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**1980 Means 50 Years of PIM**

This is PIM's 50th anniversary year. We intend to celebrate it every month throughout 1980 with special features and articles. Pacific Islands Monthly was first published in August 1930, and despite the Depression years, and the austerity years of the Pacific War, it has faithfully recorded Islands developments every month since. So one of our anniversary features is a review of 50 years of Pacific news events, as seen by PIM. Each month Judy Tudor, former PIM publisher and one of its best-known editors, will take a handful of years out of the half century and comment on them. Her first long review of 50 years in the Pacific Islands covers 1930-1934, and it begins on p40.

THIS MONTH

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Cover: January is among the hotter months in the Pacific Islands, so we thought this cool shot of a local Tahitian beauty by young and popular Papeete photographer, Teva Sylvain, was seasonally appropriate.

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YOUR GUARANTEE



FOR SERVICE

LETTERS

Politicians to the rear please

I would like to say how pleased I am to see that a Polynesian maiden is once again gracing your front cover (PIM, Nov).

Please take no notice of the correspondent who wrote advising that such illustrations should be beneath the dignity of PIM.

The appropriate place for pictures of South Pacific politicians should be the rear pages.

HUGH NORWOOD

Geography Dept.
Massey University
Palmerston North, NZ

Reply from Miriama Chambault

We generally don't read Pacific Islands Monthly. There is a long time view (in New Caledonia) that the aim of your publication is more subversion than information.

But concerning your October report of the South Pacific Games, we were surprised to read that 'Miriama Chambault hated to win her two golds — 100 m. and long-jump — for the territory in which she now lives'.

You really have been gone too far! How can you write such nonsense? About a woman who came here seven years ago by her own decision after many years in New Zealand? Now married to a Frenchman, she is a mother of a child, Christopher. Do you mean that somebody FORCED her to stay in New Caledonia? But moreover, how can you say that about a woman who placed SPORTS over everything? When she thinks about sports and competition, she forgets the meaning of 'country', 'people', 'colour' or origin. She works hard to win. That's all!

And don't say that this kind of thinking is due to the 'fanatic Paris desire to convince Pacific neighbours that French is the best'. There are no 'fanatics' in Paris regarding New Caledonia, and we should dare to say, unfortunately for us!

Miriama Chambault would be as proud of her two gold medals whether she was living in Australia, Fiji, or New

Zealand. As a sportswoman she has had the most beautiful life that a woman can dream of: travelling around the world from Europe to USA for her unique passion: SPORT. She was not French, yet now she is. And she is not so 'rich'.

She simply discovered one day that all her philosophy was expressed in this short sentence from the Frenchman Pierre De Coubertin — that you probably know: *L'important c'est de participer* . . .

This could be enough for her to be proud of being a Frenchwoman. But there are also a lot of other reasons. This letter was published in *La France Australe* on November 8.

ALAIN & MIRIAM CHAMBAULT
Noumea
New Caledonia

• *PIM's coverage of the Games was from former editor Bob Hawkins, who comments briefly from abroad: 'Perhaps my use of the word "hate" was, unfortunately, too strong for the occasion. What I intended to convey was the message that Miriama Chambault, whatever course her life has now taken, was first and foremost a Fijian — and proud to be so. As to who finances what, it was clear at the Games that everyone, wherever they came from, had had to stretch themselves to the limit to raise enough money to get their teams to Suva. What was obvious, however, was the relative affluence of athletes from French colonies against that of athletes from independent nations.' PIM apologises to the Chambaults for any hurt they felt over the comment, which was not intended. — Editor*

Facts needed on Donald McLeod

I am the great-niece of an early Pacific pioneer, Captain Donald McLeod, whose story I am trying to write. I'm sure it would contain much of interest — from his birth at Cape Breton Island, Nova Scotia in 1845, to his arrival in New Zealand on the *Breadalbane* in 1858 at the age of 13, and his life in the New Hebrides from 1868 until his death in Noumea in 1894.

My father was Graham Kerr, of Kerr Bros, and these days, sadly, we have no connection with the group. I myself was born in Vila in 1917 and I'm trying to reconstruct my family's history in the New Hebrides before it is too late.

I would be pleased to hear from any reader with information about Captain McLeod.

KATHERINE CAWSEY (MRS)
122 Cowper Street
Dickson ACT 2602

Lateiki reminds him of Vulcan

Many thanks for the most informative article by E. A. Crane, on Tonga's new island, Lateiki. (PIM, Nov.). I found the article, pictures, diagram and map all the more interesting for having seen Rabaul's Vulcan Island four or five days after it had erupted, causing such damage and hardship to that beautiful area. I well re-

This was Vulcan, Rabaul, in eruption in 1937. Hundreds died.



member seeing coconut palms that had been snapped off like matchwood six feet or so above ground by the accompanying earthquake, and, as in the vicinity of Lateiki, a sea of pumice some distance from the harbour.

As all that happened over 42 years ago, there may not be too many around who were there when it actually happened, especially as World War II intervened. If there is someone whose memory of it is good (especially from the volcanology angle), I'd be delighted to hear from him/her. I am beginning to feel like the last dodo on Mauritius: I have even been told that it didn't happen! Again, thanks for all the good things in PIM

KIT HETHERINGTON
Wentworth Falls,
NSW, Australia

• *Vulcan Island, in Rabaul Harbour, New Britain, erupted in 1937 and joined itself to the mainland, where it is today. Hundreds of people were killed in that eruption. Vulcan had itself appeared following an eruption in 1874.—Editor.*

The Tu'anekivale project

I draw your attention to some inaccuracies that appear in Tropicalities, regarding the Tu'anekivale project. (PIM, Nov. p28). George Chan left SPC in October 1978 but before he left a Volunteer from the Netherlands National College for Tropical Agriculture, Reinard Van Gent, had been made available to the commission and was assigned to the project. He worked with George Chan in Noumea for some weeks and then accompanied him to Tonga. Apart from the Christmas period, Reinard Van Gent lived at Tu'anekivale from August 1978 until March 1979 working on the project. He then returned to Holland.

In February 1979, Mr Ram Naidu of the Fiji Ministry of Agriculture and Fisheries joined SPC specifically to work with the integrated farming project. Since that time he has visited Tu'anekivale in February, April, May, July and October to provide guidance

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and technical advice and to ensure liaison was maintained with the Department of Agriculture.

A second Volunteer took up post in July 1979 - Mr Arjen Hettema. He proceeded immediately to the project and like Van Gent before him, is living in the village and is employed full time on the project, with regular visits from Mr Ram Naidu providing the back-up.

The Foundation for the Peoples of the South Pacific, who were the partners in the operation with the late Dr. Alo Eva, have also continued their interest and support and as late as October 31, they advised 'as a result of recent meetings between Mrs Elizabeth Silverstein, president of FSP and Mr Stanley Hosie, executive director of FSP and Robert Craig, Regional Development Officer, USAID... we are able to provide additional funding for the Tu'anekevile Piggery to complete Stage I and II...'

W. T. BROWN

Director of Programmes
South Pacific Commission
Noumea

The future of Islands airlines

Having read articles on airlines in the Pacific (PIM, July and Oct.) with great interest, I feel that the whole issue has come to a point where something should be done. The Pacific airline industry has come to a point where efficiency doesn't seem to matter, but re-equipping fleets and expansion does. The result is that a lot of carriers are running at a loss because they are trying to grow too quickly and picture bright futures that are far off.

Another major problem is that the four major carriers: Air Niugini, Air Pacific, Air Nauru and Polynesian are trying to become "The Regional Carrier for the Pacific." All have a monopoly on most of their routes, in particularly Air Nauru. Because of this monopoly high fares come into the business as the carriers know that the travelling public don't have much of a choice.

It's a sad thing that the renowned "charm" of the islands



Has the Pacific airline industry come to a point where efficiency doesn't matter, asks a young reader? Pacific aviation began here, in the 'Southern Cross', first trans-Pacific aircraft, now in Brisbane, seen being inspected here by two of the four who flew in her in 1928, Harry Lyon and James Warner.

is spoilt by the politics involved in air travel between the nations of the area.

Frequency is another problem. This is caused by lack of aircraft. The way things are shaping up, with Air Pacific wanting bigger aircraft, places like Tarawa and Funafuti are going to be lucky if they see a flight to Fiji once a month!

So, which direction will the carriers take? They have an entire ocean to serve. Each of them is government owned and to a great extent government subsidised because of heavy operating costs.

If carriers continue the path they are on now: what with rising fuel costs etc. we're going to have a very poor airline network. Full of big planes going to small places, and, in some cases, so irregularly that they might as well not bother going at all!

Suggestions to solve their problems are thrown at the airlines all the time. I know this happens in Air Niugini's case. However nothing seems to happen.

Obviously with airlines like Pan Am, who've already pulled out and U.T.A. and Qantas that are rapidly dropping the number of the flights to the region,

and Air New Zealand trying to take on the whole Pacific and treating Air Pacific and Polynesian as competitors; the Pacific airlines are getting a hard time, and the demand to "spread their wings," is ever increasing. They must surely have to join forces.

I'm not saying that there should be one airline, but I am saying co-operation between carriers is essential. Wouldn't it be nice to be able to island-hop from Tahiti to Japan without overnighing anywhere, and by doing so making it cheaper than going via Auckland or Sydney! If all the airlines made a point of having the same type of aircraft and connecting conveniently with one another we'd have a wonderful airline network in the region. Pool services is another healthy way of operating, because then an airline can operate a service at a loss and have the cost balanced out by its partner, while the opposite could occur on another route.

The Pacific has great potential and it's a pity that it's being kept indoors because of a lack of co-operation. Many of the peoples of the Pacific are traditionally related, so why can't

LETTERS

their airlines stop trying to be better than one another, and get on with the job their people want them to do - serve the Pacific. Not rip it off through petty competitive behaviour.

(Master) RICHARD HAWKINS
(aged 15)

Port Moresby,
Papua New Guinea

John Kolia replies to his critics

In my last letter as Acting/Director of the Institute of Papua New Guinea Studies, I wish to make known several facts through the columns of three publications in which slurs have been cast against me; of which publications yours is one.

The institute is obliged to publish creative literature vetted by critics competent to do so. I have set up a publications board as a further form of control.

My contract with the National Cultural Council obliged me to deliver for publication by the institute a list of named fictional and non-fictional works and this was done before I took over as Acting/Director. I have refused to accept the royalties I am entitled to under that contract.

During my period as Acting/Director, I presented to the institute no works of mine. Indeed, I have hardly had time to write any, but the one slim volume of the period is being published outside the institute. During that time, however, I did have the works of others published by the institute.

The institute has published a very large number of titles, a minority of which are mine and some only are works of fiction. Work by indigenous authors gets preference at all times.

At no time did I seek the Directorship of the Institute but acted at the request of the Minister for Culture, Education and Science.

It is not my habit to debate publicly with my critics, amateur or otherwise, but for once, and not again, I wish to make the above facts known.

DR. J. KOLIA

Institute of Papua New Guinea
Studies,
Port Moresby

• More letters on p.10.

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LETTERS

In defence of cruising yachts

In reply to the criticism in the December letters columns concerning my article on Vava'u charter (PIM Aug. 79, p. 71), which raised the subject of local attitudes to visiting yachts. I feel that the writers failed to read the article carefully and jumped to rash conclusions. Firstly, both writers used the expression 'dumb friendly native' as if these were my own words. They are words I would never use and consider them an insult to my many friends throughout the Pacific.

My article does not propose that yachtsmen should receive preferential treatment and not be subject to the normal immigration, customs, agriculture and health procedures. Once they have satisfied all entry requirements however, foreign yachts should have the same freedom of movement as any foreign visitor who arrives by other means of transport. The point I was trying to make is that there is no reason why people travelling on yachts should be suspected of being criminals, just because a very small minority have broken the law.

Along with all responsible law-abiding yachtsmen, I am strongly in favour of any yachtsmen caught infringing the laws of the country in question being prosecuted in the normal manner. Heavy fines, imprisonment or seizure of the offending yacht would act as a deterrent to any crews who have criminal intentions behind their travelling.

Although accused of not having done my homework properly, I did ask Inspector Lavaki of the Vava'u police for details of any misbehaving yachts, which was quoted in the article. As to the removal of black coral, it should be pointed out that this grows at great depth, where it can only be reached with scuba diving equipment, which most yachts do not carry. In a recent survey for a yachting magazine carried out in Suva, I found that out of 50 boats, only one carried a compressor for filling tanks.

In Vava'u it was local men who were offering black coral



Jim Cornell, wife Gwenda, and children Doina and Ivan (above) are experienced cruising yachtsmen. Jimmy defends yachtsmen as being decent, responsible, law-abiding, despite some critics.

for sale to the visiting yachtsmen and when I pointed this out to Inspector Lavaki, I was told that Tongans had the right to harvest it. More to the point, the local carver Leonasi requested a visiting yacht with diving equipment on board to supply him with black coral for his artwork. If this is an endangered species, then it should be protected by appropriate laws. Visiting yachts should be informed clearly on arrival of any such laws.

Your two letter writers, who write from Australia, dismiss the foreign exchange brought in by visiting yachts as unimportant, giving the impression that the sale of handicrafts to visitors is demeaning to the local people. Selling souvenirs to tourists is an accepted commercial venture throughout the world, from the streets of Rio de Janeiro to the Tower of London.

The tone of Tevita Siokata's letter is typical of the attitude I'm complaining about. At least he is straight enough to identify the problem as one of colour and race. He would like to see the 'palangi'

yachtsmen, among whom he queries that there are any good ones at all, pay the price for all past 'palangi' misdemeanours. Yet many of these undesirable yachtsmen, especially the respectable retired couples, have paid or are still paying taxes in their country of origin. These are the taxes which have paid for new hospitals in Vava'u and Ha'apai (NZ aid), water catchment facilities in Ha'apai (US aid) and a sewerage system for Nuku'alofa (UK aid), to mention just a few examples of the 'selfish attitude of the palangis, who have exploited our shores for centuries', to quote Mr Siokata in full.

Or how about the selfish palangi yachtie who rescued a girl from drowning in the Gilberts (PIM, July 79), the countless yachties who have repaired outboard motors, generators, etc. in outlying islands, or the doctors on yachts who have given emergency treatment where no medical facilities were available.

The long distance cruising yachts that pass through the Pacific form a community that doesn't differ all that much from communities found ashore. They are young and old, families with children, singlehanders and retired couples, some rich, some poor. The vast majority of these are decent, responsible, law-abiding people and the only thing that sets them apart is their love of the sea and sailing. This is something one would expect the peoples of the Pacific to understand.

JIMMY CORNELL,
C/- S. Y. Aventura,
Honiara, Solomon Islands

When left-wing is a dirty word

You state (PIM Nov, p11) that the Pacific People's Action Front is a Suva-based left-wing group. I should point out:

(1) PPAF is a regional organisation, with its sister group, the Micronesia Support Committee, which was formed at the Nuclear Free Pacific regional conference in 1975. Among other things PPAF supports independence movements and the creation of a

nuclear free zone in the Pacific ocean; and opposes the passage of nuclear powered vessels and submarines in the region, the dumping of nuclear wastes in the Pacific, the mining of uranium for nuclear technology, and all nuclear testing.

(2) The term 'left-wing' indicates biased value laden reporting which is not usual of PIM, nor worthy of you. I have recently taken issue with other groups on this matter; it is irritating and intended to turn readers or hearers against the group or person concerned. It is used as a dirty word.

My understanding is that the terms 'radical' and 'left-wing' represent positions that are different from that held by the majority, or the rulers, the government, or whoever. This is clearly not so, as almost all Pacific governments have a stated policy against nuclear testing in the region. Whether individuals agree with these positions or not, they are official policy of many of our governments — ergo! those of us who promote them cannot then by definition be left-wing or radical.

I personally do not regard either as a dirty word, and at times they are a compliment. My Oxford dictionary had them as 'the more advanced or innovating section of a philosophical school, a religious sect, a political party etc', and 'one who holds the most advanced views of political reform on democratic lines'.

But I object to their use as value laden — or do I misjudge your usage? The point being that I cannot understand why you had to use the adjective when describing the incident — it was not straight reporting. I have recently had a similar discussion overseas regarding my own so called 'radical stance' — it happens that my understanding of the gospel and my own christian commitment take me in certain ways that the 'world' may well regard as radical — then the commitment is inescapable, but not political, humanitarian rather, and therefore should not be used as a dirty word ... I am getting tired of it.

Nadi, Fiji

RUTH E. LECHTE

Pacific Report

NEW HEBRIDES AFTER THE POLL

The sweeping win by the Vanuaaku Party in the New Hebrides' November 14 elections was followed by troubles created by separatist elements on the two islands of Santo and Tanna. As well as winning the national elections, the VP won majorities of 8-7 in the regional assemblies on these two islands. Alleging electoral fraud, non-VP forces on the islands refused to accept the results. Full report begins p13.

RATU MARA WANTS PACIFIC SECRETARIAT

Fiji's Prime Minister Ratu Sir Kamisese Mara wants a Sydney-based secretariat for members of the British Commonwealth in the Pacific region. He will raise the matter at the Commonwealth Heads of Government Regional Meeting (CHOGRM) in New Delhi later this year.

FIJI'S BIGGEST 'QUAKE IN 26 YEARS

Roads on several islands were torn up and landslides blocked others when an earthquake, recorded at 6.5 on the open-ended Richter scale, shook several areas of Fiji in the early morning of November 17. A church and houses were damaged on Taveuni, stock was damaged in Labasa supermarkets and damage was reported to houses on Rabi, Laucala, Vanua Levu and other islands in the northern part of the country. It was Fiji's strongest 'quake in 26 years, but no one was injured.

HIGH TIDES FLOOD MAJURO

Floods caused by unusually high tides destroyed about 200 houses on Majuro in the Marshall Islands late in November. A state of emergency was declared in the Darrit-Uliga-Dalap area of the island, which averages only 1.8 m in height. Damage was estimated in the millions of dollars, and more than 500 residents had to be moved to 14 relief centres. No lives were lost, but three people were injured, one seriously.

PNG: JUDGE MARI KAPI ON THE BENCH

Crimson robed judges — all of them Australians — in December welcomed Papua New Guinea's first native-born judge, Mr Justice Mari Kapi (PIM Nov p.29), at a National Court ceremony. Judge Kapi, until recently the public solicitor, told his brother judges, lawyers, politicians and diplomats at the ceremony that he would work for the integration of customary tribal law and adopted law.

UPTON FROM SUVA TO NEW DELHI

Gordon Upton, Australia's High Commissioner to Fiji since July 1976, is going to New Delhi on a double-barrelled assignment: High Commissioner to India, and Ambassador to Nepal. He succeeds Peter Curtis, who went to New Delhi about the same time as Mr Upton started his work in Fiji.

FIJI'S PARLIAMENT TO DEBATE LOTTERY

Fiji's parliamentarians will debate and have a free vote on a proposal to set up a state lottery. Announcing this, Prime Minister Ratu Sir Kamisese Mara said the recommendation of a special committee that a lottery would be both desirable and practicable had been endorsed by the Financial Review Committee. The lottery would provide a new source of funds for the government's social and other objectives. But as it was a subject of considerable public interest it would be debated in parliament.

TONGAN ROYALS MEET A BISMARCK

King Taufa'ahau Tupou IV and Queen Halaevalu Mata'aho of Tonga paid a 10-day state visit to Germany in November. In Hamburg, the Tongan royal couple were guests of Countess Gunilla von Bismarck, a descendant of 'Iron Chancellor' Otto von Bismarck who in 1876 signed a friendship treaty with Tonga.

YAP: 'BE PROUD OF NEW HOSPITAL'

Yap's new 50-bed Memorial Hospital began full-time operation in November. Said Yap Governor John Mangefel: 'The new hospital cost \$US4 million. It is the most modern and the biggest building in Yap, and the people of Yap should be proud of it.'

SIGATOKA, LEVUKA HAPPY WITH COUNCILS

Two Fijian towns, Sigatoka and Levuka, created some kind of history in December when members of their municipal councils

were all returned to office without a single councillor being opposed.

JOHN KAPUTIN COMES OUT FIGHTING

Papua New Guinea's former Minister for National Planning and Development John Kaputin (PIM Dec p22) emerged from gaol in Port Moresby in December to launch a stinging two-pronged attack on the use of 'foreign laws' in PNG, and on the country's Deputy Prime Minister Ebia Olewale. Mr Kaputin was gaoled for 10 weeks on October 10 for failing to comply with a court order to file company returns. He later filed the returns. On his release he said he believed the charge against him was 'unnecessary', and accused Mr Olewale of 'intolerable misuse of political and executive power' in failing to act on a recommendation for mercy made in the case by PNG's Constitutional Advisory Committee. Mr Kaputin is now a minister without portfolio.

VIOLENCE FORECAST IN NEW CALEDONIA

Mr Yann Celene Uregei, leader of the United Front for Kanak Liberation in New Caledonia, forecast late in November that violence would occur in his country and that France must accept responsibility because the French Government was protecting a fascist anti-independent group, the Movement for Order and Peace, formed by French colonials who moved to New Caledonia after failing to prevent independence in Algeria. Mr Uregei made his allegations in Port Moresby where he had talks with PNG Foreign Minister Ebia Olewale.

SOLOMONS 'NO CONFIDENCE' MOTION FAILS

Solomons Prime Minister Peter Kenilorea has survived the fourth 'no confidence' vote moved in parliament. The motion moved in mid-November against a government decision to release a Taiwanese fishing boat, which grounded on the reef at Ontong Java in July, was beaten by 21 votes to nine with eight abstentions. Later in the session, Mr Bartholomew Ulufa'alu led the Opposition in a walk-out in protest against the 1980 Budget.

SUVA STARTS A WORLD-WIDE MISSION

A choir of a thousand voices and a march of 20 000 people in Suva on January 6 will launch a world-wide religious drive, the *Mission to the 80's* planned by the World Methodist Council. From its launching in Suva, the mission, with public services, demonstrations and conferences, will circle the world. On New Year's Eve, a *Round the World Prayer Event* will begin in Tonga and then continue in all the countries.

SUCCESS OF HEBRIDES ARTS FESTIVAL

The New Hebrides' December National Arts Festival (PIM Nov p24) was voted a big success, despite efforts by some, notably on Tanna Island, to prevent participants going to Vila. Purpose of the festival was to bring together people from all islands in the archipelago to display their many and varied forms of arts and crafts. (Full report PIM Feb.)

BRITISH COUNCIL AID TO SOLOMON IS. CUT

The British High Commissioner to Solomon Islands, W. D. Stump, has said overseas aid from the British Council had been cut. As a result, the council was unable to offer training awards for 1980-81. The cut would not affect trainees already committed to awards whose studies continue into 1980-81. A spokesman for the SI Ministry of Education and Training said the cut would mean that the ministry would have to find outside sponsors for students wishing to study in the United Kingdom.

AUSTRALIA WAIVES NADI DEBT

The Australian Government has waived an \$800 000 debt to allow Fiji to assume full ownership of Nadi Airport.

MARIANAS THROWS OUT CASINO ACT

Voters in the Commonwealth of the Northern Marianas in December overwhelmingly defeated the casino gambling act and elected at least eight Democrats to the House of Representatives, assuring them of taking control of the chamber from the former majority, the Territorials.

RADIO COOK ISLANDS IS TOPS

Radio Cook Islands was voted 1979's Station of the Year by the North American Shortwave Club, California. Club president Robert Leingang has sought information about the radio for purposes of publicity in the United States.

KEEPING IT IN THE FAMILY

The Pacific Area Travel Association (PATA) reports that of a record 18.5 million visitors to the Pacific area in 1978, 53.7% came from within the Pacific area.



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New Hebrides: High hopes are haunted by high dangers

'Lini,' 'Walter Lini,' 'Father Lini' ... the gravel voice of Aimé Malere, member of the New Hebrides Representative Assembly, was reading aloud the votes cast in the election just held for chief minister at the first session of the assembly since the elections of November 14.

The scene in the New Hebrides Government Building in Vila on November 29 was one of vote-counting, Melanesian-style. No nonsense here about self-important scrutineers rushing off with ballot boxes to do the job in some hidden backroom. Each voting paper as it was opened was read to the assembly in exactly the form in which it was written down.

But whatever the method of counting the votes, the result was predictable: Fr Walter Lini, president of the Vanuaaku Party, received 26 votes — exactly the same number as his party had won seats in the 39-member assembly on November 14. There were three votes for Father Gerard Leymang, chief minister in the former Government of National Unity, and three abstentions.

As the applause died down after announcement of the result, it was impossible not to think back to the scene in Vila two years to the day, to November 29 1977 — to the boycott by the VP of the (uncontested) 'elections' held on that day, to its proclamation of a People's Provisional Government, and to the civil strife to which these events gave rise in Vila. The official claim was that the timing was 'pure coincidence'. But like many official claims it strained belief. The VP leaders can read calendars as well as if not better than most people. But the symbolic flourish was probably generally accepted as justified by the recent sweeping electoral success of the VP, and by the dramatic change in its for-

The 1980s open with the British-French Condominium of the New Hebrides on the threshold of independence. Some time this year, between May and July, the New Hebrides becomes the Republic of New Hebrides. The foundations for independence were laid at the end of 1979, with the promulgation of a constitution and the inaugural session of the New Hebrides Representative Assembly, following general elections. PIM associate editor MALCOLM SALMON was in New Hebrides for these events, and visited the important regional areas of Santo and Tanna. Here he gives the first detailed report of what took place in that heady period.

tunes from that of the 'outlaw' party reviled by many just two years before.

After electing the chief minister, the main business of the day was announcement of the new government. Speculation had been rife in Vila for days as to whether the new government would be a mixed one, or one made up exclusively of VP ministers. The speculation was probably fuelled by the precedent of the GNU, which was made up of five VP ministers and five non-VP, with a casting vote in the hands of the non-VP Chief Minister Fr. Gerard Leymang.

Political insiders in Vila concede that the GNU was a political success, paving the way as it did for a unanimously agreed constitution and for the November 14 elections. But from an administrative viewpoint it was a different story, with the GNU causing endless frustrations because of its incapacity to take firm decisions on matters of any substance.

In the event, the names of the nine new ministers read out to the assembly by Walter Lini on November 29 were all of men elected on the VP ticket (see accompanying panel).

This too was really predictable. The VP had always strongly upheld the principle of majority rule — that if a party can win a majority in a parlia-

ment it has a right to govern. The absence of a guarantee of majority rule was in fact one of the reasons for its boycott of the 1977 elections. It also had to face questions of an inner-party character — the pressure exerted for positions of responsibility by many talented, highly educated VP members in the assembly, who could under no circumstances be persuaded to stand aside for a member of one of the opposition groupings. Then, perhaps most important of all, there was the position of the party's grassroots organisation to be considered, especially the 70 or 80 'commissars' who are the backbone of VP strength in rural areas.

One can imagine what their reaction to a mixed government would have been. They would have reproached the VP leaders along the lines that 'Here we've been slogging it out for the party in the villages for years, and you, sitting in air-conditioned comfort in Vila, make ministers of people who stood against our own VP candidates.'

So, hopes for some new form of 'coalition' government, however sincerely held by some, were doomed to remain just that — hopes.

Despite the underlying tensions, the assembly session was quiet. As one with some experience of observing affairs from the vantage point of the

parliamentary press gallery in Canberra, I was struck by the courtesy with which members treated each other. This was particularly notable in the relations between Fr. Lini and his predecessor as chief minister, Fr. Leymang. Political passions have clearly not undermined the respect and affection existing between these two priests of the Anglican and Roman Catholic churches.

After an exchange of views between these two, the assembly agreed to plan for the proclamation of the independent Republic of New Hebrides somewhere within the three-month time bracket of May-July 1980.

The session closed with a prayer recited by Pastor Sethy Regenvanu, the new Minister for Lands. I couldn't understand his pidgin at all well and asked my neighbour in the gallery whether it was the Lord's Prayer we were hearing. I was told that it was not. It was a prayer improvised by the speaker as he went along, and that it would become the custom of the assembly for the Speaker, Pastor Fred Timakata, to nominate one or other of the numerous ministers of religion in the assembly to do likewise at the close of each session. (The Presbyterian Church in the New Hebrides is believed to have held a crisis meeting in Vila on the weekend of December 1-2 to decide what to do about the sudden drain on its pastoral strength created by the new assembly!)

One left the government building with the feeling that for the first time in history a freely elected and authentically representative government existed in the New Hebrides, and that it would be an honest and determined government in grappling with the country's problems.

Problems there are in plenty. For example, careful readers will have noticed that while



Father Gerard Leymang . . . from Chief Minister to backbencher, but without bitterness. Nabanga photo.

there are 39 members of the assembly, only 32 took any part in the election of the chief minister. The session was in fact boycotted by seven Moderate Party members for Santo, Tanna and Aoba/Maewo.

At a brief inaugural assembly session on November 28, Guy Prévot, Federal Party member for Vila (and the only person of all-French extraction in the assembly) had read a statement on their behalf in which they alleged 'numerous and large-scale electoral frauds on the part of the Vanuaaku Party' in the November 14 polling. Their statement added: 'We have decided that when we have completed our investigations and within the time allowed by the law, we shall lodge a complaint on the subject of these frauds with the Electoral Disputes Committee . . . Until the committee has given its decision we feel it is our duty to refrain from participating in the work of the Representative Assembly.'

The fact that most of the boycotters came from Santo and Tanna is of the greatest significance. As reported earlier (PIM Nov. p 14) the New Hebrides constitution provides

not only for a national Representative Assembly to sit in Vila, but also for Regional Assemblies on the two islands of Santo and Tanna. Voting for these regional bodies, which were clearly designed as safety valves for the particularist, not to say separatist, sentiments which are most marked in these two islands, took place simultaneously with the elections to the Representative Assembly on November 14.

The rub was that the Vanuaaku Party won these elections as well as the national ones, with 8-7 majorities in both Santo and Tanna. To say that this surprised the non-VP parties would be gross understatement. They were flabbergasted and angry. Their mood was expressed in the 'We wuz robbed' claims voiced in the boycott petition to the Representatives Assembly.

On Santo, Nagriamel leader Jimmy Stevens expressed the sentiments of the defeated groups when he told the French/Bislama weekly *Nabanga* (November 24): 'I'm shocked and feel like a man who's been played a dirty trick.'

But Jimmy Stevens did not

limit himself to expressions of shock, hurt and surprise. He took action.

Reasoning that the regional assembly had been lost by his side by a margin of about 300 votes, and that the opposition VP had probably received these votes from the several hundred residents of Santo who came from other islands, he and his advisers decided that if these 'foreigners' could be forced off the island, and if at the same time the petition alleging electoral fraud succeeded in winning a re-run of the election to the regional assembly, his side would win after all.

So, on November 19, groups of Nagriamel supporters and supporters of an associate movement, Tabwemassana of Port-Olry, took to the streets, some carrying clubs, and, generally bows and arrows in the case of the 'man bush' of Jimmy Stevens (known as 'naked men'). In trucks equipped with loudspeakers they passed through areas such as Sarakata, where there was a concentration of people from Pentecost Island, and Mango Station, where the inhabitants were predominantly from the Banks group. Their message was simple: 'Foreigners out. Get back to your islands, or else . . .'

Fear spread rapidly among those who were threatened. They fled the centre of Luganville, or Santo town, some taking to the bush, others heading off to board boats at the wharf, others again taking refuge in the Anglican church compound and a number of other safe places. There were at one point 359 people living in the Anglican compound.

According to estimates, between 300 and 500 people actually left Santo as a result of the threats.

What of the police? If many Third World countries suffer from overactive and interventionist police forces, New Hebrides appears to have the opposite problem. The two resident commissioners were unable to agree on the use of police during the troubles on Santo.

It is sometimes argued that the British and French conceptions of the use of police are so far apart as to be forever incompatible. The British, it is said, see the despatch of police primarily as a means of restoring calm without resorting to force. The French on the other hand feel that police forces should be kept hidden before they are suddenly moved in — and that this should be done only when the moment has come to start cracking heads. Not even 73 years of 'marriage' in the condominium set-up in the New Hebrides have created a meeting of minds on this issue.

While no police were used, two senior British and French officials, Messrs Turner and Peres, went to Santo and talked to Stevens at his Fanafo encampment. To his credit, British resident commissioner Andrew Stuart also visited Santo on November 22.

But most important of all in restoring some degree of calm was the visit on Saturday, November 24, of a high-powered party of New Hebridean political figures: the then Chief Minister Gerard Leymang, his then deputy Walter Lini, and two other top politicians, George Kalkoa and Maxime Carlot.

THE NEW HEBRIDES GOVERNMENT

Chief Minister and Minister of Justice: **Walter Lini**
Deputy Chief Minister and Minister of the Interior: **George Kalkoa**
Minister of Education: **Donald Kalpokas**
Minister of Finance: **Kalpokor Kalsakau**
Minister of Natural Resources: **Thomas Reuben**
Minister of Health: **George Worek**
Minister of Transport, Communications and Civil Aviation: **John Naupa**
Minister of Social Affairs: **Willie Korisa**
Minister of Lands: **Sethy Regenvanu**

Calm had by and large returned to Santo when I visited the island on November 30. A number — but by no means all — of those who had fled to the bush had returned to the rusted old US military Quonset huts that are home to about 60% of the population of Santo town.

Although the affair was 'black man against black man', longtime Santo resident, dentist and cattleman, Ken Hutton, told me he had been threatened by a youthful member of one mob. 'You British, get out!' he yelled at Mr Hutton.

'You cheeky little little c . . .', said the forthright Mr Hutton. 'Anyway, get your facts right. I'm not British, I'm Australian. And don't wave that bloody stick in my face!' (Meek departure of the youthful demonstrator.)

I've referred above to Stevens' 'advisors' in this sorry affair. Wherever one inquired on Santo as to their identity, the same names would crop up. One was that of Georges Cronsteadt, a mixed-race member of the Representative Assembly representing Santo town, and another was that of Jean-Claude Creugnet, a businessman, of the Santo Development Corporation.

Cronsteadt himself, in an interview in *Nabanga* (Nov 24) described the expulsion of the people from other islands as a 'logical' reaction by 'Man Santo' to the defeat in the regional assembly elections. He added: 'There are lots of people who think that I've been somewhat responsible for what has happened. Far from it. On the contrary, I've restrained them greatly in what they have

been doing, things would have been worse if I hadn't been around with them.'

Restraint, yes. When things appear to be 'going too far' it is normal for leaders to urge restraint — even after they have offered encouragement in the first place.

An opinion offered by 'J. M.' in the same issue of *Nabanga* as to how the affair unfolded deserves quoting. 'J. M.' wrote that, leaving the obvious political motives aside, 'there is one explanation that's worth thinking about. "The man bush," the "naked man" [such as Stevens' followers] is, for the coast-dwelling Melanesians, the "man soltwater", rather like the Huns were for our ancestors back in the 5th century. Certainly, for many years now, there have no longer been armed conflicts between them, but an ancestral fear persists. The naked man, carrying a club or bow and arrow, revives a certain sense of terror that was thought to be dead but in fact had only become hidden. Perhaps this explains the scope of the panic that gripped Santo town, even among those who never saw any "naked men" but had heard by word of mouth that "they" had come.'

There is the closest relationship between what happened on Santo and the events — though much less publicised, actually much graver — far to the south on Tanna. In each case the motivation was the same — refusal to accept defeat in the regional assembly elections.

Co-ordination of 'tactics' be-

Voters wait their turn in a polling booth in Vila on November 14.

Nabanga photo.



Father Walter Lini . . . from Deputy Chief Minister to CM, but with humility. *Nabanga* photo.

tween the electoral losers on both islands was plainly to be seen in the visit to Vila, and then to Santo, by Alexis Yolou, member of the Representatives Assembly for Tanna under the banner of the cultist John Frum movement. On arrival at Santo, Yolou was taken straight to Fanafo to confer with Jimmy Stevens. On his return to Tanna a move was started, exactly as on Santo, to expel non-Tannese islanders, mainly people from the small island of Futuna (not to be confused with Wallis/Futuna), about 70 km off Tanna's east coast. It was widely said on Tanna that Guy Prévot was probably no stranger to the arrangements necessary for Yolou's Santo visit.

An Australian settler in the New Hebrides of 33 years standing, Bob Paul, who has lived on Tanna for many years, was in the thick of the troubles there, which included acts of arson against a 'bush market' greatly valued by the local people, the uprooting of family vegetable gardens, and the potentially murderous action of digging holes and a trench across Tanna's grass airstrip in an attempt to prevent the land-

ing of French and British mobile police forces.

Bob Paul has given the following account for PIM: 'The period prior to the elections on Tanna was punctuated by a series of visits by French resident commissioner Robert handing out large quantities of rice, tinned fish, boats, outboard motors, and so on. The people of Tanna were somewhat taken aback by all this and the custom people returned the gesture by delivering a large amount of sugar cane, taro, manioc, etc, to the French contact in the area (one Tuk Niau) to avoid being under any obligation.

'The election itself was well run and no serious problems came up.

'The results were a shattering blow to the "moderates". Immediately a planned move got underway, protests were lodged under various pretexts and a demonstration was held with club-bearing "moderates" protesting that they had been cheated . . .

'People leaving for the National Arts Festival, an historic event for the New Hebrides, were told by the "moderates" that as the elec-



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tions had not been "straight" the John Frum and Kapiel would stop them going to Vila until a new election was held.

The people for the Arts Festival gathered at our property waiting for the ship and 120 Kapiel — one of the many cults on this "island of cults" — and John Frum standover men arrived armed with clubs and with red bands around their heads. They moved over to where the people were assembled and their leader announced loud and clear in pidgin "Anyone who goes to the Arts Festival we will kill his wife and children and burn his house". . . .

After abortive talks with representatives of the British and French residencies who had arrived from Vila, and who appeared interested in doing nothing, I returned in disgust to my workshop where I found people carving out weapons they had made — they had had enough.

The standover men announced that they would be back the following morning to a) remove the Futunese on my property (80% of my staff are Futunese) as they were VP followers, and b) they would burn out all the villages on the west coast from Loanei to Bethel, and c) they would prevent the projected election of five chiefs to the regional assembly due to be held the following day.

A night of feverish activity on my property resulted. The Futunese moved out and up into the bush as they did from the other three Futunese settlements. The people of Whitesands started arriving and positioning themselves around the plantation to intercept any attackers. I was astounded when at daylight I found some 300 people busily making weapons in and around my workshop.

A message that the mobile police would be down at Tanna from Vila at 8.00 am the next morning was passed on at 10 pm. We monitored every vehicle which passed along the road and the only one from the Agencies was the French Toyota. Presumably this carried the message that the aircraft were due from 8 am on and that the British police were on the first three aircraft.

During the night a group

moved out from the area of Alexis Yolou's village and dug a trench across the airfield, as well as 19 holes at the landing area and invisible from the air, as the spoil from the holes had been scattered around the airfield.

At 7.10 am Air Melanesiae advised me from Vila that the special mobile force were due from 8 am onwards. At the same time word came down from the airfield of the damage done there. How word got as far as Vila I don't know.

I called on the local shareholders of the New Hebrides Airways, mostly Melanesians, and told them that if they rallied with me we could use the remaining 40 minutes to repair the airstrip. Fifty-one adults, plus children, toiled with me using three vehicles and filling the airfield markers as well with soil to carry to the holes. Women were actually carrying soil in their skirts. A magnificent effort by the people to restore "their" aerodrome. During this operation two senior local French officials arrived on the scene, drove around but made no effort to help — tried to talk to some of the people who ignored them, so they just drove off. Not a single person, truck or machine was offered by them. The airstrip was nevertheless repaired in time.

Meanwhile a force of "moderates" armed with clubs complete with their red headbands left from Loanatum — Alexis Yolou's village — and headed towards Lenakel. The crowd at my place by now was over 500 and they were spoiling for a fight. The "moderates" did not attempt to burn out the Futunese but continued on to the British and French agencies at Isangel. The Kapiel from the Middle Bush area moved and destroyed the bush market and gardens in that area.

We persuaded the mob at our place not to proceed to Isangel as they were too excited and, having attained a local majority, and being armed with various vicious weapons, a cooling-off period was indicated.

All this time, expense and misery should never have happened. It will happen again and again. I have been putting in

writing for two years now the cause of this misery. I say it again. Stop this using of the cargo cultists by unscrupulous characters and incredibly stupid government officials before we have a real tragedy on our hands.

Bob Paul's account confirms the dominant impression I gathered on my short, week-long visit to the New Hebrides. It was that the real line of division in New Hebrides political life is not between 'Anglophone' and 'Francophone', nor even between the British and French on the one hand and the New Hebrideans on the other. It is between New Hebrideans who have been *more* and those who have been *less* influenced by the modern world — in particular those who have been influenced rather strongly by the missions, for example — not so much in many cases by their religious teachings as by their educational, medical and other social activities. Most of these activities just *happened* to have been carried on in English, although the French, especially in recent years, have made massive efforts in the educational field. For example, Fr. Walter Lini, an Anglican priest trained in New Zealand, will under no circumstances be threatening Fr. Gerard Leymang, a Roman Catholic priest trained in France, with a club.

Two short statements from directly opposite New Hebridean sources seem to sum up these divisions. One is an election slogan of the VP. One saw it often on the walls of Vila in the post-election period. It said: 'Vote for the VP — the party with 10 years experience of politics at home and throughout the world!' The election result shows that this kind of outward-looking, modernist approach has obviously won the majority support of the New Hebrides population.

But now listen to Jimmy Stevens' vision of politics in the New Hebrides: 'A regional council should be formed for each island. Independence should not come all at once for the whole country. Each island should first have its own autonomy . . . There can be no New Hebrides with a strong and

authoritative central government. There's no question about this.'

As far as foreigners are concerned, the great danger lies — as Bob Paul indicates — in the manipulation of people like Stevens and his 'man bush' followers, and Tanna's Alexis Yolou and his John Frums by interests as diverse as the American financial adventurers Eugene Peacock and Michael Oliver (with their way-out brand of private-enterprise fundamentalism), conservative political figures like Cronsteadt and Prévot, politically prejudiced district agents, and unwanted figures like Antoine Fornelli, who although a prohibited immigrant after his previous activities trying to start a cultist movement on Tanna (the so-called '4-Corners Movement'), turned up there briefly again in November in an obvious attempt to fish in the troubled waters.

There is no doubt that the condominium powers 'want out', and it is certainly time they went. The whole context of their political and economic relations is such that their situation in New Hebrides is rather an embarrassment to them than anything else.

It is obvious that in the present situation, the French have an effective veto over condominium actions, since the British have concluded that while New Hebrides matters little to them, it matters much more to France, especially in view of the unsettled situation in that country's territories, particularly New Caledonia. It simply can't be imagined that the British are going to do anything to annoy the French in New Hebrides, especially in view of the delicate nature of their relations in the Common Market.

So, it is certainly time they went. New Hebrides does not need government whose decisions are coloured by Common Market or NATO anxieties.

These people need a government whose *prime* concern is the New Hebrides. There is no doubt that, whatever the problems it will face in the future, the government headed by Walter Lini is such a government.

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PRESCRIPTION FROM AFRICA

Dr Frances N'Gombe, a Zambian and millionaire medical practitioner, who made his fortune by successfully welding Western medicine to traditional African medicine, completed a tour of the South Pacific Islands in November with a 'phone call to PIM.

He liked most of the things he had seen in the Islands, particularly in Fiji, he said. But not everything. He hadn't liked some things in New Caledonia and Tahiti.

'From what I saw in New Caledonia,' he said, 'there is no difference between that country and Zimbabwe — Rhodesia. The white French want to make New Caledonia into the Rhodesia of the Pacific.'

'That is what I think, but I also wonder why, because the French did much better in Africa than Belgium or Britain did. The people of the Ivory Coast, Senegal, Togoland, Guinea, were much happier before independence than the people in other colonies.'

'Here you have a country where the indigenous people are black and yet they do not attend public functions. Nor are they given jobs. Even a receptionist at the hotel must come from Paris. All the jobs for men are taken by men from Paris whose wives also get jobs with excessive pay. The reason for discrimination which is given is that the black man is not intelligent. That is untrue. The black man isn't given a chance.'

'It's the same in Tahiti. When a man with a real black skin goes to a public place, he is considered to be primitive even though they know nothing of his personality or value. That is what I encountered when I went to a restaurant. I bought a bottle of champagne for about CFP 6000 but the waitress, who was white, wouldn't serve me by pouring it into a glass. The people at the next table bought a bottle of table wine for about CFP 300 and the girl served them. I complained to the manager and he served me.'

'That happened in nine



Dr Frances N'Gombe

places. Then, in one place, I gave a CFP 5000 tip. From then on I got service.'

Dr N'Gombe believed that Fiji had improved greatly. There seemed to be few colour problems, he said, but the Fijian people would have to ensure that their rights as the indigenous people were not lost.

'It is most important that they remain owners of the land. The regulations that have been made to ensure that they kept their lands is something for which Fiji is to be congratulated, but I wish more was done to involve the Fijians in business.'

The doctor was also impressed with the New Hebrides. 'I could see there,' he said, 'that the native people were working everywhere; in the hotels, in shops, everywhere that is normal. The only trouble there is that there are one or two who want to confuse the people but the New Hebrideans should be aware that France and England don't matter; language doesn't matter. They are one people.'

As befits a doctor, Dr N'Gombe had a prescription for the Islands. 'The best solution for all the islands of the South Pacific,' he said, 'is for all the people to be close together. They can't deal properly with their former colonial masters. They must co-operate, island with island, and those who are called Part-Europeans

should also realise that they are all one people, all one with the rest of the people in the Islands.'

PALAU'S BIG 'NO'

Palau voters have rejected the revised version of the Palau constitution by a close to 70% margin in a referendum. A group supporting the original version of the constitution immediately asked the US government to delay resumption of the political status negotiations until the new legislature takes office this January.

All but one of the members of the new legislature elected in September ran on platforms supporting the original constitution, which had been approved by 92% of Palau voters in July. But ignoring this popular support, two months before the September election, the current legislature voided the original document and revised the constitution to meet US objections.

The People's Committee for the Palau Constitution, comprised of former Constitutional Convention delegates, legislators-elect and others, cabled the US High Commissioner stating that Palau Political Status Commission Chairman Roman Tmetuchl, outspoken critic of the original constitution, no longer speaks for the people of Palau. 'We need not remind you that he (Tmetuchl) as a member of the present leadership does not have the support of the people of Palau,' the cable said.

Tmetuchl has been the

Roman Tmetuchl



official head and strongest force in the status commission since its creation by the legislature in 1974. But the commission opposed the original constitution, urging accommodation of US military interests to gain a larger economic aid package.

The emerging pro-constitution leadership has taken a strong stand against US military plans for Palau, but adds that Palau's constitution, with its nuclear ban and restrictions on foreign use of Palau land, can accommodate the 'free association' status under negotiation.

Observers speculated that the new legislature, once taking office in January, may rescind the legislation voiding the original constitution and let the document stand as it was approved by Palau voters. Whatever the case, American Ambassador Peter R. Rosenblatt stands accused by Con-Con members of interfering with Palau's internal constitutional processes. He has lost some credibility with the new leadership and could be a liability to a quick resolution of the status negotiations, not alone in Micronesia, but also in winning approval of any agreement in Washington.—

Giff Johnson

MARA: WHAT FIJI NEEDS

In an official visit to Australia in November Fiji Prime Minister Ratu Sir Kamisese Mara made the following points at a nationally broadcast lunch at the National Press Club, Canberra:

- Preservation of our island culture has received a new impetus with independence in the Pacific and the re-establishment of our national identities. We have therefore been greatly heartened and helped by the generous grants by Australia and New Zealand for numbers of projects designed to preserve and strengthen our traditions. For instance we in Fiji are engaged on a monolingual Fijian Dictionary and Australian funds have assisted us in continuing with this project.
- We are getting away from

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simply being plantations to supply raw materials. More and more processing is going on in the islands, with the consequent added value and the increase in our versatility and self-respect. We are doing this both in the larger scale industrial fields and also in the smaller but no less important areas of intermediate technology. For example, in my own island of Lakeba we are just establishing a factory to make much fuller use of the coconut. We intend to make oil, coir, charcoal and coconut meal.

- Quite apart from the financial benefit, we are getting away from the situation where our people's role in the copra industry was that of bearing heavy burdens of nuts, cutting out copra and manhandling it into driers and on to vessels. With just a few steps upward in technology, nuts can be collected at the roadside and taken in by collectors to the centre for processing. Of course, the government in co-operation with the people's own effort has provided the road to make this possible, and the factory equipment comes under aid schemes. So this is the sort of aid which helps us to help ourselves.

- Regional shipping and airlines have, I am afraid, not proved a success. However, in this we do not greatly differ from many parts of the world, and quite apart from the need for absolutely top-class management it may be that, inherently, such regional operations are almost doomed to failure because of the competing interests and requirements of the various countries. Nor is it any easier because such needs are quite legitimate and justifiable. Hence Air Pacific, where Fiji has been almost obliged to take a major shareholding.

- On the labour front we have been sorry to see the tentacles of Australia and New Zealand metropolitan trade unionism reaching out to our islands. We are at a different stage of development, we have different problems and we have different traditional patterns of settlement. I must say the efforts to push into our indus-



Fiji Prime Minister Ratu Sir Kamisese Mara (centre) in Canberra during his recent visit to Australia with Australia's Acting Prime Minister Doug Anthony (right), and Foreign Minister Andrew Peacock.

trial scene received a resounding rebuff a year or two back, when a spontaneous march of thousands of our citizens — led by the women folk — protested vigorously against these intrusions. But in any case we are now trying to handle these matters in the Pacific Way. And that is by sitting down together in what we call the Tripartite Forum — Government, Employers and Trade Unions. True, we are concerned with wage levels; and the participation of all these partners ensures that the views and positions of all are at least known to all and taken into account.

- We have seen our University of the South Pacific grow so that we have an institution whose educational efforts are geared to our own requirements. But we have only been able to do this with most generous aid from many developed countries including Australia.

- Another area where we shall, I am sure, be looking for aid is in connection with the resources of the sea, where the new developing Law of the Sea is offering vast opportunities for exploitation. But they not only offer scope for exploitation to us, the owners, but also to others from outside. Surveillance will therefore be an important element in conservation. Even those of us with naval resources and airlines operating among our islands will find the task a daunting one. That is why we have wel-

comed Australia's offer to conduct a survey of all surveillance resources in the region. This will enable facilities to be measured by a common yardstick and at the same time see what supplementation is required in a way whereby co-operation will make the most telling and economical use of resources.

- The fishing resources of our countries must be vast and in seeking aid for their development we are really asking you to give us an opportunity to do without aid. For once, some quite small countries have the opportunity to develop viable resources. By helping us, you not only enhance our economic position but also our self-respect.

FORUM WOOS ASEAN

Initiatives have been taken to develop a closer relationship between the South Pacific Forum and the Association of South-East Asian Nations (ASEAN).

The idea of a closer dialogue between the two regional groups was promoted at the 1979 Forum in Honiara by the Papua New Guinea delegation. It received strong backing from the Forum because the region's leaders realised that their countries can learn a great deal from the ASEAN experience.

ASEAN was formed in 1967 to accelerate economic, social and cultural progress and has

become a viable regional force embracing

Indonesia, Malaysia, Singapore, Thailand and the Philippines.

The approach to ASEAN was made through the Forum secretariat, the South Pacific Bureau for Economic Co-operation (SPEC). SPEC director Mahe Tupouniua recently met ASEAN general secretary Datuk Ali Abdullah in Jakarta to discuss 'appropriate areas of co-operation.'

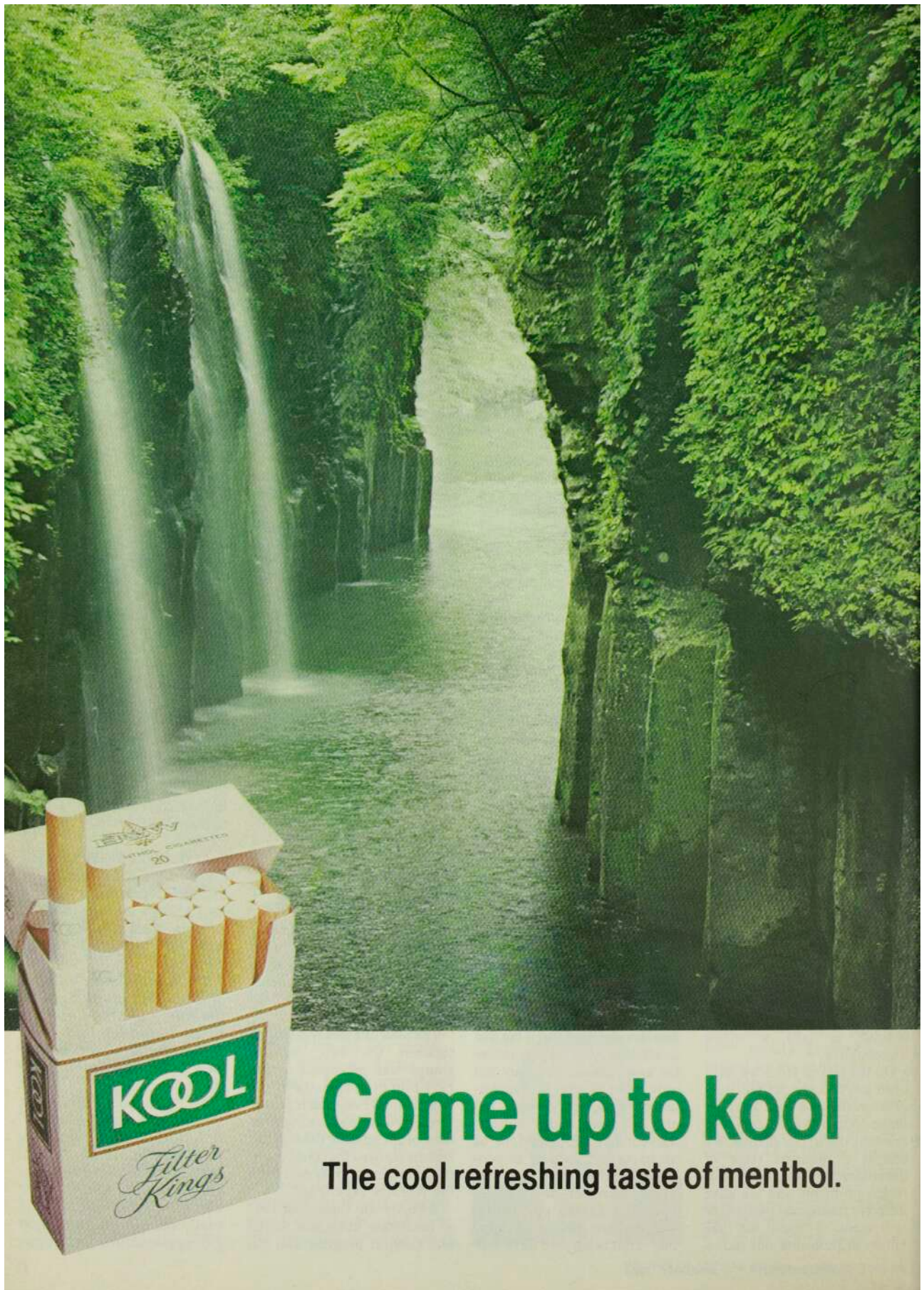
Mr Tupouniua describes the talks as 'cordial.' They focused on energy, transport, tourism and industrial co-operation. He was impressed by the positive attitude of the ASEAN and Indonesian officials to a continuing ASEAN-Forum dialogue.

At Datuk Abdullah's suggestion he will discuss the question of SPEC representation at the next ASEAN meeting in Kuala Lumpur (probably next July) with the Malaysian foreign minister.

There is obviously a degree of self-interest in seeking closer ties with ASEAN. Vulnerable Island economies face strong competition for Australian and New Zealand markets from the ASEAN countries.

Mr Tupouniua explains the attitude of Forum nations:

'ASEAN countries may need Australian and New Zealand aid but Pacific Island needs are greater because ASEAN countries are quite advanced industrially and can guarantee more job opportunities and higher

A lush green forest scene with a waterfall and a pack of KOOL cigarettes in the foreground. The waterfall is the central focus, cascading down a rocky path surrounded by dense foliage. In the bottom left corner, a pack of KOOL cigarettes is prominently displayed. The pack is white with a green band across the middle that reads "KOOL" in white capital letters. Below this, "Filter Kings" is written in a cursive script. The top of the pack is open, showing several cigarettes with white filters. The background of the advertisement is a vibrant, high-contrast photograph of a forest with a waterfall, creating a sense of freshness and natural beauty.

Come up to kool
The cool refreshing taste of menthol.

incomes for their people, as a result.

'Pacific Island countries welcome Australia and New Zealand aid programmes which in money terms are substantial but we do not wish to vie with ASEAN for such aid. It is not the Pacific way to be greedy but to share the little we have.

'But on the question of trade access Pacific Island nations cannot be treated on equal terms,' says Mr Tupouniua. 'Special consideration will have to be given to Pacific Island countries because by Pacific standards we are dealing with industrial giants and we will not have a show of competing with ASEAN.' — James Tully.

U.S. WON'T DUMP WASTE

The United States has been reassuring Pacific Island governments that US plans for establishing a temporary spent nuclear fuel storage facility somewhere in the Pacific Islands has been the subject 'of considerable misinformation' in some parts of the Pacific. It's been making it clear through diplomatic channels that it has no plans to turn Palmyra, Midway or Wake islands into 'dumping grounds for nuclear wastes'.

The US has found it necessary to make these denials as a result of publicity which followed a State Department announcement of last June 14 which said that several US government agencies were collaborating in preliminary studies on the feasibility of establishing somewhere in the Pacific Islands an 'interim spent fuel storage facility to serve the needs of Western Pacific Basin countries'. The State Department announcement said that preliminary evaluations would be made of Palmyra, Wake and Midway as possible sites.

The US has since made available fuller details of its thinking, and is going to some pains to stress that it is very early days yet. This is what it is telling Islands governments about its concept:



Preliminary US surveys have indicated that the Pacific Islands of Palmyra, Midway and Wake, in that order of importance, might be suitable for the storage of spent nuclear fuel. But no decision is likely for five to eight years. Picture shows Midway Island.

The US Nuclear Non-Proliferation Act is designed, among other things, to discourage reprocessing of spent nuclear fuel rods from the world's commercial power plant reactors before the material is actually needed commercially and before there are international agreements to reduce the risk of widespread proliferation of material from the rods that could be used for weapons, such as plutonium. Plutonium can be extracted from the fuel rods through reprocessing techniques but currently it is not economic to reprocess the fuel for commercial use.

If the material is not to be reprocessed immediately then it has to be put in safe storage. The US has suspended indefinitely the reprocessing of any of its own spent fuel, and is storing it in the US, and will continue to do so.

Under the Non-Proliferation Act it has offered to take back limited quantities of other people's spent fuel for storage, to help guarantee it doesn't get into the wrong hands. It foresees the time approaching when it might need to find a temporary storage site for spent fuel from the Western Pacific, particularly from Japan, which is going into nuclear power in a big way. It is possible that South Korea, Taiwan and the Philippines might also need this facility.

The US has been stressing

that spent fuel stored for possible reprocessing has nothing to do with the problem of the permanent disposal of nuclear wastes, and that the Pacific is not being considered for waste disposal.

Spent fuel would probably be stored above ground in sealed silos made of about 100 to 200 tons of reinforced concrete. Each silo would be about seven metres high and four metres in diameter with walls about one metre thick. They would be expected to have to hold the spent fuel for up to 30 years.

The spent fuel, still contained as pellets within the sealed rods of the rigid reactor assemblies, would originally give off considerable heat but would cool after a few years. The US thinks storage facilities would be needed in the Pacific for 10 000 tonnes.

The ideal site would be an island that was isolated, that had regular rainfall but away from the storm and hurricane belt, with stable geography (obviously not in a volcanic belt) and with a harbour facility.

Preliminary surveys have indicated that Palmyra, Midway and Wake might be suitable, in that order of importance. Wake suffers from occasional typhoons. No other islands have been looked at, and if any are, it will be announced, the US says.

The inquiry is only at the preliminary stage. The US has

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asked Japan to join with it in a full feasibility study of the proposal, and says that 'further consultations with interested nations and other parties will be undertaken as this evaluation proceeds'. The US hopes the joint study might start this March, and says the results of the study will 'be made available to everybody', but at least five to eight years can be expected to elapse before there are any firm decisions, if then. The US Congress would be informed at every step in the plan, and by law Congressional approval would be required before it could be put into operation.

The US Consulate in Sydney told PIM: 'A primary consideration in reaching a decision will be assurance that such activity on any site does not present health, safety or environmental hazards. In addition, the social and political aspects will be evaluated. A range of views will be solicited and given full consideration in the evaluation process.

'The US has instructed its embassies in the region to inform South Pacific nations, Western Pacific nations, and many other capitals of the nature of the proposed study. We have informed Micronesian representatives and other islands officials. Governors of the state of Hawaii and of all US Pacific territories have been informed. The State Department has offered to brief members of Congress as well as representatives of any governments on this activity.'

AUTONOMISTS HARD AT IT

'Immediate independence is not what French Polynesia wants,' says Francis Sanford, who as vice-president of the Government Council of French Polynesia, is Polynesia's chief minister. 'What we have got is genuine self-government — the right to run our own internal affairs, to use our own language officially, to fly our own flag, and that is enough for now. The rest will come.'

And Mr Sanford's views are echoed by Frantz Vanizette,

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Atmospheric nuclear tests like this one on Moruroa Atoll, French Polynesia, are a thing of the past. So are the times when the territory got as much as 60% of its budget from the nuclear testing programme. According to French Polynesia's leaders, the programme now accounts for only 30% of the budget, and this percentage will go down further.

president of French Polynesia's Territorial Assembly, who says, 'Freedom is fine, but you still have to have connections with other people. Small territories can't survive on their own.'

The reality of self-government has taken the heat out of the independence movement in French Polynesia. Men like Sanford who were in the vanguard of the demand for autonomy are now more busily occupied in handling the autonomy they've won. And most of the population agree with their approach.

The demand for 'independence now' comes only from small groups with minor support, which is the reason why nobody, either in the French

establishment or the territory government, got much excited recently when PNG Deputy Prime Minister Ebia Olewale and New Hebrides Deputy Chief Minister George Kalkoa made stirring speeches at a Papeete independence rally (PIM Dec p15).

French Polynesia has been running its own affairs, including controlling its own budget, since July 1977. It does it under a new constitution which both Sanford and Vanizette say works, and which can and will evolve.

Mr Vanizette says the constitution is responsible for the best relations that have ever existed between metropolitan

France and French Polynesia. The new constitution clearly defined the State's and Polynesia's responsibilities.

'Before, there was too much ambiguity,' he says. 'What we got from time to time depended on who was in power in France, but not now. Power genuinely is in the hands of the Government Council for the first time. They run the country.'

Mr Vanizette predicts that the next change will make the vice-president of the Government Council into the official president of the Government Council (that title is at present held by the High Commissioner). He thinks there will also be more direct powers given the councillors who at the moment, for example, do not have the power to remove the head of a department — that has to be done by the High commissioner.

'The evolution will be in the spirit of the French constitution,' he says, 'which allows a local constitution to evolve with discussion.'

He believes the present constitutional arrangement with France is more satisfactory than complete independence, because it enables Polynesians to discuss their needs with France 'on a basis of equal-to-equal'.

If French Polynesia were independent today it could not possibly meet the money that was expended by France on the development of the territory, particularly its expenditure on public servants, he said.

This did not mean that French Polynesia was not conscious of the need to build up its own economy. There was a time, only a few years ago, when France's nuclear centre in French Polynesia was responsible for generating 60% of the local economy. It had since been lowered to 30%, and each year French Polynesia was lowering the percentage even more, Vanizette said.

Under the constitution, France still controls French Polynesia's foreign affairs, citizenship, defence, police and justice, and secondary education. Neither Francis Sanford nor Vanizette sees the need for any of these responsi-

bilities to be passed over right now, but Sanford thinks when the time does come for changes he would want to see foreign affairs passed over first because of its close involvement with trade.

Mr Sanford foresees a closer involvement between French Polynesia and the rest of the Pacific Islands.

'What I would like to see is all the groups of the South Pacific coming together to form a kind of common market, working closer together on trade matters. That way we can all get stronger.'

Mr Sanford recognises the fact that some of his supporters fear he may have lost the drive that he once had towards full independence for French Polynesia. He doesn't apologise for it: he says that once French Polynesia got the reins of government it was inevitable that it should consolidate before the next step.

He says: 'Some people I know who were for independence right away make visits to other places outside French Polynesia and see what is going on, and change their minds. The fact is as long as we have the right to run our internal affairs, we are better to concentrate on developing our economy. That's the big task. We have to create employment, and we are doing it'. — *Stuart Inder*



Above: Francis Sanford;
below: Frantz Vanizette.



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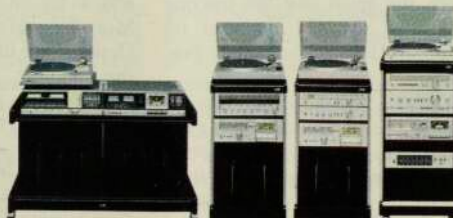
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PEOPLE

The man sometimes referred to as Japan's 'Godfather', **Riyoichi Sasakawa**, is Tonga's honorary consul in Tokyo. Along with the Nauru consulate and the Papua New Guinea embassy, he is therefore one of the tiny handful of Pacific Islands diplomatic 'presences' in Japan.

Suggested as a recipient of the Emperor's highest order for meritorious services by the Japan Shipbuilding Foundation (of which he happens to be chairman), Sasakawa finally received his award last year. The event raised some controversy, for Sasakawa, as a political powerbroker, gambling tycoon and former 'Class A' war crime suspect, seemed to some to have questionable credentials. However, the then Prime Minister, **Takeo Fukuda** whom Sasakawa had served as a kind of political counsellor, was among those who approved of the award.

Sasakawa's links with the Pacific date back to trips to PNG, where he has encouraged Japanese war veteran groups to organise the collection of bones from the old battlefields to return to Japan. On one mission he met a little-known journalist named **Michael Somare** whom he brought to Japan for an expenses-paid tour that included a stay in the home of Fukuda, then minister of finance.

Sasakawa's present Pacific connections include what many believe to be a deep involvement in Tonga's \$30-million development scheme for its international airport and two 40 ha industrial parks.

With a personal fortune of around \$60 million and land holdings of up to \$500 million, Sasakawa is either chairman, president or director of countless organisations. Legalised gambling from his motorboat racing monopoly ropes in more than \$5 billion a year.

He and the notorious **Yoshio Kodama**, a key defendant in the Lockheed scandals, were founders of the strongly nationalistic Patriotic People's Mass party in 1931, a black-shirt style organisation that played an important role in whipping up militarism.



Riyoichi Sasakawa

'The Pacific War was unavoidable if Japan was to defend herself and maintain the right to survive,' asserts Sasakawa. 'It was never a war of aggression.'

At the end of World War II Sasakawa and Kodama shared a cell at Sugamo Prison, where another war crime suspect **Nobusuke Kishi**, was also in detention. Kishi managed to become prime minister in 1958.

Unlike post-war Italy and Germany, where most war criminals were either executed or disgraced before the new democracy was born, in Japan sentences were often staggeringly lenient. The only convictions were made by the occupation authorities, many of whom were impressed by the militant anti-communism of their former enemies.

Sasakawa, who has described himself as the 'world's richest fascist', promotes filial worship, patriotism and himself in a series of strange but apparently innocent prime-time television commercials. One of his leaflets pictures him with his idol, **Benito Mussolini**, during a special meeting in Italy in 1939. 'Mussolini was a first-class person,' enthuses Sasakawa. 'He had the character, the spirit and the conviction of the old *Samurai* of Japan. He was the perfect fascist and dictator.'

At 80, Sasakawa remains as bold as ever, still dismissing his critics as a bunch of Reds who are jealous because they haven't received their slice of the spoils. Expressing himself with a total absence of traditional Japanese modesty, he boasts of currying the favour of Arab oilmen with gifts of Japanese pornography, and claims to have made love to

more than 500 women, including one distantly related to a former Emperor, **Wayne Britten**.

Paul Sangio, switchboard operator at Papua New Guinea's parliament building, is well known for his unfailing courtesy and efficiency. What most callers will never know is that Paul is totally blind. Besides being chairman of the St John Association for the Blind, Paul is also involved with other organisations for the disabled. Between writing his autobiography and acting in some plays for the national radio, he finds time to strum the guitar. He lost his sight at the age of four, and considers himself lucky that in the earliest years of childhood he enjoyed the sights of sky and sea, hills and flowers at his Ablingi village, Gasmata, West New Britain.

Gwenneth Deverell has been appointed the first woman member of the faculty of the Pacific Theological College, Suva. Gwenneth Deverell is a teacher at the neighbouring University of the South Pacific, and has previous experience in Western Samoa. She will serve as Co-ordinator of Extension and the Women's Programme.

Mrs Legu Lee, Papua New Guinea's first woman to head a diplomatic post, has taken up the position of Consul for Queensland in Brisbane. Mrs Lee, 33, mother of a boy of nine and a girl 10, was formerly with the post liaison and information branch of the PNG Department of Foreign Affairs and Trade in Port Moresby. Originally from Milne Bay, she was a school teacher in Port Moresby before joining the Department of Tourism where she became training supervisor. She joined Foreign Affairs and Trade in 1974.

Raymond Greet has been appointed Australia's High Commissioner to Fiji. He is also accredited as HiCom to Tuvalu. Mr Greet, 45, succeeds **Gordon Upton** who has been HiCom in Suva since 1976. To take up his new post, Mr Greet leaves the job of Minister and

Deputy Permanent Representative in Australia's mission to the United Nations.

The legal action launched by Nauru's President **Hammer DeRoburt** against the Gannett Company Inc (PIM Dec 1978 p55) moved a stage further in November when Judge **Samuel P. King** of the Federal District Court in Honolulu ruled that his court was competent to hear the case.

President DeRoburt is suing the company, which owns the largest newspaper chain in the United States, for libel damages totalling \$US37.5 million.

The alleged libel was published in Guam's *Pacific Daily News* on May 30, 1978. Gannett acquired the paper, which has a circulation of about 18 000, in 1972 as part of its acquisition of *The Honolulu Star-Bulletin*.

The passage complained of appeared in a despatch from **Cisco Uludong**, a reporter based in Saipan, capital of the Commonwealth of the Northern Marianas. The report said that 'the Republic of Nauru is secretly backing the separation of the Marshalls from Micronesia', and contended that President DeRoburt had delivered a \$600 000 loan from Nauru to the Marshall Islands Political Status Commission, which was supporting separation of the Marshall Islands.

President DeRoburt, calling the article 'untrue in every significant respect' responded by filing a defamation suit in Federal District Court in Honolulu on October 2, 1978.

Mr Uludong is now in New

Hammer DeRoburt



York on a Dag Hammarskjold Fellowship to report on the United Nations.

The Gannett lawyers moved to dismiss the suit, claiming that Mr DeRoburt was a public figure and would therefore be required to show that the article had been printed not as a political comment but with the intention of causing him injury. They also argued that the case should be conducted under the law of Guam.

President DeRoburt replied: 'Having voluntarily chosen to serve as the voice of the Pacific region and to extensively cover Nauru, defendants should not be permitted to hide behind the law of Guam merely because their newspaper is printed there.'

Judge King ruled that Nauru's libel laws are based on English common law, as are those of the United States. The only difficulty he found was a succession of cases, beginning with *The New York Times* vs. Sullivan that create special problems for public figures who contend that they have been damaged by untruths printed about them.

He wrote in his opinion: 'Application of the libel law of Nauru together with the First Amendment safeguards of *The New York Times* vs. Sullivan and its progeny would provide a satisfactory accommodation of the relevant policies of this forum.'

The *Pacific Daily News* has only one subscriber on Nauru, the Australian High Commission. But President DeRoburt contends that other copies come in by hand on Air Nauru jets.

Suva's new city councillors made a deal in November over the mayor's office and so avoided their first problem in running a council on which the Alliance and National Federation share power equally.

The deal is that NFP lawyer Cr Gyaneshwar Lala will be Mayor for the next 12 months and former SCC worker and Alliance supporter Cr Tui Smith will be his deputy.

After that the Alliance will provide a mayor for the next two 12-month terms of the council's office.



Ted Morrisby

Australian film producer/director **Ted Morrisby**, fresh from the success of a five-part series of 'documentary histories' (*Castaways*) on a variety of Pacific Islands subjects made for New Zealand television, is looking for fresh fields to conquer.

In the works is a similar series devoted entirely to Papua New Guinea. Morrisby believes that in film and television 'the Pacific is the last great unknown'. He also believes that his films will not only entertain and enlighten audiences in far-off places, but could also attract tourists and investment to Pacific countries as well.

Not that the stories of people like Mikloucho-Maclay, Luigi D'Albertis and Queen Emma — among the subjects planned for his PNG series — are not also interesting to Islanders. Morrisby, like many others, doesn't 'approve precisely' of all that the early Europeans did in the Pacific, but he feels strongly that their place in Pacific history deserves attention, and is especially keen to capture on film the recollections of old-timers who were part of an era which is now gone.

If he succeeds in raising the estimated million dollars required to finance the project, filming could start either this year or next.

Ken Morton, British Airways public relations officer Australia for the past two years, will become public relations manager Southwest Pacific from February 1. He succeeds **Richard Baker** who takes up the position of public relations manager Orient, based in Hong Kong.

The Very Rev Fr. **Ron Williams**, his wife **Katie** and their family have left Suva after nearly 12 years in the Diocese of Polynesia of the Anglican Church.

Nineteen seventy-nine isn't expected to be recorded in the memoirs of **Ricardo Bordallo** as a particularly healthy year. But it was certainly an eventful one for the former Democratic governor of Guam.

In January, Bordallo raised the wrath of Guam's Republican Party when he failed to show up for the inauguration of his successor, **Paul Calvo**. Bordallo said he hadn't been invited, although others saw it as a snub against his political opponent who had narrowly beaten him in the November 1978 election.

That was just the beginning. A couple of months later, Bordallo's dream to build a 120 m high latte stone on Guam's cliffline was shattered when directors of the non-profit-making Latte of Freedom Corporation voted not to pursue the project as planned. Ironically, Bordallo had formed the

organisation and had only called in prominent Guam businessmen to sit on the board to take away the corporation's political overtones.

Smarting from the defeat Bordallo still adamantly maintained he wanted to go ahead with the plans for the massive and expensive monolith. So far, due primarily to Bordallo's efforts, the corporation has collected more than \$200 000 for the project.

But the cruellest and most humiliating blow to Bordallo last year came in September and October (1979) when he was called to court to tell the judge why he hadn't been making payments to the **Jose Mafnas Cruz** family to whom he owes about \$500 000. Bordallo became indebted to the family back in the early 1970s when he bought a lot of the family's land during the land price boom which later failed.

In one September hearing Superior Court Judge **Paul Abbate** ordered Bordallo to turn over his shares in seven Guam businesses to pay off his debts. About a month later, Abbate found Bordallo, governor from 1975 to 1978, in contempt of court for ignoring the judge's order. At the time Bordallo faced a maximum six month jail term if he continued to fail to comply.

Beside the shares, Abbate also ordered Bordallo to turn over an expected \$225 000 tax refund, and to make an affordable monthly payment to the Cruz family. And after Cruz' attorney **Robert Klitzkie** asked Bordallo about the timepiece he was wearing that day, the former governor stripped off his \$8000 gold Swiss watch and said he wanted to give it to the family.

Bordallo defiantly says he's waiting for the time when he can buy an advertisement in a local newspaper and proudly challenge anyone to say he owes them money. Some observers comment he may only be able to do that by declaring bankruptcy and starting afresh. But others note that as a proud Chamorro, Bordallo may prefer to keep working hard at Guam International Insurers Inc and try to pay off his debts that way.

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'Eating to win' in Pacific Islands athletics

In the wake of the Sixth South Pacific Games — and the furore caused in Fiji by the physical collapse during games events of a number of Fiji women athletes — Suva-based nutritionist Susan Parkinson looks at the special problems of nutrition faced by Pacific Island athletes. Mrs Parkinson wishes to acknowledge help received in preparing the following article from Dr David Brown, lecturer in physiology at the Fiji School of Medicine.

Most people who are involved in modern sport or athletics are aware that the food they eat will have some effect on performance. Everyone naturally wants to eat to win, but often the way they go about it makes nutritionists wonder how they survive at all. The recent sight of women runners collapsing at the South Pacific Games in Suva led many a startled spectator to question whether the Pacific Island diet was suitable for the demands of athletic performance.

The current widespread interest in nutrition and athletic achievement in other parts of the world received little publicity in South Pacific sports programmes and journals before the games. Although most coaches mentioned the need for good food, some of their recommended diets based on eggs, steak, vitamins and glucose bore little relationship to what people could afford, and even less to what they actually needed.

A pre-games paper prepared by the Fiji national food and nutrition committee, entitled *Food for Action*, stated emphatically that 'Fiji food is the best food for Fiji athletes'. The unanswered question is 'What went wrong?'

Over the years, athletes and coaches have been looking for a magic food or drink which could dramatically improve performance. Probably no field of human endeavour has been so beset with costly food fads and beliefs. Research at human performance laboratories in Britain and the US has proved conclusively that no single food will greatly alter human performance on the field. Any claim by an athlete

that bees' pollen, honey, the avoidance of coffee or tea, are beneficial, may be attributed rather to psychological reaction than to physiological fact.

The nutritional needs of athletes in training are much the same as the general population — except that they need more of the energy-giving carbohydrate foods, such as root vegetable, rice and bread, and extra minerals, salts and water to replace losses in sweat.

One important difference between athletes and the general population is that the results of poor quality diet show up more quickly in a person involved in strenuous exercise. Because women need more of the blood-building mineral iron than men they will show signs of strain before male athletes, when both are on poor-quality food.

All authorities agree that athletes need to train on a good mixed diet. The necessary protein, carbohydrate, fat, mineral salts and vitamins, can be found in food from any dietary background. Good Pacific Island meals which include fish, green leaves, coconut and root vegetables would certainly provide for the nutritional needs of any performer.

However, in most urban centres today — Suva, Apia or Port Moresby — such a way of eating is beyond the incomes of many young people. The daily diet of many modern islanders consists of bread and tea for breakfast, a poor quality snack lunch and possibly a serving of root vegetables and tinned fish at night. The nutritious green leaves and fruits of the Islands are eaten once or twice a week, instead of once a day, as in



Top: M. Kelesi, of the Solomons, in trouble after the women's 3000 metres at the South Pacific Games, Suva. Below, Janice Joruru, of PNG, receives medical aid after coming second in the 800 metres women's final. Are there special problems facing Islands athletes?

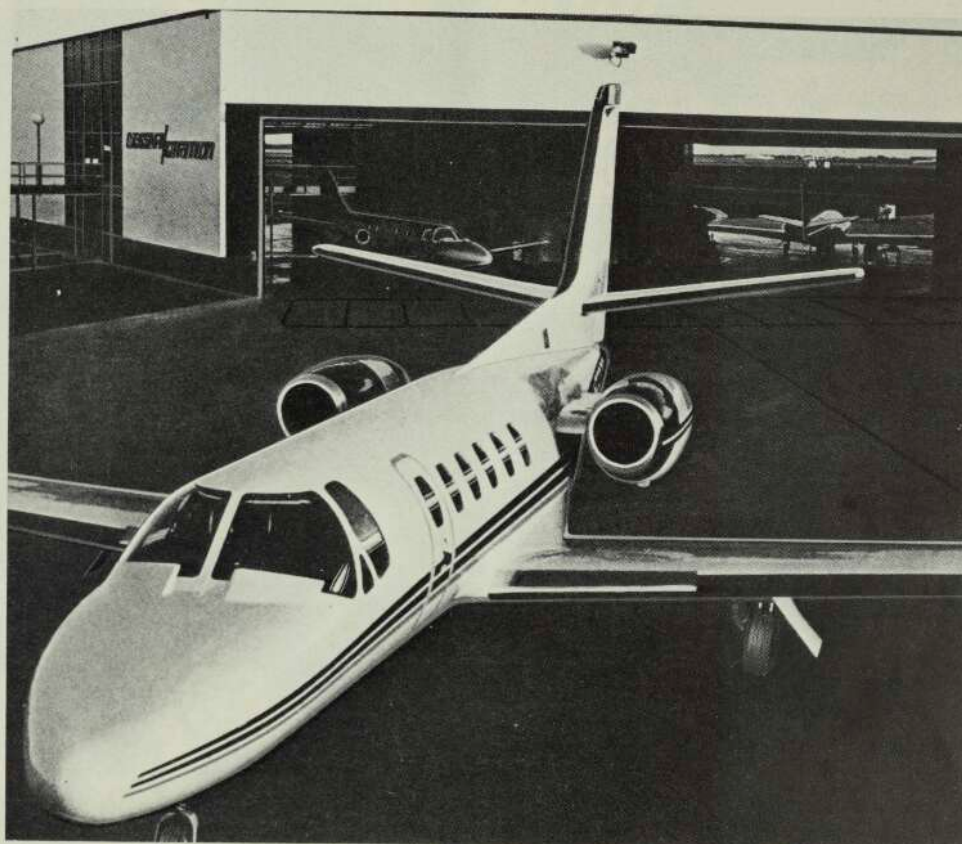
times gone by. Such a dietary regime could be deficient in the vitamins and minerals needed for good health and performance.

A recent survey in Tonga of 265 preschool children by Drs W. F. Clark and Mary Richards found that this type of urban diet was related to signs of poor nutrition. Urban children had lower heights and weights than rural children. Other tests such as arm circumference and skinfold measurements, and an examination of the hair, all confirmed that rural children were better nourished.

Another indication that all is not well with modern urban food of Pacific Islanders is revealed by the tendency for

Fijians to suffer from the nutritional disease anaemia. The results of routine medical inspections of people undergoing pre-service examinations in Suva between 1971 and 1976 were studied by Drs P. Ram, A. S. Parmar and B. K. Jha. They found that 26% of the Fijian males and 36% of the females were anaemic. This report is in sharp contrast with that of two well-known nutritionists, Drs Muriel Bell and Lucy Wills, who after undertaking the first anaemia study in Fiji in 1948, said 'It is clear from the population sampled that there is no serious anaemia in Fijians'.

Strenuous exercise requires the presence of sufficient oxygen in the body to provide for the conversion of food to en-



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These Fiji medal winners demonstrate why athletes today are encouraged to get most of their energy from starchy roots and fruits, like those shown, found in the traditional village diet.

ergy. The B group of vitamins, found in root vegetables and wholegrain cereals, are also needed for this process. A lack of the mineral iron, together with a lower protein and vitamin intake, will eventually cause anaemia. Even a mild degree of this disease can seriously affect the amount of oxygen carried round the body, and thus impair the rate at which food is converted into energy.

Nutrition research shows that a good village diet provides a high proportion of the energy, 70-80%, from starchy roots and fruits. Athletes are today advised to obtain at least 60% of their energy from carbohydrate foods like this. The traditional diet also provided enough of the Vitamin B group to allow for the efficient bodily conversion of carbohydrates into energy. Modern refined carbohydrate foods like rice, flour and sugar contain few vitamins — none in the case of sugar. When rice and flour meals are not supplemented with enough meat, fish, and green vegetables, these important energy vitamins are just not taken in sufficient amounts to provide for good nutrition.

In addition to food, athletes also have a greatly increased

need for water. A failure to replace water lost in sweat and breath can lead to the dangerous overheating of the body. This is one of the greatest hazards of sportsmen and athletes competing under tropical conditions. Careful drinking schedules need to be planned as part of training exercises.

Additional mineral salts, in particular salt and potassium, are needed in very small amounts to replace sweat losses. In general, these can be provided by adding a little extra salt to food and eating more fruit or drinking fruit juice. Training cannot be separated from nutrition. It is questionable whether some coaches have emphasised this relationship enough. Prolonged strenuous activity causes changes to take place in nearly all the cells of the body. If a plentiful and good diet is not taken during training, stresses will develop which cause poorer performance.

Modern research suggests that body enzymes involved in the conversion of food to energy can be 'trained' to convert energy more efficiently. This process can be developed by an athlete who eats good nutritious food over the training period. If the daily food lacks the vitamins and minerals

essential to the process, energy conversion will not be as good as possible.

It is also important for the athlete to know about the types of food best eaten before an event. The modern rule is ample meals the day before so that muscles and liver are well stocked with reserves of energy-giving carbohydrate. On the day of the event, a light

meal must be taken several hours beforehand. Some of the younger Fiji women admitted skimping on food, and this could have been a cause of collapse.

Dr David Brown, lecturer in physiology at the Fiji School of Medicine, thought that one likely cause was that the less experienced women ran too fast at the beginning of the races, thus putting their bodies into oxygen debt — in other words, using oxygen faster than they could take it in. He found no obvious sign of poor nutrition in any athlete, except that a few were slightly overweight.

Without a good deal of research it is impossible to pinpoint the causes for the collapse of some female athletes during the games; however, there appears to be enough evidence to show that failure to co-ordinate good nutrition with training may have been a contributing factor.

At the height of the uproar over what the *Fiji Times* referred to as 'Our Fall-Down Athletes', games supremo Commander Stan Brown suggested that there should be a regional conference on sports medicine. It is to be hoped that this takes place before the next games so that commonsense information about food and training can be handed out to competitors.

Target: A better food deal for Fiji pre-schoolers

All familiar with the custom and etiquette associated with the traditional Pacific meal are aware that protocol required adult males and guests to be served first, the women next, and all others later, so that from the time that a child is weaned until it is old enough to compete effectively with other children it is the first to suffer deprivation, and it is to this group that investigations into malnutrition are first directed. The problem, however, is also compounded by other factors, especially those

associated with tabu, poverty, and ignorance.

Fiji has a long history of active interest in nutritional problems, and especially so since the establishment of the Nuffield Department of Social and Preventive Medicine in 1959, and the associated department of nutrition and dietetics, under the direction of Mrs Susan Parkinson provided by the Freedom from Hunger Campaign in 1966. Many papers have since been written on the subject — the present monograph* lists eight such

published in the preceding seven years.

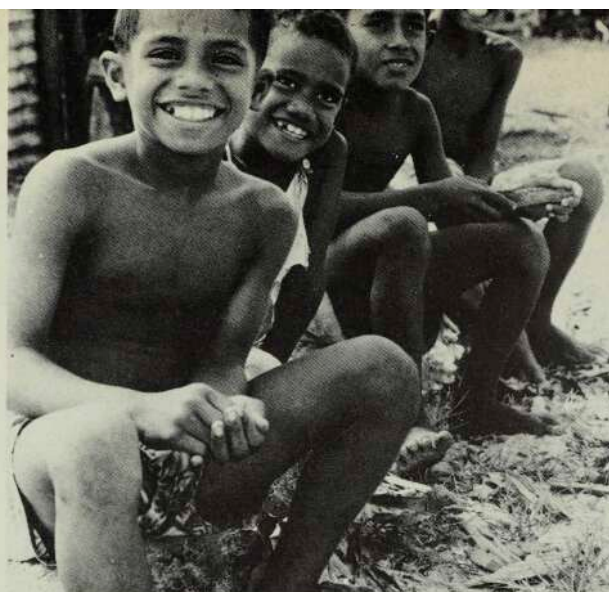
Mrs Parkinson's long experience as a nutritionist in Fiji and her concern for associated problems led her to establish the YWCA nutrition committee, and, from this, for the Fiji Government to initiate the present investigation, having special reference to protein energy malnutrition in pre-school children. This programme has been assisted with financial support from the United States Agency for International Development (USAID), and Amex Exploration (Australia) Inc.

The present investigation differs from previous ones in several respects. Firstly, in the very large, varied, and comprehensive team, which involved not only the Fiji ministries of health, rural development, and agriculture, but also non-government partners, the YWCA, YMCA, the Catholic church and missions, N.Z. Overseas Aid, and the Red Cross, together with expert paediatric and medical advisers from overseas.

Secondly, accepting the premise that the basic causes of malnutrition in Fiji had long been well established, the investigation was designed to determine the specific problems in two defined areas: one, an urban village (Tovata) about 10 km from Suva, consisting of both Fijian and Indian nuclear families on a cash economy; and the other (Namosi) a rural village, almost 60 km from Suva, of entirely Fijian extended families on a mainly subsistence economy, but currently in a state of socio-economic change due to the recent impact of nearby mining exploration activities.

Thirdly, to provide immediate aid to relieve urgent malnutrition, and to devise programmes for improvement and future prevention.

The first phase of the campaign was to carry out a very detailed and comprehensive survey of every aspect of the health and social life of the inhabitants of each village, together with an assessment of the sanitary state of the environment. Of 203 children



in the age group under special study in the rural village, 65 were discovered to be so seriously malnourished as to be 'at risk'. In the urban community, of the 88 Fijian and 33 Indian children, six of the former and 22 of the latter were similarly endangered. Many children in both areas were very ill from enteric, respiratory, and skin infections, to which their poor nutritional state rendered them especially vulnerable.

From the survey it was concluded that urban malnutrition was a function of the socio-economic status of any particular family, whilst rural malnutrition resulted from a combination of socio-economic status and the general unavailability of protein, and fat-rich foods, and in both situations from a failure of many to understand the relationship between food, work, and money.

The effect of the entry of Amex Exploration into the rural scene was ambivalent. By building access roads and providing transport, the villagers were enabled to travel and export some produce, and by making the services of a company nurse and medical supplies available, as well as visits from a doctor, and the financing of homecraft classes at the YMCA the company aided the community. By the employment of local labour they created a new market for locally grown vegetables. How-

ever, by taking men from the village, the gardens were neglected, so that not only was there no produce for market, but also a severe shortage for local consumption. Moreover, the increase in cash flow in the village did not compensate, as much of this was spent on alcohol, and the women had budgeting difficulties when changing from their traditional subsistence economy.

However, all these measures must be supplemented by education and to this end a programme has been prepared for the establishment of village women's clubs for discussions, instruction and demonstrations by resident teams of community workers especially trained in basic nutrition, child welfare, homecrafts, and domestic economics, supplemented with volunteer workers to assist with health and agriculture. It is also recommended that craft workshops should be established to provide cash income, and co-operative stores to encourage wise and cheaper shopping.

The YWCA continues its educational programmes for adolescent girls in the hope that the mothers of the near future may be better able to understand the problems, and so not only prevent malnutrition in their own children, but become educated nuclei for their own villages.

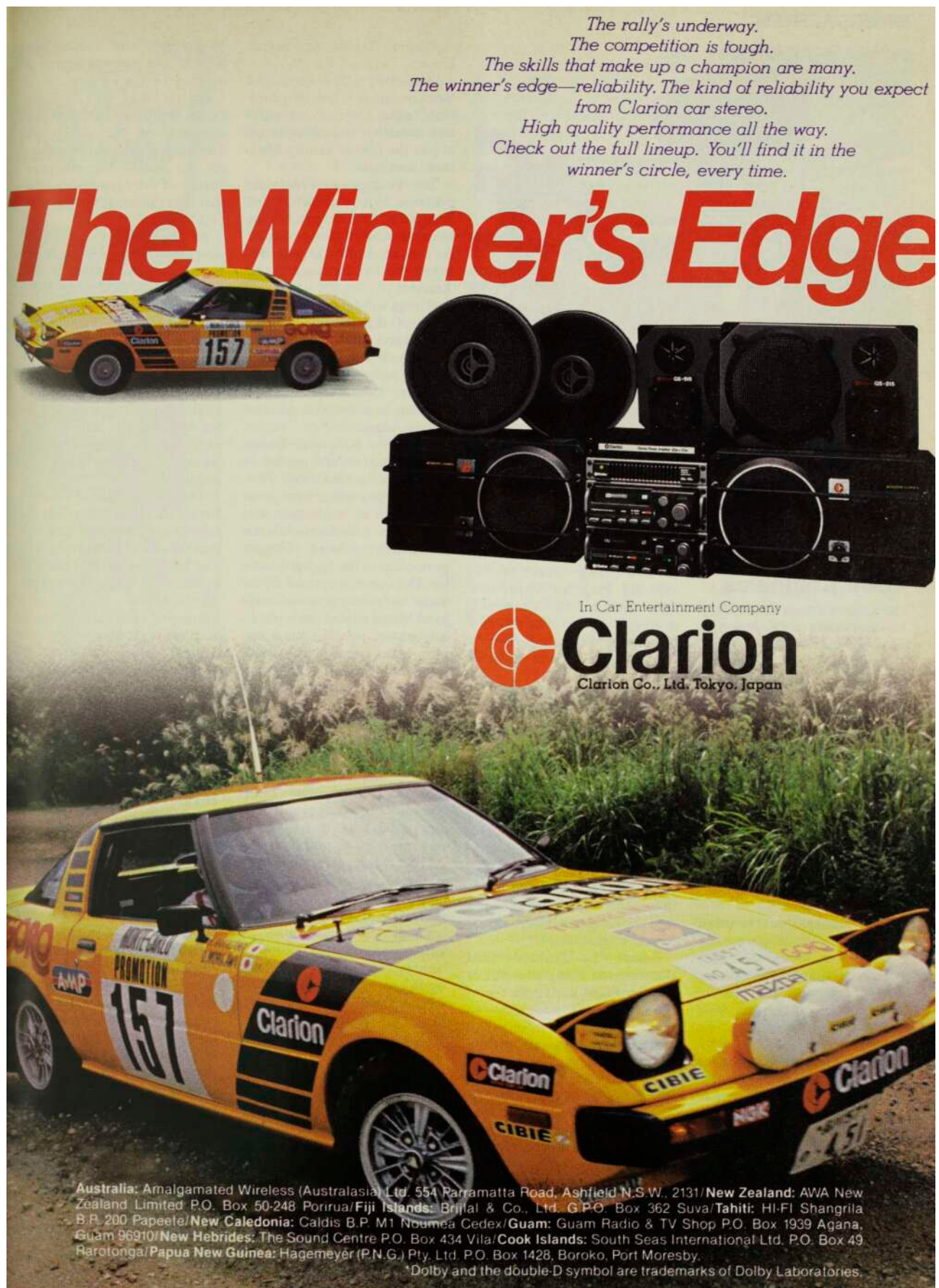
However, the final conclusion of this very comprehensive and valuable report is that whilst, in general, the immediate effects of intervention in these two areas has been encouraging, the overall position in Fiji remains grave. The dominant fact emerges from this survey that education is the essential factor in the elimination of malnutrition, and that this is likely to involve considerable financial involvement, much effort by dedicated workers, and take a long time.

The present survey restricted its activities to two areas in Viti Levu near Suva. It would be most interesting if similar investigations could also be carried out elsewhere in Fiji — for example, in the Indian enclave at Vuna, Taveuni, and, perhaps, on one of the more remote islands in the Lau. — Leonard Goodman.

**Malnutrition in Preschool Children in Fiji*, by Verona E. Lucas. Published by the Foundation for the Peoples of the South Pacific, Inc, New York.

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TROPICALITIES



King Taufa'ahau in the Chathams. They're 'not in the North Sea'.

Tonga's king wows Chathams

The King of Tonga Taufa'ahau Tupou IV had an unexpected bit of advice for New Zealanders when he visited them in October, — develop trade with the 'Mongolian' people of Indonesia, Malaysia, Thailand, the Philippines and China.

Somehow New Zealanders lived with the illusion that they floated in the North Sea, he said. 'Let me assure you it is an illusion.' By comparison, the tiny kingdom of Tonga, with its 100 000 people, was 'well adjusted to its geographical situation'.

The unheralded message came during the king's epoch-making visit to the Chatham Islands, a group of 10 dots that are home for about 600 people some 650 km off the east coast of the South Island of New Zealand.

Royalty is a rarity on these islands where the people live off farming and fishing, including large succulent crayfish that caught the King's eye. Up to that point his visit to New Zealand to look and learn about agricultural developments such as deer-farming had been humdrum and according to plan.

His size and bulk — 193 cm tall and 170 kg — make the 61-year-old king an impressive figure and his two university degrees — bachelor of arts and bachelor of laws from Sydney University — attest to his keen mind.

He said that while he appreciated that New Zealanders came predominantly from Britain and had traded mainly in that direction, the country had a dual heritage and now was the time to develop the other half. The Maoris in New Zealand appeared to come from Indonesia and Malaysia, and those people in turn came from southern Chinese provinces and were 'Mongolian', said the King in a lesson on historical migrations.

Since New Zealand faced the threat of being shut out of the European Economic Community it was time now to make use of its Mongolian heritage, the king said. 'If the right approaches were made, good markets could be made in the countries of the north,' he added.

In an interview with the only journalist covering the Chatham Island visit, David Mitchell of the *Christchurch Star*, the king gave examples of his country's links with those 'countries of the north', includ-

ing Japan, Taiwan and South Korea.

He added: 'We have extremely friendly relationships with India. Most of our military cadets are trained in India at just the cost of getting them there and back.'

The king places great importance for the future of Tonga on development of its international airport which he sees as an important link between the Far East and South America.

'Tonga will be one of the airports of the Pacific that can take direct flights from Los Angeles. When I go to Britain soon I will be talking to Sir Freddie Laker, because his Skytrain at present terminates in Los Angeles.'

While the King and Queen Halaevalu Mata'aho tended to keep their distance from Tongans greeting them with great enthusiasm at Wellington airport, the Chatham Islands informality pushed Tongan protocol into the background a bit. The queen surprised diplomats by rubbing noses with local Maori elders, since physical contact is considered improper in Tonga except with someone of royal blood. Then the Queen shared a picnic lunch on a rug on a beach on the island — another break with Tongan practice.

On the New Zealand mainland the visit generally was recorded and noted with pleasure. But the impact of royalty on the Chatham Islanders was much more pronounced.

'This will go down in history as the Chatham Islands' finest hour,' said an enthusiastic chairman of the local county council, Albert Preece, as the king's specially reinforced 'super-king-size' bed — 198 cm by 183 cm — was loaded on the RNZAF VIP flight and flown back to New Zealand. — *William Gasson*

Tuvalu and its rabbit quartet

Tuvalu's Agricultural Division has imported four rabbits into Funafuti, in an experiment to evaluate their suitability for farming. The rabbits were brought from New Caledonia

where they are successfully farmed and are considered a delicacy by the French.

So far the animals have shown that they will feed adequately on the foliage of Tuvaluan plants, but they have not yet mated. The officer in charge of the experiment feels that the climate in Tuvalu may be too hot.

As most Tuvaluans have never seen rabbits before, there have been some visitors to view the animals in their cages. Most Tuvaluans have not tasted rabbit meat either, so there has not been much real interest in the project. A few people who are aware that rabbits are serious pests in Australia and New Zealand have spoken against the experiment. But the majority of Tuvaluans are not taking the experiment too seriously.

The Agriculture Division's Livestock Officer says that the rabbits are securely caged and that the risk of them going wild and becoming pests is minimal at this stage in the experiment. The rabbits are a non-burrowing variety and are large and slow running. On the densely populated atolls of Tuvalu it would be difficult for these animals to get out of control — or so everyone hopes. — *Peter McQuarrie*

A happy ending to a Norfolk tale

Under the headline 'Vale', *The Norfolk Islander* late last year carried the following front page story by editor Tom Lloyd about an unpleasant experience just endured by him and his wife Tim:

'It seems ironical that in last week's paper we wrote about the changing face of Norfolk and the slow but sure disappearance of all those little things that made life on Norfolk Island so different from that of the mainland.

'Unfortunately, another one flew out the back door last Saturday evening while Tim and I were at the RSL Ball seeing who Miss Norfolk Island would be. During our absence some person or persons unknown calmly entered the house — helped themselves to



Tom Lloyd

Tim's jewellery. The old-fashioned idea of leaving the house unlocked made it very easy of course for our "visitor/s", and while they may have the satisfaction of now possessing "man-valued" pieces of stone, they have destroyed one of the treasured facets of Norfolk Island life — the freedom of being able to say to anybody, "ef nobody dere, go straight in".

'Sorry for Norfolk.'

'(PS — There are many now going around trying to find keys to doors that have never been locked).'

In the very next issue of their weekly newspaper, however, Tim Lloyd was back on the subject in a very different vein. Under the headline 'A Puzzle-ment has Arisen!' she wrote:

'As most people would have heard our broadcast message over VL-2-NI on Tuesday

morning — all my valuables were posted back to me on Monday. I did not pick up mail until Monday evening and opened it after the Guide meeting when I got home later that night.

'I would like to record how grateful I am for the return of my "treasures" and how sad I am for the person who was "dared" to do this act, being a little "under the weather" at the time and who is truly sorry for having entered our home in that condition for that purpose. In the letter accompanying the goods asking for forgiveness (freely given to the "dared" but not the "darer") the writer, apparently referring to the desecration of freedom of access to people's homes with respect and honour, said "...so the island need not worry".

'HOWEVER, a Puzzlement has arisen! Included in the collection sent back to me there was a ring which does not belong to me! I now must find the owner of quite a nice ring which has been worn for a considerable time but could be of a fair value. Please, if you have lost a ring, let me have some details so that I can return it to its rightful owner as quickly as mine were returned to me. Thank you. Tim.'

Paradise Lost

Air Niugini, the Papua New Guinea national airline, has proved it knows a thing or two about how to operate jets, but their technique's not so polished when it comes to balloon-handling.

A helium-filled meteorological balloon was sent aloft from the poolside at the Islander Hotel in Port Moresby in November to launch the airline's new book *Paradise Plus*.

At the experimental launching (in private) the balloon burst.

For the live performance it went a full 20 m — sideways — dragging colourful streamers across the lawn and coming down among some of the crowd of 300 at the ceremony.

But then it was given a shove and it soared up into the darkness and the wind and was

quickly out of sight.

Under the balloon was a plastic-wrapped copy of *Paradise Plus* autographed by the Governor-General of PNG Sir Tore Lokoloko, who sent the balloon on its way. There was also a parachute to bring the book back to earth after the balloon burst at high altitude.

The finder of the book can claim two tickets to any destination served by Air Niugini, but days after the launching there was still no finder clamouring at Air Niugini's doors. 'Looks like *Paradise Plus* has become *Paradise Lost*,' was one comment.

The book, which is now on general sale, contains a collection from the past 18 months of the best articles and photographs which have appeared in Air Niugini's in-flight magazine *Paradise*.

It has been published by Pacific Publications of Sydney.

Sir Tore told guests at the launching ceremony that the published collections from *Paradise* were part of the important national image that PNG and its airline were creating in the Pacific and Southeast Asia. — *Angus Smales*.

Guam: Going to too much trouble

Guam prison guards discovered a 1m wide 1.2m deep tunnel stretching 12m under the penitentiary's secondary fence in mid-October, apparently dug by prisoners hoping for a Great Escape.

The tunnel was cleverly hidden by a piece of plywood and dirt, with a planter box over the wood to give it a natural appearance. The tunnel's entrance was near the prison's No 2 dormitory, which guards said couldn't be locked at night.

Observers said they were surprised at the effort the prisoners had apparently gone to, as the prison is notorious for its easy exists. Scores of prisoners escape from the gaol each year, and many apparently go out to the bars in Agaña at night and return in the wee hours. Last year, police stopped a car containing escaped prisoners and returned them to the gaol be-

TROPICALITIES

fore guards were aware they had escaped.

In early November, an escaped prisoner called news-men to his house for a press conference before giving himself up. When the police arrived he demanded a haircut and was taken by detectives to a barber's shop for a quick cut before returning to prison.

U.S. Navy fights ear disease in TT

Teachers and health care workers have long known that serious ear infections are a fact of life in the tropical Pacific. But until now, reliable statistics have been unavailable.

According to a feature article published in *Pacific Crossroads*, a bi-weekly US Navy newspaper printed on Guam, one child in three attending school in the Truk Islands has an infected ear. 'Of all the people, more than half of them will have a hole in the eardrum,' the article says.

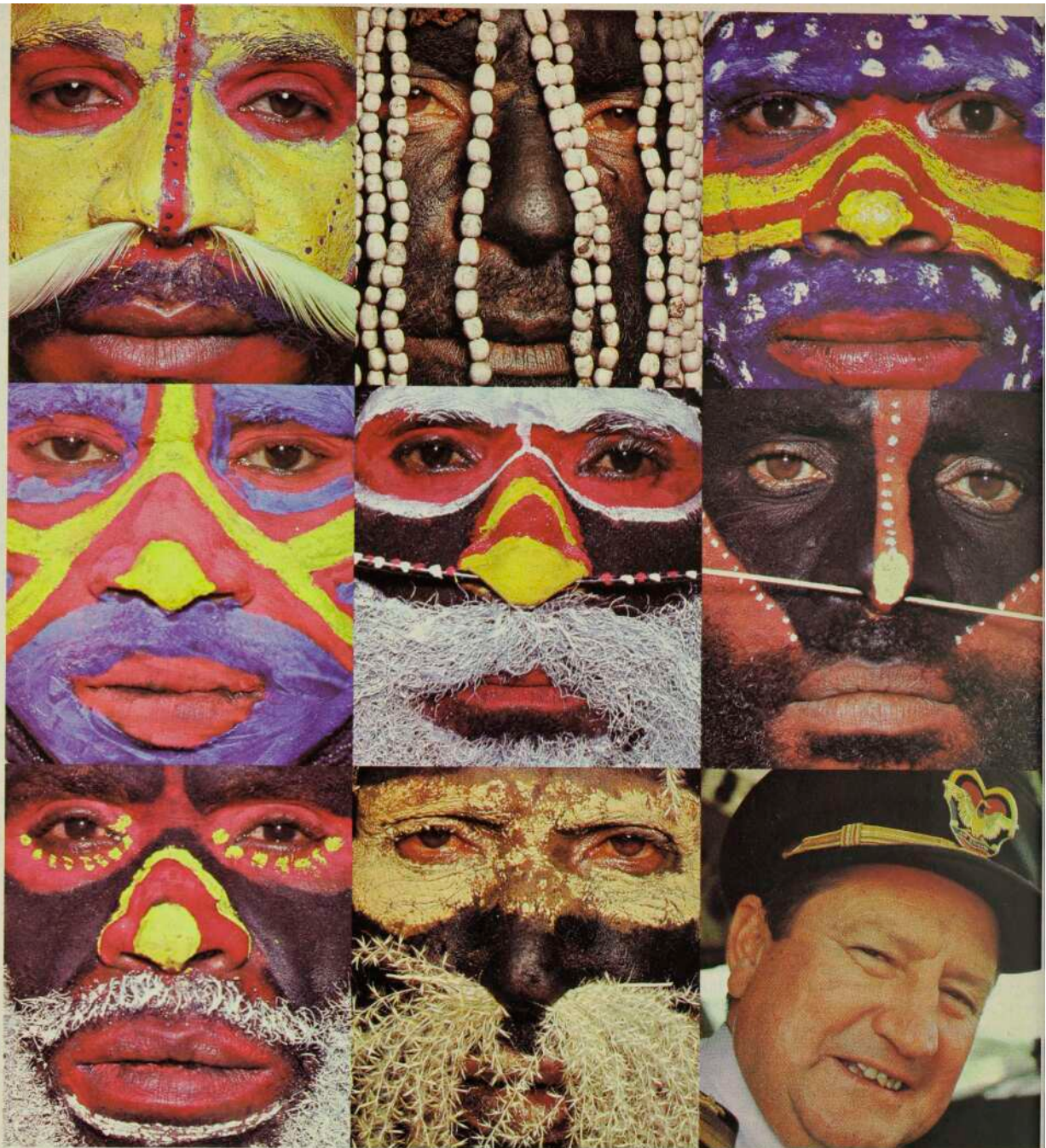
Navy specialist Dr George Swanson, in charge of the ear, nose and throat clinic at the Navy Regional Medical Center, Guam, told Navy journalist Fred J. Klinkenberger Jr that his 13 trips into the US Trust Territory of the Pacific had probably given him 'more experience as an ear surgeon...in the navy'.

The article notes that a physician would have to examine hundreds of children in the United States before encountering one with an ear infection. One in a thousand might have a perforated eardrum. Swanson said: 'The worst ghettos in the United States probably have less than one tenth of the incidences of severe ear infection that are present in the Trust Territories.'

No explanation is given of the origin of these ear diseases. However, Klinkenberger states that the 'absence of trained doctors has allowed many pathological cases to develop to extremities not even seen any more in more advanced medical circles'.

The Trust Territory finances the trips of the navy doctors and their assistants.

— *Larry Lawcock*.



some of our chiefs

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THE NATIONAL AIRLINE OF PAPUA NEW GUINEA

S.P.S. 001

Polynesian oasis in backstreet Vancouver

It's been my privilege to number among my friends the legendary schooner skipper, the late Captain Andy Thomson, writes Dr Bill Coppel. I cherish the memory of sitting with him at the long table in his house at Rutaki, Rarotonga, and listening to his yarns of the sea and of Pacific characters — yarns which spanned nearly three-quarters of the twentieth century. On several occasions, after a couple of glasses had been downed, he talked to me of his friend Leeteg, giving him the supreme Thomson accolade: 'What a man he was!' In Captain Andy's tales of escapades along the Papeete waterfront, Leeteg, like as not, would be the central figure.

Edgar William Leeteg, an American of German descent who was born in 1904, achieved considerable fame for his mastery of the art of airbrush painting on black velvet. This fame was due at least in part to Leeteg's habit of ritualising his weekly drunken orgies in and around Papeete's waterfront bars in order to build a reputation for outrageous behaviour which would, in turn, attract buyers for his works. Andy's stories about him would follow their course until there came the inevitable moment when, with genuine grief, he would tell how Leeteg met his end in a motor-cycle accident in 1953. After a pause, Andy would rise from the table, return with a map container, and then roll out two of Leeteg's black velvet paintings, which he'd acquired for a trifle many years before.

Captain Andy's conversations infected me and my wife Merle with an abiding interest in Leeteg — an interest which came alive with a vengeance for us a few months ago in, of all places, Vancouver, British Columbia, Canada.

Merle was browsing in a secondhand bookshop in Vancouver when she happened to mention to the owner that we were interested in books on the South Pacific. As the conversation developed, Leeteg's name was mentioned, and Merle, to her great surprise, was told that there was a collection of Leeteg's black velvet paintings in a hotel called the Astoria along Hastings Street, Vancouver.

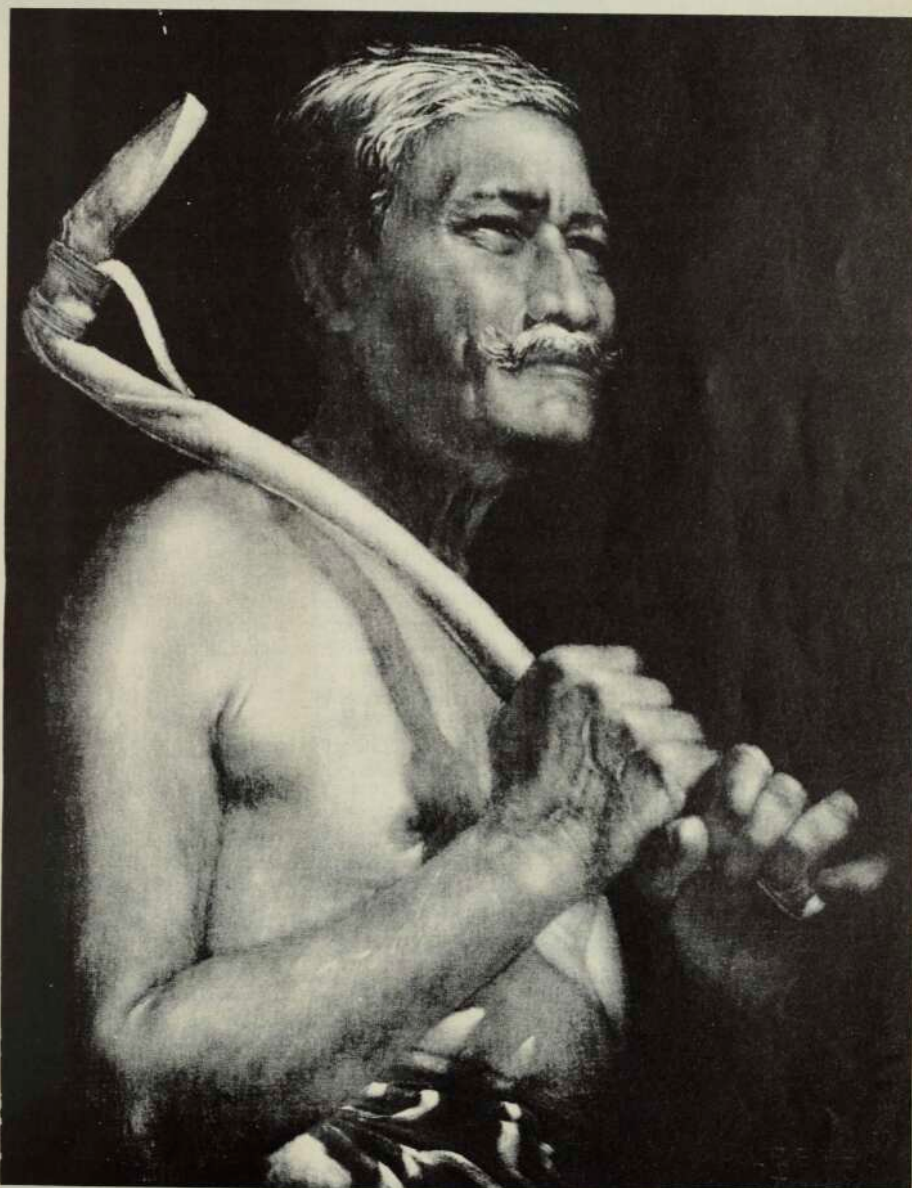
So, on a cold, wet Saturday,

we set off along Hastings Street from the central shopping area into a wilderness of junk shops, cheap cafes, rooming houses and sleazy saloons. Reaching the Astoria, we gazed at two entrances, one marked 'Men Only' and the other 'Ladies and Escorts Only'. In through the latter we went to find ourselves

in a large saloon bar, with small groups of sad, silent men sipping at draught beer. On the walls there was one adornment only: a grimy, poor-quality reproduction of a Velasquez painting. Certainly no Leetegs here.

The barman was puzzled by my inquiries about black velvet

TRAVEL



TRAVEL

paintings. Then a chord was struck in his memory and it became clear that our bookseller had been confused. What we had to do was to walk a further seven blocks to the Waldorf. 'Waldorf', 'Astoria' — an understandable mix-up on the bookseller's part.

As we walked on, the area became even more depressing, and the rain and wind combined to wipe from our minds any thought of tropical paradises. Then 12 (not seven) blocks further on we found ourselves in the lobby of the Waldorf, in a building rather more imposing than the neighbourhood seemed to merit. The receptionist told us that there were indeed some paintings somewhere in the hotel, and that we might start by looking in the coffee shop. Here we saw our first Leeteg which, alone, made our day's efforts worthwhile.

But soon we were on the trail of still better things. We were directed to the cocktail lounge. We entered a bar which, with its decor and atmosphere, better captured the spirit of the South Seas than most bars I have seen in the Pacific in recent times.

The walls were lined with split bamboo and the ceiling, in deep blue, simulated the tropical night sky. Across one section of the curved walls an artist whose name no one could recall had created in fluorescent paints a vibrant impression of Pierre Loti's pool. The whole room was insulated in subdued light, apart from four brightly illuminated rectangles which gave an arresting emphasis to four Leeteg paintings. There were examples of his most noted studies: Hina Rapa, with the big yellow hat, the adze man, the drummer



The Waldorf's bar, 'capturing the spirit of the South Seas'. A Leeteg painting, reproduced from one of the Waldorf's menu covers, is depicted on p.35.

boy. The whole setting gave special and loving attention to Leeteg's unique technique of black velvet painting.

We were lucky enough to find the Waldorf's manager, Marko Puharich, and to find out from him how this hotel had come to be such a Pacific treasure house. For there were two more Leetegs — two in the dining room, and another hidden away above the counter in the smoke-filled saloon bar. The dining room walls featured an enormous piece of highest quality tapa from Fiji. The bar stools in the cocktail lounge were faithful, hand-carved reproductions of the drum used by Leeteg's drummer boy. In a reception room, there was a huge mural which in stylised form set out in bold colours many of the features of pre-contact Hawaiian society. To cap it all, the Waldorf's menu cards carried prints of Leeteg paintings.

How did it all happen?

The story goes that shortly

before Leeteg's death the then owner of the Waldorf and his wife had gone to Hawaii on holiday. For the hotelier, the visit turned into a kingsize binge, in the course of which he became separated from his wife. When he joined up with her again he was in possession of his collection of Leetegs, which he had bought somewhere along the way for \$500 a piece — a value which grew tenfold on the artist's death.

The proprietor's diversions in Honolulu left him obsessed with the wonders of the South Seas, and he set out to enshrine his ideal conception of the region within the walls of his own hotel. Among his customers were at least two men of considerable artistic talent — and a powerful attraction to the bottle. One was to devote much of his energies to carving stools and posts, and the other put his skills into creating the murals which adorn the walls. The inference was that they were paid, at least in part, with rights

of free access to the strong waters of their choice.

The Waldorf now struggles to maintain its Pacific Islands image in an alien environment. Who, indeed, would expect to find such a place hidden away on the seamer side of a Canadian city? It seems there is talk of remodelling the Waldorf and banishing these glimpses of Polynesia forever from Hastings Street.

Leeteg has a place of some significance in the body of Pacific Islands literature, and he is noteworthy among those who have put down in paint their conception of the Islands way of life.

What a pity it would be if the display in the Waldorf, Vancouver, were to disappear. How splendid it would be if this treasure could be preserved, either in its present site, or perhaps back in the Pacific, by some enterprising Pacific hotelier intent on preserving some of the colourful features of a period in Islands life which has now become only a memory.



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AIR NIUGINI
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA

Neiafu, and the chances of Tonga

By Ralph Jon Naranjo

Cultural change seems to be technology's silent partner — at least that is the emerging reality in Oceania. The old way of life has been dealt a lethal blow by the West's plastic Pandora's Box of chrome-plated hardware. But regardless of one's opinion, there are a few indisputable realities. The cost of fossil fuel technology is increasing at a staggering rate and its future is anything but clear. In an age likely to be marked by massive fuel shortages, a self-sufficient lifestyle could become a priceless asset.

At Neiafu, Vavau, Tonga's fiord-like harbour, one senses that today's Tonga represents a rather *positive anachronism*, quite out of step with many of its Polynesian neighbours. Possibly it is the lack of economic abundance which has slowed the avalanche of Westernisation here. In any case, much of Tonga has so far escaped the contradictions of overly abrupt socio-technological change. Ironically, the archipelago's meagre financial capacity may, in the long run, prove to be its benefactor. For Tonga and other Island cultures sharing similar conditions, there remain a variety of alternatives.

A closer look at the archipelago's contemporary culture is well worthwhile. Vavau has benefited from an amalgamation of Western and traditional Polynesian lifestyles. Years of slow transition have resulted in a compatible culture.

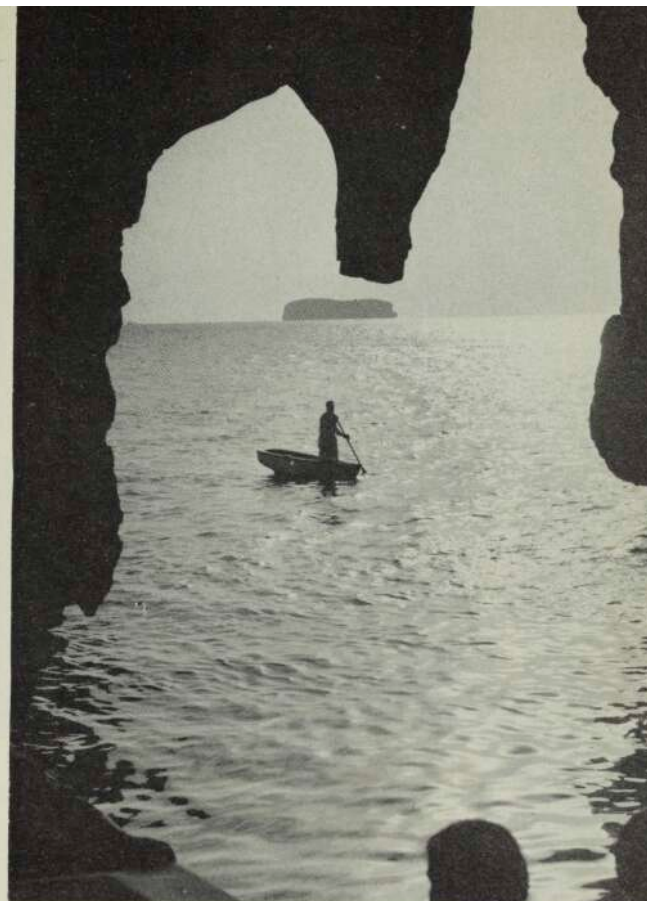
Unspoiled by surplus, outlying villages and the quiet city of Neiafu co-exist, unthreatened by abrupt expansion. Neiafu is nestled in an inauspicious corner of a superb South Pacific harbour. Vavau's volcanic plateau straddles a narrow channel leading to the well protected upper harbour.

As we tacked our way across the tree-clad estuary, a fleet of locally built dories went about their daily chores. Some were returning school children to their villages, while others carried woven baskets and other local craft works to Neiafu in preparation for the arrival of a scheduled cruise ship.

Ocean liners visit Vavau several times a year and have become a major market for locally produced handicrafts. The small boat fleet remains a primary mode of transportation in Tonga and its design apparently dates back to European influence nearly a century old. These locally constructed dories are ideally suited for their use. Propelled by oars or a small outboard motor they have become an environmentally compatible answer to transportation needs.

Each Saturday they respond to the needs of market day. Flocking about the small town wharf, dories deliver people and goods to the weekly event. Livestock may arrive in one boat, bales of kava root in another, and the children of a nearby village in yet another.

Most significant, the dories



Swallows' Cave, Vavau.

are built by Tongans utilising native materials. The original plans and designer's notes have been amended and passed on verbally from builder to builder. The result is a Western idea well adapted to its Polynesian environment. On Sunday most of the fleet rolls passively at anchor. Their crews are involved in a typical Tongan Sunday, a day composed of church and rest. Although this institution can easily be accredited to Western influence, it too has become distinctly 'Tonganised'.

If change follows the same paths in Tonga as in other areas it will be directly proportional to economic affluence. If and when the citizens of Vavau become more involved as world material consumers, what will their purchases be?

Are the material wants and new lifestyles apparent in American Samoa today destined to be repeated in Tonga? These questions and an array of others deserve consideration. How they are answered will help to decide the role Tonga is to play in a rapidly changing Polynesia.



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PIMS early issues in magazine format always carried this palm tree on the cover. It became the company's well-known logo.

PIM LOOKS BACK ON 50 YEARS

And finds many Islands problems still with us

In this, our 50th anniversary year, PIM intends to review the half century of news highlights in its pages. Each month we'll survey a four-year period under the highly-expert guidance of former PIM editor and publisher JUDY TUDOR, who has known the people who have made the news. She launches what promises to be a fascinating survey with a review of the years 1930-34.

Standing on the threshold of the 1980's and looking back to the 16th of August 1930 when the publication made its debut, it seems that PIM's Pacific then bore little resemblance to today's version. But, like the poet said, the more we change, the more we remain the same, at least in some respects, and many of the Islands problems of 1930 are with us yet — the price of copra, rubber or bananas, political wrangles, development and the need for investment.

At its birth PIM was of tabloid newspaper size and did not adopt its now familiar magazine format for about 15 months. It carried a dateline — August 16, September 20, etc — for even longer than that, although we now wonder why, as distribution was all by sea mail and the most isolated subscribers waited literally months for their copies. Except internally in New Guinea, air transport was non-existent; Islands people were used to intervals of weeks or months between ships and were not noticeably less happy for it.

In spite of the fact that the total European population of the South Pacific Islands was considerably less than it is today, the inhabitants of PIM's Pacific were indisputably white, or nearly so. Asians, called Asiatics and sometimes coolies, were frequently "problems that had to be solved". Islanders were not problems, except the West Samoans who were generally 'sullen' or

'unco-operative' when they were not being straight-out bloody minded; and of course New Guinea kanakas, in uncontrolled areas, were occasionally wild, fierce or war-like, and during the four years under review managed to kill a number of Europeans.

In its first issue, PIM stated its aims as (1) providing world and other news that affected the Islands as a whole and (2) fostering Australian trade with them.

It proceeded to do both, in relation to (2) never letting up on the Commonwealth Government which it considered was doing less than it ought and making a pretty poor fist of what it did do; and in relation to (1) taking up causes with an enthusiasm that would make any editor blush today. This made PIM enemies as well as friends, but right or wrong there was no fence-sitting in PIM's editorial policy.

The infamous Wall Street collapse of October 29, 1929, which set off the Great Depression had occurred about nine months before PIM's first issue. The magazine's early years therefore were coloured gloomily by the economic circumstances of the time.

But PIM, like all right-minded organisations of the time, expected its clientele to shoulder the white man's burden uncomplainingly, to see fair play and justice and set a good example to local inhabitants.

From its first issue, PIM lamented the fact that there were 17 distinct administrations in

50 YEARS OF PIM

the Pacific and urged an association or confederation which could discuss and deal with problems common to all islands — indigenous education, health, future development, quarantine laws, transport etc. It was a theme that was pushed periodically in PIM over the next 17 years, until, in fact, the South Pacific Commission was set up after World War II as a consultative body. In the event the SPC turned out to be something of a disappointment, at least to PIM, but that was yet to come.

Other matters that took up a lot of space in PIM in its first four years included the following:

Copra: From the time in the 1860's when the Hamburg firm of Jon Cesar Godeffroy und Sohn had pioneered the Islands copra industry from headquarters in Western Samoa, until the late 1920's, all Islands economies floated along on this industry. Coconuts were 'the consols of the East' and planters believed the old saw that if you looked after them for the first seven years of their life they would keep you for the rest of yours. World War I produced high copra prices that boomed on into the 1920's. In 1926 copra brought a record £Stg29 per ton in London.

By the time PIM was born in 1930, the price had fallen to £14 in London and much less on an Islands beach, and planters everywhere were showing the first signs of panic. Amongst those most affected were the 182 returned servicemen who had bought ex-German plantations in the Mandated Territory of New Guinea from the Australian Expropriation Board, the instrumentality set up to take over the German estates as part of war reparations. Few of the Australians had paid cash, but the Expro Board made purchase reasonably easy with low interest and long-term repayment of principal.

When copra prices nosedived in 1930, the Expro Board scrubbed interest for that year and deferred repayment of principal until June 1931, when the situation was to be reviewed. Copra prices con-

tinued to sink and the moratorium was renewed year after year.

In early 1931, R. W. Robson, founder and editor of PIM, was in London and he made it his business to investigate the disastrous and to many, mysterious, falling copra market. He attributed the slump to the general depression, to whale and other vegetable oils which when treated with new scientific methods had become almost as suitable for margarine as copra, but saved his biggest blast for the actions of the Unilever combine. This had amalgamated powerful European manufacturers of margarine with British soap makers, Lever Bros., in 1929 and as a result the combine controlled the Euro-British copra; oil seeds and whale oil markets. R. W. Robson's stories won PIM many new readers.

Except for a brief period when Britain went off the gold standard in 1931, copra continued its downward plunge, reaching £7.12.6 Stg c.i.f. London in January 1934. With deductions for freight, handling, shrinkage, insurance and the rest, what the poor old planter got ex-plantation was below the cost of production, so news of the copra industry was always of interest to him.

Rubber which had brought 12/- a lb in 1911 was down to 3d a lb in 1930. Papua was the biggest South Pacific producer although Fiji and Western Samoa has been minor exporters. Papua's annual 600 tons brought in £200,000 in 1925; the same quantity in 1930-31 realised only £50,000. The Papuan industry was saved from complete extinction by 4d a lb preference on the Australian market.

The alternatives: As things went from bad to worse in established Islands industries, no issue of PIM was complete without some reference to alternative crops or new things to do with coconut oil (such as use in motor vehicles).

Castor oil seed was tried in Papua and three firms in Fiji experimented with pineapple growing and canning. Two young men in the Mandated Territory were distilling some-

thing called massoi oil from trees found in the Finisterre Ranges — it was said to resemble cinnamon.

There was a plea for the resumption of Bird of Paradise shooting that had been banned in New Guinea, it being alleged that some German planters had financed their plantations on the sale of BOP skins to Europe. The ban stayed but planters were urged, 25 years before the idea did take off, to try coffee. A firm in Papua proposed to grow kapok on a large scale, others were trying sisal hemp and it was suggested that the Gulf district's millions of nipa palms might produce power alcohol.

PIM urged everyone, everywhere, to try tung oil or peanuts and Papua got a lot of publicity but no action from four groups trying to float sugar companies, leading PIM to comment sourly in an editorial: "...so far as some of them are concerned the only kind of sugar they will ever produce is that which they will take out of the pockets of their deluded share and bond holders."

Papua never did get a sugar industry but the fact that it was well established in Fiji allowed that colony to weather the worst of the depression in good shape — due to some extent to the Ottawa Agreement that gave Fiji preference in UK and Canada. The same Ottawa Agreement gave Fiji entry to Australia for 40,000 centals of bananas per annum and despite the screams of anguish from NSW and Queensland banana growers, shipments actually arrived in Sydney and Melbourne in early 1933.

Gold and air services. Gold was the great hope in the depressed 1930's although when PIM came into the picture only Papua and New Guinea had well established industries. In Papua, Misima Island was the biggest producer. In the Mandated Territory, the first phase of alluvial mining on Morobe field was over and a hiatus ensued until the viable big boys of the industry got going. At the end of 1930, 29 New Guinea mining companies were listed in Sydney, most of them never getting off the ground.

Those that did included Day Dawn, New Guinea Goldfields and, most impressive of all, Placer Development/Bulolo Gold Dredging, the last through the farsightedness of a former District Officer, C. J. Levien, who had quit the NG service to become one of the pioneers of the Wau goldfield in the early 1920's. Through his urging, Guinea Gold NL was formed in Adelaide in 1926 to work the Koranga leases and test 12 miles of the Bulolo River.

In 1928 Placer, a Vancouver company, took an option over Guinea Gold and proved a dredging area of 1100 acres. Bulolo Gold Dredging was formed as a Placer subsidiary in 1930 to work the leases and by then Levien had persuaded his friends that air transport was the only way to solve the goldfields transport problem.

An old war-time DH37 plane pioneered the way and in 1927 Guinea Airways was born, the following year purchasing two W34 Junkers planes, the only commercial aircraft then capable of uplifting the largest component of the dredges that were to be built on the Bulolo — a three-ton tumbler shaft. By the end of 1933, there were 26 airstrips in New Guinea and four in Papua, and New Guinea was leading the world in air transport.

BGD's first dredge went into operation in March 1932, No 2 in October 1932, No 3 in November 1933 and No 4 soon after. Levien never saw any of them in operation — he died in Melbourne in January 1932.

In early 1932 an old prospector named Bill Borthwick, grub-staked by Pat Costello, well known resident of Fiji, discovered gold in the dry hills about seven miles inland from Tavua, in Fiji's Viti Levu. A small paragraph appeared in PIM stating this bare fact, but from this discovery were to develop the rich Loloma and Emperor Mines of Vatukoula, Fiji.

The Mau. This Samoan organisation had its beginnings in the rivalry between the great powers for possession of Samoa at the end of last century. Members, not unnatu-

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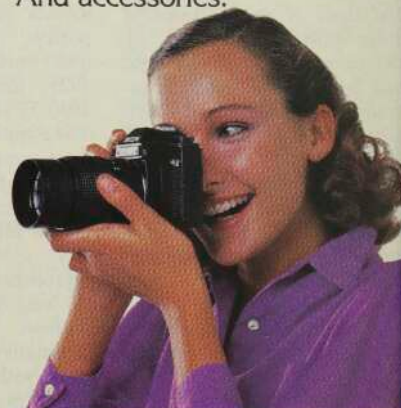
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Mr Nelson and Judge Gurr, their term of banishment completed, returned to Samoa in May 1933. Gurr, by then a sick man, died in Pago within weeks, but Nelson in Apia proceeded to carry on where he had left off five years before although the New Zealand administration made it clear that

- On September 21, 1931 Britain announced that the Bank of England would no longer hand over one gold sovereign for a £1 note. In other words,

- Arthur Grimble, a long time later the author of *A Pattern of Islands*, left the Gilbert and Ellice Islands Colony for good in September 1932.

- The first Fiji Airways went

50 YEARS OF PIM

into service about March 1933 with two Moth planes equipped with floats. Services linked Suva, Lautoka, Levuka and Labasa. Government was subsidising the airline to the tune of £1500 per year for three years.

• In June 1933 all eyes were on London where an international conference was being held to try to sort out the world's economic ills, including currency and exchange, trade, unemployment and war debts. The German delegation walked out

to emphasise Germany's demand for the return of former colonies without which, according to Hitler who by then was in control, Germany could not survive. The conference failed to solve anything. Another cloud on the horizon, said PIM editorially, was Japan. "... It is inevitable that it will turn southwards. The result is likely to be tragedy." PIM wasn't always right in its prognostications. This time it was.

• In mid-1933, a group of Papuans was sent to Sydney University for a six-month medical course, after which they would return to their villages as medical aides. PIM was in favour of the scheme but some Europeans in the Mandated Territory wrathfully saw it as another step towards making the natives even more 'big-headed' than they were.

• About 500 Fiji-Indians, most of whom had gone to the colony under the old indenture system, chose to be repatriated to India, leaving Suva on the steamer *Gabges* in August 1933.

• PIM editorialised in October 1933 that Britain's efforts in the

New Hebrides were a scandal. Although the French looked after their nationals, who numbered 1000, allowing them to import labour from Indo-China and subsidising copra, Britain did nothing for its 200 nationals, PIM said it was no wonder that scores of British had sold out to the French, or taken French nationality.

• At the end of 1933 the first news of the existence of what are now the Highlands provinces of New Guinea reached the outside world. Explorations under Assistant District Officer J. L. Taylor and Mick and Danny Leahy added to New Guinea an estimated 300,000 new inhabitants and a vast plateau and valley system of fertile land between Bena Bena and Mt. Hagen—a region previously thought to be just a continuation of uninhabited mountains.

Odd Advt's Dept.

In 1931 if you were toothless in the wilds of the Islands there was no need to despair. A Sydney dentist named Nolan undertook to send you false teeth by post—first sending you a tin of wax with detailed instructions on how to take your own dental impressions. An optician in the same city would, on demand, send an eye chart so other do-it-yourself experts could test themselves for spectacles. Someone named Wastall in Suva advertised that he would supply literature on whether or not aluminium cookware was poisonous.

Advertisements with a message from 1931 issues of PIM, Medication was an important market in the Islands.

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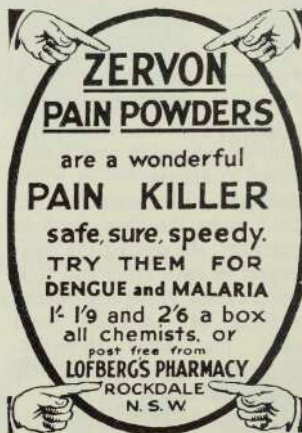
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BOOKS

Fellow scholars make a 'garland' for Harry Maude

The Changing Pacific: Essays in Honour of H. E. Maude. Ed. Niel Gunson. Published by Oxford University Press. \$25.

I first met Harry Maude when, as a cadet in the then (British) Colonial Service, I reached Fiji in January 1942. He had already served in the Gilberts, Pitcairn and Tonga, with an irrelevant interlude in Zanzibar, and had a vision, the equivalent of Gordon's, of the wide reaches of the Western Pacific.

We continued together in the Gilbert and Ellice Islands, now the independent states of Kiribati (= Gilberts in the thirteen-letter alphabet bestowed by Bingham) and Tuvalu; we had sequential associations with the South Pacific Commission and, finally, were both at the Australian National University and in Canberra. So for the best part of forty years we have been colleagues and friends — our wives as well. The 'garland of scholarly papers' as the editor calls them is an appropriate tribute to Professor Maude and Robert Langdon's opening essay 'Shy Proconsul. Dedicated Pacific Historian' aptly portrays the double helix of an unusual career.

It is no easy thing to review a collection of specialist essays. Professor Spate sets a perspective in describing 'The Pacific' as a European artefact and the peoples of the littoral and islands as the artificers. With a few exceptions, the essays are concerned with Micronesia and Polynesia reflecting, in that order, the principal interests of Professor Maude himself. They are individual pieces, mainly of anthropology and ethnology.

Do not expect to find an account of the contemporary voyages to political independence but rather a miscellany of traditions, customs and their survival, adaptation or decay — notes of the music of time

which, along with many others, are now recorded.

As Islanders establish their own scholarly credentials as historians they will accept some as the authentic stuff of history and question others — always, one hopes, empirically re-examining the facts, interpretations and relevance.

Professor Spoehr illustrates part of the historiographical task ahead in an essay on Spain and the Marianas — that local events must needs be interpreted in comparison with similar events elsewhere. The meaning of 'change' in the title seems therefore not to be just a further unfolding of the ways and doings of island societies in the past but also preparation for the histories that will inform the present.

Let us now look at the parts of the collection. Dr David Lewis, in from the cold and in the Spoehr framework, considers the debt of Polynesian and Micronesian seafarers to ancient Asian navigation. Professor Daws tantalises in another dimension — the debatable value of psychohistory in biography, alone identifying Pitcairn with the Pacific through the execrable Joshua Hill. Because some years of my life were spent in Kiribati, I read the three articles on the *maneaba*, kinship and the northern kingdom with special interest. All were and, even as they change, will remain significant in politics, land tenure and administration. Essays on the inhabitants of Mapia, three small coral atolls lying north of Irian Jaya, and on beachcombers of the Carolines, the probable homeland of the Mapians, complete the Micronesian component.

A case study of depopulation by disease on Aneityum in the New Hebrides last century is one of two contributions specific to Melanesia; and the 'care, prayer and practice' by early missionaries in Tonga is

adjudged 'a draw' — no worse than indigenous medicine in Tongan eyes if it failed and better for the individual and the Christian faith if it succeeded. Curiously, the other Melanesian essay dealing with male prestige and the lavish celebration of birth in the off-shore villages of Kove, New Britain also finds an antithesis in Tonga. Death and the observance of funeral rites, with the major ceremonies accompanying the funeral of Queen Salote at the centre, are used to illustrate aspects of the social structure, acculturation of the young and some weakening of tradition.

Three studies of eastern Polynesia reconstruct land-related customs in 18th century Tahiti and record some equivalents today; and describe the communal apportionment of food in the Tuamotus and the violence and vice which desolated Marquesan societies. By contrast, the transformation of regicide and the killing of social outcasts to propitiate the gods into a masque to mark farewells is described in an essay on Niue. The timeless patience of the Pacific Islanders, at least as much part

of them as quarrels and violence, is well accounted in the settlement of a village dispute in Samoa. I often experienced this patience in courts and councils in Kiribati; and there, and once again in Tanna in the New Hebrides, in the settlement of civil disorders with origins in cargo cults.

Two essays have been reserved for final comment. On the trail in the highlands of New Guinea, Professor West considers a parallel from the New World — an extension of the Spoehr thesis. He sees the Australian frontier there as a contact of fits and starts not with settlement as the objective — an impingement on a land into which law and order have only recently and precariously moved. From a century earlier a quartet of contributors remind us that Hawaiians were then composing their own history and I am sure that Harry Maude and the writers represented in this book will welcome their successors — warmly. Yes, *The Changing Pacific* is a scholarly garland, easy enough to read and enjoy and capable of stirring even more curiosity about the artificers and the artefact. — *Reia Cowell*

Gilbertese eyes scan their nation's history

To accompany the review of a book of essays in tribute to Professor Maude, it is PIM's great pleasure to present the professor himself in a reviewer's role. He writes about a new publication on a subject dear to his heart — the history of Kiribati.

Kiribati — Aspects of History. Published by the Institute of Pacific Studies and Extension Services, University of the South Pacific, and the Ministry of Education, Training and Culture, Republic of Kiribati. 1979. \$F4; paperback edition \$F3. A separate edition in Gilbertese, **Taraan Karakin Kiribati**, is published at the same price.

The government of Kiribati is to be congratulated on its decision to commemorate independence not with a statue

or a saline fountain to disfigure the Bairiki town plaza but by producing and publishing a history of the Gilbertese people: a precedent which some other nations might copy with advantage.

The task was entrusted to 29 Gilbertese men and women, many of them teachers and university students, who were initiated into the mysteries of historical research and writing by a team from the University of the South Pacific and a regional specialist, Barrie Mac-

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BOOKS

donald of Massey University.

The result is an unqualified success, in which the authors, their mentors and the Kiribati Government alike can take a justifiable pride. Whether by accident or good fortune the Gilbertese writers have not produced yet another European-type history, laboriously chronicling events culled from contemporary documentation, but rather the fascinating story of an island people from the time of *te bomatemaki*, when the earth and sky were still sealed together, through their early migrations and settlement, European contact and culture change, political tutelage and development, to the independent republic of today.

Even viewed as a history it is refreshingly different, for the Gilbertese story is for the first time told to us as seen by Gilbertese eyes, relying heavily on this gifted people's wealth of mythology, saga and oral tradition; and it is written with a natural grace and vitality

which disarm literary criticism. The chapter on creation and the work of the gods, for example, is pure lyric.

But it is far more than a history in that it has a conscious purpose, apparent in many of the chapters and inherent in the others: to expound to the young Gilbertese of today the distinctive content of their cultural heritage, to stimulate them to take a justifiable pride in this heritage and in being Gilbertese, and to think and behave accordingly. It tells us what the islanders of old believed and how they felt and acted, illustrating with examples the forces of change, and finally detailing the cultural position reached today; and this with the aim of producing a sense of Gilbertese identity at a time when, more than ever, they need to regain an understanding and pride in *te katei ni Kiribati* (the Gilbertese way of life).

While limitations of space have prevented any definitive treatment of the topics dealt

with in the 12 chapters, they give an adequate enough conspectus for the general reader. As is inevitable in symposia there is some overlapping and repetition, though this may well assist one to grasp unfamiliar themes. At the risk of being invidious I felt that the chapter on early Gilbertese society, in particular, was a first-rate exposition, well constructed and written, while Maunaa Itai's eloquent plea in the final chapter for the development of a Gilbertese identity or ethos in the face of modern cultural pressures defines in effect the purpose of the whole book. If his words are heeded this courteous and essentially democratic community need have few fears for its future as an independent nation.

Both in its English and Gilbertese editions the book includes a wealth of illustrations (some in colour), adequate maps and a selective bibliography. At \$F3 the paperback is a real bargain and a must for

everyone who wants to learn about the Pacific's newest country and its 57 000 people living in the true citadel-heap of the South Seas — an atoll paradise of 33 islands containing 684 square kilometres of land (though allegedly doubling its size at low tide) scattered over no less than five million square kilometres of ocean.

Kiribati — Aspects of History is indeed a worthy accession to the growing volume of creative works produced by island writers as part of the literary renaissance of the Central Pacific: perhaps the region's most significant cultural phenomenon during the 1970s. I use the word renaissance deliberately since over a century ago Polynesia with its peripheral areas, including Fiji and the Gilberts, was the locale of countless oral epics.

Few of these were written down, however, except maybe by some folklorist, but the tradition of creativity in work

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form remained: to be fanned into vigorous life by the active encouragement of the University of the South Pacific, and in particular by two of its staff, Ron and Marjorie Crocombe; by the publication outlets provided by the South Pacific Creative Arts Society and literary periodicals such as *Mana*; and by the example of established writers such as Western Samoa's Albert Wendt, with others like Subramani of Fiji who both write and teach the art.

The result has been a stream of short stories, poems, plays and a few books; and now we have the first locally-written history. Its immediate success has already made it the prototype of several more being planned by other newly-emergent states, and these will hopefully provide the material for the ultimate regional history of, by and for the Pacific peoples suggested by Niue's Premier Robert Rex at the recent South Pacific Festival of Arts. — H.E. Maude.

Fiji's Times

Fiji's Times: A History of Fiji, is a series of three booklets on Fiji. They've just been published by the Fiji Times and Herald, Suva. The booklets comprise dozens of separate articles giving various aspects of Fiji's history, reprinted from a weekly series in the Fiji Times. They are quite remarkable value at only \$F1.50 each, as the series consists of authentic, and colourful, accounts of Fiji life, from pre-European days to today. It's Derrick in a handier, more readable form, and the booklets are priced to make them more attractive to schools. But the three titles, each of 84 pages, are invaluable to any collector, or for anyone interested in Pacific history. Collectors should get them while they are still available, because this is probably one of those unusual printings which disappears swiftly without trace.

It's Paradise Plus!

In the beginning there was *Paradise*. The world had never seen an in-flight magazine quite like it. When it first appeared in July 1976, seat pockets were empty after every flight of Air Niugini, and the airline could not meet the written requests for back copies from those who had seen or heard about it.

In 1978 the airline put together *The Best of Paradise*, a selection of the top stories from the first two years of *Paradise* magazine. It sold out almost immediately.

So now Air Niugini, in association with Pacific Publications, has produced *Paradise Plus* — bigger (144 pages, with 45 separate stories and photographic essays) and every page in full colour. It is a collection that, without doubt, will sell as quickly as the earlier one. The stories in *Paradise Plus* are all new, none having appeared in *The Best Of Paradise*.

They include reports on arts and crafts, culture, customs, canoe sailing, life on the Sepik, bird life, gold mining etc. Many stories are about personalities, such as the one about Fred Hargesheimer, who founded the Airmen's Memorial School in New Britain as a remarkable thank you gesture to the people who helped save his life after he was shot down during the war.

The book is available in Bookshops in Papua New Guinea and the Pacific Islands, including Hawaii, or through PIMs Mail Order Bookshop, Box 3408, GPO, at \$A12.00 or \$US14.00 posted.

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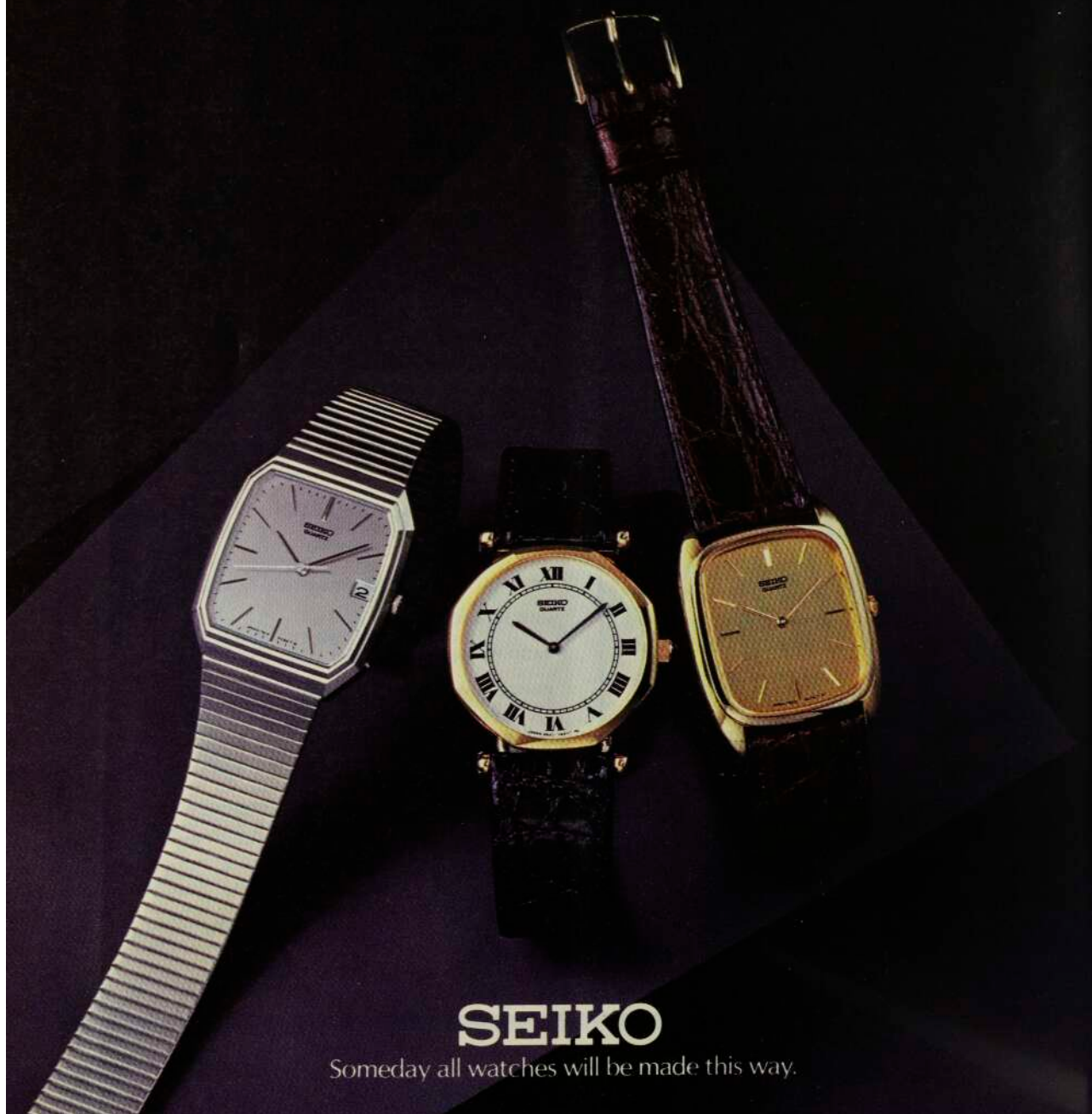
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Problems of feeding Pacific townsfolk

The Adaption of Traditional Agriculture: Socio-economic Problems of Urbanisation. Ed. E. K. Fisk. Published by Australian National University Development Studies Centre. \$9.

This book contains contributions from a number of world authorities to a conference held in Honiara in late 1977 on the adaption of traditional agricultural production to the needs of urban markets.

The subject is topical and important. Most South Pacific countries import substantial quantities of food to feed their urban populations and food amounts to 20-25% of their total imports. This is both annoying to governments trying to promote self-reliance and conserve foreign exchange and, on face value, strange for agriculturally-based countries with relatively low population pressures. The reason is that the staple crops of the South Pacific are root crops, which are neither easily storeable nor transportable, and that they are almost invariably produced by subsistence methods. Can subsistence production of root crops be modified to provide a sufficient surplus to feed rapidly expanding urban populations, and if so how?

Unfortunately, the papers do not really get to grips with these basic questions. This is not the fault of the editor and conference organiser. In his introductory paper, which was sent to participants when they were invited to attend the conference, he clearly poses these questions and lists the basic problems involved in the process of adaption (pp 20-21). The conference participants did not take due note of these questions and, in general, appear to have written on related themes of their own interest. Unfortunately, this is not uncommon at conferences of this type.

A notable exception is the contribution by Professor Bill Clarke of Monash University, and formerly of the University of Papua New Guinea. He examines the 'environmentally sustainable modifications' which might be made to traditional agricultural systems, having first made the point that, in terms of returns to inputs of energy, traditional agricultural systems are far more efficient than industrialised agriculture. He concludes that it would be absurd to try to 'power our way out' of food shortages by adopting high energy technology. He suggests the development of communities where the distinction between rural and urban, and between consumer and producer, is broken down and where almost everyone devotes some time to food production. Some food for thought for urban planners!

PNG's National Food Policy makes some sensible points with respect to securing urban food needs from subsistence agriculture. It sees distinct disadvantages in villagers engaging in production of subsistence crops for sale. In particular, the land will be required to support many more people, and will deteriorate, and village nutrition levels may suffer. It therefore recommends the encouragement of large-scale production of traditional staples near urban areas, and if necessary, that foreigners be allowed to become involved. This seems to me to be, along with large-scale production of rice, a possible alternative to reliance on imported rice but this is not to underestimate the transport, marketing, mechanical and organisational enormities involved in producing and delivering such production to a large number of urban consumers. Also, large-scale production will itself be a heavy user of imports and existing small-scale producers are likely to suffer from the competition.

Several contributors deal with urban food supplies in Africa and Central and South America where root crop staples do provide substantial proportions of the food re-

quirements of some large urban centres. In Africa this derives from a yam trade of several centuries' standing, and also processed cassava, and does involve modification of traditional agriculture. In Central and South America, root crops for urban supplies are derived from commercial farms, both large and small-scale. Some of this experience will be relevant to the South Pacific, but terrain and climate of the region often make rapid transport difficult.

Despite the failure of the conference papers to tackle the major questions, the concluding chapter notes a general agreement among the participants 'that tropical root crops and indigenous systems of cultivation and production had a high, and in some areas neglected, potential for raising food production in many areas of the humid tropics, particularly in the Pacific region'.

The book is an impressive collection of papers on the supply of urban food needs from the production of root crop staples. It deserves to be read widely by planners and students of the area and its format and the level at which it is pitched lends itself to these audiences. — Geoffrey Harris

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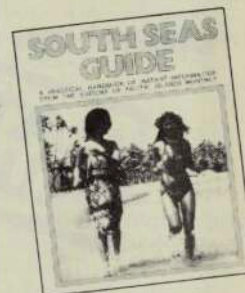
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From the ISLANDS PRESS

Editorial by Ed Howard, Norfolk Island Assembly member, in his Norfolk Island News

Australia's role in the new government has been praiseworthy. The Council had been concerned that Australia was retaining too many powers and would have no hesitation in using them. That worry may have been unnecessary. The position taken by the new Administrator and his Official Secretary can only be described as faultless. It actually appears, so far, that Australia wants Norfolk to govern itself and wants to assist where it can. The Assembly's powers under the new act appear to be substantial. In the past it could take a year or longer to get a simple law passed through Canberra. Now it can be done in a couple of months. That is much better government. There is a clear, welcome message in those developments: if Norfolk is able, Australia seems willing.

The Fiji Times, Suva

A banana-skin fall which caused a market vendor to lose his six dozen eggs and suffer injuries to his knee, hip and buttocks has led to a \$150 claim against Lautoka City Council. The incident occurred at Lautoka Market about 4 pm on October 5. Mr Rati Ram was carrying the eggs in cartons, balanced on each hand, down to his stall. Unable to see immediately in front of him because of his load, he unsuspectingly stepped on a loose banana skin thrown by somebody and came crashing down. Now an angry Mr Ram has gone charging for the council, which runs and maintains the market, claiming compensation from it for loss, pain, suffering and humiliation he suffered when he fell in full view of the people in the market . . .

An editorial in the Samoa Times

... Why must we always regard New Zealand as our El Dorado? What about us? Aren't we the most beautiful people in the world, the most beautiful country anywhere? Why don't we make our own El Dorado? Why don't we develop ourselves? Why don't we create enough employment, why don't we give everybody the vote, why don't we give everybody the chance in life so that they don't have to immigrate to another country?

Our News published by the Papua New Guinea Office of Information

... Forty per cent of everything we do in this country is paid for by Australia. This should be recognised and appreciated because it receives very little publicity. We should all wear signs on our backs saying "I am paid for by Australia" — Comment from Mr Noel Levi, Member of Parliament for New Ireland.

Tohi Tala Niue, Alofi, Niue Island

Probably because the wet season is upon us, more people have been observed driving motorcycles and scooters while a passenger holds an umbrella over the driver. While appreciating that it is difficult to see in the rain without a windshield, goggles or visor, there are occasions when the umbrella prevents the person in front from seeing more than a few metres ahead. This is potentially dangerous but not as irresponsible as steering a motorbike with one's feet as has been seen on the odd occasion!

From Oliana's 'Tune In' in the Observer, Apia

The United States seem ready to take the world to the brink of war rather than extradite the exiled Shah of Iran. Had the Shah been a small time crook who had got away with only a few

thousand dollars and perhaps murdered a couple of people he would have been extradited without any trouble and, in fact, wouldn't have got into the States in the first place. However, since he got away with two hundred million (some estimates place his take as high as six hundred million); was responsible for the torture and death of dozens if not hundreds of his political opponents and was for a long time one of America's best customers for arms, the Shah is treated with all diplomatic niceties and obviously regarded with the highest respect by the American government. Which all goes to show that if you are going to be a crook it pays to do so on a grand scale.

The News Drum, Honiara

The secretary of Ngarinasuru Cultural Centre in east Kwaio, Malaita, has complained to the Solomon Islands Tourist Authority following a visit to the centre by some tourists two weeks ago. Mr Lee Silamo said the Tourist Authority should inform the centre of proposed visits of tourists. Mr Silamo said the visitors entered the area without permission, tried to force villagers to perform custom dances (which they refused) and posted guards around houses with toy guns at night. This frightened the villagers, especially the children and the elders, he said.

From an editorial in The Fiji Times, Suva, on complaints of juveniles drinking liquor in night clubs

... They don't serve drink illegally willingly because they don't have to; they have plenty enough legitimate glasses to fill. For all the bombast the nightclubs are bombarded with, the fact is that they have an important function, and it is wrong to label them as mere sin pits. For thousands of young and not-so-young people they are a needed escape from very real city life pressures.

From a letter by Frank Taylor of Nukualofa in the Tonga Chronicle complaining of the sale in local stores of mass-produced artefacts from overseas purporting to be Tongan

... I made a few inquiries and was told the whole thing is mass produced in Taiwan. Maybe the bamboo is Tongan. In the same store there are so many other articles that carry the little gold sticker that reads 'Ofa Atu from Tonga', and the only thing Tongan about them is the dust that covers them. The most disturbing thing that arises from all this is how much of this cheap junk is being mass produced as 'authentic' Tongan handicrafts?

The Papua New Guinea Post-Courier

The Government will introduce legislation to stop the exploitation of nationals in commercialising their bodies and arts, Parliament was told yesterday. The Minister for Foreign Affairs and Trade, Mr Olewale said this when replying to Mr Sam Tulo (North Bougainville) during question time. Mr Tulo asked whether the Minister would take the necessary steps to stop the publication of nude pictures . . . Mr Olewale, however, asked what right parliamentarians and others had to question the individual rights of Miss Tukana (appearing in the nude in an advertisement) which were guaranteed under the Constitution. 'We are wearing clothes which have been introduced into our society. We go back to our villages and see our own people but we do not regard them as being nude.'

From a report in the Observer, Apia, of a professional wrestling display

... But the night did not go without incident. A young boy was taken to hospital with severe head injuries, and several others received minor injuries after spectators started throwing chairs at each other . . . The highlight of the night for the local wrestling fanatics was when local hero Fanene Pita Maivia put King Ripper Collins to sleep. Collins had put another local hero Siva Afi in hospital a few weeks back in Hawaii and Fanene had come out to avenge his mate in front of his home crowd — a sure way of attracting a crowd. Collins was put to sleep after Fanene had applied the head butt which opened Collins' head, allowing it to bleed profusely for a few seconds.

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Sony's portable with the fresh sound.

Asian Development Bank's \$150 million for Islands

As we enter the new decade of the 80s, PIM presents a review of the work in the South Pacific in the 70s decade of the Asian Development Bank which is playing an important part in the development of the Third World in Asia and the Pacific. With Headquarters in the Philippines' capital of Manila, the ADB provides a welcome source of finance for development projects in the South Pacific Islands, some of which also benefit from aid given by the World Bank. Like the World Bank, the ADB gives loans at very low interest rates to developing member countries, the 34 loans listed below being in some cases on terms it would be impossible to obtain elsewhere. Seven of the South Pacific Island countries are developing member countries of the ADB.

Fiji, Kiribati, Papua New Guinea, the Solomon Islands, Tonga and Western Samoa have, between them, been granted loans totalling US\$150.2 million by the Asian Development Bank (ADB) to finance development projects. There are 34 loans, of which two-thirds amounting to US\$96.34 million are on very favourable terms — a 40-year repayment period including a 10-year grace period and a service charge of only 1% a year.

All these countries, plus the Cook Islands, are termed Developing Member Countries. The Cooks also receives aid valued at US\$91 000 but this is in technical assistance only.

Ten of the loans are for public utilities (41.2%), nine for transport and communications (28.2%), eight for industry including development banks (15.6%) and seven for agriculture and agronomy (15%). In addition, the ADB has also approved the spending of US\$5 329 000 for technical assistance for 44 projects in the six countries, plus the US\$90 000 for the Cook Islands' National Development Corporation.

Another grant of US\$535 900, bringing the grand total of loans and grants to US\$5 420.3 million, has been approved for technical assistance for regional projects including training programmes on development banking and industrial and agricultural surveys. Approval dates for all the amounts are from 1969 to 1979.

Ten of the 34 loans, totalling US\$30.5 million were made between 1969 and 1974, and the rest, 24 worth US\$119.7 million, since January, 1975, so that the ADB's lending to the South Pacific countries has quadrupled in less than five years. Of the 44 grants for technical assistance, 30 (US\$3.92 million) were provided since January, 1975, and 14 (US\$1.5 million) in the previous six years.

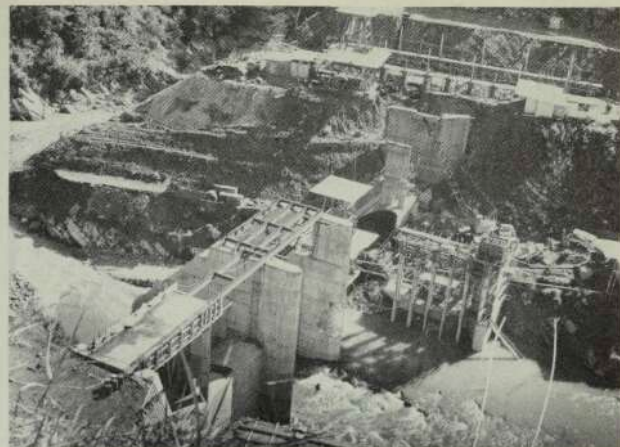
Islands want a 'better deal'

South Pacific Forum countries united in a call for a better economic deal when their representatives addressed the 1979 annual joint meeting of the International Monetary Fund and the World Bank in Belgrade, Yugoslavia.

The speakers, including those from Fiji, Western Samoa and Papua New Guinea, adopted similar and familiar themes.

Western Samoa's Minister of Finance, Vaovasamanaia (Reg) Phillips, said the end of the 1970s was being reached on a discouraging note and that in some vital areas, small states were losing ground.

'What is so difficult for Third World countries to understand,' he said, 'is why, when it is really only political will that is needed on behalf of the developed countries in order to make considerable progress towards a more equitable inter-



ADB loans help hydro schemes like this one in PNG.

The loans for 1979 up to September were, US\$2 million to the Solomon Islands Development Bank, US\$3.45 million to Western Samoa for the second power project, US\$7 million to Fiji for the Suva Port extensions and US\$12.25 million to Papua New Guinea for the Upper Warangoi hydropower project. The Bank was hoping to approve another loan in 1979 worth US\$1.1 million to

Tonga to finance several projects.

Technical assistance in 1979 consists of US\$150 000 to Papua New Guinea for the Lae port development, US\$70 000 for a PNG electricity tariff review, US\$99 000 to Fiji for forestry development, US\$130 000 for the Solomon Islands Development Bank and US\$59 000 to Western Samoa for a forest utilisation and replanting project plus US\$70 000 for tariff study and revaluation of assets.

The agricultural survey for the region, which was completed last July, was the first of its kind in the South Pacific and will be followed by a similar study for the industrial sector.

Six of the loans were for development banks, underlining the ADB's aim to help local financial institutions to aid small private businesses and enterprises. The grants for technical assistance for development banks totalled 13 valued at US\$1.4 million and related to the Cook Islands, Fiji, Papua New Guinea, the Solomons, Tonga and Western Samoa. As a result of ADB assistance, three new development banks, in Western Samoa, Tonga and the Solomons have been established.

Through its loans to development banks, the ADB indirectly assists small development projects through the sub-loans, the average size of which is US\$9100 with a record low sub-loan of US\$18.

(OVER)

There is more time for fun



For more information contact:

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The ADB carried out in 1978 a review of methods of aiding the smallest institutions in the South Pacific Islands, probably in response to a request from the South Pacific Commission which, a few years ago, was asked by the SP Conference to explore the possibilities of obtaining very small loans for small countries. The SPC drew a blank until the ADB, after the 1978 review, decided on a new kind of loan, a multi-project loan to a South Pacific member country which could then finance over a period several small public sector projects. The first such loan is expected to be for Tonga for US\$1 000 000.

The loan approvals to the six countries are:

Fiji, power expansion, including the Monasavu hydro-electric project on Viti Levu, US\$20.9 million; Fiji Development Bank US\$2 million; Suva Port US\$7 million.

Kiribati, new causeway US\$1.75 million.

Papua New Guinea,

Development Bank (two loans) US\$11.5 million; roads US\$9.8 million; water supply (two loans) US\$18.9 million; East Sepik rural development US\$7.74 million; provincial mini-hydropower US\$2.7 million; Highlands road improvement US\$15 million; Upper Warangoi hydropower (two loans) US\$12.25 million.

Solomon Islands, beef cattle development US\$3.57 million; fisheries US\$3.6 million; Honiara Port US\$2.03 million; Development Bank US\$2 million.

Tonga, telecommunications US\$1.3 million; small industries centre US\$370 000; Development Bank US\$1.5 million.

Western Samoa, Faleolo Airport and road (two loans) US\$2.96 million; beef cattle pilot farm US\$330 000; telecommunications US\$2.6 million; power (three loans) US\$7.15 million; Development Bank (three loans) US\$8 million; coconut oil mill US\$2.25 million; WSTEC agricultural development US\$3 million.

CHEAPER DRUGS SCHEME

South Pacific Forum nations can look forward to an era of cheaper drugs and medical supplies. A World Health Organisation — South Pacific Bureau for Economic Co-operation meeting in Manila in mid-November called for the establishment of a South Pacific Pharmaceutical Service (SPPS).

The idea was first raised at the South Pacific Forum which gave SPEC a mandate to investigate 'regional import requirements to enable the bulk purchasing of essential imports by official agencies'. SPEC finally recommended pharmaceuticals as the most likely to offer maximum regional benefit for bulk purchasing following several studies.

The Manila meeting was attended by seven health ministers and 38 senior officials from 23 countries.

WHO invited non-Forum countries so they could be informed about this effort of technical co-operation among developing countries.

SPEC director Mal Tupounuia says SPPS will be an international agency with a joint purchasing service aimed at obtaining drugs and other medical supplies on the best commercial terms and with distribution through a central warehouse and two sub-regional warehouses. SPPS will enable quality assurance and information on drug utilisation and drug toxicity.

The Asian Development Bank and UNDP have indicated financial assistance for participating countries will bear the bulk of the start-up costs.

The New Hebrides, Tonga and Western Samoa have offered to be centres for warehouses. The Manila meeting did not resolve this issue which is likely to go to the Forum for a final decision. — *James Tully.*

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ISLAND'S NEW AIR LINKS

Norfolk Island and Tuvalu are looking forward to strengthening their links with the outside world. Norfolk Islanders are to enter the jet age and Tuvalu will have an 'airline' of its own.

Norfolk Island's airstrip is to be upgraded to take medium-size pure jets, according to a November announcement by the Australian Government. The operation will cost between \$2 and \$4 million.

In anticipation of this development, East-West Airlines, which operates the Australia-Norfolk service, had held talks with visiting representatives of British Aerospace about delivery dates for the new BA146 70-passenger medium jet which is due for production in 1981. It also had discussions with the Dutch Fokker company about its F28 pure jet.

East-West, meanwhile, faced a challenge to its right to operate the service from Airlines of NSW, a subsidiary of the Ansett company. Airlines of NSW applied to the Australian

Government's Department of Transport to take over the Norfolk Island service from East-West. Airline industry observers expected Airlines of NSW to persist with its application and if necessary to buy medium-sized jets for the service.

Tuvalu Government has been negotiating for four years to establish a seaplane service throughout the group of nine islands. Things finally started moving with the signing of an agreement with the Auckland firm Sea Bee Air Ltd earlier this year.

Houses for air operations are completed on Funafuti where hangar and maintenance facilities are also under construction. The New Zealand Government has approved \$55 000 for the provision of air/ground communications

equipment and radio beacons necessary for the navigation of the aircraft within Tuvalu. New Zealand is expected to begin shipping out the radio equipment soon.

In the outer islands some lagoon clearance work has been undertaken to provide landing areas, and sites for the three new radio beacons have been surveyed. Two Tuvaluans are undergoing training in New Zealand in connection with maintenance of the seaplane, a Grumman Goose, and another is training in order to take charge of the air bookings operation.

It is expected that the service will start operations in mid-1980 and that weekly flights will be made to each of the five atolls which have lagoons. The three islands of Tuvalu which are raised coral islands without lagoons, Nanumanga, Niutao and Niulakita will not be served by the seaplane. — Peter McQuarrie.

TUPUOLA EFI IN SQUID BID

The Prime Minister of Western Samoa, Tupuola Efi, has revealed that Western Samoa is seeking squid fishing rights in New Zealand's 200-mile exclusive economic zone.

During a visit to New Zealand Tupuola asked for a take of 14 000 tonnes of squid a year, to be processed at the multi-million dollar fisheries complex built in the centre of Apia by the Japanese Government.

A joint venture has been proposed in which Western Samoa will own 70% of the shares, Japan 20% and New Zealand 10%. Japan has indicated to Western Samoa that squid from the New Zealand zone is needed for the project to be viable.

Tupuola said he had made the proposals to Mr Muldoon and the New Zealand Government's decision would determine whether the project would proceed.

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2067

TRADEWINDS

Better deal in Cooks for commerce

Private enterprise in the Cook Islands is taking over commercial activities which were the province of government before the fall of the Henry regime.

The changes, which were foreshadowed in the Speech from the Throne by the Chief Justice, Sir Gaven Donne, as Queen's Representative at the opening of the 24th session of the Legislative Assembly, give the commercial sector control of the Cooks' import and export trade.

Sir Gaven said his government's main role in trade was to achieve agreements and understandings with other nations at the political level as well as to set quality standards.

'Beyond this,' he said, 'it has little or no rightful role in the commercial movement or sale of our goods, any more than it has a role in the importation of goods which is currently almost entirely in the hands of the private entrepreneurial sector of our country.'

'The previous administration took upon itself the role of exporting and marketing of our produce. Honourable members will know the pitiful results of such a policy. The government wishes to make it clear that this failure was simply due to the fact that governments are not equipped and can never, without great cost and effort, be equipped to perform commercial operations efficiently or effectively.'

After saying that the Henry government confined the private sector by 'restrictive and ill-advised legislation as well as unrealistic policies' to import trading only, the Queen's Representative promised that 'my government will continue with vigour to implement its policies of strong entrepreneurial activity in the export of our goods. The economic welfare of each citizen of our nation and the very economic future of our nation depends upon it.'

Sir Gaven revealed that the country's economy, which had declined over the past eight years, was showing a strong upward trend through the combined efforts of all sectors of the community and their co-operation with the government's policies.

Agricultural production showed an increase for the first quarter of 1979 compared with the corresponding period in 1978, copra being produced in the first quarter of 1979 at a rate equal to the total amount of copra production in 1978.

He also reported that banana production in the same period was almost six times greater than in the first quarter of 1978 and there were also marked increases in pineapple planting and production on Mangaia and Atiu, in market produce on Rarotonga and increased areas of planting, with greater care given, in the citrus orchards. Mitiaro, on its own initiative, had planned its future around copra and had produced more copra so far in 1979 than it had ever produced in recent years.

Tourism was also growing, with the Cook Islanders themselves establishing a strong participating role in the industry, and the government would continue to promote the islanders in that role.

So far as the country's 200-mile economic zone was concerned, Sir Gaven said contact had been established with fishing nations and companies. The negotiations had been approached with caution and care and the services of a specially constituted team had been obtained to ensure the best possible advantage was made of the zone.

Other moves by the government in the last 12 months, Sir Gaven reported, included the reduction by 10% of public service personnel by 'natural wastage' and not by sackings, the introduction of new accounting methods to control government spending, a Housing Corporation to advance loans for house-buyers and not to carry out trading and building activities as had been the case under the previous government.



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ANZ1377R

An Invisible Line on the Sea Is Not a Wall



The waters that wash the shores of Japan extend far south to the countries of the South Pacific. The oceans of the world are continuous.

In the past two or three years, however, 200-mile economic or fishing zones have been established, one after another, by many countries. From the standpoint of the world's peoples, invisible boundary lines have been drawn on a sea which was originally indivisible. Many countries of the South Pacific as well as Japan have set up their own 200-mile zones.

Our understanding of these sea zones is that they have been proclaimed not only to conserve the fishery resources of each of these countries but also to utilize such resources effectively for the people who need them. For the nature of these resources is such that, given proper management and regeneration, they can be used in perpetuity; but, if neglected, they will only be wasted. Accordingly, we believe that the proper approach for countries whose vital interests are linked to these "invisible boundaries" is to cooperate closely in developing and utilizing their resources on the basis of mutual respect for their respective resources. The "invisible boundary" is not a solid wall; nor, in our view, should it become one.

Japan has in the past utilized the fishery resources of the South Pacific with full consideration for their conservation. These resources have become a part of the daily lives of the Japanese people. The tuna caught in the waters of the South Pacific constitutes one of their traditional foods, being eaten in raw form when supplied at the peak of freshness. Jack mackerel, sea bream and squid caught off New Zealand are also effectively utilized by Japan as protein resources.

But our activities cover much more than just catching fish for our own consumption. The Japanese fishing industry has extended various forms of technical and economic cooperation to the nations of the South Pacific, in such areas as research on fishery resources. For example, during the

three-year period from 1974, fishery experts from Japan and New Zealand conducted joint research on fishing grounds. Scientists of both countries boarded Japan's newest mode trawlers to study previously unknown fishing grounds off the coast of New Zealand. As a result, they discovered that the area abounds in such groundfish as king, merluza, and hoki.

New Zealand is also making full use of these findings. We hear that New Zealand has recently been trying to introduce more fish products into the nation's diet. We believe that the results of the fishing grounds research program in which we participated are contributing to the effective utilization of fishery resources in New Zealand's 200-mile zone.

The South Pacific Commission (SPC) has, since 1977 been conducting research on skipjack resources in the South Pacific. Japan has been cooperating in these efforts by dispatching scientists, chartering research vessels for skipjack tagging and release experiments, and funding research projects. These activities have reportedly been most valuable in developing an accurate grasp of the nature of skipjack resources. We plan to be generous with such cooperation in the future as well.

We fully respect the desire of the South Pacific countries to conserve their fishery resources and highly esteem their efforts toward that end. Not every country in the South Pacific has chosen to establish a 200-mile zone, but we will nevertheless respect the zone as a symbol of both conservation and effective utilization of fishery resources. We hope, on the basis of such a tenet, that the peoples of the South Pacific nations will develop an understanding of Japan's fishing industry.

The beautiful, clear-blue waters of the South Pacific stretch before us as a treasure house of marine resources holding infinite potential for all mankind.

For information on the fishing industry in Japan, please contact us at the address below. Also we would like to hear your opinions on the above.

JAPAN FISHERIES ASSOCIATION

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TRADEWINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...TRA

THE PORTS Authority of Fiji will spend \$7 million on improving the port of Suva to handle more container traffic and trans-shipment cargoes. The work will be financed with a low-interest Asian Development Bank loan.

AIR MELANESIAE, the New Hebrides airline, has announced the purchase of a new De Havilland Twin Otter Series 300 aircraft at a cost of \$1.3 million. The aircraft, which will go into service this year, has a passenger capacity of 20 and estimated flight times Vila-Santo 50 minutes and Vila-Tanna 45 minutes.

A CONTRACT approved in October by the Papua New Guinea cabinet will mean \$28 million a year to Australian rice exporters. But the exporters have granted concessions which mean PNG will get its rice at prices up to 25% cheaper than ruling world rates. The contract is for five years and involves the PNG Government and the New South Wales Ricegrowers Co-operative Mills Ltd.

ON NOVEMBER 11 Hawaiian Air formally celebrated the airline's 50th anniversary by retracing its inaugural flight of November 11 1929. The airline's flight 312 travelled from Honolulu to Maui and Hilo. The day was formally proclaimed Aviation Day by Governor George Ariyoshi.

A MAJOR symposium on the theme The Future for Petroleum in the Pacific Region will be held in Sydney, Australia, from September 14-17, 1980. Organised by the Australian Institute of Petroleum Ltd, the symposium will be open to senior officials of the petroleum and allied industries and senior government representatives. Three plenary sessions will deal with the world oil situation, Pacific region production, and Pacific region consumption. Details from the Organising Secretary, 1980 Congress, 75 Miller St, North Sydney, NSW, 2060.

AIR PACIFIC is to fly to Tahiti beginning mid-January. Fiji's national carrier has reached an arrangement with the French airline UTA to provide a once-weekly service between Nadi, Pago Pago and Papeete, pending approval by both the Fiji and French Governments.

FIJI'S Prime Minister Ratu Sir Kamisese Mara is to be a keynote speaker at the 1980 Pacific Telecommunications Conference on January 7-9 at Honolulu's Ilikai Hotel. The other main address is to be delivered by the director-general of INTELSAT, Santiago Astrain.

THE INTERNATIONAL Development Association (IDA), the World Bank's affiliate for concessionary lending, has approved a \$US8 million credit to Western Samoa for an agricultural development project on the island of Savai'i. The project will introduce an agricultural technology and management package through the Western Samoa Trust Estates Corporation (WSTEC), a government-owned company.

NEW GUINEA Goldfields Ltd has announced production of 1318.6 ozs of fine gold and 870.2 ozs of fine silver from the Golden Ridges Mill for the quarter ended September 1979. In the same period production at Edie Creek Alluvials was 36.1 ozs of fine gold and 31.4 ozs fine silver.

GUAM's bureau of planning has retained Dames and Moore, engineering and environmental consultants, to study the feasibility of developing ocean thermal energy conversion (OTEC) facilities on Guam. OTEC uses temperature differences between warm surface waters and colder ocean depths to generate electricity.

AUSTRALIA's 10th and largest trade display in Port Moresby in October attracted record sales of more than K1 million.

MEETING in Nukualofa in October the Tonga Tourist Association adopted a new constitution aimed at co-ordination of tourist facilities to foster the improvement of the kingdom's tourist industry.

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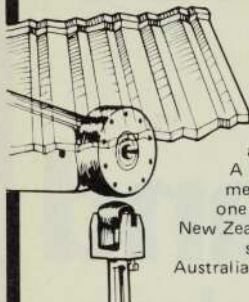
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recent developments have included the creation of a 'wheeling machine' primarily aimed at the motor body building industry and already proven in its effectiveness. A press tool measuring approx. 1.8 x 1.4 metres and weighing 4.5 tonnes (possibly one of the largest press tools to be built in New Zealand) designed for the manufacture of steel roofing tiles has been exported to Australia and 2 more similar tools are currently in negotiation for the U.S.A. market.

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invite overseas manufacturing companies and similar interested parties to contact them with regard to manufacturing under licence in New Zealand and can offer, as consultants, assistance in establishing agencies and plants and analyses of markets, locations, availability of specific skills etc. in New Zealand.

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TRADEWINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...TRA

THE NEW Guinea Islands Produce Company, Rabaul, has installed a computer system. The system, a three-terminal Data General CS/40 system, was installed by Datec Pty Ltd with general accounting packages for NGIP, which operates a number of cocoa and copra plantations, various trade stores and a motor business. The terminals will be available to students at the local secretarial college for training purposes.

HYATT Regency Fiji, the country's newest luxury hotel, opened its doors on December 15. The hotel, whose completion was delayed by the collapse of its original promoters the Australian Mainline company, has 240 rooms and 10 suites.

AN ASIAN and South Pacific Travel Fair will be held in Fremantle, Western Australia, from August 5-10 1980. It is expected to attract between 50 000 and 100 000 visitors. Inquiries: Patrick J. Cordier, PO Box 415, West Perth, 6005.

BEEF consumption in New Caledonia has been falling steadily — nearly 20% in 10 years. The drop has coincided with a marked increase in the consumption of poultry (up nearly 200% over the same period). Consumption of canned meats has also jumped by 100%.

TOURISM continues to grow in New Caledonia, with the number of visitors higher than in 1978, despite the shutdown of the Chateau Royal.

CHEVRON Overseas Petroleum Corporation, an American company, will explore for oil in Fiji's Bligh Waters area. The company will carry out the oil-search between Viti Levu and Vanua Levu.

FIJI'S shell exports earned about \$37 000 in the first quarter of 1979. With most going to Japan, the exports amounted to about 6 million tonnes of shells.

BEEF production in Fiji has hit 60% of annual consumption. Departmental predictions suggest that the country will be self-sufficient in beef in 1990.

GRAEME Smith, formerly with Qantas and Trans World Airlines, has been appointed regional director for Australia and New Zealand for the Tahiti Tourist Board. He is the first board representative to be based in Australia, and has opened an office in Sydney at the Banque Nationale de Paris building, 12 Castlereagh St.

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 of 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.

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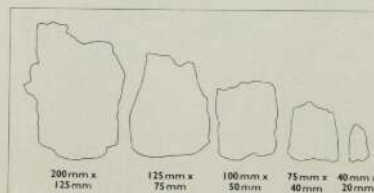


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Shipping lines form South Pacific 'co-operative'

Ten shipping lines serving the Pacific Islands from Australia and New Zealand have formed the South Pacific Shipowners' Association. The decision to form the association was taken at a meeting in Sydney late in November. Shipowners had felt for some time that common carriers of sea freight in the South Pacific area should improve their co-operation through an association.

The association says the benefits will include:

- The possibility of achieving rationalisation of their many routes to eliminate, as much as possible, various over and under-tonnaged berth positions;
- More regular service frequencies for the benefit of shippers, importers and ship operators alike;
- Assisting where possible, the operations of the recently-established Pacific Forum Line;
- Seek improvements in port facilities, cargo handling and operational productivity;
- Co-ordinate the efforts of members to improve the service network in the region.

Association membership at the outset controls the operations of 26 ships with a total 325 500 dwt. If three other of the companies, not inaugural members, join the association, the number of ships will rise to 30 and the dwt to 341 000.

An association spokesman said that in no way should the organisation be considered a quasi-conference in the generally-accepted sense of the word, which meant there would be no change in the existing healthy competition between members in the region. Freight rates and conditions remained (where applicable) subject to negotiations with the Australian Shippers' Council and similar bodies overseas.

The foundation members are: Compagnie des Chargeurs

Caledoniens, Compagnie Generale Maritime, CTM Tahiti Line, Daiwa Navigation, Karlander (Aust) Pty Ltd, Pacific Line Ltd, Pacific Australia Direct Line, Pacific Forum Line, Sofrana-Unilines and Warner Pacific Line.

Prospective members are the NZ Shipping Corporation, PNG Shipping Corporation and Union Steam Ship Co. The last-named two had observers at the inaugural meeting.

The first chairman, who will serve initially for 12 months, is Mr G. Ravel, of Sofrana-Unilines. The temporary address of the association is c/o PO Box R103, Royal Exchange, Sydney, 2000.

The operational regions of members are:



From Australia — Fiji, Western Samoa, American Samoa, Tonga, French Polynesia, New Caledonia, New Hebrides, Kirabati, Tuvalu, Guam, Saipan, Marshall Islands, Caroline Islands, Northern Marianas, Nauru, Norfolk Island, Lord Howe Island and the Cook Islands.

From New Zealand — The above groups, except Kirabati and the Cook Islands, but include the Solomons and Papua New Guinea.

Taken at the inaugural meeting of the South Pacific Shipowners' Association (from left) — Standing: Captain P. King, PNG Shipping Corporation (observer), N. de Bok, Daiwa Navigation, E. Braun-Ortega, CTM Tahiti Line, H. Kiss, Pacific Line Ltd, M. G. T. Hicks, Sofrana-Unilines (Aust) Pty Ltd, J. Breckleman, Cie des Chargeurs Caledoniens, P. Warner, Warner Pacific Line. Seated: Captain T. Vangsnes, Karlander (Aust) Pty Ltd, G. Ravel, Sofrana-Unilines SA, C. Fenouil, Compagnie Generale Maritime, R. M. Boyle, Trans-Australia Shipping/PAD Line.



Forum Samoa sets sail on her delivery voyage to the Islands.

THE FORUM LINE'S IN BUSINESS

The Pacific Forum Line, the South Pacific Islands' own shipping line, is in business following a meeting late in October at Apia of the directors and the Regional Shipping Council, when arrangements were made for establishing regional offices and for co-operating with the Union Steam Ship Company of New Zealand and the Shipping Corporation of New Zealand.

It was decided at the Apia meeting to maintain the head office at Apia but open a Wellington (NZ) office under Mr Colin Small, the finance manager, to handle freight and accounts. A regional office will be opened in Sydney early in 1980. A Fiji office is already operating under Mr Ormond Eyre. Head office at Apia will contain the management, commercial and operational departments.

The Shipping Corporation of NZ is the Forum Line's

managing agent in New Zealand and will be responsible for co-ordinating all PFL requirements and operations out of New Zealand. The corporation is represented in Auckland, Tauranga, Napier, Wellington, Lyttelton and Dunedin and Union Steam Ship Company is also agent for PFL services from Auckland to Fiji, the Samoas and Tonga.

Following discussions with the Forum Line with the object of avoiding 'over-tonnaging', the Union Steam Ship Company has withdrawn its roll-on, roll-off ship *Marama*

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 Kieia: Burns Philp (N.G.) Ltd • Kimbe: Harrisons & Crossfield (P.N.G.) Ltd • Rabaul: New Guinea Cocoa (Export) Co. Pty. Ltd. • Honiara: Guadalcanal Import Export Co.

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Mr Brian S. Cole, general manager of the Union Steam Ship Company since January, 1972, will retire next April after almost 44 years with the company, and, in the interim, will be executive director. Deputy general manager Mr David C. Jury (left) becomes chief general manager and Mr David A. Graham, manager, branches, (right) will be general manager, stevedoring and agency division. Mr Jury joined the company in New Plymouth in 1942 and has held successive management posts at head office in recent years. Mr Graham has held senior management positions at Wellington and in the Islands.

from the Islands' routes to make way for the Forum Line's new roll-on, roll-off container ship *Forum Samoa*, the very latest in container ships which has been built in Hamburg, West Germany, for the Western Samoa Government under West Germany's economic co-operation programme. Samoan Shipping Services Ltd has chartered the *Forum Samoa* to the PFL. The ship, of 6000-tonne dwt, left Europe early in November with a full load of cargo for Pacific Island ports. She will off-load soyabean oil in Fiji, pipes for the Western Samoa hydro-electric scheme and general cargo for Papeete and Noumea. Celebrations had been arranged to welcome *Forum Samoa* at various ports. She was expected to begin her first South Pacific trading voyage on December 13.

Officers and a crew from West Germany have sailed *Forum Samoa* from West Germany and it is expected that they will remain with her until a Samoan crew has been trained.

West Germany has also provided for Tonga under similar arrangements, another ship, *Fuya Kavenga*, sister ship to *Forum Samoa*. The *Fuya Kavenga*, was scheduled to sail from Europe on December 5,

and she is expected to bring a full cargo to the Islands. She will then operate on Forum Line routes.

• The Forum Line has stressed that it will honour all existing freight contracts with the Union Steam Ship Company.

Vikings head into Pacific

Royal Viking Line vessels will make three holiday cruises covering a number of South Pacific ports in 1980 and early 1981. The *Royal Viking Star* leaves Los Angeles on January 7 for San Francisco, Papeete, Moorea, Nukualofa, Auckland, Hobart, Sydney, Suva, Apia and Honolulu, returning to Los Angeles on February 22. The same vessel will sail from San Francisco on December 13 for Los Angeles, Honolulu, Bora Bora, Moorea, Papeete, Nukuhiva and San Francisco, returning to Los Angeles on January 8, 1981.

The *Royal Viking Sky*, on a Pacific circle cruise leaving Los Angeles on February 12, 1980, will call at San Francisco, Papeete, Moorea, Rarotonga, Auckland, Wellington, Picton (NZ), Sydney, Cairns, several Southeast-Asian ports, Honolulu, Lahaina (Hawaii) and San Francisco.



YACHTS

• **DAUNTLESS:** 15 m Stuart design sloop with owner-skipper Frank Innes-Jones (Remuera, NZ), his wife Shirley, daughter Rosemary and son Rex on board, foundered 167 km east of Norfolk Island on November 11 in a million-to-one mishap, a fight with a sperm whale, which rammed the yacht. The Innes-Jones family managed to launch their two life-rafts before *Dauntless* sank, and they drifted for about 20 hours until their Mayday call brought the Dutch freighter *Nedlloyd Free-town* to their rescue. They were landed at Norfolk Island and later flew to Auckland. Frank told the *Norfolk Islander* that the three whales, male, female and calf, were sighted at a safe distance but the calf made for the yacht for a closer look. The mother whale, probably sensing danger to the calf, rammed the yacht. Water poured in through a large hole, and blood spouted from the whale which, Frank believed, was mortally wounded. The bull whale joined in the attack. Daughter Rosemary, who said the whale 'was coming at us like a train', had a mirror in her hand. Despairingly, she threw it at the bull whale and was dumfounded to see the whale checked in his tracks. His tail went up as if to act as a brake. He slowed down but the impetus was sufficient, when he touched the *Dauntless*, to lift the yacht nearly 2 m out of the water. They floated free of the whale but *Dauntless* was settling in the water. The life rafts were launched but before they could be inflated, the bellows fell into the sea and began to float away. The blood from the wounded whale could have attracted sharks but son Rex, aged 24, dived in and retrieved the bellows. The *Dauntless* sank in 11 minutes.

As they drifted through the afternoon and all night Frank repeatedly sent out a Mayday

call on a 'ham' radio he had snatched up when they abandoned the yacht. The radio telephone had broken down. A ham operator in Dunedin (NZ) picked up the weak signal and the RNZAF began a search with an Orion which sighted the drifting rafts and directed the freighter to the spot. It was the family's second shipwreck. Thirty years ago, Frank and Shirley, who was pregnant at the time, were returning to New Zealand in the coastal trader the *Awahou* from Suva where Frank had bought a large number of 44-gal oil drums. The *Awahou* hit a reef five days out of Suva but the drums kept her afloat until a United States cruiser arrived and rescued them.

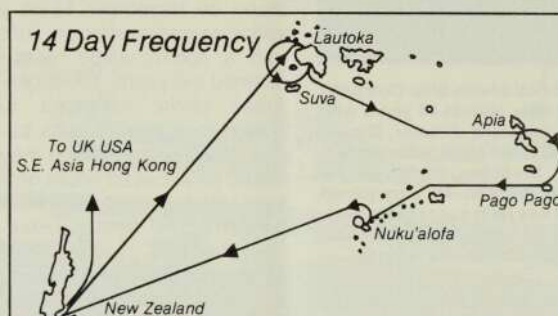
Dauntless called at Fiji, New Caledonia and the New Hebrides during the cruise which began out of Auckland last May.

Below is more yachting news from Jimmy Cornell who has left Fiji and, early in December, was at Honiara.

• **WANDERER IV:** Celebrities of the cruising world, Susan and Eric Hiscock, passed through Suva recently at the end of their latest Pacific cruise. Although originally from England, the Hiscocks are now based in New Zealand, from where they set off in 1978 for the Pacific coast of Canada, via Tahiti and Hawaii. After wintering in British Columbia, they sailed to California, Tahiti, Tonga and Fiji.

Well known to sailing people throughout the world as the author of several books and many articles, Eric Hiscock's *Cruising Under Sail* and *Voyaging Under Sail* are classic works found aboard most yachts. Eric and Susan had been sailors in their youth before they married during World War II. They started long-distance voyaging in 1950 on board **WANDERER III**. In 1953 they arrived in the Pacific for the first time, meeting no yachts at all in the Marquesas and only two in Papeete. On their return to the Pacific in 1960 the situation

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YACHTS

wasn't much changed and the Hiscocks look back with nostalgia at the wonderful attitude of the Islanders they met then. On their many Pacific cruises over the years, the Hiscocks remarked both a change in the number and type of yachts, and also in the attitude of the Islanders towards them.

After completing two circumnavigations and 111 000 miles in *Wanderer III* they found a more comfortable home on *Wanderer IV*, a Van de Meer designed 16.50 m steel ketch built in Holland. *Wanderer IV* has taken them a further 70 000 miles and on another circumnavigation. With three Cape Horn passages to their credit and four Panama Canal transits, they still regard the Panama transit as the most hazardous part of their voyaging as the boat is not under their own control. 'I'm always glad to get back into the good old Pacific', says Eric. Now approaching their seventies, the Hiscocks do not foresee any more long passages, but intend to carry on cruising near New Zealand.



Chiles Webb and his *Chidlock Tichborne*. Photo Jimmy Cornell.

• CHIDLOCK TICHBORNE:

This is a 5 m long Drascombe lugger in which the American Chiles Webb is planning to make a trip around the world in the smallest boat ever. The two-masted boat, named after a little known Elizabethan poet, is completely open, very much like the ship's boat in which Captain Bligh made his epic voyage from Tonga to Timor after the Mutiny on the *Bounty*. Another of Chiles Webb's intentions is to follow the route taken by Captain Bligh and his men after having

been cast off by the mutineers.

Chiles Webb left San Diego in November, 1978 making the 3000-mile passage to the Marquesas in only 34 days, a good time even for larger boats. After cruising in French Polynesia he sailed in 16 days from Bora Bora to Pago Pago and then on to Vava'u and Fiji where he plans to spend the cyclone season. From Timor he plans to sail to India and up the Ganges to Benares, then via the Red Sea to the Mediterranean and back to the USA,

some five years after his departure. Chiles Webb already has a solo circumnavigation to his credit, achieved in 232 days, making it the fastest spin around the world for a singlehander in a monohull. If Chiles doesn't have enough on his plate already, he is also talking about rounding Cape Horn in an open boat, similar to *Chidlock Tichborne*.

• **SUNDOWNER:** New Zealander Peter McNeilly bought this 23 m steel ketch in Indonesia, where he worked for five years in Jakarta as a civil engineer. At the end of his contract in 1979, he set off for home with Peter Wilson, John Maindonald and Jo Johnson as crew, sailing via the Indonesian archipelago to Irian Jaya and the north coast of PNG. *Sundowner* made a longer stopover in Rabaul. The Solomons and New Hebrides were visited en route to New Zealand. A return to the tropics is planned for *Sundowner* after a cruise around South Island.



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Gilbert Islands Shipping Corp. P.O. Box 495, Tarawa.
FIJI:
Burns Philp South Sea Co. Ltd. GPO Box 355, Suva.
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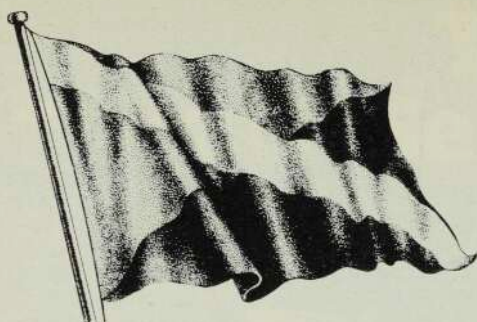
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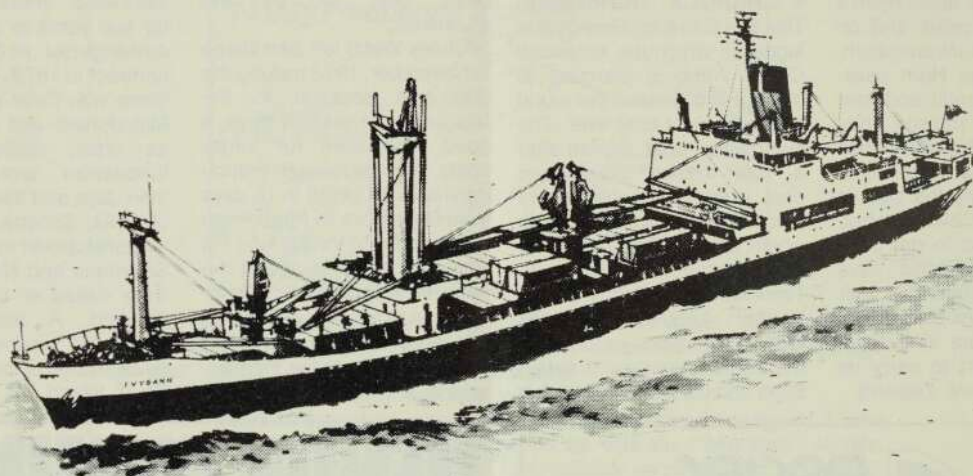
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These listings do not necessarily cover all services to island ports. Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

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), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty 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/containership 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 - TUAVALU - SAMOAS - TONGA

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

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

AUSTRALIA - LORD HOWE IS - NOROLK IS

Compagnie des Chargeurs Calédoniens 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 - KIRIBATI

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Tarawa.

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 Calédoniens 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 - MICRONESIA

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

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

AUSTRALIA-PNG-SOLOMONS

A consortium of Conpac, NGAL/PNGL have three container vessels operating on a 28 day turnaround from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara supplemented by Daiwa vessels, Pacific Princess and Fiji Maru extending from Sydney to Lae on a monthly basis.

Details from Burns, Philp & Co. Ltd, 51 Pitt Street, Sydney (2-0547) and InterOcean 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 cargoes transhipped at Honiara, Saipan, cargoes transhipped at Guam.

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

AUSTRALIA - SOLOMONS - NORTHERN MARIANAS - TAIWAN - JAPAN

Daiwa Line offers a four-weekly service Sydney-Honiara-Guam-Taiwan-Japan with transshipment at Guam for Saipan.

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

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. AA25970.

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 (231-3700).

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney to Nuku'alofa, Apia, Pago Pago, Papeete, US west coast.

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

AUSTRALIA - 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 (231-3700).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) operates a fortnightly palletised cargo service from Manila, Keelung, Kaoshiung and Hong Kong to Lautoka, Suva and thence to NZ.

Details from Carpenters Shipping, Suva (312-244), Burns Philp, Suva (311-777), P & O S.N. Co, Wellington (736-477) 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, 8 Spring St, Sydney (27 3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

FAR EAST - MID-S. PACIFIC

China Navigation's New Guinea Pacific Line (NGPL) operates a regular cargo service from Hong Kong, Taiwan, Manila, Port Kelang and 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 utilized/palletized and reefer cargo service every 30 days Honolulu/Pago Pago-Apia-Nuku'alofa. Line Islands and Suva by inducement.

Details from Hawaii-Pacific Maritime Inc., Honolulu, HI 96801, Tel. (808) 521-9806 Freight Dept. 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).

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 Polyneisienne, 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 ro-ro 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) Sullivan, Honiara; Kiribati Shipping Corporation, Tarawa; Steamships Trading in Port Moresby, Lae and Madang or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

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 Norfolk Island and Noumea.

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

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 services 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 - TAHITI - NEW CALEDONIA

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three Ro-Ro and two multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

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

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

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

EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

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 Ballande, Noumea.

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, operate 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) F Ltd, 1 York Street, Sydney (27-2041) Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - HAWAII - MICRONESIA

Philippines, Micronesia & Orient Navigation Co (PM&O Lines) operate regular container service on se sustained ship with ro-ro capability from Oakland, Portland and Honolulu. Majuro, Kosrae, Ponape, Truk, Saipan and Koror.

Details for Micronesia can be obtained from Larry Guerrero, PM&O Owners Rep, PO Box 803, Saipan, 196950, Cable COMMONTIME; PM&O Lines, 181 Fremont St, San Francisco California 94105, Cable PMONAV.

US - HAWAII - NAURU - MICRONESIA

Nauru Pacific Line operates regular conventional/container and passenger service from San Francisco at 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 America Maritime Agencies, 100 California Street, San Francisco, California 94111 (981-0343).

US - NOUMEA - FIJI

PAD Line operates an approximate 3-weekly ro-ro service from West Coast USA and Canada to Noumea and Suva.

Details from Sofrana-Unilines SA, 1602, Noumea (27-51-91), Tlx NM04 W. R. Carpenter, 100 Thomson St, Suva (31-11-22), Tlx FJ2199; Trans-Aust Shipping, Box R232 PO, Roy



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AGENTS

Taiwan: Royal Steamship Corp. Ltd., Taipei
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Singapore: Ocean Shipping & Enterprises Pte. Ltd.
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B.S.I.P.: Solomon Taiyo Ltd., Honiara
Tahiti: J.A. Cowan & Fils, Papeete
Cooks: Eastern Associates Ltd., Rarotonga
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Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea
Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta
Sabah: KOH Han Ming Shipping & Forwarding Agent, Kotakinabalu
Sarawak: Pan Sarawak Agencies Sdn Bhd, Sibul & Kuching
Australia: Hetherington Kingsbury Pty Ltd, Sydney, N.S.W.
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Phone: 06(227)0422(Rep.) Cables: "MARIQUEEN" Osaka. Telex: 522-3896 Kyowa O.

Exchange, NSW (27-2441), Tlx AA21204.

US - TAHITI - SAMOA

Pacific Islands Transport operates a five 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 (9-6799).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago (9-6799).

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 Wilhelmson Agency, Sydney, Melbourne and Brisbane, Tlx AA20136, Cable FARSHIPS Sydney; Daigety (NZ) Ltd, Auckland and Wellington, Tlx NZ2445, Cable DALSHIP Auckland; Compagnie Maritime Polynesienne, Immeuble Franco Oceanienne, PO Box 368, Papeete, Tahiti, Tel 26393, Tlx 258. FP ANSB Taporo, Cable OCEAN Papeete; Kneubuhl Maritime Service, PO Box 39, Pago Pago, Telephone 633-5121; Tlx 782505.

Agricultural machinery manufacturers Hastings Deering have announced the appointment of **H. Beresford Clifford Love** of Port Moresby and **George H. Herriott** of Sydney to the board of directors of Hastings Deering (Pacific) Ltd.



DEATHS of Islands People

RATU LUKE VIDIREKETI

Editor of the Fijian language newspaper *Nai Lalakai* from its foundation by the Fiji Times & Herald Ltd in 1962, at Suva after a long illness, aged 63. He was in the Fiji public service for about 20 years in various capacities, fought with the Fiji Infantry Regiment in the Solomons campaign, and in 1959 became editor of the Fijian language newspaper *Volagauna*. He joined the CSR Company in 1960 and then *Nai Lalakai*. Acknowledged as an expert in the Fijian language, Ratu Luke served for five years on the Fijian Language Examinations Board and translated a number of well-known books into Fijian. He had served on the Rewa Provincial Council

and the Fiji Council of Chiefs. He leaves a widow, two sons and two daughters.

REGINALD T. PATTERSON

Oldest ex-student of Levuka Public School, in Levuka on November 28 aged 85. He and his brother installed the first public electricity supply on Ovalau Island. It was taken over by the Fiji Electricity Authority a few years ago. The two brothers also began the ferry service between Levuka and Natovi on the Viti Levu coast, a service which is now operated by Reginald's nephews, Harry and Robert Patterson. Mr Patterson's father, Thomas, who had a smithy at Levuka, arrived there from Newcastle-on-Tyne, England, just after Cession in 1874. Mr Patterson, who married a former student at Levuka Public School, Dora Chapman, of Savusavu, leaves four sons.

THOMAS RICHARD SMITH

For five years Secretary-General of the South Pacific

Commission, in Wellington, NZ, on November 17 at the age of 75 years.

A Lancashire man, born in Blackburn, Mr Smith migrated to New Zealand with his parents when a child and was educated at Canterbury College and Victoria University in Wellington. He was in the public service for 22 years and later served as secretary of the Internal Marketing Department and inspector for the Public Service Commission before becoming senior lecturer at Victoria University College. Then followed a year in Indonesia as a member of the Indonesian International Planning Bureau and guest professor in public administration at the University of Indonesia, before he went for three years to Western Samoa as government secretary. He was Secretary-General of the South Pacific Commission from 1958 to 1963 and later wrote a book on the commission's first 25 years operations. He returned to New Zealand in 1963 and from then until his retirement was a lecturer at Victoria University.

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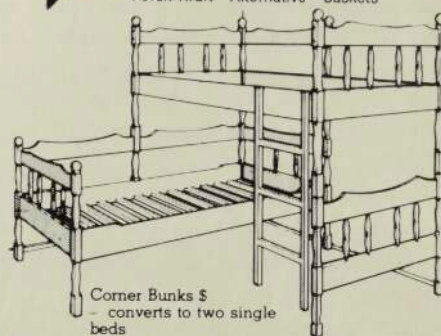
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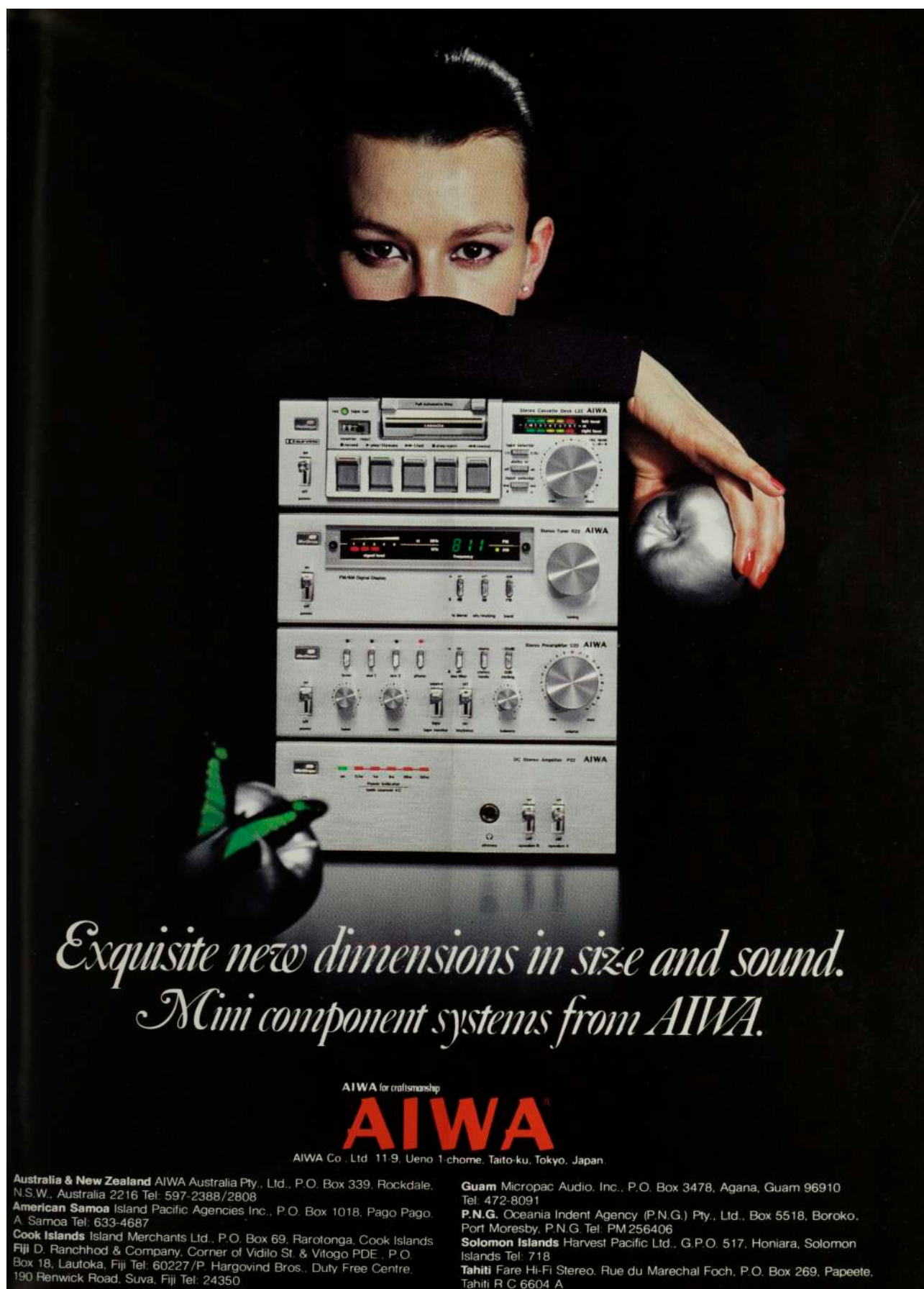
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Cook Islands Island Merchants Ltd., P.O. Box 69, Rarotonga, Cook Islands
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P.N.G. Oceania Indent Agency (P.N.G.) Pty., Ltd., Box 5518, Boroko, Port Moresby, P.N.G. Tel: PM 256406
Solomon Islands Harvest Pacific Ltd., G.P.O. 517, Honiara, Solomon Islands Tel: 718
Tahiti Fare Hi-Fi Stereo, Rue du Marechal Foch, P.O. Box 269, Papeete, Tahiti R.C. 6604 A

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