

Vol. 53, No. 1 (Jan. 1, 1982)

Date : 7/17/26, 3:30 AM

<https://nla.gov.au:443/tarkine/nla.obj-339933425>

Copyright varies by issue and article

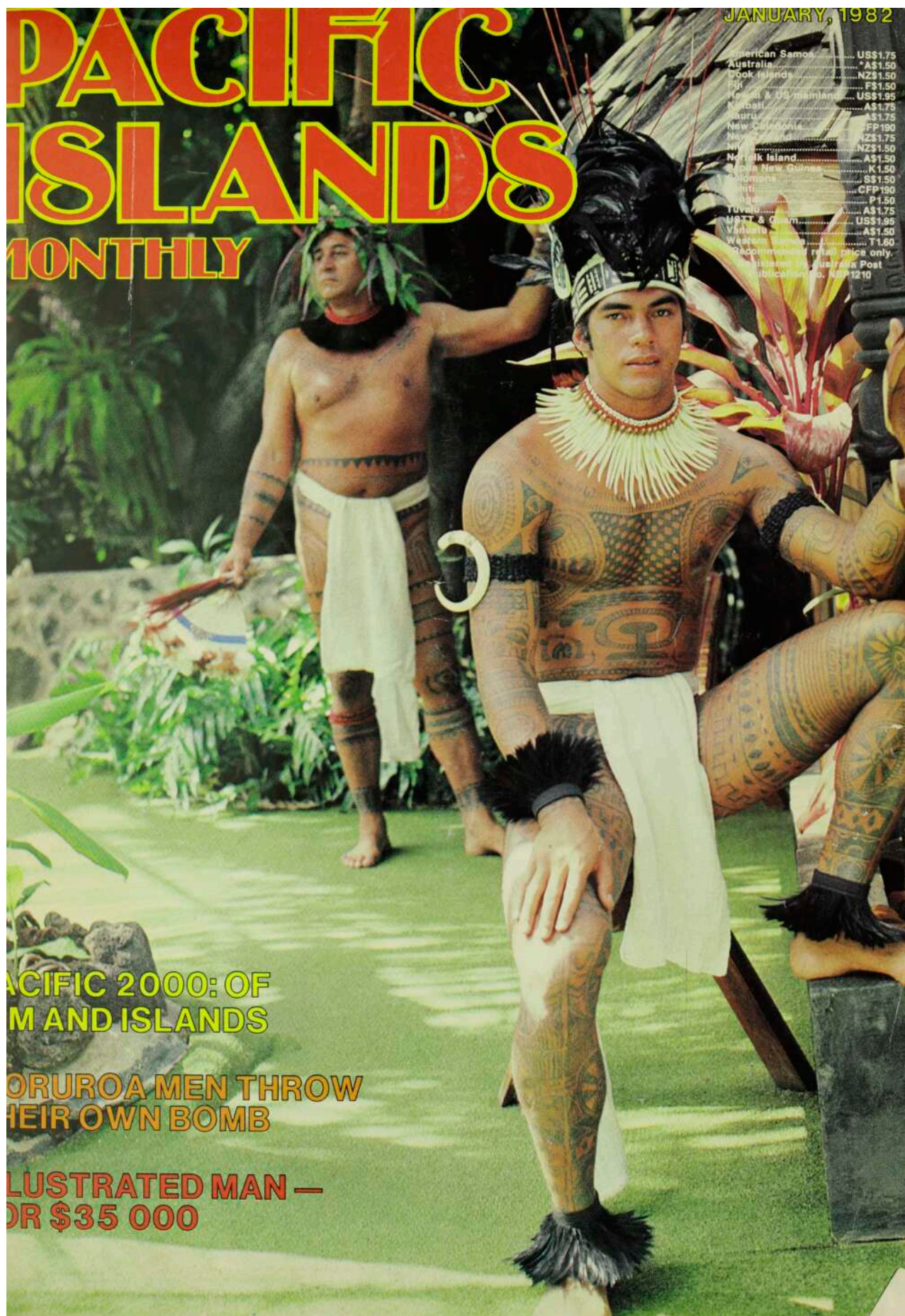
Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.





HITACHI VIDEO SYSTEM
VHS



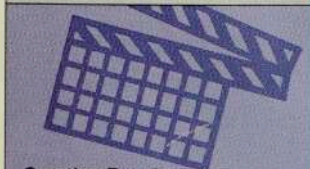
Light & Compact
Easier to carry, easier to find space for.



Low Power Consumption
Amazingly low 5.5 W power consumption saves electricity.



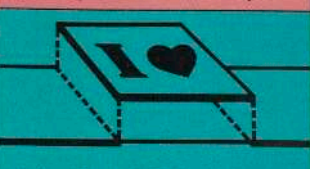
Preset Programming
Leave for 3 weeks, still record 8 programs.



Creative Freedom
Use a Hitachi home video camera to make your own shows.



Reliability
Hitachi is famous for it. The VT-6500 is built to last.



Pulse Control Editing
Insert new scenes with no distortion.



Sound-on-Sound
Add your own sound, without erasing previous sound.



Fine Slow Motion
Dial-adjustable slow motion control.



Visual Search
Find scenes quickly and easily.



Still Picture/Frame Advance
Study your form in detail.



Remote Control
Thin, hand-size, 13-mode remote control unit.

Full-Function VTR Goes Portable

The VT-6500 Portable Video System. Smaller. Lighter. Really portable. And it's got all the features you'd find on larger, heavier units. Because at Hitachi, we've put our know-how in electronic integration to work on our video cassette recorders. So less size doesn't mean less features. The recorder and tuner/timer are separate units. Take the recorder and one of our compact cameras along with you to get all the fun on tape. When you get back home, you've got the full-function convenience of a large-sized VTR. Performance and reliability are also up to Hitachi's remarkably high standards. The VT-6500 from Hitachi. The greatest little thing in VTRs yet.



VK-C600



VK-C800



A-V60



VT-TU65



VT-6500

*AUSTRALIA: Hitachi Sales Australia Pty. Ltd., 153 Keys Road, Moorabbin, Victoria 3189 Phone: (055) 8722. *NEW ZEALAND: AWA New Zealand Limited, Wi-neera Drive, P.O. Box 50 248, Porirua Phone: PRO 75 069. *FIJI: NEW CLINEA S.O. Svenson P.O. Box 705, Port Moresby Phone: 21 2711. *FIJI ISLANDS: AWA New Zealand Limited 47 Foster Road (P.O. Box 858) Suva Fiji Phone: 312070. *NEW CALEDONIA: Caldis B.P. M1, Noumea Phone: 26 23 50. *TAHITI: Ets. Cheze Alain P.O. Box 272, Papeete Phone: 2 88 68. *SOLOMON ISLANDS: Technique Radios Centre Ltd. P.O. Box 465, Honiara Phone: 416.



PACIFIC ISLANDS MONTHLY

Vol. 53 No.1 January 1982 (USPS 952480)

Founded 1930 by R. W. Robson

Editor Angus Smales
Associate Editor Malcolm Salmon
Editorial Adviser John Carter

A Pacific Publications production
76 Clarence Street, Sydney 2000
GPO Box 3408 Sydney 2001
Cables: PACPUB Sydney
Telex: 21242 (answers INTARAD)
Telephone: Sydney 29 6693
Melbourne 63 0211 ext. 1444
Editor-in-Chief: John McDonald

REPRESENTATIVES

AUSTRALIA: Distribution: **NSW & ACT:** Allan Rodney Wright (Circulation) Pty Ltd, PO Box 907, Darlinghurst, NSW 2010. **Elsewhere:** Gordon & Gotch (A/asia) Ltd, Box 40, PO, Rosebery, NSW 2018. **Advertising — Melbourne:** Ray Brown Pty Ltd, 614 Queensberry St, North Melbourne 3051, telephone 329 8522, telex 31717. **Brisbane:** D. Wood, Anday Agency, Box 1918, GPO, Brisbane 4001, telephone 44 3485, 44 1546. **Adelaide:** Hastwell Media, PO Box 30, Glen Osmond, SA 5064, 233 Glen Osmond Rd, Frewville, SA 5063, telephone 79 1869. **Perth:** Adrep, 62 Wickham St, East Perth, WA 6000, telephone 325 6395.
FIJI: Distribution and subscriptions: Desai Bookshops, PO Box 160, Suva, Fiji, telephone Suva 23036. **Advertising:** — Fiji Times & Herald Ltd, 20 Gordon St, Suva, telephone 312 111, telex FJ2124.
FRENCH POLYNESIA: Distribution — Hachette Pacifique, 10 Ave Bruat, Papeete, telephone 25610.
HAWAII, UNITED STATES: Distribution PIM, Hawaii, PO Box 22250, Honolulu, Hawaii 96822. **Advertising:** — Roger Brooks, PO Box 10217, Honolulu, Hawaii 96816, telephone 808 536 6677.
JAPAN: Advertising and subscriptions — Universal Media Corporation, CPD Box 1762, Tokyo, telephone 666 3036.
NEW CALEDONIA: Distribution — Depot Centre de Presse Michel, Pentecost, CBP2, Noumea, telephone 27 2434, 27 4729.
NEW ZEALAND: Distribution — Gordon & Gotch, PO Box 584, 2 Carr Road, Mt. Roskill, Auckland 4. **Advertising:** International Media Representatives Ltd, PO Box 2513, Auckland, telephone 795 487, 493 389, cables **Interops**, Auckland. **Subscriptions:** — Ross Haines & Son Ltd, PO Box 1289, Auckland, telephone 769 042.
PAPUA NEW GUINEA: Distribution — Gordon & Gotch, PO Box 3395, Port Moresby, telephone 254551, 254855. **Advertising:** — PNG Post-Courier, PO Box 85, Port Moresby, telephone 21 2577.
UNITED KINGDOM: The Herald & Weekly Times Ltd, No. 1 Maitland Street, London WC2R 3DZ, England, telephone 01 836 5162, telex London 21989.
UNITED STATES MAINLAND: Advertising — Joshua B. Powers Jr, Powers International Inc., 551 Fifth Ave, New York, New York 100 017, telephone 867 9580, telex 236514. **Subscriptions:** — PIM, Hawaii, PO Box 22250, Honolulu, Hawaii 96822.

SUBSCRIPTIONS

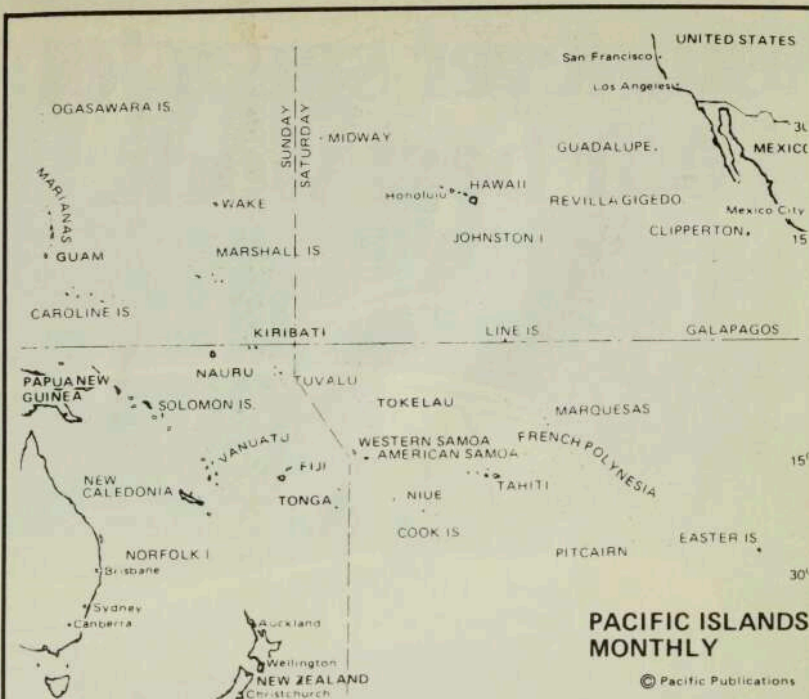
PIM is airfreighted to most subscribers and agents in the Pacific Islands and the United States, but not the UK or the Continent.

	Local	Aust.
American Samoa	\$US21	\$18
Australia	\$A15	\$15
Canada	\$US23	\$20
Cook Islands		\$19
Fiji		\$18
French Polynesia		\$22
Guam	\$US23	\$20
Hawaii	\$US23	\$20
Japan		\$20
Kiribati		\$19
Micronesia	\$US23	\$20
Nauru		\$21
New Caledonia		\$22
New Zealand	\$NZ21	\$18
Niue		\$19
Norfolk Island		\$15
Northern Marianas		\$20
Papua New Guinea	\$US23	\$23
Solomon Islands		\$19
Tonga		\$19
Tuvalu		\$19
United Kingdom	Stg 11	\$20
US Mainland	\$US23	\$20
Vanuatu		\$19
Western Samoa		\$18
Elsewhere		\$A23

Payments by personal cheque are only acceptable in Australian (from a branch in Australia), US and New Zealand currency. For all other remittances please send an international bank draft in Australian dollars.

Published monthly by Pacific Publications (Aust.) Pty Ltd and printed in Australia by Paramac, Alexandria, NSW. Australian cover price is recommended retail only. Registered by Australia Post, publication No NBP1210. Second class postage paid at Honolulu, Hawaii. Copyright © Pacific Publications (Aust.) Pty Ltd.

Postmaster Honolulu: Send address changes to PIM, Hawaii, PO Box 22250, Honolulu, Hawaii 96822.



PACIFIC ISLANDS MONTHLY

© Pacific Publications

THIS MONTH

- **THE PACIFIC INTO A NEW CENTURY** — Dr David R. W. Jones, until recently reader in geography at the University of the South Pacific, looks at the future of the Pacific region. He sees increased diversity, rather than greater unity, in future relationships between the regional states 11
- **NEW CALEDONIA** — Australian journalist Chris Ray reports on his recent talks in Noumea with leaders of New Caledonia's pro-independence party Union Calédonienne, and with a spokesman for the local Socialist Party, which has just split on the independence issue 13
- **COVER STORY: THE \$35 000 TATTOO** — A Polynesian traditional dancer goes from Hawaii to Western Samoa for a six-week operation which gives him a complete body tattoo 23
- **THE MESS THAT IS MORUROA** — Two hurricanes in the course of 1981 drastically aggravated the radioactive pollution problems at the French nuclear testing site. Fed-up Moruroa technicians have gone public on just how the authorities are *not* coping with them. Marie-Thérèse and Bengt Danielsson tell the story 20

This month's cover picture: Sherée Lipton in Hawaii took this picture of Ioteve Puhetini, the 21-year-old dancer from Tavana's Polynesian Revue who underwent a full body tattoo in the style of his ancestors. In the background is Matagialalua, the man who formed the Polynesian Revue and who took Ioteve to Western Samoa to be tattooed (p23).

• Daniel Tardieu's regular feature *Noumea Notebook* does not appear this month because of industrial problems which affected postal and telex services into Sydney. It will appear as usual in February.

American Samoa	39	Pacific Region	11, 46
Australia in the Pacific	10, 32	Papua New Guinea	25, 32, 53, 55, 57
Books	39	People	36
Cook Islands	53	Political Currents	31
Deaths	65	Polynesian Labour Trade (historical)	44
Fiji	24, 29, 32, 53	Postmark Papeete	20
French Polynesia	9, 20, 25	Shipping Services	60
Guam	24	Ships	55
Hawaii	23, 31, 51	Solomon Islands	33
Irian Jaya	9	Tonga	8, 53
Islands Press	19	Tradewinds	51
Letters	8	Tropicalities	23
Marquesas Islands	23	Tuvalu	55
Micronesia	43, 55	Vanuatu	33
New Caledonia	13	Western Samoa	23, 54
New Zealand in the Pacific	8	Yachts	8, 57
Pacific Report	6	Yesterday	46

You never see a lot of our best work.

Today, people are looking at new cars in a new way.

Sure, you still want a car that will zip through traffic. But you also need one that will zip past gas pumps and repair shops.

You want a car that is comfortable. But you also need one that is comfortably priced.

You want a car that looks nice. But you also need one that will hold its good looks for some years to come.

And that comes from the way the people who built the car think.

At Datsun, we think in terms of "harmony."



Harmony between research and development. Between design and engineering. Throughout testing. And retesting. And up and down each of our assembly lines.

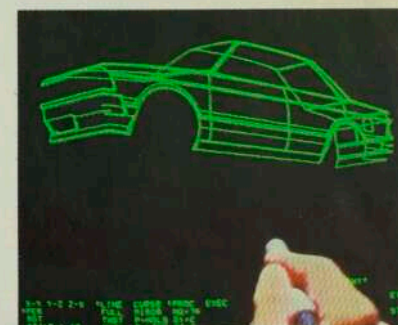
In short, harmony from concept through the completed car.

Thinking and working in harmony permits us to resolve seemingly unresolvable differences. To balance flat-out contradictions.

For example, you want a strong, safe car. But you also need one that is fuel efficient. More strength would seem to mean more weight. More fuel efficiency would seem to mean less weight.

Our solution: A new, high-tension steel. It is thinner and lighter than the steel it replaced. Yet equally as strong. More pounds were saved, with no loss of strength, by drilling holes in the steel suspension system (which were later filled with rubber plugs).

Problem-solving by design—resolving conflicting elements to



improve the overall quality of the product—has helped Datsun to build

DATSUN CREATES HA

Cook Islands: COOK ISLANDS MOTOR CENTRE LTD., Rarotonga / Fiji: CARPENTERS MOTORS, Suva / Guam: DATSUN MOTOR SALES, Agaña / Hawaii: NISSAN MOTOR CORPORATION IN HAWAII LTD., Honolulu / Kiribati: ATOLL AUTO STORES, Tarawa / Nauru: JACOB ENTERPRISES LTD. / New Caledonia: AGENCE ALMA S.A., Nouméa



cars that are strong and safe, yet light and fuel efficient.

Harmony has also led to many other solid product improvements. Some you see. Some you don't.

When a Datsun leaves the assembly line, it leaves with nearly nine pounds of gleaming acrylic paint. And almost four and a half pounds of sound deadener.

Part of that paint does an under-cover job. Inside the air cleaner. On the underside of the hood. Under

the mat in the trunk. Even the drive shaft is painted. As is the inside of the rocker panels, fender wells and splash pans. (Which also receive a generous extra layer of stone guard coat to help fight off salt damage in colder climates.)

Every trunk is sealed with more than a pound of weather stripping. Every door with nearly half a pound. And every door also comes with a hole in the bottom... a precisely-positioned drain hole to prevent build-up of

water running down the windowpane.

So now you have some idea of why Datsuns are so right for the times. They offer you what the world needs. Without sacrificing what you want.

That's harmony.

The model shown above is the Datsun 120Y for South America. Specifications and equipment may vary according to market.

DATSUN

HARMONY BY DESIGN



Vanuatu: PENTECOST S.A., Port Vila and Santo / Norfolk Islands: SIRIUS MOTORS / Papua New Guinea: BOROKO MOTORS LTD., Port Moresby / Saipan: JOETEN MOTOR COMPANY INC. / Solomon Islands: UNITED ENTERPRISES LTD., Honiara / Tahiti: TAHITIBULL S.A.R.L., Papeete / Western Samoa: MORRIS HEDSTROM LTD., Apia

Pacific Report

'REMEMBER PEARL HARBOR' — 40 YEARS ON

December 7, 1981, was the 40th anniversary of the Japanese attack on the US fleet in Pearl Harbor which touched off the Pacific war. In Japan, a few days before the anniversary, the mass-circulation newspaper *Yomiuri* asked 3000 people what the date meant to them. Fewer than half remembered, with the recollection rate unsurprisingly highest among people over 50. Only one teenager in five knew from reading of it in schoolbooks. Two percent recalled it as the date of an aunt's birthday, or of the year-end bonus at their place of work. The anniversary coincided with the discovery in a Tokyo secondhand bookshop of a secret wartime document showing wartime Japanese officials advocating Nazi-style racial policies for ruling conquered nations, and the reported finding in the Philippines of the \$2.5 million 'Yamashita Treasure'. (General Yamashita, 'the Tiger of Malaya', is said to have buried gold before the Americans captured and hanged him as a war criminal.) But the Tokyo correspondent of *The Australian*, Alan Goodall, summed up: 'Times change. A war foe becomes a useful ally and top market for electronic goods. The present generation sees Pearl Harbor as a beautiful place for a honeymoon.' On the American side, the anniversary revived the long-standing controversy as to how it could have happened that the US was taken so completely by surprise by the attack. In an article in the Sydney magazine *The Bulletin* of December 8, British historian David Irving claims that an intercepted Japanese message gave the US three clear days' warning that war was imminent, but no action was taken on it. In view of the fact that the crucial message — known as No. 7001 — was later removed by persons unknown from US Navy records, Irving strongly suggests a cover-up at the highest levels — designed, notably, to protect the reputation of President Roosevelt. At Pearl Harbor on December 5, 1981, just two days before the anniversary, at least 10 people died when a plane taking skydivers to jump at a football game crashed into the harbour near the USS *Arizona* memorial.

MITTERRAND TO MARA: 'DELAY TRIP PLEASE'

The French Government early in December asked Fiji's Prime Minister Ratu Sir Kamisese Mara to delay the visit to Paris of a delegation of three South Pacific leaders which was to be headed by him. The mission, authorised by the South Pacific Forum in August, was to discuss with President Mitterrand the future of France's Pacific territories. It had planned to leave for Paris on December 13. Accompanying the French Government's request were indications that a new bill it has under preparation contains 'bold reforms' for New Caledonia, which are expected to be made public in the course of January. According to press reports, the reforms will stop short of mentioning the word 'independence', but will allow the government immediately to buy out the 900 or so *colons* who own large areas of Melanesian lands on which they run mixed farms and cattle. The land will be returned to descendants of the original owners. The bill is also expected to freeze all transactions in land for 10 years, vote considerable sums for local government councils, initiate training programmes for Melanesians, and require European employers to employ, say, two Melanesians for every white.

W. SAMOA POLL FOR FEBRUARY 27

Western Samoa will go to the polls in general elections on February 27.

FRANCE APPOINTS NEW MAN IN NOUMEA

The man with responsibility for implementing such reforms on the ground in New Caledonia will be Christian Nucci, 42, who was named by the French Government in December as France's new high commissioner in New Caledonia, succeeding Claude Charbonnaud. Mr Nucci is a politically prominent member of the Socialist Party, and until his new appointment held the important post of vice-president of the French National Assembly (lower house of parliament). Mr Nucci was born in Algeria and lived there for 23 years. He has also served as a teacher in Morocco, under

the French Government's co-operation agreements with that country. He is expected to arrive in New Caledonia in January.

FRENCH N-TESTS STEPPED UP

France conducted nuclear tests at Moruroa Atoll, French Polynesia, on November 11, December 5, and December 8, according to New Zealand Government seismologist Dr Warwick Smith. French Defence Minister Charles Hernu confirmed the November 11 explosion in a statement released in Paris on November 25, but denied suggestions that it was a neutron bomb. Meanwhile, the Australian Government is seeking clarification of charges that the test site atoll has suffered structural damage as a result of the N-tests, and that as a result radioactive material is being released into the surrounding ocean. The French Government has undertaken to give a written reply to the Australian inquiries. In another development, Mr Hernu confirmed in Paris on December 10 that a storm in March 1981 had scattered waste on the atoll, but, he said, the situation was 'now perfectly under control'. (See Postmark Papeete, pp20-21.)

MATELOTS KEEP AN EYE ON THE VEGA

The early days of December saw three French naval vessels shadowing the anti-nuclear protest ship *Vega*, as it sailed deep within the prohibited French N-testing zone off Moruroa Atoll. The captain of the vessel, David McTaggart of the Greenpeace organisation, said he and his four fellow crewmen had written to President Mitterrand putting their case and claimed they would not leave the area until France agrees to sign the nuclear test ban treaty. Among the tasks McTaggart and his friends are undertaking is checking on reports that a huge crack in the reef has caused the release of radioactive materials into the surrounding ocean. Among the crew is Brice Lalonde, who stood on an anti-nuclear energy platform in the May 1981 French presidential elections, and a young Australian, David Robertson.

NAURU AN O.T.E.C. WORLD FIRST?

Nauru now has what is claimed to be the world's first land-based Ocean Thermal Energy Conversion (OTEC) plant. The \$4-million, 100-kilowatt plant, is the test version for a 1500-kilowatt project planned for Nauru. It was funded by the Tokyo Electric Power Service Corporation. Jay Lether, Guam Energy Office director, said in an interview published in *The Honolulu Star-Bulletin* that the Nauru project will have 'particular significance to other Pacific islands, which now depend on expensive imported oil for electricity'. 'Right now, a lot of people are doubtful OTEC will work. But this will establish it as a viable energy source,' he said. Mr Lether said the success of the Nauru project, which is already providing electricity to part of the Nauru community, will provide a boost for OTEC, which had taken a back seat in the Reagan administration's budget plans. Nauru's OTEC project had been a well-kept secret by the two Japanese companies involved, who had built it in just three months.

'FIJIS MUST RULE' — MARA

Fiji's Prime Minister Ratu Sir Kamisese Mara, in a spirited address to the convention of his ruling Alliance Party, has claimed that only continuing leadership by native Fijians would keep the multi-racial country peaceful and prosperous. He accused other political parties of being 'wholly racial', and of having limited appeal. The opposition National Federation Party depended for support on the Indians, who form half of Fiji's population, while small Indian political groups 'are wholly racial in outlook and of limited appeal, both geographically and in terms of their policies', he said. The Alliance, which has ruled Fiji since 1970, is formed by three parties — the Fijian Association, CMA, the Indian Alliance, which is supported by a small part of the Indian community, and the General Electors' Association, which is backed by most people who are not Fijians or Indians. Ratu Mara told the convention that the Alliance was still 'the only party whose composition truly reflects the diverse social and economic backgrounds of Fiji'. The campaign leading up to the July elections is likely to be a long and bitter affair, with simmering racial differences as the paramount talking point. The Alliance at present has 36 seats in the 52-seat House of Representatives, and is expected to have its numbers cut back to a narrow working majority. — Robert Keith-Reid in Suva.

CHAN BACKS OFF IN POLICE ROW

Faced with a threatened revolt by sections of the Papua New Guinea police force, PNG Prime Minister Sir Julius Chan appeared in December to back off from an earlier call he had made for the resignation of the country's Police Commissioner Philip Bouraga. Deputy Prime Minister Iambakey Okuk had warned the PM of 'disastrous consequences' if he insisted on the

commissioner's resignation. In his later statement, Sir Julius said he had asked the Public Service Commissioner to consider laying disciplinary charges against Mr Bouraga. He added that if the PSC decided to lay charges, Mr Bouraga should automatically resign. Mr Bouraga in the course of the row has repeatedly stated that he would not resign, and that 'they'll have to sack me'. Background to the trouble is the sharp increase in the crime rate in Port Moresby following cuts in police funds ordered by the government in May-June, 1981. Also in play is a clash of personalities between Mr Bouraga and Police Minister Warren Dutton. Mr Dutton is a member of Sir Julius's Peoples Progress Party, whereas Mr Bouraga has a record of close association with the previous government of Michael Somare, in which his Pangu Party was the dominant force. The Chan government has tended to show marked dislike for senior public servants who were close to the Somare government.

OIL STORAGE PLAN FOR PAGO IN TROUBLE

A proposal by the US-based Marlex Corporation to set up a floating oil refinery and storage facility in Pago Pago harbour is running into trouble with businessmen, students, and environmentalists. Among objections to the plan was the claim that the project could not compete with the larger bulk oil storage facility planned for Tonga, with Kuwaiti aid (PIM Dec '81 p6).

SIR TORE IN VANUATU

The Governor-General of Papua New Guinea, Sir Tore Lokoloko and Lady Lokoloko paid an official visit to Vanuatu in late November. The three-day visit included a day spent on the island of Santo, where PNG troops in August 1980 quelled the Vemarana secession.

CLUB MED FOR MADANG?

The giant French-based tourist organisation, Club Méditerranée, is looking at a site near Madang, Papua New Guinea, with a view to setting up a Club Med operation there.

OZ DIPLOMATS SHUFFLED

Australia's Ministry of Foreign Affairs announced in December changes in diplomatic postings to Solomon Islands, Western Samoa and Nauru. T. H. B. Sofield is Australia's new high commissioner to Solomon Islands, replacing R. G. Irwin. K. R. Fraser replaces A. J. Deacon as high commissioner to Western Samoa, and R. B. Hodgson takes over from O. J. Cordell in the same post on Nauru.

NEW CALEDONIAN JOURNALISTS IN VANUATU

A delegation of journalists from New Caledonia has been received in Port-Vila by Vanuatu President Ati George Sokomanu. The visit, made at the invitation of the Vanuatu Government, was a first step towards dispelling some of the mistrust and misunderstanding which arose between the two sides at the time of the Santo revolt of May-August 1980. It is expected to lead to an increase in the numbers of New Caledonian tourists visiting Vanuatu.

VANUATU'S TIES WITH TWO KOREAS

Vanuatu has established relations with both South (Republic of) Korea and North (People's Democratic Republic of) Korea.

COOKS-TAHITI TRADE OPENS UP

Cook Islands Prime Minister Sir Thomas Davis, and Agriculture Minister Tangata Simiona, lent a hand in November loading copra on the Tahitian ship, *Tuhaa Pae II*. The occasion was the beginning of a new trading relationship between the Cook Islands and Tahiti. Also present, having flown from Papeete for the occasion, were Alexandre Ata, member of French Polynesia's government council responsible for economic development and tourism, oil plant director Julien Siu, and the export manager for Hinano beer, Tony Magnier.

DIRECT DIALLING FROM OZ

Most metropolitan telephone subscribers in Australia are now able to dial direct to 10 South Pacific countries. From December 6 international subscriber dialling came into effect for calls to New Zealand, Papua New Guinea, Fiji, New Caledonia, Vanuatu, French Polynesia, Nauru, Tonga, American Samoa and Solomon Islands.

RACIAL STRAINS IN HAWAII NOTED

'The ties that hold together Hawaii's multi-racial society are being tested again by tensions arising from demands by the Hawaiian Polynesian minority for a bigger share of the state's wealth and greater political power,' writes Wallace Turner in a recent article reproduced in the *Cook Islands News*. Turner adds: 'While only 19.9% of the state's 950 000 residents are Hawaiian or part-Hawaiian, a disproportionately large number of them are on welfare rolls, in gaol and are school dropouts. Militant Hawaiians

blame the island's Japanese and mainland Caucasians whom they call "haoles" for these problems.'

SCIENTISTS AIM AT IMMUNITY FROM MALARIA

Scientists in Papua New Guinea and Australia are working on the production of a vaccine to provide immunity against malaria, still a major cause of death and chronic debility in tropical countries. They describe the results so far as 'encouraging' but believe at least 10 years of further work will be needed before full-scale field testing can begin. If the project is successful it will represent a major development in medical science. The main weapons against malaria so far have been the suppression of its effects and the prevention of its transmission, rather than creation of immunity. The centre of the new project is at the PNG Institute of Medical Research where a team of doctors and scientists is working under the leadership of the institute's director, Dr Michael Alpers. Associated work is being undertaken in Australia at the Walter and Eliza Hall Institute in Melbourne, the Queensland Institute of Medical Research in Brisbane and the Newcastle University in Newcastle.

FIRST PACIFIC SCHOOLS GAMES FOR BRISBANE

More than 2000 primary and secondary students are expected to attend the first Pacific Schools Games in Brisbane next August. They are being staged as a curtain-raiser for the 1982 Commonwealth Games. Students aged from nine to 19 from Papua New Guinea, Fiji, Tonga, Solomon Islands, Cook Islands, Australia and New Zealand will be among the participants. The students will stay in Brisbane homes during the six-day event, and compete in athletics and swimming events organised by the Queensland State Schools Council. The games are being sponsored by Colgate-Palmolive.

ANCHORED SUPERTANKER FOR PNG?

The French company Ultra-Marine Pty Ltd is talking with Papua New Guinea's National Investment and Development Authority about a plan for the permanent anchoring of a chartered supertanker in PNG waters off southern New Ireland. It would serve as an oil bunker vessel for international shipping. PNG would get a royalty on oil supplied, which would be brought to the tanker from Indonesia.

UNDP HELPS TRAIN HOTEL STAFFS

The United Nations Development Programme is sponsoring a South Pacific regional programme to train hotel staffs in the smaller countries. It will sponsor training courses at the Fiji Hotel Catering School.

FIJI EYES IMPORTS OF U.S. FRUIT

An outbreak of Mediterranean fruit fly in southern California has led to the banning in Fiji of all casual imports of fruit from the USA. Regular importers of American produce must now obtain import permits.

OLD APIA HOTEL REOPENS

The Apian Way Inn, one of Western Samoa's oldest hotels, reopened in October after renovations carried out by its new owners, the Nauru Investment Corporation. The corporation belongs to the government of Nauru.

BIG UPGRADE FOR NORFOLK'S AIRPORT

The first contract was let in November for a \$A6.2 million upgrading of Norfolk Island's airport. It was a \$2.3 million contract to Island Industries Ltd of Norfolk Island to supply crushed rock for use in constructing a new runway. An Australian Government spokesman said sufficient work would be done by the end of 1982 to accommodate medium jet aircraft such as the F-28 Fokker Fellowship. The F-28s are faster and larger than the prop-jet Fokker Friendships now in use on the Norfolk service.

MASSIVE ORE DEPOSIT NEAR GALAPAGOS

American scientists have discovered a massive undersea ore deposit worth at least \$US2000 million near the Galapagos Islands in the eastern Pacific. The deposit, totalling 25 000 tonnes of ore in water 2500 metres deep, contains copper worth an estimated \$2000 million, and quantities of silver, lead, cadmium, vanadium, tin and zinc.

SAMOAN RUGBY MEN UNDER CLOUD

Western Samoa rugby clubs could face an international ban following a violent incident in Hawaii recently, when a Samoan player representing the Vaiala Club struck the referee, New Zealander Trevor McLachlan. Several other players joined the attack, in which Mr McLachlan is reported to have been seriously hurt.

SPAIN, TONGA HAVE DIPLOMATIC TIES

The two kingdoms of Spain and Tonga established diplomatic relations in October.



What value in news of yachties?

Fair crack of the whip. You're beginning to overdo the Yachtie gossip column.

Current issue (October 1981) has no fewer than seven of its 82 pages devoted to the comings and goings of this leisure class, quite apart from that harrowing letter from Alvah G. Simon re the poor people of Nauru being deprived of the pleasure of his company.

Surely your coverage is out of all proportion to their numbers or value to the Pacific Way.

It's all very interesting, I'm sure, to themselves and possibly other yachties, but pretty damned boring for the rest of us.

PIM has always reported on the wanderings of yachtsmen, and fair enough, but don't let's go overboard on the matter.

It seems to be expected by most Yankee sailors that, having drifted across the Pacific to these climes, we should all stand up and cheer.

Hell, Thor Whatsisname proved years back that if one sat on a lump of wood over there, and stuck to it, one would inevitably finish up over here.

What about stopping this nonsense before they take you over completely.

FRANK LEWIS

Rabaul
Papua New Guinea

Would any other reader care to comment? — Editor.

Christine Bourne has a fan

Congratulations to Christine Bourne of Tahiti (PIM Oct p31). She appears to be one of the few remaining individuals in the region with courage enough to tackle the truth — and congratulations to PIM editors,

who appear to run the only remaining unbiased regional publication.

Perhaps it is time for the advocates of 'decolonisation' and 'freedom' to clean up their own socio-economic-industrial mess before embarking on purely materialistic adventures in their neighbours' gardens — stirring a bit of Kanaka revolution in the process.

Daily earbashings about Namibia and Poland will not eliminate the memory of the cowardice shown over Cambodia, Timor and Irian Jaya. Nor will they eliminate the problems of land rights for the Australian Aborigines.

Let us hope the Kanaka movements have the logic and realism to see the greedy ambitions of those who may already be calculating the profits that could come their way from nickel, and via Steamships and BP supermarkets.

VITALIZ PAINGAME

Cairns Qld
Australia

In defence of Kiwi cops

In reply to your correspondent Bruce Turner's letter (PIM Sep 1981 p10), I wish to comment on his allegations of brutal tactics and strongarm methods used by the New Zealand police during the South African Springbok tour of 1981.

I wish to point out to Mr Turner that at no time did the police throw rocks, sticks, or acid in tennis balls at the demonstrators, as the demonstrators threw at the police. At no time did the police call members of the public who were Maoris and Islanders 'black bastards'. This was done by demonstrators to members of the police force.

If he has read the New Zealand newspapers he would have seen that the public as a whole were more than pleased with the way in which the police handled themselves during this controversial tour, and have shown this in a practical manner by donating over SNZ120 000 for holiday homes for members of the police force.

As far as I am aware the advertisement placed in PIM is there for recruiting purposes.

As one who served as district police recruiting officer in

Wellington for almost two years, I am able to state that the percentage of Maoris and Islanders in the New Zealand police force far exceeds their percentage of the population as a whole.

As a Maori myself and as a Senior NCO in the New Zealand police, having been in the service for over 24 years, I believe I know what I am talking about.

I would like to point out that our police force is one of the few in the world who are not armed while on duty, and as far as we are concerned we would like to keep it this way. I feel that this shows the respect that the general public have for our police service.

Before becoming district recruiting officer in Wellington, I was a member of the Wellington Section of the 'Task Force', which we called 'The Team Policing Unit'. This unit comprised two sections of five with three NCOs. I was one of the NCOs. The unit comprised 13 men. On that team there were two Samoans, three Maoris, and one Fijian, with the remainder

more Maori and Island NCOs than the percentage required. The commissioned officers consist of superintendents, chief inspectors, inspectors, and, indeed, one Maori member rose to the rank of assistant commissioner.

I am at present seconded to the ministry of foreign affairs on a bilateral aid agreement to assist in starting a police training school at Port-Vila, Vanuatu. This is the first time that a Maori member of the police service has gone overseas in this capacity.

A. S. OLSEN,

Port-Vila
Vanuatu

Long-playing love drama from Tonga

My apologies first to the Tonga Royal Family and to your readers for dragging this thing on but I cannot resist the temptation Randy Duff once again places in front of me (PIM Oct 1981 p7).

In my letter (PIM June 1981 p7), I pointed out that there is no law forbidding commoners

The police always need good men*

* (Section 16 (3) Human Rights Commission Act, 1977)



SERVING THE COMMUNITY

NZ POLICE

WE WANT THE BEST

The start of the controversy: Part of the New Zealand police recruiting advertisements which appeared in PIM last year.

Europeans. I also have information stating that at least 30% of the 'Task Force' in Auckland were Maori and Islander members of the police.

The New Zealand police are well off for Maori commissioned officers. There are

from marrying into royalty in Tonga to demonstrate the fact that we are not still in the 'Middle Ages' as charged by Mr Duff (PIM Mar 1981 p9). Further, I put the blame on Mr Anderson not for failing to stop the marriage but for the way he handled its publicity which led to the likes of Mr Duff sympathising with Miss Anderson and condemning our traditions. To say that Tonga is still behind the

LETTERS

times is hardly a compliment at all. Also there is a big difference between failing to notice a friendship in Tonga, and encouraging and organising a wedding in Hawaii, not to mention the carefully worded and nicely-framed stories given to the press.

To be acceptable means 'worth accepting'. That's why in England in the 1930s, Mrs Wallis Simpson, despite her vast wealth and impressive connections, did not sit on the throne. And lately, Miss Davina Sheffield of England would have walked Prince Charles to the altar if not for her former live-in lover blowing the lid on their affair.

Sure Miss Anderson has a background — and I did not contradict that. But perhaps I should have been more frank and to the point. Being a step-daughter in her later life to a Tongan noble, and also eventually having a wealthy showman in Hawaii declared her father, simply fails to impress us Tongans at all.

Mr Duff also pointed out that Miss Anderson is at great ease in the company of our royal family. I sure am glad to inform him that this privilege is definitely not exclusive to Miss Anderson.

And on Mr Duff's proposal that 'this lovely girl should be welcomed into the royal family' — I am sure they would rather welcome an untainted beauty, not necessarily with a high birth-status, but most definitely without an embarrassing past, to protect both our traditional values and the reputation of our Royal members.

Lastly, please note that I am definitely a 'Miss' not a 'Mr'.

(Miss) PAULINE
MANUTU'UFANGA
'UNGA

Sydney NSW
Australia

Anti-Oz bug bites in French Pacific

An anti-Australian bug seems to be biting quite a few members of the elite in the French Pacific territories, and it is leading them into some embarrassing situations.

French Polynesia's Senator Daniel Millaud, led by the bug



Above: The French Polynesia cartoon mentioned in the accompanying letter. 'Ah, yes, but it shortens their suffering,' says the pig-nosed Australian commenting on differing life expectancies for white and black Australians. Right: Senator Daniel Millaud in full voice. He's been barking up the wrong tree, the letter says.

into barking up the wrong tree in charging that Polynesians were treated in a discriminatory fashion by Australian immigration authorities (PIM Dec '81 p6), is not the only one to suffer.

The Papeete newspaper *La Dépêche de Tahiti* recently went wild with excitement about a World Council of Churches report which made strong criticisms of aspects of the Australian Government's treatment of Australian Aborigines.

The headline on its article on the subject proclaimed that the Australian Government had had 'its nose rubbed in its racism', and the article praised the WCC report as the work of 'defenders of this oppressed people'.

Seizing on the difference in life expectancy between white Australians and Aborigines which is highlighted in the WCC report, the paper had its cartoonist draw an obese, piglike, cigar-smoking white Australian alongside an emaciated, oppressed-looking Aborigine, with the white Australian saying: 'Ah, yes, but it shortens their suffering.'

I am still waiting for the views of this particular paper on



another recent action of the WCC: its decision to do something about 'oppressed people' in another part of the Pacific by donating the equivalent of \$US10 000 to New Caledonia's Independence Front (PIM Nov '81 p6). The donation was part of the WCC's Programme to Combat Racism.

P. WARBECK

Sydney NSW
Australia

Deportees to Irian Jaya

Referring to the article in PIM September (p45) 'PNG tough line on Irianese', it was with regret and sorrow that I read that three of my Melanesian friends have been sacrificed by stooges of non-Melanesian interests in an act of political hypocrisy, greed, and utter cowardice.

It is particularly to be regretted that this action — their deportation back to Irian Jaya — took place under the eyes of the United Nations representative in Port Moresby, who is generally supposed to be responsible for the protection of political refugees who are deported against their will, particularly when their lives are endangered by such deportation. In connection with this case, a note of protest has been sent to the UN High Commission for Refugees in Geneva.

Allegations by Papua New Guinea's Foreign Minister Noel Levi that the three men had 'orchestrated' an armed clash between rival OPM factions are quite ridiculous.

One of the men, Willie Jebleb, former Vanimo Hospital pathologist, has been a sick man for many years. His ability even to lift a rifle, let alone fire it, must be in serious doubt. What's more, without his glasses he couldn't see a furniture van in front of him.

Another, Fred Pieger, alias Duwit Kumbio, from Sorong, has long been suspected by many people of being a long-term collaborator with PNG's 'intelligence advisers'. School teacher Bob Kubia, the third man, is an inoffensive person, standing hardly more than 150 cm high.

In the name of human rights I find it to be my Christian obligation to challenge Mr Levi and his white advisers to speak the truth on this matter, even if only for the sake of the wives and children left behind in PNG by Bob Kubia and Fred Pieger. But the word 'truth' appears to have become the most feared of all in the language used these days in Australia and the South Pacific.

The truth about this 'armed

LETTERS

clash' and the historical facts are as follows: the OPM Rightwing leader, E. O. Bemey, crossed the border and attacked 'General' Rumkorem's communist faction in the Wutung gardens near Vanimo, where he has been in permanent residence (with the PNG authorities turning a blind eye) since 1976. In the process, Bemey took prisoner another notorious collaborator and traitor to his own people, the Luluai from Scotiao village, OPM 'Major' Jordan Pieger. This man and Fred Pieger betrayed their own brother-in-law and tambu, Jacob Hendrick Prai, to Australian kiaps and so-called intelligence and security advisers to the PNG Government, also in Vanimo.

Neither of the Piegers is much loss, it is true. But the big question remains: how is it possible for 'General' Seth Rumkorem and his OPM Leftwing faction to remain for so many years unnoticed with all his men in the immediate neighbourhood of the Vanimo PNG Defence Force barracks, and the Vanimo 'security' and advisory staff? I further would like to ask Mr Levi and Mr Ted Diro the following questions: Is it not a fact that ever since the communist OPM 'General' took up residence in the Wutung gardens, he has been a constant

This year marks the 20th anniversary of the emergence of 'freedom' groups in Irian Jaya, leading to the hard core of today's anti-Indonesian factions referred to in the accompanying letter. The 1962 picture below shows an early protest in Irian Jaya (then Netherlands New Guinea) opposing United Nations attitudes which eventually led to Indonesian sovereignty there.



visitor to the PNG Defence Force canteen, occasionally in the company of the commander of the PNG Defence Force? And is it not a fact that certain foreign 'advisers' keep a constant liaison with the communist 'General' in either Wutung — or the Vanimo Hospital?

Who are Mr Levi and the PNG Government trying to fool with their anti-communist and anti-socialist propaganda campaign? Maybe they're fooling Australia, but certainly not Mr Busiri Surjowinoto or Admiral Sudomo.

MANFRED EISERMAN
Cairns Qld
Australia

Appeal from a voisin

For the last eight months I have been preparing a weekly broadcast for FR3 Radio Tahiti entitled 'Nos Voisins du Pacifique' ('Our Pacific Neighbours'). This broadcast informs the people of French Polynesia about what is happening in the Pacific area, and is the only one of its kind.

The broadcast, which lasts 20–25 minutes, is divided into a magazine section and a news section.

The magazine section might present details on a particular country in the Pacific, an interview with a person prominent in regional affairs (a head of state, prime minister, or such), details of one of the Pacific regional organisations (SPC, SPEC, Forum, for example), deal with certain Pacific customs, or analyse some recent events.

The news part includes news on political, economic, industrial, scientific, and artistic

events, as well as sports and outstanding recent events in public affairs.

The purpose of this broadcast is to make people interested in their part of the world. Unfortunately, I find it quite difficult to gather adequate information (although I read PIM every month) and documents, since I have no allowance to support me in this work.

I would very much appreciate it if some PIM readers were kind enough to send me as much documentation as they can on their country — newspapers, magazines, anything that conveys information from on the spot about what is happening in the country concerned. I very much want to present a realistic picture so I want all the information I can get: economic statistics, constitution, history, plans for development, agricultural resources, fishing, forests — and so on and on.

I do hope some of your readers will be willing to help me.

MICHEL CHARLEUX
'Nos Voisins du Pacifique'
BP 3935
Papeete Tahiti
French Polynesia

Fiji and the Sinai force

Nakavandra's emotional letter (PIM Oct '81 p7) deploring Fiji's participation in the proposed Sinai peace-keeping force suffers from several errors and misconceptions which should not pass uncorrected.

Firstly, Fiji and the US are not the only participants in the Sinai force. Countries that have indicated their support for or their willingness to participate in the force are Uruguay, Colombia, Italy, France, Britain, Netherlands, Australia and New Zealand.

Secondly, all peace-keeping forces can be described as being 'controversial' as they are invariably creatures of political controversy. There is no such creature as an 'uncontroversial' peace-keeping force and if there has been one created can your magazine or Nakavandra please enlighten its readers with an example?

Thirdly, for Nakavandra to

claim that the government of Fiji is under '... the delusion that the whole world appreciates and admires the sacrifice of Fiji military manhood in Lebanon' is not only a grossly unfair statement for anyone to make but is an insult to the memory of Fijian soldiers who have fallen in Lebanon. We in Fiji do not expect the sympathies of the whole world. We are quite content with the expressed appreciation and admiration shown to our soldiers by the Lebanese people themselves, the displaced Palestinians and the Israelis.

Moreover the sacrificing of Fijian military manhood is not a new experience to Fijians. We have made similar and greater sacrifices before in France and Italy (World War I), the Solomons and Bougainville (World War II), Malaya (1952 to 1956), Lebanon (since 1978), Zimbabwe-Rhodesia (1980) and to commence in 1982, the Sinai peninsula. Mention must also be made of the hundreds of Fijians who have served and are still continuing to serve the British army with distinction.

Fourthly, Fiji did not contribute troops to Vanuatu because as far as Fiji was concerned, the nature of the Santo dispute was essentially civil and not military and therefore military force was not required. It would appear that Britain and France agreed with this assessment judging by the passivity of British and French troops in Vanuatu at the time. The use of troops to settle the comic-opera situation that existed in Santo at the time was an unnecessary overkill.

In conclusion I would like to point out that a commonly held principle in Fiji is that if a person does not pay tax to the government of a country then that person has no right to criticise the policies of that government. If we accept this principle as being a fair one, then Sir Julius Chan had no right to criticise the Fiji Government policy not to commit Fijian soldiers to Vanuatu, and likewise Nakavandra has no right to criticise Fiji Government policy to commit troops to the Sinai force.

N.W. LALOKALO
Suva,
Fiji

Dr DAVID R. W. JONES* in the article below takes issue with certain ideas expressed by Professor RON CROCOMBE in an article in PIM of April 1981. Dr Jones sees the main tendency in the South Pacific over the next couple of decades as one of increased diversity, rather than greater unity, between the states in the region.

Pacific 2000: Another look at the future of Rim and Islands

Professor Crocombe's elaborate geopolitical essay on the Pacific basin (PIM April p11) suffers from a number of conceptual and analytical weaknesses. Possibly a response might serve to open a dialogue which, however far short it may fall of a South Pacific 'think tank', as proposed by Professor Crocombe, may be of some value to those in the region who must necessarily think in geopolitical terms.

It is a common failing of political geographers, in or out of uniform, to conceive of nation states as pieces in a vast game of chess. Indeed, a comparative map of chess-playing densities would point up some astute minds tucked away in the Philippines and Indonesia, some deadly intellects in the forgotten Latin American fringe of the Pacific, and some mighty brains pushing their pieces in Vladivostok. I have yet to experience the Korean version of the game. The South Pacific can hardly expect to win at chess, and must bear the awful certitude of being regarded as ranks of pawns. Some are slightly fatter than others, but all face the inevitability of being sacrificed in somebody else's game.

Fortunately, most political geographers are wrong. Nation states are not chess pieces with specified roles, set objectives and fixed configurations, but are subject to occasional and sometimes cataclysmic change. It is in recognising this, and in studying the process of change, that political geographers differ most markedly from geopoliticians. Each of the 'great powers' circling the Pacific, or

making their presence felt, are subject to political change; Japan, China, the USSR, the USA and the European Economic Community. So too are the currently less powerful circum-Pacific countries of Chile, Peru, Ecuador, Colombia, Mexico, the Central American republics, Australia, New Zealand, Indonesia, the Philippines, Vietnam and Korea. No prognosis of pressures and events over a 10-or-20-year period is complete without a thorough analysis of potential changes in each of these component parts. A 'Pacific 2000' think-tank member requires a greater breadth of background knowledge than most of us possess.

Within the small nation states of the South Pacific, change is also taking place and may well accelerate during the next decade or two. For example, the mid-1981 strike of public servants in Western Samoa is hardly likely to make zero impact on the socio-political structure of that country, just as the reverberations of Jimmy Stevens' antics in Vanuatu have not yet ceased to shape attitudes in that country. A central plank in Professor Crocombe's geopolitical manifesto, for such it at times appears to be, is that the South Pacific nation states should stand united in the face of diverse pressures from the Pacific rim and beyond. To do this, however, is to minimise each small state's liberty to make internal changes in whatever direction. Differential rates of change in each state imply, surely, some widening in the already apparent rifts between the South Pacific countries, differing philosophies, differing levels of acceptance of aid from specified donor countries, differing international transport requirements and so on.

For example, we cannot expect, say, a socialist Kiribati to

receive proportionate aid flows from the USA and Australia, given the present political stance of those countries. Nor could we expect an obscurantist quasi-mystical government to receive much encouragement and assistance from the Soviet Union. The circum-Pacific powers do have exportable preferences with regard to the political complexion of states whom they wish to aid and abet, and will continue to hold to these preferences in spite of a possible post-Reagan re-

a handful of banks and companies based in these same countries. It is inconceivable, in the light of recent Jamaican experience, that a nationalisation of the banks and selected major companies in one or other South Pacific nation state would not be accompanied by concerted attempts at destabilisation from outside. We need only recall the overthrow of Ali Soilih's Left-leaning government in the Comoro Islands by a group of French mercenaries, the con-



surgence of multi-lateral aid programming.

It is perhaps in this light that we should see Soviet aid, including military assistance, to Afghanistan and Vietnam, rather than in the perspective of Sir Halford Mackinder and other long-dead geopoliticians, i.e., that of global moves in a vast strategic chess game. After all, the USSR does *not* aid Pakistan (at present) or, for that matter, Turkey.

The status quo in South Pacific countries is supported principally by aid flows from Australia, NZ, the UK and the USA, with EEC price supports and Japanese long-term raw material extraction contracts. They have internal economic structures largely dominated by

Paulius Matane, foreign affairs secretary in Papua New Guinea, says that recently-overhauled PNG foreign policy recognises the need for some diversification of relationships despite basic commitments to the Pacific. He is shown here at the South Pacific Conference in Vanuatu in October when he criticised the cost of institutional structures in the Pacific.

stant threat of a mercenary-spearheaded coup in the Seychelles, and frequent landings of armed men in Grenada to realise that small island states are not immune from the most drastic forms of outside intervention.

In that Professor Crocombe's thesis apparently leans heavily on a concept of South Pacific unity, it inevitably implies the

**Dr David R. W. Jones teaches political geography at the University of Calgary in Western Canada, and until recently was reader in geography at the University of the South Pacific, Suva.*

maintenance of the status quo in the South Pacific. This prospect may be of diminishing allure to the inhabitants and, in its effect, can be compared to the policy of indirect rule in Northern Nigeria, Malaya and elsewhere in the defunct British Empire.

There is no sound reason to believe that small island states must, of necessity, be clients of larger powers, even though

facilitated by the appearance of relatively low-cost Soviet, Chinese and perhaps Indian merchant vessels. Alternative markets for exports and sources of imports will, at least, reduce the leverage that Australia, NZ, Britain the USA, Japan and the EEC now have in the South Pacific, making it possible for some countries to usher in significant structural changes in their economies. If the post-

radically alter their international political stance, countries such as the Cook Islands may find it more profitable to assert their independence and Third World character than to remain in the backyard of a rapidly declining New Zealand. The Group of 77 and the militant Third World in general is likely, in the next decade, to provide solid diplomatic support to even the smallest South Pacific country.

It is also apparent that no circum-Pacific power is likely to repeat the demographic experiments of the colonial period. We need not fear the implantation of thousands of Italian settlers, American settlers, Somali labourers or Afghan shopkeepers. Except where it might suit the ambitions of some parochial political hopeful to whip up racialism within the Pacific, we may expect each South Pacific country to gradually absorb all of their citizens into a single polity. In this respect only Fiji remains fragile. Intrusion in the South

Pacific is likely to be military, economic and political.

Military intrusion may effectively be countered, and I believe will be, by greater Soviet naval capabilities; witness the about-face performed by a US fleet, steaming towards Bangladesh in its birth pangs, when it found itself shadowed by a Soviet naval force. Economic intrusion is likely to be the most intense, with a whole gamut of international trade techniques, ranging from export quotas to boycotts, coming into play. I would personally see the establishment of an aggressive School of International Trade as likely to be more profitable than a geopolitical 'think tank' in the South Pacific. External economic interests in the form of investments, banks and merchant houses are vulnerable, given the crucial fact of sovereignty in the South Pacific, and being so are less likely to interfere excessively in the political process.

In the political sense we may confidently anticipate, and here I agree with Professor Crocombe, a small but significant percentage of the South Pacific's military, trade union and administrative elites selling themselves to circum-Pacific intelligence services. As a result, we are likely to see the emergence of several regimes, possibly as grotesque in nature as the late Central African Empire or Haiti, whose real function will be little more than to preserve the economic status quo.

If one were to conclude with an admonition to people in the South Pacific, it would be to suggest periodic examination of the bank accounts of leading military, politico/administrative and other figures, and the development of links with rather more circum-Pacific intelligence organisations than is presently the case. Overall, my own prognosis would be that external interference in the South Pacific will be quite largely generated by the very process of change and conservative reaction within the region itself, each seeking allies and links outside. Least of all can I foresee any broad alliance of South Pacific nations fending off unsolicited interference from the wider world peering covetously over the Pacific rim.

'... If one were to conclude with an admonition to people in the South Pacific, it would be to suggest periodic examination of the bank accounts of leading military, politico/administrative and other figures, in their countries, and the development of links with rather more circum-Pacific intelligence organisations than is presently the case ...'

many in fact are. It would not be easy to assign the Maldives, the Cape Verde Islands, Seychelles or Malta to any particular camp. Tonga, Tuvalu and even Tokelau are perfectly capable of developing and maintaining a real independence, free of external leverage and without recourse to regional groupings. Indeed, the sheer multiplicity of interested large and medium powers in the Pacific permits some adroit manoeuvring in the pursuit of genuine independence.

We may accept, however, Professor Crocombe's assertion that some members of the educated elite in the South Pacific may succumb to the blandishments of interested foreign powers and may, indeed, reach positions high enough to temporarily take their countries into the orbit of large circum-Pacific powers. The discovery of West German and US agents even among cabinet ministers in Guinea subsequent to the abortive Portuguese-backed invasion attempt of 1970, should make this point clear. Traitors are not hard to find and recruit in any country. Nor will any assertion of Pacific culture or the Pacific Way do more than camouflage sell-outs to foreign powers. We may recall that Leopold Senghor's 'negritude' did little more, in the event, than mask a blatantly pro-French neo-colonial regime.

In terms of a 20-year prognosis of developments in the Pacific basin we may fairly confidently predict a steady diversification of trade patterns,

1974 economic recession continues to deepen, the likelihood of radical change in some South Pacific nation states must inevitably increase, and with such changes will come a realignment of external political linkages. A US-Australian axis in the South Pacific will be hard put to maintain the status quo in each errant nation state.

This is particularly true as the Third World continues to shake itself free of residual colonial and neo-colonial ties. After all, it only requires a significant change of direction in, say, five or six major Third World countries for the spirit of Bandung to return revived. Should Brazil, Zaire, Saudi Arabia, Pakistan and Indonesia

Brian Talboys, in Vanuatu in October, on his last overseas engagement before retiring as New Zealand foreign minister. He told the South Pacific Conference there of his country's continuing commitment to its links with the islands. But David Jones argues on this page that over the next decade the attitude of the militant Third World could well alter the pattern of existing links.



Australian journalist CHRIS RAY was in New Caledonia for several weeks late last year. During his visit he discussed with representatives of New Caledonia's oldest political party, the Union Calédonienne, the results of the UC's talks in Paris with President Mitterrand last October, and also met representatives of other political groups.

On the way up: A UDI for New Caledonia in September '82?

French President Mitterrand's remarks during his October talks in Paris with representatives of the pro-independence party Union Calédonienne centred on the future of the New Caledonian-born whites, the Caldoches, according to François Burck, a UC Territorial Assembly member.

Speaking at UC headquarters in Noumea — a run-down suburban villa patrolled by a ferocious dog — Mr Burck said that the president was keenly aware that the Caldoches were 'worried as to what their future would be under Kanak and socialist independence'.

'After our talks,' said Mr Burck, 'the president understands that our demands for Kanak independence are not racist, as some would have him believe. That is a step forward for us.'

'No party seeking independence has ever spoken of making anyone pack their bags and leave.'

Mr Burck told me that the UC was sufficiently pleased with the talks to consider delaying by six months or a year the plan of the Independence Front — in which the UC is the largest party — to make a unilateral declaration of independence on September 24 this year — the 129th anniversary of French colonisation of New Caledonia. But our interview took place shortly before the November 11-15 congress of the UC on the island of Lifou in the Loyalty group of islands off New Caledonia's east coast. And to judge from post-congress remarks by another UC leader, Jean-Marie Tjibaou, on Noumea television, this plan was not adopted: Mr Tjibaou quite firmly predicted that independence would be declared as planned on September 24, 1982.

Apart from Mr Burck's remarks, and the generally ap-

proving comments made on the talks by the UC delegation leader Roch Pidjot, (PIM Dec '81 p5), few details of what transpired have been made public.

In its comments, the Noumea daily *Les Nouvelles Calédoniennes*, assured its predominantly white readership that Mitterrand had given 'no precise undertakings' to the UC team.

The paper said the president had 'indicated to his guests that he was going to think aloud before them, and he submitted to them in turn each of the possible scenarios for the territory and asked them to react to them, without stating his view'.

But it added that the four members of the UC delegation 'noted above all that Mitterrand did not deny the right of the Kanak people to independence, and therefore did not renege on his previous undertakings on this point'.

But no amount of good news

from Paris is likely to defuse growing agitation by tribal Kanaks seeking to recover traditional lands now owned by French *colons*.

Mr Burck said Kanak tribes would go ahead with plans to occupy a number of farms and plantations owned by whites.

He said the owner of one property (400 hectares of cattle pasture) at Poya, near the central-western coast, was informed of and 'gave his consent' to the planned occupation. But neighbouring white farmers had since been pressuring him to resist.

Although the Kanaks intended the occupations to be peaceful, Burck said he did not rule out the possibility that some *colons* would react violently.

'If this does happen we are confident the French Socialist government will not hesitate to use riot police or even troops against any white vigilante movement,' he said.

Burck claimed the number of firearms in white hands in New Caledonia was put at 140 000 by the three senior police officers sent from Paris to investigate the murder of UC secretary-general and independence activist Pierre Declercq last September.

Burck argued: 'It is better for the tribes to take possession of the land in their own way. A Kanak does not feel at home if he is not installed by the clan that owns the land. It is hoped that these occupations will force the *colons* to listen to the Kanaks' demands, instead of running to the police or the high commissioner. A dialogue must start now.'

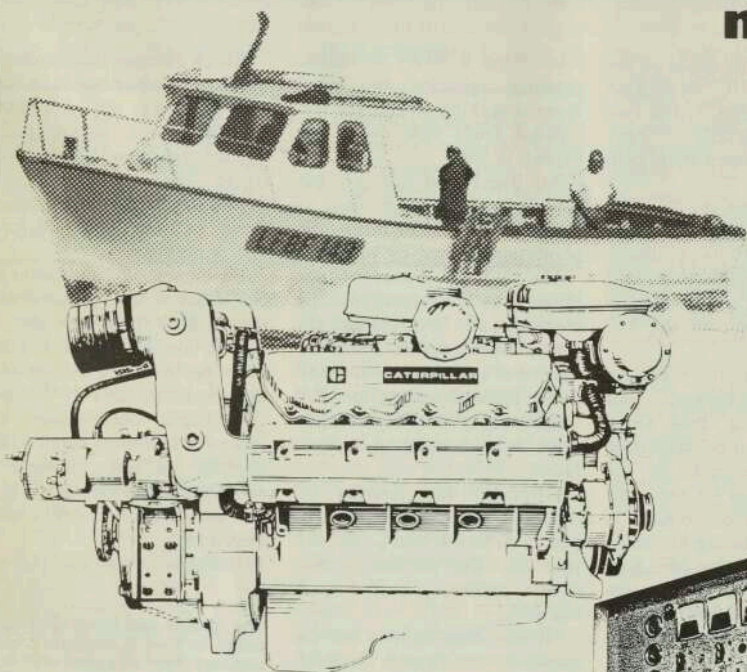
Indications that the planned

The 'peace and fraternity' campaign in New Caledonia claims support from all races and from all over the territory. Street marchers on November 11 carried banners indicating where they came from and their affiliations. — Corail picture.



CATERPILLAR PERFORMANCE

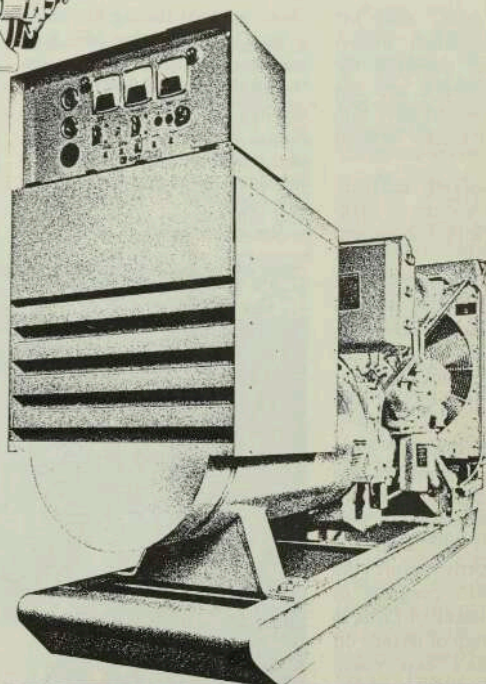
dependable marine engines



When fishing is your living, you know you need dependable gear working with minimum downtime and your engines have to deliver reliable power when and where you need it. CATERPILLAR offers you a comprehensive selection of performance proven Cat Marine Diesel Engines from 85hp up to 1000hp, backed by after sales service and replacement parts facilities that are second to none.

dependable generator sets-

Whatever your electric power needs, there's a Cat-built generator set to meet them. Caterpillar generators feature adjustment free fuel systems, large capacity radiators, heavy duty air cleaners and quick-change fuel and oil filters to ensure dependable performance throughout the islands, in all kinds of tropical conditions.



LAE:
Milford Haven Road,
Telephone 42 2355.
PORT MORESBY:
Telephone 256650.
BOUGAINVILLE:
Itakara Industrial Park,
Arawa Telephone 959077.



SUVA: Carpenter Street, Raiwai,
Private Mail Bag, GPO Suva, Fiji. Ph. 381622.
Telex FJ2190 Cables CARPTRAC.
LAUTOKA: Veitani. Telephone 61877.
LABASA: Vulovi. Telephone 81868.



Caterpillar, Cat and  are Trademarks of Caterpillar Tractor Co.

BA10452

NEW CALEDONIA POLITICS

actions had got underway were contained in a November 22 Australian press report which said: 'An unarmed group of more than 200 Melanesians yesterday tried to take over a 270-hectare estate in New Caledonia without violence. The estate was heavily guarded so the group, led by pro-independence activists, broke up after heated discussions among its leaders.'

Burck said that the first attempts at peaceful occupations of land would be followed by other tribes in different parts of the territory, though he was reluctant to state exactly when and where.

The movement to regain traditional land lost to Europeans — in some cases more than a century ago — is strongest in the northwest. Though each tribe has its own objective, their activities are co-ordinated.

They are supported by the Independence Front which holds 14 of the 36 Territorial Assembly seats, and by the more radical Kanak Liberation Party, Palika, which usually distances itself from the coalition.

Until now the tribes have generally been content to make contact with French *colons* occupying alienated land and make formal requests for its return. Since 1979 the French administration has been prepared to purchase land from the *colons* and return it to the Kanaks, and last August the new French Secretary of State for Overseas Departments and Territories, Henri Emmanuelli, promised to speed the process.

But land reform appears not to have satisfied the Kanaks. 'Only about 6000 hectares has gone back to Kanaks and most of it is poor soil,' Burck complained.

Kanaks are worried also that a reform which delivers pieces of once-tribal land to individuals or sub-groups of a tribe could further disrupt the communal way of life. Thus they view the land reform as yet another threat to the concept of group ownership and a social structure already eroded by colonisation.

The inadequacy of the land reform and related policies so far pursued by the Socialist government was acknowledged

by Mr Emmanuelli in a statement made following the November 7 rioting in Noumea (PIM Dec '81 p5). He said: 'We must make a political response to the Melanesian problem.'

'It is not only economic and social reforms that will bring a solution to this problem.'

His statement coincided with a special meeting called by President Mitterrand to discuss the New Caledonian crisis. Writing in the Australian weekly *The National Times*, journalist Robert Milliken commented: 'Australian Government officials see Emmanuelli's statement as the first hard sign that the French are willing to consider decolonisation of their troublesome Pacific territory.'

After more than a century of colonisation Kanaks make up less than half the population of New Caledonia. The January 1980 census put their members at 60 500, and Burck estimates that only 7000 are employed outside of subsistence farming on the reserves — one reason why land is so important to them.

The census counted 49 700 Europeans in the territory, with

17 600 Polynesians and 11 800 Asians.

In the French presidential election last May, 65.5 percent of votes cast in New Caledonia went to Giscard d'Estaing, and since Mitterrand's Socialist Party had 'reaffirmed its desire to support and guarantee the Kanak people's right to freely decide their future,' the ballot was seen by whites at least as a sort of referendum on independence.

The Kanak independence parties dispute this view, arguing that only Kanaks have the right to determine whether New Caledonia becomes independent or stays with France. At the least they would insist that the right to vote in any referendum on the subject be limited by a qualifying period of residence.

At present, any French citizen can vote in New Caledonia

The 'silent majority' turned out on November 11 in support of 'peace and fraternity' in New Caledonia. This shot of the demonstration, claimed by organisers to have involved 25 000 people of all races in the territory, is from the Noumea weekly *Corail*.



High-tech: higher-fi.

Pioneer components bring you a great new look and top performance to match. Plus total access to all their high technology advances—through Total System Design.

More than mere technical elegance, Total System Design means greater convenience through the components' centralized System Status Control and Indication panels.

In the A-9 amp, it means pure sound through Non-switching™ and DC-Servo circuitry. Line-Straight signal flow to protect that purity. And electronic pushbuttons that put you in command.

In the F-9 tuner, it means accurate, quartz-PLL synthesized tuning. Push-pull FM front end and digital detector to widen dynamic range and eliminate IF nonlinearity. And instant recall of up to six FM and six AM stations by pushbutton Memory.

In the 3-Direct-Drive-Motor CT-9R cassette deck, it means Computer-Aided Convenience plus precision performance. The CT-9R's so "smart" it sets tape bias, level and equalization.

And in the PL-L800 turntable, it means tangential tracking and a low-mass Polymer Graphite™ tone arm for high tracking ability. And a high-output cartridge for delivering startlingly clear sound without need for a special MC head amplifier.

Total System Design: the high point in our decades of developing high-technology high-fidelity. What it means to "higher-fi" is something you'll just have to hear for yourself to appreciate.

Pioneer components are displayed only at stores showing this emblem.



Advanced performance through technology.



For further information, please contact:

Australia: Pioneer Marketing Service Pty. Ltd., P.O. Box 317, Mordialloc, Victoria, 3195
Tel: 90-9011

Fiji Islands: Brijlal & Company, G.P.O. Box No. 362, Suva, Fiji Islands. Tel: 22258

New Zealand: Monaco Distributors Ltd., 2 Poland Road, Glenfield, Auckland,
New Zealand Tel: (09) 444-9144

Norfolk Island: Burns Philp (Norfolk Island) Ltd., P.O. Box 21, Norfolk Island.

New Hebrides: Burns Philp (New Hebrides) Ltd., Vila, New Hebrides

Nauru Island: Jacob Enterprises, P.O. Box No. 4, Republic of Nauru

Tahiti: Tahiti Hi-Fi, P.O. Box 848, Papeete, Tahiti

New Caledonia: Menard Pacifique Sarl, B.P. 3899, Noumea, New Caledonia
Tel: 48-24-36

American Samoa: Transpac Corporation, P.O. Box 1477, Pago Pago, American
Samoa 96799. Tel: 633-5224

Rarotonga: South Seas International Ltd., P.O. Box 49, Rarotonga, Cook Islands. Tel: 2327

Papua New Guinea: Ball Merchants Pty. Ltd., P.O. Box 6103, Boroko. Tel: 254887



NEW CALEDONIA POLITICS

after three months' residence.

Asks Burck: 'Who has the right to demand independence other than those who have been colonised? Who is entitled to land rights, other than those whose land has been stolen?'

The independence parties want legal title to all land to revert to the clans, to the 'custom owners'. White farmers who accept Kanak independence would be able to negotiate leases if the clans wanted them to stay on (as is happening in newly independent, neighbouring Vanuatu).

But such reassurances seem to be having little effect on the whites. The drive for Kanak independence has divided even those whites on the left of politics who are generally sympathetic to Kanak aims.

Last October the Socialist Party of New Caledonia, kin to its namesake in France, split down the middle over the independence question at a rowdy annual congress in Noumea (PIM Dec '81 p5).

Delegates rejected by 219 votes to 181 a move to commit the party to 'prepare for independence', and the losing faction announced its intention to form a new party.

A leader of the defeated group, Paris-trained economist Max Chivot, claimed his opponents had 'stacked' the congress by hurriedly enrolling new members, mainly people from the French island of Wallis who emigrated to New Caledonia seeking work in the nickel mines and refinery, and worry that

they would be expelled after independence. He said only a quarter of congress delegates were Kanaks.

Chivot's convict ancestors settled in the north of New Caledonia in 1878, the year of the great Kanak revolt. At university in Paris Chivot was a classmate of Nidioshe Naisseline who leads the organisation known as Liberation Kanake Socialiste (LKS), a member of the Independence Front.

Chivot worries that the forces of Kanak independence 'tell us we are immigrants. We recognise the Kanaks were the first inhabitants and that their land was stolen from them. But they must recognise too that people like myself are a part of the country'.

'As for the Europeans, they must decide right now whether they are New Caledonian or French. If like me they choose the former they must side with the Kanaks and work for a peaceful transition to a multi-racial independent state,' he says.

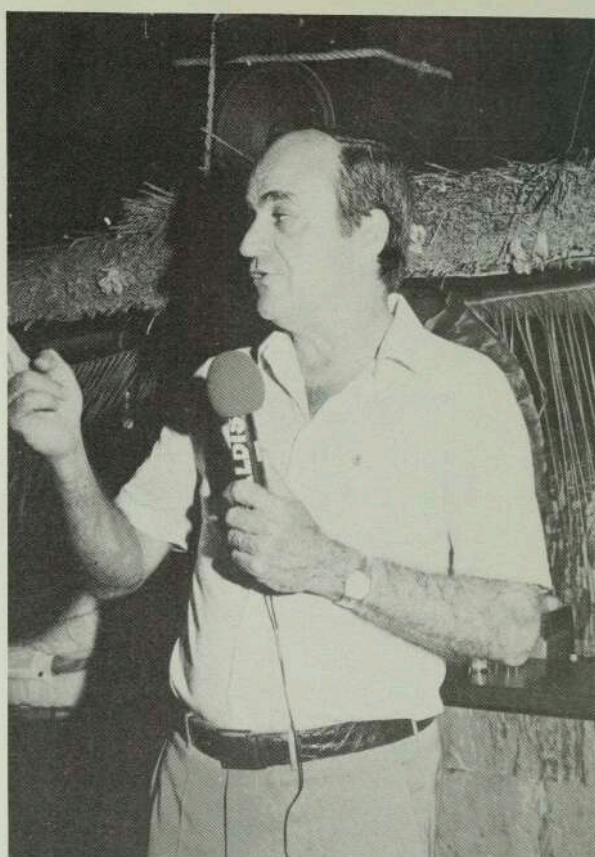
Chivot complains that Kanak demands for land make no distinction between small farmers and big landholders.

Chivot himself owns 100 hectares of pasture 'capable of supporting perhaps 50 cows'. The neighbouring property of 30 000 hectares is owned by Jacques Lafleur, one of New Caledonia's two deputies to the French parliament.

'My land is not important to me,' he says, 'but there are many settlers who rely on such relatively small parcels of land for their income. They won't give them up without a struggle.'

If the fiercely anti-independence Noumea weekly *Corail* is to be believed, that struggle is already on in earnest. Its issue of November 21 last, as well as carrying a full four pages of pictures of the big November 11 Noumea demonstration of the territory's 'silent majority' for 'Caledonian Fraternity,' contained a savage editorial under the heading 'The Criminal Adventure of the Union Calédonienne'.

The editorial depicts a 'counter-power' already established in New Caledonia by the



UC following its Lifou congress.

Referring to Jean-Marie Tjibaou's TV appearance in which he proclaimed 'the independence of the regions' of New Caledonia, *Corail* wrote: 'So, since November 14, each region (there are six or eight of them) is adrift in the euphoria of pre-independence. Independence itself will be officially proclaimed on September 24 next.

'Each region, according to Mr Tjibaou, has taken charge of its economic activities, and is to decide its future at the township level ...

'In his Republik of Kanala, Mr Machoro lays down the law and nobody can say him nay. The few remaining *colons* are "invited" to compulsory meetings of the Land Reform Commission. The "invitation" is signed by Karembou, vice-president of the Republik, who also happens to be the town's mayor.

'Watch it. The situation has entered a dangerous skid. The Union Calédonienne is in the process of systematically divid-

Landholder Jacques Lafleur, prominent in New Caledonia land politics and now one of the territory's two deputies to the French parliament. Sections of the Socialist Party in New Caledonia say the non-Kanak landholders must decide immediately whether they are New Caledonian or French.

ing up New Caledonia. At Canala today, in other places tomorrow. On Saturday there will be more occupations of land. Don't let the authorities say they know nothing about it. They have been warned.'

The French journalist Alain Rollat, writing in *The Guardian Weekly*, has described Canala as 'the centre of the independence movement that has mobilised the Kanaks over recent years'.

He explains: 'The Melanesian community of over 2000 in Canala is particularly politicised because most local workers, who are almost all employed by the mining company, Société Le Nickel, 30 kilometres to the north of Kouaoua, have long been trained in political militancy by their trade union ...'



The emblem which has been adopted by the oldest political party in New Caledonia, the Union Calédonienne, the largest party in the increasingly active Independence Front.



From the ISLANDS PRESS

The Cook Islands News, Rarotonga, quoting Papua New Guinea Director of Tourism Chris Talie on the subject of PNG tribal fighting

Clan fighting — usually not more than local 'affairs of honour' between tribes — does occur, and often involves several thousand people. But guns are never used! And unless a tourist is foolhardy enough to dash unexpectedly between the two groups for an unusual photograph, the chance of being struck by a stone or a wayward arrow is less than finding an extra \$100 credit on your credit card billing.

The Samoa Times, Apia, Western Samoa, referring to New Zealand Prime Minister Robert Muldoon

... but his main offensive weapon is his mouth. What he does with it enrages half of New Zealand as much as it delights the other half.

Critical comment from the Marshall Islands Journal, Majuro, after visitors to the public gallery in parliament had been told to wear 'suitable' clothes

And what's so disrespectful about short trousers? They are easy to get into and out of if you are in a hurry and are generally more comfortable than long pants. They are also easier to wash and dry than long trousers. They are easy to wring out too. Your wife will be humming away and in a cheerful mood if she sees five short trousers instead of five long trousers.

Hahine's column in The Times of Papua New Guinea, Port Moresby

Recently I told you about husbands in Papua New Guinea preferring sons to daughters. Well, in reply to that, a male colleague tells me that in one part of this country where bride price payments are high, parents are neglecting their sons. It's common among these parents to cradle their daughters in their arms and chant: 'This one will bring me a jet plane, this one will bring me an outboard motor, this one will bring me a motor vehicle ...' and so on. I wish parents wouldn't regard their daughters as business investments. They should send their daughters to schools and give them all their support in their education.

From a reader's letter in the News Drum, Honiara, Solomon Islands, criticising the establishment of ministerial portfolios to represent the country's provinces

I am very glad that our government is an open one, and so would not mind any criticism. First, I think the establishment of these so-called provincial ministers is a sheer waste of money. By that I mean public money. Money that should go into rural development will now be channelled into these ministers' pockets.

Part of a letter to the PNG Post-Courier, Port Moresby, in which A. Saweri criticises a government suggestion to use troops as peace-keepers in the 1982 elections

The thought of armed soldiers at polling booths must be frightening to the voters and nauseating to the Fathers of the Constitution against the background of parliamentary democracy in this nation ... In this country we have enough trouble keeping alive freedom of speech, press freedom and freedom of movement, so let us not tamper with free elections.

University This Week, the official news and notices publication of the University of Papua New Guinea, Port Moresby

Could students please return immediately the cockroach traps they borrowed from the Biology Department more than a month ago. Keep your cockroaches, but return our traps.

From a reader's letter in The Observer, Apia, Western Samoa, defending the need to keep dogs

When I had a dog, it protected my garden and my house. Now I am without a dog — and I am also without most of my bananas, pumpkins and pineapples. They have been stolen.

The Times of Papua New Guinea, Port Moresby

In one part of India, a volunteer worker belonging to the US Peace Corps took the task of explaining to a group of men the use of the condom as a method of contraception. During his explanations he used a pencil. After some months he returned to the area to find that the men were very violent towards him because their wives were pregnant. In a hut nearby hung a row of condoms neatly pushed on to pencils.

The Cook Islands News, Rarotonga, describing the Papua New Guinea village of Hanuabada which is largely built on stilts over the sea in Port Moresby Harbour

History tells us the Hanuabada people were formerly land dwellers but due to tribal wars they were driven off the land. Now most of them are in the lagoon.

An editorial from The Observer, Apia, Western Samoa

Once again the government, confronted by the huge uncertainty usually brought about by the fear of power slipping cruelly through, is belatedly trying to drape itself with the garments of the true patriot, insisting on its unfailing concern for the country, reminding almost boastfully of its achievements and hardly ever of its shortcomings, desperately groping for soothing words which make playful misleading intentions, and doing it all in a reckless and hasty manner because the general elections appear threateningly not too distant.

An editorial in the Marshall Islands Journal, Majuro

In the estimates supporting the 1982 government budget we noticed that several lawyers are earning more money than the highest-paid doctors. We would not argue that good lawyers should be paid less, but rather that good doctors should be paid more. The government should be willing to pay at least as much for good doctors as for good lawyers. It seems to us that pay scales in the health system need to be revised.

A reader's letter from Our News, Port Moresby, Papua New Guinea

I have seen some of our school girls looking for lice in their friends' hair during the assembly times, which I think is not a good habit. I think it is a shame in front of the teachers and students getting lice. So my friends if you want to stop the habit, wash your hair daily and comb it nicely because lice doesn't want clean places.

The Papua New Guinea Post-Courier, Port Moresby

Thirst or greed? A liquor thief in Kundiawa, Chimbu Province, had more than the usual legal headache when he woke up in the lock-up at the weekend. Police said the man drank himself unconscious in the shop. They found him sleeping amid a pile of empties.

Editorial comment in The Fiji Times, Suva, on pay rises of 140 percent which are being demanded by senior staff of the financially troubled Air Pacific

At a time when Air Pacific needs all hands on deck to help it to ride troubled financial times, its senior staff members have chosen to ignore a plea for wages restraint and have, instead, retaliated by delivering a lethal blow. Their association has slapped on the management a log of claims that can only be described as outrageous. The airline's chief executive, Mr Akuila Savu, was particularly justified in pleading with all his employees to take a 10 percent pay cut so that the airline would not go deeper into the red. Mr Savu perhaps expected a negative response, but he certainly did not expect a bombshell being hurled back at him.

Moruroa men throw their own bomb

Marie-Thérèse & Bengt Danielsson

**POSTMARK
PAPEETE**



In the wake of the visit to French Polynesia last August of France's new Defence Minister Charles Hernu, the Centre d'Expérimentation du Pacifique (CEP) for the first time officially admitted that there were indeed some nasty pollution problems at Moruroa — something that had always been denied in the past (PIM Oct '81 p22).

Even after two serious accidents had occurred on the atoll in July 1979 — two technicians were burnt to death, and a great chunk of the outer wall of the atoll fell out, causing an enormous tidal wave — tight-lipped CEP spokesmen were maintaining that these were 'isolated' events, in no way related to the nuclear testing programme (PIM May '80 p28).

The writers of this chronicle have time and again pointed out that the French bombs exploded at Moruroa are in no way different from the American bombs that we know for a fact have polluted Bikini, Enewetak, and many other adjacent atolls in Micronesia. Such a simplistic view was of course anathema to the succession of colonial governors of French Polynesia appointed by the governments of General de Gaulle, Pompidou and Giscard d'Estaing. For expressing it we were — like all other dissenters — treated almost like traitors, and regularly harassed.

Contrary to the hopes of the peoples and nations of the South Pacific, the election victories of François Mitterrand and the French Socialist Party have not put an end to the nuclear tests at Moruroa. But at the end of October, a number of French civilian workers on Moruroa showed themselves to be sufficiently emboldened by the change of government to throw a bomb of their own.

They bitterly complained to their trade union, the Confédération Française Démocratique du Travail (CFDT), that their work was putting their lives at risk. The union promptly drew up a report based on their revelations, and distributed the horrifying document widely among its members.

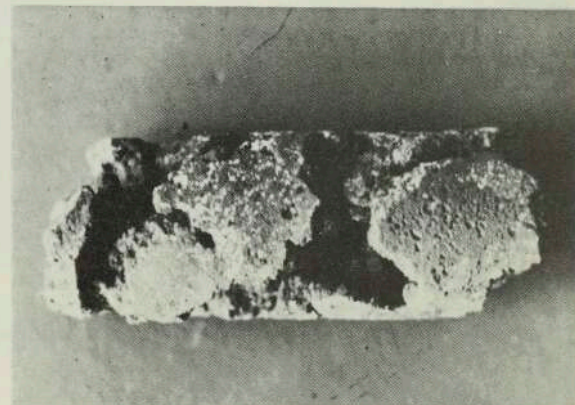
What follows is a translation of the summary of the CFDT report which has been published in the French newspaper, *Libération*. Under the headline 'Atomic Gangrene at Moruroa', the summary says:

For the past 10 years the northern part of Moruroa Atoll has been extensively contaminated by the deliberate release of plutonium. This was done as a sort of security exercise to train personnel in procedures to be followed in the event of an aircraft accident. The most tangible effect was the spilling out on the atoll, and beyond it into the ocean, of several kilograms of plutonium. To prevent the plutonium from being blown by wind off the surface of the atoll it was 'fixed' with tar. The idea was that eventually everything, tar as well as plutonium, would be removed. This, however, has not been done.

In 1979, a bomb explosion blasted out a piece of the atoll's underlying crater. This produced a spectacular tidal wave which carried away some bomb shelters. As a precaution for the future, a seismograph was installed and connected with a whistle which was supposed to warn the 'islanders' if a similar accident occurred during or after some future nuclear blast. At the same time, platforms resting on stilts and equipped with handrails were built for the use of personnel during tests, and as

a refuge from possible tidal waves. Each platform accommodates 500 people.

Then, on March 22, 1981, the greatest disaster yet occurred. It was caused by a hurricane more violent than those which usually rage in this region, where the wind can swing full circle in the course of a single day. It had been the practice over a number of years to store all sorts of radioactive waste — overalls, metal scrap, wood, resin, plastic bags, and so on — in a huge heap on the western end of the atoll. This dump eventually covered 30,000 square metres. As long as the atoll was fairly high above sea level, waves broke against the reef and did not reach the massive pile of garbage. But, during the March 1981 hurricane, heavy seas swept the garbage into the lagoon,



Geologists who have inspected this core sample taken from under the surface of Moruroa say there is clear evidence that the underwater base of the atoll has become broken and excessively porous.

where it was not long in reaching first the southern and northern beaches, and then the eastern side of the atoll, the site of the living quarters. The plutonium-impregnated tar was torn off the reef, and spread around over the atoll. An accident of precisely this kind had, incidentally, been foreseen some time before by a visiting expert from the Atomic Energy Commission.

The technicians at Moruroa were getting fed up with this series of accidents. All told, 2500 people were in permanent residence on Moruroa. Each time a test took place, they were joined by 500 more.

The base commander, air force General Rouyer, reported the March disaster to the then Defence Minister Yvon Bourges, telling him that all atoll-dwellers were in danger of contamination. Nothing happened. Two months later, however, following the change of government in France, the same message was transmitted to the new Defence Minister, Charles Hernu. He suspended the tests very briefly and then announced that they were to be resumed. During all this time, swimming in the lagoon in front of the living quarters area was permitted. If the swimmers swallowed a mouthful of plutonium-spiced water, they knew nothing about it — at least, not right away, as

no health checks were being made outside the zones officially declared off-limits. At any rate, swimming was considered good for morale . . .

At the beginning of July, a 10-man delegation of civilian employees at Moruroa sought and were granted an interview with Charles Hernu in Paris. The minister declared that he was unaware of this grave problem — and he was, of course, later told that the Russians, or perhaps some West Indians, were pulling strings behind the scenes in the hope of bringing French nuclear testing to a halt. The minister then decided to visit Moruroa, stepping ashore there on August 4. A few days earlier, an effort had been made to remove the traces of the scars left by the March 22 hurricane. But, as luck would have it, another storm hit the atoll on the eve of the ministerial visit, revealing once again the full extent of the pollution. As required by protocol, a dinner was held for the minister during his visit. In the course of a speech at the dinner, the local CFDT leader harangued Mr Hernu on the matter of living conditions. In the course of his remarks he used the familiar form of address *tu* (instead of the formal *vous*), no doubt on the grounds that he and the minister were Socialist Party comrades. The minister turned crimson and told the insolent fellow to shut up.

At the end of his stay Hernu decided 1) to clean up the atoll, a job the military brass undertook to accomplish in three months; and 2) to reorganise the security system. General Rouyer and Jean-Marie Lavie, the civilian director of the protection service, kept their jobs. But two engineers — one military, one civilian — and 10 minor officials, were posted elsewhere. They were promptly replaced by learned specialists who may have profound theoretical knowledge, but probably not the necessary practical experience for their tasks. For example, Polynesia's wet sands cannot be decontaminated in the same way as the dry sands of the Sahara. On September 22, civilian technicians threatened strike action if this switch in personnel was gone ahead with. But the test directors replied that they were powerless, as the transfers also had a political character, and were in any case covered by military secrecy.

Despite the promise made by the highly-placed military men

to clean up the atoll quickly, it was twice as contaminated on October 31 as on July 31. The fact is that the clean-up couldn't be done even in five or 10 years. Plutonium, which has a half-life of 24 400 years, has impregnated the coral ring, and is constantly seeping into the ocean.

Moreover, the amount of accumulated nuclear waste is so vast that it will take 200 000 concrete containers, each 1.5 metres in height and diameter, and holding 200 litres, to dispose of it. The method envisaged is to drop these containers into 2000-metre-deep shafts sunk in the ground. Unfortunately, no concrete containers can be made on the spot, all the sand on Moruroa being contaminated. A number of metal drums containing nuclear waste are actually floating in the lagoon. Most of the waste, however, has simply been put into vinyl bags, four or five times the size of household dustbin bags.

Paradoxically, the most horrifying aspect of this long tale of criminal neglect and callousness is the sudden decision to clean up the atoll 'in three months'.

On the Micronesian atoll of Eniwetok the Americans have recently spent \$US100 million over two years in a desperate attempt to dispose of the accumulated nuclear waste. They have thrown it into an old bomb crater as deep as the Grand Canyon on the coral ring, and sealed it with a giant concrete lid. The dump is off-limits to the islanders for the next 25 000 years. So how could the French bombers solve *their* nuclear waste problem on Moruroa in three months, without any concrete at all? The one way would be to push the whole garbage dump into the ocean. But the immersed material would contaminate all marine life, and light waste contained in the plastic bags would float off to other islands. The fact that all Pacific nations are firmly opposed to any form of nuclear waste dumping in the ocean perhaps explains better than anything else why there has so far been more of a cover-up than a clean-up operation on Moruroa. — *Marie-Thérèse and Bengt Danielsson.*

Moruroa is typical of the atolls in the Tuamotu group. It is a long and narrow strip of reef, easily washed over by the sea in stormy weather. The buildings shown in the picture were all established as part of the nuclear testing programme.



SUZUKI-the name of performance

Breathes of glory and experience in racing.

*Watch it feeling over on-roads and boldly crossing off-roads.
Presenting SUZUKI's motorcycles that blends superb performance with elegant modernistic styling.
Seen strikingly alive in SUZUKI's motorcycles is SUZUKI's technology and
experience originally incorporated in the champion machine which has claimed a variety of race titles.
These climaxing technological innovations are apt to attract motorbike fans worldover.*



SUZUKI MOTOR CO., LTD.
300 Takatsuka, Hamamatsu, Japan

SOLOMON ISLANDS SOLOMON ISLAND SERVICE STATION LTD. NEW CALEDONIA STE. SUPERCAL PAPUA NEW GUINEA HI SPEED
DIESEL SERVICE PTY LTD. VANUATU HENRI LEROUX NIUE ISLAND BURNS PHILP (SOUTH SEA) CO., LTD. PONAPE LEO
ETSCHERIT TAHITI NIPPON AUTOMOTO ELLICE ISLAND TUVALU COOPERATIVE WHOLESALE SOCIETY LTD. GUAM & SAIPAN
ISLAND CYCLERY, INC. NORFOLK MARTIN'S AGENCIES LTD. SAMOA PACIFIC PRODUCTS, INC. KIRIBATI GILBERT ISLANDS
COOPERATIVE FEDERATION LIMITED TONGA PACIFIC PRODUCTS INC. NAURU EQUAPAC MOTORS FIJIAN RANJANS AUTOPORT LTD.



Reviving an old art for \$35 000

Matagialalua Tavana's widely-travelled Polynesian Revue, based in Waikiki, Hawaii, has a new attraction — a young leading dancer from French Polynesia, Ioteve Tuhipua, who has had his entire body tattooed in the elaborate style of his ancestors (see cover picture). In the following account, TUNAMAF-ONO APELU of The Samoa Times tells of the six-week project, costing \$35 000, in which Tavana took Ioteve and other members of the troupe to Western Samoa, one of the few remaining places where the old tattooing skills were still available:

An event worthy of a place in the records of the cultures of Polynesia recently ended quietly at Vailima, Western Samoa, at the residence of Asi Eikeni, Minister of Sports, Culture and Youth. This was the tattooing of a 21-year-old man from Rurutu, Austral Islands, in French Polynesia. He is Ioteve Tuhipua Puhetini, one of the leading dancers in Matagialalua Tavana's famous dancing troupe in Hawaii.

Ioteve said he wanted a complete Marquesan tattoo, which reaches from the neck and shoulders down to just above the ankles. He asked Tavana about it, but Tavana was unsure whether Ioteve was serious and really understood what he was asking. For a couple of months Ioteve kept pressing Tavana until Tavana decided to find out if it could be done. Investigations showed that the last tattoo in the Marquesan style was done about 120 years ago, before the missionaries banned tattooing altogether in those islands. It was also found that, since the art had been lost due to the missionaries' influence, no one

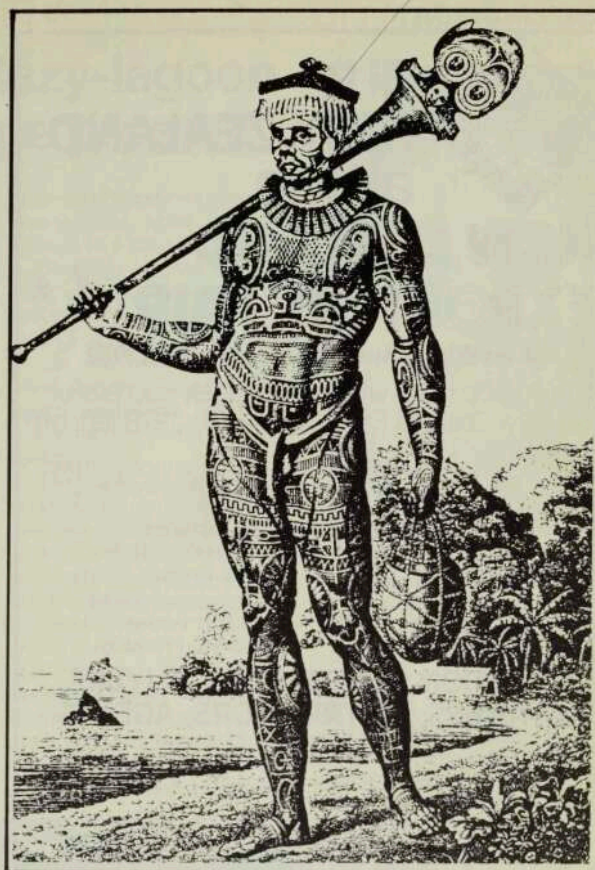
could meet Ioteve's wishes. Tavana, a man very much interested in the cultures and traditions of Polynesia, started to ask more questions.

Later it was revealed that any information needed on the Marquesas could be obtained from Germany, as the Germans had carried out the most thorough research on the Marquesas Island many years ago. So Tavana wrote to contacts in West Germany where complete pictures of a Marquesan tattoo were found. Copies were made and sent to Tavana.

The next stage was a tricky one. Who could study those pictures and fulfil Ioteve's desire? There was no one in French Polynesia who could do it in the traditional way. Tavana, after visiting Manua and finding no one there willing to do the tattooing, approached Asi Eikeni, a very good friend. Asi was thrilled with the idea of a Marquesan tattoo done by a Samoan *tufuga*. Though it took two years in the past for a Marquesan man to complete his tattoo, Asi and Tavana believed a Samoan *tufuga* could complete the Marquesan tattoo in about one to one and a half months. Their confidence in Samoan *tufuga* was later confirmed when Ioteve's tattoo was completed in only six weeks.

Asi contacted his neighbour, Taumuafofona Leatigaga Sio, (Joe Belford) and he recommended his cousin, Lesa Li'o, of Siumu, who has tattooed over 200 Samoans, including a few women. Tavana and Ioteve moved to Western Samoa for the big event. Lesa Li'o studied the photographs and drawings for four weeks then took his mallet, dye and the other tools of his trade and started tattooing Ioteve, beginning from the chest and shoulders. He worked from eight to one o'clock, Monday to Friday, until the whole tattoo was completed just before midnight on Tuesday.

Matagialalua Tavana is very grateful to the Samoans, especially Asi Eikeni, for making it possible for Ioteve to have his tattoo done in Western Samoa. When Tavana was asked if the Marquesans would not feel offended, he said: 'Why should they? We are all Polynesians



and we all originated from Savaii in Western Samoa.' Matagialalua Tavana is a very successful multi-million dollar entertainment entrepreneur in Hawaii. There are about 100 people in his dancing troupe, most of them Samoans. 'I like the Samoans because their culture is still a living thing, not something just put on for the tourists,' Tavana said.

Tavana never knew his father, a Norwegian, and his mother died when he was only three. He belongs to the Teva clan in Tahiti, a family of traditional priests and *tufuga* which ruled over the district of Papara. His great-grand-aunt, Marau Taaroa, was Tahiti's last queen, wife of King Pomare V.

Tavana started his dancing show in 1950, and he has taken his show to many countries around the world. Ioteve, one of his main dancers, has danced in Germany, France, Belgium, Egypt, Israel, in several South American countries, the US and Mexico. Ioteve can do the Samoan *siva* and the *faatau-pati* (clap dance) very well. He is one of the heirs to Tavana's

Reconstructed from sketches and descriptions by early explorers in the Pacific, the above engraving was one of the earliest published in the *Old World* to show what Marquesan body tattoos looked like nearly two centuries ago. It is dated 1804 and is from a German work, but others with slight variations were also published early last century in French and English books and reports.

wealth, the other two being a daughter who is married to a Tongan prince, and Malala, an adopted Samoan son.

At the end of September, *tufuga* Lesa Li'o and Taumuafofona Leatigaga Sio were to travel to Hawaii to be Tavana's guests in his palatial home on his two-acre property in Honolulu.

The whole Marquesan tattoo project cost Tavana about \$35 000, but according to Tavana, it is money well spent. He hopes that the Marquesan tattoo project will help bring the Polynesian peoples closer together, and encourage a concerted effort to conserve their cultures and traditions.

Matagialalua Tavana and his



BUY NEW ZEALAND at the NEW ZEALAND EXPORTERS' FAIR 82

Princes Wharf, Auckland. 27 to 30 April 1982

(Taking up from where the hugely successful
2nd New Zealand Exporters Fair in 1978 left off)

The New Zealand Exporters Fair 82 is a comprehensive
exhibition of New Zealand's best manufactured and
processed products.

- * over 200 New Zealand companies featured
- * over 10,000 individual product items on display

Main industry categories:

- Building Products
- Engineering machinery and equipment
- Foodstuffs
- Consumer goods
- Export Houses
- Marine Products

ATTENTION ALL TRADERS, BUYERS, RETAILERS, DISTRIBUTORS, AGENTS

The New Zealand Exporters Fair 82 is your
one-stop-shop to examine the full range of New Zealand
products and see for yourself the depth and variety of
our industries.

The venue is the Overseas Terminal of Princes Wharf
in the heart of Auckland city. This stunning seafront
location which boasts spectacular views of the famous
Hauraki Gulf, is right next to Auckland's Downtown
retail complex and many other business, transport,
entertainment and hotel facilities.

The fair is the third of its kind and is being organised
by the Export Institute of New Zealand Inc., a non-profit
society of over 2,500 export practitioners.

- ☐ Yes I wish to come as a buyer/visitor to the New Zealand
Exporters' Fair 82. Please send me full registration details.
☐ Please send me more information and keep me informed of
the progress of this fair.
(Tick appropriate box)

Name:

Title:

Company:

Address:

Country:

Products you are particularly interested in:

.....

Phone: Telex:

Will your partner be travelling with you?

His/Her name:

Attach Business Card and send to:
Export Institute of New Zealand,
P.O. Box 17120, Auckland 5, New Zealand,
Telex 21796,
(Phone 540 188)

EXPORT
INSTITUTE OF NEW ZEALAND

MAIL TODAY
Details also available from your nearest New Zealand Trade
Commissioner.

TROPICALITIES

party presented to Western
Samoa's Head of State, His
Highness Malietoa Tanumafili
II, a Tahitian *sua* at Vailima, an
expression of their appreciation
for the love and care shown to
them by so many Samoans
during their stay.

'Without the help of the
Samoans, I would not be where
I am today,' Tavana said.

New U.S. grant for Fiji blind

The American Ambassador to
Fiji, William Bodde Jr, has
praised the work of the Fiji
Blind Society and Helen Keller
International (a private US
organisation) and announced an
additional grant of \$142,000 to
assist in continuation of their
joint project.

'During the past year, many
Fiji citizens have contributed
both time and money towards
helping their fellow beings, who
have been deprived wholly or
partially of sight,' said Am-
bassador Bodde. 'It is this sort
of private endeavour which best
expresses the Fiji character of
service towards one's fellow
man.'

Helen Keller International is
an internationally known hu-
manitarian organisation which
provides specialised training for
blind persons in many countries
of the world. It joined forces
with the Fiji Blind Society a
year ago in order to assist and
expand services to the blind in
Fiji.

The original aid grant was for
\$167,000 which was used to
develop the programme in the
last 12 months. The period
stimulated interest not only
within Fiji but from other
international donors.

'It is a pleasure to note,' said
Ambassador Bodde, 'that we
have been joined in support of
this very worthwhile project by
the Christoffel-Blindenmission,
the Royal Commonwealth So-
ciety for the Blind, the
Canadian International Devel-
opment Agency and the
Canadian National Institute for
the Blind, among others.'

'But the most important con-
tributions in both time and
money are those which have
been made by the people of Fiji
themselves who have provided
free services to the activity, as



**Back in Hawaii, Ioteve Tuhipua
displays his tattoos. Only his
face, hands and feet were left
untouched during the tattooing
sessions spread over six weeks.**
— Sherée Lipton picture.

well as funds to purchase such
items as motor scooters to allow
the Fiji Blind Society trainers to
travel through rural villages
working with the adult blind.'

Guam catalogues 3000 maps

Three thousand maps have been
catalogued at the University of
Guam's Micronesian Area Re-
search Center (MARC),
completing a project that began
in July 1980, according to a
report in the weekly, *Marianas
Variety*.

Until the cataloguing pro-
gramme was started, MARC's
collection of Spanish Document
Maps, and its general map
collection, had not been organ-
ised.

Undertaking the task of pro-
cessing the maps and classify-
ing them under a modified
Library of Congress System,
was Rebecca A. Wilson. Ms
Wilson had done similar work
with the 125,000-item map col-
lection at the University of
Oregon.

Five hundred and thirty-six
of MARC's maps are in the
Spanish Document Collection.
These are primarily photo-
graphic copies of originals
which are in Spanish archives.

The bulk of the collection con-
tains in all 2221 Pacific-area
maps. These include maps of
the Caroline, Marshall,
Mariana and Gilbert Islands,

and a number of maps of Japan. The large collection of Guam maps includes special subjects such as aerial views, geological, nautical and archaeological maps.

The collection includes some rare, quite old, hand-drawn maps that are thought to be 'originals'. One particularly interesting specimen depicts Umatac Bay in 1819 and forts, guns, the church, Governor's House and other structures.

PNG's Abelam people studied

A permanent exhibition of the history and culture of the Abelam people from the West Sepik Province of Papua New Guinea is being mounted at a cost of \$A400 000 in a gallery at the Australian Museum in Sydney.

Two senior tribesmen from the village of Apangai in the Prince Alexander mountain range on the northern coastal slopes of Papua New Guinea were in Sydney for two months supervising the creation of part of a village in the gallery.

They were Nera Jambruku and Nerikowi Konbapa, the Abelam artists who helped create the elaborate wood carvings and paintings for use in the spirit house which the museum commissioned from their village.

American anthropologist, Dr Diane Losche, who trained under the world-renowned anthropologist, the late Margaret Mead, joined the Australian Museum two years ago to organise the walk-through gallery exhibition. She spent 15 months living with the Abelam people on her first visit to Papua New Guinea in 1976 to carry out research for her PhD from Columbia University, New York.

Dr Losche has been giving classes in Pidgin to the museum staff working on the preparation of the exhibition due to open next March.

The exhibition will include a spirit house, yam display house, sleeping and cooking houses and display cases and photographs woven around the architectural features. — *Australian Information Service.*

Hotel links lazy-lagoon past, jet-age present

American writer JOHN B. HART tells the story of Papeete's legend-in-its-time hotel, the Hotel Stuart, and its much-loved proprietor, Mum Stuart, who died last year, and recalls the many famous guests who have stayed at the hotel over the years.

Tahiti's oldest hotelkeeper is dead. At 84 years of age, charming Mum Stuart passed away (PIM Jul p73) just as her ancient waterfront hostelry was beginning a 'swinging' new lease on life.

Historic Hotel Stuart, aided by Pretty Miss France and her Disco Dancing Girls, had only recently launched a nifty new nightclub named by Mum the New Orleans. And it was really rocking and rolling into high orbit. A non-stop Tahitian orchestra and two busy bars

provided Papeete with plenty of action once again, this time around to a noisy go-go beat.

Nostalgia reigned and business was booming at the time-worn Stuart. Sadly though, the years had begun to tell on Mum as she tried valiantly to re-live past glories. A sudden stroke quietly ended her bold bid to cater for the tastes of a new generation.

The sturdy old hotel, though, brazenly painted and powdered like an ageing lady of the streets, was clamouring almost as loudly for tourists' attention as it had ever done before.

Carefree visitors bent elbows with barstool regulars. International sportsfishermen swapped stories with French legionnaires. Salty sailors drifted back and forth from yachts tied up across *le boulevard Pomare*. Lovely pareu-clad vahines sup-



Mum Stuart at 82, photographed two years before her death.

plied local colour while enjoying Tahiti's most popular sudsy stuff, the brew named *Hinano*. In island language the word 'hinano' means happy, the bar girls laughingly reminded their many customers. And that's the way most people lived it up at the New Orleans ... happy on *Hinano*.

Atmosphere for daytime imbibing was especially pleasant because the most romantic cruising-boat marine in all the South Seas lay just across the street. And after dark, *le Stuart* offered more real entertainment than you could find in all the rest of sleepy French Polynesia combined.

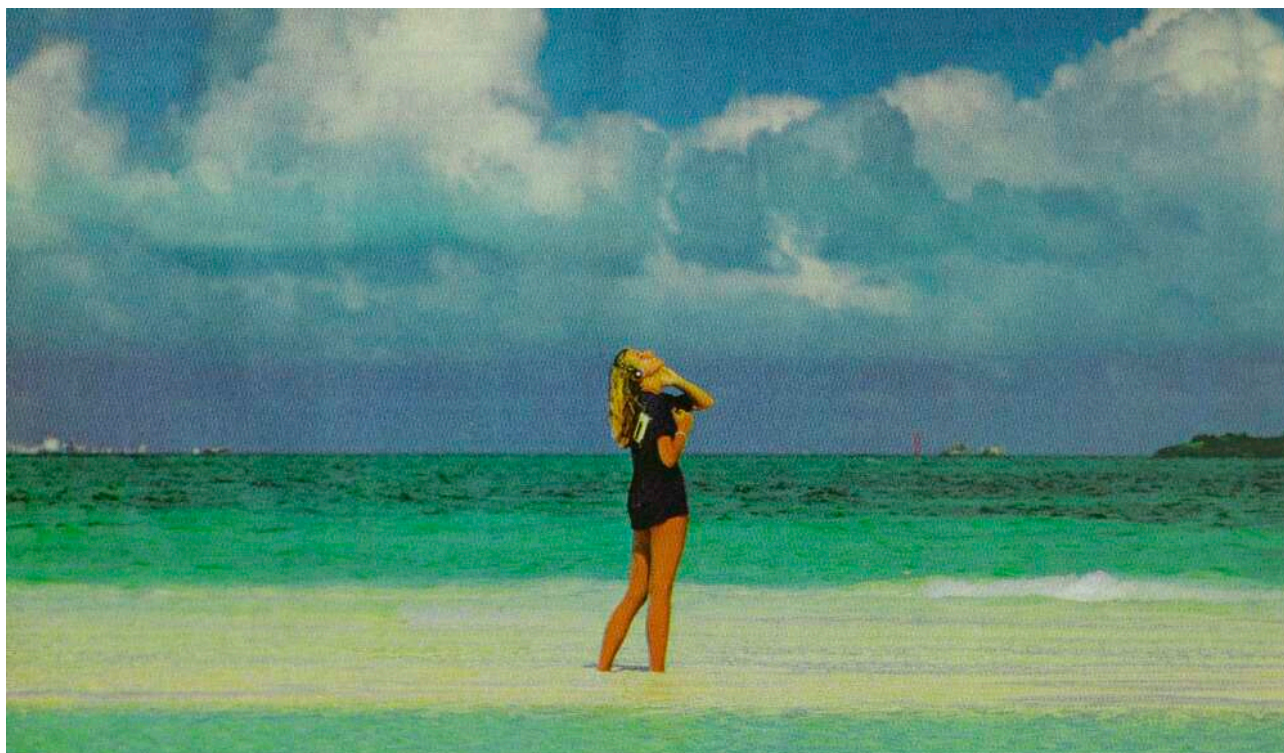
'Everybody liked our place,' rotund former bar manager Rino tells you, 'because we had good times going again in Mum's hotel.' Prices in her compact, split-level establishment were always reasonable (considering Tahiti's high cost of living), even to the modest cover charge for booth seating alongside the dance floor.

An unusual sign of welcome was a shiny mirrored globe above the dancers' heads reflecting coloured lights on foreign flags from all nations. And floor to ceiling murals depicting 'deep South USA' created a carnival atmosphere reminiscent of Louisiana's Bourbon Street bistros at Mardi Gras time.

The New Orleans recalled mixed memories of earlier



The Hotel Stuart today, with *le Club New Orleans* on the ground floor. — Mary Hart picture.



Great sounds go anywhere
Take a song along
with AIWA,
and leave your cares behind



TUNE IT

CS-J1

Here's beautiful FM stereo as you walk along, with cassette sounds too. And the CS-J1 is the only pocket-size portable that records stereo tapes directly off the FM tuner! Compact folding headphones for easier portability and comfortable listening.

TAPE IT

HS-F1

A built-in one-point stereo microphone lets you make live stereo recordings at the touch of a button. This lightweight model can also dub tapes from a hi-fi amplifier via stereo connection cords. Metal tape capable for recording and playback.

ENJOY IT

HS-P1

Only 345 grams light, this playback-only budget model delivers the same beautiful cassette performance as other AIWA portables. Wide frequency response (metal-capable too) means you'll enjoy all the music. Take it along!

AIWA for craftsmanship

AIWA®

AIWA CO., LTD. 11-9, Ueno 1-chome, Taito-ku, Tokyo, Japan.

Australia AIWA Australia Pty., Ltd., P.O. Box 339, Rockdale, N.S.W., Australia 2216 Tel: 597-2388/2808
Cook Islands Island Merchants Ltd., P.O. Box 69, Rarotonga, Cook Islands
Fiji D. Ranchhod & Company, Corner of Vidilo St. & Vitogo PDE, P.O. Box 18, Lautoka, Fiji Tel: 60227
Fiji P. Hargovind Bros., Duty Free Centre, 190 Renwick Road, Suva, Fiji Tel: 24350
Guam Micropac Audio, Inc., P.O. Box 3478, Agana, Guam 96910 Tel: 472-8091
New Caledonia hifivox; 79 Rue de Sébastopol, B.P. 1458, Nouméa, New Caledonia Tel: 27 24 66 et 28 29 31

New Zealand Miles & Carlaw Ltd., Air New Zealand House 1 Queen Street, Auckland New Zealand Tel: 797-880
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 de Marechal Foch, P.O. Box 269, Papeete, Tahiti R C 6604A
Vanuatu (New Hebrides) The Sound Centre Ltd., P.O. Box 434, Vila, Vanuatu (New Hebrides) Tel: 2035

TROPICALITIES

Tahitian watering holes: notorious honky-tonks like Quinn's Hut downtown, and the barn-like Lafayette out Arue way. The Lafayette, as some readers may remember, opened late after Quinn's closed.

Inebriated merry-makers charged out there from Papeete by all means possible — car, motor scooter, bicycle, taxi, and aboard Le Truck loaded with bar-hopping party girls. Legendary Suzy No Pants and her happy-go-lucky companions (known as 'Queen's Girls' by one and all) sang and entertained all the way from town at midnight, and all the way back through the countryside at dawn.

In modern times, nightclubs like the New Orleans catered to a more affluent class of clientele than Quinn's and Lafayette used to. Makes you wonder whatever happened to all the free spirits who patronised Tahiti's disreputable dives in the 'good old days' before jet air travel and *Mutiny On The Bounty* movies.

Besides a blatant beat downstairs, the three-story Stuart sported a sparkling green and white paint job on the upper floors to go along with her newfound youthfulness. 'Too pure and virginal looking for me now,' an unsteady old seadog confessed to us as he meandered by, 'not exactly the way I remember things in this block at all.'

To avoid such bewilderment, possibly, a gaudy bright red awning covered tidy small sidewalk tables under a classy "New Orleans" sign. Off to one side, tiny letters carved on a varnished board spelled out 'Hotel Stuart'. Even so, the snowy balconies rising high above Pomare boulevard managed to help Tahiti's first hotel hold her head up pretty well, thank you, in spite of the fact she was squeezed in between expansive new condominiums in a high-rise neighbourhood.

The Hotel Stuart, photographed about 1930. The beautiful Pomare Boulevard had not been built and yachts were moored in front of the hotel across a single-lane road. The Cercle Polynésien bar was on one of the balconies, overlooking the yachts at their moorings.

It's a shame Mum will no longer be on hand to welcome guests to Papeete. Patrons of her now closed New Orleans have lost *une bonne amie*. However, the Hotel Stuart still carries on a bit of 'old Tahiti' tradition under the guidance of her only son, Bill... despite the fact that its one-of-a-kind harbour hangout has at last disappeared from the nightclub scene as have both Quinn's and the Lafayette. Time takes its toll of both people and places.

Way back 200 years ago, when the very first European sailors were drawn toward Tahiti's misty green mountains, Mum Stuart wasn't renting rooms or serving drinks or playing disco music yet. So

explorers like Wallis, Bougainville, Cook, and Bligh had to sleep aboard their seaworthy ships anchored around in Matavai Bay near Point Venus.

Even later on, after the new harbour at Papeete came into use, the first of the big-name travel writers — Stevenson, Conrad, Melville and O'Brien — had to call for Heineken's and Dewar's from bamboo tables on thatch-roof verandahs of rickety rooming houses.

By the late 1800s, however, the word was out around the world: islands in the South Seas had a lot to offer... especially the best-known one, Tahiti. Early in this century, a fabled town gathering place (or gin mill, if you will) opened for

business as the Cercle Polynésien in Papeete's only real hotel — today's old-time Stuart.

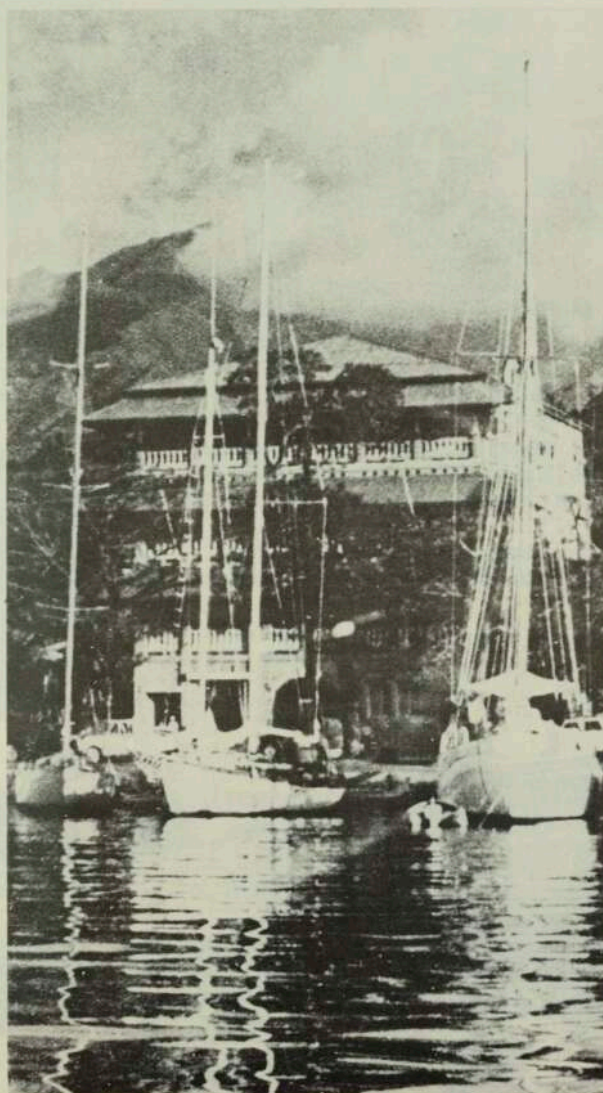
During the next quarter century, both the Cercle and the Stuart became widely known for unbridled conviviality throughout the South Seas. And the solid stone edifice which housed them both remains a harbour landmark yet today. Its well-worn guest rooms still overlook one of the most fascinating red-roofed ports of call in the whole wide world.

In retrospect, today's era of Tahitian tourism must have been born right here on the waterfront. The stage was set, anyway, almost as soon as a funny little French bartender named Poggi unleashed the first of his wicked Rainbow Punches. 'Oo la, la, how busy we were!' Mum used to recall, 'Almost like my noisy New Orleans on a Saturday night.'

Beginning with those early times over five decades ago, Mum Stuart was often regarded as Tahiti's greeter to the great along the seafloor. She welcomed more well-known personalities to *le Paradis* than the Tourist Board itself. Though she never could begin to recall them all, some names you'll remember yourself include artists McDonald and Van der Heyd, authors Nordoff and Hall, adventurers Heyerdahl and Gerbault, and politicians de Gaulle and Giscard d'Estaing.

More of her acquaintances over the years were Errol Flynn, Count von Luckner, Paul Gauguin, Jack London, Clark Gable, Zane Grey and Stirling Hayden. Tom Neale, who wrote *An Island to Oneself*, returned to the Stuart time after time. And so did Rarotonga's Ronald Syme, author of *Isles Of The Frigate Bird*. Ralph Varady wrote portions of his wonderful *Many Lagoons* on the Stuart's shady front patio. James Michener and Marlon Brando knew Mum too.

Other friends she remembered fondly were trading boat skippers Thompson, Benton, and Anai; novelists Robert Dean Frisbie and W. Somerset Maugham; circumnavigators Long, Robinson, Chiles and Moitessier; musicians Eddie





QM series
20~33HP

In the Pacific, the message is diesel. Diesel engines are delivering everything they promise in the way of compact, clean, economical power. They are helping island economies flourish. The tough, non-compromise, high torque of Yanmar diesels is enabling longer range fishing operations, a broader range of fishing techniques, shorter landed time, and modern power generation on shore for storage, lighting and a dozen other jobs.

The benefits of the diesel can be applied more readily and more efficiently, and with more savings, than any other form of economical power. Today's Yanmar diesel engine is a modern, super-refined, highly durable worker. For any Pacific community, today's message is diesel, the medium is Yanmar.

HAE series
165~300HP



We help good ideas move better
A world of uses: 4~5000 HP

YANMAR
DIESEL ENGINE

1-1, 2-chome, Yaesu, Chuo-ku, Tokyo 104, Japan Cable: YANMAR TOKYO Telex: 0222-2310, 0222-4733

Lund, Bill Stone, and Bouzou Frogier; and those fugitives from the California freeways — Kelley, Carlisle and McCallum — who now run Bali Hai resorts on white sand beaches under outer-island palm trees.

Old Tahiti hands will remind you that today's Stuart is a last link between the sleepy-lagoon past and the jet-age present. Further, they suggest that adventurous travellers — requiring neither resort amenities nor world class accommodation — might even now enjoy sampling a bit of 'island atmosphere of yesteryear' by staying in one of its spartan, no-frills, cold-water rooms beside the seafront.

After arriving at Faava airport, simple ride Le Truck (Tahiti's owner-operated public transportation system) into Papeete for a modest 50 francs. To locate the Stuart, watch for tall masts on sailboats along the quay. Pull the bell cord so the driver can let you off kerbside under a shady flamboyant tree.

Traffic on the busy boulevard will be unbelievable, not at all what you expected to find in South Sea islands. Vespas, Renaults, Hondas, VWs, Datsuns, and Fiats whiz by in a frenzy. Only bicycles and pedestrians, whose days appear to be numbered, give any relief from the furious spitting and sputtering of so many small engines.

Step under the sidewalk awning for safety and climb a creaky stairway beside what once was the New Orleans' streetfront bar. Hopefully, Bill Stuart will have a vacant room with a harbour view... maybe the very same one from which Henri Matisse painted sunsets in 1930. Or perhaps another where Edgar Leeteg slept off his sprees in the 1940s after selling one of his masterpieces on velvet. Or possibly even Gable's old quarters, used while he was playing Fletcher Christian on film so many years ago.

Finally settled high above cars and confusion, slowly unwind. Contemplate the most colourful nautical crossroads in the South Pacific. Lose your jet lag as Polynesian paralysis gradually takes over. Begin to put together bits and pieces of all your reading about Oceania.

Below are French warships,

Danish freighters, Korean tuna clippers, Yankee yachtsmen, Chinese junks, and Tahitian outrigger canoes. Looming up near the centre of town huge cruise ships are docked. Sightseers and shoppers from England, Russia, Holland, Norway, the States — and almost anywhere else one can name — spill into the streets.

Moored close by is the picturesque, locally owned fishing fleet. And remember, here's the area where catering trucks run by local people serve exceptional 'meals on wheels' at reasonable prices every evening.

From your own balcony, watch rusty copra schooners sail for storied, far-flung outlying specks of civilisation — islands and atolls known as the Marquesas, the Tuamotus, the Gambiers, the Australs. A few paying passengers travel on board weeks or months at a time for less than \$10 a day.

Twice a week antique cargo-passenger boats chug out of Papeete to the much closer Society islands of Huahine, Raiatea and Borabora. Low roundtrip fares are bargain-priced for five unbelievable days and nights aboard the *Taporo* or the *Temehani*.

At 9 o'clock every morning, both a small freighter and a speedy launch carry visitors 20 km across the Sea of The Moon into Cook's Bay on Moorea. No wonder Moorea is so often referred to as Bali Hai. It has to be the most spectacularly beautiful 'high island' anywhere in the world.

In recent years most visitors to Tahiti have arrived in tour groups using new resort hotels located 5 to 8 km outside the capital city of Papeete. Some are soon airborne again, flying to outlying islands before seeing very much of Tahiti itself. As a matter of fact, many miss the 'downtown' harbour area entirely.

So it's still worthwhile to consider staying in the centre of Papeete where most island activity originates. You're near good restaurants, chic shopping, lively bars, transport aboard Le Truck from the central market place, and vintage character freightboats for romantic island hopping.



Whichever way you choose to see Tahiti for yourself — whether luxuriating in the countryside or mingling with city folks — please find time for at least a quick glance at the celebrated Hotel Stuart. Stop in to see where Mum's past triumphs like her nightclub New Orleans, her busy Bar Vaoara, and her fabled Cercle Polynésien used to attract *les bons vivants* for so many years.

Though quiet nowadays, compared with its boisterous reputation of the past, Tahiti's oldest hotel is still thought of as a legend in its own time by many of the 55 000 residents of Papeete.

And nobody in all the Society Islands can forget amiable Mum Stuart herself, for she played a prominent role in the history of true Tahitian hospitality for over 50 years. Oldtimers will always remember her friendly smile and kind word as she welcomed wanderers from the world over to her part of Paradise in the South Pacific.

Date change for Fiji meeting

The 1982 Fiji Tourism Convention Planning Committee has announced a change in dates for this year's convention, Fiji's 21st, to be held in Suva.

The June 4-6 date first set by the committee has been changed to June 24-26.

Planning committee members have since discovered that a Pacific Area Travel Associ-

ation (PATA) travel trade meeting is to be held in Honolulu from June 2-4 leading up to a PATA South Pacific Travel Mart scheduled for Melbourne the week beginning June 5.

As these dates would have clashed with the Fiji convention, it was decided to move it to later in the month. Many delegates to the PATA meetings would probably be travel people who would also wish to attend Fiji's convention.

Having the convention later in the month would also mean allowing time for the 1982 South Pacific Bowling Carnival, as well as the 1982 Auckland to Suva Yacht Race (also scheduled for June) to be completed.

Planning committee chairman Geoff Newton (Travelodge Fiji), says a record number of delegates, more than 400, are expected.

Sansui follows up the widely acclaimed Super Feedforward System with yet another breakthrough.

The Super Feedforward System is a remarkably effective amplifier circuit developed by Sansui and first introduced last year in the widely acclaimed AU-D11 and AU-D9.

Combining a standard negative feedback loop with an error-correction feedforward circuit, it successfully reduces to the very threshold of measurability all types of distortion—including all traces of switching, crossover and TIM.

So how is Sansui improving on this? Easy. We're introducing two new competitively-priced Super Feedforward amplifiers, models AU-D33 and AU-D22, along with a matching tuner, model TU-S33. This technological breakthrough means that now anyone can put together a stereo system built around a versatile, high-performance Super Feedforward amplifier.

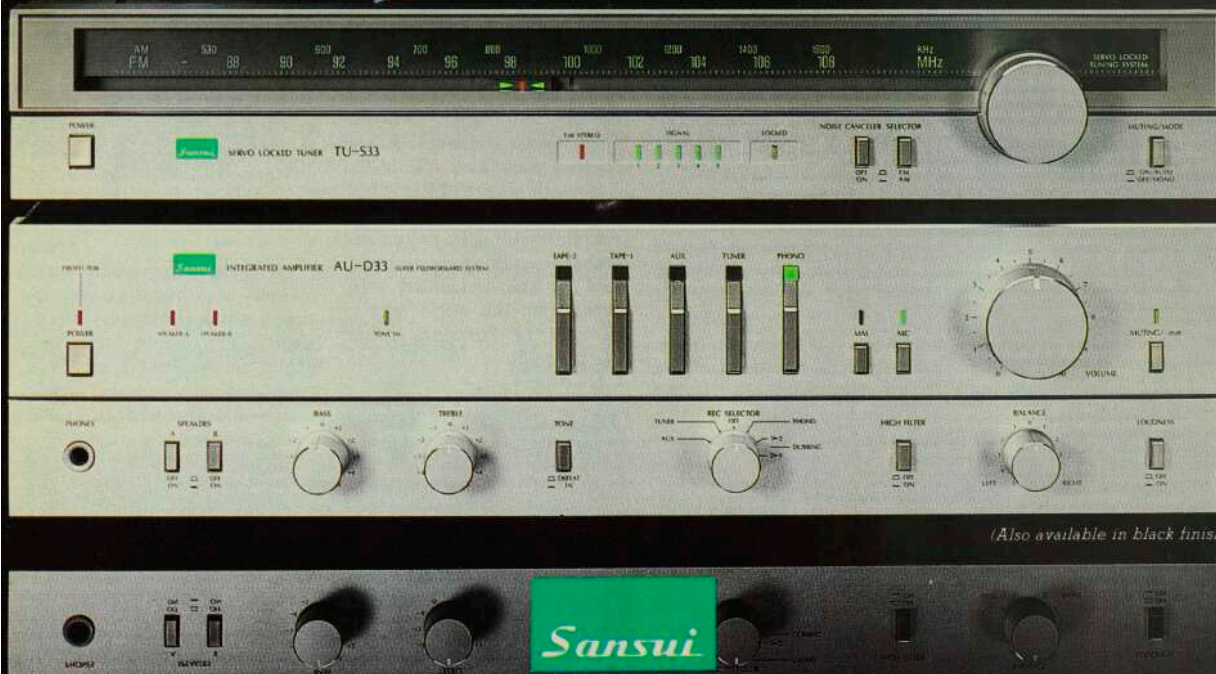
We invite you to compare the distortion figures of either amp against any others on the market. And when you do, remember that Super Feedforward

reduces or eliminates *all* types of distortion, not just harmonic or switching or TIM.

We're confident that you won't find smoother or purer sound at any price. Sansui, a leader in audio engineering for 35 years.

AU-D33: 50 watts/ch., min. RMS, @ 8 ohms, 20 to 20,000Hz with no more than 0.004% T.H. distortion.
AU-D22: 35 watts/ch., min. RMS, @ 8 ohms, 20 to 20,000Hz with no more than 0.006% T.H. distortion.
TU-S33: FM Servo-Lock tuning system for drift-free reception.

THE END OF DISTORTION DISPUTES.
Super FF



TU-S33

AU-D33

(Also available in black finish)

SANSUI ELECTRIC CO. LTD. 14-1 Izumi 2-chome, Suganami-ku, Tokyo 168, Japan.
 • Australia: VANFI (Aust.) Pty. Ltd. 297 City Road, South Melbourne, Victoria 3205. Australia Phone: 690-6200/263 Alfred Street North Sydney N.S.W. 2060. Australia Phone: 929-0283.
 • Fiji: Prabhu Brothers Ltd. P.O. Box 183, Nadi Phone: 71122.
 • Papua New Guinea: Oceania Indent Agency (P.N.G.) Pty. Ltd. Box 5518, Boroko, Port Moresby. Phone: FM 256-105.
 • New Zealand: David Reid Electronics Ltd. P.O. Box 2630, Auckland. Phone: 488-049.
 • New Caledonia: Ets Michel MERCIER B.P. 1123, Noumea. Phone: 27-59-11.
 • Central Pacific: Nauru Co-operative Society Republic of Nauru • Vanuatu: The Sound Centre P.O. Box 434, Port Vila. Phone: 2035.
 • Tahiti: SIMEL P.O. Box 3338. Phone: 26979.

A close look at the 'Hawaiian Renaissance'

To the casual passer-by, the scene might have made little sense. On a breezy lawn outside a downtown Honolulu office building, a group of people stood on a low concrete platform. One of their number stepped forward and began to chant in Hawaiian.

This was no Waikiki tourist show. The group wore everyday casual clothing and, individually, would have blended right in with those passing by on the sidewalk. The chanting was directed at a tall pleasant-looking person who watched from the lawn. When it ended, that person strode forward and began a chant of his own. The language was foreign. It sounded Hawaiian, but it wasn't.

This brief ceremony, hardly noticed by nearby office workers taking their lunch, represented official greetings between Kare Puketapu, secretary of New Zealand's Department of Maori Affairs, and the nine trustees of Hawaii's newly created Office of Hawaiian Affairs (OHA).

In several ways that brief meeting symbolised a fundamental change now underway in the Hawaiian community, and it indicated a new sense of brotherhood between Hawaiians and other Pacific Island communities. The ties at this point are mostly cultural and spiritual, but businessmen in Hawaii see the web of ties eventually spun thick enough to support a growing and profitable economic relationship between Hawaiians and their Pacific brothers.

If all this sounds a bit much, it should not be entirely discounted. The trustees of OHA (as well as those who support and believe in it) see the office as a financial and spiritual wellspring for the already-underway 'Hawaiian Renaissance'. That term has come to mean pride and interest in Hawaiian culture (dance, language, history) as well as pride and interest in being Hawaiian.

This renaissance has sent ripples through the Pacific pond in the form of the Hawaiian voyaging canoe *Hokule'a*, which has made two return trips to Tahiti, following as closely as possible the navigation and sailing techniques of the Polynesian ancestors. Hawaiian dance troupes and others have visited the Pacific Islands, bringing with them a message of cultural reawakening and — in some cases — inspiring their island brothers and sisters to take a renewed interest in their own culture.

As the descendants of Hawaii's original settlers reach out to the Pacific, they have discovered that learning works both ways. Hawaiians have begun to pay new attention to their island cousins and have discovered they have much to learn (or relearn).

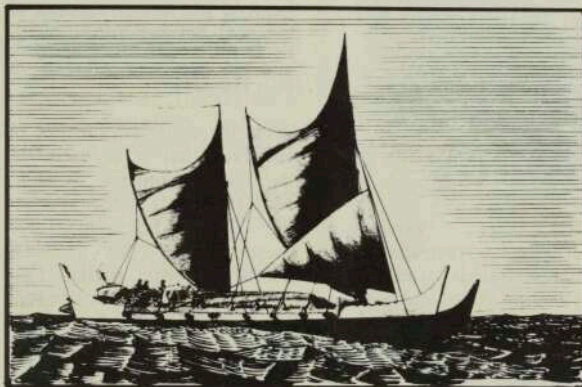
This was brought home dramatically by the visit of Puketapu. The trip was the result of an earlier visit to New Zealand, Samoa and the Cook Islands by a delegation from

The OHA trustees were particularly struck by Puketapu's description of the 'Tu Tangata' philosophy, which means the 'stance of the people' and implies self-reliance, pride in culture and self-support. Puketapu has been struggling to change the Department of Maori Affairs from a quasi-welfare organisation into a clearing-house for Maori pride and self-help. His basic message was that if Maoris have pride in themselves and in their culture and language, then all else (economic growth, prosperity, well-being) will follow in due course.

This struck a responsive chord with the OHA trustees. Because while the new office will eventually become deeply involved in economic, social welfare, educational and political affairs involving Hawaiians, its earliest efforts have been aimed at improving Hawaiian pride and visibility.

This began with the public

***Hokule'a*, the double-hulled Polynesian sailing canoe which has established a modern-day link between Polynesian Island communities. The *Hokule'a* project is described on this page as part of the Hawaiian cultural reawakening. — Drawing by Richard Rhodes from Ben R. Finney's book *Hokule'a: The Way to Tahiti*.**



OHA. That group met Puketapu in New Zealand and invited him to visit the Hawaiian Islands. He spent several days in the state, touring Hawaiian communities, businesses, cultural and social institutions and government entities.

While the New Zealand official admitted learning much, it was just as clear that he taught.

swearing-in of the nine OHA trustees on January 17, 1981 on the steps of Iolani Palace, the residence of Hawaii's last queen and today a museum of Hawaiian monarchy days. The day was symbolically important to the fledgling group because it was the 88th anniversary — to the day — of the overthrow of the Hawaiian monarchy under Queen Liliuokalani.

Liliuokalani relinquished her



throne under pressure from a group of Island businessmen, with the tacit backing of the United States Government. Those circumstances lead many (Hawaiians and otherwise) to believe reparations from the US Government are in order, and the thought of reparations was directly involved in the creation of the new Office of Hawaiian Affairs.

The office was created by a 1978 state of Hawaii constitutional convention. Delegates to that convention decreed there should be an organisation of Hawaiians, elected by Hawaiians, which would work for the betterment of Hawaiians and Native Hawaiians.

The distinction between 'Native' Hawaiian and Hawaiian is important. 'Native Hawaiian' has a legal meaning that covers only those of at least 50% Hawaiian blood.

From the beginning OHA was intended as a resource agency for all Hawaiians — not just the half-bloods.

That same constitutional convention created several additional changes of interest to Hawaiians. It gave official recognition to the Hawaiian language, it decreed constitutional protections for the 'traditional and customary' Hawaiian rights such as fishing and land use practices, and it set up a new 'rehabilitation fund' under the existing state Department of Hawaiian Home Lands which would pay for the 'educational, economic, political and social and cultural' improvement of Native Hawaiians. (Out of a total state population of more than 900 000 there are a reported 7574 pure Hawaiians, and 167 180 who said they were part-Hawaiian.)

The chairman of the constitutional convention committee that wrote these changes was Adelaide 'Frenchy' DeSoto, 52, a community activist and municipal outreach worker from

POLITICAL CURRENTS

the rural Oahu community of Waianae.

Two years later, following the necessary legislation out of the state of Hawaii legislature, an election open only to those of Hawaiian blood was held. Some 54 000 people registered and 42 000 turned out to choose the nine-member OHA Board of Trustees from among some 145 candidates.

The top vote-getter was DeSoto, who subsequently became the first chairman of the OHA Board of Trustees. The other eight represented a remarkably good cross-section of the Hawaiian community, from successful businessmen to grassroots Hawaiian rights activists.

They were Rod Burgess, president of a real estate firm; Roy Benham, a retired federal personnel officer; Thomas Kaulukukui, a retired US marshal for Hawaii and one-time athletic champion; Joseph Kealoha, a Maui real estate broker; Leimalama Solomon, a cultural anthropologist; Moses Keale, a state social worker; Walter Ritte Jr, a Hawaiian rights activist and subsistence farmer; and Peter Apo, a state community relations specialist from Waianae.

Since the November, 1980 election, the nine trustees have set up an office, hired staff and

have begun mapping out their efforts to 'better' the conditions of Hawaiians. Their operating budget has come out of regular state of Hawaii tax dollars and they also get slightly more than \$US1 million a year out of rental proceeds from public lands set aside in trust in 1959 when Hawaii became a state. Income from those 'ceded' trust lands was supposed to go for a variety of public purposes including aid to 'Native Hawaiians'. Since the ceded lands money can only be spent on programmes for those of half-Hawaiian blood or better, the office is always on the search for new sources of revenue.

One possibility will be reparations from the US Government for its involvement in the revolution that deposed Queen Liliuokalani and the Hawaiian monarchy.

Officials in Honolulu are waiting anxiously for a study of Hawaiian conditions mandated by the United States Congress. That study is expected to lay the historical and political groundwork for a request for reparations payments similar to that given Alaskan natives.

In the meantime, the OHA trustees and all Hawaiians will continue their rebuilding efforts so that, when and if the money comes, they will be ready. — *Jerry Burris in Honolulu.*

source of a large amount of PNG's commercial borrowing.

Examining current sources of development aid, and the possibility of developing new sources, the paper concludes that the prospects for additional sources of aid are none too bright, and says that 'priority should be given to existing trade relations'.

The report points out that the



Sir Maori Kiki, the man who pioneered the foreign policy of 'universalism' which Papua New Guinea is now amending after six years. Sir Maori was one of the strong men of the Pangu Party home-rule campaign which led PNG into independence under Michael Somare, and he became deputy prime minister and foreign minister in the first national government. He is no longer in parliament, and has business interests in Port Moresby.

value of Australian aid lies in the fact that it is used for current government expenditure. Its finding is that Australian aid will be required for these purposes for at least another 10 years, saying: 'Projections suggest that Australian aid will continue to be needed for at least another decade, even to maintain existing services.'

Oz in Pacific conference

Australia and the South Pacific is the title of a two-day conference in February to be co-sponsored by the Centre for Continuing Education of the Australian National University, and the Australian Committee of the Foundation for the Peoples of the South Pacific.

According to organiser Brendan O'Dwyer the conference is intended to provide a forum for key Pacific speakers to inform Australians of their concerns and priorities. Father Walter Lini, Prime Minister of Vanuatu, will give the keynote address on February 18 at Burgmann College on the ANU campus.

Other speakers and workshop leaders will include Mere Kite of Fiji, Francis Bugotu of the Solomons, John Momis from Papua New Guinea, and Albert Wendt from Western Samoa.

The programme covers topics such as trade, aid, investment, military and strategic issues, regional organisations, education, tourism, and the role of non-governmental organisations, including churches and trade unions. Further information is available from Jan Gammage, Centre for Continuing Education, ANU, PO Box 4, Canberra 2600. Phone (062) 49-4417.

Splits trouble Fiji's NFP

Fiji's ruling Alliance Party is drawing comfort from splits which are appearing in the ranks of the opposition National Federation Party in the run-up to the July general election.

The mainly Indian-supported NFP displayed its divisions publicly when in the annual election for Lord Mayor of Suva three of the 11 NFP councillors on the 20-seat council refused to support the endorsed candidate of their party, and voted for the Alliance candidate instead.

There is strife too over the selection of NFP candidates for the July election. Many of the 13 sitting NFP MPs are threatening to rock the boat if they are not re-endorsed for their present seats.

Splits in the NFP cheated it of power after it had narrowly won the general election of May 1977: inner-party divisions at the time were so grave it was unable to form a government.

The Alliance Party can do with comforting tidings from its main opposition camp.

Facing the hostility of the newly formed Western United Front, a Fijian-based party

PNG's new-look foreign policy

In a white paper presented to Papua New Guinea's parliament in November, Foreign Minister Noel Levi confirmed the abandonment of the Somare government's 'universalist' foreign policy — 'friends to all, enemies to none' — in favour of what he called a policy of 'active and selective engagement'.

The culmination of two years of preparatory work, the paper recommends that priority be given to relations with countries with which PNG shares significant interests. Top priority, the paper says, should be given to close co-operative relations with PNG's four direct neighbours: the Federated

States of Micronesia, Indonesia, Australia and Solomon Islands. Another priority would be co-operation with PNG's other Pacific neighbours.

The paper also stresses development of closer relations with the Association of Southeast Asian Nations (ASEAN): Indonesia, the Philippines, Malaysia, Singapore, and Thailand. Mr Levi referred to PNG's attendance as a special observer at the Manila meeting of ASEAN foreign ministers.

Also recommended for close attention are relations with PNG's major trading partners (Western Europe and Japan), and with the United States,

POLITICAL CURRENTS

A 30-month plan from Mr Mamaloni



Solomon Mamaloni, prime minister of Solomon Islands, who has announced a government programme of action for a 30-month period.

centred on Fiji's Western Division (PIM Sep '81 p48), it also has serious financial problems as it gears up for an expensive and hard-fought campaign.

In its first-ever direct appeal for funds to the country's businessmen, the Alliance has asked for contributions to the tune of \$F153 000, the sum reckoned to be needed for an effective campaign.

Party treasurer Sir Charles Stinson, a former minister of finance, stressed in a circular to local companies the need for the preservation of stable conditions in Fiji if investment is to be attracted. He said the Alliance Party was politically best equipped to maintain such conditions.

In another move, the party is planning to mount a special fund-raising drive among Indian businessmen, the erstwhile financial backers of the NFP. It's a brave effort, but most observers expect the resulting pickings to be slender.

All in all, Fiji's July election promises to throw up some surprises.

Busy political lobbying looks like being the order of the day. This activity, as much as the ballot box, is likely to decide the complexion of the new government.

Solomon Islands Prime Minister Solomon Mamaloni, elected in August following the resignation of Peter Kenilorea (PIM Oct '81 p33), in November issued his coalition government's Programme of Action for the 30 months before the next election.

It came in the form of a Letter to the People of Solomon Islands, and although it appears mainly to have been an initiative of Mr Mamaloni himself, his coalition partners — the Independent Group and the NADEPA — were clearly involved in its development.

Proposals include:

- a study of the constitution, aimed at turning the country into a republic with a federation of provinces;
- a transfer of all former Ministry of Home Affairs responsibilities to the provinces, leaving a Ministry of National Development at the centre;
- establishment of a Melanesian Alliance with Papua New Guinea and Vanuatu;
- expansion of Solomon Islands' defence and naval forces;
- a review of the government's role in Air Pacific, with eventual withdrawal of the Solomon Islands Government's shares in that airline, and consideration of ways of developing Solair;
- conversion of the Solomon Islands monetary authority into a central bank;
- a plan for a national lottery.

The Australian Department of Foreign Affairs publication, *Background* (Nov 25 '81), comments:

'Domestically, the most controversial items are likely to be the proposed establishment of a national lottery, and continuation of the positions of the five national Ministers for the Provinces (created following the change in government). Most of Mr Mamaloni's "Letter to the People" is in fact taken up with justification of these positions.'

'On the foreign policy side, Mr Mamaloni's stated intention

to "negotiate joint defence and security arrangements with friendly Pacific nations" may strike a responsive chord with Papua New Guinea, which has recently proposed a regional peace-keeping force. References to the establishment of a Melanesian Alliance, and to the intention to withdraw from Air Pacific will, no doubt, receive attention in the region. So also will the interest expressed in sharing diplomatic offices and facilities in Australia, Vanuatu, Tuvalu and Kiribati. The only other foreign policy reference is to an intention to establish diplomatic relations with the People's Republic of China in 1983/84.'

Vanuatu seeks Santo compo

Vanuatu is asking Britain and France to pay compensation for loss and damage sustained during the 1980 uprising on Santo.

The uprising was an attempt by rebels to seize control of Santo and to separate the island politically from the rest of Vanuatu. The rebel activity began shortly before Vanuatu (which was then New Hebrides) gained independence from Britain and France, and the trouble was not ended until after independence when troops were called in from Papua New Guinea.

The Vanuatu parliament has adopted a resolution which claims that as the loss of property due to the rebellion was a direct consequence of the failure of Britain and France to maintain law and order, compensation should not be paid by the Vanuatu Government, but wholly met by Britain and France.

No reaction has been received from either the British or French Government, but the matter was to be raised during aid talks held in Paris and London in November between French and British officials and a Vanuatu Government delegation headed by Prime Minister Father Walter Lini. — *Ian McIntyre in Port-Vila.*



Sir Julius Chan (left), Papua New Guinea prime minister, and Father Walter Lini, Vanuatu prime minister, after their 1980 meeting which led to the use of PNG troops to end the Santo rebellion in Vanuatu. Vanuatu says British and French troops should have ended the rebellion, and is now claiming compensation from the two governments. — Auri Eva picture.

When it comes to toughness, Toyota takes on all challengers.

LAND CRUISER (Station Wagon)

PAPUA NEW GUINEA: ELA MOTORS, Scratchley Rd., Badili, P.O. Box 675, Port Moresby.

NORTHERN MARIANAS & U.S.T.T.: MICROL CORPORATION, P.O. Box 267, Saipan.

FJI: AUTOMOTIVE SUPPLIES COMPANY, P.O. Box 355, Suva.

AMERICAN SAMOA: BURNS PHILP (SOUTHSEA) CO., LTD., P.O. Box 129, Pago Pago.

WESTERN SAMOA: BURNS PHILP (SOUTHSEA) CO., LTD., P.O. Box 188, Apia.

TONGA: BURNS PHILP (SOUTHSEA) CO., LTD., P.O. Box 55, Nuku'alofa.

TOYOTA SERVICE



The advertisement features three panels at the top showing different Toyota commercial vehicles: a brown Land Cruiser, a blue Dyna truck, and a green truck. Below these is a large image of a purple Toyota Land Cruiser Station Wagon driving through water, splashing. To the right of the splash is a block of text describing the toughness of Toyota commercial vehicles. At the bottom, there are three columns of text listing Toyota dealers for various Pacific islands. The Toyota logo is prominently displayed in red at the bottom right, and a line of text at the very bottom lists the full range of Toyota models.

LAND CRUISER **DYNA** **TRUCK**

Toyota commercial vehicles are a very special breed apart, unrivaled for their toughness and sure handling on or off the road. Built tough to stand up to the most difficult loads. Built also to take the punishment of bad weather, and beaten up road surfaces. Like the new 4W Toyota Land Cruiser Station Wagon. And because you're behind the wheel of a Toyota you can be sure of fantastic reliability and backup service when you need it.

Toyota, the tough breed

GUAM: ATKINS, KROLL (GUAM) LTD., P.O. Box 6428, Tamuning.
VANUATU: VANUATU MOTORS, P.O. Box 18, Port Vila.
SOLOMON: MENDANA ENTERPRISES (S.I.) LTD., G.P.O. Box 174, Honiara.
TAHITI: NIPPON AUTOMOTO, B.P. 342, Papeete.

COOK ISLANDS: COOK ISLANDS TRADING CORPORATION LTD., P.O. Box 92, Rarotonga.
NAURU: NAURU COOPERATIVE SOCIETY.
KIRIBATI: TARAWA MOTORS, Box 36, Bairoki, Tarawa, Kiribati.

NORFOLK ISLAND: BORRY'S RENTAL CARS, MOUNT PITT (ENTERPRISES) LTD., P.O. Box 169.
NEW CALEDONIA: SERVICE IMPORTATION AUTOMOBILE DU PACIFIQUE, Rond-Point du Pacifique (Station Total) B.P. 438, Noumea.

TOYOTA

The Toyota range includes: COROLLA, STARLET, CORONA, CRESSIDA, HI-LUX, STOUT, HI ACE, DYNA, COASTER and LAND CRUISER



The Rev **George Pitt** was outraged that an hour-long broadcast he gave over Radio Cook Islands last November was costing his sponsors, the Assembly of God, \$NZ180.

'The radio's running at a loss because they are not giving more free time to God — especially on a Sunday when people are really thinking about God,' he said, according to a report in *Cook Islands News*.

Cook Islands-born Mr Pitt — he claims he was delivered in 1951 by the present Prime Minister Sir **Tom Davis**, in his capacity as medical practitioner — moved to New Zealand when he was 15, and was back in Rarotonga on a holiday when asked to make the broadcast.

Mr Pitt's career has been nothing if not colourful. He says he has nothing to hide about his background, and admits he was a member of 'Highway 61', a bikie gang in Auckland, for four years during his teens.

But when the gangs started putting real bullets in their firearms, and one of the members of his gang had his head blown off with a shotgun, he decided it was time to get out.

Cook Islands News reports: 'He got married, joined the fire service for the next six years, was converted to Christianity, spent a year doing theological training, then received a call to the Baptist Church.

'Now at 30 years of age he is a clean-cut Baptist minister with four children, the eldest 11.'

The paper goes on to recount the memorable tale of Mr Pitt's part in the campaign leading up to New Zealand's parliamentary elections on November 28, 1981.

Writing in *The Bugle*, an Auckland suburban newspaper, Mr Pitt urged his readers to ask their parliamentary candidates whether they believed in God.

Among questions to be put to candidates to determine this important issue, Mr Pitt suggested they should be asked if

the women they were sleeping with were in fact their wives.

The *Cook Islands News* report goes on: 'If they were then they were fornicating and did not believe in God according to the Bible ...' (Careful readers will note that the vital word 'not' got dropped from this sentence, creating a strange impression. More, the word 'fornicating' did not appear as printed above: it was printed as 'formicating', a typographical error which led one Raro wit to suggest that this new word coinage possibly meant 'the sensation of having ants crawling all over you ...' But that's by the way.)

Mr Pitt's *Bugle* article charged on: 'If you don't believe in God you're a fool. Maybe that's the problem with New Zealand, it's governed by fools.'

Shortly before leaving Rarotonga, Mr Pitt had a cautionary word for the Cook Islands Government. He said that the country received \$6 million a year of the New Zealand taxpayers' money, and 'he liked to see the money spent in a worthwhile fashion'. (Sir Tom, take note!)

Saying that he took full responsibility for what he had said over the radio in his religious broadcast, Mr Pitt added — perhaps unnecessarily — that 'the Assembly of God, who sponsored the programme, had no idea of what I was going to say ...'

A former senior civil servant in Fiji is now in gaol in Sydney, no doubt brooding over what nasty

consequences can result from actions that are just that little bit too greedy.

He is **Leslie Angus Furness**, 65, who was declared bankrupt in Sydney in August, 1974. While still undischarged, he worked in the New South Wales Parliament, rising to the position of Clerk of Bills.

In 1978, he was committed for trial on five charges under the Bankruptcy Act, allowed \$100 bail, but failed to appear for trial.

In January, 1979, Furness became director of the Business Opportunity and Management Advisory Service for the Fiji Government in Suva.

In October, 1979, he returned to Australia to interview applicants for positions with the Fiji advisory service. He was arrested at Sydney airport on a warrant for his failure to front up in court in 1978.

Where does greed come into this melancholy tale?

At his Sydney trial last November, the court was told that Furness, while working with the Fiji Government department, had applied to the Australian Department of Foreign Affairs for his salary to be supplemented, as he was 'assisting a foreign nation'.

Papua New Guinean Geoffrey Gorohu wears the Bronze Medal of the Royal Humane Society of New South Wales at the ceremony in Sydney at which he received the award (PIM Dec p37). Alkan Tololo, PNG Consul-General in Sydney, is with him. Gorohu helped save the lives of six Australians in a fishing boat accident off Sydney Heads.



Following this application, Foreign Affairs began inquiries into the background of this ostensibly 'selfless' gentleman, battling away there in the heat of Suva to 'help' Fiji. These inquiries soon led to the discovery of Mr Furness's considerable record of helping himself — and, of course, his delicate position vis-a-vis the Australian law. If he hadn't made this effort to have the Australian Government 'top up' what was probably an already fairly generous salary, he'd almost certainly still be living comfortably in Suva.

As it is he has been gaoled for two-and-a-half years, on 18 charges under the Bankruptcy Act, and one under Australia's Commonwealth Crimes Act.

The court was told that Furness owed more than \$300 000 to creditors.

Judge **Godfrey-Smith** set a non-parole period for Furness of six months.

Another Australian import into Fiji — who will no doubt stay longer, and be quite unlikely to get into **Furness-type** trouble — is **Clive Speed**, former producer of the Australian Broadcasting Commission's popular current affairs programme, PM.

Mr Speed announced his resignation from the ABC last November after 11 years service with the commission.

He is to work as a media consultant for Fiji's Prime Minister Ratu Sir **Kamisesse Mara**.

Guyette Wahea, a New Caledonian resident in Port-Vila, functions as the representative of the pro-independence Kanak political forces in Vanuatu. French authorities have let it be known in various ways that they wouldn't mind in the least seeing him expelled from the country, or at least having his activities severely curtailed.

Mr Wahea is an intense man of medium build, thoroughly dedicated to the cause of Kanak independence. Born on the island of Maré in the Loyalty group, he has lived in Port-Vila for about a year. He had been a close confidant of the murdered secretary-general of the Union Calédonienne, **Pierre Declercq**.

This murder has exacerbated inter-racial animosities in New

PEOPLE

Caledonia, and French sources claim that it was certainly not an event they had wished for. The murder has made it still more difficult for the opposing groups to talk freely and reach compromise agreements.

One project dear to Guyette Wahea's heart is the raising of money to erect a monument to Declercq in Noumea. But it seems that most of his colleagues in the independence movement do not think the idea is feasible, and believe that the money could be put to better use in their independence struggle.

French sources tend to write Wahea off as less than credible. They find many of his statements outlandish, and make much of his alleged tendency to find himself frequently on the wrong side of the law.

In Wahea's view change in New Caledonia will not come by democratic means, as the non-Melanesian population outnumber the original inhabitants. He hints that the Kanaks may need to resort to more forceful means if moderate approaches fail.

He denounces the collaboration by traditional conservative elements of the Kanak population with the French authorities, and is particularly critical of his fellow Maré islander, **Dick Ukeiwe**, who is vice-president of the council of government in Noumea.

Wahea considers that the 'French problem' in New Caledonia differs from that in French Polynesia mainly because of the relatively small number of French settlers in Polynesia. He says the Polynesians will eventually gain independence by democratic means, without the need to resort to violence. The task for the *Ia mana te nunaa*, the Polynesian independence party, 'will be easier because they have kept their dignity,' Wahea says, adding: 'They have not suffered the post-rebellion repressions experienced by the Kanaks in New Caledonia.' — *Tony Cole*.

David Barry Crabtree, 30, an Australian citizen who has lived in Fiji for 15 years, has been appointed marketing manager for the Fiji Visitors Bureau in

Australia. He succeeds **Ron Michael** (PIM Dec '81 p40). Mr Crabtree is expected to take up his appointment in January 1982.

Mr Crabtree was educated in Fiji before he went on to higher education in Australia. He graduated with a BA degree in 1973.

He has had experience as a script writer and producer for radio programmes, as a photographer and editor, and in audio-visual production and presentation. He worked for a year as a cameraman-reporter for NBN3 Television in Newcastle, New South Wales.

'The romance of the South Seas was already dying out, but those days of swimming and skylarking in the water, feasting and dancing under the trees and, when the picnics extended into the later hours of the night, a little hand-holding while the moon sailed over the mountains, are just a glimpse of the simple fun that has now been replaced by gin, blaring radios and nights spent in honkytonks.'

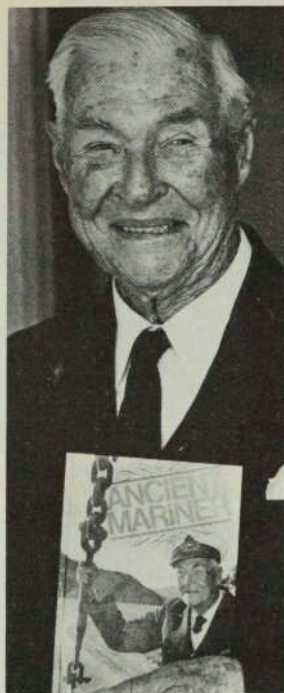
That's the ancient mariner talking in New Zealand of the days he spent in Tahiti and elsewhere in the south Pacific between the two world wars.

He looks back on those good old days and all the others he spent in the navy during World War I which ended with him commanding a 'Q' ship, cruising the Mediterranean in his own yacht, and charting reefs along Australia's then little-known north-western coastline.

New Zealander Captain **Jim Grey** deserves the title 'ancient mariner' which he has given to his latest book which traces his life across 91 years. After all, there are not too many people today who can drop the comment casually into conversation: 'When I had my first sailing dinghy in 1897 in Otago...'

But this ancient mariner can — and what's more he can still hop into a dinghy, or preferably something bigger, and take her out sailing.

The trouble today is that rheumatism has crippled his little fingers on each hand, making it difficult to handle the sheets so with that, and in deference to his 91 years, he has



Jim Grey — sailing since 1897

called it a day as a yacht owner. He sold his 16th and last ocean-going yacht *Siren IV* in December 1980, and now finds himself cast ashore at his home in Blenheim where another ancient mariner, his second wife **Sally**, tells him what to do in the garden. They had spent the preceding few years sailing around the New Zealand coast.

But it's the earlier days that make us accept the truth of the saying 'the good old days', and Captain Grey gives you a glimpse of them as he found them.

He spelt out his life in Tahiti in earlier books published in London in 1927 and 1945 — *South Sea Settlers* and *World's End* — but still has enough South Sea tales to rekindle memories in older folk, and envy in youngsters for an era gone.

He began writing *Ancient Mariner* back in 1930, and wherever he travelled his escapades always seem to contain liberal quantities of salt water, prominent men, attractive women, good wines and fine cigars.

Life at sea in small boats makes a man concentrate very much on basic things, and that quality permeates Captain

Grey's writing. He keeps details down to essentials, gives tantalising verbal sketches of people, places and events — and leaves the reader to imagine much more.

Can you imagine what it would have been like skipping your own 91-foot, 196-ton yacht around the Mediterranean for two years between wars with a crew of five, including a superb cook, for an overall monthly running cost of £75 to £80?

The mapping and charter work he did by yacht with a crew of sea scouts along Australia's northwest coastline was a tougher life. But he skims over the rigours, just as he ignores the harsher bits of his naval life that led, for example, to partial deafness caused by an exploding German shell.

During his long life the ancient mariner has never lost a yacht or ship, and never given one a bump.

'I've been lucky,' he conceded, while pointing out that despite the capability of today's crews, something was bound to give way on the over-masted and over-canvassed yachts they sailed.

Captain Grey's first wife died in the South Seas years ago, leaving him to bring up his daughter. He met Sally for the first time before he went off to war. Their reunion now links the past with the present for them, as his book does for its readers.

For those interested, *Ancient Mariner* is published by Cape Catley Ltd, and retails at \$NZ9.95 — *William Gasson in Wellington*.

Miss Hibiscus 1981, **Loretta Ragg**, will represent Fiji in the Moomba Festival Tourism Quest in Melbourne in February. Loretta is closely associated with the tourist industry in Fiji, working as a hostess for Sun Tours Limited.

According to Moomba Director **Ray Ware**, the word Moomba means 'let's get together and have fun'.

Fiji has taken part in the tourism quest since it started three years ago. The event is part of the two-week annual festival. Last year the band of the Royal Fiji Police Force participated and led the final festival float parade.

Scott Carpenter

**Scott Carpenter
and JVC.
Both explorers.
Both dedicated to—**

Scott Carpenter. An explorer who has spent his professional career on the cutting edge of innovation. One of the original US astronauts and an aquanaut. The only man to penetrate both inner and outer space.

JVC, too, has always been identified with innovation. Like Scott, we have spent years opening up new worlds. New worlds of home entertainment. We originated VHS, the most widely used home video system. We make versatile equipment like the HR-2200 portable video cassette recorder and the GX-68 video camera. Take a look and see if you don't agree that JVC products are out of this world.

Innovation



Official
Audio & Video Sponsor
of the 1968 World Cup
1968

JVC

TV IN AMERICAN SAMOA

Pluses and minuses of a 'bold experiment'

Bold Experiment: The Story of Educational Television in American Samoa. By Wilbur Schramm, Lyle M. Nelson, and Mere T. Betham. Published by Stanford University Press, California, USA, 1981. ix and 244 pp. ISBN 0 8047 1090 2. Price \$US17.50.

When, in 1899, the United Kingdom, Germany, and the United States eventually resolved the long-standing disputes over territorial rights in Samoa by recognising America's claim to those islands east of the 171°W meridian, and of Germany's claim to those west of it, the Samoan group of islands was divided politically and internationally. Those to the west became in turn a German colony, a mandated territory under New Zealand administration, and, finally, on January 1, 1962, the Independent State of Western Samoa. The eastern group — which somehow also acquired Swain's Island notwithstanding that it is geographically one of the Tokelau group, and west of the 171st meridian — became the base for the American Pacific fleet from 1904 until 1950, and then an 'Unincorporated Territory of the United States', a definition which, at least until 1961, appeared to be more of an exercise in semantics than any indication of its political or social development from its 1899 pseudo 'colonial' status.

From the time of the withdrawal of the US fleet in 1950 until the appointment of Rex H. Lee in 1961, there had been six governors and four acting governors, resulting in a change of policy approximately every year. Rex H. Lee differed from his predecessors in being a career diplomat and not a political nominee, and also in that he had a mandate to make major changes, together with a strong personal determination to improve the economic and social conditions of the Samoan people. In referring to the state

of development in general and of education in particular as he found it at the time of his appointment, he said: 'There is no time for waiting, no time for armchair patience — there has been too much of that for 60 years,' a statement which the authors of this book consider to reflect, in part, the sense of guilt felt by the US Government over not having done more to help Samoa to move into the modern world during the period of its responsibility.

Certainly there was an ambivalence in the approach to development. Many anthropologists and others who knew the Samoan culture well argued that that culture should not be tampered with, and that the US should not disturb further the tranquillity of the islands. On the other hand, it could be, and was, argued that the Samoans could not forever be protected

sults, and 'appalling even by comparison with the mainland ghettos'. All but a few of the 56 village schools were housed in Samoan *fales* with no equipment or furniture whatsoever other than a blackboard. Since Samoans normally sit on the floor, no one, it seems, had thought it necessary to provide chairs or desks, even for the teachers. The only books were out of date discarded hand-me-downs from the States, the contents of which had no relevance to Samoan conditions, and with allusions and illustrations which must have been completely foreign and incomprehensible to Samoan children. Not a single teacher in the elementary schools had a mainland teaching certificate. Furthermore, the few with high school diplomas scored only at the fifth grade of academic achievement, so that Lee had to



The early days of the bold experiment — a television screen instead of a blackboard dominates the classroom.

from the advancements of the modern world. Thus, with the advent of Rex H. Lee, the pull of conscience over what had not been done in the previous 60 years began to over-balance the pull of what *might* be.

Of the many reforms urgently awaiting his attention, that of education had the highest priority. Lee found the school system 'a shambles' in terms of facilities, buildings, educational standards and re-

call for interpreters so that he could talk in English with teachers who were supposedly teaching a curriculum of English.

Lee was not only a man with a mission, he was also a man in a hurry. He *knew* what the answer was: it was complete,

universal and comprehensive education for all by television, that glamorous new medium which was being used in Europe, USA, India, Iran, Chile and other countries. Lee himself had had personal experience of its efficacy in that his daughter had learned to type, and he 'conversational French' through television courses!

Certainly Lee consulted several authorities, but not as to whether educational television should be introduced — he had already made that decision — but as to how and how soon. In many quarters his ideas on the subject were received 'in respectful silence'. Some of the Samoan chiefs were far from sure what television was or what a television set looked like. But all were in favour of any scheme that would improve the education of their children, and thus the opportunities of a job on the mainland. Discussion with education departmental personnel did not reveal unqualified enthusiasm for the proposal; on the contrary there were long arguments about it. Alternatives were suggested, the main ones being an upgrading of the system by the mass importation of American certificated teachers, and/or the institution of 'crash' programmes to produce competent local teachers in the shortest possible time. The authors remark that it was strange that at this time no serious consideration was given to the possibility of using radio as a medium for improving educational standards, notwithstanding, as they point out, that radio would have had numerous advantages over television, and would have been far less expensive.

Eventually Lee had sufficient information and enthusiasm to present his proposal to the US Congress, where approval was quickly granted, first for a feasibility study by the

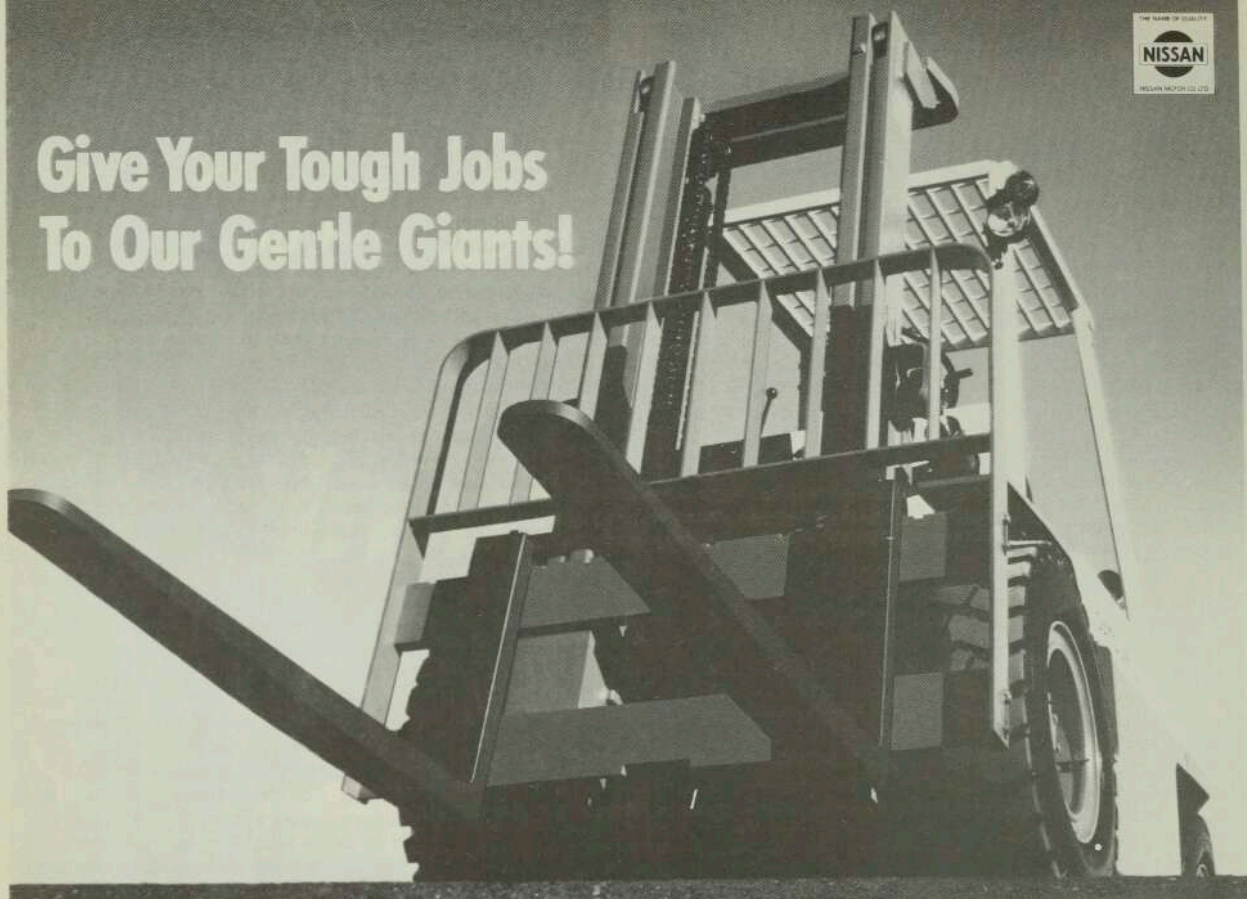
BOOKS





THE NAME OF QUALITY
NISSAN
NISSAN MOTOR CO., LTD.

Give Your Tough Jobs To Our Gentle Giants!





3.5-ton
Pneumatic/Cushion/Turbo-charger



4.0-ton
Pneumatic/Cushion/Turbo-charger



4.0-ton Heavy Duty
Pneumatic/Cushion/Turbo-charger

The difference will amaze you. These monocoque body heavyweights are tough on big jobs, maneuverable enough for small aisles and easy on operators. New Datsun Forklift F03 Series models excel in any role. Even many reserved for smaller lift capacity forklifts.

Smart 3/3.5/3.5-ton heavy-duty cushion tire and 3.5/4/4-ton heavy-duty pneumatic tire models

provide optimum tight-space handling. Rugged, fuel-efficient gasoline engines or a turbo-charged diesel engine assure high torque, gradeability and speed. Total toughness reduces downtime. Maintenance is minimal. Single-lever tilt/lift control, power steering and wide-angle visibility keep operator fatigue low.

Built to give owners and operators more in return. The versatile Datsun Forklift F03 Series.

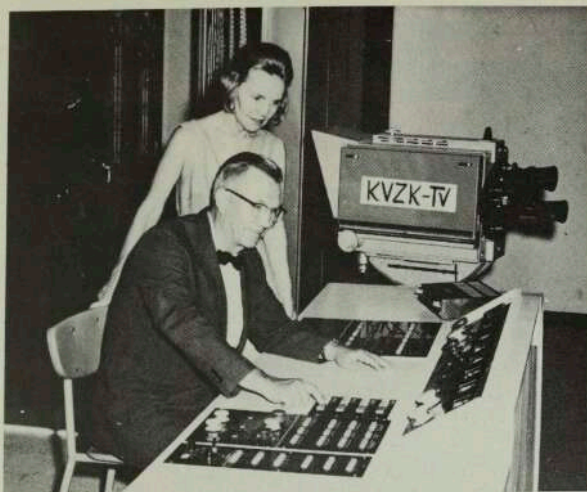
DATSUN FORKLIFT

NISSAN MOTOR CO., LTD. 17-1, Ginza 6-Chome, Chuo-ku, Tokyo 104, Japan
Loadlift Equipment Limited 2 Maurice Road, Penrose, Auckland 6, New Zealand Tel: 663-714 Auckland Nissan Motor Co., (Australia) Pty. Ltd.
Industrial Machinery Division Suite 1, 6th Floor, 100 William Street, Sydney, N.S.W. 2000, Australia Tel: 358-5444 Boroko Motors Ltd. P.O. Box 1259,
Boroko, Via Port Moresby, Papua New Guinea Tel: 255255, 255347

40

PACIFIC ISLANDS MONTHLY — JANUARY, 1982

BOOKS



Washington-based National Association of Educational Broadcasters (NAEB), and later for the expenditure of more than \$US6 million on the construction of a six-channel television system, and the construction of 30 new special-purpose schools, ancillary buildings, and the complex equipment and services essential for the establishment and running of a complete, comprehensive, educational TV system.

At the congressional hearing, a cloud no bigger than a man's hand appeared on the horizon in the person of Senator Warren Magnuson who asked whether the scheme being proposed 'would not lead to an irresistible demand for entertainment-type programmes', but was reassured by Lee who said that although they might show travelogues, or 30 minutes of an old film, or something else, he did not plan that type of service.

Once financial approval was secured, the project went ahead at great speed. There were formidable engineering problems, of which not the least was the construction of the transmission mast on the 489-metres high 'Rainmaker', Mount Alava, where repeated attempts to construct an access road to the summit were frustrated by the rugged terrain and heavy rainfall. The task was finally accomplished only by building an aerial tramway, 1.6 kilometres long, across Pago harbour. The provision of universal electricity supply for the operation of the receivers was also a

October 5, 1964, and Governor Rex H. Lee, watched by Mrs Lee, operates the switchboard to broadcast the first school television service.

major undertaking for, although the total land area of the territory is only a little more than 180 square kilometres, it is spread over six islands. Air-conditioned studio, operational and control buildings containing also library, photographic, art, publication, and administrative accommodation were also built, as well as the new village schools especially designed for teaching by television, but preserving the traditional Samoan *fale* style and design.

All this was against a deadline which was met when the whole system went into operation on Sunday October 4, 1964, under the joint auspices of the Samoan Department of Education and the NAEB.

Lee resigned his office and left the islands in 1967. He was succeeded by Owen S. Aspinall, who at once began to undermine and dismantle Lee's project. Pressure from the governor's office to discontinue, modify, and reduce the hours of instructional television eventually brought dissension and friction into the scheme and resulted in the withdrawal of NAEB co-operation. In a parting shot, NAEB's President William G. Harvey wrote that 'the Governor of American Samoa (Aspinall) illustrated a major failure to understand the central characteristics and needs of

the educational system, and an unwillingness to support it'.

After only 23 months in office, Aspinall was replaced by another political appointee, John M. Haydon, nominated by President Richard Nixon. He was, by profession, an advertising executive, a fact which, in the light of later developments, may have been significant. The NAEB was replaced by a team from the University of Hawaii. Haydon had his own pet projects, and after being quoted as saying that the television instructional system in Samoa 'was an utter and complete failure', proceeded to dismantle it. From this time onwards, and with the withdrawal of the University of Hawaii and the resignation of many dedicated educationalists, the system became a general television service, completely severed from the department of education, and with its educational aspect reduced to 'transmissions on a very limited basis for enrichment'.

Summarising the results of the 'bold experiment' the authors conclude that, educationally, it has been neither a complete success nor a complete failure. They recognise four stages in the history of the effort which had much to do with its effectiveness or lack of it. These are the decision to use television rather than other means to modernise the school system; the pace of its introduction; the curriculum adopted in relation to the culture in which it had to work; and the problems of coping by students and teachers as the new programmes took hold.

With hindsight they suggest that the experiment might have been more effective if (a) more time could have been taken over the original decision, and if the advisers had been asked whether education by television was best for Samoa rather than whether it was feasible; (b) if time had been taken to inform and bring class teachers into the scheme; (c) if there had been more consultation with the chiefs to reconcile their strong desire to give the children a better education, and their reluctance to have them 'Americanised'; (d) if there had been time to try out and test

programmes; and (e) if the system — long practised in the British colonial sphere — of introducing English as a foreign language one grade at a time as the child ascended through the educational system, rather than adopting the (French) plan of teaching entirely in the metropolitan language (in this case English) in all subjects in all grades from the start. All of the foregoing the authors summarise in a basic, down-to-earth explanation: 'Everyone was in too much of a hurry.'

The authors have gone to great lengths to assess the effect of exposure to television both in and out of school, and have discovered that educationally Samoan students now perform at about the same level as disadvantaged groups in the larger American cities, the southern Blacks, Puerto Ricans, Mexican Indians and native Americans. They were several grades-for-age behind students in more fully developed countries. The impact of television upon Samoan culture is reflected in a decreasing respect for age and traditional discipline, and the decline in the appreciation of the value of human labour has been noted. The authors conclude that television is an agent and reinforcer of broader cultural forces rather than an initiating agent, and that how much the entertainment programmes contribute to cultural change depends upon the individual, and other factors, in a situation of accelerating social change.

The introduction of television in American Samoa has had many varied secondary — and sometimes unexpected — effects upon the indigenous lifestyle, not the least being that upon the commercial communities of both Pago Pago and Apia where the merchants have enjoyed a bonanza from the interest aroused in brand-name goods heavily advertised on the commercial channels, and, in Western Samoa at least, at no cost to themselves. The government of Western Samoa too, with no television service of its own and no financial commitment, has reaped considerable benefit from the imposition of an import duty of 100 percent (now 150 percent) upon tele-

Reach out and the rich musical life is yours.

The Spectrum 50 matched-component system finally puts a richer musical life within reach of the most restrictive hi-fi budgets.

Each Spectrum 50 component is a star in a perfectly harmonizing audio galactic system. The brainchild of some of the hi-fi world's most dedicated engineers.

Reach out, and your journey to music's realm of inner space can begin now!



Spectrum 50

KA-50
Stereo Integrated Amplifier
KT-30
FM-AM Stereo Tuner
KX-50
Metal-Tape Stereo Cassette Deck
with Dolby* NR
KD-40R
Direct-Drive Auto-Return Turntable
LS-110F
65W 3-way Speaker System
SRC-5
Audio Rack with glass door and casters
GE-90
Stereo Graphic Equalizer (option)
*TM Dolby Licensing Corp.



TRIO-KENWOOD CORPORATION

Shionogi Shibuya Building, 17-5, 2-chome, Shibuya,
Shibuya-ku, Tokyo 150, Japan
TRIO-KENWOOD (AUSTRALIA) PTY. LTD.

4E Woodcock Place, Lane Cove, N.S.W. 2066, Australia. Tel: 428-1455

NEW ZEALAND JOHN GILBERT & CO., LTD. Auckland Tel. 30-839
FIJI PEPE'S DUTY FREE CENTRE LTD. Tel. 26187
PAPUA NEW GUINEA S.O. SVENSSON (N.G.) LTD. Port Moresby Tel. 42-4467
SOLOMON ISLANDS TECHNIQUE RADIOS CENTRE LTD. Honiara Tel. 416
NEW CALEDONIA HI-FI VOX Noumea Tel. 27-2466
VANUATU FUNG CHOI LUEN. Port-Vila Tel. 2556
TAHITI MAISON AUREOLE Papeete Tel. 29703
AMERICAN SAMOA ISLAND PACIFIC AGENCIES, INC. Pago Pago Tel. 633-4687
REPUBLIC OF NAURU NAURU CO-OPERATIVE SOCIETY
MARIANA ISLANDS J.C. TENORIO ENTERPRISE Saipan Tel. 6444

vision sets which can receive transmissions only from Pago.

As a bonus, the 'bold experiment' has left permanent assets in the new schools, the spectacular tourist attraction of the aerial tramway to the summit of Mount Alava, and mains electricity supply throughout the territory.

One cannot read this book without appreciating the frankness with which the authors have presented the detailed history and consequences of the introduction of television to American Samoa. One admires too the intensive study and labour that must evidently have gone into their research. Well printed and bound in hard covers, with an extensive appendix of supplementary statistical data and a good bibliography, the book is essential reading for all enlightened planners working in developing countries, whatever their discipline.

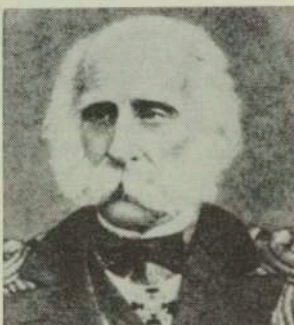
Recently the governments of Fiji and Papua New Guinea once again considered proposals to introduce television to their countries, and once again decided that the time was not yet ripe for it (PIM Oct '81 p6). If any member of these governments harbours any doubts as to the wisdom of these decisions, then this book will bring reassurance. — *Leonard Goodman.*

Micronesia: The ships that called, 1521-1885

Foreign Ships in Micronesia: A Compendium of Ship Contacts with the Caroline and Marshall Islands, 1521-1885. By *Fr Francis X. Hezel, SJ.* Published with the assistance of the Trust Territory Historic Preservation Office and the US Heritage and Recreation Service. Copies may be obtained by writing to the Micronesian Seminar, Box 220, Truk, Federated States of Micronesia.

Professor Harry Maude and Dr Saul Riesenberg are the two Pacific scholars to whom Father Francis Hezel, SJ, has dedicated his *Foreign Ships in Micronesia: A Compendium of Ship Contacts with the*

Caroline and Marshall Islands, 1521-1885 (Saipan, 1979). Fr Hezel hails the care with which both men have accumulated Pacific Islands primary source materials and the assistance they have given him with this project. Fr Hezel himself is to be commended for the thoroughness with which he



The Marshall Islands were named after Captain John Marshall whose ship Scarborough was in Micronesia in 1788. But the first detailed account of the Marshalls came from the Russian ship Rurik in 1816, followed 10 years later by a detailed account of the Caroline Islands from the Russian ship Seniavin. The British Museum print below shows Rurik's commander, Captain Otto von Kitzbue, being carried ashore by Marshall Islanders. Above right is Seniavin's commander Admiral Fyodor Lutke.

has gone about this, the first nautical reference work on the Caroline and Marshall Islands.

Foreign Ships is a listing of ships that called at each of the six districts in the Carolines and Marshalls before the founding of colonial rule in 1885. This work is as complete as any solitary researcher could make it in its list of British and American ships which came to this area in the 18th century, and its list of similar naval vessels and whaleships that called in the 19th century. In addition to these, visits by ships from European continental nations are to be found if they are mentioned in English sources, or described in the available foreign language sources. Undoubtedly, many more Spanish ships took part in the flourishing bêche-de-mer trade in the western Carolines in the first half of the 19th century, but they are not listed here because no one has written about or otherwise identified them; where no one has gathered, it is impossible to reap.

Foreign Ships sets out in 1521 with Magellan's entry into Micronesia; the earliest visit recorded in the book is the 1522 visit of Magellan's crew to an island in southern Palau while they were on their way home from the Philippines after

Magellan's death. The last district to be 'discovered' by Europeans is Kosrae (formerly Kusaie), which was not visited until 1793 by Captain Musgrave of the *Sugar Cane* whose name identified the island (Musgrave's Island) until well into the 19th century.

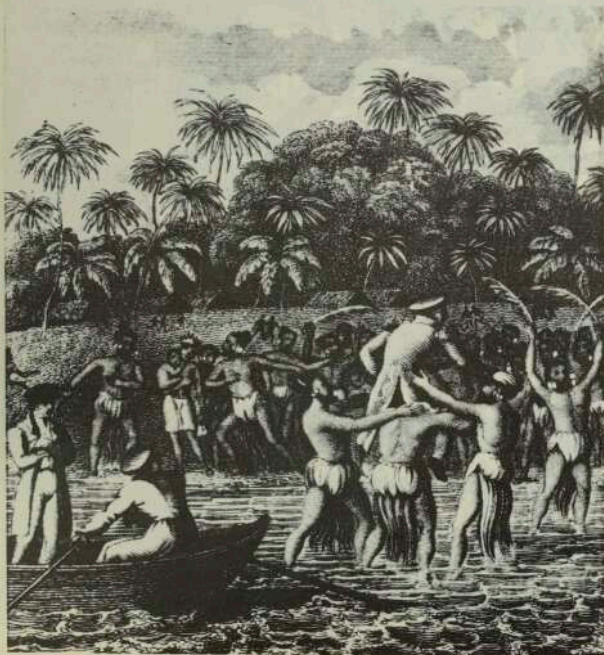
The six districts are listed from west to east, beginning with Palau in the western Carolines, then moving east to Yap, Truk, Ponape, Kosrae and ending with the Marshalls. Two visits to unspecified Caroline islands conclude the list of ships.

Entries furnish information on 'the name of the vessel, its captain, its hailing port, and the purpose of its voyage ... along with occasional comments on the people or the place'. Sources for each entry are helpfully keyed to the impressive bibliography (pp 143-68). The index is composed of the names of captains, ships, individual islands, atolls and island groups; mention is also made there of any mutinies, shipwrecks, and descriptions of islands and Micronesians. One map accompanies the listings for each district.

Australian scholars stand to benefit most from this work as they slowly unload the cargo of documents now in Australia relating to the German colonial effort in the Marshalls and Carolines from 1885 to 1914. *Foreign Ships* will be, for them, an indispensable guide to pre-colonial activities in Micronesian islands north of the equator.

All readers and users of this work will find it helpful in establishing generally accurate ideas of the main commercial and missionary activities going on in the islands before 1885. The bibliography identifies the works that should be required reading for anyone wanting to learn more about Micronesian history (including the history of Nauru and Kiribati).

Foreign Ships is bound in an attractive soft-cover edition with brown print on white paper. — *M. L. Berg.*



BOOKS

'Blackbirding', Peruvian style

Slavers in Paradise: The Peruvian Labour Trade in Polynesia, 1862-1864. By H.E. Maude. Published by Australian National University Press, Canberra, 1981. xxii and 244 (pp.) ISBN 0 7081 1607 8. Price \$A25.

Despite the dustjacket picture and the title, *Slavers in Paradise* is a serious academic study and a most welcome addition to the history of many islands in Polynesia and Kiribati. The offending picture is a crude, garish representation of brown people being herded into boats by armed white villains, while the title across this background suggests little but Hollywood sensationalism.

The 'slavers' part of the title is not inaccurate. The Peruvian Government attempted to regulate the trade, to insist on properly interpreted contracts,

voluntarily signed, and to ensure that the islanders were adequately treated once they reached Peru. But in practice none of the regulations was adhered to. The means of acquiring Pacific islanders and their conditions in Peru were little short of slavery.

The equation of the island world with 'paradise' is more questionable. In contrast to the conditions the islanders endured on the ships and in Peru, undoubtedly home was paradise. But the stereotype of Polynesia as paradise is one most modern Polynesian historians shun as inaccurate and unhelpful, and Maude himself claims that some islanders went on board the slavers' vessels hoping to find food or access to food, which was, at the time of the slavers' visit, so scarce ashore. To my mind *The Peruvian Labour Trade in*

Polynesia 1862-1864 would have been a more appropriate and illuminating title.

But these criticisms are not fundamental. Discard the dustjacket, ignore the title and one has a book impeccably presented, and meticulously and exhaustively researched — qualities for which H.E. Maude is justifiably renowned.

Not surprisingly, over the intervening century, many aspects of the Peruvian labour trade have been exaggerated, as Maude makes clear. For example, there is no evidence to suggest that islanders were 'recruited' for the guano mines on the Chincha Islands off mainland Peru, and very little good evidence that any islander worked there after landing at Callao. Similarly, the claim that 200 men (more than the estimated total population of the island at the time) were taken from Atafu, a Tokelau atoll, is reduced most convincingly by Maude to 37. These and many other legends are carefully explored, the sources of falsification and exaggeration

documented, and the record straightened. This does not, however, mean that the story which is revealed is not grueling and inhumane; it is, as a brief resumé of the facts will establish.

The whole tragedy, from the first islander taken to the last death on the islands due to diseases introduced by the very few islanders who were repatriated, occurred between 1862 and 1864. Approximately 3500 islanders were rounded up, mostly from Easter Island, Niue, the Cook Islands, Tuvalu, Kiribati and the Marquesas. Atoll dwellers were more vulnerable than high-island inhabitants because the former had no means of retreat from the armed slavers, and their isolation left them unprotected and unwarned by missionaries, white officials or other islanders.

Of those 'recruited', 345 died on the voyage to Peru — dysentery being a major killer on the grossly overcrowded ships. Men, women and children to the number of 2116



MARINE TECHNOLOGY.

*Products developed in the laboratory,
proven on the water...*

BOOKS

were landed in Peru and assigned to work on the rural haciendas, or as domestic servants in the cities. Many of these died of disease, particularly smallpox, malnutrition, overwork and homesickness.

Those who survived proved incapable of the work demanded of them and the Peruvian government finally moved to stop the trade. Newly arrived recruiting vessels were not permitted to land their 'recruits' who were held on board until their repatriation, and that of some of their fellow islanders ashore, could be organised. Of 3125 islanders who reached Peru, 1840 died, while a further 1030 of the 1216 who were to have been repatriated died from smallpox and dysentery before reaching the islands.

The final tragedy of all was that the few islanders who lived long enough to be repatriated, usually not to their island of origin, infected their hosts with the diseases which had been rampant on the repatriation ships and an estimated 2950 further deaths occurred.



Part of Phil Belbin's jacket illustration for *Slavers in Paradise*. Not quite appropriate, suggests Caroline Ralston.

Stripped of all exaggeration, it is still a story of extraordinary brutality and indifference. Not even economic self-interest seems to have tempered the callous inhumanity of the Peruvian captains and landholders.

Maude briefly investigates the measures atoll dwellers took once they had lost substantial

numbers of their community — usually the able-bodied males. Land rights were reallocated, women often performed jobs previously done only by men, laws prohibiting adultery were lifted and techniques of population control such as abortion and infanticide, which were frequently used in atolls, were for a time suspended. In several

islands newly introduced Christianity gained a firm footing and appears to have provided an emotional solace.

The organisation of the first half of the book, which sets out the progress of the trade, ship by ship and island by island, is not easy to follow. But much of the detail is essential for anyone studying particular island histories.

The impact of the second half, which reveals what happened after the initial recruitment and the aftermath on the islands, is profound. Maude has reconstructed this episode in history with extraordinary patience and great compassion. The Polynesian islanders who first asked him about the trade will, I believe, feel their questions have been answered fully and carefully. For anyone, island or foreign, interested in an island or island group hit by the Peruvian slavers, this book is essential reading. — *Caroline Ralston**

*Dr Ralston is a senior lecturer in Pacific history at Macquarie University, Sydney.



EPIGLASS E-TYPE ANTIFOULING:

The Antifouling specially developed for use throughout the waters of the Pacific — and proven on the oceans of the world.

Epiglass E-Type gives up to 12 months growth-free performance, for pleasure and commercial craft. Available in Racing Red, Blue, Green and Gold.



PRODUCTS OF HEALING TECHNOLOGY.

Made in New Zealand by Healing Industries Limited, Auckland.
Branches in Wellington, Christchurch, Dunedin, Sydney and Singapore.

Available from:

COOK ISLANDS: Cook Island Trading Corporation Ltd.

FIJIAN ISLANDS: Burns Philp (SS) Co Ltd.

NEW HEBRIDES: Burns Philp (NH) Ltd.

NOUMEA: Enterprise Guy Limousin.

NIUE ISLAND: Niue Island United.

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

PAPUA NEW GUINEA: LAE: Faulkner-Tait (NG) Pty Ltd.

MADANG: Burns Philp (NG) Co. Ltd.

PORT MORESBY: Steamships Honda Centre.

RABAU: Elvee Trading Pty Ltd.

WEWAK: Burns Philp (P.N.G.).

SOLOMON ISLANDS: P.K.R. Pacific Sales Co.

TAHITI: Marine Corail, Tahiti Sport, Comptoir Polynésien.

TONGA: Burns Philp (SS) Co. Ltd.

WESTERN SAMOA: Burns Philp (SS) Co. Ltd., E.A. Coxon Ltd., Gold Star Transport Co. Ltd., Morris Hedstrom Ltd.

NORFOLK ISLAND: Irvin's Building Supplies.

The *Sydney Morning Herald* last year celebrated 150 years of publication. As the oldest newspaper in the Pacific, and one of the oldest in the world, the *Herald's* columns have reflected major developments in the Pacific Islands over a century and a half. In this article STUART INDER researches the *Herald* and other contemporary Australian reports and writings for an overview of what Australia's public attitudes to the Pacific Islands have been during this period.

150 years of Australia and its 'islands adjacent'



The report on South Pacific affairs in the first issue of the *Herald*, April 18, 1831, contained most of the ingredients that were to provoke interest by Australians in the South Seas for the best part of the next 150 years.

It said: 'SHIPWRECK. On Tuesday the 28th March arrived here the schooner *Samuel*, from New Zealand, with 500 skins and 10 tons of flax; and on the day following, the *Prince of Denmark*, with 25 tons of flax which at the rate of from £30 to £35 a ton will form a clear Colonial export of £1,200 drawn from the industry of the natives of that island. These vessels bring the distressing account of the loss of the *Industry*, a Colonial-built vessel which was wrecked at Easy Harbour in a dreadful gale of wind on the 28th February last. Ten men and six native women were drowned. W. Wiseman, the Master, also met a watery grave. Two men escaped and are expected in the next ship. We refrain from stating the distressing particulars now in circulation until the arrival of the next ship. Wiseman was a remarkably active, good-looking young man, son of Mr Wiseman, of the Hawkesbury, and most respectably connected, both in the Mother Country and in the Colony. He has left a very young widow, daughter of Mr John Grono, principal owner of the *Industry*, and one child to lament the loss. He arrived in the Colony a youth many years ago and has for long periods been connected with our Colonial shipping. He had for some time been in New Zealand in prosecution of the objects of his voyage, where he was well known, and had frequently been engaged in the trade to that Island, South Shetland, South America and other places in the South Seas.'

Although the *Herald* wasn't

to know, the *Prince of Denmark*, which was also mentioned in that item, was carrying not only 25 tons of flax but also 14 heads of New Zealand Maoris, as much a part of the ship's trading operations as the flax.

It happened that the Rev Samuel Marsden had with him at Parramatta at the time two Maoris, one a chief, who had been brought over to support a case to Governor Darling against various 'infamous acts of Europeans' in New Zealand. The other man had virtually been kidnapped by a visiting vessel and was awaiting return. The chief had gone aboard the *Prince of Denmark* and had seen the heads on the cabin table, brought to Port Jackson for sale.

Marsden promptly waited

these were not the first complaints in the colony about the developing trade in dried human heads, usually those of men killed in wars. But there were allegations that some traders from the colony were selecting those heads that would fetch good prices, usually those with intricate facial-tattoos, while they were still on the shoulders of living men, and trading for the 'prepared specimens' on their next voyage.

Wars, traders, missionaries, murders, blackbirders, shipwrecks, government reactions, were the stuff of South Seas news in the *Herald* and the rest of the colonial press for the rest of the century, for Australia's concern with policy on foreign affairs was spasmodic for most of the 1800s, and not until the last quarter of the century was



The establishment of trading stations was one of the earliest developments in outside contacts with the island countries. This one was photographed in the New Hebrides (now Vanuatu) 90 years ago. — From *Fragments of Empire* by Deryck Scarr.

there any sustained interest in developments in the Pacific Islands.

That is not to say that the Australian colonies did not consider it their natural right to lead in this part of the world.

When the settlement began in 1788, Governor Phillip's commission gave him territorial jurisdiction not only of the mainland but of 'all the islands adjacent in the Pacific ocean within the latitudes aforesaid of 10 deg. 37 min. south and 43 deg. 36 min. south', which wasn't too clear and which, more than 100 years later, on the establishment of the Commonwealth, prompted some legal argument. Meanwhile early governors acted as though 'adjacent islands' included Tonga and Tahiti.

It was one thing to mark out a sphere of influence, which was, presumably, what the commission meant; it was another thing to exercise jurisdiction.

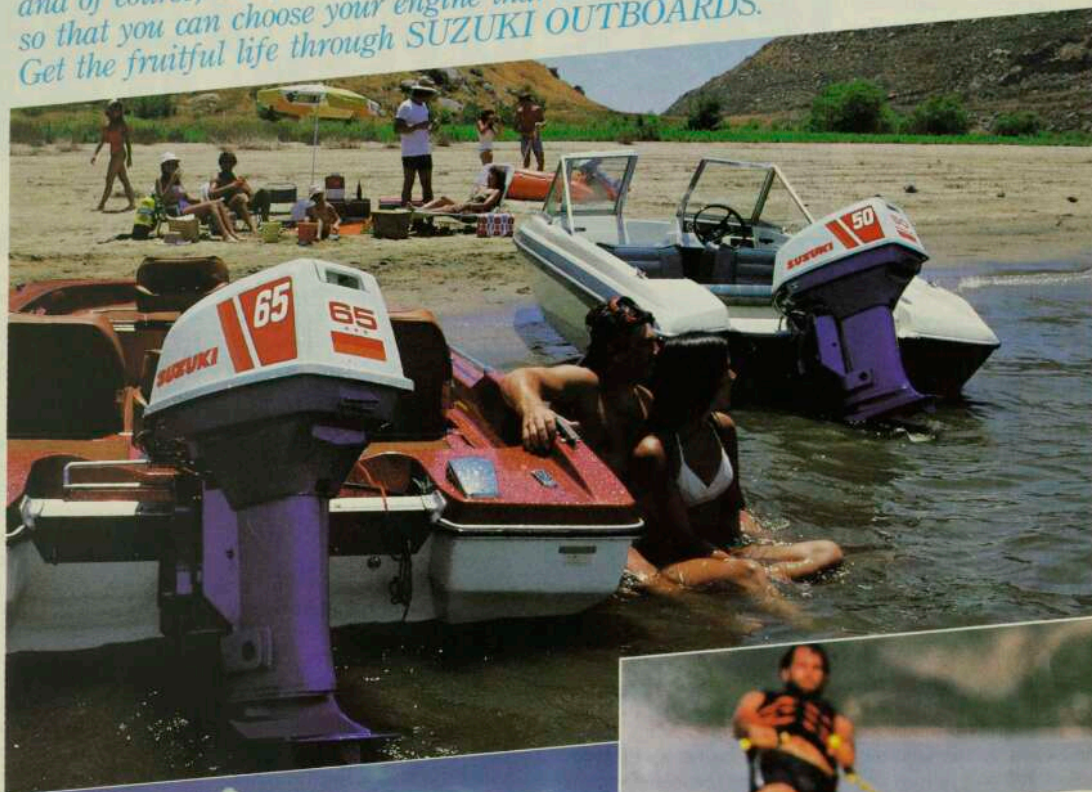
The Australian colonies were never backward in voicing opposition to interference in 'their' South Seas, but they were powerless to do much other than agitate to Whitehall as the French annexed New Caledonia, and began moving into the New Hebrides; and as the Germans, and the Americans, took a covetous interest.

Australia's concern with the South Seas was motivated by concerns of security and trade, and considering that it had a small population which had hardly come to grips with its own massive undeveloped continent, its viewpoint was often irrational.

Among the more successful of its efforts in getting Britain to acquire bits and pieces of the Pacific, and thus keep other powers out, involved New Guinea. The Australian colonies agitated for years against what they saw as German designs on the big island, but Britain considered she already had black subjects enough. She was unmoved by the actions of Yule in annexing the country in

SUZUKI... The name of PERFORMANCE

SUZUKI OUTBOARDS are truly ALL ROUND PERFORMER... reliable, durable and economical under any situation. SUZUKI prepared outboards line up exclusively for the usage of professionals, and of course, also for the pleasure. Each has different construction respectively, so that you can choose your engine that is best suited to your boat and usage. Get the fruitful life through SUZUKI OUTBOARDS.



SUZUKI



SUZUKI MOTOR CO., LTD. Hamamatsu, Japan



SUZUKI GENERATOR SE18

● NEW ZEALAND SOUTH PACIFIC SUZUKI DISTRIBUTORS LTD. PHONE: 58-599 ● PAPUA NEW GUINEA HI SPEED DIESEL SERVICE PTY. LTD. PHONE: 42-2679 ● FIJI NIRANJANS AUTOPORT LTD. PHONE: 381555 ● TAHITI NIPPON AUTOMOTO PHONE: 2-98
● SOLOMON SOLOMON ISLAND PHONE: 565 ● VANUATU HENRI LEROUX ● NEW CALEDONIA STE. SUPERCAL PHONE: 272068
● AMERICAN SAMOA PACIFIC PRODUCTS, INC. PHONE: 639-9140 ● WESTERN SAMOA VATCO LTD. ● GUAM ISLAND CYCLERY, INC. PHONE: 565-2298 ● NIUE BURNS PHILP CO., LTD. ● NAURU EQUIPAC MOTORS PHONE: 4019 ● TONGA TONGA EQUIPMENT
● YAP AMBROSE ● KOROR BECHESRRAK T. COMPANY PHONE: 338 ● TRUK KIOMASA STORE PHONE: 470

YESTERDAY

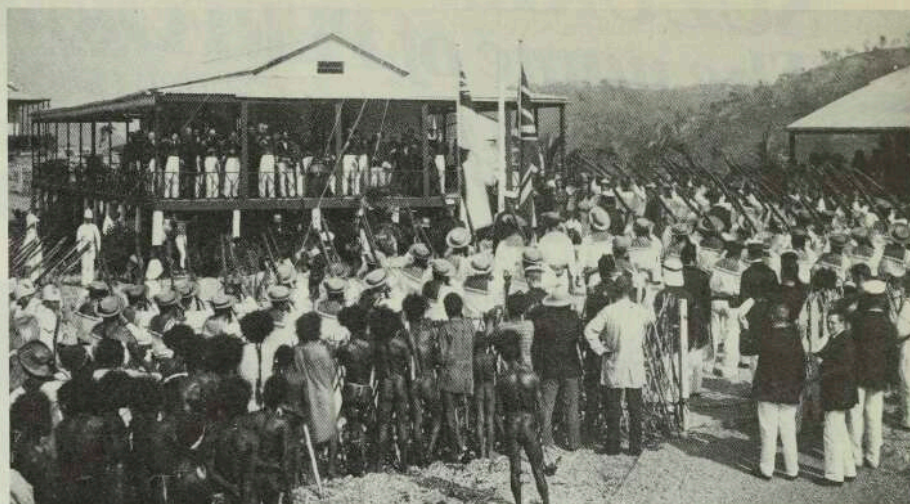
1846, Moresby in 1873, and Chester (on behalf of Queensland) in 1883, but finally sent Commodore J. E. Erskine to do the job in 1884 when there was only a small slice of it left — the Germans having taken the desirable northern half and its islands a few days before. (Even then, a week or two before Erskine arrived, Britain's Special Commissioner, H. H. Romilly, had annexed the place yet again, having got his instructions confused).

A *Sydney Morning Herald* man, Charles Lyne, was present at the real thing, and reported that the ceremony, especially the naval salutes from HMS *Nelson*, 'not a little astonished the natives; but though the firing startled some of them, it had, with the general display, the effect of impressing them all with some sense of the solemn importance of the ceremony'.

Theodore Bevan, who had arrived in Port Moresby a fortnight after the ceremony, reported that 'the occasion was signalised by gifts of tomahawks, calico and tobacco to the natives — about the only feature of these rather numerous annexations, by-the-by, that they really did comprehend'.

Tomahawks, calico and tobacco certainly best signalised the value of the new possession in the opinion of many colonials. Henry Chester, the magistrate who ran up the flag on behalf of Queensland, had reported to the Queensland Colonial Secretary: 'Our recent cruise will have dispelled the prevailing idea that New Guinea is a country inhabited by savage races with whom it is impossible to hold intercourse, and that annexation is an easy matter. These people cannot be dispossessed of their country as easily as the aborigines of Australia. They have vested interests and rights that cannot be disregarded; but I am sanguine that the day is not far distant when this land will be opened up for the markets of Manchester and Sheffield.'

Now that it was considered neutralised, at least in part, New Guinea ceased to be a live issue. But this all changed with Federation, when the new Commonwealth Parliament found itself not only involved



A formal declaration, a volley of rifle fire, and the British flag goes up in Port Moresby in 1884. Later in the day there were gifts of tomahawks, calico and tobacco.

with deciding the future of British New Guinea, renamed Papua, but with having to define Australia's legitimate interests in a whole oceanful of 'adjacent islands'.

When the members took a hard look around, it wasn't a British-Australian lake out there, after all, and Australians would have to put their money where their mouth was and do something practical about influencing events their way.

However, not everybody agreed. 'The policy of mopping up the islands is a sort of Jingoism which I hope Australia will refrain from,' snorted W.B.S.C. Sawyers (Protectionist) in parliament in November 1901. It was an opinion strongly held in some quarters, and supported in its usual blunt choice of words, by the *Sydney* weekly *Bulletin* — which had no objection to European powers occupying the islands — European, but certainly not Asian. It said:

'There is a certain natural and pardonable pride evoked by the idea now current, of a "Monroe doctrine" for Australia. That Australians should claim as their dominion, not only the continent, but all the islands of Oceania, is a large and magnificent notion which irresistibly appeals to the imagination. There is something fascinating about the prospect of crying "Hands off" to the rest of the world, and flaunting our flag from the west of South America to the east of Australia. Not quite all that is yet

proposed, but it is patently held forth as the ideal of the future in the discussions of late raised concerning New Guinea, New Caledonia, and the New Hebrides.

'It is especially in regard to the last-named group that the people who think that the Commonwealth should set up as an Empire-builder on its own account, are now most concerned. The Australian Government is being strongly urged to shudder at the prospect of the New Hebrides becoming a French possession, and to take steps to prevent so woeful an event. It is not exactly suggested that Australia should annex the islands forthwith, but that she should, by tariff concessions and by encouraging Australian emigration to the New Hebrides, prevent France from annexing them, so that ultimately they may become a British possession under the suzerainty of Australia.

'The movement has for its chief supporters certain Presbyterian missionaries, who, finding Australia sinless and without reproach of moral plague spots, have turned their religious zeal to proselytising the New Hebridean kanaka, and fear that if French domination is established on the islands the benighted Heathen will become an equally benighted Papist.

'With as much fair agricultural land as almost all Europe, with limitless possibilities for manufacturers of metals and textiles, Australia is still only a

sheep run with a few small garden patches. Capable of carrying 100,000,000 of population, the continent cannot yet boast even five millions. Under such circumstances, to talk of 'colonising' the New Hebrides and of annexing Oceania is the paltriest nonsense ... If in the meanwhile European powers establish themselves in Oceania there is no ground for protest, no need for alarm. We cannot take up a dog-in-the-manger attitude of keeping others off what we cannot use ourselves ... The establishment of an Asiatic power in Oceania would be a different matter. Against that, if it were proposed, the Commonwealth might with sense and reason direct its energies.'

But the weight of opinion, certainly in the eastern states, was that it was Australia's bounden duty to influence the islands, and the *Herald* put its finger on the real problem — the lack of a policy to this end.

'This Commonwealth numbers among the most important interests ... the maintenance of Australian influence in the Pacific,' it said in April 1902. 'As time goes on, and as our trading and other relations expand, the necessity for this is increasingly felt, and it need hardly be said that a considerable element of difference has

YESTERDAY

been introduced into the situation by the developments of the past five or six years.

'During that brief time history has been making itself by whole chapters at a single stride. We have seen Germany established at New Guinea and Samoa, and the United States at the same South Seas centre, as well as at the Philippines, the Carolines, and Hawaii, France is a Pacific Power by reason of her position at New Caledonia and her influence in groups like the New Hebrides. England, of course, holds Australia, New Zealand, Fiji, and other island groups in the South Pacific.

'This comparatively rough statement of the position is, however, discounted in no small measure by the recent action of the United States. We refer here more particularly to the shipping laws which prohibit trading between American ports in any other than American-owned ships, together with the almost revolutionary manner in which the hitherto sacrosanct Monroe doctrine has been interpreted or set aside by American statesmen and by American public opinion. For many years British calculations were accustomed to take account of the immobility implied in this doctrine as a permanent factor in any consideration of the external commercial and political relations of the United States. But the result of the Spanish-American war changed all that at a stroke. The United States stands now as a naval and colonising power, and recent events make it clear that it aims at being a commercially aggressive force in the maritime world as well ...

'We must have systematised and effective control if we are to cope with any prospect of success with the rapidly changing trade conditions in our own waters. We have enjoyed our peaceful isolation in the Pacific so long that it requires a certain effort to realise the altered circumstances, and still more, perhaps, to take into practical account the possible further modifications within the coming few years ... What the Commonwealth and its statesmen have to do is to form definite ideas as to what Aus-

tralian wants are in this connection, and a definite policy as to the best means of achieving the end they suggest.'

The policy the Australian statesmen formulated was that Papua should become an Australian territory, and not be the subject of some 'temporary arrangement' — 'There should be no half-measures in the matter,' said Prime Minister Edmund Barton. And that Britain should be asked to purchase France's interest in the New Hebrides, with Australia administering the group at its own expense.

The Australian Government under Barton had heard it rumoured that France might be willing to consent to Britain's annexation of the New Hebrides for £250,000 of which sum Australia offered to pay Britain three percent as well as paying the cost of administering the group. Barton protested against a proposed Joint Protectorate in the New Hebrides and even more strongly against a suggestion of partition. This was in 1903.

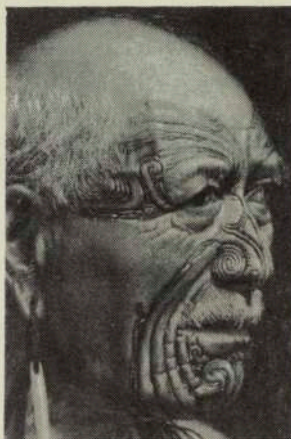
In the event, Australia acquired Papua, but to its utter dismay, missed out on the New Hebrides. Its anger at its treatment was expressed by the Prime Minister, now Alfred Deakin, in this speech to Britain at the Colonial Conference of 1907, a few months after the Anglo-French Convention had been unexpectedly made:

'I feel it would be idle to criticise that convention now; but I do feel in justice to ourselves ... that we are entitled to have it understood why, and with good reason, we have an exasperated feeling.

'I do not know of any series of public incidents that have shown more discord in Australia and created more discontent than those dealing with the Pacific Islands ... The trade of the New Hebrides, such as it is, is with Sydney and Auckland, and consequently the best information available is to be obtained in them. There was first of all a fair title of our people and their Government to be consulted, and there was next the possession of an intimate knowledge of their local conditions possessed by our missionaries and our traders.

On both these grounds, we, as representatives of the British people in those seas and deeply interested ourselves, were entitled to be heard.

'The fact is, however, that this convention was arrived at without us in the most extraordinary manner ... The correspondence which had been conducted between the Imperial Government and ourselves had two or three different lines. One was the main correspondence asking for annexation, another and quite distinct correspondence was being carried on in



A scandal made public in 1831 was the sale of tattooed Maori heads, brought into Australia by unscrupulous traders.

reference to the titles claimed by British or French settlers with the objective of getting those in some way settled, in order to avoid the quarrels which were springing up between the settlers and the natives, or occasionally between nationals, either British or French, over their transactions in land. There was a third line of correspondence which related to the occasional disturbances in the island or minor squabbles ... To say that a correspondence with us had been proceeding for many years is perfectly true, but quite irrelevant to the making of this convention. To say that we were consulted at every step is an abuse of language, so far as that convention is concerned.

'To lead anyone to suppose that the Commonwealth or its Government had the faintest title of responsibility for either this commission or the personnel of this commission, matters

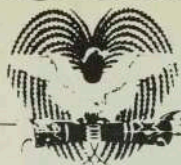
on which I think we were fully entitled to be heard, or to allow it to be supposed that we knew anything of that commission, its purposes, character, or work, or of this convention until we saw it complete, is to convey a series of wholly mistaken impressions. We knew nothing until we received this convention with an intimation that it must be either taken as a whole or left.'

By 1913 Australia's territorial ambitions had extended no further than the acquisition that year of Norfolk Island as a territory, External Affairs Minister P. McGlynn rejecting a proposal that New Zealand should have it because it was closer to New Zealand. He told parliament: 'I do not believe in surrendering what seems to be our domain. I hope that the interests of Australia will be more manifest in the future, and I say it with the greatest respect to other nations, whose ideas of government, if applied, may tend as much to the amelioration and advancement of the natives as our own. Placed as we are, the greater control we have of islands like Norfolk Island, the better it may be for the people there and here. And we must look ahead.'

Looking ahead, it's unlikely he foresaw that as a result of World War I, Australia was on the eve of suddenly acquiring German New Guinea and Nauru, and that New Zealand would acquire German Samoa; that virtually all the South Seas were about to become 'British', and therefore 'safe'; and that Australia too was to have black subjects en masse.

Still less would anyone have supposed that the involvement would take the next 50 years, the greater part of them drowsy years when Australia wasn't much interested in the world outside, and that finally Australia would allow itself to contract, honourably, to its original borders.

Today Australia faces the situation it faced on Federation: it needs to define for itself its South Pacific policy in this new South Pacific, where small nations, some the size Australia once was, have the same urgent desire for trade and security that Australia once had, and perhaps has forgotten it had.



Government of
Papua New Guinea

Southern Highlands Rural Development Project

Specialist staff are required by the Government of PNG for the above project, an integrated R.D.P. partially financed by a World Bank credit agreement, which provides additional inputs to the existing Southern Highlands Province Programmes in road building, cash crop development, secondary and non-formal education, health improvement and staff training.

Specifically the specialists required are:-

EXTENSION TRAINING OFFICER (E.T.O.)

The E.T.O. would be a member of A.F.T.S.E.M.U. and would ensure that research results are translated into an appropriate form and pass quickly to the field extension staff and then the target population.

The provincial Public Service has a Provincial Staff Development Officer and other S.D.O.'s in the divisions of Health, Primary Industry, Education and District Services. These divisions have an extension establishment in excess of 600 and the majority of staff have primary and secondary qualifications.

The E.T.O. would work with these officers developing programmes to:-

- (I) Identify the needs of field staff for technical skills particularly communication and extension techniques,
- (II) Design and implement learning exercises to meet these needs and,
- (III) Evaluate these training programmes.

It is expected there would be heavy emphasis on empirical training but access to a local language radio station and a media unit is available.

As A.F.T.S.E.M.U.'s emphasis is on agriculture the E.T.O. would probably be an agricultural graduate or diplomate with additional qualifications in Rural Extension.

A strong background in methods of training for extension work amongst a largely illiterate rural population and practical experience in a similar programme would be highly desirable.

COFFEE EXTENSION SPECIALIST (C.E.S.)

The arabica coffee component of the Project envisages the planning of a further 530 ha of smallholder coffee of up to 2500 holdings on traditional land and the provision of advisory and supervisory services to clans or groups wishing to establish commercial holdings between 5 ha to 20 ha. A total of 450 ha of such clan block development has been described and rural credit through the PNG Development Bank is available.

The Division of Primary Industry provides agricultural extension services and has appointed national officers in each of the seven provincial districts to be specifically responsible for the coffee programme. Most of these officers have tertiary qualifications and some support staff.

The C.E.S. would be attached to this division and would work with these officers to develop programmes to service individual smallholders and to provide block designs, development plans, supply services and supervision of rural credit for commercial blocks. The successful applicant would have a tertiary agricultural qualification preferably with a rural extension content.

Experience with coffee smallholders in a developing country would be required and some knowledge of commercial block development most desirable. The ability to prepare programmes and co-ordinate their implementation will be essential.

FOOD CROPS AGRONOMIST

The Food Crops Agronomist would be a member of A.F.T.S.E.M.U. and would work with other agronomy staff on a structured modified cropping system research programme already in progress. The programme is directed towards the evaluation and improvement of the traditional food production system.

The team has identified three ecologically representative areas of the province for intensive study. These small area studies involve the regular field monitoring of family training activities together with the establishment of village and "on station" trials to identify existing production constraints.

The programme will then explore these constraints to provide the extension work force with practical answers to facilitate any necessary intensification of food production and/or introduction of cash crops as a supplement to the food production system.

The Agronomist would have an appropriate degree, and preference would be given to applicants with experience in developing countries, ideally with subsistence farming in the highlands tropics.

MONITORING AND EVALUATION OFFICER (M.E.O.)

The M.E.O. would be a member of A.F.T.S.E.M.U. and would assist that unit to design and carry out surveys of agricultural practices, land use, crop and livestock marketing, health and nutritional aspects of the population and demography. Information systems would be required to allow on-going evaluation of the programmes of A.F.T.S.E.M.U. members.

The Provincial Public Service has a Policy, Planning and Advisory Services Division with establishment for Papua New Guinea planning and research personnel. The M.E.O. would work with these officers to develop an on-going provincial data collection, interpretation and presentation system capable of being sustained with existing resources. Data would be required for a wide range of subjects covering the Province, its people and economy and would include demography, health, education, cash cropping, small industries, incomes and expenditures.

An initial task would be to inventory existing data sources and screen for validity, input effectiveness, and usage. A need appears to exist for the introduction of valid sampling techniques.

The M.E.O. would be either an Economist, Agricultural Economist or Statistician with strong interest in the economics of broad based rural development.

A digital PDP 11/34 computer and Data Processing Manager are available to the A.F.T.S.E.M.U.

MEDIA UNIT DIRECTOR

The Information Services Branch of the Policy, Planning and Advisory Services Division has been provided with a Media Unit under the Project. The Unit will have facilities for offset printing, photographic reproduction and audio-visual operations and will provide communication planning expertise to determine the best use of these media in conjunction with divisional extension programmes.

The Media Unit Director would be attached to P.P.A.S. and duties would include:-

- (1) Working with Provincial divisions, Radio Southern Highlands, local government council, missions and other community groups in design pre-test and produce learning and extension materials.
- (11) Selection and ordering of additional audio-visual equipment.
- (111) Training of Information Services Branch staff in all aspects of the Media Unit operations.

The successful applicant would have a degree in Social Science or equivalent. Experience in educational communications in developing countries would be highly desirable and specific skills in design and production of printed and audio-visual materials radio broadcasts are essential.

Key staff are required for a term of four years but two year contracts would be considered in some cases and under special circumstances.

Conditions of employment would include the provision of leave fares, housing and generous education allowances for children (including overseas fares and boarding allowances for secondary students).

Interested applicants should apply in writing to the address below giving full personal details, an indication of the net remuneration expected in American dollars, a telephone contact number, referees, telex or telegraphic contact number or address and enclosing curriculum vitae. Closing date for applications is January 29th, 1982.

The Project Co-ordinator, S.H.R.D.P.
Department of Finance,
Post Office, Wards Strip, Waigani,
Papua New Guinea
Telex: Finance NE 22218
Telegrams: Finance, Waigani.

HAWAII

A \$100 m plan to rescue Waikiki

Waikiki, that stretch of sand and hotels in Honolulu that runs from Diamond Head to a yacht basin called the Ala Wai, represents the heart and soul of Hawaii's economic life.

In just two and a half square kilometres is packed both the symbolic and economic centre of Hawaii's number-one industry: tourism.

Thus it is of no little concern to local civic leaders and politicians when Waikiki develops a bad reputation outside the state: if Waikiki is seen elsewhere as over-grown, over-priced and unpleasant, then that dark image tarnishes the entire tourism industry. Rightly or wrongly, this is precisely what has happened to Waikiki over the past several years. Construction has continued, little hampered, apparently, by a 1976 design district law which put temporary limits on growth in Waikiki. Palm trees and moonlight have been replaced by air-conditioned shopping, pornography, and cheap souvenirs as key attractions.

Already, Waikiki is among Honolulu's most densely populated areas. Permanent residents alone give it a population of about 80 persons per hectare, and that doesn't count the 50 000 or so tourists on hand each day, along with the 30 000 workers who serve them. Waikiki, in short, is crowded.

There is little open space left in the central portion of the famous strip, and even the gracious lawns around major hotels such as the Royal Hawaiian have been turned into shopping malls. Hawkers for vacation apartments and tours accost people on the street and even on the beach itself. Sidewalks are cluttered with temporary stalls from which Indochinese immigrants and others sell inexpensive souvenirs. One end of the famous Kalakaua Avenue is fronted with pornography and sex establishments aimed primarily at Japanese tourists.

In some ways this brings a hint of bazaar excitement to the

area. But the sum effect is hardly what Hawaii's tourism promoters think they should sell to the rest of the world.

Into this situation has stepped Honolulu's newly elected mayor, Eileen Anderson, with the latest and what may be the most ambitious yet revitalisation plan for Waikiki. Anderson's proposal ('Waikiki 2000' is its sales name) is bound to restart one of Hawaii's longest-running political arguments: should this state impose a special tax on tourists?

It is a debate which will be watched closely elsewhere in the Pacific, where the rising cost of air fares and competition from other palmy tourist areas make it critical that each visitor get maximum value for his or her dollar.

The idea of a tourist tax (most usually a tax on hotel rooms) has blown about in Hawaii's political tradewinds for years. It has always been stopped by the combined lobbying forces of the visitor industry and those politicians who take the industry's concerns to heart. But with her 'Waikiki 2000' proposal, Anderson puts the fight squarely on the table once more.

What Anderson proposes for Waikiki is mostly nuts and bolts civic improvements with a price tag of about \$US100 million. The point would be to upgrade

what Waikiki already is — an urban resort area — rather than attempt to make it the primitive South Seas village it is not.

The basic theme of the improvement programme is to rescue Waikiki from the traffic and crowding which now dominates the Waikiki landscape. Beachfront Kalakaua Avenue would be turned into a pedestrian mall in places and, overall, through-traffic would be reduced. Other streets would be widened. Bikeways and walkways would be built throughout the area. The beach itself would be widened with greater public access, and 'mini-parks' would be built wherever the city can pick up a spare piece of land.

Cheap bus services would be offered through Waikiki, drainage and sewers would be improved, and a master plan for landscaping and 'street furniture' would replace today's chaotic jumble.

All of this should sound obvious for an area that wants to retain its alluring tropical-destination flavour. In fact, similar improvement programmes have been announced in earlier times by other groups. But, always, there is opposition. Waikiki business interests are already screaming that they cannot live with reduced access to Kalakaua, which serves the major hotels. And no one in the

Waikiki, heart and soul of Hawaii's economic life. But civic leaders fear that pornography and cheap souvenirs are replacing moonlight and palms. They are working for changes before the entire tourist industry is tarnished. — Qantas picture.



tourist industry looks kindly at an extra tax on their guests — the four million or more people who visit the islands each year. Better than three million of those stop in Waikiki.

They point out that every dollar of business done in Hawaii produces four cents of tax today, no matter if the customer is a tourist or a local resident. Tourists bear their fair share of the burden every time they pull out their wallets, they say.

Nonetheless, some additional levy on the tourist industry is essential to the Anderson plan. One indicator: the state, which gathers in the lion's share of the tax resources in Hawaii, has been notoriously unwilling to put extra dollars back into Waikiki.

Several years ago the state legislature put up \$10 million for Waikiki improvements. But feuding between state and county government held up release of the dollars until recently. Just this past year it was considered a tremendous victory for the city when it wheedled another \$6 million out of the state treasury for Waikiki.

That political resistance may be changing. Anderson came to the Honolulu mayorship from a job as budget director for the state and she still enjoys a good relationship with incumbent Governor George Ariyoshi. Ariyoshi has always opposed a tourist tax. But he has sounded somewhat more flexible about the idea since Anderson was elected.

In one way or another, Anderson has said, the visitor industry will have to share part of the burden for that \$100 million facelift for Waikiki. She has not said specifically what route she will propose, but it could be a hotel room tax, a head tax of some kind, or a change in the property tax laws so that hotels pick up a bigger

Expert Insurance Service throughout the islands

Queensland Insurance (Fiji) Limited

Head Office, 34 Usher St., SUVA. General Manager: L. G. Liddell A.A.I.I. Assistant Managers:
R. Jackson, Vijay Lal. Phone: 23851.
LAUTOKA OFFICE: Burns Philp Bldg., Naviti St. District Manager: J. Dalton. Phone: 60642.

Queensland Insurance (PNG) Limited

PAPUA NEW GUINEA
Head Office, B.N.G. Building, Musgrave St., PORT MORESBY. General Manager: J. M. Dawe.
Phone: 212144.
LAE: 4th St. & Coronation Drive. District Manager: C. D. Hillier. Phone: 423873.
MOUNT HAGEN: Hagen Drive. District Manager: G. W. Jack. Phone: 521002.
ARAWA: Chebu St. District Manager: J. Longbut. Phone: 951555.
MADANG: Kasagten St. District Manager: N. D. Ramage. Phone: 822020.
RABAUL: Wirraway St. District Manager: W. F. Tinker. Phone: 921014.

QBE Insurance Limited

VANUATU, PORT VILA: Rue de Paris, Suite 19, Oceania Bldg. Manager: I. R. Martin.
Phone: 2299.
SANTO: Burns Philp (Vanuatu) Ltd. Phone: 230.
PACIFIC AGENCIES
NEW CALEDONIA: Ste. W. A. Johnston, S.A.R.L. 5 Rue Anatole France, NOUMEA.
Phone: 272083.
TAHITI: Arthur Chung, Immeuble B.I.S., Front de Mer, PAPEETE. Phone: 2 86 19.
NIUE: Burns Philp (South Sea) Company Ltd.
NORFOLK ISLAND: Burns Philp (NI) Company Ltd. Phone: 2191.
SAMOA: APIA, Burns Philp (South Sea) Company Ltd. Phone: 22611.
TONGA: Burns Philp (South Sea) Company Ltd. NUKU'ALOFA. Phone 21500 HAAPAI, VAVAU.



MEMBERS OF THE

QBE INSURANCE GROUP LIMITED

share of the overall county budget.

Such details will emerge only after the tourist industry formally agrees that Anderson's proposals are essential. Once that hurdle is crossed, they can begin the fight over how to pay for it. The debate should offer a fine look at just what kind of experience Hawaii wants to offer its visitors through the next century. — *Jerry Burris in Honolulu.*

Shifting N.Z. caustic soda

A Tauranga, New Zealand, chemical company has entered a joint venture in Fiji for distributing throughout the Pacific Islands caustic soda imported from New Zealand.

The company, Chemical Cleaning Ltd, has taken a 50 percent interest in Chemical Supplies Ltd, which used to be known as Cold Storage Ltd. Until the new arrangement was concluded, it was wholly owned by the Stinson Pearce group of Fiji.

The new company will also import and distribute sulphuric and nitric acid from New Zealand, manufacture sodium hypochlorite, and possibly go into the manufacture of domestic bleach.

It will continue to run a coldstore business and pack Glaxo milk powder.

Fletcher's PNG boom

The active and increasing presence of the New Zealand builder Fletcher Construction in Papua New Guinea is paying dividends.

The company last year bought Morobe Constructions Pty Ltd, a long-established company which had gone into receivership. The infusion of new management, aided by buoyant conditions in the construction industry, has turned the company's fortunes right around. It is now once again a leading construction contractor.

Fletcher on its own secured the \$NZ19.4 million contract to build PNG's Parliament House in Port Moresby, and with its Morobe subsidiary won orders in 1981 worth more than \$15 million.

Cooks fisheries: It's all 'get up and go'

The closing months of 1981 saw a flurry of activity directed at development of the Cook Islands fishing industry.

In the last quarter of the year:

- An agreement was signed with Taiwan under which up to 90 Taiwanese boats may fish within the Cooks' 200-mile economic zone. Taiwan will pay \$US90 000 for the privilege. The agreement runs until October 1982, when the fee will be open for renegotiation. A similar agreement was signed with South Korea in 1980.

- A Norwegian delegation was in Rarotonga for discussions which ended in an agreement that the Norwegians would conduct experimental fishing in Cook Islands waters for 12 months. Object of the exercise would be to find out whether Norwegian methods are effective in the Pacific.

Cook Islands News commented: 'If results are good, the Cook Islands may see Norwegian fishing fleets in our waters in the near future, alongside the Korean and Taiwanese fleets.'

- While these agreements concerning offshore fishing were being concluded, inshore fishing was not being neglected. (The Cooks have a fisheries development strategy divided into three areas of activity: lagoon fisheries, inshore fisheries within the 12-mile territorial limit, and offshore fisheries within the 200-mile exclusive economic zone.)

At a November ceremony, New Zealand Representative to the Cook Islands Lindsay Watt presented a cheque for \$NZ90 000 to Minister of Economic Development Vincent Ingram for fisheries development on Rakahanga and Palmerston Islands.

A sum of \$35 000 was earmarked for Palmerston, an island which, in the 1976 census count had a population of 56. In the absence of any other resources, development of

fisheries is vital to the island's future.

The money is to be spent to buy a five-tonne freezer, a seawater ice machine, a diesel generator, and a bulk fuel storage tank.

Rakahanga (283 people, 1976 census) will benefit from a \$55 000 grant to buy a 12-tonne blast freezer, a generator, and a bulk fuel storage tank.

The Cook Islands itself is kicking in \$7000 of its own money for the Palmerston project and \$15 000 for the one on Rakahanga. The money will be used to pay for buildings, water tanks, labour and freight.

Fiji's skipjack venture

Fiji is to invite other Pacific Island countries to join a venture to market skipjack tuna. The government wants other countries to send tuna caught in their 200-mile zones to the cannery it runs at Levuka.

Prime Minister Ratu Sir Kamisese Mara revealed in November that the move arose from a cabinet decision to enlarge Fiji's tuna fleet as a

TRADEWINDS

result of the South Pacific Commission skipjack survey which indicated there was considerable potential for skipjack tuna fishing.

The Fiji Government-owned Ika Corporation operates 12 pole-and-line boats, and has chartered two New Zealand purse seiners for experimental fishing.

Fiji expected to land about 6000 tonnes of tuna in 1981, earning about \$F20 million from the effort.

Tonga deficit grows

Tonga's visible trade deficit for the first half of 1981 was \$T13 124 500.

Between January and June imports totalled \$16 320 700, and exports, including re-exports, were \$3 196 200.

In the corresponding period for 1980, the imports bill was \$13 871 900, against export earnings of \$2 835 600, giving a deficit of \$11 036 300.

One of the success stories at the small industries estate established in Tonga in 1980 has been the growth of the saddlery manufacturers Michael O'Brien (Tonga) Pty Ltd. The firm is now exporting to Australia, New Zealand, England and USA. The two riding saddles shown here were made by the firm and were gifts from the government of Tonga to the Prince and Princess of Wales on their wedding last year. — Photograph from Jimmy Cornell in England.



TRADEWINDS

'Restraint' is key to Samoa budget

'Selfish economic policies of the major industrialised countries' were blamed by Western Samoa's Finance Minister Vaovasa Filipo for many of the country's economic woes when he made his 1982 budget speech to the Legislative Assembly in Apia late last November.

He said these 'selfish' policies were reflected in high interest rates, protectionism, and the high cost of imported goods. The strengthening of the American dollar also posed problems, he said. Taken together, these factors dictated a policy of restraint for Western Samoa in the coming financial year.

On the local scene, export prices had continued to fall considerably, resulting in greatly reduced earnings. The Public Service Association strike had contributed to the worsening economic situation through foreign exchange losses due to the loss of anticipated tourist earnings, and remittance and telecommunications revenues.

Total statutory, current and development expenditure for 1982 would be \$WS70.9 million, compared with total planned expenditure for 1981 of \$68.9 million.

On the foreign trade front, Vaovasa said total export receipts for the first nine months of 1981 were \$7.7 million, against imports in that period of \$44.9 million. Exports of copra, cocoa, bananas and timber were all down compared with the same period in 1980. Only taro showed improvement, with 120 600 cases worth \$1 545 000 being exported compared with 58 400 cases worth \$674 000 for the same period in 1980.

Vaovasa said: 'As I said in my statement on the 1981 Supplementary Estimates, we are simply not producing and exporting enough.'

'We are living in a time of significant international economic uncertainty, and the only way we can strengthen our economy is to produce and export more.'

On inflation, Vaovasa said that along with many Third World countries, Western Samoa was experiencing a period of high inflation. The increase in the cost of living in 1979 was 24 percent. This jumped to 29 percent in 1980. The increase for the first nine months of 1981 had been 21 percent, but this could increase for the remainder of the year.

Assessing the government's achievements, Vaovasa said health and education services were steadily improving, the roads system was continually being upgraded, and the international telecommunications system now gave Samoa immediate links throughout the world.

'We own our own container vessel and our shipping links have been greatly improved in past years.'

'Inter-island and inter-Samoa shipping services are carried out with our own vessels.'

'Polynesian Airlines Ltd has been greatly upgraded, and flies to many points in the region.'

'Substantial funds have been used for developing Western Samoa Trust Estates Corporation (WESTEC) and our forestry industry, and results of this expenditure will be of great benefit in the years ahead.'

'We have embarked on a hydro-power programme, and the first two hydro-power plants will be commissioned in the next few months. These will mean large savings in foreign exchange which is at present being spent on diesel,' Vaovasa said.

Vavau 'Refuge': Happy ending

The Paradise International Hotel in Vavau, Tonga, has a short and troubled history.

Construction started in 1972, and she was opened in 1974 as the Port of Refuge Hotel.

In 1977 the hotel went bankrupt and remained in receivership for four years. There were many lawsuits before the hotel was auctioned off in August,

1980, and still more before her new owner, Carter Johnson, could take possession of the hotel in June, 1981.

Johnson is an American with business interests in Australia and the USA. He has moved his wife Jan and three daughters — Jody, Ann-Marie and Shirlene — to Vavau, and is making a fulltime project of improving the hotel. Already major improvements can be seen in the grounds, plumbing, kitchen, dining room, bar, service and general attitudes of the staff.

Carter is planning a pier on the waterfront with water, showers and facilities accessible to visiting yachts as well as guests. Capacity will be expanded from 29 to 42 rooms, and all furnishings will be replaced and improved.

Under the able management of Oscar Kami, the Paradise International is a beehive of feasts, dances, receptions and tours using the hotel's launch, two buses, and 12-passenger aircraft.

'Vavau will have a hotel to be proud of,' says Mr Johnson. — *Patty Kaliher in Neiafu, Vavau.*

Tuvalu stamp sales soar

The Tuvalu Philatelic Bureau was looking forward to a record year in 1981 for the sale of Tuvalu postage stamps.

An official announcement last October said the sales were anticipated to be worth more than \$1.5 million, compared with just over \$605 000 in the previous year.

Renison to boost gold

Renison Goldfields Consolidated Ltd intends doubling gold production at its recent acquisition, New Guinea Goldfields Ltd.

In the last financial year, New Guinea Goldfields produced 6765 ounces of gold.

Renison aims to boost gold production to more than 15 000 ounces a year which, at an average gold price of \$400 an ounce, gives an annual revenue of about \$6 million.

'In addition to immediately doubling the capacity of the

existing operation, a substantial exploration programme will be mounted,' directors said in the annual report of the merged group which was released late last November.

Suva's Garrick to reopen

Ten years after its closure, the Garrick Hotel, one of Suva's oldest, situated in the heart of the Fiji capital, was expected to be open for business again in December 1981.

The traditional colonnaded old colonial-style building has been bought by D. Gokal & Co, duty-free dealers. The plan is for the Garrick to have 44 bedrooms, a loungebar, as well as a re-created English tavern-like public bar. Vinod Gokal said the first four double rooms were expected to be ready by December, and the whole concept should be completed towards the end of 1983.

Saga of a fuel depot

Australian aid to the tune of \$600 000 built a fuel depot in Vavau, Tonga, which was officially opened by King Taufa'ahau Tupou IV in February, 1981.

But it was several months before it was decided that Shell Oil should have the franchise. And it took several more months before Shell could charter a Burns Philp tanker which is capable of entering Vavau's harbour.

It was mid-September 1981 before all of Vavau rejoiced to see the tanker arrive and fill the fuel depot's seven large tanks with kerosene, petrol and distillate.

But three weeks later there was still no fuel for sale in downtown Neiafu. The Tongan Government and Shell oil had not decided upon a price. So once again the people of Vavau waited.

All that waiting may have been worthwhile: the Privy Council and Shell finally negotiated a cut in fuel prices.

Fuels are now selling for as much as 30c less per gallon than in the past because the new fuel depot has reduced transport costs. — *Patty Kaliher in Neiafu, Vavau.*

Steamships, Brambles win big Ok Tedi deal

Main beneficiaries of a joint contract worth \$A40.6 million awarded by the giant Ok Tedi copper-gold project in Papua New Guinea are PNG's Steamships Trading Company, and the Australian-based transport firm Brambles Holdings.

Bidding for the contract was fierce, with unsuccessful tenderers including Burns Philip, Karlander, Pacific and Orient, and Papuan Shipping and Stevedoring.

The deal covers the construction phase of the mine up to March, 1984.

It is believed to be the largest single contract yet awarded in PNG. Steamships' managing director Don Harvey told the PNG weekly, *The Times of Papua New Guinea*, that winning the battle of the Ok Tedi tenders had cost the company 'more than K200 000 in time and money'.

Outlining the task of the successful tenderers in an article in *The Times of PNG*, journalist Rowan Callick writes: 'Brambles will arrange for all construction materials from Australia and New Zealand to the point of placing them on board ship. Steamships will handle all freight from the time it enters harbour in PNG.'

'Steamships began operating in PNG in 1924, and has been involved in shipping up and down the Fly River for 20 years.

'From Steamships' end, the contract means trans-shipping materials, including heavy machinery needed for the construction work, in Port Moresby, and taking it to Kiunga, the port for the mine.

'This will be mostly done by "lightering" — transferring directly from the importing vessel to "dumb" barges, which will be towed by tugs to Kiunga.'

Callick estimates that at the peak of the operation up to seven tugs and 13 barges will be in use on the contract, ferrying a total of more than 250 000 tonnes of material to the mine site.

As the draught limit for vessels navigating the Fly up to



Ray Taylor (left), an experienced Fly River ship's master, has come out of retirement to help with the Ok Tedi freight project. With him is Philip Karaga, master of MV *Erima* Chief in the Steamships Trading Company fleet.

Kiunga is less than three metres, only shallow craft such as barges can be used. Callick points out that the Steamships vessel *Hiri Chief* was designed five years ago 'with half an eye on recommendations from Kennecotts, then working on Ok Tedi ...' *Hiri Chief* can and does navigate the Fly.

Callick notes that as a side-benefit from the contract, Steamships will be hoping that the vessels *Papuan Chief* and *Coral Chief* for which they are agents, will get some of the business of transporting equipment between Australia and PNG.

Tuvalu seamen get 50 jobs

Fifty Tuvaluan seamen, graduates of the Tuvalu Maritime School, have been offered jobs by two Hong Kong-based shipping companies. According to *Tuvalu News Sheet*, the companies are Swire Pacific Ship Management Ltd, and the Wallem Shipping Co. The Swire Group company offered 27 jobs, and Wallem 23.

Negotiations leading to the offers were conducted in Hong

Kong by Tuvalu's Secretary to Government Ionatana Ionatana, and the Officer-in-Charge of the Maritime School Jerry Callon.

The *News Sheet* report said: 'The meeting between the two parties discussed among many other issues the interest of the companies in registering their ships here as well as providing assistance for the establishment of registration facilities in Tuvalu.'

'The staffing situation at the School at Amatuku was also discussed, and the shipping companies agreed to provide the required staff on condition that Tuvalu is able to meet salaries and other expenses involved.'

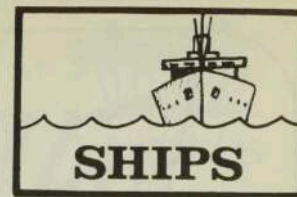
The *News Sheet* report quoted Mr Ionatana as saying: 'More opportunities for our seamen may become available if the first lot prove competent in their work.'

The first lot of five seamen were due to leave Tuvalu on December 20, 1981, and the second on January 24, 1982.

Forum Line's new service

'Australia and New Zealand have decided to underwrite the losses of another ship for the Pacific Forum Line,' said a December report in *The Fiji Times*.

The report, which did not



name the ship, said it will ply a run between Fiji, Tuvalu and Kiribati.

It noted that these nations have been supporting the line, but until now have not received a service from it.

McKay's up rates

Auckland ship agents McKay Shipping Ltd late last year announced rises of approximately 10 percent in its freight rates to Nukualofa and Vavau (Tonga), Apia (Western Samoa), and Pago Pago (American Samoa).

The company said that the increases were made necessary by 'the continued depreciation of the New Zealand dollar'.

The rises took effect on vessels starting to load on the New Zealand coast on or after November 1, 1981.

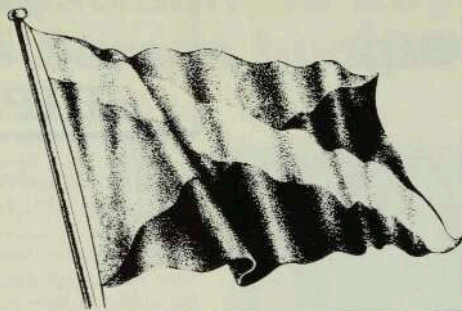
Micronesia run opens up

The Japanese shipping line NYK has begun a monthly service on the Japan-Micronesia run. The first sailing late last year was by the 3625-tonne multi-purpose roll on-lift on (RO-LO) vessel *Jovian Bright*. The vessel can load 142 standard six-metre containers or their equivalent.

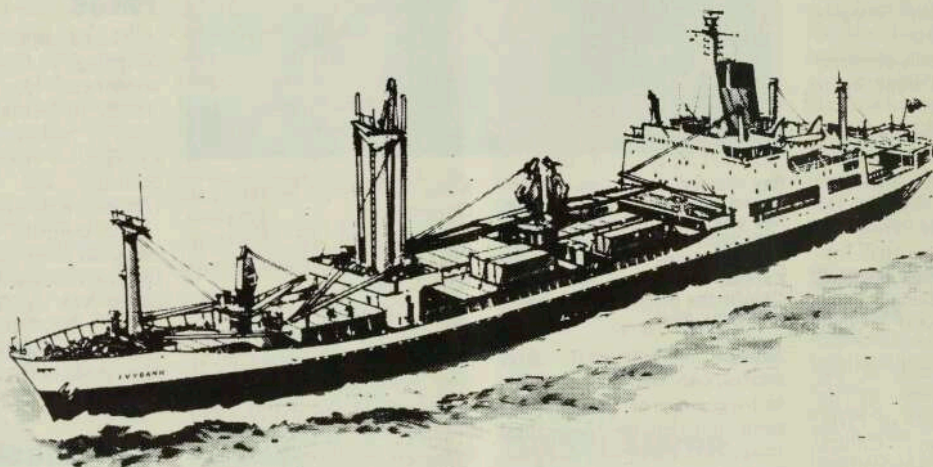
Jovian Bright called at Kobe, Nagoya, Yokohama, Saipan, Guam, Truk, Ponape and Majuro.

The Australian National Line offers trans-shipment in the ports of Yokohama and Nagoya within days of the departure of the NYK service, and NYK will take cargoes from Australia to Micronesia on a through bill-of-lading basis.

Included in the cargo capacity of *Jovian Bright* is provision for 10 six-metre reefer containers. The company will consider placing additional generating equipment on board the vessel if extra reefer space should be required.



THE BANK LINE



28 Day Service

United Kingdom and Continent to:
PAPEETE · NOUMEA
PAPUA NEW GUINEA and SOLOMON ISLANDS
PORT VILA & SANTO BY TRANSHIPMENT



United Kingdom and Continent to:
SUVA AND LAUTOKA (FCL LCL & UNITISED ONLY)



Papua New Guinea and Solomon Islands to:
UNITED KINGDOM and CONTINENT

For particulars apply:

THE BANK LINE (AUSTRALASIA) PTY. LTD.

18th Floor · 1 York Street · SYDNEY · N.S.W. 2000 · Australia · Tel: 272041 · Telex: 24063

DON'S
WITH

The days when cruising yachts were few and far between

One of the longest-running features in *Pacific Islands Monthly* deals with the movements, crews and vital statistics of yachts cruising in the Pacific Ocean. By the score they crisscross the seaways, explore the

which the owner's son and his new bride were making an extensive honeymoon cruise. While in Sydney one of the engineers became ill and was replaced temporarily by a schoolmate of mine in the person of



Salamaua, 1931, a coastal outstation in the then Mandated Territory of New Guinea. This is how it looked when one of the pioneers among cruising yachtsmen, William A. Robinson, anchored off the beach in his 10-metre yawl *Svaap*. Robinson was also one of the first of the yachtsmen-turned-authors, and wrote *Deep Water and Shoal*, a classic contribution to cruising yacht writing.

island groups, and rendez-vous in major and minor ports of call.

It was not always thus. It was not until after World War II that large-scale cruising became a popular way of life for so many people. When Captain Slocum in *Spray* circumnavigated the world he and his small craft were possibly the sole ocean cruisers on the waters of the world at that time.

He was followed later by Ralph Stock in his *Dream Ship*. As a lad I eagerly followed the story of his wanderings as it appeared by instalments in the now long-defunct *Wide World Magazine*.

In later years on the New Guinea goldfields I met up with an old tropical identity named Steve Randell who had been a crew member in *Dream Ship* during part of its world voyage. Another lone Pacific wanderer was a Frenchman, Alain Gerbault, in *Firecrest*. In the early 1920s great interest was created in Sydney by the arrival of a large diesel-powered luxury yacht owned by an American millionaire. This was *Speejacks* in

class — the vessel had cost \$100 000 to build in the early 1920s. Its present-day price would be staggering.

Two years later, at Salamaua, we were visited by another American, William A. Robinson, who in a 10-metre yawl named *Svaap* and accompanied by a Tahitian crewman was 18 months into a three-year world cruise out of New York.

As described in Robinson's book *Deep Water and Shoal*, the *Svaap* was bought and fitted out for \$1000, and throughout the voyage he operated on a shoestring. A shotgun and a fishing line played a large part in supplying fresh food, his basic larder consisted of a case of assorted canned meats and a bag of onions usually donated by interested residents in places visited, as also was the use of repair and slipping facilities when necessary.

After successfully completing his world cruise he married a sister of young Crane of *Illyria* and made a further cruise to South America and the Galapagos Islands where *Svaap* was wrecked.

Eventually in World War II he became the operator of a shipyard in USA, building small naval craft, of which 200 were constructed by a workforce of 600 men and women.

With war ended, he built himself a two-masted 21-metre brigantine of 50 tonnes displacement, and



made his permanent home near Papeete in the island of Tahiti.

A final prewar visitor to the Huon Gulf and Salamaua on two occasions was the late Captain Irvine Johnston in *Yankee*, a converted Dutch pilot vessel in which he made a business of conducting world cruises with university students as paying passengers and crew. The ship's company consisted of the owner, his wife and child, a cook and 13 students, two of them girls.

Undoubtedly the most daring and enterprising of these wanderers was the Czechoslovak who blew into Lae and Salamaua just before the war in a native canoe which he was sailing and paddling from the Philippines to Europe. It is understood he eventually accomplished his remarkable mission. — Bert E. Weston.

● See overleaf for current news of cruising yachts visiting Pacific Island ports.

FOR SALE



INTER — ISLAND STEEL CARGO KETCH
MSB AUSTRALIAN SURVEY — SEA GOING CERTIFICATE
M. V. BARRENJOEY — KETCH RIGGED AUXILIARY SAIL

64 Tons light ship — 18.9m x 5.18m x 2.28m
Cargo capacity — 26 tons or 42 cubic metres
6 cylinder Scania 170 hp
20 KVA Perkins
10 KVA Lister
Air Compressor
Forward cargo hold — INSULATED 16 cubic metres
Aft cargo hold — UNINSULATED 16 cubic metres
Freezer Hold (−18°C) 5 cubic metres
Cooler Hold (+5°C) 5 cubic metres
Fresh Water 1,500 gallons
Fuel — 1,800 gallons (range approximately 1,800 miles)
Accommodation — 2 cabins — 4 bunks, shower, toilet, galley, separate saloon
Radar, Automatic pilot, RDF, Sounder, Radio, Hydraulic Steering, Mechanical double drum anchor winch, Hydraulic winch to lifting derrick, dinghy etc.
Vessel lying at Broken Bay — Sydney
PRICE — Negotiable at \$145,000

PHONE — Sydney (02) 919 4097 or Write to —
PALM BEACH MARINE
1017 Barrenjoey Road
PALM BEACH NSW 2108
AUSTRALIA.

YACHTS

THE FIJI VISITORS BUREAU reports from Suva:

Many of Australia's leading ocean racing yachts, including Admiral's Cup and Clipper Cup contenders, are expected to compete in the 1982 KB Sydney-Suva Yacht Race.

The race has recently been launched in Suva by the two organising clubs, the Royal Suva Yacht Club and the Middle Harbour Yacht Club of Sydney.

The Governor-General of Australia has been invited to start the race from Sydney on May 22.

The clubs are confident that there will be a record fleet in 1982.

DON TRAVERS re- ports from Tubuai, Austral Islands, French Polynesia:

• **TRYSTE II.** A 12 m Hedley Nicol trimaran, with owners Ernest and Val Haigh, called at Tubuai last October from Raiavae and Tahiti. The Haighs built their tri in British Columbia over the period 1966-68. They have since put 120 000 km under the keels, including a 1969-74 circumnavigation with four of their five daughters, and a 1977-78

Canada-New Zealand-Canada voyage with just themselves.

They began their present voyage last July from Canada and departed Tubuai for Rarotonga and Aitutaki in the Cook Islands, New Zealand and Australia (Tasmania).

Further plans are uncertain — perhaps a second circumnavigation.

The word 'tryste' means 'a journey in company' in old Scottish.

PATTY KALIHHER re- ports from Vavau, Tonga:

• **PELICAN** This Golden Hind 9 m sloop is hull number 61 of the series. It was built 14 years ago, but purchased by the present owners, the Hill family, two years ago in the Turks and Caicos Islands. They sailed her back to Florida and rebuilt her there.

In October, 1980, Janet, Robert and Tom Hill, who hail from Greenville, South Carolina, USA, left Florida for the Bahamas, Haiti, Jamaica and the San Blas Islands, where they were so enchanted they stayed two months.

From Panama they sailed to the Galapagos Islands where yachts are not allowed to remain for more than seven days. However, the Hills were

engaged in observing and photographing animal behaviour for several weeks. They swam with sea lions — 'very safe and friendly so long as it wasn't mating season' — and found the penguins very friendly and inquisitive. Pelicans often landed on the boat and one picture of pelicans sitting on the lifelines of *Pelican*, flapping their wings to balance, is highly prized by the Hills. The parrot which was part of the crew at the time and was normally nonplussed by visitors to the yacht, was driven to hysteria by the pelicans.

Next, *Pelican* visited the Marquesas (especially enjoying Uapou), the Tuamotus, Societies, and Pago Pago, before coming to Vavau. They are now spending the summer in New Zealand, with future plans indefinite.

• **SEAVENTURE.** This 11 m Freeport fibreglass sloop was bought new in San Francisco in February, 1980. Glen Marks and Dan Matthews then set out to learn to sail.

They left California in August of '80 and arrived in Hilo, Hawaii, in need of a new engine — which the manufacturer finally agreed to fly out for them.

On October 5, 1980, they were again headed for the South Pacific with dreams — never fulfilled — of

beautiful women swarming over their boat.

They spent five weeks in the Marquesas, visited the Tuamotus, Papeete, Borabora, Huahine, Raiatea, Tahaa, Moorea, and Maupiti. On Maupiti they bought Mortimer, a 19-kg pig, and moved him into the lazaret. 'He slept at our feet during the day, and was a much easier travelling companion than we expected.'

On May 9, Mortimer was the star attraction of the 'First and Last Annual Suwarrow Pig Roast', attended by 27 people off 11 yachts.

From Suwarrow Glen and Dan sailed to Pago Pago and Apia, where Debbie Morrison joined them for the passage to Vavau and Fiji.

Seaventure will winter in New Zealand and return to San Francisco by November of '82.

• **INOA.** The word means 'name' in Hawaiian, but in Eskimo it means 'the soul of things' — and that is how owners Tim McCormick and Mike Stiefel feel about their fibreglass Westsail '32. They bought the boat in Honolulu in September, 1980, and started their adventure in December of that year.

The passage to Tahiti was a very rough 28 days. They couldn't make the easting to the Marquesas as originally planned, and had only



**FUEL INJECTION
AND ELECTRICAL SYSTEMS
SPECIALISTS FOR ALL
MARINE, COMMERCIAL,
INDUSTRIAL AND AUTOMOTIVE
INSTALLATIONS**

We service and stock
fuel pumps, injectors, turbochargers, governors, alternators,
generators and starter motors for all applications.

CONTACT US BY TELEX FROM ANYWHERE IN THE PACIFIC
FOR IMMEDIATE DESPATCH OF REPLACEMENTS AND SPARES FOR
BOSCH, BRYCE, CATERPILLAR, CAV, DIESEL KIKI,
GM, HOLSET, NIPPON DENSO, ROOSAMASTER,
AIR RESEARCH, SCHWITZER, SIMMS, DAHL FILTERS

WOODWARD GOVERNORS



SIMMS DIESEL & ELECTRICAL SERVICES LTD.
P.O. BOX 11-114 ELLERSLIE
77 LEONARD ROAD, PENROSE AUCKLAND
NEW ZEALAND
TELEX NO NZ 60266 SIMMS

DAYTIME TEL.
AUCKLAND 591-159



DIESEL SPECIALISTS

EVENING TEL.
AUCKLAND 568-259




AUSMARK
PTY LIMITED

NOW IN NEW ZEALAND

Announces the opening of our New Zealand Export Office situated in Auckland.

Mr. Athol Carr, formally of the New Zealand Export Import Corporation, will lead a small and efficient team giving the precise, prompt and personal service that won an Export Award for Ausmark in Australia.

We specialise in the financing and shipment of fresh, frozen and processed consumer food products and we will welcome enquiries for all manner of bulk commodities and manufactured goods.

We invite your request for quotation as our prices and terms will prove more than competitive.

For all of your Australian and New Zealand supply requirements, we can be contacted at:—

*Ausmark Trading (N.Z.) Ltd.
60 Queen Street,
Auckland, New Zealand.
G.P.O. Box 2002.

Phone: 30796
Telex: 21886
Answerback: FBMAUK

Ausmark Pty. Ltd.
74 Pitt Street,
Sydney, Australia

Phone: 231 6866
Telex: 25458

* Accredited Agent New Zealand Dairy Board

YACHTS

two pleasant days of sailing in the entire month's journey. 'We learned a lot on that trip,' they say.

They spent three months in Tahiti, visiting Moorea, Huahine, Raiatea, Borabora, Maupiti and Mopelia — a lovely atoll with about 10 inhabitants.

Suvarrow was a high point of the trip, as they were there for the pig roast put on by Glenn Marks and Dan Matthews from *Seaventure*.

Inoa spent six weeks in Pago Pago where Georgie Tomasato joined the crew for the passage to Vavau. Now she has found a home in Vavau and will remain here.

Tim and Mike enjoy having friends join them at various points, as they want to share their experiences with others.

Future plans include Fiji, New Zealand for the season — and from there, who knows?

• **HAWAII.** A 15 m Alden ketch, three-skin ply construction of New Zealand kauri, *Hawaiki* started its circumnavigation from Tauranga, New Zealand, in April, 1977.

The McDaniel family of John, Norah, John Jr, Sheila, Thomas and Patrick first explored the many islands of Fiji and the New Hebrides (now Vanuatu), from where Sheila returned home to attend university. The rest of the family moved on to Solomon

Islands, Papua New Guinea, and Cairns, Australia, for the hurricane season.

John Jr went back to New Zealand from Australia, and the family, now numbering four, had an enjoyable time among the islands of the Great Barrier Reef. From Darwin they continued to Tanibar Island and Bali, in Indonesia, Singapore, Malaysia, Penang and across the Bay of Bengal to Sri Lanka, which was a high point of the trip.

They also found the Maldive Islands very beautiful. The Maldives are becoming a popular destination, but are seldom visited by yachts as the anchorages are few and deep, with strong currents.

From the Gulf of Aden, *Hawaiki* sailed on to Djibouti, into the Red Sea, Sudan, Suez Canal, Israel, Cyprus, the southern coast of Turkey, the Greek Islands, Crete and Palermo — which they described as 'the filthiest place we'd visited'.

In Alicante, Spain, *Hawaiki* was re-provisioned for the Atlantic crossing. Then they were on their way to Gibraltar, Madeira, the Canaries, Tobago, the Grenadines, Martinique, Guadeloupe, and the Virgin Islands, where the boat was hauled out.

The McDaniels spent a month in the Bahamas and went to Fort



The Canadian-registered trimaran *Tryst II* was a visitor to French Polynesia during a Pacific cruise. On board were Ernest and Val Haigh, shown here during a call at Tubuai. — Don Travers picture.

Lauderdale, Florida, USA, to buy clothing before visiting family in Bermuda. Then it was back to the USA, where Thomas left them to spend nine months in London.

On Mt Desert Island, Maine, they found big, delicious black mussels which the native 'downeasters' didn't even bother to gather. They explored the entire east coast of the US, spending a month in the Chesapeake Bay and motoring down the inland waterway

from Norfolk, Virginia, to Florida, where Thomas rejoined them.

Once again *Hawaiki* visited the Bahamas and then it was on to the Panama Canal, the Galapagos, Marquesas, Tahiti, Huahine, Raiatea, Borabora, Rarotonga and Vavau — the last stop before home.

After four-and-a-half years circling the globe, the McDaniel family were eager to get back home to New Zealand — and a meal of hogget, potatoes and peas.



PACIFIC FORUM LINE



Regular and Reliable Container and Roll - ON - OFF Services

**MV FUA KAVENGA
MV FORUM SAMOA
MV FORUM NEW ZEALAND**

With our head office in Apia, our regional offices in Suva, Auckland, and Sydney, and our network of agents, we cover the South Pacific to ensure your goods get to you or to your buyer on time.

We tranship also, to or from almost anywhere in the world.

NOMINATE PERFORMANCE: NOMINATE PFL

**owned by the people
of the Forum Nations**

**Agents in: Australia, New Zealand, Fiji,
Tonga, Western Samoa,
American Samoa,
New Caledonia,
Papua New Guinea,
Solomon Is, Kiribati,
Tuvalu, Vanuatu.**



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 (232-1011), 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, 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); Carpenters Shipping, 100 Thomson St, Suva, Fiji (312 244), Tlx 2199 FJ.

AUSTRALIA - NEW CALEDONIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully

containerised service (Gen/Reefer) from Sydney to Noumea, Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Sydney; Union Bulkships, Sydney and Melbourne; SATO, Noumea; Australian National Line, Brisbane; Burns Philp (SS) Co, Lautoka, Suva and Apia; Union Co, Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

AUSTRALIA - LORD HOWE IS - NORFOLK IS

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

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

AUSTRALIA - KIRIBATI

Karlander operates a 5/6 weekly service from Melbourne and Sydney to Kiribati (Tarawa).

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - NAURU - KIRIBATI

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

Details: Nauru Corporation (Vic) Inc (Shipping Division), Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - NEW CALEDONIA (AND/OR) VANUATU

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast.

Details from Sofrana-Unilines, 19 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL

Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

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

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

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, for containerised and break bulk cargo.

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

AUSTRALIA - NZ - FIJI - HAWAII - US

P & O liners call at Auckland, Suva, Pago Pago and Honolulu 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 - VANUATU - NOUMEA - SOLOMONS - SAMOAS - TAHITI

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).

AUSTRALIA - NZ - FIJI - TONGA - VANUATU - NOUMEA - SOLOMONS - SAMOAS - TAHITI

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). Pacific Forum Line operates con-

tainerized and general cargo service from Australia and NZ to Fiji, Apia, Pago Pago, Tonga and other South Pacific ports.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago 96799.

AUSTRALIA - NEW ZEALAND - PACIFIC ISLANDS - SOUTH EAST ASIA - CHINA

Minghua Cruises operates regular cruise services from Sydney to most Pacific ports, with several cruises to South East Asia, including Japan, China and Hong Kong.

Details: Minghua Cruises, 7 Bridge Street, Sydney, NSW 2000 and all Burns Philp Travel offices in Australia.

AUSTRALIA - TUVALU

Karlander operates a three monthly service from Sydney and Melbourne to Tuvalu (Funafuti).

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - PNG

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 (232-1011), 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 turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara.

Details from Burns, Philp & Co. Ltd, 51 Pitt Street, Sydney (2-0547) and InterOcean Swire, 8 Spring Street, Sydney, (2-0522).

New Guinea Express Lines operates a fortnightly container service from Melbourne, Sydney, Brisbane to Port Moresby, Lae, Alotau, Rabaul, Honiara.

HENRY CUMINES PTY. LTD.

LOCAL AGENTS AND REPRESENTATION

428 George St., Sydney.
Cables: Henco Sydney.
G.P.O. Box 3949.
Telephone: 232 5377.

For specialised and personalised buying service throughout the Pacific Islands and the East.

Resident Agents in other Pacific Territories.

PAPUA NEW GUINEA

RABAUL: M. & C. Seeto,
P.O. Box 131, Rabaul,
Telephone 92 2919.
MADANG: W. Double,
P.O. Box 22, Madang,
Telephone 82 2696.

FIJI

K. Witherington Ltd.,
P.O. Box 293, Suva.
Telephone 22 356.

VANUATU

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

SOLOMON ISLANDS

Mr. Tom Lo,
P.O. Box 327, Honiara.
Telephone 399

Exporters General Merchants

BOTTLING EQUIPMENT SUPPLIERS

Manufacturers and suppliers of spare parts for the progressive range of bottling equipment.

Complete reconditioning or parts reconditioned.

Sale of reconditioned and second-hand machinery, also general bottling equipment.

Design and manufacture of bottle conveyor systems to suit your application.

Comprehensive service throughout Australia, New Zealand, New Guinea and South Pacific Islands



FOOD-TEX MACHINERY SERVICE PTY. LTD.

11 MARSH ST., GRANVILLE 2142. PHONE 682-1488 (2 lines).

P.O. Box 146, Carlingford 2118.

Sydney, Australia.

Phone: 682 1488 (2 lines)

South Pacific Agents:—

ALFRED LAWRENCE & CO., AUCKLAND, NEW ZEALAND
Mail Address: P.O. Box 732, Auckland, New Zealand

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, Sydney (241-3991) MacArthur Shipping Agency Co, 39 Creek Street, Brisbane (229-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines, Port Moresby (21-4572), Lae (42-1536), Rabaul (92-2911), Niugini Pty Ltd, Rabaul (92-2911), Alotau Stevedoring & Transport, Alotau (61-1318) and Island Co-operative Shipping Federation, Honiara (808).

Sofrana-Unilines (PNG Line) operates a monthly service to Port Moresby, Lae, Rabaul, Kieta, Honiara from main ports on the east coast of Australia.

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).

AUSTRALIA - TAHITI

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete for containerised and break-bulk cargo.

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

AUSTRALIA - TAHITI - US

Karlender operates a monthly cargo service from Melbourne and Sydney to Papeete, US west coast.

Details: Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - W. SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney to Apia.

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

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE)

operates a monthly palletised cargo service from Manila, Keelung, Kaoshiung and Hong Kong to Lautoka, Suva and thence to NZ.

Details from Carpenters Shipping, 100 Thomson Street, 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 operates a regular container service from Hong Kong, Taiwan, Manila, Port Kelang and Singapore to Port Moresby, Lae, Rabaul and Honiara monthly and to Wewak, Madang and Kieta every three months. Cargo from the same Far Eastern ports to the South Pacific ports of Noumea, Santo, Vila, Papeete, Pago Pago, Apia, Rarotonga and Tarawa will be shipped via Japan on the monthly Bali Hai service.

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, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and Vanuatu.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671); Carpenters Shipping, Suva (312-244); Tlx FJ2199.

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,

100 Thompson St, Suva (312-244), Tlx FJ2199.

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 Robert-Laurie (PNG) Pty Ltd, Port Moresby (21-2466/21-1898).

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; Carpenters Shipping, 100 Thomson St., Suva (312-244), Tlx FJ2199.

PNG - INTER - MAINPORT

Papua New Guinea Mainport Liner Services offer scheduled 10/20-day coastal liner services linking all PNG mainports with containerisation, reefer, heavy lift and transshipment facilities.

Details from PNG Mainport Liner Services, Box 1448, Lae, PNG (42-3537), Tlx PNG 42465.

PNG - NORTH AUSTRALIA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae and Vanimo to Darwin with through bills of lading from West Coast North American ports. Inducement calls at Weipa and Gove.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269.

PNG - KIRIBATI - SOLOMONS - WEST COAST USA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae, Rabaul and Kieta to San Francisco and Los Angeles with inducement at Vanuatu and stop-off calls at Tarawa and Honiara. Through bills from all PNG mainports and mini-bridge services to

other US and Canadian destinations.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269; or from TFC Shipping, 100 California St, San Francisco, CA, USA (415 398-1604), Tlx 340958 GTS UR SFO.

PNG - UK/CONTINENT

The Bank Line operates regular cargo service from Port Moresby, Oro Bay, Kieta, Rabaul, Kimbe, Madang and Lae to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - UK/CONTINENT

The Bank Line operates regular cargo service from Honiara to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Tradco Shipping (588).

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, Cook Islands; Niue Govt Offices, Niue Island Compagnie Maritime Polynesienne, B'P 368, Papeete, Tahiti.

NZ - FIJI

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

Details from Reef Shipping Agencies, PO Box 3382, Auckland, NZ (77-1221-3); M.V. Fijian Shipping Agencies Ltd, Private Bag, Suva, Fiji (31 1056).

Pacific Line with one ship operates

Japan
S. Korea
Taiwan
Hong Kong
Singapore

To: Solomon Is., New Caledonia, Fiji, W. Samoa, A. Samoa, Tahiti, Cook Is., Tonga, Vanuatu, Tuvalu, Nauru

To: Guam, Saipan, Truk, Ponape, Majuro, Yap, Koror

Taiwan
Hong Kong
Singapore
Philippines

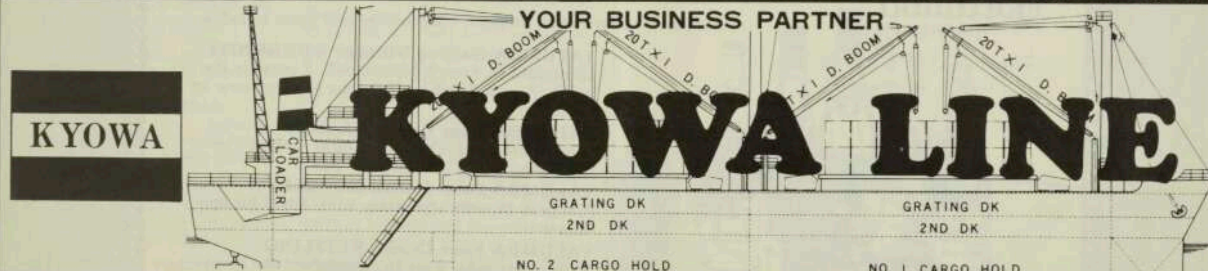
To: Papua New Guinea, Pacific Islands.

KYOWA SHIPPING CO., LTD.

HEAD OFFICE:
5th Fl., Suzumaru Bldg. 39-8, 2-chome, Nishi-Shinbashi, Minato-ku, Tokyo, Japan.
Phone: 03 (437) 2885 (Rep.) Cables: "MARIQUEEN" Tokyo. Telex: 242-4651 Kyowa J.

OSAKA OFFICE:
Okajima Bldg. 7th Floor, 2-14, Nishihonmachi 1-chome, Nishi-ku, Osaka, Japan
Phone: 06 (533) 5821 (Rep.) Cables: "MARIQUEEN" Osaka Telex: 525-6271 Sajosa J.

YOUR BUSINESS PARTNER



KYOWA LINE

GRATING DK 2ND DK NO. 2 CARGO HOLD NO. 1 CARGO HOLD

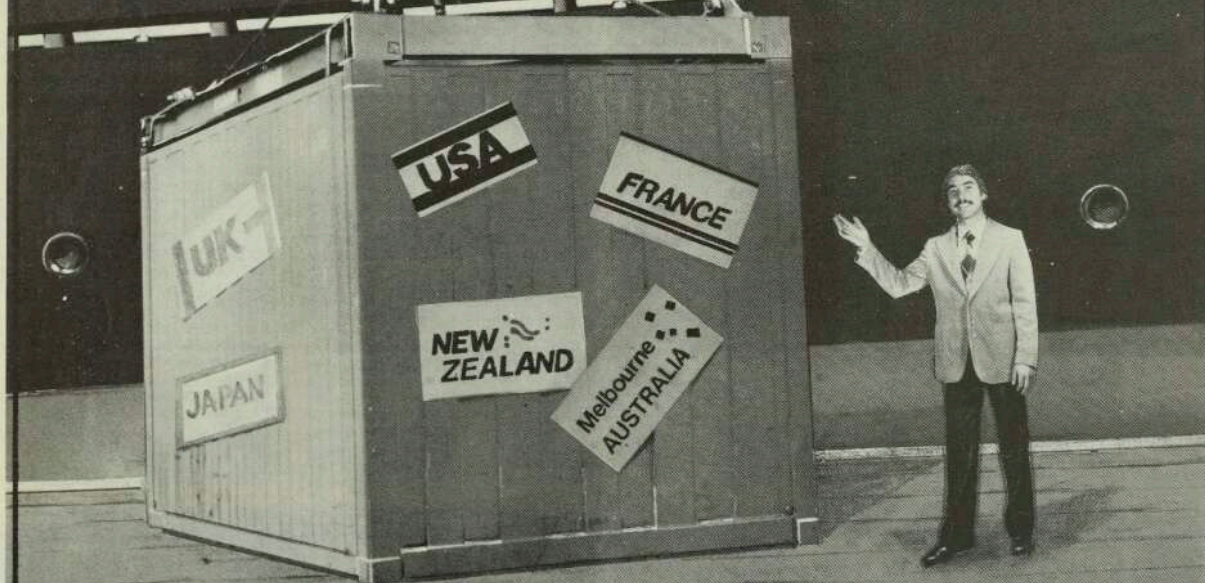
AGENTS

S. Korea: Dong Sue Shipping Co., Ltd., Seoul
Taiwan: Royal Steamship Corp., Ltd., Taipei
Hong Kong: Dahzoo Enterprises Ltd.
Singapore: Ocean Shipping & Enterprises Pte., Ltd.
Philippines: Sky International Inc., Manila
Guam: Maritime Agencies of the Pacific Ltd., Guam
Saipan: Sapan Shipping Company Inc., Sapan
Truk: Truk Shipping Co., Truk
Ponape: United Micronesia Development Association, Ponape
Yap: Waab Transportation Co., Inc., Yap
Koror: United Micronesia Development Association, Koror
Solomon Is: Solomon Taiyo Ltd., Honiara

Vanuatu: Pentecost Pacific S.A., Port Vila
New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea
Fiji: Carpenter Shipping, Suva & Lautoka
A. Samoa: Polynesia Shipping Services, Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Tahiti: Compagnie Tahitienne Maritime S.A., Papeete
Cook: Eastern Associates Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
Rabaul: Carpenters Shipping Ltd., Rabaul
Port Moresby: J.C. Waller Pty. Ltd., Port Moresby
Lae: Robert Laurie (New Guinea) Pty. Ltd., Lae
Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta
Australia: Hetherington Kingsbury Pty. Ltd., Sydney, N.S.W.
New Zealand: McKay Shipping Limited, Auckland
Nauru: Nauru Cooperative Society, Nauru

TATHAM LIMITED

Bringing the world's best to your door.



TATHAM LIMITED have a long history of dependable service to the Islands. From all over the world we bring the goods and products you need, right to your door. Full service and prompt documentation are assured. We can procure specific products to suit your special requirements and if urgently needed will air freight them to you without delay. For imports or exports, see us!

Yalumba

Tatham Limited Brings the Best of Australian Wines to the Pacific Islands

A sample of superb reds, brilliant, crisp whites and ports includes .



Tatham Limited brings you the world's best . . . share in the profits . . . Order now!

YALUMBA Galway Vintage BURGUNDY
18 months in French Nevers oak, 2 years in the bottle. A superb full-bodied wine to enjoy now or put down.

YALUMBA Four Crown CLARET
A light, dry table wine from shiraz grapes. For those who love a good, lighter red.

YALUMBA Four Crown MOSELLE
A superb Moselle style table wine. Right for any occasion.

YALUMBA Four Crown REISLING
A crisp, dry table wine to compliment the finest meal.

YALUMBA Koorianda WHITE BURGUNDY
For the discerning palate. A dry, white burgundy style wine.

TATHAM LIMITED

176 QUEEN STREET MELBOURNE
TELEPHONE 67 5601 TELEX AA36992 (TATHAM)
A SUBSIDIARY OF H. C. SLEIGH INDUSTRIES LIMITED MELBOURNE

SET 0M

fortnightly ro-ro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313; Carpenters Shipping, 100 Thomson Street, Suva (312244), Tlx. 2199 FJ.

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). Tlx. FJ2168 Burship.

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised three-weekly service (Gen/Reefer) from Auckland to Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Auckland; Union Co, Auckland, Lautoka, Suva, Apia and Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

NZ - TONGA - SAMOA

Warner Pacific Line operates a regular cargo service from Timaru, Onehunga and Westport to Nuku'alofa, Vavau and Apia with regular calls to Haapai and Pago Pago.

Details from McKay Shipping Ltd, PO Box 1372, Auckland, NZ; Warner Pacific Line, Box 93, Nuku'alofa, Tonga and Neiafu, Vavau, Tonga; Polynesia Shipping Services, Box 1478, Pago Pago; and Molua Folau Shipping Co, Box 4171, Apia, W. Samoa.

NZ - N. CALEDONIA - FIJI - SOLOMONS - PNG

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Lyttelton, Napier, Auckland to Suva, Lautoka, Honiara, Kieta, Lae and Port Moresby.

Details from Pacific Forum Line, Auckland; Shipping Corporation of NZ, Auckland, Lyttelton, Napier, Union Co, Auckland, Suva, Lautoka; Steamships Trading Co, Kieta, Lae, Port Moresby; Sullivan's (SI) Ltd, Honiara or Pacific Forum Line Head Office, Apia.

NZ - N. CALEDONIA - VANUATU - 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 Tahitienne 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 - SAMOAS

Warner Pacific Line services Auckland - Nuku'alofa/Vavau/Apia/Pago Pago fortnightly carrying general and freezer cargoes.

Details from McKay Shipping Ltd, Downtown House, 21 Queen St, Auckland, PO Box 1372 (30-299), Cables MACSHIP, Telex NZ2554.

NZ - CENTRAL PACIFIC

Kyowa Shipping Ltd operates a monthly cargo service from Auckland to Noumea, Vila, Santo, Guam, Majuro and Tarawa.

Details from McKay Shipping Ltd, PO Box 1372, Auckland (9-30229); Tlx 2554 NZ.

EUROPE - TAHITI - NEW CALEDONIA

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

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

EUROPE - TAHITI - NEW CALEDONIA - NEW ZEALAND - PERU

Polish Ocean Lines offers regular monthly sailings for containerised and breakbulk cargo from Hamburg, Antwerp, Dunkirk and Rouen to Papeete, Noumea, New Zealand and return to Europe via Peru. Other ports in the South Pacific can be served with inducement.

Details from Sotama, BP 9170, Papeete (27805), Tlx. 296; SATO, BP C2, Noumea (272094), Tlx. 051NM PENOCEN; Union Steamship Co of NZ, PO Box 50, Apia, Tlx. 25; Williams and Gosling, PO Box 79, Suva (312633), Tlx. 2163; Warner Pacific Line, PO Box 93, Nuku'alofa (21089), Tlx. 66219; Universal Shipping Agencies, PO Box 2282, Auckland (30930), Tlx. 21517; H. C. Sleight, 6-10 O'Connell Street, Sydney 2000 (923 9201), Tlx. 20428.

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); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - SOLOMONS - PNG - VANUATU

Columbus Line Reederei GMBH operates regular services from Hamburg, Hull, Rotterdam, Antwerp, Dunkirk, Le Havre, to Papeete, Apia, Suva, Lautoka, Noumea, Port Moresby, Lae, Honiara, Kieta, Rabaul, Lae, and return to Europe.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966); Columbus Maritime Services, 17 Albert Street, Auckland (77-3460); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

UK - N. CONTINENT - FIJI

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Suva and Lautoka.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

UK/N. CONTINENT - PNG - SOLOMONS

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

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Tradco Shipping (588).

UK/N. CONTINENT - TAHITI - N. CALEDONIA

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

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Ets A M Fare UTE, Papeete; Ets Ballande, Noumea.

US - FIJI - TAHITI - NZ - AUSTRALIA

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

Details from The Bank and Savill Line Ltd, 51 Pitt Street, Sydney (27-2041) or Orient Shipping Services, 32 Bridge Street, Sydney (241-2753).

US - HAWAII - KIRIBATI - MICRONESIA

Philippines, Micronesia & Orient



Enter The Dragon

The New Guinea Pacific Line introduces its new Dragon Boat service to Papua New Guinea and the Solomon Islands.

N.G.P.L.'s new fully containerised service, the first from the Far East to P.N.G. and the Solomons offers:-

- Fast transit times to all ports.
- A guaranteed schedule every 30 days thanks to berths in Papua New Guinea and Honiara reserved for N.G.P.L. use..
- Safe, secure transport of goods in containers, both L.C.L., and F.C.L. — no more damage or pilferage of cargo.
- A wide coverage of all ports with its monthly container service — from Hong Kong, Singapore, Taiwan, the Philippines, and Malaysia to all Papua New Guinea ports and Honiara.

For further details on the new Dragon Boat service contact:

PAPUA NEW GUINEA

Steamship Trading Co., Ltd.

Port Moresby

Telephone: 212000

HONG KONG

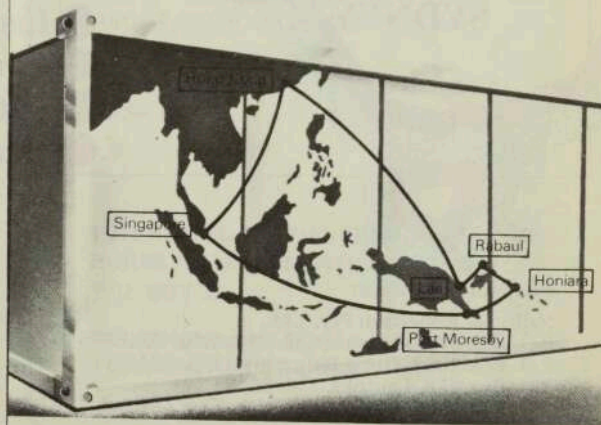
Swire Shipping (Agencies) Ltd.

Telephone: 5-264311

SINGAPORE

Straits Shipping Pte. Ltd.

Telephone: 436071



In our 87th Year Selling 'Service' to the Pacific Islands

Nelson & Robertson

Pty. Ltd.
(Established 1895)

Plantation House,
197 Clarence Street, Sydney.
Cables: 'TVAN', Sydney, Brisbane.
Telex: AA22381, Sydney.
Phone: 29 2871

**For Indents —
from Australia,
New Zealand and Overseas**

- Foodstuffs
- Softgoods
- Hardware
- Machinery
- Travel
- Insurance
- Canned Fish
- Jute Goods
- Real Estate

BRANCH OFFICES:

Nelson & Robertson Pty. Ltd.,
P.O. Box 575, Brisbane, Qld., Australia. 2216966
P.O. Box 2092, Govt. Bldg., Suva, Fiji. 22430
P.O. Box 258, Lautoka, Fiji. 62101
P.O. Box 2420, CPO Auckland 1, New Zealand. 774141

PAPUA NEW GUINEA REPRESENTATIVES:

Rabtrad Niugini Pty. Ltd.,
P.O. Box 291, Rabaul, P.N.G. 922911
P.O. Box 1406, Lae, P.N.G. 422366
P.O. Box 711, Madang, P.N.G. 822066
P.O. Box 253, Kieta, P.N.G. 956185

Navigation Co (PM&O Lines) operates regular container service on self-sustained ship with ro-ro capabilities from Oakland, Portland and Honolulu to Tarawa, Ebeye, Majuro, Kosrae, Ponape, Truk, Saipan, Yap and Koror.

Details for Micronesia can be obtained from Larry Guerrero, PM&O Owners Rep, PO Box 803, Saipan, MI 96950. Cable COMMONTIME, Tlx 783605; PM80; 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 and Honolulu to Majuro, Ponape, Truk and Saipan. Cargo is accepted for Nauru and Kosrae with transshipment at Majuro and Ponape.

Details from Nauru Corporation (Vic) Inc (Shipping Division), Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California St., San Francisco, California 94111.

US - NOUMEA - FIJI

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

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, 100 Thomson St, Suva (31-2244), Tlx FJ2199; Trans-Austral Shipping, Box R232 PO, Royal 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 96799.

'Esei Lavulo

In Sydney, Australia, in September, aged 60.

'Esei Lavulo was well-known in Tonga's Haapai group, and in the Tongatapu area, as a man who dedicated his life to work for the mission. He served the Church of Tonga in his homeland over three decades.

Moving to Australia after his retirement in 1978 to join members of his family, he was soon actively organising a branch of the Church of Tonga in Sydney.

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 96799.

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; Dalgety (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.

The President of the Church of Tonga, the Rev Selu Mafi, flew from Tonga to conduct the funeral service. He was joined in this function by the Rev Savinata Mahe, Pacific Islands Minister attached to Sydney's Wesley Central Mission. Mr Mahe described 'Esei Lavulo as 'a pioneer hero of the Church of Tonga'. Four other ministers took part in the service.

More than 500 Tongans attended the service, and the local Tongan choir sang hymns as they farewelled their much admired countryman. — *Wyvern Kite*.

Canon John Bodger

At Maikera Bay, Milne Bay Province, Papua New Guinea, on November 26, 1981, aged 80.

The oldest Anglican missionary in PNG, Canon Bodger, an Englishman, arrived in the country in 1929.

The Times of Papua New Guinea in an obituary in its November 27-December 3 issue said: Canon Bodger patrolled areas which had never before encountered a European, and was involved in the building of



the Gothic cathedral at Dogura, the Anglicans' major mission station.

He stayed during the war, and was present at an ordination of a Papua New Guinean as Japanese planes flew overhead. He was a great raconteur, with a deep, firm voice to the end, despite the cancer of the neck and the diabetes from which he suffered.

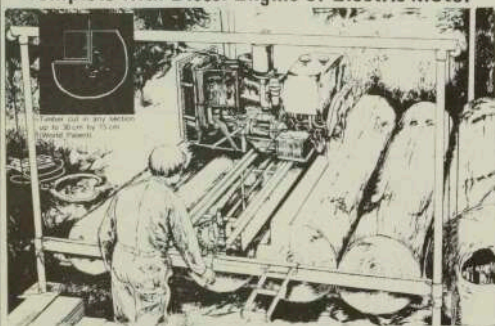
In 1950, he had to leave the country because of a heart condition, and became organising secretary of the New Guinea Mission in Britain — now the PNG Church Partnership. He returned in 1971 and set up the Anglican parish at Alotau.

He spoke perfect Wedau, and was frequently to be heard on Radio Milne Bay.

Before the war, Administrator Hubert Murray chose

FORESTMIL PORTABLE SAWMILL

A Mini Self Contained Sawmill complete with Diesel Engine or Electric Motor



Forestmil produces any size accurate timber ready to use up to 12" x 9" x 24'.

Purchase price and operating cost of Forestmil is less than other sawing equipment with similar production capacity.

Forestmil reduces timber waste and also reduces log transport cost. Timber is sawn direct from the log in the forest.

Forestmil can be moved to a new location in one hour. Forestmil will saw hardwood or softwood from logs of any diameter.

Over 1000 Forestmils are sawing timber in 23 countries.

Forestmil has been manufactured for 18 years.

For literature and prices please contact the manufacturers.

Mac Quarrie Industries Pty. Ltd.

P.O. Box 20, Coburg 3058, Victoria, Australia
Phone 350-3411 Telex 33729 Cables Macbound, Melbourne

Burns Philp
GROUP OF COMPANIES

BURNS PHILP VILA HAVE TWO 140 KVA YANMAR DIESEL GENERATORS FOR SALE AT 5 MILLION VATU.

THE GENERATORS ARE APPROXIMATELY EIGHT YEARS OLD AND HAVE ONLY HAD ABOUT 100 HOURS RUNNING TIME.

THE SALE IS "AS IS WHERE IS" ON A CASH BASIS.

INTERESTED PARTIES SHOULD CONTACT: BURNS PHILP (VANUATU) LIMITED, P. O. BOX 27.

TELEPHONE 2456 PORT VILA VANUATU FOR FURTHER DETAILS.

FOR SALE

Bags and sacks for sale for any purpose. Both new and used, jute, hessian and polypropylene. Also available stocks of all grains and meat meal. Bag closers and sewing thread our specialities.

Inquiries to:

Apex Products Distributors,
Box 373, Bundaberg, Qld. 4670
Phone No. (071) 71 3227
Telex No. 49727

Freely Given

A true understanding of God's Word. If you have been searching for the true meaning of the Scriptures this free monthly booklet is for you.

Write to God's Way.
P.O. Box 41, North Ryde, Australia 2113

REQUIRE

DRIED SHARK FINS

FOR PRICES AND INFORMATION ETC., PLEASE WRITE TO:

S. DADDOW,
ASIA TONGA TRADING,
7 KASAI ROAD,
REPUBLIC OF SINGAPORE,
2880.
CABLE: "ASIATONGA"

ADVERTISERS INDEX

Ausmark	58
Aiwa	26
Apex Products	66
Asia Tonga Trading	66
Bankline	56
Burns Philp	65
China Navigation	63
Carptrac	14
Clarion Shoji	OBC
Epiglass	44-45
Export Institute of New Zealand	24
Foodtex	60
Farrell, John	66
Government of Papua New Guinea	50
Hitachi	IFC
Henry Cumines	60
Kyowa Shipping	61
MacQuarrie Industries	65
Nissan	4-5, 40
New Zealand Dairy Board	IBC
Nelson and Robertson	64
Pioneer	16, 17
Pacific Forum Line	59
Palm Beach Marine	57
QBE Insurance	52
Simms Engineering	58
Suzuki	22, 47
Sonar Ship Brokerage	66
Sansui Electric	30
Tatham, S.E.	62
Toyota	34-35
Trio Kenwood	42
Victor Company of Japan	38
Video Recorder Centre	66
Yanmar Diesel	28



**BUYING OR SELLING
LIST WITH US FOR:**

COMMERCIAL SHIPS
FISHING VESSELS
YACHTS
TRAWLERS
WORK BOATS

Sonar Ships Brokerage
BOX 1811 CAIRNS, QLD.
AUSTRALIA
PH: (070) 515371

SONY National
VIDEO RECORDERS
VIDEO MOVIES
VIDEO ACCESSORIES

AKAI JVC

INTERCAPE VIDEO RECORDER CENTRE
19-21 Lonsdale Street, Melbourne, Victoria 3000
Telephone: (03) 633 086, 633 196

Father Bodger as one of the two representatives of the Christian missions to sit on the legislative council.

Recently, he moved to his last home, at Maikera Bay, as a guest of the Arada clan, generations of whom he had worked with for most of half a century.

Two weeks ago, he called for Archbishop David Hand — who has himself worked in PNG for 35 years — to visit him for the last time, and anoint him with holy oils. Their parting words were 'The Lord be with you' — in Wedau.

Dr Solo Tongia

In Port Moresby General Hospital of heart failure on November 22, 1981, aged 36.

Hailing from Kalo village, Central Province, Dr Tongia was the first Papua New Guinean to enter private medical practice.

In 1969 he graduated from the Papuan Medical College, now the Medical Faculty of the University of PNG.

After two years as resident doctor at the Taurama Hospital, he attended the Royal Australian College of Gynaecology in Perth, Western Australia, where he graduated with a diploma in 1972.

Dr Tongia entered private practice with Dr Jim Jacobi in 1975, and after about 18 months established his own practice at Taurama.

Dr Tongia's promotion of sport, especially rugby league, made him a popular figure.

Boroko Rotary Club has launched a K 30 000 project to build a large building for the Cheshire Homes in Port Moresby as a memorial to Dr Tongia, a former president of the club.

Captain George Henry Harrison

In Hamilton, New Zealand, in November 1981 of a heart attack, aged 68.

Captain Harrison was master of the Tongan vessel *Hifofua* from 1962-65.

From 1965-67 he skippered the *John Williams* based in Tarawa. From 1967-70 he worked as a freelance in Suva, replacing masters on leave, and also working as a compass adjuster.

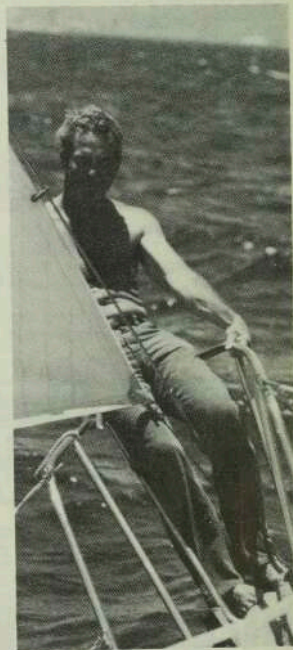
He had his first heart attack on the night he and his wife

moved into a new home in Hamilton, having shifted from Raglan. A second attack followed shortly afterwards. His widow, Mrs S. Harrison, writes: 'To my sorrow, he died soon after in hospital from a third attack...'

Thomas Collins

In Honolulu, Hawaii, on November 22, 1981, aged 51.

The Honolulu Advertiser said in a tribute on November 26: 'A 1948 graduate of Punahou, where he earned letters in four sports, he received degrees from Dartmouth College and from the Boalt Hall



Yachtsman Thomas D. Collins

Law School at the University of California at Berkeley.

'He served with the Navy in the judge advocate general's office in Washington, DC, before going into private practice in San Jose, Calif.

'Retiring in 1975, he sailed the Pacific in a 42-foot ketch he built himself before returning to Hawaii to live in 1976...

'An educational trust is being established and contributions may be sent to Fred Trotter, Suite 5, 828 Fort St, Honolulu.'

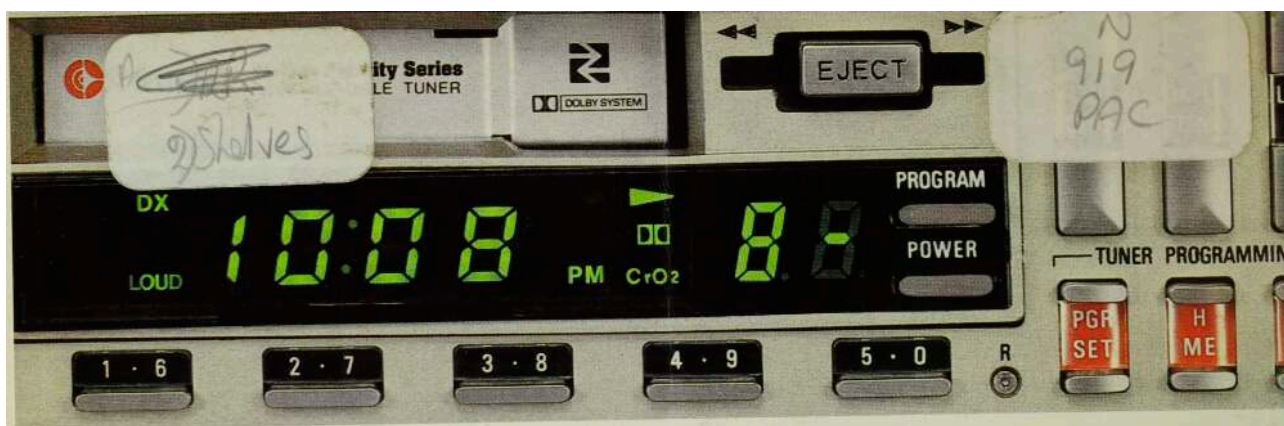
Writing to PIM and enclosing a cutting of the above tribute, Ken Taylor of Honolulu says of Thomas D. Collins: 'The South Pacific has lost one of its finest cruising skippers.'

Quality

... that's what you get when you buy Anchor
dairy products from New Zealand.
New Zealand is the world's leading dairy exporter,
selling its products in markets that demand and
appreciate only the very best in quality.



Enquiries to:
New Zealand Dairy Board, PO Box 417, Wellington, New Zealand.
Telex: NZ3348 DAPMARK. Telephone: 724-399.



THE GREATEST ROADSHOW ON EARTH.

The Clarion PE-959 is the world's first all-programmable car stereo, and is it a marvel in electronics!

Take the tuner, for instance. Thanks to a microprocessor, it can tune in up to ten stations automatically. Simply pick the stations, preset them in any order you want, and it will switch over from one station to another. Automatically and at the exact time you want it.

You need no longer worry about noise either. The SASC Mk II (signal-actuated FM stereo control circuit) automatically adjusts the reception to signal strength,

assuring the best reception mode at all times.

The Clarion PE-959 has all the sophistication you could ask for. Metal tape capability. Dolby NR* circuit. Easy, all-pushbutton operation with 32 logically laid out control buttons. Quartz digital display. High 23W + 23W power, using a GA-301 stereo power amplifier.

There's no question about it. The Clarion PE-959 is "hi-way fidelity." You can drive for mile after mile, and be sure of enjoying every minute of it.

PE-959. World's First All-Programmable Car Stereo.



*Dolby and the double-D symbol are trademarks of Dolby Laboratories Licensing Corporation

Clarion
CLARION CO., LTD.
Tokyo, Japan

Australia: Amalgamated Wireless (Australasia) Ltd., 554 Parramatta Road, Ashfield, N.S.W., 2131/New Zealand: New Zealand Limited, P.O. Box 50-248, Porirua/Fiji Islands: Brjilal & Co., Ltd., G.P.O. Box 362, Suva/Tahiti: Shangrila, B.P. 200, Papeete/New Caledonia: Caldis, B.P.M1, Noumea Cedex/Guam: Guam Radio & TV Shop, P.O. 1939, Agana, Guam 96910/Vanuatu: The Sound Centre, P.O. Box 434, Vila/Cook Islands: South Seas Intern. Ltd., P.O. Box 49, Rarotonga/Papua New Guinea: Hagemeyer (P.N.G.) Pty. Ltd., P.O. Box 1428, Boroko, Port Moresby