nut, Queensland nut, bush nut, bopple nut and bopple-bopple.

'One of the world's better kept literary secrets,' he notes of Samoa, 'is that Robert Lewis (sic) Stevenson ... spent the last five years of his life here.' Another well-kept secret formed the basis of the Hinz political history of the group (for which, he says, the name Navigator Islands was erroneous). In the face of German and American claims the British, he says, withdrew their claims to Samoa 'in return for rights to the Tonga Islands to the south'.

In New Zealand the Hinz family used public transport and were among the last to ride the inter-island ferry *Rangitira*. It was to be discontinued, he wrote and rated it, incomprehensibly, 'another victim of the automobile.'

There he was surprised to be told that he had an accent. But his ear doesn't seem too good anyway, if he is sincere in offering the pronunciation 'ry-va-vy' for Ra'ivavae. He has a fairly cavalier attitude towards

spelling, and he piles up an impressive total of literary solecisms left unamended by his editor. They inhibited still further my limited interest in his travels.

But he did enjoy his adventure and his technical information should assist the considerable numbers who might wish to emulate him, for his career in engineering has disciplined him to careful preparation. His wife Betty has contributed an appendix on provisioning.

In spite of their ambitions and their achievements they display only a shallow interest in the world outside their fiberglass walls, but their lack of involvement does not conceal its potential. — Olaf Ruhen.

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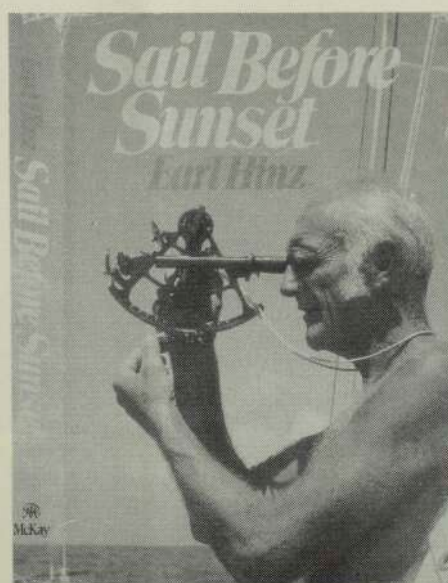
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BOOKS

Recalling the wrong people

Norfolk Island 1846 — The Botany Bay of Botany Bay. by Stuart and Naylor. Published by Sullivan's Cove, Box 1932, Adelaide, Sth Australia. \$A35.

These are interesting, if somewhat expensive, days for people attracted by Norfolk Island's history.

Late last year *The Exile's Lamentations* (PIM, February, p 59), a manuscript written by a Norfolk prisoner in about 1840, was published for the first time. It will almost certainly remain the outstanding description of the Island's disgraceful prison colony as seen through a convict's eyes.

Two other contemporary descriptions of that foul period — euphemistically called Norfolk's 'Second Settlement' — have now been brought out of archives and published in a volume titled *Norfolk Island 1846*.

The book has 84 foolscap-size pages. The quality of its paper and production is high, for these days. Only 500 numbered copies have been printed for sale. The publishers have also had 10 copies bound in leather, with the page-edges being slit in the old style, at \$185 a copy.

The two Norfolk prison descriptions in the book are by Rev T. B. Naylor, who was the Chaplain on Norfolk from 1841-1845, and by R. P. Stuart,

who wrote an official report for the Van Diemen's Land government (Tasmania), after a two-weeks visit in 1846.

Naylor's and Stuart's accounts were published in a parliamentary paper in England in 1847, titled 'Correspondence on Convict Discipline and Transportation', and have been one of the main sources of information for Norfolk historians ever since. In republishing them the Sullivan's Cove edition adds 45 explanatory footnotes that shed further light on the people and events described. There is a helpful introduction, and an appendix listing 42 years of punishments inflicted on a single prisoner, Denis Doherty. Restored to the Stuart report are some passages that were expurgated in the original parliamentary paper, commenting on homosexuality in the prison. They are neither substantial nor lurid by current standards.

Stuart's report is 35 pages long, and considerably the more descriptive. It is critical of the state of affairs on Norfolk — not so much because the place was a degrading hell-hole, but because the Commandant, Major Joseph Childs, had let discipline go to pieces.

The report describes Major Childs as 'a most amiable benevolent gentleman', which might possibly qualify for the *Guinness Book of Records* in a new category of 'Nicest thing ever said of a member of the Establishment by another member.'

What Norfolk needed, Stuart recommended, were

new walls inside the mess compound, to enforce obedience; the replacement of the broken-down windmill with a tread-wheel, 'offering, as that description of incessant compulsory labour does when combined with separate treatment, a means of effectually coercing and subduing the hardened and turbulent'; the dismissal of officers who had been trading with convicts; and similar reforms such as building a more-readily supervised blacksmith shop.

Stuart proposed that Major Childs be recalled, in favour of someone more experienced, and this was promptly done.

When his report was considered by the executive council in Van Diemen's Land on July 1, 1846, the Lt-Governor said it appeared to him that Norfolk was 'on the very verge of open mutiny'. Mutiny was in fact then breaking out on the island.

In his report Stuart carefully catalogues the routines, the behaviour of prisoners and the physical facilities at Kingston, Longridge and Cascade. He describes the food, the crops, the wells, the ventilation, the hospital, sanitary arrangements, the barracks, boot-making, lighting, prayers, the bakehouse. It is an orderly, informative report by a police magistrate concerned to make a system work, and apparently untroubled by whether the system was right or wrong.

The Rev. Thomas Naylor's description of Norfolk is only half as long as Stuart's. The book's introduction characterises it as 'less comprehensive and less objective' — but in historical fact it was overwhelmingly more powerful and effective. It led to the shutting-down of the prison.

Where Stuart dealt with procedures, Naylor dealt with principles. He felt 'there are evils which demand instant and effectual remedy'.

He intended his paper as an open letter to the secretary of state for the colonies. He sent it to England with his wife, asking her to get it published as a pamphlet.

His main points appear as sub-headings. Norfolk is unfit for a penal station, he says.

There is no discipline. There are too many men herded in one place. All grades of convicts mingle indiscriminately. Reformation and restoration to society are altogether overlooked. The diet is inadequate. The expense is enormous.

He describes the island with restrained emotion. He concludes, 'At all events, my Lord, you must do something. Norfolk Island cannot remain the plague-spot it is much longer...'

Mrs Naylor showed her husband's paper to Alexander Maconochie, who had returned to England after his term as Norfolk's superintendent. He persuaded her to let him send it on to an associate of Earl Grey, who was colonial secretary.

Eight days later Lord Grey wrote to Sir William Denison, who was about to sail to take up his post as the new Lt-Governor of Van Diemen's Land. He enclosed Naylor's paper. He instructed Denison 'with the least possible delay, to take measures at once to break up the establishment at Norfolk Island, and withdraw the whole population of that settlement to Tasman's Peninsula...'

It took Denison almost a decade to do it, but the fate of England's most despicable prison colony was sealed from that moment. And all because a clergyman had the courage and the principles to write an impassioned letter.

How foolishly we let ourselves be led into remembering and honouring the wrong men in history. The steely Major Anderson is remembered on Norfolk because he had his name inscribed at the top of large Kingston buildings — but the humane, admirable Alexander Maconochie is forgotten.

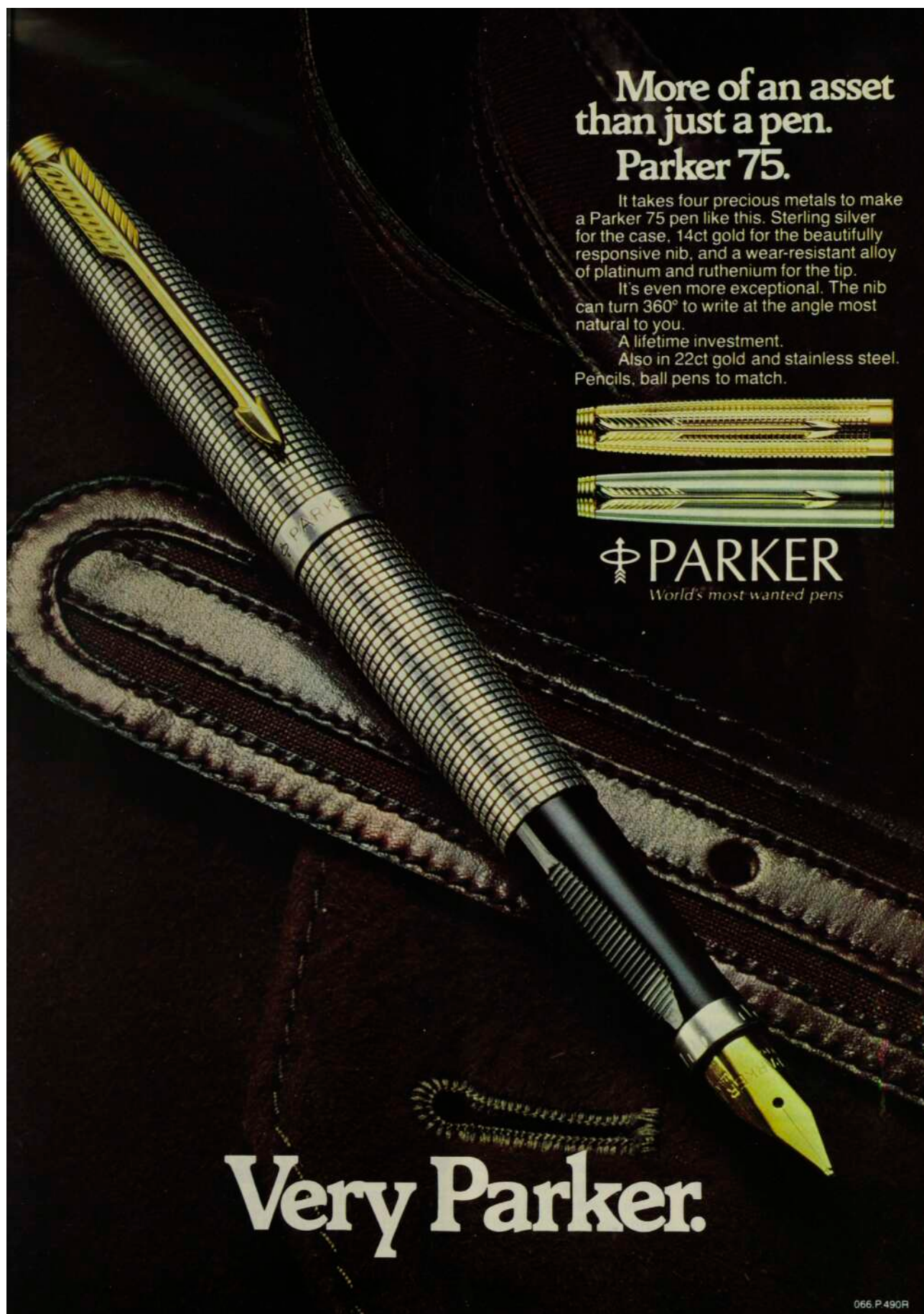
The Rev Thomas Beagley Naylor's name should be honoured in the Pacific, and people who care about Norfolk's history will want to have this new publishing of his eloquent letter, which broke the hellish grip cruelty had on the Island, and set the stage for the Pitcairn people to be offered a new homeland there a decade later. — Ed Howard.

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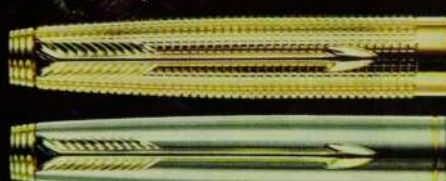


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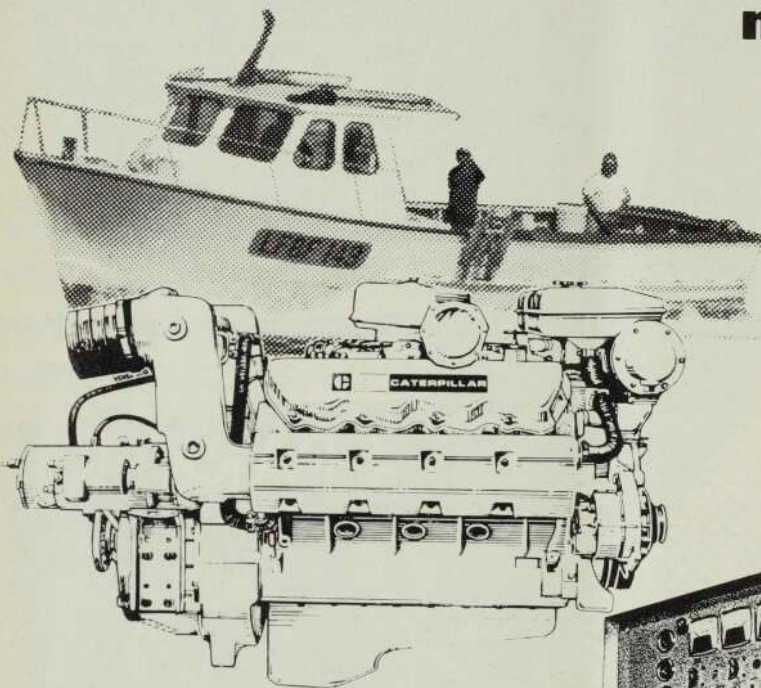
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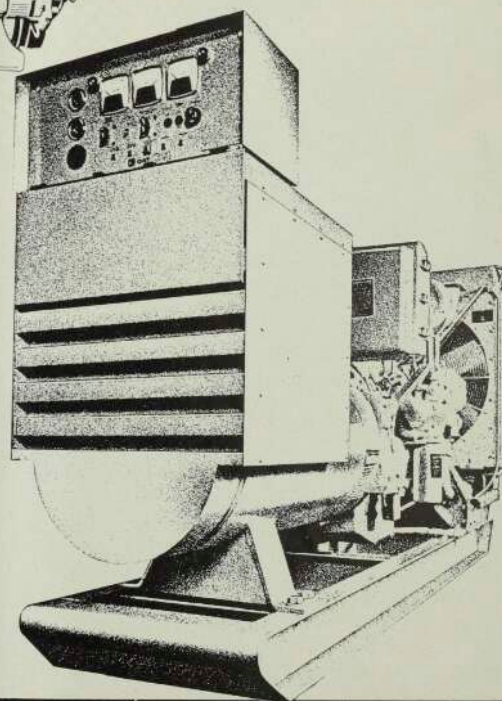
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YESTERDAY



The Voyage of Taulamati

Taulamati was a young bachelor from Funafuti, working for the British Phosphate Commissioners on Ocean Island and I first heard of him when he got into trouble with the police. It was a trifling case of trespass in quest of a lady, but his fellow expatriate Polynesians were jealous of their good reputation on Ocean Island and the young man was made to feel ashamed. He decided to leave the island — a customary way of satisfying honour.

About half past ten on the evening of Saturday May 25 1958 Taulamati put to sea.

He could scarcely have chosen a more unsuitable craft than the little flat-bottomed pram he borrowed from the boat-shed, home-made of wood and tin and designed for a child to paddle in the harbour. He propelled this coracle with a piece of board. His provisions consisted of two ship's biscuits, a tin of 50 cigarettes and a box of matches, but no fresh water. He took also a knife and his Bible.

Taulamati had no idea where he was going and he was less than a quarter of a mile

The stories of successful drift voyages by Islanders are many, although the truth probably is that more such voyages end tragically than successfully. Michael Hook, one-time Superintendent of Police for the old colony of the Gilbert and Ellice (now separately Kiribati and Tuvalu), here recalls the voyage of Taulamati, with the facts supplied at the time by Taulamati himself. Illustration is by the author.

from shore when he regretted his action and began to paddle back. The wind and current however were too strong for him, he had a struggle to keep the boat headed into the waves for fear of being swamped and the now reluctant sailor was carried quickly out to sea.

Taulamati paddled all night heading his craft into the wind and the waves. At dawn on Sunday, Ocean Island was still in sight but it was very far away. The sun rose and Taulamati, exhausted by his efforts, fell asleep.

He was woken by waves pounding the sides of his frail craft. No land was in sight and Taulamati began to pray for deliverance. He ate one of his biscuits, but for the rest of the day felt neither hunger nor

thirst. He just sat in the boat, not attempting to paddle. He slept fitfully and every time he woke he prayed.

At daybreak on Monday Taulamati found that his one remaining biscuit was saturated in salt water and threw it away. Water was slopping into the boat and he used his cupped hands and his shirt to bale. About 10 a.m. it began to rain. He threw his cigarettes overboard and used the empty tin to catch rainwater. The rain overboard and used the empty tin to catch rain-water. The rain was light and only fell for half an hour so that he did not collect much: he drank this slowly. All that day he had to bale and he did not attempt to paddle. Dusk came and he spent the hours of darkness as the night

before, alternately sleeping and praying.

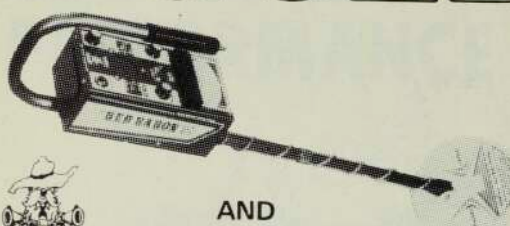
It was about three o'clock on the afternoon of his third day at sea that Taulamati sighted a Japanese fishing vessel. He waved his shirt for over an hour but without attracting attention, and at last the ship drifted over the horizon.

Taulamati sat down in his boat and prayed. In his own words, he 'began to have a strong feeling and was no longer afraid.' He settled down in his boat and began to sing. He went on singing until the small hours of Wednesday morning, when at last he fell into a deep and untroubled sleep.

Taulamati did not wake until the sun was almost overhead and the first thing he saw was a fat noddie sitting on the stern of his boat. With great patience he edged himself towards the bird until with a quick grab he secured the prize. For a moment they stared at each other — the noddie and the man — two creatures in whose unguarded hour death had come very close.

Taulamati thought: 'This bird will be no good to eat

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uncooked.' He opened his hand and the noddie's strong black wings bore it swiftly away on the wind of life and freedom.

Taulamati spent that day and the night which followed in prayer and short snatches of sleep. For over four days he had had nothing to eat and drink but a biscuit and a little rain-water and on the Thursday morning he turned his attention to fishing.

Fish were swimming round his little boat and he succeeded in stabbing a large tuna and in hauling it aboard. After returning thanks to the Sender of the fish, Taulamati cut the fish up, ate some and spread the remaining pieces in the bottom of the boat to dry.

Later that day it rained and Taulamati drank his fill and fell asleep. He awoke at midnight, ate some more fish and sang hymns until he fell asleep.

Taulamati now had sufficient fish to keep him going for a few days and occasional showers of rain provided him with water. He continued to pass his waking hours baling, praying and singing hymns.

It was after dark on Friday, six days after he had begun his voyage, that numbers of seabirds appeared flying round his boat. Taulamati realised land must be not far off and his spirits rose. He redoubled his prayers and fell asleep happy.

On the Saturday morning he saw frigate birds and, although these might have come from other islands, he knew many Nauruans kept these birds as pets. Taulamati guessed he was near Nauru and with great earnestness begged God to direct his boat towards that island.

On Saturday afternoon and again on Sunday morning Taulamati saw many noddies, flying and crying as they swooped to catch fish. On Sunday he fought to stay awake as he was afraid he might drift past Nauru in his sleep. Despite this however he did at length succumb and awoke after dark on Sunday night.

Far away on the horizon to the westward he saw a light. He stared at it hard and long, presently made out other lights

and knew that ahead indeed lay Nauru. The distance from Ocean Island to Nauru is about 160 miles, but both are tiny islands and it was a miracle that Taulamati had made a landfall. Breathing a prayer of thankfulness he now rigged a sail using his sulu and the piece of board he had brought as a paddle. A little later, overcome by weakness and fatigue, he fell asleep.

Taulamati awoke just before daybreak on Monday. Nauru was on his right and he was being carried past the south side of the island. He hastily took down his sail. He was a good way out but he could plainly see a ship moored opposite the cantilever. As he came opposite the cantilever the set of tide and wind seemed to change and he found his boat was drifting in a more northerly direction.

As Taulamati's craft drifted up the western shore of Nauru he began to paddle. By nine o'clock in the morning he was quite close to the reef at the northern end of the west coast. A big wave hit his frail boat and Taulamati dived overboard.

Although weak from his long ordeal, he struggled ashore. He drank a coconut, thanked God for saving him, had a sleep and a little later formally reported his arrival to the astonished manager of the British Phosphate Commissioners on Nauru.

Back on Ocean Island it was decided that Taulamati had had difficulties enough and the police case against him was not pressed. The Phosphate Commissioners decided also to permit him to continue his employment with them on Nauru instead of on Ocean Island. Even the borrowed boat was recovered and shipped back to its owner.

Taulamati's voyage was something of a nine days wonder. Perhaps his extraordinary good fortune in landing on Nauru gave others the idea that it was easy, for two months after Taulamati's voyage, another Ellice Islander, finding himself in trouble, left Ocean Island in a small boat.

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TRADEWINDS

A new 'battle' is raging on Guadalcanal

A PIM correspondent in Honiara reports on the 'new battle of Guadalcanal' — a fight to ensure proper safeguards against possible damage to human health and to other food crops posed by aerial crop-dusting operations carried out on the Brewer Solomons Associates rice plantations on the Guadalcanal Plains.

A plane flies low over the old Koli and Carney airstrips. It circles just above the coconut palms along the notorious Red Beach and then sweeps low over the Guadalcanal Plains to discharge its death-dealing cargo.

This time the cargo is not a rack of 500-pound bombs aimed at Japanese troops, but instead pesticides and herbicides aimed at the agricultural pests and weeds which have the

audacity to interfere with the intensive (and lucrative) rice-growing endeavours of the multi-national Brewers in partnership with the Solomon Islands Government (Brewers Solomons Associates, or BSA) on the plains.

All this would be fine if a full, in-depth environmental, public health, and sociological survey had been done from the beginning of the pesticide-



Rice-harvesting on Guadalcanal Plains... use of insecticides now a matter of public controversy

spraying exercise. That is, if such an inquiry had established the full effects of the enterprise on the health and living conditions of the population of the Guadalcanal Plains before the project was begun.

However, at a meeting in Honiara on September 14, 1979, the Senior Health Minister Mr T. Lolemae, and the local World Health Organisation representative (Sanitation/Health) Mr J. Hazbun, both admitted that this had not been done, and that subsequently a serious situation had been inherited.

The initial realisation of the possible serious social effects of the ricefield extensions on the plains was expressed in questions raised by the previous headmaster and staff of the Church of Melanesia School, Selwyn College, as far back as 1974.

A planned extension in the ricefields of about 1000 ha around Okea was announced. About 30 ha of this extension would be adjacent to the buildings and gardens of the school, and the village Ngalimera.

Such factors as the toxicity of the spray, and its effects on humans (possible inducement of cancer, sterility, malformation of newborn children, etc), and on ground water supplies, were raised. The possible effects of the herbicides, which were known to destroy crops common to the village and school gardens were discussed, along with the noise nuisance of the cultivators, graders, tractors, low-flying aircraft, and so on. Also discussed was the known fact that

the paddy fields increase the mosquito population in an area where the incidence of malaria is already very high by world standards.

'Round table talks' were begun with BSA and Selwyn College staff representatives. But the feeling gradually developed among the college staff that the BSA consortium had in fact set itself up as defendant, judge and jury all in one.

As a consequence, the staff put a motion before the Church of Melanesia synod of October 4 expressing the hope that the Christian concern and status of this body would assist in the establishment of a full and intensive investigation by the WHO, using staff expert in these matters, to safeguard the health and living standards of present and future generations of people living on the Guadalcanal Plains.

However, the project foundered due to the efforts of a very senior member of the college staff who, as a lay member of the synod, contrived to have the motion amended to the extent that the BSA was left securely in the position of 'defendant, judge and jury all in one'.

Late in October feelings ran high among the staff since genuine efforts to put the matter right had been aborted. The general hush-hush, keep-it-in-the-family approach of the BSA, with its promises of 'more round table talks', has given

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TRADEWINDS

rise to a feeling of grave disquiet about the outcome of the battle — and the subsequent effects on the welfare of the people of the Guadalcanal Plains.

FIJI GETS U.S. ADVICE

Fiji should work towards closer economic ties with Asian countries and not just Australia and New Zealand, according to American economist Professor George Viksnins, who made a four-day visit to Fiji in October under the auspices of the US Government.

Professor Viksnins, who teaches economics at Georgetown University in Washington DC, thinks the Asian area could be exploited by Fiji. Korea, Singapore, Hong Kong, Malaysia and Thailand are rapidly developing industrial countries... I'm sure that they would be interested in Fiji's raw materials,' he said.

'I think that Fiji is a pretty viable country in terms of natural resources. There's plenty of water and sunshine and the country has a well developed infrastructure.

'At the moment Australia and New Zealand think excessively of the European market. Fiji, despite its strong links with Britain, should begin to think about the "Pacific Economy".'

He said the Pacific Economy had already outstripped the Atlantic Economy, and Fiji would be wise to capitalise on this development. To do this, it should concentrate on the development of agriculture and mineral resources.

'It would make a lot of sense to develop copper,' he suggested.

The price of copper was going to rise considerably, as it had not yet fully participated in the basic upward trend of world prices of minerals.

What about the soaring price of gold and therefore Fiji's chances of making money from gold again?

The professor could not say what Fiji stood to make out of the gold boom, but he was sceptical about the valuable metal.

'The price of gold is going to

come down sharply in the next year,' he predicted. 'I think that the price will be below \$US300 an ounce within a year.'

Professor Viksnins acts as a consultant to investment bankers L. R. Rothschild, Unterberg and Towbin.

Visiting Fiji under the US Government's 'Specialist Programme,' the professor took part in lectures and discussions with University of the South Pacific students and government officials.

FRENCH TALK ON THE SEA

Some 280 delegates attended the Conference on the Sea held by the French Government recently in Noumea. The meeting was organised and opened by Paul Dijoud, Minister for Overseas Territories. Participants included defence personnel, administrators and politicians from New Caledonia, Tahiti and Wallis and Futuna, as well as scientists and industrial representatives from France and several foreign observers.

Now that the 200-mile economic zone has made France the third largest marine power, Paul Dijoud emphasised the mineral and energy potential of French waters in the Pacific. Mr Dijoud also stressed the importance of the Pacific territories for the spreading of French influence right to the antipodes. The French Territories Minister said 'the sea offers an extraordinary domain for combat and involvement'. He said the main aim of the Noumea conference was to suggest to Paris the chief areas to be explored over the next 10 or 20 years. This would entail the drawing up of various agreements between metropolitan France and the Pacific territories. This raised the problem, stressed by the Polynesians, of the overlapping power of France and the territories in control of the wealth of the sea.

The Noumea meeting followed another conference earlier this year organised by Paul Dijoud in Tahiti, to discuss tourist strategies in the French Pacific. The Polynesian government councillor respon-



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TRADEWINDS

sible for tourism, Alec Ata, before leaving Tahiti for Noumea, was quoted as saying he hoped the sea conference would do better than the tourism meeting which had been marked by the departure of Pan Am from Tahiti (in October). In the last couple of years, as Polynesians have battled for internal autonomy and an independent economy, Tahiti has suffered the breaking-off of air services by Air France (to Tokyo and Peru), Qantas (to Australia) and now the US airline.

At the Noumea conference, Alec Ata was chosen to chair one of eight discussion committees, meeting at the Point Chaleix naval base to study defence and maritime surveillance. Other members of this group were General P. Barthelemy of New Caledonia, Mr Paul Cousseran, French high commissioner from Tahiti, and Admiral Y. Leenhardt, commander of the nuclear base in Polynesia.

Other three-day discussion groups studied deep sea and coastal fishing, aquaculture,

local employment, and protection of the environment. The mineral resources group considered the possibility of oil in New Caledonian waters and some-day processable nodules in Polynesia. A member of the Atomic Energy Centre (CEA) in Tahiti led discussions on new forms of energy — from the wind, sun and thermal sea energy.

The eight discussion groups led Paul Dijoud to enumerate 17 general points which the French Government could consider in future maritime strategies. These points included recommendations to increase maritime surveillance forces around French Pacific territories, including Wallis and Futuna. It was also suggested that French influence in the region could be extended by the setting up of a study centre, or 'University of the Sea', which could help the French and neighbouring countries. This follows de Gaulle's idea in 1966 to establish a French university in Noumea to serve the Pacific region. — Helen Rousseau.

FIJI IN BIG FISH ACCORD

Fiji has signed a 'technical specification agreement' with Japan, covering about \$2 million in aid to assist its fishing industry.

A six-member Japanese aid team spent three weeks in Fiji in October, and agreed to finance seven fishing projects.

The aid package includes the purchase of two boats, a skipjack training vessel for Ika Corporation, and a research and development vessel for the country's Fisheries Division.

Also included are a rural fishing training scheme laboratory, and an ice-making plant, which are to be constructed at Lami, a fisheries workshop for Savusavu, and a mobile workshop for the Northern Division.

SOLAR PHONE FOR TUVALU

The Tuvalu Government's telecommunications division has received new equipment which will provide a solar-

powered telephone service for the eight outer islands in the group. Two 20-watt solar panels will be used at each station and the electricity generated will be stored in batteries for powering single-side-band radio telephone equipment.

This is the first application of solar electricity in Tuvalu and a demonstration system at Funafuti telecommunications headquarters has attracted much interest from government officials and interested members of the public. The communications equipment is manufactured by the Canadian Marconi Company, and the whole project costing \$20 000 is funded from Canadian aid to Tuvalu.

The first outer station to be equipped with the solar power will be on Vaitupu Island, Tuvalu's second centre, where the agriculture division has its headquarters and Tuvalu's secondary school is located. The solar system was due to be in service on Vaitupu by late November. — Peter McQuarrie.

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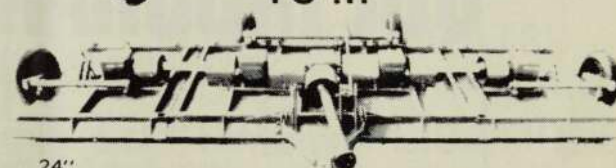
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ATHERTON Antimony NL has pulled off a major joint venture agreement to exploit its 50% owned Vuda porphyry gold prospect in Fiji. The joint venture deal, which will be worth at least \$3.3 million, was offered to Atherton by Aberfoyle Ltd through Atherton's 50% owned Goldfields Mines Ltd.

A\$2 284 081 fall in net profit has been reported by the Fiji Sugar Corporation. After paying tax it made a net profit of \$4 410 600 in the year ended March 31, compared with \$6 694 681 in the previous year. FSC shareholders, including the government, which owns 98% of the company, will collect a 10% dividend — a rate paid for the past few years.

EMPEROR Mines Ltd, Fiji, has reported a \$6883 profit for its 1978-79 year, a turnaround on the \$1 630 000 loss the previous year. Much of the operation's recovery could be attributed to a more profitable mining situation, it said in a statement. But this had been largely offset by difficulties experienced throughout the year in timber operations.

BURNS Philp (South Sea) Co made a \$3 291 000 profit for the year 1978-79 and shareholders will get a dividend of 17.5% for the year. But BP's chairman Mr Charles Wardrop said things were not expected to improve much in the coming year. The company enjoyed the benefits of political stability in the areas it operated in, he said, referring to last year's profit which was 0.5 per cent up on the previous year. But all areas depended on imported fuel at escalating prices.

DURING the first quarter of this year Fiji's Ika Corporation's vessels landed 69% more fish than in the same period last year.

Ika's landing of 1633 tonnes made up about 66% of the total amount landed at Pacific Fishing Co during the first quarter 1979. A total of 2483 tonnes of tuna were landed at Levuka by the Ika Corporation, Formosan and Korean vessels, a 21% decrease in landings over the same period last year.

CONTINENTAL Air Micronesia's three-aircraft fleet was reduced in October, when the third 727 jet returned to Los Angeles. Air Mike general manager Dan Purse said the aircraft had been withdrawn because the airline had not received authority to serve a second city in Japan as well as Tokyo. He said: 'When we received the operating rights to Narita (Tokyo), we were to receive late last year an authority to operate into the second city in Japan, probably Osaka, as part of the bilateral agreement with the Japan Civil Aeronautics Board. That authorisation never happened.' Mr Purse said Air Micronesia was running about a \$US1.2 million loss as a result of operating the third aircraft into the Micronesian districts.

JAPAN will be sending young co-operation volunteers to Papua New Guinea to help in the development of the country, particularly in fisheries, agriculture, vocational training and health work. Agreement was reached in talks between PNG's Minister for Foreign Affairs and Trade, Ebia Olewale, and Japanese Ambassador to PNG Koichiro Yamaguchi.

FOUR hundred and twenty pigs from New Zealand have been sent to Majuro to be distributed to various islands in the Marshalls. About 200 of the animals have been sent to islands affected by Typhoon Alice in October 1978.

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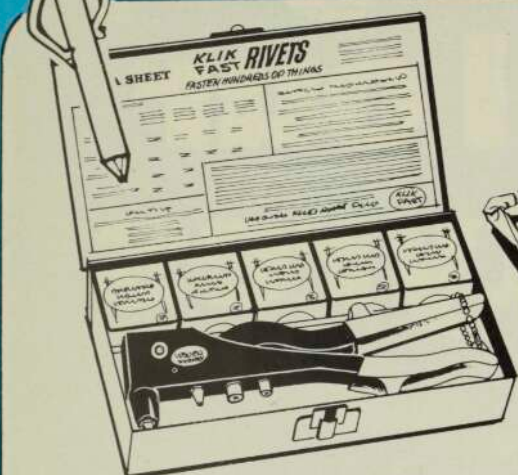
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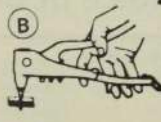
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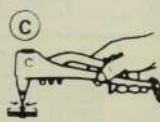
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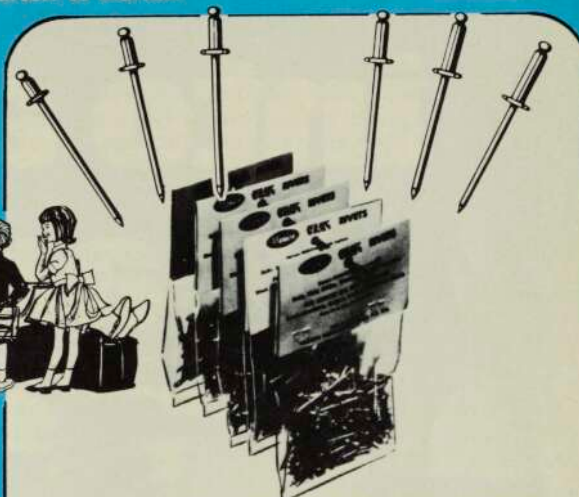
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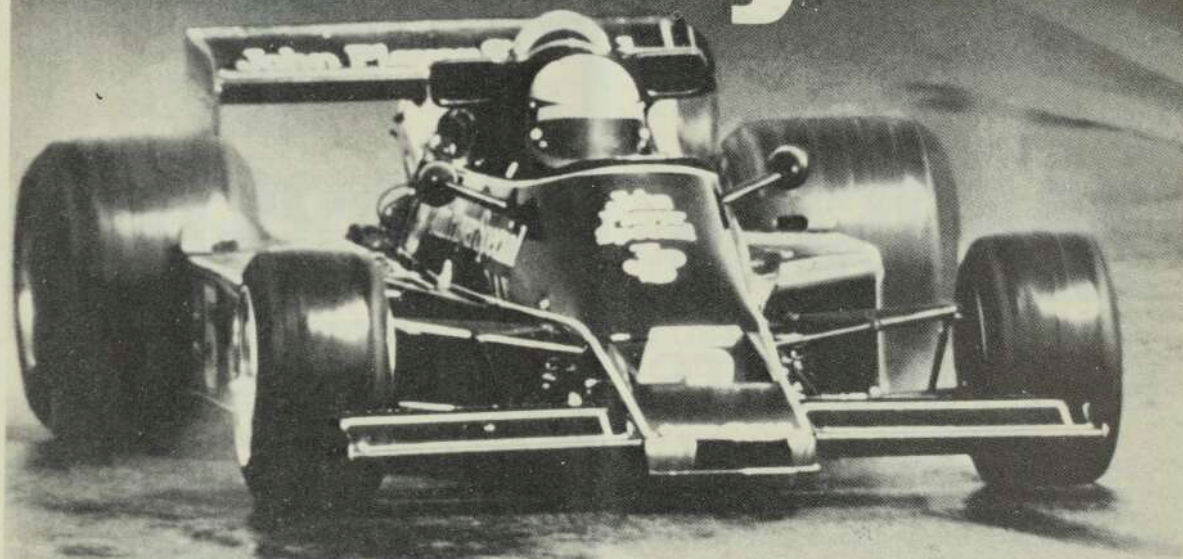
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From the ISLANDS PRESS

Erwin D. Canham in Marianas Variety and News, Saipan

Is an 'age' coming to an end? The 'age' of cheap motoring? About 60 years ago, Henry Ford helped to usher in the age of cheap motoring with his fabulous Model T, selling for about \$300. Gasoline prices were almost as low, and for the next half century — with some bulges for inflation — the cost of driving and fuelling a motor vehicle remained in much of the world one of the greatest of all bargains. Now this all seems to be coming to an end. Gasoline prices in the United States — and here on Saipan — threaten soon to break the barrier of a dollar a gallon. In many other parts of the world, they have long been two or three times as high, and the cost of the motor vehicle itself was correspondingly steep . . .

Les Nouvelles, Papeete, Tahiti

Forty-seven children have been road accident victims since the beginning of the year. Fourteen of them have died of their injuries. There must be more care on the part of drivers, and heavier penalties against those caught driving under the influence of alcohol . . .

Letter from 'Friend of the Earth' in Cook Islands News, Rarotonga

If as a tourist, on returning to my country, I was asked to briefly describe Rarotonga it would be thus: a small hilly island with a flat coastal plain surrounded by a ring of rubbish . . .

The Fiji Times, Suva

A dance at the Tradewinds Convention Centre had to close more than an hour early on Saturday night after fighting broke out . . . The dance was held by a charitable organisation to raise funds to assist poor families with school fees and other needy matters . . . It is believed the dance was an annual event but the organisers are hesitant about holding another one . . .

Report in The Tonga Chronicle, Nukualofa, from George Lavaka in Canberra

Tonga and Tongans should make use of two mountains in Tasmania to publicise our kingdom, the general manager of Teta Tours, Mr Tonga Lemoto said in Canberra recently. He was commenting about two mountains with very familiar names he came across while on a field study of the Tasman Peninsula of Tasmania, Australia, last month . . . The two mountains are named with no other but Tonga and Tongatabu. Mr Lemoto said Tongans in Australia should make use of the mountains to publicise the 'real' Tonga . . . The namings of the mountains were probably done in the second half of last century . . .

Mount Tonga was originally named Tongatabu as well. But the Nomenclature Board shortened the name to Tonga to avoid confusion with the other Mt Tongatabu.

The earliest evidence shown is an Admiralty Chart (no. 1475) that was compiled from the hydrographic survey of a British survey ship, the HMS *Dart*, in 1893. The HMS *Dart* cruised in the West Pacific in 1884 (under Commander Moore) and in the South Pacific in 1886, 1887 (under Commander Field), 1890, 1891 (under Commander Frederick) and again in 1892 and 1893 under Lieutenant-Commander H. E. Purey-Cust. The Nomenclature Board's Land Development said it was possible the feature north

of Port Arthur now known as Mt Tonga could have been likened by one of the *Dart*'s men to the main island of Tonga, from a certain direction, and called it Tongatabu. The Department said perhaps the same thing happened to Mount Tongatabu which is in the southwest of Hobart . . .

Nauru Secondary School Newsletter, Nauru

BEHAVIOUR ON BUSES. I am sorry to have to tell parents that a little girl from another school died last week as a result of a rock thrown from one of the buses at lunchtime. Your children have been warned time and time again both about stone throwing and bad behaviour on buses. I will be asking the Department of Works to cancel any buses where poor behaviour occurs again. That might be the only way to make sure that people can move about in safety . . .

Uni Tavar student newspaper, University of Papua New Guinea, Port Moresby

The transfer of the snooker tables from underneath the students Union Building to the University Club has altered the snooker life of some students at the University . . . The Secretary of the Enga Students Association, Mr Joe Tapel, who claims to be the professional in snooker playing, said his right to exhibit his profession has been deprived, in the isolated surroundings the snooker tables are now in. No doubt, about Mr Tapel's snooker profession, he has won K21.00 in a sequence in a single day. 'I do not have all the enthusiastic spectators I used to have, which would put me off,' he said . . .

Nabanga, Vila, New Hebrides, in its series of photo-reproductions from the old French-language paper Le Néo-Hebridais (issue of December 4, 1918)

ALLIED VICTORY CELEBRATED AT PORT-VILA. During the night of November 11 our wireless station brought the news that an armistice had just been signed between the Allies and Germany. At once, from house to house, people were wakened to spread the good news. A demonstration of spontaneous and general joy finished up at the Town Club where people danced and quaffed champagne until morning. Next day all Vila was decked with flags, and the public continued to express their delight. In the evening at the Club there was a 46-place dinner preceded by a 21-gun cannon salute. The dinner was attended by club members and their guests. It was a delightful evening, with Britons and French mixing together most affably. At 11 pm, the British Resident read out the day's radiotelegramme, which gave details of the armistice terms imposed by Foch on the enemy. His reading was literally cut to pieces by enthusiastic bravos. Messrs King, Nielly and Seagoe made patriotic speeches which were strongly applauded. There was then drinking and dancing until dawn, the club doors having been opened for the occasion to the ladies of Port-Vila . . .

Letter from reader Shirley Barker in the Fiji Times, Suva

At a recent committee debate at the United Nations, a Fiji representative, Mr F. Jitoko, spoke out strongly against countries trading with South Africa and thereby paying 'lip service' to the UN charter against apartheid . . .

It should interest Mr Jitoko — and the Fiji government — to know that in 1978, Fiji imported South African goods worth \$187 000. And for the first half of this year, the figure stood at nearly \$100 000. The statistics are provisional, and include foodstuffs, a number of hardware items, and clothing and fabrics . . .

Letter signed 'Prediction' in Cook Islands News, Rarotonga

'What goes up, always comes down' is true in many ways but it is not so with prices. Prices seem to rise high and higher but never come down again. With this happening in the shops, it won't be long before we have to live in a cave before we can afford the things we need from the shops . . .

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A modern *Bounty* mutiny troubles NZ export link

A modern "mutiny" over the *Bounty* jeopardised a new export prospect for New Zealand barely before the venture had got underway,' writes David Robie in a report to PIM from Auckland.

Robie goes on: 'Hardly had the cocktail glasses stopped tinkling to celebrate the inaugural voyage of the 3800-tonne French Polynesian freighter *Bounty* from Auckland to Papeete laden with New Zealand exports than the New Zealand Seamen's Union slapped a week-long picket on the ship to prevent it leaving port.

'The union claimed the ship's owners *Compagnie Tahitiennne Maritime* (the Tahiti Line as it will be known here), were cross-trading by taking cargo to Tonga and Western Samoa on the journey to Papeete.

'But the fact is that the *Bounty* was carrying only 1400 tonnes of cargo to Nukualofa and Apia on behalf of the Tongan line Warner Pacific on a space charter agreement because its own ship wasn't immediately available.'

The Tahitian Seamen's Union appealed twice to the New Zealand seamen to call off the picket. But, despite hints that the Tahitians might retaliate, the appeals were ignored.

It is believed that French Polynesian government council Vice-President, Francis Sanford, unofficial premier of French Polynesia, cabled New Zealand Prime Minister Rob Muldoon protesting against the boycott and expressing full support for his country's shipping line.

Finally, the deadlock was broken when Warner Pacific cancelled its contract, and transferred its cargo to its own ship. At the same time, the Tahiti Line assured the union it would not carry freight to Nukualofa and Apia.

Robie quotes Tahiti Line president director-general Enrique Braun-Ortega as saying: 'This was a bitter blow to

us for our first voyage.'

'Setting up a new service like this, we would have been helped considerably by the Tongan contract which was only a oncer. Now we are going to have to wait a lot longer to recoup our initial costs of setting up the service.'

Estimates were that the episode could lose the Tahiti Line up to about \$80 000.

'But', Robie writes, 'in spite of this initial setback the new service augurs well for New Zealand exports to French Polynesia — provided exporters take up the cue.

'The *Bounty*, the former Swedish-built ship *Capitaine La Pérouse* owned by the Sofrana Uniline of New Caledonia, will provide a monthly service between New Zealand and French Polynesia.

'Although in competition with the New Zealand Shipping Corporation's service, this will mean in practice a fortnightly run between Auckland and Papeete.'

He says that Braun-Ortega is 'highly optimistic' about the prospects of increased trade between New Zealand and Tahiti.

'It is significant that New Zealand's exports to French Polynesia last year dropped by 15% while Australian exports

continue to grow,' he says.

This is partly because of Australia's better shipping services — three lines operate — which the Tahiti Line hopes to offset. But it is also because Australian exporters are making better use of their opportunities.

French Polynesia imports about 24 000 cubic metres of timber a year but New Zealand's share of this is only 0.5%.

Most of the Tahitian timber imports come from the United States but, Robie says, there is no reason why New Zealand couldn't increase its share, especially when metrics are in common use.

He adds that two large food-stock plants are being built in Tahiti and that about 8000 tonnes of maize a year will be needed to supply them.

'New Zealand could gain a share in this, provided prices are right, but there will be stiff competition from Australia and the United States,' he says.

'Telephone poles, steel products, aluminium window frames, roofing tiles and other building materials are also products that could benefit through increased exports to French Polynesia,' Robie concludes.



John N. Keegan (above) has been appointed managing director and chief executive of Union Steam Ship Company. He rejoins the company's head office at Wellington after four years in North America. As chief executive Mr Keegan succeeds Sir Peter Abeles who has relinquished this post, although he will continue as chairman of directors. Mr Keegan joined the Union Company in 1972 and in 1976 was appointed executive vice-president of the New York-based Acme Fast Freight and later of the trans-Atlantic container firm Trans-Freight Lines, both associates of the TNT organisation.

NEW SERVICE EX AUCKLAND

A new shipping service to the Pacific Islands and East Asia started out of Auckland in November. The service is run by Japan's Daiwa Line, which sails a modern fleet of multi-purpose container ships. For a start the service is two-monthly, employing two ships.



Fiji Maru, which will share with her sister ship *Tahiti Maru* the new ex-Auckland service to be run by the Daiwa Line to Asia and the Pacific Islands.

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The number of cruising yachts passing through Suva during October 1979 was greater than ever before, writes Jimmy Cornell. After the horrors of cyclone Meli, which sank two yachts near Kandavu, hardly any skipper was planning to spend the summer in Fiji and all crews seemed in a hurry to get to safer places — New Zealand, Australia or Papua New Guinea, before the onset of the cyclone season.

The usual North American predominance was challenged this year by an increasing number of European yachts, with German yachts in the majority. Nine yachts flying the German flag were anchored off the Royal Suva Yacht Club at the beginning of October, causing endless jokes among fellow yachties about a new wave of German expansionism in the South Pacific. Details of the nine follow.

ORPLID: Built in 1956 as a training ship for German Navy cadets and formerly known as the **HAMBURG 6**, this classic 7 m ketch is taking Rolf and Stefani Stukenberg on a world cruise. After spending nine years sailing to all corners of the Mediterranean, Orplid crossed the Atlantic via the Canaries in 1976. Two years were spent in the Caribbean and in March 1979 the yacht entered the Pacific via Panama. After calls at the Galapagos and Marquesas Islands, Orplid cruised in French Polynesia, American Samoa and Fiji. After New Zealand, the Stukenbergs plan to sail to Indonesia and return to Europe via the Suez Canal.

SHANGRI-LA: Three young Germans are sailing around the world in this bright red 12 m catamaran which they built themselves. The cat left Hamburg in August 1977, bound for South America, and

entered the Pacific by rounding the notorious Cape Horn in March 1978, being the first catamaran to do this from east to west. Burghard Pieske, Luggi Bayreuther and Helga Seebeck then sailed through the Magellan Straits to Chile, from where they crossed to Tahiti. Samoa, Tonga and Fiji were visited next before heading for Australia for the cyclone season. Plans for 1980 include a crossing of the Indian Ocean and a return to Europe via the Red Sea.

• **BUMMLER** ('Tramp'): A 12.2 m catamaran in the Apache 40 class from Tutzing, a resort on the Stumberger Lake in Bavaria, left on the present round-the-world cruise from Vila Moura in Portugal in June 1978. After calling at the Azores and Canaries, the cat crossed the Atlantic to the Caribbean and Panama. Entering the Pacific in February this year, *Bummler* called at the Galapagos, Marquesas, Tuamotu and Society Islands before carrying on to Suvarrow, Western Samoa and Fiji. *Bummler's* crew, Ernst and Erika Bullmer, plan to spend the summer in New Zealand and in 1980 sail to the New Hebrides, Torres Straits, Bali and back to Europe via the Cape of Good Hope.

• **MERO:** A 9 m fibreglass sloop skippered by single-hander Claus Lubbert from Hamburg. Claus left home in August 1978 bound for Spain, Madeira and the Canaries. On the western side of the Atlantic he visited various islands in the Caribbean before transiting the Panama Canal in March '79. In the Pacific *Mero* made stops at the Galapagos, Cocos Island, Marquesas, Tuamotu, Tahiti and the Society Islands, Suvarrow, the two Samoas and Fiji. After Sydney, where *Mero* plans to spend the cyclone season, skipper Claus has no fixed plans.

• **FRAM:** 13.85 m ketch from Berlin skippered by another German single-hander, Axel Pilz. The 46-year-old wooden double-ender has the lines of a classic Baltic yacht. She left on the present cruise from Berlin itself, sailing down the Havel and Elbe rivers to Ham-



Rolf and Stefani Stukenberg on Orplid... 'German expansionism?' Photo Jimmy Cornell.

burg, then setting off across the Atlantic via the Canaries to the West Indies. Transiting the Panama Canal in March 79, *Fram* followed a similar route in the Pacific to that of *Mero*.

The two singlehanders keeping in touch by radio. From Fiji, *Fram* was bound for Australia, where in 1980 Axel Pilz plans to sail inside the Great Barrier Reef towards the Indian



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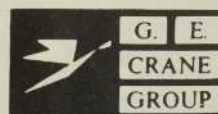
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ome.

TAGEDIEB ('Daylight Rob-
er'): Yet another German
singlehander, Hugo Wehner,
a former 'sparkie' (radio op-
erator) on merchant ships.
Hugo's boat has neither
engine nor self-steering gear
and is a 10.6 m ketch built of
plywood sheathed in fibre-
glass. He left his homeport of
Sleth (North Germany) in
1974, spending one year on
the Atlantic coast of France
before crossing to the Carib-
bean via the Canaries. *Tagedieb*
cruised for a year
among the West Indian islands
before arriving in the Pacific in
March 1977. From Panama
he sailed to Cocos, a
deserted island off the
Panamanian coast, where
Hugo was surprised to find a
stressed German couple.

Hoping to find paradise on
this remote island, they had
chartered a trimaran from
Costa Rica to land them on
Cocos. Unable to fish because
of the many sharks, or to shoot
birds because all their ammu-
nition had been destroyed by
the high humidity, the two
Robinson Crusoes were
forced to live on a diet of coco-
nuts. When Hugo found them
they were starved and close to
suicide. Altering his plans, he
sailed to the nearest port in
Ecuador and landed the cast-
aways, then continued on to
the Marquesas and Tahiti,
spending a year in French
Polynesia. In 1979, *Tagedieb*
sailed to Suvarrow, where
Hugo stayed for eight weeks,
when the two Samoas and Fiji.

Australia, Hugo intends to
give the boat a major refit and
possibly settle on a farm.

CANIS MINOR: A 10.2 m
Polin Archer-type ketch from
Hamburg. The owners Lothar
and Monika Wenzkowski, both
doctors, left on an extended
abbatical leave to sail around
the world. Leaving home in
July '78, they sailed to the
Caribbean, transiting the
Panama Canal in February
'79. Across the South Pacific
to Fiji, *Canis Minor* made stops
at the Galapagos, Marquesas,
Tuamotus, Societies and both
Samoas. While in Apia, the



Crew of *Shangri-La*: Luggi Bayreuther, Burghard Pieseke and Helga Seebeck clean shells found in Fijian waters...souvenirs for friends back home. Photo Jimmy Cornell.

Wenzkowskis heard of two
vacancies at the municipal
hospital and applied for the
jobs, being prepared to accept
the local rates and interrupt
their voyage for two years.
Unfortunately the authorities
in Apia took so long to make
up their minds that after a few
weeks of waiting the two itin-
erant doctors gave up and sailed
on to Fiji. After New Zealand,
the yacht will probably head
west.

• **VAMOS**: A 9.15 m sloop in
the Naiade class, registered in
Hamburg, although the pre-
sent cruise originated in
Venice (Italy), which *Vamos*
left in May 1978. Her crew,
Robert Gastaldo and Waltraud
Bittner, sailed from the Medi-
terranean to the Canary
Islands and the Caribbean,
spending three months there.
The Pacific was reached in
February 1979 via the Panama
Canal. Cocos island, the
Marquesas and Society
Islands, Suvarrow and Ameri-
can and Western Samoa were
visited en route to Fiji. In 1980,
Vamos intends to sail to
Solomon Islands and PNG be-
fore crossing the Indian Ocean
on her way home.

• **MIKADO**: 9 m sloop,
Tyrene Royal design, from
Hamburg. German couple
Friedhelm and Barbara
Wachholz left Yugoslavia in
May 1977 bound for the Carib-
bean. After six months among
the West Indian islands,
Mikado sailed to Panama and
in March '78 entered the Pa-
cific. Her itinerary included
calls at Cocos Island,
Galapagos and various ports
in French Polynesia, where

she spent a year. In 1979
Mikado sailed to the Cooks,
Suvarrow, the two Samoas
and Fiji. The cyclone season
will be spent in New Zealand.
A return to Fiji is planned in
1980 before continuing the
voyage to the New Hebrides
and Australia.

Such were the nine German
craft in Suva in October '79.

• **ADAMANT**: 11 m yawl of
the Glander Tavana 33 type.
American couple Lou and Jim
Ray have kept the yacht for
several years in the Carib-
bean, taking extensive cruises
as far as Europe and back be-
fore turning west for the Pa-
cific. They left on the present
cruise from Puerto Rico in
November 1978 calling at
ports in Colombia and Panama
before transiting the Canal
early in 1979. Following the
established tradewind route
across the Pacific, they made
stops in the Galapagos,
Marquesas, Tuamotu, Tahiti,
Suvarrow, American and
Western Samoa, Wallis,
Futuna and Fiji. After spending
the summer in New Zealand,
Adamant's plans are to cross
the Tasman to Australia, sail to
Singapore, Sri Lanka and via
the Red Sea to the Mediter-
ranean.

• **CLOETTA**: Lion class
11.6 m sloop from Dartmouth,
UK, is taking veteran English
sailor Jim Mayo on a second
trip around the world. Jim, who
is in his seventies, completed
a seven-year-long circum-
navigation in 1977, but a year
later, in October 1978, he set
off again, calling briefly in the
West Indies before re-entering

the Pacific. Since January this
year *Cloetta* has stopped at
ports in French Polynesia, the
Cooks, Suvarrow, Pago Pago
and Fiji, with Jim renewing old
friendships in many places. He
has an ever-changing crew —
the latest is American Randy
Gerstin. On his previous trip
around the world, Jim was ac-
companied by two Fijians all
the way to the UK. One of them
is planning to repeat the trip
from Fiji onwards.

• **DREAM WEAVER**: Albin
Vega 27 (8.4 m) sloop from
Seattle, USA, which she left in
September 1978. After the
Marquesas, singlehander
Brad Storm spent several
months among the Society
Islands. From Tahiti he sailed
to Tonga, Fiji and Australia
(Brisbane), then returned to
Fiji for another season of
cruising. Early in October he
was planning to return to Aus-
tralia, then carry on towards
the Indian Ocean and the
USA.

• **MUSICK MATE**: Cavalier
39 (11.7 m) from Auckland,
was sailed to Fiji by skipper
Jeff Stone and crew Johnny
Bell. The yacht is chartering in
New Zealand waters but came
to Fiji for a cruise with her
owner on board. After cruising
among the islands of Fiji and
Tonga with a charter party on
board, *Musick Mate* was
returning to New Zealand in
November.

• **CELERITY 2**: 9 m Kismet
design trimaran from Victoria
BC, Canada, with Randy
Thomas and Thea Mortell on
board. They left home in Sep-
tember 1977 bound for
California, French Polynesia
and American Samoa, where
the cyclone season was spent
in Pago Pago harbour. In 1979
Celerity 2 visited the islands of
Tonga and Fiji and was plan-
ning to spend the coming sum-
mer in Fijian waters. Next
year's plans include a trip to
the Solomons and PNG.

• **ASHANTI**: Austrian-born
American Stephan Doll-von
Foelkel gave his boat this
African name after dealing for
several years in African art
objects both in Africa and
Europe. The 11 m Kirk design
sloop left Italy in 1976, arriving
a year later in the Caribbean,
where Stephan spent a year

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Telex Shipping RG 2002 **TAHITI:** Compagnie Maritime Polynésienne, PO Box 368 Papeete, Telex Taporo FP258.

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YACHTS

and a half doing odd jobs to replenish the kitty. Arriving in the Pacific early in 1979, he disembarked to Ecuador, taking the yacht up the river Amazonas. Galapagos was visited next, then French Polynesia, the two Samoas, the Cook Islands and Fiji. No plans for the future.

KERESI: 12.2 m steel ketch from Auckland bearing the name of the skipper's wife, Kerese, spelled in Fijian. Jack and Anne Ross have fallen in love with Fiji and have come there every year for the last six, this year in their own yacht. After ending the summer at their home in Te Awamutu, they plan to return again to Fiji in 1980.

MOONLIGHTER I: 14.6 m sloop from Nanaimo, BC. The upper family, with Jim, Dona, Douglas, Alex and Barry on board, left Canada in June 1978 sailing first to California and Mexico. Crossing in 22 days to the Marquesas, they continued to the Tuamotu and Society Islands, Rarotonga, Vavau and Fiji. The summer will be spent in New Zealand, after which a second visit to Vavau is planned and a gradual return home via Hawaii.

RAINMAKER: Self-built ferrocement ketch (13 m) from Durban. South African couple Peter and Michelle Björseth left Capetown in February 1977, sailing to St Helena and India, spending seven months in Brazil. Later they visited Surinam and cruised for 18 months in the Caribbean before reaching the Pacific Ocean via the Panama Canal in March 1979. Galapagos, French Polynesia, Rarotonga, Vavau and Vavau were visited en route to Fiji, where the yacht arrived early in October 1979. The crew planned to stop in New Caledonia en route to Australia, and a return home was scheduled for 1980.

WRANGLER: 13 m ferrocement ketch from Durban taking South African couple Robert and Lorraine Millar on trip around the world. After three years of preparations, building the boat in their backyard, the Millars left home in December 1977, crossing the Atlantic via St Helena and en route to Barbados. One

season was spent cruising in the Caribbean before transiting the Panama Canal in February 1979. Galapagos, Marquesas, the Tuamotu, Society and Cook Islands, Tonga and Fiji were visited before heading for New Caledonia and Australia. The Millars plan to cross the Indian Ocean during 1980 and return home.

• **HIKAROA:** Misha Sperka, an American from Hawaii, left home in 1968 as crew on a sailing boat bound for Europe. In Italy he bought *Hikaroa* a 15 m yawl of Italian design. After a cruise to the Middle East, he sailed to Iceland and Greenland, then back to the Mediterranean via the Azores. Following a route different from the majority of cruising yachts, *Hikaroa* transited the Suez Canal in 1977, sailing to Sudan, North Yemen, Ethiopia, Djibouti, the Maldives and Sri Lanka, Indonesia, Malaysia, Singapore, the Philippines, Taiwan and Japan. Crossing the Pacific to Tahiti, Misha met and married an Austrian girl, Brigitte, in Papeete early in 1979. As expected, *Hikaroa's* plans after Fiji are very vague.

• **HAWK:** Famous 50-year-old staysail schooner better known under its previous name **SEVEN SEAS**. President Franklin D. Roosevelt used to sail in this elegant yacht while in office. In the late '40s, its owner was actor Errol Flynn. The present owner, Dud Dewey, a retired general contractor, who has flown as a pilot for the US Navy in three wars (WWII, Korea and Vietnam), found the 16 m schooner in a neglected state, and practically rebuilt it, bringing it back to its former beauty. Accompanied by wife Barbara and two 11-year-old terriers, Dud Dewey left Florida in April 1978, cruising in the Lesser Antilles, the ABC Islands off Venezuela, Colombia and Panama, transiting the Canal in January 1979. Galapagos, French Polynesia, the two Samoas, Vavau and Fiji were visited en route to New Zealand, where *Hawk* will spend the cyclone season. In 1980 the Deweys plan to head for the Indian Ocean.



• **GAMBOL:** 11.4 m sloop from Tauranga arrived in Suva from Vavau in September, completing her six-year and 72 000 km long circumnavigation. *Gambol's* owner, New Zealander Stuart Clay, a farmer from Tipuki, left home in 1973 in the Auckland to Suva Race. After the race he decided to carry on cruising rather than go back to farming.

• **FORTUNA:** Another Kiwi circumnavigator who has chased **GAMBOL** all round the world, catching up with her only in Tonga. Mike Morrish, accompanied by wife Anne, daughter Tina (11) and son Paul (13), also left home without the intention of sailing right round the world. Early in 1976, they left Auckland in their 11.5 m cutter, a boat which already had seven Hobart Races and one previous round-the-world trip to her credit.

• **THIRD SEA:** Outward bound from Christmas Island in September was the 21 m auxiliary schooner *Third Sea*, owned and skippered by Harold Stephens, first mate Don Perkins, navigator David Wills and with a crew of four, reports Robin J. Dannhorn. This ferrocement wishbone



Above: Circumnavigating family aboard *Fortuna*: Anne, Paul, Tina and skipper Mike Morrish. Below: Robert and Lorraine Millar of the South African yacht *Wrangler* ... far from home. Photos Jimmy Cornell.

schooner rigged vessel is becoming increasingly well known during its extensive travels in the Pacific after its initial three years of sailing in the seas of Asia, having been built in Singapore. Its traditional lines and rig attract attention wherever it goes. This most recent cruise, lasting five months, was from its home base of Honolulu, via the Marquesas to Tahiti, where it arrived in time for the fete celebrations in July. Homeward bound it cruised the Society Islands and the Cooks, with a stop at Christmas Island before arriving back in Hawaii in early October.

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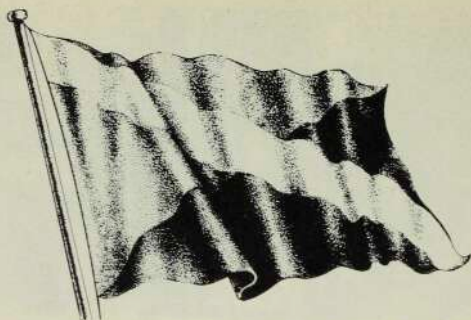
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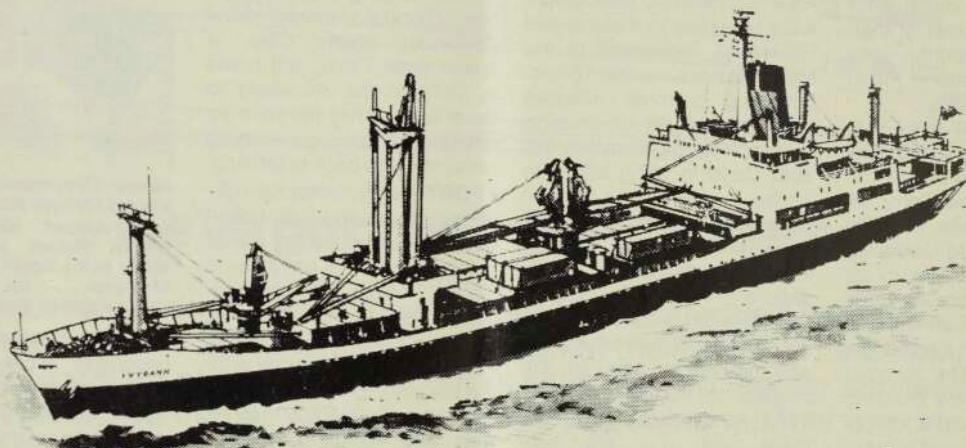
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SHIPPING SERVICES

These listings do not necessarily cover all services to island ports. Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

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), Igety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) 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), Elders-ANL Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

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 (239-1022).

AUSTRALIA - FIJI - TUVALU - SAMOAS - TONGA

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Melbourne and Sydney to Lautoka, Suva, Funafuti, Pago Pago, Apia and 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 - LORD HOWE IS - NORFOLK IS

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

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

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).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Karlander operates a monthly service from Sydney to Noumea.

Details: 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, 19 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates a three-weekly containerised cargo service from Sydney to Noumea.

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

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using a self-sustained fully containerised vessel.

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

AUSTRALIA - NZ - FIJI - HAWAII - US

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

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

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

Sitmar Cruises operates a year-round

cruise programme to include most of the above countries.

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

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 - 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 - PNG

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 (21-2466), Lae (42-1536), Rabaul Niugini Pty Ltd, Rabaul (92-2911), Alotau Stevedoring & Transport (61-1318).

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

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

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Telephone 22-356.

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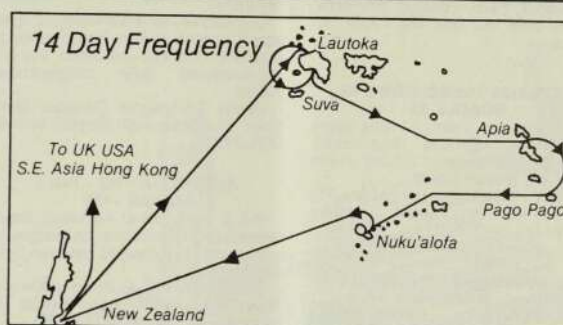
John Lum & Associates,
P.O. Box 65, Santo.
Telephone 329..

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gety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA-PNG-SOLOMONS
A consortium of Conpac, AL/PNGL have three container vessels operating on a 28 day turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Wewak, Madang, Kieta and Honiara supplemented by Daiwa Lines, Pacific Princess and Fiji Maru ending from Sydney to Lae on a monthly basis.
Details from Burns, Philp & Co. Ltd., 31 Pitt Street, Sydney (2-0547) and Meridian Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - SOLOMONS - KIRIBATI - MICRONESIA
Daiwa Line operates a container service every 30 days from Sydney to Honiara, Kieta, Tarawa and Guam. Gizo goes transhipped at Honiara, Pan, cargoes transhipped at Honiara.
Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx: 25970.

AUSTRALIA - SOLOMONS - NORTHERN MARIANAS - TAIWAN - JAPAN
Daiwa Line offers a four-weekly service Sydney-Honiara-Guam-Taiwan with transhipment at Guam for Pan.
Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx: 25970.

AUSTRALIA - TAHITI
Daiwa Line offers a four-weekly service from Australia to Papeete.
Details: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx: 25970.
Compagnie Generale Maritime operates a monthly service from Sydney to Papeete using a self-sustained fully containerised vessel.
Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (1-3700).

AUSTRALIA - TONGA - SAMOAS - TAHITI
Karlender operates a monthly cargo service from Melbourne and Sydney to Nuku'alofa, Apia, Pago Pago, Papeete, west coast.
Details: Karlender (Aust) Pty Ltd, 31 Pitt Street, Sydney (27-6301).

AUSTRALIA - W. SAMOA
Compagnie Generale Maritime operates a monthly service from Sydney to Apia, using a self-sustained fully containerised vessel.
Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (1-3700).

FAR EAST - FIJI - NEW ZEALAND
New Zealand Unit Express (NZUE) operates a fortnightly palletised cargo service from Manila, Keelung, Hsinlung and Hong Kong to Lautoka, Suva and thence to NZ.
Details from Carpenters Shipping, Suva (312-244), Burns Philp, Suva (1-777), P & O S.N. Co, Wellington (6-477) or Nedlloyd Swire Pty Ltd, Sydney (20-522).

Nedlloyd operates bi-weekly cargo service with four ships from Sourabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.
Details from Nedlloyd (Aust) Pty Ltd, Spring St, Sydney (27 3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

FAR EAST - MID-S. PACIFIC
New Guinea Pacific Line (NGPL) operates a regular cargo service from Hong Kong, Taiwan, Manila, Port Moresby, Singapore to Wewak, Madang, Kimbe, Rabaul, Kieta, Lae, Port Moresby, Honiara, Santo, Vila,

Noumea, Papeete, Pago Pago, Apia, Tarawa and Nauru.
Details from Steamships Trading Co., Port Moresby (21-2000).

Kyowa Shipping Ltd. operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomon, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides.
Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Daiwa Line 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: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO Sydney 2001 (29-4987) Tlx: AA25970.

JAPAN - FIJI - NEW ZEALAND
China Navigation, operates a monthly service from main ports Japan to Suva and Lautoka and thence Noumea and NZ.
Details from Carpenters Shipping, Suva (312-244).

JAPAN - PNG
Mitsui O.S.K. Lines operates a monthly service from main ports Japan and Port Moresby, Rabaul, Lae, Madang, Kieta and Kimbe.
Details from J. C. Waller, Port Moresby (21-1755).

JAPAN - GUAM - FIJI - TAHITI - SAMOA - N. CALEDONIA - SOLOMONS - KIRIBATI
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.

HAWAII - SAMOAS - TONGA
Warner Pacific Line operates unitized/palletized and reefer cargo service every 45 days Honolulu/Pago Pago-Apia-Nuku'alofa. Line Islands and Suva by inducement.
Details from Hawaii-Pacific Maritime Inc., Honolulu, HI 96801. Tel. (808) (531-4841) Tlx (RCA): 723-8330 ITT 743-0040 Cables 'Oral'.

NEW CALEDONIA - FIJI - WEST COAST NORTH AMERICA
PAD Line operates an approx. 3-weekly ro-ro service from Noumea and Suva to Honolulu and West Coast USA and Canadian ports.
Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; W. R. Carpenter, 100 Thomson St., Suva (31-11-22), Tlx FJ2199; Trans-Austral Shipping, Box R232 PO, Royal Exchange, NSW (27-2441). Tlx AA21204.

PNG - UK/CONTINENT
Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Cardiff, Hamburg, Rotterdam and Antwerp.
Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, ports.

PNG - US
Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to New Orleans, calls at other US and 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, Cardiff, Hamburg, Rotterdam and Antwerp.
Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Trading Co, Honiara (389).



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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.
SOLOMON ISLANDS:
Sullivans S.I. Ltd. GPO Box 3, Honiara.
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Tests were carried out using the *Blattella orientalis* (oriental cockroach). This cockroach is probably the most common pest found in a wide range of premises including hospitals, schools, kitchens, factories, warehouses etc.

TEST 1 A five second spray with KEEN COCKROACH KILLER on to insects confined in a glass container of floor area 1000cm².

RESULT All insects were knocked down within one minute and all appeared dead within 30 minutes and there was no recovery within 24 hours.

TEST 2 A one second burst with KEEN COCKROACH KILLER under the same conditions as test 1.

RESULT 100% kill as in test 1.

TEST 3 The insects were exposed for one minute to a surface of corrugated cardboard that had received a five second burst with KEEN COCKROACH KILLER from 30cm then allowed to dry in air for 1 hour. The area of cardboard to which they were exposed was 200cm². This test was to simulate the use of the spray on absorptive surfaces such as wood plaster and cardboard as would be found under normal use of the spray.

RESULT Complete knockdown after 1 hour. Killed within 10 hours.

TEST 4 Repeat of the test 3 but using glass instead of cardboard in order to simulate the laminate and metallic, non absorptive surfaces that would be found in normal use.

RESULT Complete knockdown within 2 minutes. Killed within 1 hour.

Conclusions This KEEN COCKROACH KILLER killed with great efficiency under a variety of conditions. The speed of knockdown was remarkable, often taking less than one minute. Throughout these tests the KEEN COCKROACH KILLER could scarcely have performed better.

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321 Pitt Street, Sydney 2000, Australia



NZ - COOK IS - NIUE - TAHITI

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

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

NZ - FIJI

Reef operates a regular 18-day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies, PO Box 3382, Auckland, NZ (77-1221-3).

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

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

NZ - FIJI - KIRIBATI - SOLOMONS - PNG

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

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

Union Steam Ship Co of NZ operates a roll-on, roll-off, container/unitised service from Auckland to Lautoka-Suva-Pago Pago-Apia-Nuku'alofa on a 14 day frequency.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland or from Branch offices/agents in Fiji, Tonga and the Samoas.

NZ - FIJI - NORTH AMERICA (WC)

Blue Star Line Ltd Pacific Coast container services. Only direct service to and from New Zealand. Blue Star vessels call at Suva and Honolulu on NZ-US-West Coast voyages.

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

NZ - NEW CALEDONIA - FIJI

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

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Wellington, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777); Polynesia Shipping Services, Pago Pago; Union Steam Ship Co of NZ Ltd, Nuku'alofa or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

NZ-N. CALEDONIA-N. HEBRIDES- PNG-SOLOMONS

Sofrana Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Noumea.

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

NZ - NEW CALEDONIA - SOLOMONS - KIRIBATI - MICRONESIA

Union Co/Daiwa Line operates a container service from New Zealand through Sydney to Guam.

Details: Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland.

NZ - TAHITI

Compagnie Tahitiennne Maritime SA with one ship operates monthly service

New Zealand - Papeete.

Details from Sofrana Unilines, PO Box 3614, 18 Customs St, Auckland (773-279), Tlx NZ2313.

NZ - TONGA - SAMOA

(Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nuku'alofa - Pago Pago - Apia - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (30-229).

Warner Pacific Line service Auckland - Nuku'alofa/Vavau - Apia fortnightly carrying general and freezer cargoes. Also Timaru - Nuku'alofa/Vavau/Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (796-841), Telex NZ21555.

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three Ro-Ro and one multipurpose vessel thus ensuring a monthly sailing to and from.

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

EUROPE - TAHITI - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, V. Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966), Columbus Maritime Services, 17 Albert Street, Auckland (77-3460).

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, Spring Street, Sydney (27-3801).

UK - N CONTINENT - FIJI

The Bank Line operates a direct, fast monthly service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Suva and Lautoka.

(Details from the Bank Line (Australia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and on inducement to Yandina.

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

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete and Noumea.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Ets A M Fare UTE, Papeete; Ets Balleade, Noumea.

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041) or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - HAWAII - MICRONESIA

Philippines, Micronesia & Orient Navigation Co (PM&O Lines) operates regular container service on self-

stained ship with ro-ro capabilities from Oakland, Portland and Honolulu to Majuro, Kosrae, Ponape, Truk, Saipan, P and Koror.

Details for Micronesia can be obtained from Larry Guerrero, PM&O Owners Rep, PO Box 803, Saipan, MI 950, Cable COMMONTIME; PM&O Lines, 181 Fremont St, San Francisco, California 94105, Cable PMONAV.

US - HAWAII - NAURU - MICRONESIA

Nauru Pacific Line operates regular international/container service from San Francisco and Honolulu to Majuro, Ponape, Truk and Saipan. Cargo is accepted for Nauru and Kosrae with transshipment at Majuro and Ponape. Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California Street, San Francisco, California 94111 (415-394-0343).

US - NOUMEA - FIJI

PAD Line operates an approximate weekly ro-ro service from West Coast USA and Canada to Noumea and Suva. Details from Sofrana-Unilines SA, BP 02, Noumea (27-51-91), Tlx NM048; R. Carpenter, 100 Thomson St, Suva (27-11-22), Tlx FJ2199; Trans-Australia Shipping, Box R232 PO, Royal Exchange, NSW (27-2441), Tlx 421204.

US - TAHITI - SAMOA

Pacific Islands Transport operates a weekly cargo service from North America west coast ports to Papeete, Pago Pago, Apia. Details from Polynesia Shipping Services Inc, PO Box 1478 Pago Pago (67999). Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago. Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago (67999).

US - TAHITI - SAMOA - NZ - AUST

Farrell Lines Inc, operate a fast regular lash/container cargo service from west coast ports Canada/USA to Papeete and Pago Pago thence to NZ and Australia. Details with Wilhelmsen Agency, Sydney, Melbourne and Brisbane, Tlx 420136, Cable FARSHIPS Sydney; Magety (NZ) Ltd, Auckland and Wellington, Tlx NZ2445, Cable CILSHIP Auckland; Compagnie Maritime Polynesienne, Immeuble Franco-Canadienne, PO Box 368, Papeete, Tahiti, Tel 26393, Tlx 258. FP ANSB Pago Pago, Cable OCEAN Papeete; Teubuhl Maritime Service, PO Box 39, Pago Pago, Telephone 633-5121; Tlx 782505.



DEATHS of Islands People

RATU ALIPATE DOVI VERATA LOGAVATU

After being struck by a lorry at the Nausori end of the bridge at Laqere, 10 km from Suva, aged 61. Ratu Dovi was the son of Ratu Emori Logatavu, a high chief in the Confederation of Burebasaga, and Adi Banuve, the grand-daughter of Ratu Seru Cakobau in Kubuna Confederation. He was a high chief in both confederacies and a member of the Great Council of Chiefs. Ratu Dovi was also the uncle of Adi Lady Lala Mara, wife of Fiji's Prime Minister Ratu Sir Kamisese Mara. Ratu Dovi was a staunch supporter of the Methodist Church in Suva and Rewa, and was deeply involved in social and community work.

TE TAMA IOTEBE

The Kiribati newspaper, *Atoll Pioneer*, reports the death at Strasbourg, France, of Fr Branstett, missionary of the Sacred Heart Fathers. Fr Branstett, known as *Te Tama Ioteba* during his long mission in Kiribati, arrived in the country in 1938, only a year after ordination. He served on various islands in the group including Tabiteuea, Nonouti, Abemama, Abaiang and Tarawa. During his time at Nonouti, he helped in building a *maneaba* called 'The Ark', which was claimed to be the

largest such building ever erected in Kiribati. Fr Branstett finally left Kiribati in 1973 on grounds of health.

A. W. REED

Alexander Wyclif Reed, for many years chairman and managing director of the New Zealand-based publishing company A. H. & A. W. Reed, at the age of 71. A. W. Reed wrote many books on the legends and folklore of the Pacific, in which he travelled widely over a long period. These included works on Fiji, Polynesia, the Maori people of New Zealand and the Australian Aborigines. Mr Reed's tally of books on educational and related subjects, as well as a number of children's books, ran into the hundreds.

CHRISS GOLDING

At Hornsby, NSW, Australia, of a heart disorder. Chriss Golding was well known to older residents of Norfolk Island as the wife of Alf Golding, who served as one of the island's police officers for a number of years up to 1958.

FREDERICK ADAMS

In an Auckland hospital, aged 56. One of the large family of the late Ephraim Adams and his wife Amy (nee Christian), Frederick Adams was educated at the Norfolk Island Central School, leaving Norfolk at the age of 22 to live in New Zealand. He returned to Norfolk for about two years 14 years ago, but has since lived in New Zealand.

ERIC OLSEN

Well-known for many years on Norfolk Island, Eric Olsen has died in an Auckland hospital. Eric was much liked on the island around the Pacific Hire Cars depot and also for his work in showing films around the hotels in those days.

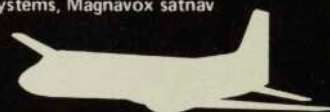
MELI MASITABUA

A former Fiji rugby representative, after a drinking party at Nasinu, near Suva, aged 31. A pathologist at the Colonial War Memorial Hospital, Suva, who conducted the post mortem examination, said: 'He literally drank himself to death'.

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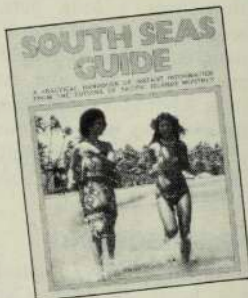
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