

Vol. 56, No. 1 (Jan. 1, 1985)

Date : 7/17/26, 3:59 AM

<https://nla.gov.au:443/tarkine/nla.obj-334941320>

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

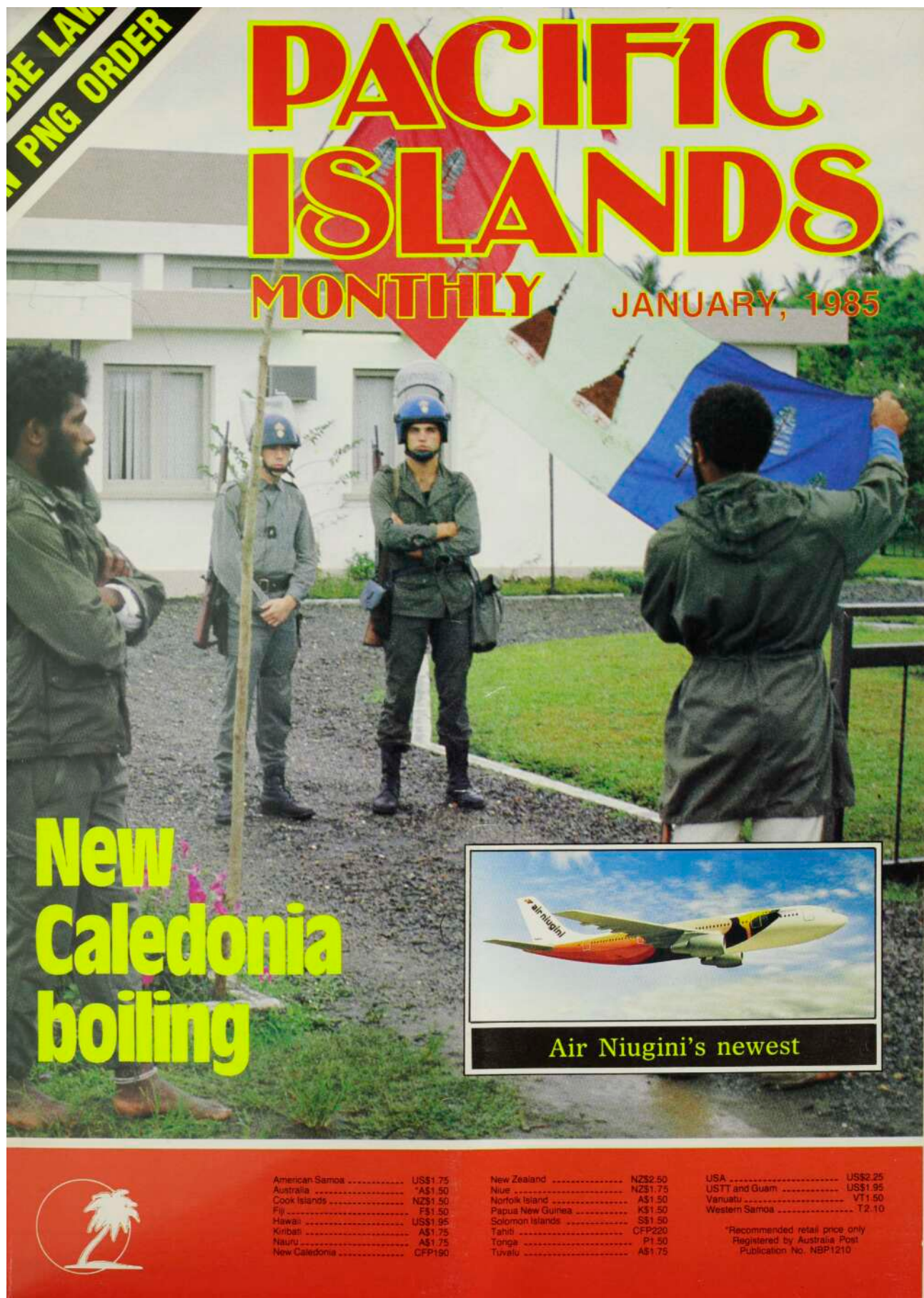
Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

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.

PACIFIC ISLANDS MONTHLY JANUARY, 1985

New Caledonia boiling

Air Niugini's newest



American Samoa	US\$1.75	New Zealand	NZ\$2.50	USA	US\$2.25
Australia	A\$1.50	Niue	NZ\$1.75	USTT and Guam	US\$1.95
Cook Islands	NZ\$1.50	Norfolk Island	A\$1.50	Vanuatu	VT1.50
Fiji	F\$1.50	Papua New Guinea	K\$1.50	Western Samoa	T2.10
Hawaii	US\$1.95	Solomon Islands	S\$1.50		
Kiribati	A\$1.75	Tahiti	CFP220		
Nauru	A\$1.75	Tonga	P1.50		
New Caledonia	CFP190	Tuvalu	A\$1.75		

*Recommended retail price only
Registered by Australia Post
Publication No. NBP1210

One video combination that loves holidays.



Something very unusual happens to Hitachi's VT-8E every time you take a trip. It goes to pieces.

With a quick pull, the video tape recorder half separates from the tuner unit. Hook it up to Hitachi's VK-C1500 video camera, and you're ready to shoot for up to an hour. Because the VK-C1500 is small enough to fit in the palm of your hand, it's easy to carry *and* easy to use.

All this portability comes without sacrificing an ounce of quality. The VT-8E has 5 heads, stereo recording and playback, and special editing functions for that professional touch. The VK-C1500 features Hitachi's exclusive MOS sensor. 100 times more durable than conventional picture tubes, it delivers crisp, sharp images with no burn-in or ghosts.

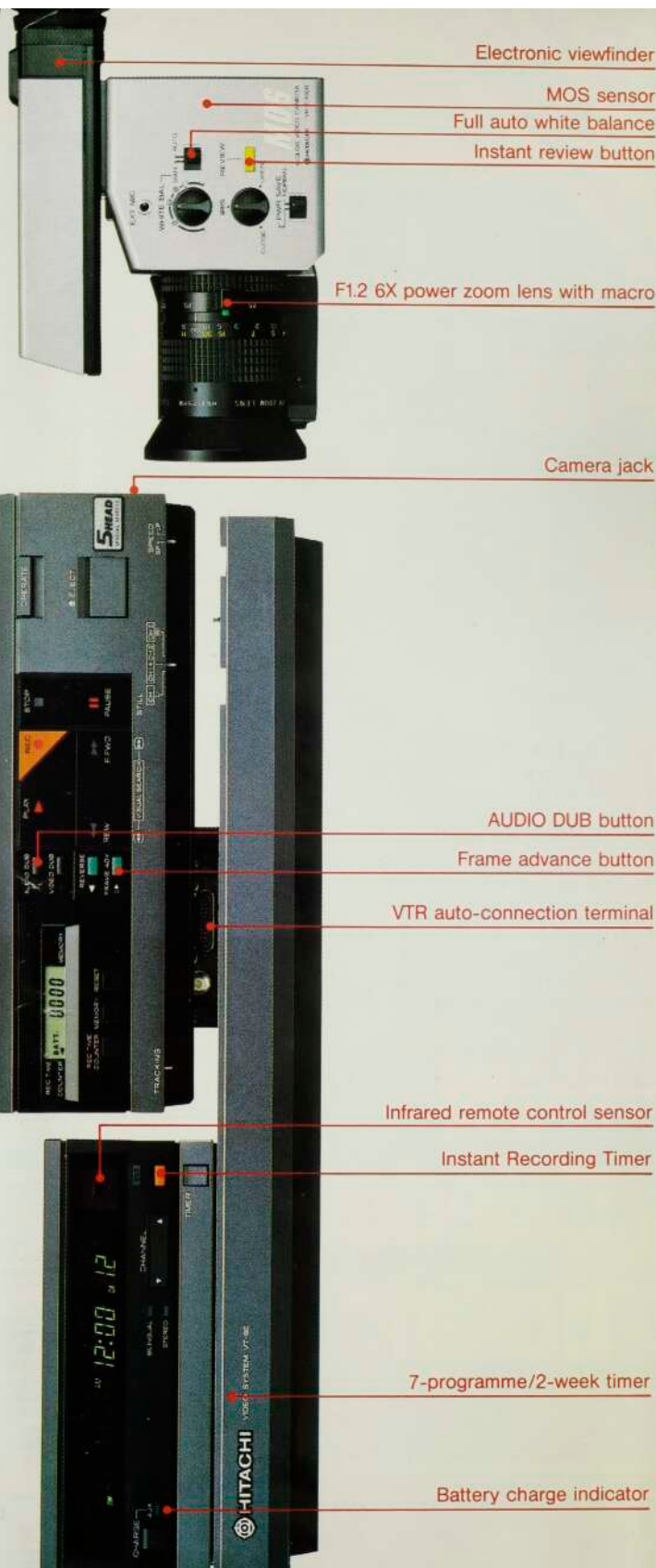
Together these units offer both the convenience of a portable and the performance of a console. It's never been easier to make video a part of your life — whether you're making movies on the road or taping them at home.

The VT-8E and VK-C1500 are just two of more than 20,000 ways Hitachi is using technology to improve your home, your office and your community.

Not to mention your holiday.



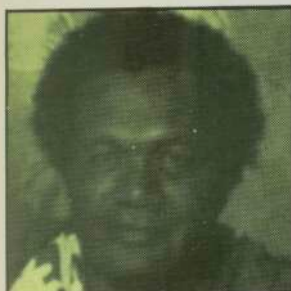
• **AUSTRALIA:** Hitachi Sales Australia Pty. Ltd., 153 Keys Road, Moorabbin, Victoria 3189; Phone: (555) 8722 • **NEW ZEALAND:** AWA New Zealand Limited, Wi-neera Drive, P.O. Box 50-248, Porirua; Phone: PRO 75-069 • **PAPUA NEW GUINEA:** S.O. Svensson (N.G.) Ltd., P.O. Box 705, Port Moresby; Phone: 21-2111 • **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 Chene Alain, P.O. Box 272, Papeete; Phone: 2 88 68 • **SOLOMON ISLANDS:** Technique Radios Centre Ltd., P.O. Box 465, Honiara; Phone: 416



Vol. 56 No. 1 January 1985

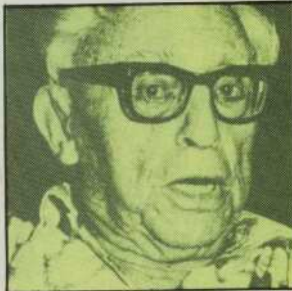
Founded 1930 by R. W. Robson
(USPS 952480)
Editor and Publisher Garry Barker
Associate Editor Malcolm Salmon
Layout & Design Barry Badger
Editorial Adviser John Carter
A Pacific Publications production
76 Clarence Street, Sydney, 2000,
GPO Box 3408, Sydney, 2001.
Cables: PACPUB Sydney.
Telex: 21242 (answers INTARAD).
Telephone: Sydney 20-231. Melbourne
63-0211.
Manager: John Berry (03) 63-0211 Ext. 1860.

PACIFIC ISLANDS MONTHLY



Jean-Marie Tjibaou

14



Sir Percy Chatterton

30



Dr Ahmed Ali

53



Sanpoi, yacht with a story 58

IN THIS ISSUE

NEW CALEDONIA ON THE BOIL. — The troubled French territory will never be the same again following the November 18 elections to the Territorial Assembly, which were the target of an "active boycott" by pro-independence Kanaks. A report from PIM's Noumea correspondent, Helen Fraser, and other sources, begins on page .

PAPUA NEW GUINEA'S LAW AND ORDER PROBLEM. — The government of Michael Somare grapples manfully with the problems of urban crime, but Noel Pascoe reports that an early solution is not in prospect.

SOLOMON ISLANDS' NEW PM FACES SEPARATIST PROBLEM. — Sir Peter Kenilorea faces a secession problem on his native Malaita Island. Nicholas Thornton reports.

14 AIR PACIFIC. — In-fighting was continuing at PIM's press time over which of the two Australian airlines, Qantas and Ansett, would take on the job of bailing out Fiji's national carrier. **25**

18 HOW MUTLI-RACIAL HAWAII GREW UP. — A new book traces the origins of today's multi-racial Hawaiian society to the reign of King Sugar in the latter part of the 19th century and the early part of the 20th. **39**

18 PLANNED FIJIAN "GALLEON". — Fijian historian Manoa Rasigatale has a dream: to build a great twin-hulled *drua* such as his ancestors used in their warlike expeditions. **44**

22 "DE-SEGREGATING" FIJI'S SCHOOL. — A plan to integrate Fiji's school system has met opposition from teachers and others on both the Fijian and Indian sides of the country's big racial and cultural divide. **53**

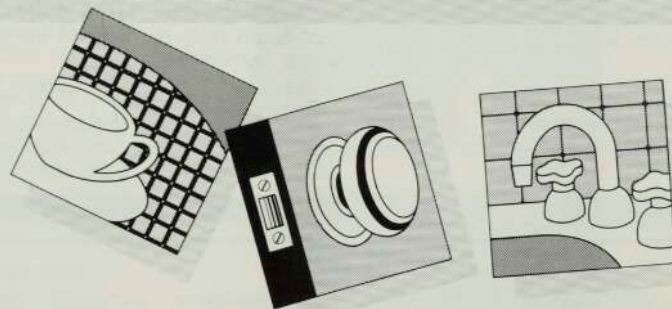
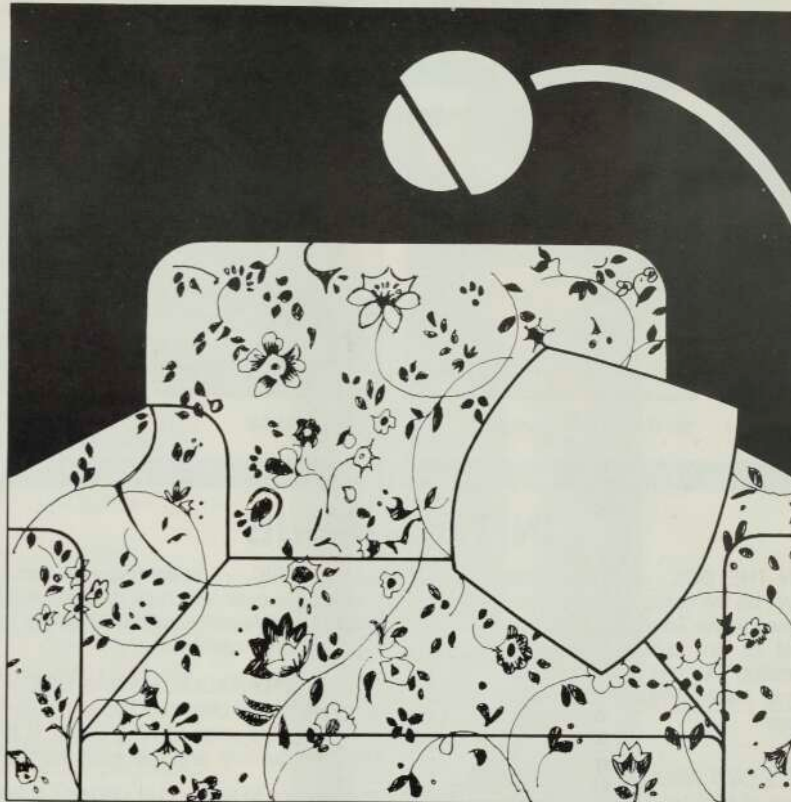
THE COVER
Confrontation on election day, November 18, 1984, at Kone, on New Caledonia's north-west coast. Pro-independence FLNKS militants face representatives of French power.

CONTENTS	
American Samoa	42
Australia	41, 42
Books	39
Deaths	65
Fiji	25, 30, 37, 44, 47, 53
Hawaii	39
Islands diet	51
Islands Press	57
Letters	10
Micronesia	24, 31
Mosquito control	33
New Caledonia	14
New Zealand	42
Pacific Report	7
Papua New Guinea	18, 26, 30, 36
People	56
PIM Opinion	5
Political Currents	53
Service Page	66
Shipping Schedules	61
Solomon Islands	22
Stamps	55
Tourism	47
Tradewinds	31
Tropicalities	47
United States	42
Vanuatu	49
Western Samoa	42, 43
Yachts	58

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.

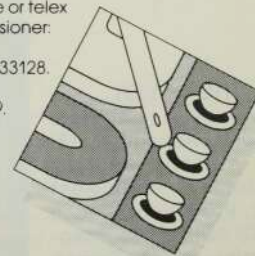
Australian

DESIGN & CRAFTSMANSHIP



Contemporary or traditional, Australian furnishings and fittings sell on their high standards of design and craftsmanship. Add reliability and durability and then you'll realise just how competitive these Australian products are. And there's such a wide range available for use in homes, offices, apartments. Lounge, dining and bedroom furniture. Fabrics and drapes. Carpets. Wall hangings. Cushions. Light fittings. Bathroom and kitchen fittings. White goods such as refrigerators, freezers, cookers. Air coolers. Solar water heaters. Window tints. Housewares of all kinds. Door hardware. Builders' hardware. Stainless steel sinks. And many others.

Ask the expert who knows Australia.
For details of suppliers, phone or telex
the Australian Trade Commissioner.
HONOLULU
Phone (808) 524 5050 telex 633128.
PORT MORESBY
Phone 25 9333 telex NE 22109.
SUVA
Phone 31 2844 telex FJ 2126.
NOUMEA
Phone 27 2414 telex 087.



Ask the Australian Trade Commissioner.



Isolation feeds fears

Killings, burnings, bashings, and other forms of violence now occurring in New Caledonia over the long-running independence issue have served only to make more difficult the finding of a workable, and equitable, solution to a problem which everyone has seen coming, and too few have done anything about. As has occurred in other parts of the world, in situations not too dissimilar, violence has served only to polarise attitudes and turn minds away from reason, at just the moment when calmness, compassion, understanding, fairness, and all the other qualities one hopes to see, and seldom does, are most needed.

The French administration in France does, however, at last, seem to be moving towards accommodating Kanak wishes for an end to their long colonialism, and full say in their own destiny. But they are doing so at a time when the white settlers who, with third-party racial groups, like the Wallisians, now outnumber the Kanaks, feel at their most threatened.

Because of the past, the future is dark, and there is now no guarantee that whatever hopeful proposal is put together in the next two months by President Mitterrand's special representative, Mr Edgard Pisani, will soothe breasts in either Kanak, or European, camp.

While the rest of the world sees the scene in terms of black and white, left and right, rich settlers and poor natives, the reality is much more complicated.

The Kanak case cannot be argued against in today's world. It is their country, and was before the white man came. But many of the settlers know no other home. What they have today they have grubbed from the earth and, being people of that background, they feel they should fight for what they regard as their own. Of course, in Noumea, it is somewhat different, but the cry remains: "This is our home; where shall we go if we cannot stay here?"

Will the Kanaks be good landlords? For that, surely, must be one of the many questions upon which the future will depend. Equally, will the master make a good tenant?

There are many factions on each side; rage and reason vary as each stratum is tested. About the only common factors are growing fear and uncertainty.

The country is split in two. In the countryside French farmers load their shotguns and barricade their homesteads against groups they see as Melanesian marauders. This fortress attitude has been heightened by the play some Kanak elements have made of "support and training" they have received from Col. Gaddafi and his Libyan terrorists. So far, however, and despite some wild talk in Noumea, the settlers have not gone out to attack the Kanaks, nor does there yet appear any serious move to start such a backlash.

On the Kanak side the more reasonable leaders, including Jean-Marie Tjibaou, who heads the provisional government set up

in the wake of the Kanak boycott of the territorial elections, are under growing pressure to be tough, demanding and uncompromising. Some Kanaks feel they have the French on the run, and must maintain the pressure if they are to succeed.

But Tjibaou has said he will talk with M. Pisani, as soon as "certain obstacles" are removed. For, doubtless he, like the more moderate (less fearful?) Caldoche, knows that jaw is better than war from which no-one will profit.

Meantime, if the French settlers behind their sandbags feel a growing sense of isolation and rejection by their homeland government, much the same emotion must touch the minds of the Kanaks when they consider the support, or the lack of it, which they have received from around the Pacific.

Some store had been set by the Kanaks on, particularly, Papua New Guinea, and Solomon Islands, exerting their influence, but they did not. Nor, indeed, did Fiji. To be fair to them, however, their colonial history was much different, and their attitudes perhaps, therefore, more conciliatory.

Of all the Melanesian nations only Vanuatu, which itself had some fairly bitter experiences in the final days of reaching independence, has been at all outspoken. Indeed, Vanuatu prime minister, Father Walter Lini, was specific in saying that Pacific countries, as a group, had failed to help New Caledonia. This, he said, had contributed to the difficulty of the present situation, and was a factor in persuading some Kanaks to turn to Libya for assistance and "military training."

But, even Vanuatu will not raise the question with the United Nations committee on decolonisation, although, at the Forum meeting in Tuvalu in August, Father Lini said he was very much considering it, and would certainly report to the General Assembly on what he saw as the "real situation." This, he indicated, was that New Caledonia was "out of control" and deteriorating rapidly.

Unfortunately for the Kanaks, Father Lini's decision is politically-sensible, and probably also a commentary upon the current state of the United Nations where the French lobby, particularly among black African countries, is very strong.

Yet the real tragedy of New Caledonia is not political but, as always, human.

The Kanaks need the settlers, and, at least for the foreseeable future, they need the French and the vast amount of money they pour into New Caledonia's economy. The recent violence may have demonstrated Kanak power by turning tourists away by the thousand, but it also cost the country dearly.

The real friends of New Caledonia, who do not include Col. Gaddafi, and any adventurers who might turn up from the Soviet bloc, should now be counselling patience, understanding, and accommodation of the inevitable Kanak independence. Mr Pisani has the hopes of much more than just the Kanaks pinned on his search for a peace plan.

Some of the world's best pilots leave home to fly for Air Niugini.



It doesn't take visitors long to find out why Air Niugini employs over a hundred pilots. Because Papua New Guinea is such an incredibly mountainous country, flying is often the only way to get around, and the national airline covers a staggering schedule of domestic flights as well as international ones. Only about 20% of Air Niugini's pilots fly on international routes—and then only after logging four to five years flying in PNG!



Relax. You're with experts.

When you consider that Air Niugini hires only experienced pilots, and that every single one of them serves several years on the domestic network before becoming eligible for promotion to international routes, it's hardly surprising that Air Niugini's pilots are regarded as some of the world's most experienced flyers. Each of them has logged between 9,000 and 14,000 flying hours.

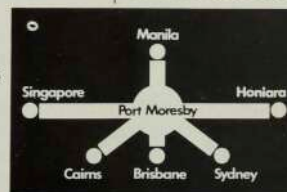
We can afford to be choosy

Papua New Guinea has always held a special fascination for flyers, and jobs with the national airline are keenly sought by pilots who have already gained commercial experience in Australia, New Zealand and the UK.

21 ports at home,
7 overseas
Whether you're travelling for



business or pleasure, Air Niugini can fly you to Papua New Guinea and show you around. For further information contact your Travel Agent or nearest Air Niugini Sales Office.



STM432

AIR NIUGINI
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA



Pacific Report

KENILOREA IS SOLOMONS P.M.

Solomon Islands has a new prime minister, Sir Peter Kenilorea, who was opposition leader until the November vote of the 37 members of parliament. The new parliament, elected on October 24, met to hold a secret ballot on who should be prime minister. The outgoing leader, Solomon Mamaloni, attracted only 13 votes — 12 from his own People's Alliance Party and one from the New Democratic Party. Sir Peter Kenilorea gained 21 votes, 13 from his United Party, four from the new SAS Party, and four independents. Three members of parliament abstained. At a press conference after the vote, Sir Peter said one of his main priorities would be to resolve the dispute with the United States over the Solomons' seizure of an American tuna boat in July. Sir Peter said he would also return the Home Affairs Ministry to the control of the Central Government, rather than leave those powers with the provinces. He said he would scrap a plan by the former government to set up a brewery in the capital, Honiara, and would attend to a demand by public servants for higher pay.

PNG: TROOPS MAY BE USED TO COMBAT CRIME

Police in Papua New Guinea have been given the power to call in troops to help fight crime. Prime Minister Michael Somare said the police commissioner would be given the power to call out and control the troops to assist police in maintaining law and order. He said the use of the defence force was part of the government's package to control crime. The PNG government said it would introduce the package after mass public protests over a series of rapes. Mr Somare said serious crimes had increased dramatically since PNG gained independence from Australia in 1975. This had created serious effects on public confidence in law enforcement, and diminished business confidence. The prime minister said one of the most serious problems facing the police was a lack of manpower.

A.D.B. CALLS FOR SHAKE-UP IN W. SAMOA

A report by an Asian Development Bank mission of inquiry into the economy of Western Samoa has recommended a massive shake-up in existing structures if the country is to achieve agricultural development. The six-volume report recommends the formation of a national planning committee, replacement of the existing cocoa and copra boards with one export development board, and the putting of the Western Samoa Trust Estates Corporation (WSTEC) "above politics." The mission saw "an overwhelming need for a national body to develop a common policy perspective for agriculture," and said the proposed national planning committee could fill this role.

FRANCE SAYS "NO" TO JOINT VISIT PLAN

France turned down a planned joint visit late last year to New Caledonia by the leaders of five South Pacific nations. Port Moresby authorities said that although the French Government cancelled the joint trip, it advised the five prime ministers concerned to make separate trips if they want to gain a better understanding of the different political groups in New Caledonia. The last South Pacific Forum meeting in Tuvalu appointed a team comprising the prime ministers of Papua New Guinea, New Zealand, Western Samoa, Fiji and Vanuatu to meet political leaders in New Caledonia to discuss the colony's future.

NEW CALEDONIA "OUT OF CONTROL" — LINI

The Prime Minister of Vanuatu, Father Walter Lini, is reported to have warned of further violence in New Caledonia if France does not move quickly to grant independence to the territory. In an interview with the American news agency Associated Press, Father Lini claimed the situation in New Caledonia was out of control following the November 18 election for a Territorial Assembly. He said France's socialist government was now in a difficult position, as it had to deal with the conservative Republican Party which won most of the seats in the assembly. Father Lini said Vanuatu would not raise the question of New Caledonia with the United Nations

committee on decolonisation. However, he said it would not hesitate to report to the U.N. on what he termed "the real situation" there. Asked why Kanaks had sought Libyan assistance and military training, Father Lini said this was because neighboring Pacific countries as a group had failed to help them.

FJI: KOYA NAMES NEW SHADOW CABINET

Fiji's Opposition Leader, Siddiq Koya, has named a new shadow cabinet. Mr Koya retains responsibility for foreign affairs, and the line-up includes a former attorney-general, Sir Vijay Singh, as shadow minister for finance, and the Deputy Opposition Leader, Mrs Irene Jai Narayan, as shadow minister for health and social welfare. The opposition coalition comprises the wholly Fijian Western United Front and the Indian-dominated National Federation Party. The front has endorsed Mr Koya as leader. Two of its leaders, Ratu Osea Gavidi and Ratu Napolioni Dawai, are included in the shadow cabinet. The announcing of the shadow cabinet is part of a streamlining of opposition machinery, and designed to show that the opposition is ready and able to form a government.

TONGA: THE ROPE FOR DRUG TRAFFICKERS

Tonga plans to extend the death penalty to include traffickers of hard drugs. Speaking in Melbourne, Tonga's Police Minister, Mr 'Akau'ola, said he was working on a law that would make death by hanging an option for Tongan courts when sentencing a person convicted of selling hard drugs. He said his government simply would not tolerate people taking drugs into the kingdom and distributing them among the people. Tonga's parliament voted last year to retain the death penalty for brutal murders after three men were hanged for killing a man with an axe, a spade and a cane knife.

FJI TO VET IMPORTED ENTERTAINERS

Promoters in Fiji will now have to obtain a government permit before they can bring professional entertainers into the country. They will also have to undergo questioning by immigration officials and work closely with the consumer council when arranging shows. The promoters will also be required to fill in a special questionnaire, giving details such as work experience, financial backing, number of shows, venues and ticket prices. The new guidelines were drawn up by the government following complaints from the public and local entertainers about the standard of some previous shows and the high admission charges.

RABAUL VOLCANIC ALERT IS EASED

Government officials in Papua New Guinea confirmed in December that they have relaxed the level of the alert for the expected eruption of the Rabaul volcano. The alert is now at what is known as a stage one, which means the eruption is expected within months or years. However, the East New Britain provincial disaster committee is maintaining disaster plans in case the volcano erupts within weeks or months. The chairman of the committee, Mr Paulias, said the volcano would definitely erupt, but it was impossible to predict exactly when.

N-FREE ZONE DECLARATION IN THE DRAFTING

A seven-country committee has been appointed to prepare the South Pacific Forum's declaration of a nuclear-free zone in the South Pacific. The committee is made up of representatives from Fiji, Australia, New Zealand, the Cook Islands, Nauru, Papua New Guinea and Vanuatu. The committee should have its first draft ready by the end of January.

MR ZEDER TALKS UP MICRONESIA PROSPECTS

Fred M. Zeder II, President Reagan's ambassador to the Micronesian status negotiations, was in Australia and New Zealand in November talking to business organisations about the investment prospects opening up in Micronesia as the Compacts of Free Association with the U.S. come into force. The Federated States of Micronesia and the Marshall Islands Republic have already

approved the compacts, and Palau is expected to do so at some time this year. Mr Zeder told the meetings that under the compacts the United States is committed to providing hundreds of millions of dollars in support funds in the years ahead. He urged them to interest themselves in the needs of the three new states in the building of their economic infrastructures and other fields, and in general to become "part of the action" in the area. He said one problem encountered in trying to interest U.S. businessmen in the future of Micronesia was that "many of them don't know where it is". (See separate report, this issue).

VANUATU CANCELS FRENCH MINISTER'S VISIT

The government of Vanuatu cancelled a planned December visit there by the French Minister for Co-operation and Development, Christian Nucci. He was to be in Vanuatu for a few days from December 17. In a press release, the Vanuatu Government said it had made its decision because the French Government continued to ignore its earlier undertaking to contribute a one-third share of compensation for damages caused during the pre-independence rebellion in Vanuatu in 1980. Vanuatu also said it was not happy about the French Government's handling of the situation in New Caledonia.

TV: PNG SAYS YES, FIJI SAYS MAYBE

The independent Newcastle (Australia) television station NBN has won the Papua New Guinea Government's contract to establish a television system in PNG to be called the National Television Network, operating out of Port Moresby, Lae, Mount Hagen and Goroka and providing educational, health and agricultural programs. Announcing the award of the contract to NBN, Prime Minister Michael Somare said it would be for three years and there would be low emphasis on advertising. NBN would train 12 Papua New Guineans in camera work, studio and editing skills. Mr Somare said the government would own 15% of the service, private citizens just under 50% and the NBN just over 35%. When NBN made its offer last February, it was reported that the government would establish equity by handing over about \$A1 million-worth of television studio equipment already in store. NTN's authorised capital will be K10 million (\$A12.5 million) and the chairman of the board is expected to be Sir Ebua Olewale, a former PNG deputy prime minister. Meanwhile, the Fiji Cabinet has accepted an offer by Australian television broadcasting company, Publishing and Broadcasting Ltd., at the company's expense, to make a feasibility study on the possibility of a television service in Fiji.

NEW TRANS-PACIFIC CABLE INAUGURATED

A new Pacific telephone cable linking Australia and New Zealand with Canada was officially opened in November by Queen Elizabeth. The ANZCAN cable is aimed at coping with the enormous growth in telephone traffic across the Pacific, and is expected to cut the cost and the connection time of overseas phone calls. ANZCAN stretches 15,000 kilometres from Sydney to Vancouver via Norfolk Island, Fiji and Hawaii, with a secondary link to Auckland. The Queen declared the system open over a live video link from London, viewed by gatherings in the four countries involved. There were inaugural phone calls between the prime ministers of New Zealand and Fiji, David Lange and Ratu Sir Kamisese Mara, and between Australia's Minister for Communications, Mr Duffy, and the Canadian Minister of Science and Technology, Dr Siddon. The ANZCAN system, which cost about \$350 million, is owned by 22 organisations in 14 countries. It replaces the first trans-Pacific cable COMPAC — in service since 1963 — and has 17 times the capacity of the old system. A special cable repair ship based in Fiji will maintain ANZCAN, which has a guaranteed life of 25 years.

KIRIBATI TIES WITH FRANCE, ISRAEL

France's new Ambassador to Kiribati, Daniel Dupont, has promised to maintain his country's financial assistance to agencies from which Kiribati benefits. The main one is the European Economic Community, through which France provides technicians who are at present building the ground station for Kiribati's communications satellite. Mr Dupont was speaking after diplomatic relations were established between France and Kiribati in November. Israel has also established diplomatic relations with Kiribati. Its ambassador, Yishakhar Benacco, said Israel could help

Kiribati in fisheries and agriculture. Meanwhile a Kiribati man, Tony Moy Tauniu, has been named honorary consul for South Korea. Mr Moy is the first i-Kiribati appointed to such a post.

NORWAY'S GRANTS TO TONGA, F.S.M.

Tonga and the Federated States of Micronesia have each been given a grant of \$100,000 to help improve their drinking water. The grants were made under a Norwegian fund aimed at improving water supplies in a number of Pacific Island countries. In Micronesia, the money will be used to build and install water tanks and pumps in Truk, Ponape, Kosrae and Yap. The Tonga project will involve the building of cement water tanks in the Haapai group of islands.

V.I.P. CARS: SIR TOM'S NIFTY NOTION

The Cook Islands will be host this year to the South Pacific Mini Games, the South Pacific Forum and the 25th South Pacific Conference, which creates a transport problem. There are not enough suitable cars. Between 30 and 40 new cars will be needed. Prime Minister Sir Thomas Davis has submitted a scheme to the Cabinet — "one which came to me as an inspiration," he said — which would solve the problem with little cost to government. He has suggested that the cars be imported free of duty and import levy, used "carefully" as transport for VIPs, and then handed over to local car dealers who would be able to sell them as (almost) brand-new cars at a much lower than normal price. Apart from loss of normal duty and import levy, there would be no cost to the government. Sir Thomas was asked how important was VIP transport for these occasions. He replied: "VIP transportation is a standard government responsibility throughout the world. If we do not give the highest possible service we possibly could give — we're the same as any Banana Republic. We do things in style if we can. This is one way we can."

FIJIANS TOLD "INDIANS YOUR BROTHERS"

A Fiji government minister, Militoni Leweniquila, has called on indigenous Fijians to regard Indians as their brothers. He also urged them to emulate what he described as the Indians' enterprising ways. Speaking at the opening of a provincial council meeting, the minister said Indians in Fiji were in the country to stay. Mr Leweniquila said the days when Fijians could rely on their "kere kere" — a local borrowing system — were gone, and society now revolved around a money-based system. He said that without money, Fijians had only a slim chance of surviving in what had become a highly money-oriented society. Indians make up just over 50 per cent of Fiji's population and control most of the country's business and commerce sector.

U.S. SUGAR QUOTAS: PNG GAINS, FIJI LOSES

Papua New Guinea was a big winner, and Fiji a loser, when the United States allocations of sugar purchases went into effect in October. PNG came out about \$US3 million ahead, while Fiji lost about \$843,360. Sugar prices in the United States are about four times as high as they are on the world's open market, a price paid by American consumers to guarantee high incomes for American growers of sugar beet and sugar cane. Some part of that bounty rubs off on countries, such as Fiji and PNG, that ship excess sugar to the States. Every year the Inter-Agency Task Force on Sugar, chaired by the U.S. Department of Agriculture, decides how much sugar the States should import to meet the shortfall between U.S. production and consumption. The total for the 1983-1984 year had been 3,175,000 short tons but the total for the current (1984-1985) period was cut back to 2,677,000 short tons, a reduction of about 15 per cent. Once this decision is made another U.S. Government agency, the U.S. Trade Representative, figures out how much each exporting nation gets; these figures are expressed in percentages of the total import needs of the States, and these percentages, based on historic trends, vary little from year to year. The declining U.S. need for sugar when combined with Fiji's historic percentage led that nation's quota to fall from 21,294 short tons in 1983-1984 to 17,780 short tons in the current period. The net bonus to Fiji, and other nations, for selling a pound of sugar in the U.S., as opposed to selling it on the world market, is about 12 cents (U.S.). The U.S. price is about 21 cents, and it takes about four cents worth of transport and tariff duties to get a pound of sugar into the U.S.: the world price, meanwhile, is about five cents. Given that price structure Fiji's 1983-1984 U.S. allocation

was worth about \$5,110,560 and its 1984-85 allocation will be worth about \$4,267,200 in bonuses, a difference of \$843,360. PNG, meanwhile, joins the U.S. sugar gravy train for the first time in the 1984-85 season. Following the PNG decision to join the International Sugar Agreement the nation received its first ever allocation, of 12,500 short tons. The U.S. subsidy for this amount of sugar, at 12 cents a pound, produces a bonus for PNG of \$3 million. Australia, Indonesia and the Philippines all have substantially larger quotas than Fiji and PNG, and sugar growers in Hawaii profit from the domestic side of the U.S. sugar policy. But other Pacific Island sugar growers are not covered by the program. — David S. North in Washington.

46 BUY TONGA'S PASSPORT SPECIALS

The sale by the Tonga Government of special Tongan passports to 46 foreigners described as "Tongan protected persons" has earned \$T380,000 for the government, the Minister of Police and Principal Immigration Officer, Mr 'Akau'ola, has told the Legislative Assembly. A Privy Council ordinance of March 6, 1981, gave approval to the scheme to sell special passports for \$10,000 each to foreigners who would be described as "Tongan protected persons", but the fee of \$10,000 was changed to a "fee prescribed by His Majesty-in-Council". The passports are valid for five years, and can be extended for a further five years on payment of another fee. But the scheme hit a snag. The minister told the assembly that he had faced problems in selling the passports as some nations had refused to recognise them. These countries included Australia, New Zealand, the United States and Papua New Guinea. Japan has yet to reveal its government's decision.

ISLANDS ARTIFACTS A SELL-OUT IN U.K.

The United Kingdom promises to be a lucrative market for South Pacific Islands artifacts. Nine island countries were represented at an artifacts stand at the recent 10th Chelsea International Crafts Fair in London and their wares, marketed by the South Pacific Forum's Trade Commission, were almost sold out on the first day. The Trade Commissioner, Bill McCabe, bought artifacts worth about \$A20,000 from forum member countries for the stand. Organiser of the fair, Lady Philippa Powell, said: "Although this is the first time we have had South Pacific islanders' work at the show, it will certainly not be the last."

A CASE OF SOME MISPLACED ISLANDS

Some islands in the South Pacific are several kilometres away from their present map locations. This was revealed in a report by a combined team of the Royal Australian Survey Corps and the Fiji Naval Division. The two organisations recently conducted a five-months aerial survey of Tonga, Tuvalu, and some islands in Kiribati. As an example of map location error, the report said that Nukufetau Island in Tuvalu was found to be three kilometres in error. A second survey by the two teams will be conducted this year in the Line and Phoenix Islands, Kiribati.

CENTENARY OF DEATH OF GEORGE HUNN NOBBS

Norfolk Islanders on November 5 observed the centenary of the death of the island's greatest son, the Rev. George Hunn Nobbs, on November 5, 1884. It is largely thanks to Nobbs, who led the big emigration from Pitcairn to Norfolk in 1856, that descendants of the *Bounty* mutineers have their present home. The Anglican Archbishop of Sydney, the Most Rev. Donald Robinson, who was on Norfolk for the commemorative service, described Nobbs as "a parson in the old, comprehensive sense of teacher, doctor, almoner (but not magistrate) as well as pastor and liturgical leader". Archbishop Robinson preached at the centenary commemorative service in the historic All Saints' Church in Kingston's Quality Row. Alan Gill of *The Sydney Morning Herald*, who was present, describes the scene: "The service was emotional, with a drama peculiar to Norfolk. It began as usual, with 'God Save the Queen'. Men with names like Christian, Quintal and Adams — whose ancestors were considered mutineers and traitors — sang this and the lilting Pitcairn hymns with a fervor and flair which left few in the congregation dry-eyed." George Hunn Nobbs arrived on Pitcairn in 1828 (coincidentally on November 5, the date of his death 56 years later). Though technically an outsider, he quickly made up for lost time. Less than a year after his arrival, he married a grand-daughter of Fletcher Christian. The couple produced 12 children, nine of whom married people with the family names of Christian or Quintal. Four months after Nobbs' arrival on Pitcairn,

John Adams, the last of the original mutineers, died. The leadership fell to Nobbs, who negotiated with the British the move to Norfolk 28 years later.

EMPEROR PLANS EXPANSION

The Emperor Gold Mining Company and Western Mining Corporation of Australia, partners in the Fiji gold mine at Vatukoula on Viti Levu, have embarked on a new development program with special mining leases and hope to increase production this year to an export value of \$F23 million, \$1 million more than in 1984.

NEW HQ, BETTER FIGURES, FOR N.C. NICKEL

The opening of a new headquarters building for New Caledonia's Department of Mines and Energy has coincided with some good news — rare in recent years — about the performance of the French territory's nickel industry. The new building, described by the Noumea radio station FRO as "worthy of the prime role played by New Caledonia's mining and metallurgical industry", cost CFP115 million (about \$A1 million), and contains 1300 square metres of office, laboratory, and exhibition space. The radio said the building was "attractive and modern". On the production front, there was a substantial increase in the territory's metal production in the first nine months of 1984. Production was almost 24,000 tonnes, compared with 19,500 tonnes in the same period in 1983. Nickel ore production in September was 280,000 tonnes (225,000 in September, 1983). In addition, 4600 tonnes of metallurgical products and 70,000 tonnes of nickel ore were exported during September.

CCOP/SOPAC URGED TO DRILL

At the 13th annual meeting in Western Samoa of the Committee for Co-ordination of Joint Prospecting for Mineral Resources in South Pacific Offshore Areas (CCOP/SOPAC) the 11 member countries supported proposals for two drilling programs, one to obtain more information about the strata beneath the region's islands and coastal seabeds, and the other, a deep-sea drilling program to obtain geological information about adjacent land areas. A Norwegian scientist, Dr Knut Bonke, told the conference that, through aerial reconnaissance, he had found suitable sites in Western Samoa's Savaii Island for wave energy power stations.

FUJI COMPANY LANDS BIG PAGO ORDER

A Fiji-based company manufacturing solid fibre cartons has won a half-million dollar order from an American Samoan tuna processing company. Golden Manufacturers will supply half the carton requirements of Star-Kist Samoa, one of the largest tuna processing plants in the world. The order resulted from a Fiji trade mission which visited Pago Pago last year. Golden Manufacturers is also actively promoting its export drive in Western Samoa, Tonga and Papua New Guinea.

VIETNAM-VANUATU TIES

Vietnam has established diplomatic relations with Vanuatu. As first Ambassador Extraordinary of Vietnam to Vanuatu, Huang Bao Son, who is resident in Canberra, presented his letters of credence to Vanuatu President Ati George Sokomanu.

"GUARD MARINE RESOURCES" — FUJI G-G

Fiji's Governor-General has described the proper management and use of marine resources as one of the biggest issues facing the island nations of the South Pacific. Ratu Sir Penaia Ganilau was opening a seminar in Suva organised by the Commonwealth Association of Surveying and Land Economy. He said the vast marine resources around the islands had to be tapped for the benefit or regional countries, which needed to take care that their shoals of tuna were not wiped out by foreign countries. Their marine resources were the basis of their economic survival. The seminar on the land and sea resources of the South Pacific also looked at the problems faced by the island nations in mapping their coastline.

ANGLICAN MINISTER FOR SYDNEY'S MAORIS

The first Anglican Church leader to minister specifically to Sydney's Maori community took up his appointment in November. Archdeacon Kingi Ihaka arrived from New Zealand to be commissioned in his ministry at Saint Andrew's Cathedral. He said he wanted to tackle problems such as a current industrial dispute between Australian and New Zealand shearers.



Too late for a recycling monopoly

We read with interest David S. North's article (PIM August 1984) regarding the bonanza awaiting entrepreneurs willing to sail the Pacific collecting used aluminium cans.

Whilst the dream of being first in on a monopoly may come true in some Pacific countries, the dreamer is too late in American Samoa, Western Samoa, Fiji, Vanuatu, Solomon Islands, Papua New Guinea, Kiribati, Guam and Truk, to name some countries where organised recycling of used aluminium cans has been in existence for some years.

Simsmetal serves the Pacific from Tonga and Tahiti to Tarawa, Nauru and New Guinea to Noumea and points between and beyond. We purchase cans and other non-ferrous metals from numerous government, service club and private organisations in many Pacific countries.

All metal markets, including aluminium, are subject to world forces which dictate the price for scrap from time to time. We believe the price paid for used cans by U.S.A. mills is now around 25c per pound — we certainly pay more here in

Brisbane.

Mr North is correct in stressing the importance of recycling of these cans. Apart from the obvious clean-up of the environment, the energy saving of 95 per cent by recycling against manufacturing aluminium metal from bauxite is a major contributor to the saving of oil and coal.

Also, considerable cash is generated and circulated amongst the ordinary people who, in some areas, have no other access to cash from sale of labor or goods.

R.L. WALTERS

Operations Manager, Qld.

Simsmetal Ltd.

South Brisbane, Qld.
Australia

Tribute to R.W. Robson

My family and I knew "Robbie" Robson over 50 years in Papua New Guinea and later in Sydney and London.

Because of his sincere interest in the South Pacific and its peoples he will be sadly missed in many places. His profound knowledge of Pacific

affairs made him eminently suitable to be proprietor of PIM and other regional publications.

R.G. ("BOB") CLARK
Strathfield NSW
Australia

Widen N-free zone project

The South Pacific Forum decision on a nuclear-free zone in the Pacific will do little to challenge key aspects of nuclear activity in the region.

The zone is being presented as a major part of the Australian Government's campaign for arms control. But the government is trying to impose a discriminatory nuclear-free zone on the region: one aimed at discouraging French nuclear activities, but leaving American, Russian and Australian activities unscathed.

The current Australian plan will not limit uranium mining or export, the presence of nuclear-related bases in the region, nor the transit and port visits of nuclear armed warships. As the U.S. navy is currently arming its Pacific fleet with cruise missiles, strategic nuclear weapons will be introduced into our harbors for the first time.

The Australian prime minister, in advancing the zone proposal, suggests that there is an increasing Soviet naval build-up in the region. But in spite of increases in the region (eg. 60 per cent of American nuclear submarines are on station at any one time, compared to only 15 per cent of Soviet submarines; the three American Trident submarines based in the Pacific are each armed with 192 nuclear warheads; and the homeports of the Soviet Pacific fleet are icebound for three months of the year, unlike American facilities in Hawaii, the Philippines, Australia and the South Pacific!).

It is vital that we challenge nuclear activity by any nuclear power in the region. But in promoting the current proposal, the Australian prime minister

and foreign minister are undermining the efforts of other Pacific governments (New Zealand, Papua New Guinea and Vanuatu) aimed at achieving a comprehensive nuclear-free zone — one that would limit all nuclear activity in the region, be it French, American or Russian.

MICHAEL HAMEL-GREEN,
NIC MACLELLAN
Nuclear Free and Independent Pacific Campaign
Fitzroy, Vic,
Australia.

So many Pacifics . . .

Every month I read PIM with great interest. In the September '84 edition, I paid special attention to the interview with the French Minister of External Affairs, Claude Cheysson, regarding the role of France in the Pacific.

The minister distinguishes between the North Pacific and the South Pacific. In the first he speaks of Japan, Canada and the United States, leaving Micronesia to the side, meaning to say the "North Pacific Rim". When he refers to the South Pacific however, he points to the "South Pacific Islands", in addition to Australia and New Zealand, pertaining rather to the "South Pacific Rim", but forgetting to mention Chile, Peru, Colombia and Ecuador.

It seems to me this proves the need for a new terminology in discussion of the Pacific region. I would like to suggest the "Pacific Basin" as a whole, wherein you can distinguish the "Pacific Rim" and the "Pacific Islands" and also, the "North Pacific" and the "South Pacific", considering in each case the rim as well as the islands.

Therefore, we could speak of the "North Pacific Rim" (from Indonesia to the Soviet Union and from Alaska and Canada to Panama); "South Pacific Rim" (from New Zealand to Australia and from Colombia to Chile and Antarctica); "North Pacific Islands" (from Palau to

RWR lived in his own home

All the tributes to PIM's founder, R. W. Robson, in this magazine and elsewhere, seem to me to infer that he lived in a nursing home. Not so — he lived in his own home at Avoca Beach, north of Sydney.

In October he had gone, through a special dispensation, into a local private hospital for two weeks so that I could have a holiday. His death was therefore completely unexpected, though being 99 is precarious enough in itself, and over the past year he had become increasingly fed up with the infirmities and limitations that go with that age.

JUDY TUDOR

Avoca Beach, NSW
Australia



Hawaii); and "South Pacific Islands" (from Papua New Guinea to Easter Island).

You could also talk about the "West Pacific" or "Asian Pacific", distinguishing within it the "Northwest Pacific," the "ASEAN Pacific" and the "Australasian Pacific". Lastly, it would be possible to speak about the "East Pacific" or "American Pacific", differentiating within it the "North American Pacific", the "Central American Pacific", and the "South American Pacific" — or, finally, the "Anglo-American Pacific" and the "Latin-American Pacific".

ABSALON M. MENARES
Makati Metro Manila
Philippines

Yacht fees in Kiribati

Another island nation has succumbed to the temptation to levy high fees on visiting overseas yachts. The government of Kiribati has recently imposed a fee of \$3 per day on yachts anchoring in the Fanning Island lagoon. Perhaps they will reconsider this decision when reminded of the fact that often in the past foreign yachts have willingly and freely helped to provide essential services such as inter-island transportation, communication, emergency medical aid and technical expertise which the government of Kiribati itself was unable to supply to these remote islands.

CHARLES A. CISZEK
Line Islands
Kiribati

What about Mick Leahy?

I was mildly surprised to read your reviewer's comment that the film *First Contact* was "inspired" by the making of another film concerning the Papua New Guinean *Angels of World War 2* (PIM October

1984, p.49).

Certainly the same producer, Andrew Pike, was involved in each project, but the films were made during the same period, and *First Contact* would have appeared anyway had the other film not been put together. *First Contact* mixes old footage with interviews of survivors most effectively, but this is not a new technique and has been used many times earlier. I understand that the two films were essentially independent of each other — as Peter Munster, involved in *First Contact*'s early stages, and Robin Anderson, one of the two people responsible for the film, have each attested.

Surely, if credit is due for inspiring *First Contact* it should properly go to the makers of the film and to the late Michael Leahy.

DAVID WETHERELL
School of Social Sciences
Deakin University
Waurn Ponds, Vic.
Australia

"Distressed" at TV plan

I was very distressed to hear today on a Suva radion station part of an interview with a Mr Taylor, an executive of Kerry Packer's Australian media group, concerning Packer's plans to introduce television services to three Pacific Island nations, Fiji, Tonga and Western Samoa.

I can think of no single event since the arrival of Europeans in the Pacific that has had a more devastating effect on the culture and lifestyle of Pacific Islanders than this proposal potentially would have.

Together with the Fairfax, Murdoch and Herald and Weekly Times groups in Australia, the Packer group dictates 75 per cent of all TV programming in Australia, as well as dominating a staggering 99 per cent of our supposedly "free" press. The result, in terms of television alone, is a banal fare of soap

operas and imported productions interspersed with so-called "current affairs" programs having a sensationalist, misleading and politically biased content. Truth and accountability in Australian commercial television are subordinated to the needs of the advertisers, who in turn are directed by a closed cartel of trans-national corporations and local vested interests.

A television "service" controlled by Packer in any of the above-named Pacific Islands countries would introduce to the homes of their peoples this same culturally debilitating hash of schmalz, arrant rubbish and senseless depiction of violence which characterises Western commercial television, together with its advertising content urging viewers to buy an array of needless consumer goods. Any local content would be cunningly directed to subverting the influence of concerned and progressive local politicians and community leaders whose objectives were at variance with these vested interests.

I urge all persons in the three targeted countries who are anxious to avoid a repetition of Australia's television folly to strongly lobby your respective governments to block this alien incursion into your societies. These latter-day blackbirders are coming to abduct your unique culture and lifestyle.

MICHAEL McAULEY
Trinity Beach, Qld.
Australia

Self-inflicted injury?

I wonder what PIM's opinion is on self-inflicted injury. The Danielssons (PIM September 1984 p11), in a letter "Jousting with French Nuclear Admiral", mention "the extent to which the civilian population as a whole has been contaminated" ... and they have, of their own free will, remained there ... subject to this horrible (so they feel) contamination.

JACQUES A. SALZANI
Sydney NSW
Australia

Micronesia penpal wanted

I am a student of Japanese high-school. Since I have read a book concerning to Micronesia some days ago, I have been interesting your islands. It is very difficult to know and to get information for me how Micronesian students, like those who are same age as I am, think and do their life.

So, I want to have penpal. Please write me and let's exchange different culture each other.

(Miss) CHIKA HATTORI
2-D Apt. Miraku
2-10-14 Shin Kitano, Yodogawa-ku
Osaka-shi
Japan 532



Japanese schoolgirl Chika Hattori sent this picture of photogenic Iga Ueno Castle, near her home city of Osaka.

Now Datsun takes a new turn. NISSAN

Nissan gives new meaning to reliability

Discover a new dimension to the quality that made Datsun a trusted name around the world.

At Nissan, the Datsun tradition is alive and well and better than ever. Our international manufacturing and service network gives us the capacity

to respond to your needs quickly and efficiently. Our technology is one of the world's most advanced, and it's backed by an attitude that welcomes challenges. Besides, you'll find the same innovative technology and quality in every car we make.

Because for us a car is never a coldly technical matter—it should be alive with ideas that turn into the utmost security once the car is in your hands. And that's why you can take any Nissan vehicle anywhere. And depend on it. Completely.

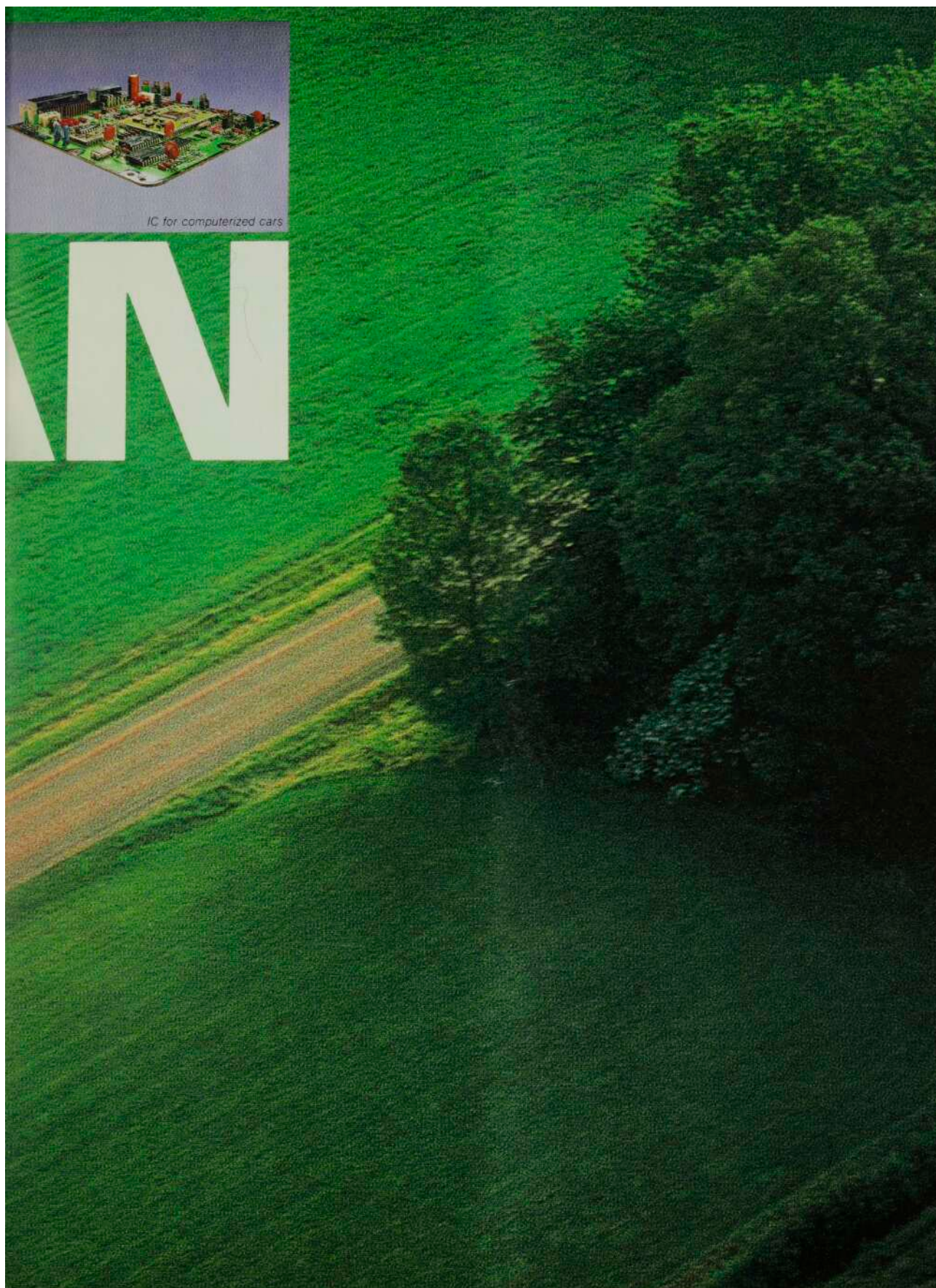


Car of the future: NX



NISSAN





NEW CALEDONIA

IMPLACABLE MEETS IMMOVABLE

French scramble to head off crisis

On the eve of the arrival from Paris, on November 27, of Mr Charles Barbeau, special envoy of Minister Georges Lemoine, the President of the Kanak Provisional Government, Jean-Marie Tjibaou, announced he was "ready to meet all people who have decision-making powers sent by the government."

"All our actions have been to obtain discussions with the government," he told Helen Fraser in an exclusive interview at a heavily-protected meeting place.

"We've heard on the radio that France proposes to bring forward self-determination but for us this is not the question -- the question is self-determination for the Kanak people alone and if everyone is going to have a say on the destiny of the Kanak people, we will boycott such referendums."

Referring to the future political rights of other ethnic groups in New Caledonia, where the Kanak people have become a minority (43 per cent) Mr Tjibaou said: "Our position has never changed. We claim independence for our people, which concerns just the Kanaks. For the rest, that is the political status of Europeans, of colons (established settlers), that concerns the French Government and Georges Lemoine, the minister for overseas territories."

He said the FLNKS could not consider rights of other groups within New Caledonia "while we don't have political power."

"For the moment it is up to

New Caledonia has had a place in world news headlines since the November 18 elections for a new Territorial Assembly.

The elections were the target of an "active boycott" by the newly-formed Kanak Socialist National Liberation Front (FLNKS), made up of four of the five parties of the former Independence Front.

The boycott led to the burning down of several town halls, houses and shops in the countryside, and clashes between FLNKS demonstrators and gendarmes.

In electoral terms the boycott cut voter participation from 75 per cent in the last assembly elections in 1979, to 50.12 per cent. The anti-independence Rassemblement pour la Calédonie dans la République (RPCR) party was a clear victor in the election, winning 34 of the 42 seats.

With the FLNKS campaign of disruption continuing in the days following the poll, its proclamation of a "provisional government," and the New Caledonia issue at last beginning to make political waves in Paris, the French Government seemed set to change course: first, a special envoy of Minister Georges Lemoine, Charles Barbeau, arrived on November 27; then former French Government minister, Edgard Pisani, was despatched to the territory on December 3. He was to take over administrative control of New Caledonia with a two-months deadline to work out a plan for self-government for the territory.

Australia was vocal in expressing concern at developments, and, although its stand was generally in support of French Government policies proposing a slow, but steady, progression towards independence, its statements were not always welcome in Paris.

The following article has been compiled from reports filed by PIM's Noumea correspondent, Helen Fraser, newsagency bulletins and other sources. Ed.

the government and we can only start discussions as leaders when self-determination is organised or sovereignty given back to the Kanak people. Then the Kanaks can start to welcome people who accept the Kanak nationality and constitution."

As he spoke, the FLNKS campaign of destabilisation was continuing. A gendarme station was occupied in the north-east, a French Administrator was being held hostage on Lifou Island, and six road-blocks were still in place. But, Mr Tjibaou said: "We envisage calming the situation."

"We have mobilised to show our determination for our claim for self-determination and to obtain discussions with the government."

Mr Tjibaou said the unrest was a consequence of "colonial relations (New Caledonians) have had with each other, that of dominator and of dominated. It is a consequence of that situation."

"Now we are trying to manage the situation in which we find ourselves and to endure until the government opens discussion."

On the attitude of South Pacific Forum countries, Mr Tjibaou said: "Our relations with countries of the region are zero for the moment with no support except that of Vanuatu, which is an unconditional support which has always been there. The relations with other countries are at a dead point -- I think they're afraid of supporting 'terrorists.' That's their poli-

cy, we're working for the moment with Vanuatu to obtain discussions with the French Government."

It is estimated that only about 15 per cent of eligible Kanak voters took part in the November 18 poll.

Police used stun grenades and tear gas as rock-throwing Kanak extremists attacked polling stations in several towns, destroying ballot papers and intimidating voters, police said.

In one of the most violent clashes, about 200 Kanaks stormed the polling station at Canala, 100km north-east of Noumea, and tore up ballot papers.

Police threw up roadblocks to stop the mob from reaching other polling stations.

Some reports claimed dozens of people around the island had been injured, including some gendarmes. One woman lost a hand in an explosion during the violence.

On the east coast island of Lifou officials confiscated ballot boxes to ease the tension between rival groups. Gendarmes had earlier moved in to clear road blocks around six of the seven polling stations on the island.

Lifou's mayor, Edouard Wapae, was one of several local officials arrested on public disorder charges, police said.

But the troubles did not end with polling day.

On November 20, about 200 Kanak militants seized the French gendarme station at Thio on the south-east coast and raised the Kanak independence flag in front of the building.

FLNKS militants occupied the building and held five policemen hostage for five hours before surrendering.

Police, armed with tear gas and grenades, surrounded the building and allowed the demonstrators to go after the hostages were freed. No arrests were made.

Eloi Machoro, who led the takeover at Thio, 150km west of Noumea, said the action was intended to put further "psychological pressure" on

France to grant early independence to the territory.

Police did not give in to the group's demands to release about 30 militants they detained on November 18 for trying to disrupt the election. Other disturbances were reported in several parts of the territory.

At Hienghene, on the north-east coast, a convoy of gendarmes was ambushed on the

by the Kanak population had been "completely successful."

In Canberra, on November 28, the Foreign Affairs Department warned Australian tourists in New Caledonia to avoid travelling outside Noumea because of increasing political violence, but indicated that Noumea itself was regarded as safe enough.

"While the situation in

The massacre of 10 FLNKS militants by white settlers at Hienghene on December 5 turned the screws still tighter on the tension now gripping New Caledonia. Two of the dead were brothers of Jean-Marie Tjibaou, president of the self-styled provisional government of Kanaky set up shortly before. Indicating the gravity of the situation as seen by the French government, President Mitterrand wrote a personal letter of condolence to Mr Tjibaou.

The tension was immediately obvious to Australian visitors arriving on Qantas flights in mid-December when they found Noumea's Tontouta airport guarded by French riot police armed with automatic weapons.

At press time, the FLNKS still held control of the important east coast mining town of Thio which they "liberated" in the wake of the November elections. Several thousand anti-independence Europeans, gathered on December 7 at the airport to welcome home from Paris Senator Dick Ukeiwe, waved banners demanding French intervention in Thio to restore the authority of Paris.

Despite everything, the way was being cleared for talks on December 15 between new High Commissioner, Edgard Pisani, and representatives of all political groups. As preconditions, 17 FLNKS militants arrested in the November disturbances were released, and throughout the territory - with the exception for the time being at least of Thio - FLNKS barricades were dismantled.

night of November 19 by FLNKS groups, with exchanges of rocks, bottles and tear gas taking place. One gendarme was slightly injured.

At Oundjo, on the north-west coast, roadblocks set up by militants were removed by the gendarmes after a reported clash. However, the roadblocks were quickly reinstalled by the FLNKS. Further south, at Voh, Europeans set up protection for business equipment.

A leader of the independence movement claimed the group's violent disruption of the elections was only a first step in its campaign to end French rule.

Yeiwene Yeiwene told reporters the boycott of the election

Noumea remains calm, this could change," the department said. "Care should be taken to avoid demonstrations or disturbances."

The Australian Government had urged the French Government to accelerate its attempts to negotiate a peaceful settlement for independence in New Caledonia after the failure of the election to attract majority support.

The Foreign Minister, Mr Hayden, reaffirmed Australia's strong support for independence of the territory, which he described as "one of the last vestiges of colonialism" in the region.

He said Australia believed

there could be a peaceful political evolution to independence "within a shorter time scale than presently envisaged by the French Government."

But, while emphasising the need for a quick resolution in New Caledonia in the wake of increasing violence, Mr Hayden's comments generally supported the direction of the French Government's efforts to reconcile the political divisions between the indigenous Kanak and European populations.

However, while the main burden of his statement was far from new, he did express clearly Australia's unhappiness about the elections and said France would have to take the FLNKS into account as "a significant political force" in future dialogue.

Mr Hayden's reference to "colonialism" in his statement led to a "please explain" summons from the French foreign ministry in Paris for Australian ambassador, Peter Curtis.

To this, obviously with the concurrence of Mr Hayden, Mr Curtis is reported to have made "a robust response." However, the precise terms of the Australian reply have not been made public.

The issue also intruded slightly into the Australian election campaign when the Liberal Party's spokesman on foreign affairs, Mr Michael MacKellar, accused Mr Hayden of "antagonising" one of the major parties in the New Caledonia dispute. He said Australia should stay out of the row and proposed that "other South Pacific countries" take the lead in trying to soothe the situation.

He was promptly taken to task by Mr Hayden who accused him of wanting to see Australia "nice, and mute and servile" before France.

Earlier, Mr Hayden had demonstrated his keen awareness of the problems which would be presented by an immediate independence for New Caledonia.

Speaking in Hobart on November 19, the day after the New Caledonian poll, he said a resort to violence by Kanak extremists could see them lose

NEW CALEDONIA



Background picture, previous pages: Confrontation at Ponerihouen, central east coast, on election day, November 18, Kanak militants exchange rocks, bottles, etc, for gendarmes' tear gas, stun grenades, etc, at a roadblock. — Helen Fraser picture. (Left): Militant holds FLNKS flag at Kone, west coast.

would pose "very serious economic problems" for the territory. France gave a great deal of aid to New Caledonia, he said.

This is reported to be of the order of US\$300 million equivalent in French francs. Some is given directly, but the bulk goes to pay for virtually the entire infrastructure of New Caledonia -- its education system, its roads, communications, health services, and so on.

But Mr Hayden's was not the only Australian-accented voice pronouncing on the New Caledonian situation.

The president of the Australian Council of Trade Unions (ACTU), Cliff Dolan, said in Melbourne on November 28 that the union movement had already sent "messages of support to the Kanak Liberation Front."

In Noumea the Pacific Trade Union Forum, representing unions of 14 countries and territories, in a message of support to the president of the Kanak

provisional government, Mr Tjibaou, called for "an immediate end to French occupation" in New Caledonia.

The PTUF telegram, sent by convener, Bill Richardson, assistant-secretary of the ACTU, reaffirmed the 14 members' "support for the struggle of the Kanak people towards the exercise of their innate and active right to independence and expresses solidarity with the new provisional government."

The PTUF sent its "total and unreserved support for the FLNKS and demanded an immediate end to French occupation of Kanaky (the FLNKS name for New Caledonia) through socialist Kanak independence."

Meanwhile, adding further tinges to the tale, the Australian government was reported on November 28 to be looking into press reports that a Soviet freighter, believed to be a spy ship, had been cruising near New Caledonia's territorial

ground in an independent New Caledonia.

He described the events of November 18 as "a fairly substantial demonstration of disaffection on behalf of the Kanak movement."

He also said Australia was advising the French to speed up self-determination, planned to culminate in a 1989 referendum on independence.

"Very few Kanak people are trained, qualified, or experienced in key fields like public or private administration," he said. "That means, very simply, that they will have to depend on others come independence."

"If there were to be a savage or nasty eruption coming to independence it could easily be that they will lose ground rather than gain it."

"Our view is that, while we have enormous sympathy for the independence claims of the Kanaks, they have got to realise it is a multi-racial society and a settlement must accommodate a multi-racial community."

"We have also been counselling the French, however, that there is a need to expedite the processes towards self-determination."

On the question of Australia recognising the provisional government, Mr Hayden said "No" and added:

"I reckon that would undermine our capacity to have a productive contribution to make with the French in respect of the future of New Caledonia."

Mr Hayden said that if the French quit New Caledonia that



Sadly true!

"Will there be an Arts Festival?" was the question posed on our cover for the November issue.

The sad answer came on November 26 when a spokesman for the newly-elected Government Council announced that the festival had been "postponed to a date to be fixed."

Reasons given were that due to roadblocks and possible other impediments "the movements of visitors outside Noumea would be restricted."

The announcement was a bitter blow to the many people in the Pacific -- and throughout the world, for that matter -- who had planned to be in New Caledonia from December 8-22 to participate in, or to observe, the big quadrennial event which the Festival of Pacific Arts has become.



Left top: Burnt-out shop at Kone; bottom: Kanak militant in informal conference, Kone. Right: A gendarme moves at speed off a bridge, after tear gas had been used to disperse militants.

waters over the previous few days. Given Russia's increasing maritime activity in the Pacific, this, if true, would surprise few.

• • •

The recent turn of events in New Caledonia has abruptly ended a period of effectively bipartisan policy towards the territory in the National Assembly in Paris.

It coincided with a series of embarrassments to the government over its policies towards the African country, Chad.

The former French president, Valéry Giscard d'Estaing, used his first speech in the assembly since his recent election as a deputy to attack the government of President Mitterrand over its handling of the New Caledonia issue.

He claimed that French residents of the territory were being denied their democratic rights while the government sought to negotiate with Kanak militants.

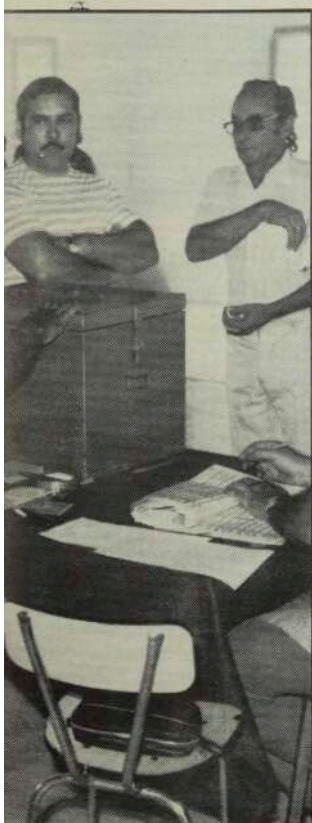
Mr Lemoine responded that the only possible road forward was that of discussions among all the parties to determine "the paths of evolution of the territory."

He said the government must "act quickly to find solutions to a new situation in a way that will guarantee the destiny of New Caledonia in liaison with France and ensuring the defence of French interests."

He blamed the troubles in the territory on the actions of the previous conservative government which, he said, had encouraged the development of the independence movement.



Below left: One polling booth that did work, Kone; below: His comrade points to the target as the man in charge of the tear gas grenade launcher readies to fire.



LAW AND ORDER DILEMMA

Crime waves bog PNG

Papua New Guinea is impaled firmly on the horns of a dreadful dilemma: the desire to "develop" and the task of coping with the crime spin-off of that program.

Both elements are on a parallel course, and accelerating.

The government of Michael Somare has taken urgent action to quell the law-and-order problems, but nobody is predicting that the rash of crimes of violence will disappear overnight.

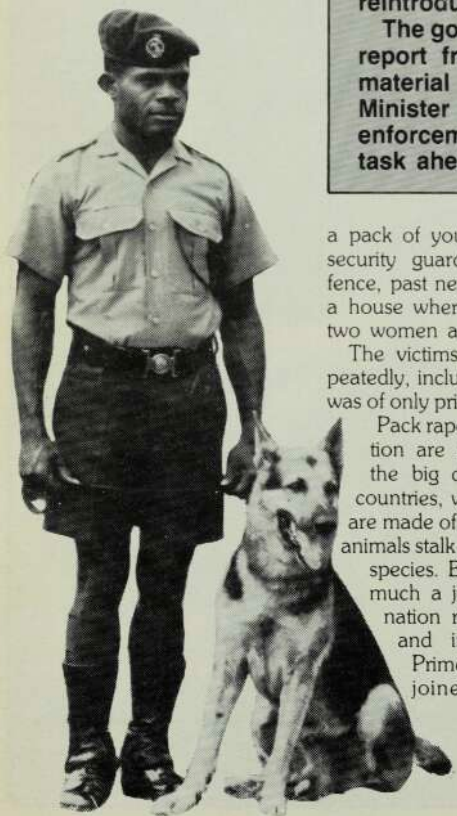
Crime was a nagging worry to residents of the capital, Port Moresby, but took over the public consciousness with a vengeance in September when

A violent pack rape of a group of women, including a nine-year-old schoolgirl, brought to an outraged head the growing public disquiet in Papua New Guinea over the spread of lawlessness within the community.

For years now residents of the bigger towns, and particularly Port Moresby, have fenced themselves into their houses against marauding groups of bush lads attracted by the bright lights of modern living. Advertisements seeking expatriate, and local, executives have come to include guard dogs, "Stalag lights" and high barbed-wire fences as inducements ranked alongside school fees and generous leave.

The rape produced one of the largest public demonstrations thus far seen in Port Moresby, with citizens of all races parading with signs demanding castration for rapists and reintroduction of the death penalty.

The government responded swiftly but, as this report from Noel Pascoe, supplemented with material by PIM staff writers, shows, Prime Minister Somare, his Cabinet and his law enforcement officers have a huge, continuing task ahead of them.



PNG police dog patrol — not enough now

a pack of youths slipped past security guards, over a wire fence, past neighbors, and into a house where they terrorised two women and a girl.

The victims were raped repeatedly, including the girl who was of only primary school age.

Pack rapes of that description are not unknown in the big cities of Western countries, where the jungles are made of concrete and the animals stalk prey of their own species. But they are very much a jolt in PNG. The nation rose up in anger and indignation. The Prime Minister himself joined the outcry,

speaking of the alarm felt about leaving a wife and children alone in such surroundings.

Waves of protest rolled through Port Moresby society, crossing racial and economic strata. A crowd estimated at up to 25,000 people marched to the seat of PNG's government, at Waigani, and angrily called on Mr Somare and the government to do something about the society that had created such criminals.

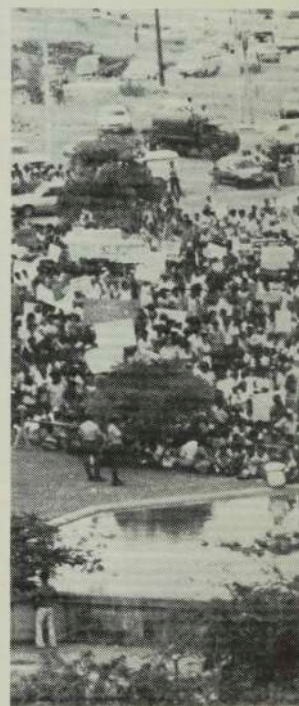
Mr Somare told the crowd he favored hanging for pack rapists. Clearly moved by the public outrage, the level of which had not previously been seen in Port Moresby, the prime minister called into action a committee of top public servants and leaders of business and community groups to give him an emergency plan.

After working day and night they produced a list of 23 measures to put before Cabinet. The Cabinet met, approved some, ignored others, and added their own to come up with a law-and-order campaign of 49 steps.

Hanging, much-favored by some sections of the community, was not among them, although it was listed as a possibility if the 49 steps did not produce the desired effect.

But convicted rapists, and other violent criminals, will be flogged, in public, as happens in Tonga. Defence Force soldiers will be called out to help police if they are needed, and the importation of guns will be banned.

To catch the criminals Cabinet decided on boosting police



progress



The Port Moresby anti-crime rally was one of the biggest gatherings ever seen in the city.

manpower by 200 immediately, and a further 100 every subsequent year, to establish a special crime squad. More expatriate expertise will be recruited and a reward system will be set up to encourage the public to provide information.

Civilians are being recruited as part-time helpers, called reservists, to free police of paperwork and other routine jobs. Private security firms are linking directly with police through radio to speed up reaction times to reports of criminal activity.

Police Squad 21, used several years ago to bust urban gangs with tough hard-hitting tactics, is being resurrected.

In the past, say many, too many criminals in PNG got off scot-free because of inexperienced and ill-trained uniformed prosecutors. Now the prosecutions branch is to be revamped, with immediate recruitment of six expatriate prosecutors.

All of this, and other measures, persuaded the public that relief was on the way. But, already, the politicians' plans are being stymied.

One of the Cabinet proposals was a scheme to revise the Vagrancy Act and introduce identity cards for all workers. But the lawyers are finding difficulty in getting around the provisions of the Constitution and organic law.

Yet, whether simply because of the outcry, or greater police activity, life does lately seem to have been quieter in the towns. The government has boosted police funding by K7.2 million

in the Budget passed on November 19 to enact many of the 49 measures.

One factor in the lower profile being shown by the "rascals," as PNG dubs its street criminals, may be the return of the police riot squads to urban duties. For the last several years they have been in the Highlands, fruitlessly chasing tribal warriors; there seems fairly general agreement that despite the continued frequency of tribal fighting they are now more constructively employed.

However, many residents of Port Moresby, Lae and other towns, suspect that the lull will be brief. The more meaningful

measures proposed will take at least six months to implement and perhaps years to take effect.

The government has been accused of jumping on the law-and-order bandwagon and the racist issue was seized on, with critics claiming that the only time the government acted was after expatriates had suffered. Where was the justice when Papua New Guineans were being bashed, raped and robbed every day of the week, they cried.

Though there is some justification for this viewpoint, the truth is more complicated. The gang rape of the women and

LAW AND ORDER DILEMMA

nine-year-old girl took the situation beyond the previous record of solitary women being attacked on lonely roads leading out of town. It also drove home the point that today's law-breakers in PNG are hunting in packs, almost always with weapons, and with a great deal more knowledge of police patterns than the last generation had.

The government's shopping list of anti-crime measures in-

cludes a recommendation to crack down on films and books emphasising crime and violence. Most agree it is a good idea, produced much too late. PNG's modern youth are already well-acquainted with, and attracted by, such entertainment and it is dolefully predicted that the imminent introduction of local broadcast television will only accelerate the spread of such attitudes.

Government health minister,

Mr Martin ToVadek, stepping down from his post to devote more time to his Gazelle Peninsula electorate, blasted the government for the introduction of television, saying his Cabinet and party colleague, telecommunications minister, Mr Roy Evara, had not told the truth about television. Mr ToVadek said television would lead to more crime and the destruction of local culture. Prime Minister Somare said

television was already in PNG via the overhead satellites and said the country could not ignore world-wide trends; it had to learn to cope with them, he seemed to suggest.

In fact the Somare government is faced with a quandary of many facets.

Crime is entrenched in PNG and is digging deeper into the society. The forces at the government's disposal to combat this are, largely, demoralised.

Police, the legal services and the prisons service are staffed by people who are under-paid, often poorly housed, and lacking in firm leadership. The spending of extra money will not correct the depression of the officers.

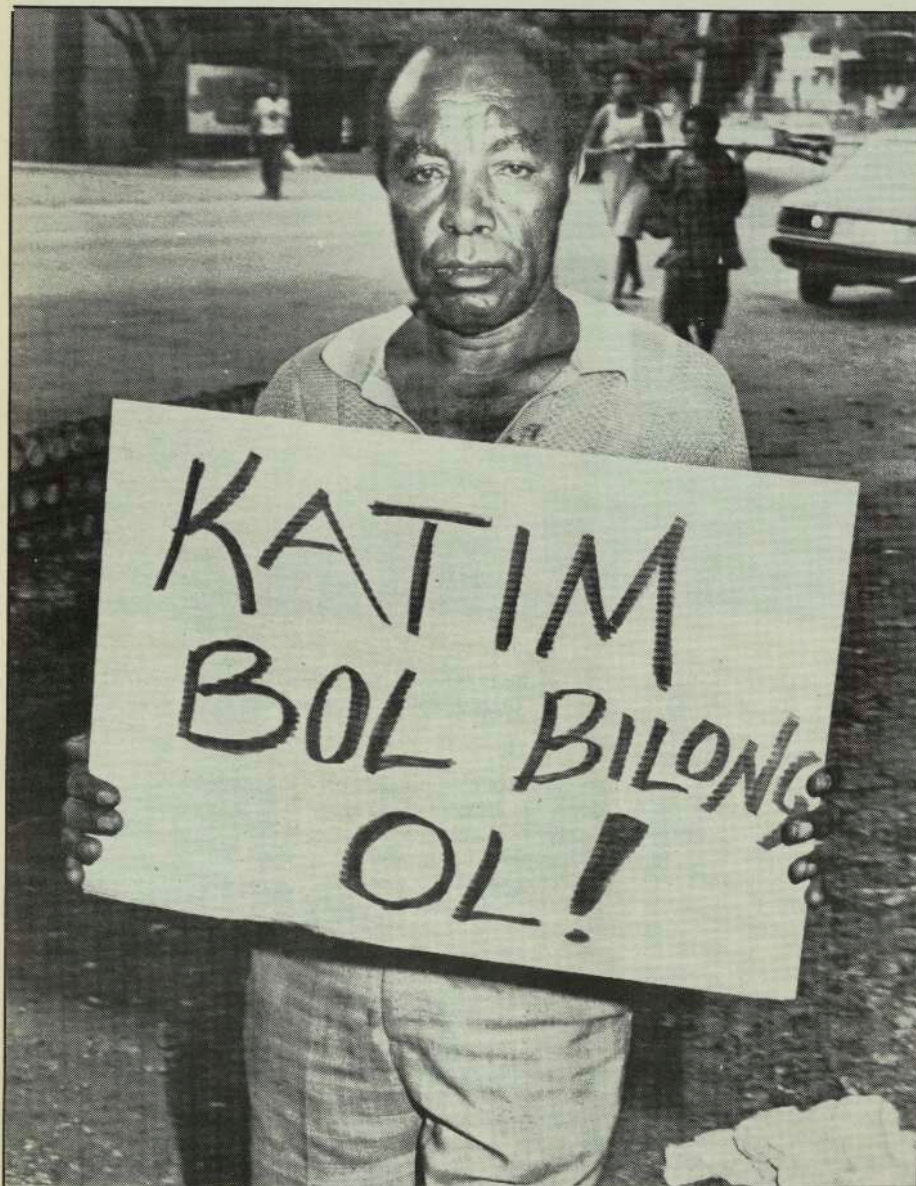
Two reports furnished to the government documented the many problems. One of these, produced by a group headed by Australian criminologist, William Clifford, was well-received and acknowledged to have summarised the situation immaculately. The other, written solely by retired Defence Force colonel, Ian Glanville, appears to have been swept under the carpet after its contents were leaked to the *Post-Courier*.

Mr Glanville went through the Corrective Institutions Service in fine detail, showing why morale in the CIS was rock-bottom and why criminals escaped almost at will, with warders in effect turning their backs on the runaways.

The only sign of recognition for the prisons system is the Cabinet's recommendation that a study be done of the need for a remote, sea-surrounded prison -- a "Devil's Island" for the really hard cases.

Prison warders in their grass-thatched houses, lowly-paid, poorly led, vastly outnumbered by prisoners, see little of direct benefit to them. So far, all attention seems to have gone to the prisoners for whom Cabinet offered alternatives like parole, probation, prison farms and separate juvenile jails.

Residents of the towns get some prospects of relief, with news of more suburban police



People of all races, and all classes felt deeply about the crime problem . . . and some offered drastic solutions!



Local women turned out in strength to support the anti-crime rally.

stations, the moving of married police out of barracks and into the community, and the setting-up of boom-gates on the outskirts of the main centres.

Among foreign workers cocktail circuit talk is no longer about barbecues, boarding schools, and fringe benefits. These days it is the high cost of security doors, and what keeps guard dogs alert. Papua New Guineans look for better locks and brighter lights, and try to avoid looking conspicuous in their life-style.

And, despite everything, and notwithstanding the current relative lull, the only possible conclusion both groups can make is that crime is increasing in Port Moresby and Lae, and that there are signs of trouble growing in other centres, especially those served by new roads to other parts of the country.

The government is deeply concerned, and is doing its best. But the portents so far remain gloomy. They have yet to get their program together and PNG residents, black and white, poor and prosperous, continue to look over their shoulders as they make sure they get home before dark. — Noel Pascoe.



The public outcry over lawlessness added to the pressures on Prime Minister Michael Somare, also facing (successfully) a vote of no-confidence in Parliament. Cartoonist Grass Roots saw it thus in the PNG Post-Courier.



The way you write and the pen you choose both say a lot about you. Slanted writing with large loops can show responsiveness and imagination. Choosing a Sheaffer shows you appreciate a superior pen that makes a stylish gift. Only Sheaffer has such superb styling and craftsmanship with such a range of fine finishes.

Elegant Targa 1005. Fountain pen, ballpoint, pencil and rolling ball pen. Subtle fluting and a soft rich gleam in 23Kt electroplate. Slim or classic profile.

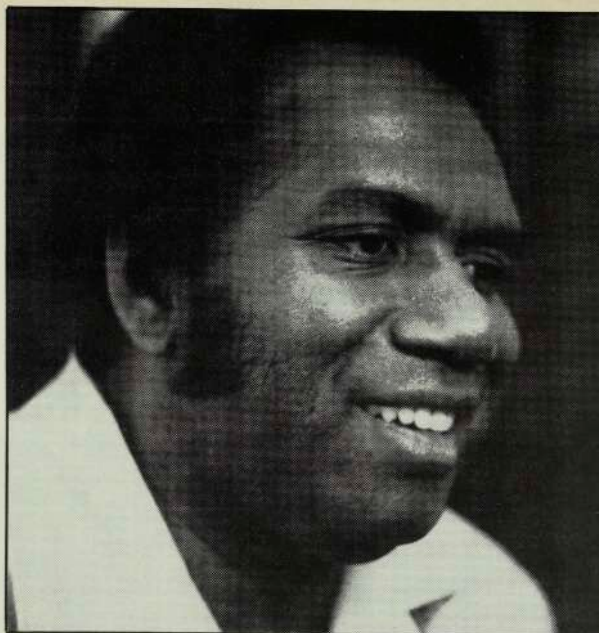
SHEAFFER

Say it with Style



SHEAFFER PEN **TEXTRON**

Sheaffer Pen Division of Textron Pacific, Ltd.



Solomons rumbles

Sir Peter faces Kwaio challenge

Solomon Islands' newly-elected prime minister, Sir Peter Kenilorea, was confronted with a formidable problem immediately on assuming office last month -- the rebellious ancestral worship movement in East Kwaio, which has thrown down such a challenge to the Honiara-based national government that a proper election for one of the 38 seats in the national Parliament has been impossible.

Tension became so high in the East Kwaio electorate in November that 12 Australians working for the Seventh-day Adventist mission hospital in the area were withdrawn for their own safety. The hospital was evacuated, with even the bed-ridden being moved out.

Threats by the self-pro-

Solomon Islands has a new government, headed by Sir Peter Kenilorea, who won the parliamentary vote for prime minister by a comfortable margin of 21 members in the 37-member House.

But highly complex political manoeuvrings were necessary to reach this result. Both major parties in the country failed to gain an absolute majority; lobbying to form a government was intense. Sir Peter managed to tie together a coalition involving his own party, some of a new party and four independents. Former prime minister, Solomon Mamaloni kept the support of 13 members but three, including highly-influential David Kausimae, defaced their ballots.

As our correspondent, Nicholas Thornton, points out in this despatch, Sir Peter faces a difficult term of office, not only in parliament, but also in the countryside where Honiara's rule faces some challenges.

claimed 'pagan' Kwaio Fadanga to disrupt the polling in East Kwaio in the national elections in late October led to the voting being postponed there while it went ahead in all other 37 seats.

The East Kwaio Fadanga (Council of Chiefs), declared the area's unilateral independence two years ago. (See accompanying story).

Sir Peter won the parliamentary vote for prime minister with the support of 21 of the 37 new, or re-elected members.

Such a result seemed likely but by no means certain after the election results were posted. It took some weeks for the various groups to work out just where they stood. The two major parties both fell short of gaining an absolute majority and lobbying was intense. Solomon Island politics can become

bewilderingly complicated and clarity (for the outside observer), is not helped by factors such as a sitting minister standing for the major opposition party, and winning, as the police and justice minister, Mr Alan Qurusu did.

Sir Peter eventually tied together a coalition made up of 13 members of his own United Party, four members of the newly-emerged SAS (Solomone Agu Sogu Fenua) party, and four independents.

The former prime minister, Mr Solomon Mamaloni, was supported by 13 members while three votes were declared invalid — the members defacing their ballot papers.

The vote is secret, but by the time the parliament sat down to elect the prime minister, divisions within Mr Mamaloni's People's Alliance Party were so well known that it was widely speculated that the party's other strongman, David Kausimae, was one of the three who invalidated their votes.

Mr Kausimae re-entered parliament after an absence of four years, securing 33 per cent of the vote in West Are Are and defeating the sitting United Party member by 34 votes.

Prior to the 1980 elections, Kausimae merged his Rural Alliance Party with Mamaloni's People's Progressive Party to form the People's Alliance, but whether the merger sticks with both Mamaloni and Kausimae in the parliament remains to be seen.

An Opposition leader in the House had not been declared by late November.

Two interesting features of the election were the emergence of SAS and the rout of NADEPA (the National Democratic Party).

NADEPA, which only a year ago seemed to be strongly on the come-back trail, was reduced to one seat and its leader, former finance minister, Mr Bart Ulufa'alu, could run only third in East Honiara with 21 per cent.

Ulufa'alu built up a solid reputation as a tough and reliable finance minister, despite many early fears among foreign

and local businessmen about his trade union past and alleged radical, left-wing, ideals. He was one of the few ministers in the former government who had won a good reputation throughout the South Pacific region.

His major failing may have proved to be working so hard at his portfolio that he neglected the minor matters that might have kept sufficient electors on the western side of Honiara town behind him.

SAS — formed in the run-up to these elections by a few members of past parliaments, and a number of well-educated, but disaffected, young public servants — polled surprisingly well.

They picked up four seats, threw in their lot with Sir Peter and have been rewarded with three quite important domestic portfolios, including Agriculture and Lands, which has gone to the party's parliamentary leader, Mr Sethuel Kelly.

Three of the four independents who voted for Sir Peter Kenilorea have also been made ministers.

It appears that the precedent set by Mr Mamaloni of having 14 ministers in a 38-member parliament is going to be hard to break. Sir Peter has announced the abolition of the five provincial ministries, but he has kept the total cabinet size at 14. Solomon Islands civil servants are in for another period

of readjustment as portfolio responsibilities are worked out.

For instance, Immigration — a section always prominent in Solomon Islands because of the frequency of deportation notices — has been moved from the ministry of Police and Justice to a new department of Immigration and Labor.

Despite losing the prime ministership, Mr Mamaloni's PAP increased its numbers in the parliament. It now has 11 members and won nationally 23 per cent of the popular vote. Sir Peter Kenilorea's United Party won 22 per cent.

Once again there was a big turnover in sitting members. No fewer than 19 members were replaced. Because two members did not, or could not, stand (one was in jail), and East Kwaio is still undecided, 54 per cent of the former sitting members can be judged to have been rejected by the electorate.

The new foreign minister is Mr Paul Tovua, 44, who was a minister in Sir Peter's earlier government. Mr Tovua did his secondary schooling at Campbelltown in New South Wales and he has travelled widely.

Sir Peter Kenilorea was prime minister at independence in 1978 and he emerged again as prime minister after the last elections in 1980. He lost the job to Mr Mamaloni in 1981 after defections from the government deprived him of a majority. He is a lay pastor who puts emphasis on what he describes as strong Christian leadership.

One of Sir Peter's first announcements as prime minister was that a brewery, planned for Solomon Islands, will not be going ahead. The proposed brewery (to have been part-owned by West Germany's Brauhaase) became an election issue with church groups lobbying strongly against it.

But Sir Peter's more immediate problem is how to restore national government authority in East Kwaio. As November ended he had called the Kwaio Fadanga chiefs to Honiara for talks, with no great certainty about the outcome. — Nicholas Thornton.

Kwaio claims

The turbulence in East Kwaio dates back to 1927 and probably much further. The East Kwaio people resisted the British Colonial Administration and efforts by missionaries to convert them to Christianity, which gave them a unity within their community perhaps stronger than elsewhere in the archipelago.

In 1927 a tax-collecting party was ambushed and an Australian patrol officer, Mr Bell, working for the British administration, a cadet officer, and a number of Solomon Islanders were all killed.

The British mounted a punitive expedition into the Kwaio bush area, enlisting the help of people from other parts of the Malaita island. Local allegations are that this expedition committed all sorts of excesses and these form the basis of the Kwaio Fadanga's extensive compensation claims against the British government. It is suggested these claims, in total, run to several hundred million dollars, although whether they have all been transmitted to London, or received there, is not known.

Dissatisfied with the way in which the national government in Honiara was handling its claims, the Kwaio Fadanga two years ago declared the East Kwaio area an independent nation. Since then the people of the Kwaio bush areas have effectively kept the national government out of their affairs, and there is marked lack of enthusiasm among government officials about venturing in there with bits of Honiara paper.

The whole situation is complicated by the fact that the provincial government of Malaita is strongly Christian, and provincial government leaders are opposed to what they might see as any "accommodation" the national government might make with the "pagan" Kwaio bush people.

Also significant is the fact that Sir Peter Kenilorea is from Malaita. — Nicholas Thornton.

Dwight Heine, Micronesian leader par excellence

A Micronesian epoch ended on November 13 with the death of Dwight Heine on Majuro, in the Marshall Islands. He was 65.

There are talented leaders in Micronesia today, and many more will emerge. But few, if any, will enjoy the stature Dwight achieved during his more than 30 years of public service. His death, after a long illness, is a tragedy for his family, for the people of the Marshall Islands, and for all Micronesians.

By every objective standard, Dwight Heine was an instrumental figure in helping to usher in the post-World War II era to Micronesia. He paved the way so that others could follow.

The "firsts" that Dwight accumulated during his long

FLOYD D. TAKEUCHI here pays tribute to the late DWIGHT HEINE, an outstanding leader of the peoples of the U.S. Trust Territory of the Pacific Islands. His tribute has a personal quality, since his father worked as Mr Heine's deputy in Majuro throughout the 1970s. (See also Deaths, p65.)

tenure in government are a history of the American era in Micronesia. Reading them, one senses the flavor of the times and appreciates that self-government in those islands is a recent occurrence.

In 1948 he was the first Micronesian to be sent to the United States on a Trust Territory scholarship. To achieve the honor, Dwight had to compete with the best young minds of the Trust Territory. It is a far cry from today when post-

secondary schooling seems commonplace for many Micronesians.

Despite few years of formal education -- Dwight was trained before the war by American missionaries on his home atoll of Ebon and at a Protestant school on Kusaie (now Kosrae), in English and for church work -- he enrolled at the University of Hawaii. His command of English was excellent, a reflection of his missionary school days and Dwight's bright mind.

He once recounted how he helped improve his English: "I read *Time* magazine from boyhood. We'd also get copies of *Life* and the *Saturday Evening Post*. In fact, as I remember it, the Sears, Roebuck and Montgomery Ward catalogues were among my early text books."

Dwight studied in Honolulu from 1948 to 1950, and then from 1957 to 1959. Thus he was now the first Micronesian to receive a college degree, but those years away from campus life were hardly wasted.

Perhaps no finer tribute can be paid to Dwight Heine than to note his activities during the interim period between his college studies. He returned to the Marshalls to run the education department -- which then only went to the intermediate school level. Dwight was a young man in an important government job that carried prestige. True, he was paid less than Americans, the double-standard wage scale then applying. But he was secure.

That is when Dwight decided to speak out forcefully and often against what he thought was a desecration of his island home: the American nuclear weapons testing at Bikini and Enewetak atolls. He went to the United Nations and was an eloquent critic. The mid-1950s was not a time to seem un-American, particularly for an "island ward" of the U.S., but Dwight went around the United States speaking out against the testing on a trip sponsored by church groups. He made headlines wherever he went.

And when he returned to the Marshall Islands, Dwight Heine was out of a job. Like today, most jobs were in the government. Dwight stayed unemployed for some time. However, his supporters in the United States, and in the Trust Territory, were able to exert enough pressure to force the administration to reinstate him as education director.

After returning to the University of Hawaii, Dwight went on to become a leading figure in the Council of Micronesia, the first territory-wide political body made up of islanders. The Council eventually became the Congress of Micronesia, and in



Ancient and modern meet as Dwight Heine approaches a moored seaplane in a traditional Micronesian canoe. Note traditional navigational device held by Mr Heine's companion. — Photo by J. Ngiraibuuch, official photographer TTPI.

1965 when legislators first met on Saipan, Dwight was elected speaker of the General Assembly.

In that same year, Dwight made history again when he was named the first Micronesian district administrator. His post was in the Marshall Islands. It is hard today to understand the symbolism of the appointment: Micronesians are presidents and governors of their own islands. But, at a time when almost all islanders were under-studies of Americans, the thought of a Micronesian heading an entire district was extraordinary indeed.

In 1968, Dwight was named to a new post: Special Consultant to the High Commissioner. It was a promotion of sorts. There was some disenchantment with his tenure as district administrator, given his stature in Micronesia and Washington ... Dwight had been kicked upstairs.

It says much for Dwight that, rather than turn bitter, he made much of the new job. He became, in effect, the Trust Territory's foreign minister, representing the administration at Pacific and Asian conferences, including the South Pacific Conference. He also served as an all-purpose trouble-shooter, a minister without portfolio who used his connections throughout the territory to good effect.

(I must mention here that during the 12 years Dwight served as Special Consultant, my father was his deputy. There was a relationship based on mutual respect and admiration, and a personal friendship that went back to the 1950s when we lived on Majuro).

Dwight Heine was many things: philosopher, raconteur, educator, political leader and administrator. His educational service was recognised in many ways, including the honorary doctorate he received from Oakland City College in the U.S. He was also fiercely independent. One of the stories he enjoyed recounting was when he represented the Trust Territory at Fiji's independence celebrations. Ratu Mara met him with a broad smile and: "Hello, my fellow rebel."

It was a most fitting tribute to Dwight Heine from one of the South Pacific's leading statesmen.

Air Pacific: Still more of the same

Embarrassment, and some irritation, were being expressed both in Fiji and in Australia over the eleventh-hour delay to completion of the agreement under which Qantas would take over operation of Fiji's insolvent and beleaguered airline, Air Pacific.

As this issue went to press the prime minister of Fiji, Ratu Sir Kamisese Mara, was reported to have indicated in strong terms his disapproval of the Air Pacific board's decision to accept the Qantas offer in preference to one from major Australian internal airline, Ansett.

Almost immediately after Air Pacific's announcement that they had accepted the Qantas offer Ansett executives flew to Fiji with a further offer which they apparently delivered directly to the prime minister on his home ground, Lakeba, in the Lau group. Ratu Mara sent it on to Air Pacific and told them to think again about Qantas. They responded by reaffirming their earlier decision. Ratu Mara then decreed a three-week delay while he went off on his highly-successful state visit to the United States.

The delay caused acute embarrassment at Air Pacific where the board of directors, led by the courtly and highly-respected Ian Thomson, was fully aware of considerable irritation among Qantas senior managers over what was being seen in Sydney as Fiji's inexplicable and feckless examination of a gift horse's mouth.

Some Qantas managers were saying fairly openly that if Air Pacific wished to "fool about" with what was clearly a very generous offer, then the best thing Qantas could do was withdraw it, and meet Air Pacific in competition in the marketplace.

Fiji travel industry interests looked on this with dismay for it would mean an end to the lucrative Boeing 747 "piggy-back" deal Air Pacific has enjoyed with Qantas for some time, and it would possibly also

signal the beginning of very vigorous competition, and perhaps cut-rate fares, offered by Qantas to destinations other than Fiji.

However, these were fears expressed inside Fiji. Qantas, and Australian sources, had, at the time, given no reason for believing that such would, in fact, occur. Yet it was more than clear that Qantas senior management was very annoyed and felt personally hurt over the affair.

Air Pacific's directors were similarly unhappy, for what they faced was the prospect of a knock-down, drag-out, argument with their autocratic prime minister, a high-born Fijian chief not accustomed to being thwarted.

Observers remain mystified over the reasons for what appears to be Ratu Mara's opposition to Qantas. Speculation in Australia was that he felt himself beholden in some way either to the Australian prime minister, Mr Bob Hawke, or to Sir Peter Abeles, chief executive of Ansett Transport Industries.

The Hawke connection is now discounted in Australia.

Those who know Ratu Mara well say that he has held a dislike, and perhaps even a distrust, for Qantas for some years, because of disagreements with them during their earlier involvement with Air Pacific and management of Nadi international airport. Qantas withdrew from both about five years ago.

Meantime, Ansett's enthusiasm for the Air Pacific connection seemed to grow by leaps and some slightly mysterious bounds.

Suva lawyer Vijay Parmanandam, who has been on both sides of the Fiji parliament, is reported to have "made a dash" for Sydney in a Stillwell Aviation Learjet, in company with Fiji's Home Affairs Minister, Militoni Leweniqila. Suva reports suggested that Leweniqila had been asked by the prime minister to make the trip



Militoni — Jet dash

and Parmanandam was quoted as saying it was on Ansett business.

Senior Ansett management said they knew nothing about it.

Simultaneously with all this activity there was a sharp exchange in the Fiji newspapers between Ansett and Air Pacific executives.

Ansett deputy general manager, Graeme McMahon, accused Air Pacific of deliberately misleading him over the sort of deal they sought. He also asserted that Ansett's proposals had been leaked to other airlines in the "race" — Qantas, Air New Zealand and Continental all submitted offers.

McMahon was also critical of comments in the Fiji press which, he said, had maligned his airline.

Captain Neil Ganley, acting Air Pacific chief executive, said he was "flabbergasted" by the accusations and protested that the Air Pacific board could not have been more fair in its dealings with all its suitors.

The situation remained unhappy and unresolved as PIM went to press, but most qualified observers in Fiji continued to think Qantas remained front-runner.



Parmanandam — On Ansett business?

New Bird of Paradise

The brighter colors, and lavish design now very much identified with the Pacific are being seen now on the major airports of the region, identifying Air Niugini's big new Airbus jet airliner.

The bird of paradise design, symbolic both of the airline, and Papua New Guinea itself, spreads over the forward area of the big new jet's fuselage.

Air Niugini's executives say that introduction of the new aircraft, on lease from Trans-Australia Airlines, "gave us the opportunity to display to the world the spirit and feeling of our services. This new livery conveys to passengers, we hope, the friendly, relaxed cabin service we offer."

The design on the aircraft features a colorful, graphic representation of a male Raggiana

bird of paradise, one of the most spectacular of this uniquely PNG species, famous around the world.

The A300 Airbus has replaced the former Boeing 707 services to PNG from Sydney and Brisbane. The flights operate to PNG on Wednesdays and Saturdays, at 9.15 am on both days. Return services from Port Moresby operate on Tuesdays and Thursdays, at 3.30 pm.

No changes have been made to the Fokker F28 jet services to and from Cairns and Port Moresby.

On Saturdays the service to Port Moresby continues direct to Singapore, arriving at 8.20 pm, aiming to provide the growing numbers of regional



Raggiana Bird of Paradise — adorning Airbus.

businessmen with a convenient routing.

Air Niugini's A300 has 30 business class seats on every flight, more than many international Boeing 747 services, offering a high standard of service for very little more than economy class fares.

Air Niugini's marketing managers say they are now paying, and will continue to

pay, great attention to business traffic. As trade in the region, from Australia and from Asia, continues to grow the numbers of businessmen travelling the routes to PNG is expected to increase markedly.

Air Niugini plans to make this area of its business a particular target, offering in all areas high quality service and schedules responsive to new needs.

Instant HOUSES with Therma-Panel®

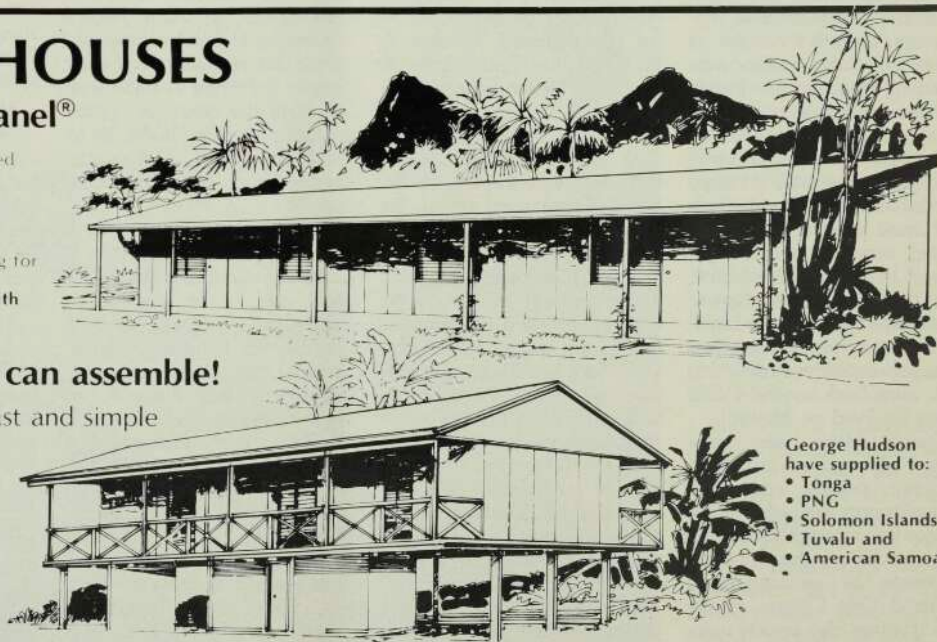
The fully insulated panelised building system

George Hudson,
'the name' in home building for
100 years! —
The established name — with
new ideas!

The home you can assemble!

- Economical — fast and simple
- Cyclone resistant
- Ideal for the South Pacific regions

- Farm Buildings
- Schools • Hospitals
- Industrial Buildings
- Motels • Barracks — one home, whole towns, or villages



We can also supply to your designs and specifications

George Hudson have supplied to:

- Tonga
- PNG
- Solomon Islands
- Tuvalu and
- American Samoa



George Hudson Homes (Aust.) Pty. Ltd.

186 Hume Highway Cabramatta NSW 2166
Australia Tel: (02) 727 9066 Telex: AA258800
Post coupon for details and prices.

Name _____
Address _____
Tel. _____

The noble nosh of Norfolk

Take a bunch of Scots, Welsh and Englishmen (including a Manxman) nurtured on the less than gourmet cuisine of weevily biscuits and salt port of the 18th century navy; give them a free rein in affluent and idyllic Tahiti; run them ashore, with their Polynesian ladies, on the most remote and inhospitable island of the British Empire (Pitcairn) — visited by less than a dozen ships in as many years; remove them to a failed penal settlement which (at the time) was part of Van Diemen's Land, where they could engage in trade or barter with American whalers, New Zealand, Australia and the French Melanesian islands; expose them to two world wars, economic integration with Australia, invasions of settlers seeking a tax haven and visitors obsessed with duty-free shopping; given so variegated a series of cultural influences, it might be expected that the food of Norfolk Island would be "tourist cosmopolitan", lacking any local identity.

And, indeed, there are restaurants which aspire to international standards (including one, Barney Duffy's named after an escaped convict who is said to have lived seven years in a hollow tree... What is surprising, however, is that so much remains on the island of earlier food influences (pre-1880, when the population was 403, nearly all of them direct descendants of the nine Europeans and 18 Tahitians who landed on Pitcairn in 1790).

Norfolk Island was first settled in 1788 and was confidently expected to support a penal colony of 3000 people to grow food for export to other such colonies in Australia. In this, it failed dismally, remaining throughout the colonial era a net food importer — despite an abundance of seafood (including turtles) and birdlife, and a wide range of edible plants either native or introduced. The latter included maize, wheat, guavas, oranges, cabbage, coffee, peas, beans — as well as potatoes, arrowroot, onions, bananas, lemons and passion-

fruit, which later became export crops.

Early vegetable crop failures were ascribed by the first Superintendent and Commandant (Philip Gidley King) to "ye grubs", and "ye rats". To protect the crops, he experimented with ash and urine, and tried to feed a mixture of oatmeal and powdered glass to the rats. But "ye parrots" followed and the harsh (even by the standards of the day) penal regimes did not encourage dedicated husbandry. In June 1856, the last convicts left for Hobart — only a few days after the arrival of 193 Pitcairners, to whom Norfolk was "a goodly land", fertile and bounteous compared with the precipitous terrain and primitive conditions they had abandoned. It needed, wrote George Hunn Nobbs in 1858, "nothing but a contented mind, a persevering spirit, and a grateful heart, to render it productive and pleasant".

On arrival, the Pitcairners looked in vain for their staple foods — yams, taro and sweet potatoes — but before the end of the year they were provided with seed yams and taro from Tonga. The multiple-purpose coconut, however, failed to transplant and many of the older people found difficulty in adapting to a non-vegetarian diet. Nevertheless, subsequent returns to Pitcairn (two families in 1859 and four families in 1864) owed more to dissatisfaction over land tenure than to difficulties in adjusting to the physical environment.

Despite more recent expo-

sure, Norfolk Island has so far avoided the worst excesses of the junk food culture — white rice, potato chips and tinned fish — which is destroying the health of so many Pacific Islanders. The inevitable Chinese Takeaways and Pizza Parlors have arrived, but they have not yet displaced the old cuisine.

Tahitian influence is evident in the number of banana and kumera dishes served — often modified by European and North American tastes. Bananas are baked or boiled in the skin and eaten as a vegetable; they are made into puddings, pickles, tarts, jam, savories (with cayenne and beaten egg), dumplings ("banana mudda"), pancakes, and fritters. Kumeras and yams are candied or baked with grated coconut (imported) in a "pilhi" — sometimes in a banana leaf but more frequently nowadays in a pie dish. Similarly, yam and taro are cooked as a pilhi and may be served cold.

The predominantly vegetarian culture of Pitcairn Island is reflected in the fact that there are no traditional recipes for meat or poultry. Whalebirds (Sooty terns) are caught and smoked, and eggs are taken, but fish recipes are generally recent imports, as is the so-called "Tahitian" marinated fish. Trumpeter (Red Emperor) is a modern speciality but, despite the explosion of introduced goats and rabbits on Phillip Island (which has turned it into a highly colored desert), and the early introduction of quail, pigeon, snipe and pheasant, beef is the only locally produced meat readily available.

North America's pre-eminent contribution to Norfolk Island cuisine is the pie — an essential component of all celebrations.

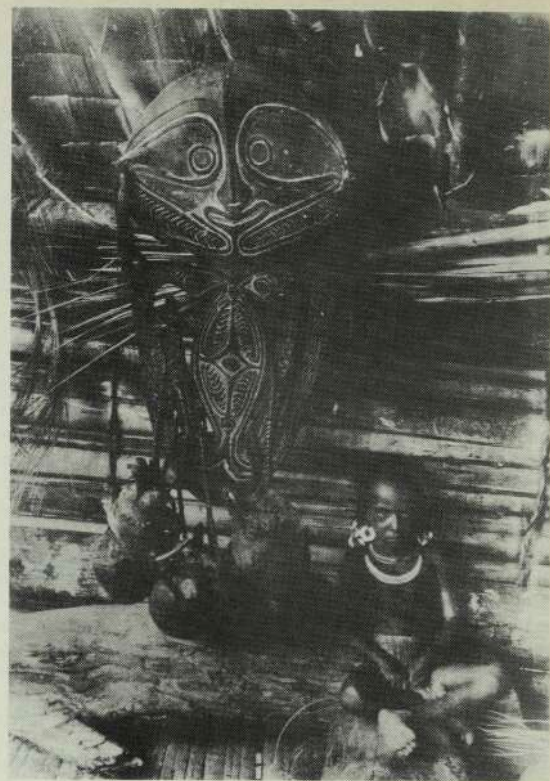
It may be a cooked pastry shell filled with raw fruit, or a deep-dish pie filled before cooking with fruits — persimmon or passionfruit pulp, mulberry, loquats, guava, coconut, pumpkin, pineapple, orange, lemon, or china pear. Typical of Norfolk's adaptive facility is the Hi-hi pie — periwinkles lightly boiled in their shells, covered with a white sauce after shell-ing, then cooked in a true pie; the hi-hi, like flummery, is typical west country (the *Bounty* had a Bristol crew) but the pie is North American, brought by the whalers. (A more modern — and allegedly Australian — adaptation is that of homebrew, in which a bottle of hotel beer is extended by adding it to a kerosene tin of water, with brown sugar and malt, and fermenting it!)

To the European visitor, perhaps the most exciting aspect of Norfolk Island cookery is the variety of home-made jams, relishes and chutneys available — prepared from every conceivable fruit. Banana, guavas (red and yellow), apple, pear, pineapple, paw-paw, lemon, orange, passionfruit, grapefruit, etc., make jams, jellies or curds — and are served with meat and poultry; so too are relishes or chutneys of cucumber, tomato, watermelon rind (pickled with alum, cinnamon, cloves and vinegar), roselle (seeded with chilli, garlic, ginger and raisins), paw-paw (with ginger, mustard, chilli, treacle and onion), china pear and choko (with cloves and onions), banana and zucchini (marinated with mustard seeds and turmeric).

As in most tourist haunts in the Pacific, it is not easy to sample Norfolk Island cuisine in hotels or — unless one knows what ingredients to buy and where to buy them — when staying in one of the many apartments which serve the accommodation needs of visitors. Fortunately, a few establishments organise special meals which feature traditional dishes. "Marie's Island Dinner" is served at Bishop's Court Restaurant near the airport; and "Aunt Em's Guesthouse" offers lunch and dinner in an old colonial house set in a beautiful garden close to the main shopping area. — Dennis Richardson.



Bounty Day picnic, part of the annual festivities, held on June 8, to commemorate the safe arrival of the Pitcairners, in 1856.



Queen Victoria's Squadron in grand facsimile

Australia's part in the exploration, and development, of the Pacific is fascinating and, still to a large degree, unknown by many. The men who mapped the seas and the islands, those who, like Sir James Burns, opened trade routes, others who dug for minerals, set up schools, carried the message of Christianity, and who, in many ways, gave their energy and their lives to the Islands have still to be popularly chronicled among their countrymen. But, the work is proceeding and the list of books available grows almost daily. But none matches the magnificence of a special facsimile edition of the original Narrative of the Expedition of the Australian Squadron to New Guinea. It has been especially produced to mark the Centenary of the Proclamation by Queen Victoria, on November 6, 1884, of British New Guinea as a Protectorate of the Empire.

Hand-bound, beautifully printed, in a limited, numbered, edition of 1000, and with magnificent reproductions of the original maps and color plates, it is without doubt, one of the most splendid books produced on the Pacific. It has been re-published with the sponsorship of the South Pacific Brewery, in a limited, numbered, edition by Robert Brown and Associates of Bathurst, New South Wales. At \$175 per slip-boxed copy it is not, of course, for everyone but, given the fine quality, rarity and genuine beauty of the book it is worth every dollar.

Copy number one of the



Tony Crawford, of Robert Brown and Associates, examines the facsimile edition.

edition was presented to the Speaker of the PNG Parliament as a gift for their magnificent new library. Copy number two was given to prime minister, Michael Somare, and copy number three to Prince Charles, the Prince of Wales, the great-great-grandson of Queen Victoria. Adding to the historical significance of it all, it was Prince Charles who, on the 100th anniversary of Proclamation, opened the Parliament of a sovereign and independent Papua New Guinea, which remains part of the British Commonwealth.

The original 1885 edition of the book was printed to commemorate the official hoisting of the British flag at Port Moresby at 8 a.m. on November 6, 1884, and the reading of the Royal Proclamation by Commodore J.E. Erskine, ADC, at the London Missionary Society station near Hanuabada village.

The volume, bound in blue, with gold handtooling and lettering, measures 42cm by 34 cm and its 100 gold-edged pages incorporate a narrative,

fivechromo-lithographs, map of the voyage and some magnificent photographs of the naval party and villagers they met.

The narrative describes the voyage and accounts witnessed by the officers of six of Her Majesty's Ships of the Australian Squadron, as they travelled along the south-eastern coast of the newly-established colony to raise the flag at various coastal villages.

As a record of this historic event, and as a beautifully produced window on the life in the territory at the time, this book probably has no parallel.

South Pacific Brewery's sponsorship of the project is part of their on-going involvement in many community undertakings. Very early on they began to assist Red Cross activities in Port Moresby and, later, in other centres. South Pacific supported the various agricultural shows that have become a feature of life in many PNG towns, the first of which began, in Wau, in 1950. The first of the now world-famous Highland Shows, was held at Goroka in 1956.

The brewery has also sponsored many sporting events. Golf was one of the first sup-

ported in a large way and events such as the South Pacific 500, for professionals, held in June, 1963, brought in entries from many countries and attracted international attention to the country. Since then South Pacific has supported the administration and operation of many sports, from the major games, like cricket and various football codes, to squash, game-fishing, archery, pistol shooting, yacht racing and water-skiing.

Additionally, and it is in this area that the company lent its support to the present publishing project, South Pacific has contributed to many cultural programs. Among these was Operation Armada, the spectacular opening event of the South Pacific Festival of Arts in 1980.

Copies of the book are available through Pacific Publications, 76 Clarence Street, Sydney, NSW 2001.

New QBE boss in Vanuatu

QBE Insurance has appointed a new manager for Vanuatu, based in Port-Vila. He is Dan Carroll, 32, who, for the last 12 years, has been in Papua New Guinea. In Port Moresby he was marketing manager for Queensland Insurance (PNG) Ltd., a member of the QBE Insurance Group.

Mr Carroll will be accompanied in Port-Vila by his wife, Patricia (Trish), and their two sons, Nicholas (4) and Shannon (2).

Mr Carroll was installed in the QBE office in Port-Vila during a visit to the territory by Mr John Laidlaw, regional manager for the Pacific of the QBE Group.

Magnificent historic photographs: Top left, Man from Lower Sepik River, circ 1884. Top right, Skull rack, Goaribari Island, Gulf of Papua; Bottom, Village near Madang, 1884.



Death of Sir Percy Chatterton

Former missionary, pioneer Papua New Guinea politician, author and PIM columnist, Sir Percy Chatterton, died in Port Moresby General Hospital on November 25.

Sir Percy, 86, had been admitted to the hospital a fortnight earlier following a fall at his home in which he broke a leg.

Made a Knight Commander of the British empire in 1981, Sir Percy had unique status in PNG — he was a British citizen and a permanent resident.

Born in Lancashire on October 8, 1898, he first went to PNG in 1924 as a missionary with the London Missionary Society. He remained there for the following 60 years.

On his arrival, he took charge of the LMS mission school in Port Moresby (Hanuabada), and later was missionary in charge in Delena District, Bereina. He was also made a Congregational minister, and established a church in Koki to serve migrants. He was later seconded to the Bible Society for translation work.

He retired from mission activity in 1964, and stood for Parliament. He was successful at his first attempt, and was elected to the first House of Assembly, representing Central Special Electorate.

He stood down in 1972, but remained a very keen and critical political commentator until the end.

Sir Percy had a decades-long association with PIM and its publishing company, Pacific Publications.

He wrote scores of book reviews and articles for PIM, and for a number of years in the late '70s and early '80s contributed a regular column, *Afterthoughts*, to the magazine.

Pacific Publications produced two books by Sir Percy in the 1970s: one was *Day That I Have Loved*, his reminiscences of his years in Papua, and the other *Say it in Motu*, a guide to the Papuan language he had come to know so well.

The Papua New Guinea Government accorded Sir Percy Chatterton a State funeral on November 28.

PIM will carry further obituary tributes to Sir Percy in its February issue.

RATU MARA IN WASHINGTON

A case of missed P.R. opportunities?

Most of the red carpet - but not all of it - was rolled out for the Prime Minister of Fiji, Ratu Sir Kamisese Mara, during his November visit to Washington.

It was the first official visit by a government leader from an independent Pacific Islands nation, and official Washington was pleased to see the prime minister. Fiji has been a loyal ally to the United States, receiving its navy in its ports and providing troops to peace-keeping missions in the Middle East which are much more important to the U.S. than they are to Fiji.

The prime minister had lunch with President Reagan at the White House, had dinner with the vice-president, and reviewed a formal honor guard at the Pentagon. He was escorted around the capital city in the traditional traffic-stopping manner, riding in a sleek limousine led, and followed, by a phalanx of police cars and motor cycles, their sirens screaming.

The Fiji flag, not well known in Washington, appeared with the U.S. flag on the lamp posts along Pennsylvania Avenue, the elegant boulevard linking the White House with the Capitol, along which all of the world's mighty and famous have, at one time or another, ridden in grand style.

But in two major respects, Ratu Mara did not receive as much attention as did a visitor from a smaller, if somewhat richer, nation a few weeks earlier. Luxembourg has about half the population of Fiji (360,000 versus Fiji's 620,000). But when the Grand Duke Jean of Luxembourg, the world's only ruling grand duke, arrived in Washington a few weeks earlier, it was dinner at the White House. (Washington hostesses, including Mrs Reagan, cannot resist European royalty, even those of the minor league.) Further, the grand duke's visit was covered thoroughly by the press, which also



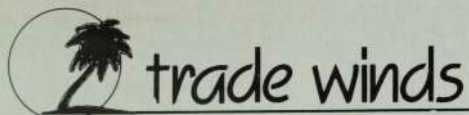
Ratu Mara ... should have blown his trumpet.

cannot resist European royalty, while Ratu Mara's entire coverage (at least in the press read in Washington), consisted of the following line in the November 27 issue of *U.S.A. Today*: "President Reagan meets with the Prime Minister of Fiji, Ratu Sir Kamisese Mara."

Fiji missed a major public relations opportunity in Washington. America dotes on small, staunch allies -- Finland in the late thirties, Norway in World War II, Taiwan (for many years), and Israel. Fiji could fit into that image, and the prime minister, who towered over many of his hosts with his erect, and chiefly bearing, would have been perfect for the television camera and the newspaper photographers. But none was there.

Ratu Mara was accompanied by a Radio Fiji reporter, but he had no press aide with him, and no-one filled the role from the Fiji mission in the U.S. Apparently, there were no interviews.

Between ceremonial functions during his three days in Washington, Ratu Mara paid close attention to a series of economic opportunities for his nation, in the fields of international aviation, tuna-related investments, sale of Fiji sugar (see item in *Pacific Report*, this issue), and U.S. development assistance. — David S. North in Washington.



MICRONESIAN \$BILLIONS

Zeder: "Keep out the carpetbaggers"

With the thick end of \$3 billion (that's three thousand million dollars) slated to be given in virtually untied grant to the former Micronesian Trust Territories by the United States over the next 15 years it is easy to imagine phalanxes of international con-men shaking the moths, and the bones of previous victims, out of their carpetbags as they phone their travel agents for advice on the quickest route to the region.

At least, that is seen as a large potential problem by Ambassador Fred M. Zeder, President Reagan's personal representative on the Micronesian status negotiations.

"I anticipate there will be the usual problems," he said. "We have seen them develop already. There will be carpet-baggers and scallywags continuing to rove the area with the intention of divesting the natives of their new-found wealth. It's only normal and natural. But that doesn't mean we have to accept it, or ignore it," Ambassador Zeder said.

The recent presidential election has delayed passage of the legislation through the U.S. Senate and Congress but, "the Compact of Free Association should be fully in place by the U.S. spring of 1985. After it has moved through the Congress we will then make our manners with the United Nations."

"That done we should then begin to see the start of the process which will make between \$2.5 and \$3 billion available during a 15-year period in the Federated States of Micronesia and in the Marshall Islands, and over a 50-year

The Compact of Free Association, covering the U.S. administered Trust Territories of the Pacific Islands, is unique in international law. Indeed, it has no precise definition accepted around the world, but has been recognised in the United Nations as a proper political status for communities emerging from colonial, or trust status. It continues their association with the United States, but gives them independence and self-government.

For the last two years and a half the task of taking this awkward bag of conflicting ideals and aspirations not only through the governments of the territories themselves, but also through the U.S. Congress, has been largely in the hands of Ambassador Fred M. Zeder II, who is President Reagan's personal representative for the Micronesian status negotiations.

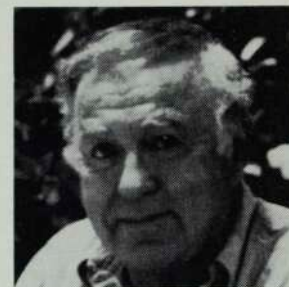
He is now, he hopes, reaching the end of his assignment. "To get it all through by March 14, 1985, would make a nice birthday present for me," he told me in Sydney last month. "I've been wrong so many times in predicting the completion but, here I go again -- Spring in the United States will perhaps spring forth the Compact of Free Association."

But, characteristically, for he is noted for his foresight and dynamism, as well as his patience and diplomacy, Ambassador Zeder is now doing his considerable best to promote Micronesia's future and has been touring Australia and New Zealand talking to Pacific area investors.

Ambassador Zeder is well-qualified to judge such matters for his own business background is extensive.

His background is engineering and marketing, but he also has many years of service behind him as an executive of businessmen's organisations, city councils, and airport management at the board level.

In this interview he talks about the promise and the problems ahead for Micronesia.... Garry Barker.



Fred M. Zeder II

period in Palau," he said.

The United States is being scrupulously careful to avoid intruding upon Micronesia's planning for its future, and stays out unless it is asked to help.

"We are not forcing ourselves, our interests, our concepts or ideas, on the Micronesians," he said.

"These moneys are coming to Micronesia in grants and, as grants, should, in our judgment, have as few strings as possible attached to them. It is not odd that the Micronesians agree with that concept.

"So, one of the purposes of my visit to Australia and New Zealand is to meet with responsible and responsive companies which are sincere in their interests and are qualified to make a contribution and to participate in a legitimate and useful way, throughout Micronesia, with the Micronesians."

But, while he was concerned that the enormous sums of money involved were used for the greatest benefit of the largest possible number of Micronesians, he was aware also, he said, of a developing flair among Micronesians for



Grading copra in Truk ... looking backward, looking forward. — United Nations photo.

business. "They have surprised a number of doubters in the U.S. with their economic development plans, and they are showing not only an increased awareness, but also skill in entrepreneurial adventures," he said.

But, what sort of opportunities exist among a total population of about 140,000 scattered over 2000 or more islands spread across nearly 10 million square kilometres of ocean? Ambassador Zeder thinks there are quite a number, particularly when, in overall terms, every Micronesian man, woman and child is going to be worth about \$20,000.

"We have seen a great deal of interest by the Japanese and, indeed, by the British, who are investing in power plants, particularly in Micronesia," Ambassador Zeder said.

"I think we will see now an increasing interest in business opportunities and venture capital situations throughout Micronesia. My purpose is to call the attention of our friends in Australia to these areas of interest, and encourage investment, or at least inquiries about investment."

According to the ambassador opportunities will grow as investment itself grows but, at present, the promising areas include, fairly obviously, fishing and fish processing, ship repair, minerals and agriculture.

"In the past the Micronesians have generally sold, or leased out, their fishing rights on an annual basis, to the Japanese and the South Koreans, and have not involved themselves

very directly in the industry.

"I believe there is opportunity to establish canneries, ship-repair facilities and so forth, to have an integrated fishing industry throughout Micronesia," he said. "Given the geographical closeness to Australia, I would think this might be a good area to look.

"There is also tremendous interest now in the mineral-bearing mounds that abound in relatively shallow waters in the region. U.S. interests, as well as Japanese and German, have been doing some testing and taking sea samples. In most regions these high grade mineral deposits are found only in nodules at great depth, but in Micronesia they are in quite easy depths and apparently offer promise of profitable operation."

Micronesia also had minerals in its lands, the ambassador said. "Prior to World War II Micronesia was one of Japan's principal sources of bauxite from which aluminium is smelted. There were also some quite rich copper mines, which I understand could reward further exploration."

But, of all the areas of investment interest, agriculture might offer the best prospects, he said. Japan once referred to Micronesia as its "rice bowl."

"There is very fertile land," said the ambassador. "Almost anything will grow and already, over the last 10 to 15 years, there has been considerable growth in commercial farming. Livestock-raising, and poultry-farming, are two areas of great promise.

"I think, also, that there is opportunity for industrialising the agricultural effort, both in growing and processing."

Shipping services to Micronesia were something of a worry at present, but "it would be my judgment that the shipping people, hungry as they are, will provide service as soon as it is needed and viable," he said.

"Meantime there is good air transportation, with Air Nauru and Air Micronesia, Continental's offshoot, and I think Japan Airlines will continue to expand their routes.

"They are now coming from Tokyo to Saipan and Guam, and they are talking about operating into Palau. But, generally, I think you will find transportation following the market, rather than leading it," the ambassador said.

"Anyone who wants to find out more about investment in Micronesia could talk with any U.S. embassy's commercial attache. They will supply information as it develops, although I have to point out that I am the harbinger of things to come, rather than the bearer of much formal material. This will be developed over the next few months."

As for the Compact of Free Association ... "I think I underestimated the degree of resistance I was going to receive from certain elements in the U.S. Congress," Ambassador Zeder said.

"There is little or no resistance from the Micronesians themselves for they are anxious to get on with the job. Nor is

there much from the U.S. Senate. But the Congress has been a different story.

"I had hoped I might have been able to ram all of this through before they recessed, but that proved impossible. The election brought near chaos to Washington; they didn't even pass legislation to meet their own payrolls.

"I doubt there will be a lame duck session and so the legislation remains hanging in the Senate and the House for them to deal with when they reconvene in January, 1985.

"Then it will be on top of the pile and I will be back there again, doing what I frankly don't enjoy too much: hammering on the doors of various senators and congressmen, urging them to take fast action and get the Compact through."

One of Ambassador Zeder's principal opponents is the Ohio Democratic congressman, John Seiberling. Seiberling is one of the leaders of a push in the House which feels that \$3 billion might not be enough to launch Micronesia into independence.

A recent issue of the *Marshall Islands Journal* carried a fairly partial report of an exchange in Washington between Zeder and Seiberling. According to their correspondent, Walden Bello, the ambassador "ranted" before an "astounded audience," but Mr Seiberling responded "quietly, but firmly."

What the ambassador said was that in his judgment "there has been an excessive amount of unnecessary time and expense expended" on getting the Compact through Congress. "Too often, he said, the questions submitted indicate a failure, or refusal, on the part of the authors to take cognisance of facts, information and material already made available over the years.

"We have to spend an unconscionable amount of time addressing phantom issues, clarifying basic factual matters and rebutting false and misleading representations. Lawyers and their clients representing special interest groups opposing the Compact have been granted hours of this subcommittee's time (the House Subcommittee on Public Lands

and National Parks) to provide testimony for the record which is often totally biased and completely inaccurate."

The ambassador said that television material taken during the hearings had been used to produce a "documentary" suggesting that the Compact would not pass. "It would be interesting to know who produced the film, who is distributing it, and who paid for it with whose approval," the ambassador told the sub-committee.

Ambassador Zeder named two organisations as part of the anti-Compact lobby: the Micronesia Support Committee and the U.S. Nuclear-Free Pacific Network. Among their efforts were frequent bulletins calling Ebeye a disaster area and a biological time-bomb, he said.

The ambassador is on record as considering that Ebeye has received a sufficient vote of money in compensation and that there was, in fact, a danger that the region as a whole might

have too much money pumped into it for its own good.

Rep. Seiberling said he considered the committee was doing its job and Ambassador Zeder's attitude a result of the pre-election upheaval in the Reagan administration.

"This Committee is going to do its job to the best of its lights," he said. "It will make sure that, when we turn these people loose, the U.S. has done its level best to do everything possible." He then went on at some length to defend the congressional process.

Ambassador Zeder's campaign on behalf of Micronesia has been underway some time, but received a major fillip when he spoke to the World Business Council seminar at Palm Springs, Florida, last February. "In order to promote political stability and economic self-sufficiency, the United States has agreed to infuse (these massive

funds) over the next 15 years with the aim of creating an economy less heavily dependent upon the U.S. government and more oriented towards the private sector," he said.

Ambassador Zeder indicated that the Reagan administration had been so far disappointed at the level of American interest in Micronesian investment, but encouraged by the interest shown by Taiwan, Hong Kong, New Zealand, the Philippines, Great Britain, and particularly the Japanese.

This pattern of development was, however, neither unexpected nor unusual, he said. Japan was "an old hand in Micronesian enterprise."

Clearly enough President Reagan and his advisers would like to see some leavening of the current very prominent Japanese constitution of the Micronesian investment "cake" and would particularly like Australia, as well as U.S. businessmen to respond.

"In the Pacific basin, which contains one-third of the world's population, two-way trade with the U.S. exceeds \$115 billion annually. These countries, especially those on the Pacific rim, are world leaders in technology, finance and political influence. Others -- the Philippines, Indonesia, Taiwan -- are breaking into leadership positions.

"Our challenge now is to make the new partnership work," he said. "If the new relationship of free association perpetuates the present dependency on the United States, we will have failed. On the other hand, Palauan, Marshall and Micronesian entrepreneurs joining forces with American and other investors can break the cycle of dependency. What we all will have gained as a result of the relationship are new opportunities for free enterprise, for investment and for economic development." — Gary Barker.

New ways to "zap a mozzie"

While old hands joke about Pacific mosquitoes being big enough to saddle, and hungry enough to tackle crocodiles, dealing with them on the ground is far from a laughing matter. Indeed, in some territories, the menace is growing and, with it, the scourge of malaria, particularly in Papua New Guinea and the Solomons.

The most efficient methods of killing mosquitoes are also the most expensive, for they involve major water-management schemes and an attack upon breeding grounds. Spraying is much less effective, but in many parts of the Pacific is the only practicable, or possible, method. Scientists and engineers have thus begun to concentrate on making spraying more efficient and cost-effective.

Ultra-low volume spraying, in which almost invisible particles of pesticide are blown up into ambient air streams, is now being introduced into the region, using equipment designed

by Beecomist Systems, Inc., of Telford, Pennsylvania, in the United States. With their equipment volumes of malathion as low as three ounces per acre have been shown to be highly effective.

The secret lies in micro-aerodynamics and particles of insecticide less than one-hundredth of an inch in diameter. Finely-designed spray heads capable of producing such tiny particles are now being made and fitted to pumps compact

enough to be mounted on motor-bikes or small boats. Other types are being made for use with light aircraft or helicopters, and small utility trucks.

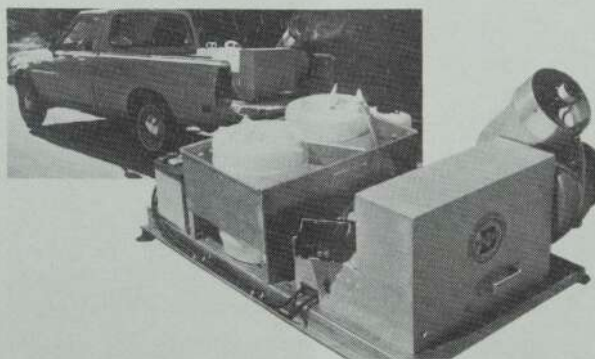
One of America's leading entomologists, Dr Anthony A. Di Edwards, who has made a speciality of mosquito eradication, was in Australia recently for the annual health surveyors conference in Mildura and to promote ultra low-volume spraying techniques.

The essence of the method

was to make a particle small enough to be economical, and light enough to remain airborne for a long period, and yet move it fast enough to penetrate the envelope of air moving around a flying mosquito. One such particle, of 13 to 20 microns (thousandths of an inch) could kill a mosquito with a direct hit in flight. But, in order to penetrate the air envelope it had to be moving at two to three miles an hour. Bigger particles, say between 20 and 30 microns, could penetrate at speeds as low as one third of a mile an hour, but they did not cover so large an area, and use of pesticide was commensurately larger.

"Thermal foggers have been very popular, and while they make people feel they are doing something, they are not very effective because the particles do not penetrate to the flying mosquito," Dr Di Edwards said.

Ordinary sprayers used needlessly large quantities of material, which was expensive and, in the case of some agents, potentially dangerous to mammals, meaning particularly humans and livestock, he said, and also were not as effective in



Ultra-low volume spraying unit (foreground), and mounted on a utility truck (background).

continued on page 36

NEW '84 TOYOTA HILUX INTRODUCING PERFOR

**Performance *plus* comfort.
Performance *plus* durability.
Performance *plus* variety.**

Advanced, powerful new engines put you in command with higher torque, better efficiency. Inside, more driving comfort than ever before — with a roomier cabin, bigger windscreens, and lean, clean instrumentation. Newly designed suspension gives you big carrying capability, yet carries you in comfort. HILUX is one tough truck with a suspension you can count on. Choose from a wide variety, including 4WD regular or double cab — and two new additions — 2WD extra cab and flatdeck. The all-new Toyota HILUX. Add it all up, and you have performance *plus*!



TOYOTA
QUALITY SERVICE

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

COOK ISLANDS: COOK ISLANDS TRADING
CORPORATION LTD., Private Bag, Rarotonga.

FIJI: AUTOMOTIVE SUPPLIES COMPANY, G.P.O.
Box 355, Suva.

GUAM & MICRONESIA: ATKINS, KROLL (GUAM) LTD.,

443 South Marine Drive, Tamuning.

KIRIBATI: TARAWA MOTORS, P.O. Box 36, Bairiki,
Tarawa, Kiribati.

NAURU: NAURU COOPERATIVE SOCIETY.

NEW CALEDONIA: SERVICE IMPORTATION

AUTOMOBILE DU PACIFIQUE, Rond-Point du Pacifique
(Station Total) B.P. 438, Noumea.

PERFORMANCE PLUS!



New 2.4-litre diesel engine

Roomier cabin

New suspension

4WD Double Cab



HILUX 4WD Regular Cab, Long wheelbase

TOYOTA

NORFOLK ISLAND: BORRY'S LIMITED, P.O. Box 169.
PAPUA NEW GUINEA: ELA MOTORS, A Division of Burns Philp (PNG) Ltd., P.O. Box 75, Port Moresby.
SAIPAN: MICROL CORPORATION, P.O. Box 267, Saipan.
SOLOMON ISLANDS: MENDANA ENTERPRISES (S.I.) LTD., P.O. Box 174, Honiara.
TAHITI: NIPPON AUTOMOTO, P.O. Box 342, Papeete.
TONGA: BURNS PHILP (SOUTH SEA) CO., LTD., P.O. Box 55, Nuku'alofa.
VANUATU: VANUATU MOTORS, P.O. Box 18, Port Vila.
WESTERN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., P.O. Box 188, Apia.

Trade Winds

continued from page 33

killing airborne insects such as mosquitoes.

"The key to this system is in the size of the droplets, and in getting them into an airstream so that they attain sufficient velocity to penetrate the air envelope around the insect," Dr Di Edwardo said. "When that happens, then one droplet is sufficient to kill."

Spraying of mosquitoes had to be considered an on-going program, he said. Going through an area once with conventional sprayers would achieve some sort of kill-rate, but it did not deal with mosquitoes continuously emerging from the larval stage to resume the breeding cycle.

"Mosquitoes are notoriously determined in their survival urge," he said. "A female, hit by an insecticide, will become frenetic in her efforts to get one last blood-meal and lay her eggs before she dies. That's why people often complain that squirting an insect spray around a patio, say, seems to bring the mosquitoes around rather than disperse them. What is happening is that the poisoned mosquitoes have become desperately active in their search of blood to allow them to perpetuate their species."

So spraying had to be done continually to be effective. Ground application with residual sprays did work, but not as efficiently as ultra-low volume spraying, down-wind at the hours of the day, and in the areas, where mosquitoes most commonly flew.

Mosquitoes which hatched in broods, producing enormous clouds of insects were easier to deal with than other types which hatched more or less continuously, he said. But, again, ultra-low-volume spraying had proved more effective because of the very long time the tiny droplets remain airborne. "We have found in tests that in a gentle breeze they will stay up, working, for more than 15 or 20 minutes. They don't seem to fall at all ... they just float along in the breeze, doing their work," he said. The tiny droplets thus covered a vast area before they finally dispersed.

So, too, could mosquitoes. The species of mosquito which carried dengue fever in the Pacific could have a flight range of 40 miles in favorable conditions, he said.

Beecomist's equipment had been tested in several parts of the world, and in various guises. It was the only equipment of its type approved in the U.S. for use on helicopters at speeds up to 150 mph. But the more common method of transport was by wheeled vehicles, or boats ... dune buggies, golf carts, three-wheeled motor cycles, light trucks, tractors and so forth. In these cases speeds of between three and 20 mph were most effective.

The company had also produced a pump the output of which was related to the speed of the vehicle over the ground so that it shut off under three mph and over 20 mph. Vehicular-mounted machines cast a spray swathe 300 to 400 ft in width.

"Droplets of 10 microns diameter will penetrate the air barrier at 3 mph. Bigger droplets, say 20 microns, will go through at one-third of a mile

per hour," Dr Di Edwardo said. "But the number of droplets decreases dramatically as the size of them goes up. For instance, one millilitre of liquid will produce 1.9 billion droplets of 10 microns, but only 238 million at 20 microns."

Dr Di Edwardo was on the faculty of the University of Florida from 1960-64. He then joined the pharmaceutical company, Geigy, which later became Ciba-Geigy and stayed with them for 10 years. From there he went to Rutgers University specifically to work on mosquito control and, at the same time, joined Beecomist Systems as their vice-president in charge of research.

He is also involved with the World Health Organisation's researchers in Papua New Guinea, the Solomons, Tonga and Niue.

Malathion's main disadvantage in mosquito control was the relatively long time required to knock-down an insect. Newer materials, like Bio-Resmethrin, recently introduced in the U.S. under the proprietary name "Scourge" but yet to appear commercially in Australia,

had a knock-down time of only 10 minutes.

DDT had been banned in the U.S. and many other countries because of its residual effects, but he continued to regard it as a very effective insecticide. "At the time DDT was being developed scientists were concentrating on materials with a long residual life. Now we are looking for the opposite, and are going back over the lists of things we discarded years ago. Research is constant."

But, one of the most effective ways of combatting mosquitoes was to use fish, which would eat the larvae before they became clouds of mosquitoes to carry disease and cause a nuisance by biting humans and animals. Yet, because this method required meticulous water-management, it was time-consuming and very expensive.

In more difficult areas, such as the tropical rain forests and salty marshes of the Pacific, spraying was probably the only practicable method. But it required constant repetition and, he said, he felt was best done using modern ultra low-volume equipment. — Garry Barker.

Passing of a grand 'Territorian'

One of the grand men of Papua New Guinea's colonial days died at the Royal North Shore Hospital, Sydney, on November 9, aged 74. Basil Edward Fairfax-Ross for 53 years, 40 of them in the territory, played a key role in the development of PNG, particularly with its plantations, and was closely involved with many commercial enterprises in the country, right up to his death.

He was a director of the PNG *Post-Courier* from 1959, a post he enjoyed not only because of his interest in that newspaper and the country, but also because newspapering was his family heritage: he was a direct descendant of Emily Fairfax (later Mrs Grafton Ross), only daughter of John Fairfax, who died in 1877, one of the founders of *The Sydney Morning Herald*.

Mr Fairfax-Ross came to PNG in 1931 as a plantation

inspector for Burns Philp and Co, Rabaul. He stayed with BPs as plantation manager and inspector until the outbreak of the Second World War when he enlisted in the AIF at Rabaul. From 1940 to 1942 he served with the 2/12 Battalion in the Middle East and then, because of his extensive New Guinea knowledge, was transferred to field intelligence work, much of it behind Japanese lines, on the New Guinea mainland.

From there, in 1944, he was in the "M" Special Unit attached to the Allied Intelligence Bureau. He attained the rank of major, was twice mentioned in despatches and was awarded the American Medal of Freedom.

After the war he joined the British New Guinea Development Company, Ltd., as assistant general manager. He rose to general manager and retired after 20 years service in 1971.



Mr Fairfax-Ross

He was an intensely practical man, sometimes unorthodox in his approach to problems, but unfailingly courteous and thoughtful. He took trouble to remember the names of the children of his business associates and would always greet them, quite without condescension, and know something of their interests, the school they

attended or their progress.

Asked once what advice he would give young men fresh off the boat and heading for assignment in remote, lonely, plantations, he remarked that they all felt they had to make changes in the previous manager's methods. This, he said, always had disastrous results on productivity and, after six months, the new broom was put away and all went back to original systems.

"So after a while I developed a rule," he said. "When the young fellow came in I would tell him: 'I'm sending you to Wuvulu, or wherever. If you change anything in the first six months, I'll sack you.'"

Mr Fairfax-Ross was a close friend and confidant of Brigadier Sir Donald Cleland, Administrator of what was then the Territory of PNG in the fifties and sixties. Throughout his life in PNG he maintained a friendly link with the defence forces and one of the mourners at his funeral was Jim Norrie, former commander of the force. Others at the funeral, at the Northern Suburbs, Sydney, Crematorium, included former PNG Administrator, Mr Les Johnson, the chairman of the South Pacific Post, Mr R.H. Sampson, and the general manager of the *Post-Courier*, Mr Wayne Grant.

Mr Fairfax-Ross was a nominated member of the Legislative Council of Papua New Guinea from 1951 to 1963, during which years he was also president of the Papua Planters' Association. He was a member of the Administrator's Council of PNG from 1961 to 1963, chairman of the PNG Copra Marketing Board from 1970 to 1973, having been a member since 1951. He was also chairman of the Copra Stabilisation Fund from 1956 to 1974 and a member of the Council of the University of PNG, from 1968 to 1971.

Aside from his directorship of the *Post-Courier* company he was a director of Kanosia Estates, Pty Ltd., of Burns Philp Co Ltd., and Bougainville Copper, Ltd. He was awarded the CBE in 1964 for services to the development of industry in PNG.

He is survived by his wife, Mollie and two daughters, Robyn and Gillian.

Commercial radio comes to Fiji

Fiji citizens are poised to tune into their second radio station after 31 years of monopoly by the partly-government funded Fiji Broadcasting Commission. Fiji has just approved a private radio licence for a Suva-based company, Communications, Fiji, Ltd., which was among the six which applied. Fiji's two local daily newspapers, The Fiji Times and the Fiji Sun, were among the applicants.

Communications Fiji, Ltd., is headed by 22-year-old Mr William Parkinson who has had a stint with Radio Fiji as an announcer/producer. He left his radio job to do an arts degree at the Australian National University in Canberra and graduated last year.

His local partner is Mr Matt Wilson, a former journalist who now runs his own public relations firm in Suva. Mr Parkinson said he may take in other partners later. He said the initial capital required to start transmission was about \$300,000, which would be raised locally.

Mr Parkinson is the only child of the well-known South Pacific nutritionist, Mrs Susan Parkinson, whose late husband served in the Fiji civil service as the Government Statistician.

The new company plans to begin its services with a daily transmission of 18 hours from 6 am to midnight in three languages ... English, Fijian and Hindustani, the three main languages of Fiji.

It plans to operate an FM station from Suva and with it cover the eastern part of the main island of Viti Levu, including the capital, Suva, and greater Suva, which extends to Nausori in the east. Programs will be aimed at the under-30 age group, which forms about 70 per cent of Fiji's population.

Mr Parkinson said he was unable to give more details on the types of programs or further plans of the company until he had negotiated with the Fiji Government several still unrevealed conditions attached to the licence.

The first round of talks with

the government about the radio programs was held late in September when Mr Parkinson described them as "very preliminary" but "fruitful." He said that if all went well his company could start broadcasting within 7 months with, initially, a work force of about 20 people.

Although Mr Parkinson is the first private radio station operator to gain a licence in Fiji, the government has not ruled out the possibility of other licences being granted in the future despite the small size of the market. In the last general election, the Alliance Party, which has ruled Fiji since independence was gained in 1970, made the granting of radio licences a pledge in its manifesto.

The current network, Radio Fiji, run by the Fiji Broadcasting Commission, was established in 1953. It is financed partly by advertising revenue, and partly by government funds. Last year

advertising brought in F\$1.5 million, leaving a further F\$1 million to come from the taxpayers. FBC broadcasts in the three main languages on two AM networks covering the whole of Fiji's 320 islands. In the Suva area there is also an FM transmitter which carries the national English-language service and in the Western Division, centred on the big sugar city of Lautoka, a regional service operates for four hours daily with news and programs designed especially for listeners in the sector from Nadi to Ba.

Fiji yet has no television, although video sets are extremely common and video libraries flourish in even the smallest towns. Some efforts, notably by Australia's Channel Nine, have been made to persuade the government to allow broadcast television but, at the moment, their view is that video is sufficient, and even more desirable, and they have embarked on a project to produce local video-tape programs, using aid funds from Europe.

From our Suva correspondent.



Broadcasting House, Suva ... home of Radio Fiji, which has monopolised the air for 30 years. — Public Relations Office photo.

ANA-DIGI...

GATEWAY TO THE FUTURE

Multifunctionalism is the watchword for timepieces in this information age. Citizen technology meets the challenge with two revolutionary ideas in watches.

ANA-DIGI TEMP

Citizen Quartz Ana-Digi Temp. 59.9° to -9.9°C temperature readout, one-touch Fahrenheit conversion. Analog/Digital time indication with automatic calendar and dual (one other time zone) time. 24-hour alarm, hourly chime. 1/1000-sec. accurate stopwatch.

ANA-DIGI Combo-F1

Citizen Quartz Ana-Digi Combo F1. Analog/Digital time indication with 1-sec. and 10-sec. increment LCD trackers. Permanently adjusted month-day-date calendar. 24-hour alarm. 12-hour countdown timer; hourly chime. Dual time. And a 1/100-sec. counter lap-timing stopwatch.



CITIZEN
AHEAD OF THEIR TIME



How multi-ethnic Hawaii was born in the reign of King Sugar

Pau Hana — Plantation Life and Labor in Hawaii, 1835-1920. By Ronald Takaki. Published by the University of Hawaii Press, Honolulu, 1983. 213 pp. ISBN 0 8248 0865 7.

*Isogu pau hana
Mibi no ha ga karamu
Korobyā mi o sasu
Kibi no iga*

*In the rush at pau hana
I get caught in cane leaves,
When I stumble and fall,
They prickle, they jab.*

This work song of Japanese plantation laborers opens Ronald Takaki's *Pau Hana*, which roughly translates as "work's end." Sometime around 1980 Takaki had stopped by his uncle Richard Okawa's in Moiliili to "talk story" and his uncle put it to him, "Hey, why you no go write a book about us?" Takaki's grandfather had arrived in Hawaii as a contract laborer in 1886 and his mother had been born on the Hawi Plantation in Kohala. *Pau Hana*, the first study of Hawaiian plantation life and labor from a historical and multi-ethnic perspective, was the result.

Takaki, a professor of ethnic studies at the University of California at Berkeley, grew up in the Palolo Valley near Honolulu and is, perhaps, uniquely placed to have written such a book. Using a wealth of primary sources, he tells us the stories of those thousands of people who left their homes in many lands to go and work in Hawaii's canefields.

"Most of them are gone. Buried in forlorn and windswept cemeteries near sandy beaches and rocky shorelines on the edges of the canefields, they seem to be a forgotten people, their lonely

and weathered tombstones standing like erect and voiceless guards. But many of the old plantation laborers still remain; they linger in their pau hana years. For most of their lives, they had worked in the hot canefields and the rumbling sugar mills. Now, in their final

ments, "Within one year the young man from Boston had transformed both the land and native society." Indeed, there is evidence that Hooper himself felt that he had something of a mission to introduce modern industrial agriculture to the islands. In 1835 Hooper visited

corporate-dominated sugar economy was already firmly in place. It had the distinction of paying wages. In Jamaica, Cuba, Haiti and Puerto Rico the plantation owners had enslaved the indigenous people and imported further slave laborers from Africa to work in their canefields. "King Sugar" in the Sandwich Islands could have been a lot worse. Its immediate effects were bad enough.

Sugar became "King" because of the Great *Mahele* (division) of 1848 which destroyed the traditional system of land ownership of Hawaii. By 1890 three out of every four privately owned acres were in the hands of *haoles* or their corporations. But 1848 was decisive not just because of the *mahele* of land — it also marked the discovery of gold in the nearby market of California. Then, in the early 1860s, the American Civil War boosted the price of sugar from 4c per pound in 1861 to 25c in 1864. In 1875 the United States and Hawaii signed a Reciprocity Treaty which let Hawaiian sugar into the United States duty free — and Hawaii's annexation in 1898 confirmed this. From Hooper's 30 tons in 1837-1838 sugar production rose to 556,871 tons in 1920. From Hooper's "25 kanakas" in 1835 the plantation workforce had jumped to 43,917 by 1910. By 1897 sugar exports were worth \$15.4 million out of an export total of \$16.2 million.

Throughout this dramatic period of expansion a process of corporate consolidation led to the creation of the "Big Five": American Factors (29 per cent), C. Brewer (26 per cent), Alexander and Baldwin (23 per cent), Castle and Cooke (10 per cent) and T. H.



Japanese woman loading cane: "In 1915, Japanese women constituted 38 per cent of all Japanese cane loaders ... a strenuous and back-breaking activity." — Hawaii State Archives photo.

years, they rest and remember."

The story begins 50-odd years after Cook's landing at Waimea. In 1835 William Hooper of Ladd and Co. wrote in his diary, "Koloa, Island of Kauai, S. Islands, obtained from Govr. Kaikioewa the use of 25 kanakas at two dollars each per month ... laid out a piece of land supposed to contain 12 acres to be cultivated with cane." As Takaki docu-

William French's sugar mill at Waimea. Here he found Chinese laborers processing wild cane and working much longer hours than his own workers. "Slavery is nothing to it," he wrote to Ladd and Co., and he began enticing them to Koloa.

A pattern of ethnic labor segmentation soon found the Chinese working the mill and the Hawaiians the canefields. In 1839, when Hooper left, the

Davies (6 per cent). The figures are for total tonnage of sugar produced in 1920. And all this commercial enterprise was built upon a foundation of imported labor. On August 22, 1889 T. H. Davies sent the manager of the Laupahoehoe Plantation a receipt of an order for:

Tobacco
Portuguese labourers
Lumber
7ft. iron bar
Wool mattress
Olive oil

Under "King Sugar" human beings became a commodity.

Hawaii's plantation owners had a problem. In 1778 Hawaii's population was around 300,000. By 1853 this had dropped to 71,000, largely because of the diseases brought in by Europeans. The history of the next 70 years was a history of the importation of laborers from a growing list of other countries — China, Japan, Portugal, Norway, Germany, Korea, Puerto Rico, the Philippines and even Russia — and the inadvertent creation of the multi-ethnic society we know today.

Pau Hana examines the very different experiences of six of these ethnic groups: the Chinese, Portuguese, Norwegians, Japanese, Koreans and Filipinos. Some groups, like the Chinese and Japanese, came intending only to work out a contract. Others, like the Portuguese, really expected to be settlers. The Koreans sought both to bring Christianity to Hawaii, and to escape Japanese imperialism. Not all groups included a significant number of women. By 1920 some 300,000 had responded to the labor recruiters and migrated to Hawaii. When they reached "the land of glory" described by the recruiters each man or woman was given a *bango*, a metal tag with a number stamped on it, like a lei.

Kasuke Okawa was 19 when he left Yamaguchi Prefecture in 1886. The 400 yen he hoped to earn in only three years represented the entire wages of a silk mill worker in Japan for 10 years.

Kasuke would have been awakened on his first day by the plantation siren and com-



An early sugar plantation camp. — Bishop Museum picture.

pany policemen shouting "Hana-hana." Gangs turned out for planting, watering, hoeing, ploughing, cultivating, ditching, stripping off dead leaves, cutting cane, carting cane to the mill or work in the mills.

"Plantation paternalism was designed not only to extract a good day's work from the laborers but also to weaken the power of workers to organise and strike. John M. Horner, manager of the Kukaiau Plantation, bluntly told the Labor Commission in 1895 that paternalism was an effective tactic to avoid strikes," reports Takaki. He goes on to show how it was linked to a caste/class system. Non-whites were employed as laborers (94 per cent in 1872, 88 per cent by 1920), and Germans, Norwegians and Portuguese as *lunas* (foremen) or managers. On each plantation racial groups were mixed to lessen the chance of worker solidarity. When 7000 Japanese laborers acted collectively in the "Great Strike" of 1909, the planters broke the strike by using labor from other ethnic groups and by 1915 the percentage of Japanese workers was reduced from 70 per cent (at the strike) to 54 per cent. The 1920 strike was more successful because Japanese and Filipinos struck together.

While corporal punishment was illegal in Hawaii Takaki has found evidence that it did occur. The manager of Paauhau Plantation told the 1895 Labor Commission: "This class of people have no feelings except through the hide," and many *luna* carried whips. Fines, however, were more common. Equally effective, during the contract labor period, local police would arrest deserters.

For anyone who seeks to

understand the origins of multi-ethnic modern Hawaii, this book must become a first port-of-call.

EPILOGUE

A book like Ronald Takaki's *Pau Hana*, for all its careful research and fascinating anecdote, might seem like a book of the past, confining itself, as it does, to the Hawaiian sugar plantations of 1835-1920. But its applicability to today was brought forcibly home to me in 1979. In that year I was briefly at the East-West Center in Honolulu as a visiting New Zealand writer. Deeply interested in Hawaiian poetry, I was told by one poet a story which so angered me that I took it to a local newspaper.

Apparently, one large pineapple plantation had found it increasingly hard to attract labor and they had turned to a church group on the U.S. mainland to provide high school children who might like to combine a summer holiday with some fund-raising.

In reality the "holiday" turned out to be long hours, hot and dirty work, and poor living conditions. My friend, a nurse, had been treating a boy with bruising and a black eye who had started to tell her how he had been punished for trying to "escape," when one of the church-camp organisers had come in and the teenager had quickly shut up.

But his eyes had told her everything. She felt she had to tell someone and chose me, knowing I had worked for Radio New Zealand. I've often wondered what that paper did with that story. Apparently, the final chapter in the story of Hawaiian plantation life and labor has yet to be written. — D. S. Long.

PACIFIC BOOKS

The best and most extensive range of Pacific books is published by the Institute of Pacific Studies, University of the South Pacific, Box 1168, Suva, Fiji.

Over 150 titles available on politics, economics, history, biography, land tenure, social and cultural topics. Books about Cook Islands, Fiji, Kiribati, Nauru, New Caledonia, Niue, Norfolk Island, Papua New Guinea, Samoa (American and Western), Solomon Islands, Tahiti, Tonga, Tuvalu, Vanuatu and the Pacific generally. Recent titles include **Politics in Micronesia** 180 pages \$A8 (similar books for Melanesia and Polynesia); **Politics in Solomon Islands** 297 pages \$A8 (similar books for various countries); **Pacific Economies** \$A10; **Land Tenure in Vanuatu** 87 pages \$A5 (similar books for various countries); **Constitutions of Polynesia** (all countries and territories including Hawaii and New Zealand) \$A15; **History of Tuvalu** 208 pages \$A10 (similar books on various countries); **The Fijian Way of Life** 130 pages \$A7 (similar books on various countries); **Pacific Tourism: As Islanders See It**, 175 pages \$A7 and over 100 other titles. All plus \$A1 per book surface postage and packing.

Free list supplied airmail.

Several new books published each month.

Australia's birdwatchers map their feathered friends

Atlas of Australian Birds.
Published by Melbourne University Press. 1984. ISBN 0 522 84285 2. Price \$A49.

Birds have long been the envy of people. Even the most elegant of aeroplanes cannot match the versatility afforded by the flesh and feathers of a bird in flight. Because of this astonishing ability they have flourished all over the world; our lives would be poorer without their color and song. We would also find life more difficult. Many activities of wild birds are of benefit to humans. Some eat insects which affect our crops, guano from the breeding colonies of seabirds forms the basis of our fertilisers. All have places in their own communities. The same birds that provide our fertiliser also contribute to the richness of the coral reefs that surround their breeding islands, many plants cannot grow unless their seed has first been eaten by a bird. However, we do not know the importance of most birds, either to us or their communities. It is a responsibility of our modern society to conserve the natural diversity that has developed

over thousands of years, and to plan our development so that no species are lost. One of the first steps in conservation is to find out where birds live, and it was with the needs of environmental planning in mind that the Royal Australasian Ornithologists Union (RAOU) began, in 1977, to map the distribution of Australia's birds.

Initially the country was divided into 812 degree squares, each about 100 km on each side. Members of the RAOU and other birdwatchers were then encouraged to record every sort of bird they saw within each square. It was a big job: Australia is an enormous country.

Gradually, over the five years of the project, the patterns built up. Scattered points, marking grid squares visited, were at first concentrated around the capital cities of each state, showing more the distribution of birdwatchers than of birds. Slowly the points coalesced and spread further and further into the outback. Major expeditions were organised which travelled deep into the sandy hinterland, to country never before seen by

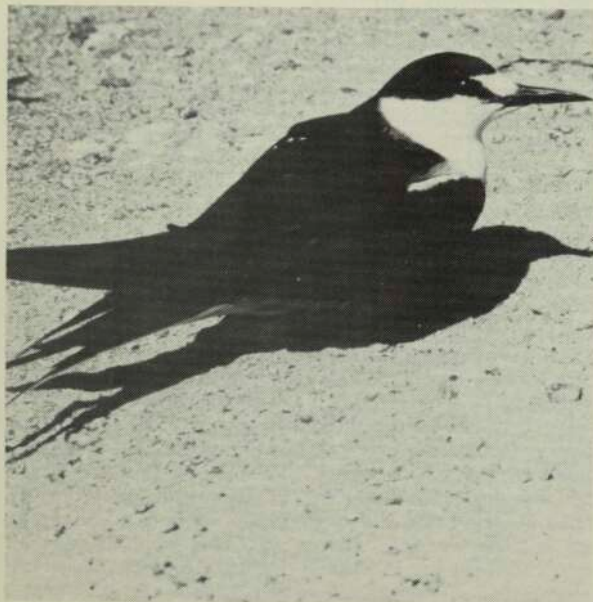
birdwatchers. All manner of vehicles — jeeps and aeroplanes, motor bikes and sailing boats — were used to pursue the more elusive unvisited grid squares. Some places were only accessible on foot.

Just under 3000 ornithologists, both amateur and professional, contributed records which, by the end of the study, totalled nearly three million. Every one of the grid blocks in Australia was visited and some areas, like the entire state of Victoria, were surveyed on a much finer scale.

Of course such a project is not free of financial cost and yet the half million dollars needed was remarkably cheap for a project which included five years field work, and two years analysis and writing. No government could have obtained so much information with only the four full-time staff employed on the atlas project. In fact, had the project been carried out entirely by paid professionals it would have cost more than 10 times as much. On the other hand a voluntary organisation such as the RAOU could not have funded the administration

from its own resources. The result is therefore a splendid example of how government and other funding bodies have been able to work together with enthusiastic and informed volunteers to create a project of benefit to all.

One of the most useful features of the atlas has been to show how the distribution of birds has changed since European settlement. At the same time as the atlas fieldwork was going on, an historical atlas was prepared from the RAOU's own journal — *The Emu*, from museums, from books, the records of other societies and from the old notes of many birdwatchers. Originally it was intended to publish the historical maps separately but it is encouraging that there has been too little change in the distribution of most birds for this to be justified. Nevertheless it is disturbing that nearly 20 species are not as widespread as they once were. Six of these are parrots, of which one, the Paradise Parrot, has probably been lost forever. Only two of the bird species that have declined are found anywhere except Australia — the Magpie Goose and the Cotton Pygmy-Goose are fortunately still common in Papua New Guinea and South-east Asia. On the other hand some species have benefited from the changes in en-



A sooty tern on one of the sand cays off the tropical Australian coast. Sooty terns spend most of their time at sea and are common throughout the Pacific. — Picture by Frithfoto/olympus.



Many birds travel between Australia and Papua New Guinea. One such is the superb fruit-dove here shown brooding its young in the rainforest. — Picture by Frithfoto/olympus.



The pied heron is a bird of tropical swamps and mangroves which is common in the tropics from northern Australia to Kalimantan. — Picture by Frithphoto/olympus.

vironment brought about by European settlement. Many of those that have increased were introduced deliberately from other countries, but some Australian birds have evidently enjoyed the fat seed of cereal crops, and other agricultural by-products.

The major results of this immense project were published by Melbourne University Press in July 1984. They will include not only distribution maps of 656 bird species but also sketches by some of Australia's finest illustrators. The accompanying text about each bird is not only highly readable but also constitutes an extremely thorough compendium of available literature, a boon for any student of ornithology. There are, in addition, accounts of 100 species that visit Australia only rarely.

The applications of the atlas are many and varied. Already the results of a pilot survey have been used to assess the effects of a wood-chipping project. Now wildlife services, university research teams, forest departments, land use agencies, environment assessment bodies,

mineral exploration companies, and conservation groups from all over the country will have access to the information. Since the original records are still on computer, more detailed analysis is also possible. Whereas previous maps of Australian bird distribution relied on records of varying validity drawn from a wide range of sources, the information in the atlas is the very best available and its authenticity can be verified.

The Atlas of Australian Birds is the largest such project so far undertaken anywhere in the world. It may be hoped that it will serve as an example to other countries as a demonstration of how government and volunteers can co-operate to produce a vital tool for environmental planning. As development accelerates into the 21st century, it is essential that the present extent of biological resources be mapped so that none are lost forever.

If you would like to know more about the atlas or the RAOU please write to RAOU Headquarters, 21 Gladstone St., Moonee Ponds, Australia 3039. — *Stephen Garnett.*

Samoans as citizens NZ, U.S.-style

Alien Legalization and Naturalization: What the United States Can Learn from Down Under. By David S. North. Published by New TransCentury Foundation, 1724 Kalorama Road, NW, Washington, DC, 20009, USA, \$U.S.8.

Many people emigrate from both Samoas, and many of those who leave the islands have unusually easy access to citizenship in the favored nations of resettlement, New Zealand and the United States. This situation is described in a recently released study of South Pacific immigration policy by a prominent American immigration policy specialist, David North.

That the Samoans have such favored status is a historical accident and does not relate to organised Samoan advocacy; rather it relates to a series of decisions made in London, Wellington and Washington. The easy access to New Zealand citizenship, for people from Western Samoa, was set in motion in 1982 by the Law Lords of the Privy Council. Their decision led the New Zealand Government to adopt the Citizenship (Western Samoa) Act of 1982.

Western Samoans in New Zealand have flocked to accept the resulting instant citizenship provisions of that legislation. In contrast, a much older provision in the U.S. law, making citizenship available after a mere six-month waiting period (compared to five years for most others) has attracted few applicants. In fact exactly one in 1979, and none at all in either 1980 or 1981, the last years for which such data are available from the U.S. Immigration and Naturalization Service.

The dynamics behind these differing reactions to somewhat similar legal provisions explain the Samoans' actions. A Samoan in New Zealand who is not a New Zealand citizen knows it; becoming a citizen carries with it substantial benefits (not the least of which is the end to any fear of deportation). On the other hand the advan-

tages of U.S. citizenship to someone from American Samoa are relatively minor; most former residents of American Samoa, now living in Hawaii or California (which is where they cluster) are said not to know that they are not U.S. citizens.

The 1982 decision of London's Law Lords struck Wellington's policy-makers like a thunderbolt. Earlier a Samoan citizen, Falema'i Lesa, had been arrested by New Zealand police for overstaying her visitor's visa in New Zealand; deportation was threatened. She hired a resourceful lawyer who claimed that she could not be deported because she was already a New Zealand citizen under a previously ignored provision of a New Zealand law, the Status of Aliens (in New Zealand) Act, 1928. New Zealand courts rejected her claim but her lawyer persisted and sent a written appeal to the Judicial Committee of the Privy Council (the Law Lords) in London. Without hearing oral arguments, and relying only on the legal briefs before them, the Law Lords ruled for Falema'i Lesa.

In effect, the Law Lords had decided that most of the population of Western Samoa, as well as many Samoans living in New Zealand (legally or illegally), were New Zealand citizens. The London decision, however, related to an interpretation of a statute, and statutes can be changed; it was not, as many U.S. Supreme Court decisions are, an interpretation of the Constitution.

In 1982 New Zealand faced not only a major change in its immigration policy but a delicate matter of international relations. Following Prime-Minister-level negotiations with Western Samoa, New Zealand's House of Representatives (with the support of both major parties) passed the Citizenship (Western Samoa) Act which granted citizenship to all Samoans who (1) were in New Zealand on the effective date of the Act (September 14, 1982) or who

entered as legal immigrants subsequently, and (2) who applied for it. In addition, some 753 Samoans, previously deported for immigration act offences, were granted the right to return to New Zealand and to become New Zealand citizens. What New Zealand had done was to limit the impact of the Law Lords' decision, but not to repeal it completely. Many Samoans could seek New Zealand citizenship under the new act, but their numbers were minor compared to the Law Lords' sweeping decision.

Large numbers of Western Samoans have applied for New Zealand citizenship as a result. In the first few months after the act was passed, and before the start of the New Zealand 1983 fiscal year, 2878 Samoans applied. In the first full fiscal year, that ending March 31, 1984, another 4206 applied. The program is open-ended, there is no cut-off date, and it is generous in other ways as well. The usual New Zealand statutory bars to citizenship — illiteracy, serious criminal records or serious physical disabilities — were all waived by the 1982 legislation, so no applicants have been refused on these grounds. Similarly there is no requirement, as there is for other citizenship applications, for three years' residence in New Zealand.

Since New Zealand permits the annual entry of 1100 Samoan immigrants each year (as well as others on temporary work permits) there will probably be a steady flow of Samoans applying for New Zealand citizenship for many years

to come. There is a footnote to this story about New Zealand law: Falema'i Lesa's lawyer, having bested the government of New Zealand before the Privy Council, moved on to bigger and better things. He is now practising immigration law in Hong Kong.

The citizenship situation for Samoans is quite different in the United States. In the first place residents of American Samoa are regarded, from birth, as nationals of the United States, a status which gives them (automatically) virtually all the rights of US citizens. They travel, for example, on US passports which carry no notation of any special status. About the only right that is denied Samoans (who do not opt for US citizenship) is the right to vote in Hawaiian or Stateside elections. So though an American Samoan may apply for US citizenship after six months' residence in Hawaii or the mainland, few do so.

There is a prominent exception to the statement made above, not yet recorded in the Immigration and Naturalization Service statistics (which are routinely years behind the times). In 1982 both the non-voting American Samoan delegate to the US Congress, Fofo I. F. Sunia and his administrative assistant, Matthew K. Iuli, took the trouble to become US citizens. The citizenship status does not, however, prevent either Sunia or Iuli from casting their ballots (in person or absentee) in Samoan elections. This is just as well for Sunia because he faced an election in November. — *Arthur Blackstock*.

Penisimani papers boost Samoa studies

Samoan studies are expected to take a big leap forward as a result of researches now being carried out on what have come to be known as the Penisimani manuscripts.

The manuscripts comprise over 700 pages of hand-written material about Samoan customs and traditions, written in about 1860 by a Samoan London Missionary Society pastor known simply as Penisimani. They are being kept at the Mitchell Library, Sydney.

According to Dr Derek Freeman, professor emeritus of anthropology at the Australian National University and founding professor of anthropology of the *Univesite o Samoa*, the manuscripts can be considered as the most important literature about Samoa to be discovered within living memory.

"The discovery of the Penisimani manuscripts can be compared to the discovery of the writings of Chaucer for the English," Dr Freeman, best known internationally as a critic of Dr Margaret Mead, said.

It was Dr Freeman himself who is believed to have been the first person to discover the existence of the manuscripts at the Mitchell Library in 1948. It was after the war and Dr Freeman was continuing his anthropological studies on Samoa. As he recalled he had visited the Mitchell Library and had casually asked the librarian

whether there was any "other" material on Samoa. The librarian showed him the papers.

Since then, the first known public mention of the manuscripts was by Dr Jacob Wainwright Love of Cambridge, Massachusetts, who quoted from the Penisimani manuscripts in his review of Dr Brad Shore's book *Salailua: A Samoan Mystery*, Columbia University Press, New York, 1982. Dr Love referred to Penisimani's rendering of the meanings of the words "aga" and "amio".

The *Univesite o Samoa* is also taking a keen interest in the manuscripts. One of its first graduates (Felise Va'a) is now working on the manuscripts at the Australian National University.

Penisimani is said to have been a graduate of the London Missionary Society theological college at Malua, Western Samoa. He wrote the manuscripts at the request of the Rev. George Brown, a missionary of the Methodist Church, who was interested in preserving some of the aspects of Samoan culture.

The writing of the manuscripts took years, and were among the sources used by the Rev. Mr Pratt in the compilation of his English-Samoan dictionary. When Mr Brown returned to Sydney where he retired after his missionary work, he brought the manuscripts with him and deposited them, together with other personal papers, at the Mitchell Library, where they remained until discovered by Dr Freeman.

The manuscripts include descriptions of legends, myths, old Samoan customs and a lexicon of rare Samoan words, many of which are rarely used today and might have been lost but for Penisimani's account.

During his time, Penisimani was regarded as one of the foremost experts on Samoan custom and tradition. It is also said that he knew few Europeans and, therefore, his knowledge of Samoan custom is little tainted by foreign influences. — *From a Special Correspondent in Canberra.*

protests followed and one of the overstayers, Falema'i Lesa took her case into court. Her lawyer contended that she had been wrongly deported on the grounds that a statute enacted in New Zealand (The Status of Aliens (in New Zealand) Act, 1928) had granted her and her peers New Zealand citizenship. The Attorney-General of New Zealand disagreed, the case passed through but was not argued before New Zealand's High Court and the final judgement was rendered (in one of those imperial anomalies) by the Lords of the Judicial Committee of the Privy Council on July 28, 1982. Lord Diplock's report

Author David S. North closely documents the landmark 1982 case of Falema'i Lesa.

MANOA'S VISION

Great Fijian "Galleon" planned for Pacific

Manoa Rasigatale is acclaimed for his expert knowledge of ancient Fijian lore. At the Pacific Harbor complex near Suva it is his imaginative recreations of the past and his Fiji Dance Theatre productions with their realism, authenticity and sheer professionalism that intrigue and delight every visitor. Over the years since the complex was built, Manoa has developed a cultural oasis that shows the most significant areas of ancient Fijian art and customs.

On an island site kept tabu to all non-Fijians, traditional Fijian culture is kept sacred. To tour around it in a canoe is to take a journey back into the past — a journey that recognises the ability of the Fijian artist and craftsman to live in harmonious concert with nature. Through his skills, using them in a dignified yet exciting manner, he illustrates the arts of creating mats, *masi* (tapa cloth), and canoe carving.

The many ways of utilising products of the coconut tree, wood-carvings, pottery and even food processing in the ancient manner, is seen within a series of craft *bures* (Fijian houses) spaced around the waterway surrounding the island.

However, the main interest and a principal purpose of the island are the nightly showings of ancient traditional dancing, the hunting chants and the dramatic re-enactment of legend stories of the Fijian peoples. Manoa did not do it all alone, but to a very great extent the quality and faithfulness of the productions are very much

To the Pacific Islander, the sea is life itself. Its waters provide the fish which make his meat. The winds across its surface bring the rain which waters his crops and gives him drink. He has sailed its surface, survived its rages and enjoyed its gifts. It is a part of him, for by it he had his beginnings.

Manoa Rasigatale is one of the most enthusiastic, and knowledgeable of Fijian historians, who feels, deep within his being, the magic of his ancestors and who has made it his business to recreate, in dance and mime, some of the legends, and much of the culture which is the Fijian heritage. Manoa leads the Fiji Dance Theatre, a group known all over the world for the excellence of their performances, and the faithful way in which they have kept alive so much of Fijian lore.

Now Manoa has begun to put together another dream ... to build a great ocean-going Fijian canoe, a twin-hulled *drua* such as the first Fijians used to sail the ocean on their war-like expeditions and which was their equivalent of the galleons of Spain, the men-o-war of Nelson, the quinquereemes of Nineveh.

Victor Carell, who has been associated with Manoa since the first South Pacific Festival of Arts in Suva, and who has, himself, done much to preserve the history of Fiji, here writes about Manoa's undertaking.

his work and have made a visit to this unique theatre a high point on any South Pacific tour.

Now Manoa has come up with another bold, exciting and original project -- to build again one of the most splendid of the Pacific's legendary craft, a giant, twin-hulled *drua*.

The ambitious plan is to build not a scaled-down replica, but to go a stage further and build one of the biggest, if not the

biggest, vessel ever to come out of tribal Fiji.

The *drua* (the name means double-hulled canoe) will be manned by a Fijian crew who will use traditional navigational methods on a series of voyages, at first in Fiji waters, then to Tonga and Samoa and, finally, culmination of the great scheme, from Fiji to Hawaii and back. The boat builders and crewmen will be picked from

areas of Fiji historically noted for their sea-faring skills.

In building the great boat they will follow ancient procedures, observing all the tabu, adopting ancient modes of dress, using, as far as practicable, the old tools and materials. On their voyages the same rules will apply, even to having the ancient style of sea-going *lovo* earth oven on the cross-decking in which traditional foods will be prepared.

"We probably will have radio for safety," said Manoa, "but we won't have refrigerators."

No full-sized *drua* has been built this century, but records in Fiji and elsewhere show that some craft observed during the 19th Century were up to 100 or more feet long and could easily carry 200 warriors in full pillaging and plundering rig. The most recent model was a small replica built in Kabara in the Lau group and sailed to Suva as part of the South Pacific Festival of Arts of 1972.

Tribal wars were common in old Fiji and the big double-hulled war canoes carried armed warriors between the various islands of Fiji on their way to battles of revenge or of conquest. So superior were these big boats in their size, strength and speed, that the Tongans adopted them and sent skilled craftsmen to the Lau islands to use the better timbers there and to follow the Fijian designs and methods.

Tongan crews sailed such vessels on many long, arduous and dangerous exploring expeditions probably as far east as New Caledonia, and certainly on their continuing forays to

and from Fiji.

Manoa is planning to sail his *drua* to Hawaii, by way of the Cook Islands and Tahiti. He feels that the early Fijians had probably made trips to Tonga and Samoa, and possibly as far as the Cooks, but he doubts that they ever went as far as Hawaii. Thus, his project will very likely involve the longest-ever voyage by Fijian sailors (or anyone else) in a *drua*.

The vessel planned is to be about 40m long, and 17m to the top of the mast. It will have a crew platform 17m by 7m supported by the two hulls which will be 5m deep, made of planking tied together with hand-plaited sennit called *magi magi*. It will be capable of carrying up to 300 passengers, but on its voyages will be manned by only the 100 or so sailors necessary to manage it.

The special timbers and materials required have already been selected and will be

brought to Pacific Harbour from various tribal areas of Fiji. The vessel will be built at Pacific Harbour in a special *Vale Waga*, or canoe house 50m long which has already been started. When completed it will

be about 120m long, built over a three-sided set of earth banks about 3m high, just as the ancient builders used.

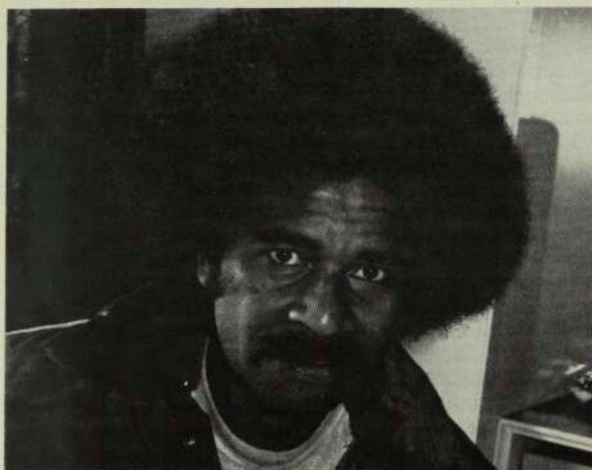
Sennit fibre will be used in the rigging of the boat while the huge triangular sails will be

made of finely-woven pandanus matting called *voivoi*.

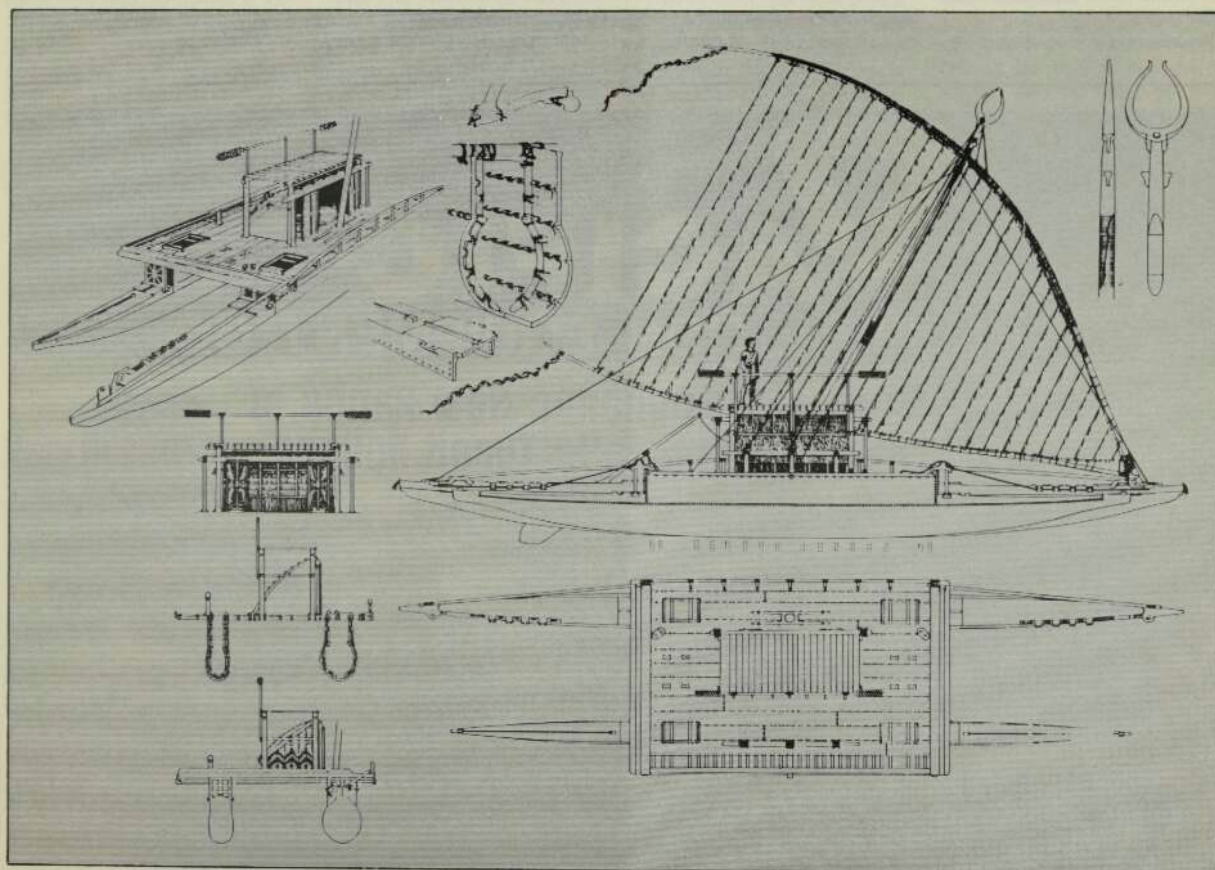
Provisioning of the great canoe will include such traditional foods as smoked or dried fish, coconuts, breadfruit, dalo, yams and coconuts.

The navigators on board during the voyages hope to have the help of traditional *dauvagu-nu*, experts who have knowledge of how to read wind directions, the flight of birds and the types of ground swell in ocean currents which were the map and weather "charts" of ancient days. But, being also cautious, and well aware of the need for safety in his great project, Manoa also hopes to include in his crew one or two retired officers from the Fiji Navy.

The building, the testing and the sailing will span eight years, divided as follows: 1985-1988, "The Years of the Men" which are for research and building of



Manoa Rasigatale ... Vision of a lifetime.



First drawings of the great Fijian twin-hulled canoe. The platform between the hulls will measure 17 m x 7 m.

the canoe.

1988-89, "The Year of the Canoe," in which sea trials will be held and training done.

1990-1992, "The Years of the Voyage," in which the canoe will be sailed, first to Tonga, then to Samoa and, finally, the long voyage from Fiji through the Cooks and Tahiti, to Hawaii, and then back.

"I don't know how long the voyages will take," Manoa said. "It may be that we will have to wait months in some islands until the weather is right, or our people ready. I don't know. But we will do it."

The canoe house in which the *drua* will be built, is a major project in itself. It must be very solid to protect the workmen and their canoe, possibly even from hurricanes, during the three or four years which will be needed for the construction.

With funds given by the Pacific Harbour consortium this part of the work is already well under way.

Manoa has resolved that he

will not use any steel, screws, nails, modern ropes, glues, caulking or blocks and tackle. Everything, he says, must be authentic. Fortunately, the needed skills of clever joinery and tying of sennit are still known in Fiji, largely because of the vigorous handicrafts industry promoted by the government and the tourist industry.

Although the early European navigators, like Captains Cook and Bligh, felt that Fijians "did not make bold sailors" and 19th Century records seems to indicate they kept within their own island waters, Manoa believes otherwise.

"Fijians sailed their twin-hulled canoes over thousands of miles, making landfall among their cousins inhabiting distant islands," he said. "That they did this, and returned home to relate their adventures is recounted in epic poems handed down through many generations."

Records at the Fiji Museum, one of the best institutions of its kind in the Pacific, show that a

big *drua* could attain at least 14 knots, Manoa talks of them as "moving easily between 18 and 20 knots," a speed which is quite remarkable for a big sailing canoe, although far from unknown in such modern catamaran-style yachts as the Hobie-Cat and its kind.

If Manoa's dream comes true this voyage by a Fijian *drua* will go into history as one of the great modern adventures.

It will not be without its hazards. No living person has sailed such a giant canoe on even a short voyage, let alone what is, in fact, a traverse of the frequently far from pacific Pacific. Much attention will be needed to training and handling the great canoe in difficult water and adverse winds.

Will half a dozen men be able to hold the sweep-oar that will be the rudder? Will the pandanus sail withstand the Pacific's winds? Will the lashings hold? Will the bailers be able to keep up with the inflow of water during a sudden storm?

Manoa knows by now a very

great deal about training athletes, for to a very great extent his Fiji Dance Company players are athletes at the peak of condition. And he will have to instil in his sailors not only boating skills, but also dedication to their traditions, and courage in a great and hazardous undertaking.

The other problem is finance. The project will cost many thousands of dollars. He has not yet come up with any formal sponsorship scheme, although he and his friends are considering various options.

"I have already been promised enough to get it under way, but I will need much more before we can set out on the big voyage," he said. "If anyone feels like helping, with any sum of money, I would be very grateful to hear from them."

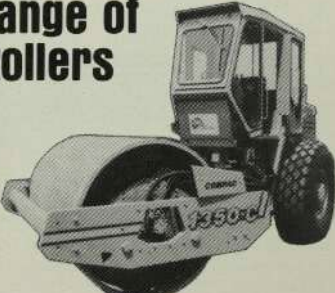
Those who know Manoa and his work, and everyone who is interested in Pacific and Fijian culture could hardly fail to wish success for such a wonderfully imaginative and splendid undertaking.



PACIFIC

CONSTRUCTION EQUIPMENT CO

Introducing the Dynamic New Range of Vibrating & Pneumatic Tyred Rollers



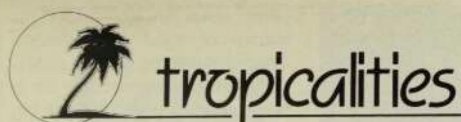
THE RANGE

- Pacific Self-Propelled Vibrating Rollers
- Single and Double Drum Types
- 1.5 tonne to 16 tonne
- Pacific Self-Propelled Pneumatic Type Compactors
- 3 Models 16, 21, 38 tonne Ballast Weights
- Pacific Landfill and Sanitary Landfill Compactors
- Pacific Pneumatic Earth Borers
- Pacific Road Brooms
- Pacific Railway Maintenance Vehicles

**DISTRIBUTORS REQUIRED
THROUGHOUT THE PACIFIC**



PACIFIC Construction Equipment Co.
24 Salisbury Road, Hornsby NSW 2077, Australia. Phone (02) 476 2666



NEW TOURIST 'TREAT'

Can he canoe them up the river?

A pilot-project group of nine Australians recently canoed down two of Fiji's rivers from the centre foothills to the coast of Viti Levu. Although individuals have been into the area on a variety of expeditions, hare-brained and otherwise, Clive Richardson, an adventure holiday operator, of Canberra, has been responsible for organising the first trial expedition to discover whether regular adventure canoeing trips to Fiji are feasible.

He believes many Australians would enjoy the beauty of Fiji's inlands and an adventure trip which would give them the opportunity to meet Fijians who

The Pacific Islands are justly renowned for many natural attractions, but river thrills are not usually counted among them. Australian freelance journalist, Judy Cannon, recently discovered that Fiji offers some pretty exciting canoeing.

live in areas which at present are visited by Europeans only once in three or four years.

The trial run was so successful that Mr Richardson is awaiting the Fiji government's permission to establish regular trips, beginning next May, after the hurricane season. He believes that although opening up the area to tourism would influence the traditional life led by most Fijians in the inlands, tourism would bring employ-

ment where at present there is considerable unemployment.

This is, of course, the crucial question not only for Fiji, but for all of the Pacific islands keen to maintain their own culture and traditional social structure. Many of the smaller countries, indeed, feel that Fiji has already gone too far, and in considering their own tourism feel that most development ought to be confined to offshore islands which

could be turned into tourist enclaves from which local people would be isolated. Yet, deeply felt though this desire may be, tourism is one of the very few avenues open to the Pacific for strong economic development into the next century and an effect upon the people and their Pacific way is probably inevitable.

The first party of adventurers left Sydney by Canadian Pacific Airlines for Nadi at the end of August and travelled by bus and truck via Sigatoka town to begin the first part of the trip on the Sigatoka river a little south of Keiyasi, a village in the foothills.

Our group included teachers,



Canoeing in the Viti Levu interior. — Judy Cannon photo.

government officers, a solicitor and myself. Few of us had any real canoeing experience and we were aged from the early 20s to just over 50.

We had carried our minimum luggage, the inflatable canoes and raft and all the paddles on the flight, which was made easier by the fact that Canadian Pacific is interested in the development of adventure trips in Fiji.

The water levels of both the Sigatoka and Waidina rivers, which we later traversed, were so low at this time of the year that we frequently had to jump out of the canoes and sometimes also the luggage raft in order to avoid punctures. At other times of the year flood waters rage down these rivers and have in the past swept village houses and crops with them.

The Sigatoka river makes its way through arid, sometimes hilly areas, while the Waidina on the south-eastern side of Viti Levu meanders through jungle with beautiful mountains as a backdrop.

Our guide for the first part of



Sampling Fiji's famous ceremonial yagona drink. — Judy Cannon photo.

the trip was Lati Levu, a former international rugby player, who made arrangements each night with village headmen for us to stay. The Fijian villagers made our group overwhelmingly welcome and for most of the time we made ourselves comfortable in our sleeping bags on the bamboo or concrete floors of their houses.

Our leader always presented a bunch of kava roots, as a *sevu sev*, and we later joined with the villagers in sampling the

famous ceremonial yagona drink for which Fiji is famous and which is widely drunk through the Pacific. It is even growing in popularity in some parts of Australia.

At mealtimes a long checked tablecloth was laid on pandanus mats on the floor and covered with local dishes... fresh river fish, bananas and other fruit, and a variety of local vegetables, like taro, yams and palusami, the Fijian favorite made of the spinach-like leaves of the dalo plant interlaid with coconut milk and, often, corned beef. At times there would be chicken curries, a sign, perhaps, that Indian food is entering the basic island cuisine.

Because of the nature of our trip we could only look briefly in on the communities as we passed. But we did manage a reasonably extensive visit to the Yalavou Farm Project, which is jointly funded by the Fijian and Australian governments. It covers approximately 30,000 hectares of the central Viti Levu plateau and is devoted largely to cattle and goats, although the latter, especially in this dry part of the island, can do considerable damage to the environment.

The manager, who was trained in Australia, explained that it took a long time to teach old farmers new things and he placed more of his faith in the next generation to adapt to improved farming methods.

Yalavou project began in 1979 and is expected to continue until the 1990s when its backing and future will be reassessed.

A tobacco factory near Mavua village processes about 48 tonnes of the local leaf a

year, and is an important source of local employment. They are waiting for the arrival of electricity, expected as a result of the opening of the big hydro-electric plant at Monasavu, also in the highlands of Viti Levu, and then hope to replace their present kerosene-fired driers and expand their production.

A promise of a look at Fijian pre-history took us to a cave, hidden in the bush, where legend says the Fijians' ancestors lived about 40,000 years ago. (Other legends say they came much more recently from North Africa in a migration which might have taken centuries, but anthropologists are still working on the mysteries of it all.)

But, whatever the true origins of the Fijians, the cave and its contents proved fascinating. Over the years successive generations have carved their names in the rocks. There are also stalactite formations, and an old man's refuge carved into the rock which reminded me very much of a medieval priest's hole.

The Waidina river is much more tropical than the Sigatoka, winding through very green jungle areas subject to sudden downpours of warm, heavy, monsoon-like rain. But, getting wet from the rain doesn't really worry anyone sitting in a canoe in the middle of a river, especially when it is all pleasantly warm.

This part of the journey, led by guide Jone Naulitu, a former gold miner, was glorious in its scenery. Deep green jungle, a meandering river, and blue distant mountains decorated with the lace of white, wispy clouds.

There are no crocodiles, sharks, snakes or poisonous spiders to intimidate the timid on these rivers, but you do need to have a strong constitution to paddle 80km or more, and a resilience to the sort of bugs Europeans are subject to when they stray from Western-style cooking and plumbing. Yet, we had very little trouble.

The delights of the trip included the fun of canoeing, the adventure of going to places where other Europeans had not been, the scenery, and the opportunity to share, albeit very briefly, the Fijian capacity for carefree, happy living.

HENRY GUMINES 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

RABAU: 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

Lost in the Efate bush

During my few years in Vanuatu, I had managed to travel to several of the islands, and to some remote villages on those islands. But most of my time was spent in the capital, Port Vila, on the island of Efate, and on that island I had scarcely left the encircling main road. So when, just before I was due to leave the country, Mike and Martin suggested I join them in crossing the western corner of Efate, along the Bernier track, I suppressed all doubts about how I might hold up the team on the uphill stretches, and agreed.

We planned an overnight trip; we wanted plenty of time, to make an easy thing of it. In the event, it took us four days, and we had nothing like an easy trip — we spent most of our time lost in the inland bush.

The Bernier track rises from the coastal road near the village of Tanaliu, and begins as a well-used path from the damp coastal greenery through high grassland where cattle graze to Mt Erskine, where a solar-powered telephone transmitter is established. From there it works back through virgin forest, and emerges near Vila's Bauerfield airport.

We set out along it on a Saturday morning, and stopped at Mt Erskine for lunch. Immediately after, the track degenerated, sometimes seeming just a cattle track, and sometimes just potentially passable by four-wheel drive. The country was beautiful, and stunningly varied. We passed through the scrubby remnants of former plantations, citrus groves run wild, and found there a mare and foal, also running wild. Then up into the forest, along a thickly wooded ridge looking out, as we believed, towards Mt McDonald. The view was spectacular; the green-swathed bush swooped

Former PIM correspondent in Vanuatu Julie-Ann Ellis tells the story of an "overnight trip" in the bush of Efate which turned into a four-day trek, during most of which she and her two companions were lost.

down to a river valley far below, and across from us other ridges marched in line with ours. The wildlife increased in numbers and confidence; we saw feral pig, flying fox and many birds, when we camped, on Saturday night, it was further up on the same ridge, in an idyllic clearing, close to the track.

Sunday morning's walk took us along the ridge, turning gradually towards Vila. We were following the splotches of blue paint which marked the track, but around the middle of the day these simply seemed to stop. We cast about for a while and then supposed, wrongly, that the painter had abandoned the work there, or had run out of paint. We went on, following

a track we picked up — whose, and going where, is unknown. It led us to a dead end, overlooking a waterfall and with no hope of going further. We realised, at last, that we were lost.

We beat back up the small ridge we had followed so far to the larger linking one, and then along that, and down the next arm to the right, as on the left lay the whole interior of the island. We met another check, not of a river, but of a slope too steep to descend.

We had passed two small rivulets as we walked, and here, alas, the voice of folly, my voice, suggested that as all rivers run to the sea, we follow the next one down to the coastal road. This wasted much time and energy, left us hampered with

wet clothes and packs, and drowned the camera. (The body was recovered, but the spirit has fled). We were, in fact, much higher than we realised, and the rivers were young and vigorous, cutting through rock gorges and plummeting in rapids and waterfalls well beyond the capabilities of three walkers.

We worked our way down some of these, edging along rock walls above the water and slithering down the smaller falls, but in the end we were forced to admit defeat, and reascend the banks, much wetter and more tired than when we had started.

Back, then, to climbing ridges — up, then down and up the next. The light began to fade and we reluctantly realised that we had to spend another night in the bush. Our food supplies were good — enough for several days on short rations — but we were troubled by a lack of drinking water. (Ironically, we were later



Stalwart companions Mike (left) and Martin ... "I can't imagine anybody steadier or more helpful to be lost with."



"The view was spectacular; the green-swathed bush swooped down to a river valley far below, and across from us other ridges marched in line with ours."

also to be troubled by too much water; it rained on both Sunday and Monday nights, and part of the time we were trekking through mud).

My comrades went in search of water, while I made the fire. The water they found was from a stagnant pool, but five minutes boiling and two teabags removed any doubts; we all enjoyed our meal.

Nevertheless it was clear that our situation was serious, and on Monday morning we breakfasted lightly, to conserve what food we had, and set out with at least one prayer that we might that day find a track to lead us out of the maze of ridges.

Late that morning we did find it.

It was not the Bernier track; it was not clearly any track at all, but for the rest of Monday we kept faithfully to as much of a coherent trail as we would.

While we crept slowly forward, friends in Vila, worried by our non-arrival, were active on our behalf. Thanks to them, two groups set out to find us. A team from the survey department set out that same morning, from Tanaliu to Vila, camping overnight along the track. They, like us, found it so overgrown that they missed their way, though for a scant half-hour. They found no trace of us along the track.

Also on Monday a group of "Mobiles", members of the Vanuatu Mobile Force, made the trip at full speed from Vila to Tanaliu, using a loud hailer at regular intervals. The sound must have been baffled by the thickly wooded ridges; we didn't hear a thing.

By mid-afternoon we had come to a big clearing under a banyan tree. All around mud had been churned up by wild cattle, but slashes on the trees showed it to be a regular campsite for local hunters. (Later we were to learn it was called *nabanga tinmit* — the place where hunters ate the tinned meat they had brought out with them from Vila, before catching game).

The loss of our bush-knife had made the going much rougher; weariness and dehydration had slowed our reflexes. These may have been the reasons that we lost the path that was to appear perfectly plain the next morning; we tried several paths out of the clearing deciding we should camp again for the night.

This time lighting the fire was an hour long struggle with sodden wood, but we made it worthwhile by boiling the billy twice, once for tea and once for noodle

soup. Much heartened by the hot meal, we settled down for another damp, uncomfortable night.

Wildlife at this campsite included a slug and a tick, neither of which I admired much as I plucked them from my person in the morning. However, our setting off that morning was cheerful. We are convinced now that the way home could not be very far, or very hard.

Remarkably, the bush was still as beautiful on Tuesday as it had been when we entered it on Saturday, even though most of our attention was devoted to path-finding. We worked to a system; one of us in front would scout for ground-level clues, those behind would look higher, at bushes and tree trunks, and always someone would be left to mark the last definite sign of the path. Our tracking skills had improved wonderfully since Saturday morning, and a slashed leaf or a broken vine now spoke loudly to us. Ever more substantial clues appeared from time to time — cartridge cases, a pair of shoes.

The trail led us finally to a steep, dirty hillside, and we paused. If this was a mistake, it would cost us a great deal of effort to climb back up again, and we could not afford the loss of energy. But we made the decision to try down, rather than cast along the ridge, not wishing now to leave even a doubtful trail.

We plunged almost straight down, putting the finishing touches to our general dirtiness, and the hillside proved itself almost immediately, with another pair of shoes! What happens to these hunters, we wondered, that they abandon their shoes so frequently?

At the base it was a short walk to a grassy road, which led in turn to the island's main road, above Klem's Hill.

My two stalwart companions — and I can't imagine anybody steadier or more helpful to be lost with — and I were back in Vila in time for lunch. — Julie-Ann Ellis.

PAPTEL
PACIFIC ISLANDS
 Right in the business centre
 Addition for comfort
 and fine food
 All rooms airconditioned
 • Restaurant • Bars
 • Banquet hall
H. E. BERGHUSER
 General Manager
 Phone 21 2622
 Cable: PAPTEL
 Telex: NE22353 PAPTEL

**ALL THE
 NEWS
 IN A
 FLASH**
**THE SOUTH SEA
 DIGEST**
 See insert for
 subscription details

PACIFIC ISLANDS CUISINE

A call for a turn away from the "diet of death"

One feature Pacific Island tourist resorts have in common is the virtual non-availability of indigenous foods, traditionally cooked. There are plenty of "genuine Pacific Islands feasts" — notably, in Melanesian Fiji; New Zealand boasts the "genuine Maori *hangi*"; Hawaii the *luau*; and Papua New Guinea, the *umu*.

But they are pale reflections of the original earth oven cuisine. And where genuine examples can yet be found — for example, in the highlands of Irian Jaya, or the more remote islands of Polynesia — they are in societies so poor that even a feast does little for the palate of the sophisticated traveller — fat pork, or tough hornbill (usually, by the time they are served, lukewarm) with starchy vegetables of sago, taro, kumara, breadfruit or manioc, are not redeemed by the variety of fresh fruit (which is seldom served anyway). In a recent article in *Insight*, Michael Guy points out that New Zealand has two Korean restaurants (for a population of 88 Koreans), a Thai restaurant (for 205 Thais), thousands of Chinese eating places (for a Chinese population of 15,000) — but not a single ethnic restaurant for over 330,000 Polynesians.

Moreover, throughout the Pacific the once-large diversity of foods available is inexorably shrinking before the onslaught of convenience junk foods. With the development of plantation agriculture, foreign-owned companies found it convenient to house their workers in labor lines, with no access to gardens, and to feed them on imported rice, canned fish, refined sugar and wheat products. Thus began the shift from "subsistence affluence" to what Robert Keith-Reid has described as the "diet of death" — a shift accelerated everywhere by increasing urbanisation. Three or four de-

cades ago, degenerative diseases such as diabetes, hypertension, ischaemic heart disease, iron-deficiency anemia, hyperuricaemia, gout and malnutrition were virtually unknown: now they reach epidemic proportions. Diabetes rates have been estimated for urban Tonga at 31 per cent and 42 per cent for females and males, respectively, between the ages of 45 and 54 years. Similarly, 40 per cent of adult Nauruans, are diabetic, and the tiny republic holds the world records for hyperuricaemia and gout. Urban Polynesians can claim a similar record for obesity — bringing with it hypertension and cardio-vascular diseases. There is plenty of evidence that these disorders are dietary and stem from the enormous increase in consumption of refined carbohydrates (no longer adequately diluted by fibre or protein), animal fats (from tinned meat, cooking fat and cheap brisket), demineralised processed foods and alcohol.

The effects of dietary deficiencies (and excesses) which have accompanied changing food habits have been exacerbated by changes in lifestyle. One such cultural change is the demise of the earth oven. Traditionally, the earth oven was universal — even in societies which had the skills and materials to make pots, and which could therefore have boiled food. The earth oven is well adapted to communal living (it can be dug to any size) and enables a variety of foods to be cooked at the same time. (In 1777, in Tahiti, Captain Cook was served a pudding containing breadfruit, plantain, taro, pandanus nuts and coconut.) The cooking process needs little attention, so the cooks can attend to other chores. And — most importantly — cooking in the earth oven entails no loss of nutrients (as does pot cooking) and ensures

the uniform cooking of meat (unlike grilling or spit roasting).

Earth oven cooking is not, of course, a feature of societies having cereal staples (which require heat-proof pots for cooking); nor is it practised in the nuclear family systems which have developed with urbanisation. An important factor influencing the growth of cereal cultures — relative to those based on root and tree crops — has been the success in breeding high-yielding varieties. This is obviously an easier and more rapid process than in the case of vegetatively propagated plants. Obsession with high yields obscures other intrinsic crop values but it has been widely spread by the international aid agencies (which are themselves dominated by rice and wheat-eaters). It is a deplorable fact that the international agencies (including the World Food Program) have spent more time, effort and money trying to change the food habits of Pacific Islanders than in increasing yields of their existing staples. Yet the calorific

and nutritive values of yam, for example, related to costs of production, greatly exceed those of rice on most sites. The labor input to roots is also lower — an important factor on most islands, since labor is generally in short supply, and the single crop yield is much higher on virtually all Pacific Islands.

If a fraction of the millions spent annually by the international finance agencies on irrigation projects geared to increasing rice production were devoted to root staples, benefits to the Pacific Islands would be immense; and, perhaps, to other regions of the developing world. It is only in the past few years, however, that the nutritive value and cost-effective productivity of these staples has come to be recognised by researchers. That recognition has yet to penetrate the consciousness of the international agency administrators.

The outstanding feature of traditional Pacific Island cuisine was its diversity. A publication of the South Pacific Commission in 1956 lists more than 300 "main" food plants growing on the islands within its territory.

Even with the demise of the earth oven, there is tremendous scope for dietary improvement in the Pacific Islands, for the re-discovery of indigenous foodstuffs, and for their marriage with imported tastes in the development of a unique cuisine. — Dennis Richardson.



Seafood fresh from the briny Pacific makes unconscious gourmets of island dwellers.

Shrian Oskar arrested in London

Dr Shrian Oskar, one of the most mysterious businessmen ever to appear upon the Pacific trading scene, was arrested in London on August 17 and, as we write, was being held in custody without bail. The holding charge alleges that he attempted criminal deception over \$9300 (U.S.) worth of traveller's cheques. However, other charges are reported to be pending.

Dr Oskar, 44, was the central and controversial figure in a series of edible oil deals in the

Pacific, namely Fiji, as well as in Australia and New Zealand. The Fiji plant, now part of the Motibhai organisation, is in Walu Bay, Suva, and no longer has any links with Dr Oskar who is alleged to have made millions of dollars out of the international food-oil business. Some of his associates in these businesses were not quite so fortunate.

Dr Oskar was arrested at the London Hilton Hotel on Friday, August 17, and appeared in Bow Street magistrate's court the same day. He was remanded in custody and remained in custody, with weekly court appearances, while Scotland Yard detectives and Crown lawyers worked on what were described as more serious charges.

A "Bible" for travel agents

Pacific Islands Travel Fact File is for travel agents and is therefore a highly specialised guide to tourist facilities in the Pacific. The 1984 edition was sponsored by Polynesian Airlines and covers in detail the Cook Islands, Fiji, New Caledonia, Papua New Guinea, the Samoas, Solomon Islands, Tahiti, Tonga and Vanuatu. Norfolk Island, Niue, Kiribati and Lord Howe Island are also included.

Keira Lockyer, advertising and promotions manager for Polynesian Airlines said her company had supported the guide because it offered a comprehensive view of the Pacific. "Western Samoa, Tonga and

Vanuatu have never had the exposure that countries like Fiji and New Caledonia have had," she said. "Now, in this guide, they are included in detail, and travel agents can have a comprehensive coverage of South Pacific tourist facilities."

The guide is priced at \$17.50 and is being distributed direct by Braynart and Polynesian Airlines.

Goanna salve and the King's knee

The goanna, a large monitor lizard of the genus *Varanus* which is native to Australia, has been much in the news in Australia of recent months.

The term "Goanna" was used as a code name for a prominent Australian businessman in the context of a long-running Royal Commission ostensibly into the affairs of a trade union, but in fact casting a much wider net. As a result the humble goanna has received more publicity over recent months in the Australian media than ever before in history.

Not that it has ever been neglected.

The famous Iguana Brand Goanna Salve ("goanna" is a corruption of iguana), made from goanna fat, was credited with almost magical curative powers in earlier years in Australia. The label for the Iguana Brand Salve promised that it would cure "rheumatism, lumbago, sciatica, infantile paralysis, eczema, catarrh, ulcers, sore legs, piles, etc, etc."

Writing of the famous ointment in *The Bulletin*, Sydney, in October, journalist Keith Dunstan reports that it is doing good work in important places far from Australia. Dunstan writes that the present manufacturer of the salve, a young Brisbane man, Euan Murdoch, recently received "a wonderful telegram" from the King of Tonga.

Dunstan explains: "The King, who is a large gentleman, fell down some stairs and his knee swelled to grand proportions. He was on the point of flying to New Zealand for medical help when his staff suggested applying Goanna Salve. According to His Majesty, next morning his knee was back to normal. He wired Brisbane for four dozen bottles."



One of the last photographs taken of Papua New Guinea's boxing hero, John Aba, shows him in a vigorous gym workout. See Deaths, p.65. — *Papua New Guinea Post-Courier* photo.

TEACHERS PROTEST

"De-segregating" Fiji's communal schools

A bitter row about race and culture has broken around the head of one of Fiji's leading liberal intellectuals, Dr Ahmed Ali, who is also Minister for Education. He has proposed a Pacific version of the American "bussing" which was designed to make schools the melting pots for better racial integration. As has happened elsewhere, parents have objected and, in Fiji, teachers, too, have swarmed to the cultural battlements using all manner of arguments but, in effect, saying that the old ways, and the old racial divisions, should be preserved.

A factor in teachers' thinking has been the minister's decision, approved by Cabinet, that teachers, too, should be moved around among the schools to spread racial integration.

Dr Ali, and his permanent secretary, professional civil servant Narsey Raniga, have, as a result, fallen out with the nation's teachers. The dispute has simmered for some months, but came to a head late in October when both teachers' unions petitioned the prime minister, Ratu Sir Kamisese Mara, to intervene and resolve the dispute. This, they indicated, would be most efficiently done by sacking both Dr Ali and Mr Raniga.

Late in September the Fiji Teachers' Confederation, which is made up of the two main teacher organisations, the Indian-dominated Fiji Teachers' Union, and the Fijian Teachers' Association, staged a march through Suva to protest about the changes in national education policies being formulated

Fiji's Constitution recognises, and to some degree enshrines, the differences between the main racial groups in the country. Ethnic Indians, descendants of the original indentured canefield workers, and of later immigrants who came as small shopkeepers, artisans and farmers, have mixed virtually not at all with Fijians. Each community has elected, amicably enough, to go its own way for a whole variety of reasons.

Fiji society is changing, but in certain areas the changes are causing a degree of pain.

Our Suva correspondent here writes about the opposition from Fiji's teachers, both Fijian and Indian, to government's efforts to spread racial integration in the classrooms.

and implemented by Dr Ali and his ministry.

About 6000 teachers, parents, students and others turned out for this march, carrying banners proclaiming their belief that Dr Ali's policies were against the best interests of students, teachers and the country.

Union demonstrations in Fiji are notable for their vehemence on the day, but not for their long-term staying power, and no immediate reaction to the petition was expected from Ratu Mara. Nor was Dr Ali thought likely to change his mind. Indeed, he reacted with characteristic determination, and firm belief in his assessments, and said he was not appointed by teachers, nor by unions, and would not take any notice of them. His policies, he said, were endorsed by Cabinet and were the policies of the government of the day.

A day before the big march about 300 student teachers had staged a demonstration at the ministry's headquarters to protest against an innovative volunteer community service scheme for newly-qualified teachers. The scheme begins this year and offers employment to new graduate teachers for two years in rural schools run by committees. The government will pay these teachers a salary of F\$3000 while the committee will provide housing. The intake will be limited to 200 a year.

In announcing the introduction of the scheme, Dr Ali said the move was designed to give new graduate teachers an opportunity to find gainful employment while awaiting



Suva street march by teachers, parents and students in protest at proposed changes in education policy. — Fiji Times photo.

vacancies in the civil service. There will be no intake of new teachers in the civil service in 1985.

However, the teachers have described the scheme as "partial slavery" and have said it was not voluntary, but coercive. The new graduates were being used as "guinea pigs" in a scheme which was ill-conceived, they said.

Graduate teachers protested that it was unfair of the government to deny them jobs when some of them were offered government scholarships to further their education with promises of secured employment. They were victims, they said, of poor planning by ministry officials.

Aside from their dispute with the civil servants administering their affairs (and, in Fiji, criticism of civil servants is not restricted to education), Fiji's teachers are also very exercised about the matter of the racial integration of primary schools.

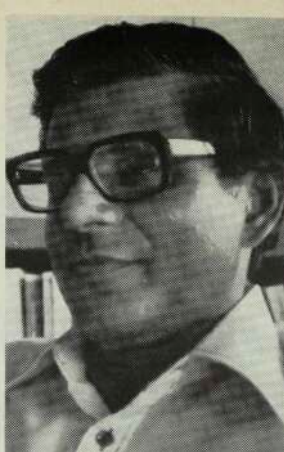
Dr Ali has directed three government-financed schools in the country to adopt a new policy on admissions for 1985. The policy outlined by Dr Ali demanded an intake made up 40 per cent by Indians, 40 per cent by Fijians, and 20 per cent by other races. He had also directed that 80 per cent of the places in the new intakes for the selected schools be reserved for children whose parents' joint income was below \$3500 annually.

Dr Ali said the move was designed to give the parents of lower income bracket people an opportunity to send their children to a government-financed school with better facilities than committee-run schools.

Previously, one of the government schools, the Veiuto Primary School in Suva, which was established during the colonial days to cater to the children of expatriates, has tended to show preference for children from higher income groups and expatriate families. Dr Ali said the new policy was designed to break down class and social barriers as well as promote integration. However, when admissions for new intakes closed at the Veiuto School, only 15 applications were from children whose parents were in the under-\$3500 income



Narsey Raniga (above) and Dr Ahmed Ali . . . their "de-segregation" plan for Fiji's schools has stirred up a hornet's nest. — *Fiji Times* photos.



group. The remaining places were to be given on a first-come, first-served, basis.

The teachers' unions say they are opposing the moves because racial integration is a delicate and sensitive issue in Fiji and should be tackled with care and tact. They argue that simply placing equal numbers of Indian and Fijian children in the same class did not mean the achievement of racial tolerance and understanding among the two main groups. They said that if racial integration was to be meaningful and effective, the target should be the adult population, starting from the top and filtering down to various levels of the society.

The Teachers' Confederation in its petition submitted that there was no need for forced integration which could lead to resentment and prove to be counter-productive.

In promoting its policies of integration, the Education Ministry also announced the mass transfer of some 500 primary school teachers, most swapping places with their Indian or Fijian counterparts, arguing that a better mix of teachers would attract a better mix of students.

Until now, teacher postings and transfers have largely been determined on the racial make-up of the schools. Dr Ali has maintained that the existing system was keeping children of the two races away from each other, but parents and teacher organisations argued that the system ensured the preservation of culture and traditional

unions on issues of major policy changes. The teachers said the two were also making unilateral decisions and their dictatorial style of operation was unacceptable.

The confederation has also strongly rejected statements by the minister accusing the teachers of being lazy, having the highest rate of absenteeism in the civil service, and seeking more and more remuneration for their services.

The teachers claimed the statements insulted, humiliated and undermined their integrity and instilled a sense of fear and insecurity in them.

The issue was also taken up in the Fiji Senate with a motion calling for the setting up of a select committee to investigate the ministry's changes in policy. The motion was defeated, but it generated much debate with one senator, Jone Banuve, producing a small knife. The senator said the knife should be used to cut off the hands of the person who wrote an insulting placard (carried during the protest march), about Dr Ali and his wife. Two senators, Ratu Osea Gavidi, and Ratu Napo-lioni Dawai, objected to this "unparliamentary behavior." The vice-president of the Senate, Ratu Tevita Vakalalabure, who was in the chair, ordered Senator Banuve to put the knife away, and the order was obeyed.

Dr Ahmed Ali is a former high school teacher and was previously the head of the Institute of Social and Administrative Studies at the University of the South Pacific. He entered politics in the 1982 general election. Ironically, perhaps, the Fiji Teachers' Union welcomed Dr Ali's ministerial appointment saying that "his experience in educational administration should make everyone in education feel happy as far as association, consultation and organisation are concerned." The union said then that Dr Ali was "indeed an added inspiration to the field of education, and assured him of their full support and cooperation in bringing about needed changes and innovations." His most sweeping innovations so far seem to have made them change their minds. — *From our Suva correspondent.*

Pacific stamp box

With John Hunter

A time when there are no more postmen, stamps or letters is a time philatelists think of only in their nightmares. Most people would think it quite unlikely to arrive. And yet, there was a warning in this vein given at Ausipex by the director of Australia Post. He suggested that the time could come when electronic mail would make serious inroads into the mail service as we know it now.

Japan has now launched an international electronic mail service using facsimile transmission. Other countries, including Australia, have similar, if yet perhaps not quite so highly-developed, systems. Additionally, in the United States, and to a somewhat lesser extent, Europe, where personal computers abound, bulletin board services, by which computer owners and operators may call up each other to exchange messages, or leave messages for anyone to read and act upon, are beginning to burgeon. Australia, also a country where personal computing is big business, now has more than 30 public systems and the list grows almost weekly.

The basic public facsimile system, such as the Japanese and many other countries are now using for international mail, delivers a letter within 24 hours ... sometimes within just a few hours ... to any country which has a similar system. While much of the facsimile business is done at the expense of more costly telex and telegrams, it is also, although yet only in a very small way, eating into air mail services.

The director also warned about the loss to electronic entertainment of the young generation of stamp collectors. Television, video games, proliferating personal computers, and the like are tempting away youngsters who might otherwise have gone into stamp collecting. The industry would have to be on its toes to promote the hobby, he said.

The Universal Postal Union recently completed its five-yearly congress. Developments from the conference that will affect the philatelic scene include a recommendation to include in stamp designs the year of issue for that stamp. Perhaps in future we will have a sort of stamp vintaging ... you know, "1985 was a very good year for those cheeky little ten-cent stamps."

Already there are some possible, and good, themes for a 1985 stamp vintage: the Japanese Expo, 1985, the

International Year of Youth, Papua New Guinea's Tenth Anniversary, the World Stamp Exhibition in Israel, and the fifth anniversary of Vanuatu's independence.

Another recommendation adopted at the conference was that stamp designs should not include anything which might be objectionable to any other postal administration. Included in these might be, for example, stamps featuring disputed territories, or scenes depicting political events of a controversial nature. Non-UPU countries are not bound by this, however.

TIP OF THE MONTH

This, our newest service to collectors, appears here, and will appear every month from now on. It is intended as advice only, and I accept no responsibility for the tip. All I plan to do is offer some suggestions on stamps which might just be worth putting aside for a rainy day. No-one in this field is infallible, primarily because anything is only worth what someone is willing to pay. Also, investing in stamps requires a holding period of at least five years. Over-night fortunes are no longer possible; the stamp "bubble" burst in the early Eighties.

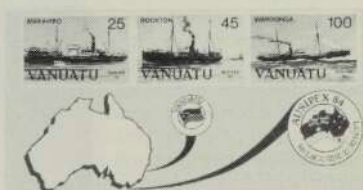
TIP ONE... Cocos (Keeling) Island \$2 miniature sheet for Ausipex '84. These sold out at Australian Philatelic Centres within two weeks and are already commanding premium prices from dealers.

TIP TWO... Put aside a few of the Australian Post Bicentennial books, featuring Aboriginal art. By 1988, the Bicentennial Year, collectors will realise they have missed out and the present book will be difficult to track down. (The 1981 Australia Post Collection Book of Australian Stamps now sells at \$80, compared with an original price of about \$20).

NEW ISSUES

Christmas is a quiet period in the stamp business and few new issues are being made. However, the following have recently appeared:

FIJI: Ausipex, 1984. September 17, 1984. 8c Yalavao Cattle Scheme; 25c Wailoa Power Station; 40c Air Pacific Boeing 737; \$1 Fua Kavenga ship.
FEDERATED STATES OF MICRONESIA: Ausipex, 1984. September 21, 1984. 20c, the Post Office at Truk; 28c A replica of the 3 pfennig 'Karolinen' Stamp of 1901; 35c, replic of an 1899-1900 German stamp; 40c, a



replica of the 5-mark 'Karolinen' design for 1901.

PITCAIRN: Ausipex, 1984. September 21, 1984. Miniature sheet of longboats at sea.

NAURU: New definitive series .. September 21, 1984. A new 12 value definitive series replacing the 1978 definitives featuring scenes, people, sports and services in Nauru.

FRENCH POLYNESIA: Flowers. October 24, 1984. 46f Ylang Nylang flower 47f Pitate Lei vine 53f Bougainvillea
VANUATU: Ausipex, 1984. September 7, 1984. Sailing ships. 25vt The Makambo 45vt The Rockton 100vt The Warroonga
TUVALU: Christmas, 1984 - Children's drawings selected from a national competition. November 14, 1984. 15c Trees and stars 40c Fishing scene. 50c Presentation of gifts to Jesus 60c Nativity.

ISSUES PROMISED FOR 1985

JANUARY 16-- New Zealand will produce three values commemorating the centenary of St John Ambulance Brigade. Pitcairn will issue four values (6c, 9c, 35c and \$2) of 19th century paintings. January 22 -- Vanuatu -- Traditional Costumes, 20vt, 25vt, 45 vt, 75vt January ?? -- Cocos (Keeling) Islands -- Cocos-Malay culture, three values.

Vanuatu - Traditional costumes

Australia - birth centenaries of Curtin and Chifley, pre-stamped envelope, 30c.

Australia - Australia Day: two values tete-beche

FEBRUARY: Kiribati - reef fish: four values.

Christmas Island - Crabs, part one. Australia - International Youth Year: one value.

Australia - Bicentennial Collection Series II: Terra Australis (Part One): four values and miniature sheet.

Australia - Fifth Women's World Bowls Championships: pre-stamped envelope, 30c.

Papua New Guinea - Scenes; 10t, 25t, 40t, 60t.



Jerome Grey is a vibraphonist, a talent which makes him unique in Samoa, perhaps in the South Seas. He is also an accomplished performer on stringed instruments, a singer of great charm and a composer of originality and distinction whose most popular piece, the anthem-like "We Are Samoa (and God we trust in Thee)", can variously bring an audience to its feet or move it to tears. It's one of a dozen or so compositions which Grey is credited with and which he has recorded, though his own favorite is a love song, "My Samoan Beauty".

The versatile Grey, a self-taught musician from a large and musical family, turned professional in 1967 with his first playing job outside Apia: at Pago Pago's Intercontinental Hotel (now the Rainmaker). The result was fortuitous — a show biz break. Grey was heard by an American restaurateur from Newport Beach, California and accepted an offer to sing there. With wife **Emily**, a vivacious Pago girl herself with restaurant connections (Soli's in Pago), Jerome hit what he figured was the big time — well the medium time at least.

The entertainment scene in the U.S. is a tough, cut-throat business, a condition that Jerome Grey quickly realised. "It was a scuffle," he recalls, "a real scuffle." The untutored musician from Apia decided on a more rigorously professional approach and sought tuition from Hollywood vocal coach **Roger Wolfe**, the instructor to such luminaries as **Tony Bennett** and **Dean Martin**.

With renewed confidence Grey collected two other Samoan musicians — California boasts a significant Samoan population — and called the group, with more precision than poetry, the Samoa Three. The emphasis was on versatility — each member was a multi-instrumentalist — and humility, a characteristic not displayed all that frequently in show business.

This unlikely combination of



Jerome Grey at work (and play).
— Norman Douglas photo.

attributes was a success. A skilful agent booked the group into a circuit that included the Nevada neon pleasure grounds of Reno and Las Vegas and the less gaudy but no less lucrative locations of Lake Tahoe, Spokane, Seattle and Boise, Idaho. "If people from other cultures could take a lesson from them," wrote one American enthusiast, "there would be less greed and materialism and people of this country would enjoy living much more." In 1980 through the good offices of Governor **Peter Tali Coleman** of American Samoa, came a performance at the ultimate American show business venue — the White House.

Grey's musical abilities were increasing along with his knowledge of American geography. During a trip to Latin America he had been entranced by the use of marimba and vibraphone by local musicians; the sound seemed perfect for the intimacy of his developing repertoire. Back in the United States Grey acquired a vibraphone in Chicago and gave his first performance on the instrument in Reno shortly after. His ability to coax jazz, Latin American music or slow ballads from the vibes became one of the highlights of his act. An almost coincidental beginning in Newport Beach turned into 13 years on the U.S. entertainment circuit.

Las Vegas, Washington D.C. and all points in between are fairly exotic stuff for a Chanel College-educated boy from Apia, and even after 13 years

the pull of Samoa was strong. It gained strength from the fact that Jerome and Emily had produced a four-piece family in that time and additionally from the call of the *aiga*, the strongest force in Samoan life — there were family matters requiring attention. Another son, then, for the return home.

The decision was a fortunate one for Apia. In his new nightly location at Apia's Harbour Light Hotel, Jerome performs as musician in residence, besides overseeing the affairs of bar and restaurant with wife Emily. An ever increasing and appreciative number of listener-drinkers attest to the popularity of his music.

Daytimes are frequently occupied with performances at social functions ranging from fashion parades to the opening of corned beef factories. Thankfully, at the latter the musicians are not paid off in *pisupo*. Grey is also active in service clubs and charity work.

"Samoa," runs a line in one of Jerome Grey's songs, "can teach the world humanity and hospitality." In addition to his musical talents, the author of those words displays an abundance of both. — *Norman Douglas in Apia.*

The former transport minister in Vanuatu, **John Naupa**, has been appointed sales manager of Vanuatu Stationery and Books Centres (VSBC).

The company, which is jointly owned by the Presbyterian Church and Norman Bros. Pty Ltd of Australia, began trading on August 1, 1983, and has branches in Port-Vila, Santo Town and Lenakel (Tanna). Nine of the 10 staff are ni-Vanuatu.

Company secretary **Brad Mottram** said the directors were delighted with the appointment of John Naupa. The company's policy was eventually to localise senior management, and Mr Naupa's appointment was a step in that direction.

The company also announced that its general

manager, **Bill Pentland**, would return to Australia in January, 1985, after a successful four-year term in the South Pacific managing Norman Bros. stores in Honiara and Port-Vila, and, more recently, VSBC.

Mr Pentland is being replaced by **Craig Hogbin**.

John Wolfe, head of the new Pacific regional team of the Australian Development Assistance Bureau, made familiarisation visits to a number of South Pacific countries late last year. They include Tuvalu, Vanuatu, and Fiji.

The team has been set up by the Australian Government to increase the effectiveness of Australian aid to Island countries.

Andre Nakagawa has been appointed honorary consul for Japan in New Caledonia.

Mr Nakagawa, 60, is a retired employee of the **Ballande** company. He is well known in sporting circles in the territory, and was once a Soccer referee.

Dave Gill, 42, is leading a British caving team which plans to explore an underground river in Papua New Guinea's East New Britain Province.

The 12 cavers will descend a 300-metre shaft by a free-hanging rope.

The 12 cavers plan to follow the river to where it surfaces in a deep valley surrounded by tropical rain forest.

Andy Eavis, chairman of the exploration group of the International Caving Society, said caves and underground passages in the islands of PNG were attracting increasing numbers of British cavers.

Teuru Nena has retired after 40 years with the Cook Islands post and telecommunications service.

A radio operator who loved his job, Mr Nena said he would continue to work "temporarily", despite being officially retired.

Later, he wants to visit New Zealand to meet relatives.

from the islands press

From the Papua New Guinea Post-Courier, Port Moresby
New Guinea Islands premiers have called on the National Government to make unemployment "an offence" and that legislation be made to make employment compulsory. The East New Britain Premier, Mr Ronald ToVue who is also spokesman for the island premiers, said they could no longer tolerate social and political problems being created by people from other provinces.

From the "Police Blotter" report in the Marshall Islands Journal, Majuro

Oct. 27 — Wild Boys in Red Pick-up. At 0400 a resident of Mosquito Town informed police that a Red Pick-up full of boys was wild and throwing rocks at houses in Mosquito Town. No one was hurt but several houses were damaged from thrown rocks.

From the Marshall Islands Journal, Majuro

Merchants on Ebeye are complaining because beer sales have dropped over fifty per cent since the new drinking law went into effect. Mayor Jacklick reports that the incidence of crime has also been greatly reduced and explained that it was directly proportional to the drop in beer sales. President Reagan must have heard of the good results on Ebeye as he immediately implemented a law to raise the drinking age in the United States from eighteen years to twenty-one. Good move Ronnie, learn from the experience of the Ebeye local government.

A letter by Agnes Ufi of Mount Hagen under the heading "Eve was 'free'" in the Papua New Guinea Post-Courier, Port Moresby

I would like to express my concern about bride prices. Some of us Christians, we do not pay bride price. When God created Adam and Eve, they both married free. No bride price.

From The Samoa Times, Apia

Seventy-five persons went to jail for theft last year but if related offences are taken into account then one of three persons sent to Tafaigata Prison last year was either a common thief, a burglar or a robber. These startling statistics are in the Annual Statistical Abstract 1983 released recently by the government statistician, Magele Mussolini Grawley. Seventeen were jailed for killing someone else while 25 caused bodily harm with another 10 going up for common assault.

From The Samoa Times, Apia

Of the 390 registered deaths last year 81 died of unknown causes but the top killers are as follows: heart diseases, 51; cerebrovascular causes (damage to brain vessels), 27; pneumonia, 24; liver diseases, 21; congenital anomalies (birth defects), 13; diabetes, 12; diseases of other parts of the digestive system, 10; intestinal diseases, 10; hypertension (raised blood-pressure), 9; septicaemia (blood-poisoning), 8; and suicides, 8.

From "the drum" column in the Papua New Guinea Post-Courier, Port Moresby.

CHAP in a high commission in Canberra, who had urgent documents to send to Lae, played safe and sent one batch by airmail, the other by urgent air-freight. The airmail parcel left Canberra on a Friday, and arrived three days later, Monday. Cost, K1. The "urgent" airfreight stuff, costing K50, took 20

days. Both items were similar in size and the airmail one was actually a little heavier.

From The Fiji Times, Suva

THE Minister for Home Affairs, Mr Militoni Leweniqila, has called upon Fijians to regard Indians as their "kaivatas" (brethren), and to learn from their enterprising ways. "Indians are here to stay and it is time Fijians realised this," said Mr Leweniqila when opening the Macuata Provincial Council meeting on Wednesday . . . Mr Leweniqila said that Indians were known for their business enterprises. "Fijians should not stand around and watch them prosper, as it would create jealousy and ill-feeling," he said.

From an editorial in Rengel Belau, Koror

BELAU is entering a "Golden Age" of violence, suicide, drug/alcohol abuse, social breakdown, and alienation, as more and more of our people — particularly the young — find themselves becoming strangers in their own islands. A weekend does not go by without new additions to the casualty list — stabbings, spear gunnings, stonings, all give an ironic twist to the banned Loverboy's song "EVERYBODY'S WORKING FOR THE WEEKEND." And almost daily, serious fights erupt, disturbing the peace. In three weeks time including last weekend, there have been two suicides. Seriously, folks, is this any way to modernisation?



PNG is up with the rest of the world in introducing the latest forms of electronic digital communications, but the cost of ordinary letter-type mail is likely to rise, said Telecommunications Minister, Mr Evara. Grass Roots comments on the new technology in the PNG Post-Courier.



IAN G. MENZIES re-ports from Darwin, Australia:

● **NIKKI.** If there is one feature about Nikki which makes her stand out in a crowd, it's her masts. As Richard and Diane Molony, her owners, have come to learn, the comment "funny looking masts, mate!", has now become a part of their cruising life. In fact so many comments have been made about Nikki's unusual, but very practical, braced pipe masts, that Richard recently published an extremely well-written article on the subject in an Australian cruising magazine.

Nikki was built by David Jeanes, one of Australia's leading technical writers on boating, and launched in 1980. A Cecil E. Boden Elizabeth design, she is a ketch-rigged steel vessel with LOA of 12.04 metres and a beam of 3.5 metres.

Nikki has a long keel, with two small bilge keels that allow her to take the ground relatively easily. The only design change that Richard would make is to add a bowsprit of at least 0.67 metres. This would not only improve the lines of the vessel, but also create more space for sail and anchor handling, and allow the use of larger foresails.

Richard and Diane purchased Nikki in January '83, sold up their home, horse and business in Melbourne and set out on a leisurely circumnavigation. With over 5000 miles now behind them, they have found Nikki to be a very steady and stable vessel and a delight to cruise. Richard does admit, however, that as the vessel is all steel, including "those masts", maintenance is a daily necessity. To ease this work load, Richard keeps a 240 volt generator on board, so that he can use a full range of power tools — particularly for surface preparation.

After cruising the NSW and Queensland coasts, Nikki made her Papua New Guinea landfall at Samarai. For six months Richard and Diane cruised PNG, and have subsequently published an article on the joys of cruising this part of the world. Stopovers included Lae, Madang (whence they flew to the Highlands), and then the remote volcanic Vitu Islands. At Rabaul they found they had the yacht club to themselves. The current level of volcanic activity in the area is tending to discourage cruising yachts. Regardless, Rabaul is still one of the prettiest ports in the south



Australian couple Richard and Diane Molony on board their Boden-designed ketch *Nikki*. While circumnavigating they plan to write articles for Australian boating magazines — two of which have been published to date. — Ian Menzies photo.

Pacific, with a history well worth investigating.

From Rabaul they made passage south to Kieta via Buka Island, and thence to Budibudi in the Laughlin Group, one of the most remote and untouched islands off the Papuan coast. It was then back to Belesana Slipway near Alotau in Milne Bay, where for K40 up and down, and K20 per day, they cleaned up the hull and anti-fouled. Belesana Slipway has a capacity of 300 tonnes, a full workshop, with everything done on a "do-it-yourself" basis. What's more, they encourage cruising yachts.

Richard and Diane used Alan Lucas' *Just Cruising* series as their guide for their cruising passage up the NSW and Queensland coast and into PNG waters. The three relevant books in the series proved a useful guide on places to visit, as well as providing information on facilities available.

On the technical side, Richard has equipped Nikki with a Furuno FSN 80 SatNav. It has performed admirably, and Richard is now upgrading its program with some additions of his own. The Autohelm 300 installed is "doing well", as is the Tamaya radar detector which has alerted them of shipping traffic on every occasion without fail. They found this gave them real peace of mind while transiting the busy Torres Strait.

While in Darwin, Richard and Diane caught up on some of their correspondence and business affairs, and also hosted visitors on board from "down South". Their next port of call is Christmas Island, and then it's across the Indian Ocean to South Africa. They have

set themselves no time limit for their circumnavigation.

● **SUKA.** When Ray Jardine decided to "buy a boat and sail around the world", he did just that — sent for some catalogues, selected one that appealed to him — and bought it. He chose a Taiwanese-built Gardner-designed ketch, a C.T. 41, which was launched in 1977, and is registered in Coos Bay, Oregon, USA. It is indeed a superb looking vessel, but seven years later, and a whole lot wiser, Ray admits that he regrets choosing the design he did. He says that a fast sloop, such as an S & S 39, would be more to his liking.

Regardless of any initial misconceptions they may have had, it is obvious that Ray and his wife Jenny have more than compensated for them by the way they have fitted out their vessel. Several years work was entailed before they eventually departed California in November '82.

They both admit that their departure was, in fact, the first time that they had really gone sailing in *Suka*. A few days later saw them huddled below thumbing through sailing manuals, as they worked out what to do when they encountered their first storm. Now, with a Pacific passage under their belt, and three hurricanes ridden out in the process, they are obviously relaxed, confident of their own abilities, and looking forward to the next leg of their passage to Bali and thence to Cape Town.

Ray and Jenny made their Australian landfall at Bundaberg, a delightfully friendly centre in which they spent five months. Poking their

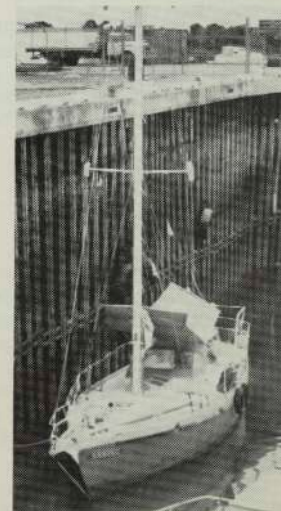
way up the Queensland coast, they decided to visit the township of Seventeen Seventy, so named after Captain Cook's visit there in that year. The bar off Round Hill Head, however, proved to be unco-operative, and they were forced to sit out the tide until they were able to lift clear. Luckily, as it is a sand bar, there was no damage.

When I asked Ray and Jenny what were the highlights of their Pacific passage, they both agreed on Moorea in French Polynesia, then the Tongan islands — and also that they really enjoyed cruising the Queensland coast. More importantly, they said, "getting to know the people along the way", was what cruising was all about.

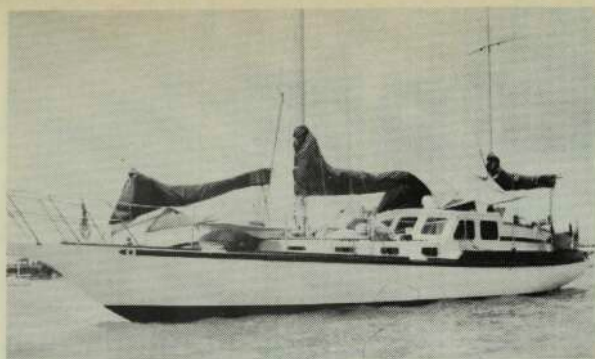
● **SANPOI.** Steve "Flash" Janney, was a likeable young American who obviously enjoyed the cruising lifestyle. From Auckland, where Steve had purchased *Sanpoi*, a Boden-designed steel cutter sloop, he and his three New Zealand crew made fast passages to Vanuatu and thence to Papua New Guinea.

While in Port Moresby, Steve was interviewed by a PIM cruising correspondent who reported that "Sanpoi is headed for Bali where she will undergo a major refit. Steve would like to have the interior fitted out in teak. With a new suit of sails, he plans cruising back to the States." (PIM December, 1983.)

Steve, his crew, and *Sanpoi* set



Sanpoi, the yacht purchased by convicted U.S. bank robber Mark Huffman, lies neglected in Darwin. An idea of the rise and fall of the tides can be gauged from the height of the pier piles. — Ian Menzies photo.



The Roberts 53 round bilge steel ketch, *Four Winds*, lies to anchor off the Darwin Sailing Club before its departure for Port Moresby. — Ian Menzies photo.

out for Bali — but they never made it. Instead, they put into Darwin — and that was Steve's big mistake. He should have kept going right across the Indian Ocean.

After several days anchored in Sadgrove Creek, off Dinah Beach, Steve "Flash" Janney, whose real name was Mark Huffman, was arrested in a dawn raid by Australian Federal Police. Huffman, an American bank thief, was wanted by United States authorities for the theft of \$US409,000 from the Bank One, in Columbus, Ohio. The New Zealand crew, who were not implicated and were not aware of Huffman's real identity, were later released by the police.

It was many months before Huffman, following long and complex court proceedings in Darwin, was extradited to the United States. There, with his brother Richard, he faced 26 counts of embezzlement. They were found guilty and are now serving a 10-year jail term.

Meanwhile Sanpoi, reclaimed by the insurance company to recoup costs, has been lying forlorn and neglected at the layabout adjacent to the local fish wharves in Darwin. It is understood that she will shortly be put up for auction. Perhaps then she will emerge once again as the proud, legitimate ship it was undoubtedly her destiny to be.

● **FOUR WINDS.** Headed for Papua New Guinea waters for a season cruising and diving, is the New Zealand ketch *Four Winds*. A Roberts 53, *Four Winds* was built by John O'Brien over a two-year period at Whangaroa, north of the Bay of Islands, and was launched in 1981.

John chose to vary the basic Roberts round bilge steel design by adding a substantial bowsprit, which gives the vessel a pleasingly "rakish" look. The interior has been fitted out with three double cabins up forward, a substantial saloon 'midships, with the galley located along the walkway leading to the master's stateroom under the spacious cockpit. The wheelhouse also

contains two sea bunks for crew on watch.

Though John has yet to complete the head and shower in his stateroom, the remainder of the vessel is fully fitted, with an amazing amount of cleverly constructed accommodation. John is no newcomer to yacht-building. He had previously launched a ferrocement Hartley 45 Tahitian, *Hau Tonga*, which sadly was sunk at her moorings in Dunedin by a runaway tug.

The cruising lifestyle commenced for John and his two permanent crew, Glenys Quinn and Peter Rance, in '82, when they made passage to Sydney and thence up the coast to Port Stephens, north of Newcastle. After 10 months of work, both to fill the cruising purse and finish the interior of the vessel, *Four Winds* sailed north, through the Barrier Reef, to Darwin. Originally intending to cross the Indian Ocean to South Africa, John decided that cruising Papua New Guinea held greater appeal. Despite the fact that *Four Winds* will be beating her way into contrary winds all the way, John has decided to make Port Moresby his next port of call.

On the technical side, John has equipped *Four Winds* with a range of electronic aids which he feels is minimal for safety. There are two Marlin depth sounders — a DIR 110 and DIR 60 — and a SSB and 27 Meg. radio provide adequate communications.

Four Winds has a Ford Lees 120 hp six-cylinder diesel auxiliary, with a direct drive compressor off this motor to power the refrigeration. There are 4 x 90 amp batteries — one dedicated to engine-starting, the other three for ship electrics. A back-up system for generating electricity is provided by a 240 volt gasoline-powered portable generator.

With a total of nine crew now on board, John O'Brien is looking forward to a relaxing cruise in PNG waters which will take him well into 1985. Then, with the southeast

trades on his port quarter, it will be back to Darwin and the long haul to South Africa.

● **TARZAN.** As rugged as her name, *Tarzan* is a solidly-built yacht which looks as if she could go sailing on forever. Constructed of heavily laid-up and "textured" GRP, she was built by her present owner, Hans Haindl, and launched in Hanover, Germany, in 1978. A ketch-rigged Colin Archer design, she has a length overall of 16.5 metres, a beam of four metres, and draws two metres.

The very size of the vessel had allowed her builder to design an interior which is truly spacious, with timbers and fittings that give her an "olde worlde" look. Her open space galley and saloon is huge, with very innovative design used in the galley itself. Despite the fact that there were a total of nine on the crew, the accommodation and living areas were still not cramped.

Under the command of Jochen Schoenicke, a professional delivery skipper, and his first mate Marion Schulz, *Tarzan* is on her way back to Germany via South Africa. With her owner, the couple have cruised from Germany, by way of Panama, across the Pacific to New Zealand. From there they headed north to Samarai on the south-eastern tip of Papua New Guinea.

It was the Papuan coastline, from Samarai to Port Moresby, that Jochen and Marion experienced some of the best cruising grounds of their voyage to date. Keeping inside the reef, they day-sailed and explored the coastline to Mullins Harbour (AUS Chart 567), and then discovered what they felt was true "picture postcard" country — Ulawaboi Island. The swells off this

island prevent anchoring, but once in the lee there is excellent holding ground in Kau Kau Bay. Though the waters are fairly muddy, and therefore not suitable for diving, they both say that this is more than made up for by the spectacular scenery.

As Marion is a licensed diving instructor, and *Tarzan* carries full diving gear and compressors, they made many forays underwater while cruising this section of the Papuan coastline. The diving on the sunken barrier reef, shown on the charts just off the coast, proved fascinating. Marion said though, that she had seen more sharks on the section of the coastline than anywhere else in the world — with the exception of Vanuatu.

From Port Moresby *Tarzan* headed westward and sailed through the Torres Strait at night. Jochen was impressed with the clarity and positioning of the navigating lights — even seven mile lights could be seen at a distance of at least nine miles.

After taking on new crew in Darwin, *Tarzan*, with Jochen and Marion still in command, sailed to South Africa, thence to complete her circumnavigation to her home port of Hamburg in Germany.

KAY BASON reports from Port Moresby, Papua New Guinea.

● **GLORY.** Sir Henry Piggot designed his seven-metre yacht especially for a circumnavigation. She's junk-rigged and he put "everything" down below: the tiller and sheets are housed inside so he never has to go outside in heavy



Sir Henry Piggot's *Glory* in Port Moresby . . . hasn't had to use his wet weather gear. — Kay Bason photo.

weather, and he hasn't had to wear his wet weather gear since leaving Poole, England. *Glory* is Sir Henry's fifth yacht and he incorporated all his experience in the building of this 4.7-tonne fibreglass. There is no cockpit, and everything is designed for simplicity.

Sir Henry left Poole in June 1983. He's a farmer who "sold his cows" to pay for this venture. He said the boat is very buoyant and takes the seas much better than he does. His average daily run is about 90 miles. The junk's sail is 13.8 square metres and easy to handle — it is raised and lowered from his cabin. *Glory* is powered by a 24 hp diesel engine.

The Indian Ocean will have to wait until sometime into '85. Sir Henry's intention was to sail to Darwin, haul out and fly home to England for Christmas. He feels it's now (October '84) too late in the season to attempt crossing the Indian Ocean in his small yacht.

I cut his hair on the stern of *Saraband* (yes, Max Kean is still here) and reassured him that even if he did look "punk" it would grow before he got to Darwin. I'd never cut a "Sir's" hair before, but he was very gracious.

● **DINKS SONG.** This 12-metre Jim Brown-designed tri has been cruising around the Pacific for 12 years. Owner Jeff Allen spent four years building it in California. She's very seakindly, excellent downwind and reasonably fast. Jeff is a vet who has "suffered" from Polyneuropathy and Melanesian Madness — seriously, he has had a great time cruising in the Pacific.

On board is "Rags" a 14-year-old cat who hates dry land. She's been at sea all her life and is quite unhappy when in port.

Tristram Hayman met Jeff while backpacking the Pacific. He signed on as crew and said he's not been the same man since, and will make somebody a wonderful wife, dedi-



Sir Henry Piggot — a "punk" haircut? — Kay Bason photo.

cated to the galley.

Dinks Song is heading across the Indian Ocean for Gibraltar and Spain, and hopes to arrive in England next summer. Jeff doesn't think he could survive an English winter.

● **CABANE III.** Pehr Sandstrom and Martha Salonen sailed from Helsinki, Finland in this 11.8-metre wooden sloop. She's the third wooden yacht to be built by Pehr's father.

They left Helsinki in June 1983 and cruised in the Med, Greece and Turkey, before heading for the West Indies. This circumnavigation has been good groundwork for another trip in future. Pehr and Martha found the Pacific a beautiful place but would like to have had more time. They sailed direct from Vanuatu to Port Moresby as they are in a hurry to cross the Indian Ocean before the cyclone season.



Above: Harold and Sue Conway aboard *Motu Iti II*, and (below) delivery crew members of *La Desirade*. — Kay Bason photos.



● **MOTU ITI II.** This is Polynesian for "small island" and is the name of what Harold and Sue Conway describe as a "very modified" Carli-ta-designed yacht. She's 10.3 metres, which is about a metre shorter than the original plans. Harold is a boatbuilder and incorporated lots of good ideas when building the boat on Brampton Island. This was a three-year project.

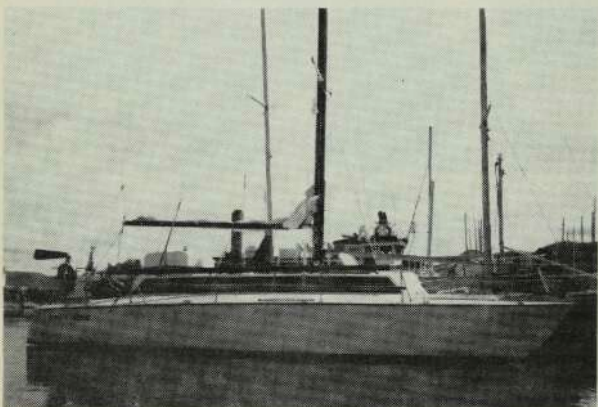
They decided to go cruising this year and to let the freezer wait until they have more money. From Brampton Island they cruised the Queensland coast to Thursday Island in company with Sue's father who is sailing back to South Africa. Future plans are to spend a few months cruising the Louisiade Archipelago.

● **LA DESIRADE.** A crew of three are delivering this 13-metre yacht from New Caledonia to Reunion. The skipper, Jean-Marc Lannuzel is a friend of the owner who ran out of time in Noumea, and had to leave the yacht behind.

The crew have all enjoyed their cruising holiday. They are Patricia Misturino and Jean Coelis. Their only worry is that being so late in the year, they may encounter cyclones and bad weather in the Indian Ocean.

● **JOHN BARLEYCORN.** "A most enjoyable cruise made more enjoyable by the outstanding hospitality of the people" — that's the word from Jim and Olga Griffiths after their cruise in PNG. They visited Samarai, Madang, Kimbe, Rabaul and Kieta, then sailed to Solomon Islands. On their return they entered the Louisiade Archipelago at Rossel Island, and cruised through to Port Moresby. Their home port is Bowen, Queensland.

This 11.5-metre round bilge cutter was designed by Maurice Griffiths and has been their home since 1973. It is well known on the east coast of Australia. She is one of the best maintained steel yachts around. Jim and Olga were heading back to the Whitsunday Islands to see old friends.



Dinks Song, a cat that's a real seadog. — Kay Bason photo.

shipping schedules

Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

AUSTRALIA - FIJI

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 (27-9851); Wiltrans Agency Pty Ltd., 21st Floor, 60 Market St., Melbourne (614-4788) Tlx 30163. ACTA Pty. Ltd., Brisbane (221-3116); Elders-ANL Pty. Ltd., Port Adelaide (47-5688); Newcastle, Sofrana Sydney (27-9851); Websters-ANL, 58 Charles St., Launceston, Tasmania (320-555) Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson Street, Suva, Fiji (312-244), Tlx FJ2199.

AUSTRALIA - SAMOAS - TONGA

Warner Pacific Lines operates a regular cargo service from Sydney, Brisbane and Melbourne to Nuku'alofa, Pago Pago, Apia and Vavau. Feeder service available from Apia to Cook, Christmas, Fanning and Washington Islands.

Details from Hetherington Westfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - NEW CALEDONIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised service (general, reefer and ro-ro) from Sydney to Noumea, Lautoka, Suva, Apia, Pago Pago, Nuku'alofa, Sydney. Cargo centralised from Adelaide, Melbourne, Brisbane.

Details from: Pacific Forum Line, P.O. Box 796 Auckland; Union Bulkships, 333 George Street, Sydney, Brisbane and Melbourne; Union Co., Lautoka, Suva, Nuku'alofa; Pacific Forum Line Apia; Polynesia Shipping Pago Pago.

AUSTRALIA - LORD HOWE IS. - NORFOLK IS.

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

Details Hetherington Westfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - KIRIBATI

K. Asia Pacific operates a 5/6 weekly service from Melbourne and Sydney to Kiribati (Tarawa).

Details from K. Asia Pacific Pty. Ltd., 19-31 Pitt Street Sydney (232-2277), Tlx 22143.

KAP New Guinea Lines call Tarawa from PNG ports on a 35 day basis from Melbourne and Sydney/Brisbane.

Details from K. Asia Pacific Pty. Ltd., 19-31 Pitt Street, Sydney (232-2277), Tlx 22143.

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 (27-9851); Wiltrans-Agency Pty. Ltd., 21st Floor 60 Market St., Melbourne (614-4788) Tlx 30163 ACTA Pty. Ltd., Brisbane (221-3116); Elders-ANL Pty. Ltd., Port Adelaide (47-5688); Newcastle, Sofrana Sydney (27-9851); Websters-ANL, 58 Charles St., Launceston, Tasmania (320-555)

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

Details Hetherington Westfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney, Melbourne and Brisbane to Noumea, Port Vila and Santo, for containerised and break bulk cargo.

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

AUSTRALIA - NAURU - MARSHALL IS. - KIRIBATI

Nauru Pacific Line operates regular cargo service from Melbourne to Nauru, Majuro and Tarawa. Passenger service to Nauru only.

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

AUSTRALIA - NEW ZEALAND

The Australian National Line (ANL) and the Shipping Corporation of New Zealand operate a 10-day container service and west-bound voyages between Sydney and the US.

Details from ANL, 20 Bond Street, Sydney (232-0444) or P.O. Box 22387 G.P.O. Melbourne 3001 (62-0681) or Shipping Corporation of New Zealand, P.O. Box 3344 Wellington (72-8500).

AUSTRALIA - NZ - FIJI - HAWAII - US

P & O liners call at Auckland, Suva, Pago Pago and Honolulu on eastbound and west-bound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty. Ltd., 33 Bligh Street, Sydney (237-0333).

AUSTRALIA - NZ - FIJI - TONGA - VANUATU - NEW CALEDONIA - SOLOMONS - NEW GUINEA

Sitmar Cruises operates a year-round cruise program from Sydney to include the above countries.

Details from Sitmar Cruises, 39 Martin Place, Sydney (239-9000); NSW, reservations and inquiries (008 42-2277); Rest of Australia, reservations and inquiries (008 22-2277).

AUSTRALIA - NZ - FIJI - TONGA - VANUATU - NEW CALEDONIA - 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 (237-0333).

AUSTRALIA - NZ - SOLOMONS - PNG

Pacific Forum Line operates containerised and general cargo service from Lyttelton, Napier and Auckland to Honiara, Lae, Port Moresby, Brisbane.

Details from: Pacific Forum Line, Auckland; Steamships Shipping, Port Moresby and Lae; Sullivan's Ltd., Honiara; Union Bulkships, Brisbane.

AUSTRALIA - MICRONESIA

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

Details: N.P.L. (Australia) Pty. Ltd. Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TUVALU

K. Asia Pacific operates a 3 monthly service from Sydney and Melbourne to Tuvalu (Funafuti). Subject inducement.

Details from K. Asia Pacific Pty. Ltd., 19-31 Pitt Street, Sydney (232-2277), Tlx 22143

AUSTRALIA - PNG

KAP New Guinea Lines cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul, Popondetta.

Details from K. Asia Pacific Pty. Ltd., 19-31 Pitt Street, Sydney (232-2277), Dalgity Shipping, World Trade Centre, Melbourne (616-6700).

AUSTRALIA - PNG - SOLOMONS

Sofrana Unilines (Aust.) P/L operates a 3 weekly cargo service to PNG ex-main ports

on the east coast of Australia.

Details from Sofrana Unilines, 19 Pitt Street, Sydney (27-9851) Tlx. 25327.

AUSTRALIA - PNG - SOLOMONS - VANUATU

A consortium of NGAL/PNGL and CON-PAC/NEL have four vessels operating a joint service from east coast Australian ports to Port Moresby, Lae, Alotau, Madang, Wewak, Rabaul, Kavieng-Kimbe, Kieta, Honiara, Vila, Santo.

Details from Burns Philp & Co. Ltd., P.O. Box R124, Royal Exchange, Sydney 2000 (2-0547); Intercean Swire, 8 Spring Street, Sydney, (2-0522); New Guinea Express Lines, 37 Pitt Street, Sydney, (241-3991); Vila Agents, PO Box 27, Port-Vila (2456), Tlx. NH1011.

New Guinea Express Lines operates a weekly container service from Melbourne, Sydney, Brisbane to Port Moresby, Lae, Alotau, Kimbe, Rabaul, Kieta, Honiara, Kavieng, Madang, Wewak, Santo, Vila.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, Sydney (241-3991); New Guinea Express Lines, 127 Creek Street, Brisbane (221-9333); New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053); Niugini Express Lines, Port Moresby (21-4572); Lae (42-1536); Niugini Island Cargo Services Pty. Ltd., Rabaul (922-467); Bougainville Agencies Pty. Ltd., Kieta (956-089); Alotau Stevedoring & Transport, Alotau (61-1318); Ngatia Wholesalers Pty. Ltd., Kimbe (93-5102); and Trading Company, Mendana Avenue, Honiara (22588); Vila Agencies Ltd., PO Box 971, Vila, Vanuatu (2490); John Lum & Associates, PO Box 65, Santo, Vanuatu (329).

AUSTRALIA - TAHITI

Compagnie Generale Maritime operates a monthly service from Sydney, Melbourne and Brisbane to Papeete, for containerised and

break bulk cargo.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700). Sofrana Unilines (Aust.) P/L operates a 3/4 weekly cargo service to Papeete ex main ports on the east coast of Australia.

Details from Sofrana Unilines, 19 Pitt Street, Sydney (27-9851) Tlx. 25327

SINGAPORE - HONG KONG - FIJI - ISLANDS PORTS

Kyowa Shipping Co. Ltd. operates a monthly containerised and breakbulk cargo service from Singapore, Hongkong to Lautoka, Suva and then to island ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson Street, Suva, (312-244), Tlx FJ2199.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) now operates a monthly service accepting containerised and break bulk cargo from Manila, Keelung, Kaohsiung and Hongkong to Lautoka, Suva and thence to New Zealand ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson Street, Suva (312-244), Tlx FJ2199; 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, Lautoka and NZ ports.

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

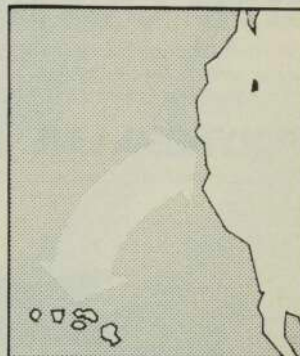
FAR EAST - MID-S. PACIFIC

China Navigation's New Guinea Pacific Line operates a regular container service from Hongkong, Taiwan, Manila, Port Kelang and Singapore to Port Moresby, Lae, Rabaul



**PACIFIC ISLANDS
TRANSPORT LINE
M.V. SIRIUS**

**EXPRESS
CONTAINER
•REEFER
SERVICE
between U.S.
West Coast
ports and**



TAHITI/SAMOA PAPEETE
PAGO PAGO
APIA

General Steamship Corporation LTD

General Agents

400 California Street, San Francisco, CA, USA

PAPEETE: Agence Maritime Internationale, Tahiti

PAGO PAGO: Polynesia Shipping Services, Inc.

APIA: Burns Philp (South Sea) Company, Ltd.

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. Ltd., PO Box 634, Port Moresby (22-0289).

Kyowa Shipping Ltd. operates monthly services from Japan to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and Vanuatu.

Details: Hetherington Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671); Carpenters Shipping, Suva (312-244), Tlx FJ2199.

GUAM - NORTHERN MARIANAS

Saipan Shipping Co. Inc. operate a weekly service via barge carrying containers and conventional cargo between Guam and Saipan and Tinian.

Details from Saipan Shipping Co. Inc., PO Box 8, Saipan, CM 96950 (Tel. 9707), Tlx 783619; Guam agents Maritime Agencies of the Pacific Ltd.

HAWAII - TAHITI - SAMOAS - TONGA - KIRIBATI - FIJI - SOLOMONS - PNG.

Star Shipping Associates operates a monthly service originating in Honolulu and destined for Pago Pago, Papeete, Apia, Nuku'alofa, Suva, Vila and Port Moresby.

Details from Star Shipping Assoc., P.O. Box 25988, Honolulu, Hawaii 96825. Ph. (808) 545-3026; Polynesia Shipping Services in Pago Pago and Burns Philp Agency in Apia, Nuku'alofa, Suva and Port Moresby.

JAPAN - FIJI - ISLAND PORTS

Kyowa Shipping Co. Ltd. operates a monthly service from main ports of Japan to Suva and Lautoka and thence to island ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson St., Suva (312-244), Tlx FJ2199.

JAPAN - FIJI - ISLAND PORTS

Bali Hai service operates a monthly service from main ports of Japan to Lautoka and

Suva and thence to island ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson St., Suva (312-244), Tlx FJ2199 and Burns Philp, Suva (311-777).

JAPAN - MICRONESIA

The NYK Shipping Line operates a monthly cargo service from Japan to Micronesia, calling at Yokohama, Nagoya, Kobe, Guam, Saipan, Truk, Ponape and Majuro, returning via Yokohama, Nagoya and Kobe.

Details from Burns Philp & Co. Ltd., 51 Pitt Street, Sydney (2-0547).

JAPAN - MICRONESIA

Saipan Shipping Co. Inc. operates a monthly service from Japan to Saipan, Guam, Truk, Ponape, Majuro (Kosrae and Ebeye on inducement).

Details from Saipan Shipping Co. Inc., P.O. Box 8, Saipan, CM 96950 (Tel. 9707), Tlx 783619; Japan agents Kyowa Shipping Company Ltd; Guam Agents Maritime Agencies of the Pacific Ltd.

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., P.O. Box 922, 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, Harbour Centre Building, 1st Floor, Thomson St., Suva (312-244), Tlx FJ2199.

PNG - INTER - MAINPORT

Papua New Guinea Line offers scheduled 10-20 day coastal liner services linking all PNG major ports with containerisation, reefer, heavy lift and transhipment facilities.

Details from PNG Line, Box 543, Port Moresby, PNG (21-1174), Tlx 22269.

PNG - UK-CONTINENT

The Bank Line & Columbus Line operate a regular joint 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); Tlx AA24063; Columbus Line, Lae (423466), Tlx NE 44171; or lines' local agents.

SOLOMONS - UK-CONTINENT

The Bank Line & Columbus Line operate a regular joint 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); Tlx AA24063; Columbus Line, Lae (423466), Tlx NE 44171; or the lines' local agents.

NEW ZEALAND - VANUATU - SOLOMON ISLANDS - PAPUA NEW GUINEA - AUSTRALIA

Pacific Forum Line operates a 28 day cycle container shipping service from New Zealand direct to Vila, then on to Honiara, Lae, Port Moresby, Brisbane, back to Lyttelton, Napier and Auckland.

Details from Pacific Forum Line, P.O. Box 796, Auckland (790-050), Tlx 60460; P.O. Box 971, Vila, Vanuatu (2490), Tlx 1044.

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., P.O. Box 3344, Wellington (72-8500); Waterfront Commission, P.O. Box 61, Rarotonga; Cook Islands; Shipping Office, Govt. of Niue, P.O. Box 107, Niue Island; Compagnie Maritime Polynesienne, P.O. Box 368, Papeete, Tahiti.

NZ - FIJI

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

Details from Reef Shipping Agencies, P.O. Box 3382, Auckland, NZ (77-1221-3), Tlx 60633; M.V. Fijian Shipping Agencies Ltd.,

Private Bag, Suva, Fiji (31-1056).

Pacific Line with one ship operates three-weekly ro-ro cargo service New Zealand, Lautoka, Suva. No passengers.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279), P.O. Box 3614, Tlx NZ2313; Carpenters Shipping, 100 Thomson Street, Suva (312-244), Tlx FJ2199.

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., P.O. 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 and Nuku'alofa; Pacific Forum Line, Apia; Polynesian Shipping, Pago Pago.

NZ - N. CALEDONIA - VANUATU - PNG - SOLOMONS

Sofrana Unilines with three ships operate to Vila and Santo, to Honiara and Papua New Guinea and to Norfolk Island and Noumea (No passengers).

Details from Sofrana Unilines, 18 Customs Street, Auckland (773-279), P.O. Box 3614, Tlx NZ2313.

NZ - TAHITI

Compagnie Tahitienne Maritime SA (as CTM-Tahiti Line) operates one ship, MV Bounty 111, monthly Papeete - New Zealand. (No passengers).

Details from Sofrana Unilines, P.O. Box 3614, 18 Customs St., Auckland, Tlx NZ2313; Agence Maritime Cowan, P.O. Box 9012, Papeete (39042), Tlx Tahitlin 322 FP Tahiti.

NZ - TONGA - SAMOAS

Warner Pacific Line services Auckland, Nuku'alofa, Vavau, Apia, Pago Pago fortnightly carrying general and freezer cargoes.

We've just made the ocean smaller!

Polynesia Line's new MS Polynesia 550-container ship provides regular monthly cargo service between Papeete, Pago Pago and Apia in the South Pacific, and Long Beach and Oakland on the US Pacific Coast.

POLYNESIA LINE

Interocean Steamship Corporation General Agent

NINE DAYS TO POLYNESIA
ELEVEN DAYS TO U.S.

San Francisco
Long Beach

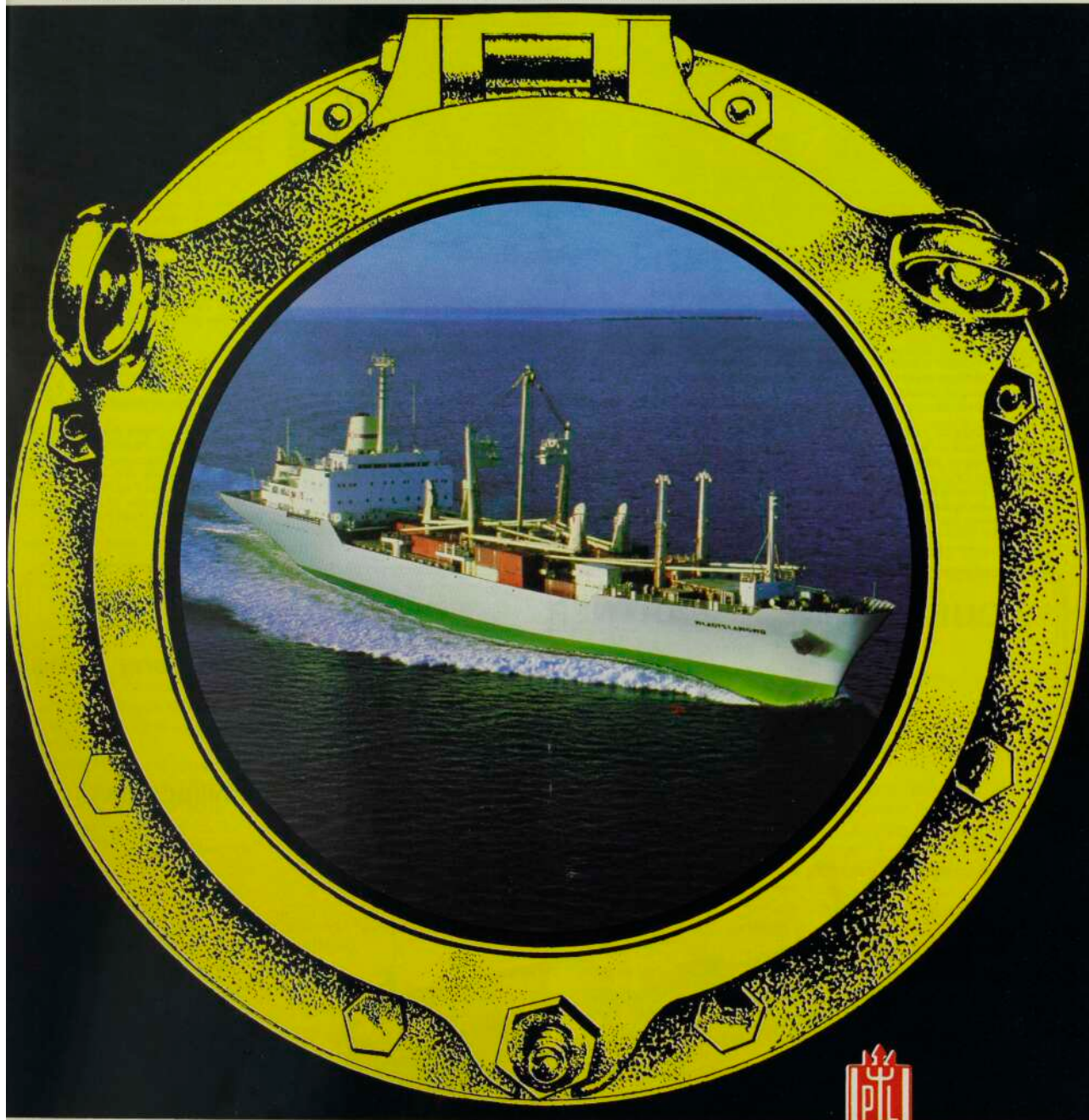
Apia
Pago Pago
Papeete

Port Agents
Papeete
Morgan Vanev
Bally Pacific Ltd.
Papeete, Tahiti
Cable "MORVAN"
Pago Pago
Polynesia Shipping
Services, Inc.
PO Box 1478
Pago Pago
American Samoa 96799
Cable "POLYSHIP"
Apia
Union Steam Ship Co.
of New Zealand
PO Box 50
Apia, Western Samoa
Cable "UNION"
San Francisco
Interocean Steamship
Corporation
400 California Street
Suite 1004
San Francisco, CA 94104
(415) 398-2000
Cable "INTEROCC"
Long Beach
Interocean Steamship
Corporation
6021 E Pacific Coast
Highway, Suite 100
Long Beach, CA 90803
(213) 493-4450
Cable "INTEROCC"

Serving Polynesia is all we do—and we do it better!

POLISH OCEAN LINES

General Management, 10 Lutego 24,81-364 GDYNIA, POLAND, Phone: 20-19-01, Cables: POLOCEAN Telex: 054-231



SOUTH PACIFIC SERVICE



We offer monthly service to and from: GDYNIA, HAMBURG, ROTTERDAM, MIDDLESBOROUGH/IMMINGHAM, ANTWERP, DUNKIRK, ROUEN, PAPEETE (via PANAMA), NOUMEA, AUCKLAND, HONIARA, RABAU, LAE, SINGAPORE, by our multipurpose vessels carrying dry and reefer containers, reefer chambers, heavy lifts, breakbulk or palletized, bulk liquids.

POLISH OCEAN LINES Representatives

AUCKLAND T.B.A. Telex 21517 NZ "UNISHIP". SYDNEY Mr Walenciak Telex 20428 AA "SLEIGH"

POLISH OCEAN LINES Agents

TAHITI SOTAMA Telex 296 FP "COUTIMEX". NEW CALEDONIA SATO Telex 163 NM "SATO". AUCKLAND UNIVERSAL SHIPPING AGENCIES LTD. Telex 21517 NZ "UNISHIP".

Details from McKay Shipping Ltd., Downtown House, 21 Queen St., Auckland, P.O. Box 1372 (30-299). Cables MACSHIP, Telex NZ2554, Warner Pacific Line, Box 93, Nuku'alofa, Tonga; Mealelei (Western Samoa) Ltd. Private Bag, Apia, Western Samoa; Kneubuhl Maritime Service, Box 39, Pago Pago, American Samoa, 96799.

NZ — NEW CALEDONIA

CP Line operates a monthly cargo service from Auckland, Napier and Mt. Maunganui to Noumea.

Details from McKay Shipping Ltd., P.O. Box 1372, Auckland (9-30229); Tlx 2554 NZ.

TAHITI — NEW CALEDONIA — VANUATU — SOLOMON IS. — NEW ZEALAND — PNG — SINGAPORE — EUROPE

Polish Ocean Lines operate in a semi-container type vessel to the following ports, from Papeete, Noumea, Santo, Vila, Yandina, Honiara, Auckland, Rabaul, Lae, Singapore then to Mediterranean ports and Europe via the Suez Canal. (Other New Zealand ports subject to inducement).

Details from Universal Shipping Agencies Ltd., 6th Floor, 38 Fort Street, Auckland 1, New Zealand (30931); Tlx 21517.

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 — SOLOMONS — PNG — EUROPE

Polish Ocean Lines offers regular monthly sailings for containerised and break bulk cargo and reefer space, conventional and in reefer containers, from Noumea to Vanuatu

(Santo/Vila), Solomon Islands (Honiara), New Zealand (always Auckland, other ports subject to inducement), Lae, Rabaul, Singapore, then Mediterranean to Europe. 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 163NM SATO; Union Steamship Co. of NZ, P.O. Box 50, Apia, Tlx 25; Williams and Gosling, P.O. Box 79, Suva (312633), Tlx 2163; Warner Pacific Line, P.O. Box 93 Nuku'alofa (21089), Tlx 66219; Universal Shipping Agencies, 6th Floor, 38 Fort Street, Auckland 1, New Zealand (30930), Tlx 21517.

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

Nedlloyd offers regular cargo services from Continental ports 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 and Vetani Street, Lautoka (63988), Tlx 5215FJ.

UK — N. CONTINENT — W. SAMOA — TONGA, FIJI

The Bank Line & Columbus Line operate a regular joint cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Apia, Nuku'alofa, Suva and Lautoka.

Details from The Bank Line (Asia) Pty. Ltd., 51 Pitt Street, Sydney (27-2041), Tlx AA 24063; Columbus Line, Lae (423-466), Tlx NE 44171; or lines' local agents.

UK — N. CONTINENT — PNG — SOLOMONS

The Bank Line & Columbus Line operate a regular joint 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 (Asia) Pty.

Ltd., 51 Pitt Street, Sydney (27-2041), Tlx AA 24063; Columbus Line, Lae (42-3466), Tlx NE 44171; or lines' local agents.

UK N. CONTINENT — TAHITI — N. CALEDONIA — VANUATU

The Bank Line & Columbus Line operate a regular joint cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Papeete, Noumea, Port-Vila and Santo.

Details from The Bank Line (Asia) Pty. Ltd., 51 Pitt Street, Sydney (27-2041), Tlx AA 24063; Columbus Line, Lae (42-3466), Tlx NE 44171; Ets. A.M. Fare UTE, Papeete; Ets. Ballande, Noumea and other local agents.

US — FIJI — TAHITI — NZ — AUSTRALIA

The Bank Savill Line Ltd. operates regular cargo services from U.S. Gulf ports to Australia and N.Z. 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 — MICRONESIA — E. MALAYSIA — BRUNEI — PAPUA NEW GUINEA — PHILIPPINES

PM&O Lines operates three fully self-sustained container vessels on a sailing frequency of every 21 days from the San Francisco Bay area, Los Angeles, and Honolulu to Majuro, Ebeye, Kosrae, Ponape, Truk, Saipan, Yap, Koror, Kota Kinabalu, Brunei, Lae, Kieta and Rabaul.

Service is also offered utilising the same vessels on the same 21-day frequency from the Philippine ports of Manila, Cebu, Cagayan de Oro, Davao and General Santos and the Papua New Guinea ports of Rabaul, Lae and Kieta to Hawaii, San Francisco Bay area and Los Angeles.

Details from PM&O Lines, 181 Fremont Street, San Francisco, California, 94105, U.S.A. (415) 543-7430, Tlx 278016, Cable

PMONAV SFO; PM&O Owner's representative, P.O. Box 803, Saipan, N.M.I. 96950. Cable — COMMONTIME SAIPAN, Tlx 783605; Soriamont Steamship Agencies Inc., Soriamont House, 801 United Nations Avenue, Manila, Philippines. Tel 50-1831 and 50-1851, Tlx 40138. ANSHIP PN.

US — HAWAII NAURU — MICRONESIA

Nauru Pacific Line operates regular conventional and container services 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 N.P.O. (Australia) Pty. Ltd., Nauru House, 80 Collins Street, Melbourne (653-5709); Nauru Air and Shipping Agency, Suite 2803, 185 Berry Street, San Francisco, California 94107 (415-543-1737); Nauru Air and Shipping Agency, Suite 506, 841 Bishop St., Honolulu, HI 96813 (808-523-0441).

US. NOUMEA — FIJI

PAD Line operates an approx. 3-weekly ro-ro service from west coast USA and Canada to Noumea, Suva and Lautoka.

Details from Sofrana Unilines BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, Harbour Centre Building, 1st Floor, 100 Thomson Street, Suva (312-244), Tlx FJ2199; Trans-Austral Shipping Pty. Ltd., P.O. Box R232, Royal Exchange, 2000 (231-8411), 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. P.O. Box 1478, Pago Pago 96799.

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

Details from Polynesia Shipping Services Inc., P.O. Box 1478, Pago Pago 96799.

YOUR BUSINESS PARTNER

Japan S. Korea Taiwan Singapore Hong Kong

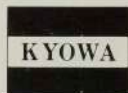
To: Solomon Is., New Caledonia, Fiji, W. Samoa, A. Samoa,

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 Ssiosa J.

deaths

Dwight Heine

In the Marshall Islands in November, aged 63.

Mr Heine was the first person to appear before the United Nations to protest against the United States' action in exploding an atomic bomb in the 1950s at Bikini Atoll, Marshall Islands.

He was also the first Micronesian to graduate from an American college, and the first Speaker of the Council of Micronesia, and, later, the Congress of Micronesia.

Mr Heine frequently represented Micronesia at Pacific regional meetings.

John Aba

In Port Moresby on November 12, aged 28.

PNG's greatest boxing hero, John Aba died from injuries sustained in a car accident on November 7.

He was pushing his car which had developed engine trouble to the side of the road when another vehicle ran into him.

From Rorovana, North Solomons Province, John Aba was the Commonwealth junior lightweight champion from 1977 until October 19, 1982 when he relinquished the title because of medical and family reasons.

Prime Minister Michael Somare said: "As a champion boxer John Aba attracted international focus on PNG. John Aba did PNG proud by becoming the first Papua New Guinean boxer to hold a Commonwealth professional title."

Mr Somare said Aba was an excellent ambassador for PNG whenever his boxing commitments took him overseas.

Mulya Dhanraji

At Nausori, Fiji, on September 5, aged 70.

Miss Dhanraji was for more than 35 years a popular teacher and confidante of the orphaned inmates of Dilkusha Girls Home.

She herself was raised in the Dilkusha Girls Home from the age of two, when her mother died during the influenza



Dwight Heine (left) leads the way into the first joint session of the Congress of Micronesia in 1966.

epidemic, and she remained in the home until 1930, when she became a teacher.

Her two brothers were also brought to Dilkusha Home when their father, a Hindu priest, died some years after their mother.

The Rev. Daniel Mastapha, a former president of the Methodist Church, described Miss Dhanraji as "the Mother Teresa of Fiji" because of the quality of dedication she had for the girls at the home.

He said she brought up many girls at the home and ensured they enjoyed life as much as everybody else.

She was a dedicated servant of the church, a wonderful teacher, and a friend to all.

More than 300 people, most of whom were girls she had brought up at the home, attended her funeral at Nasinu Cemetery.

Edith Tarte

In Taveuni, Fiji, on October 16, aged 87.

Mrs Tarte (nee Carr) was born and educated at Levuka.

Her father, Frederick Carr, was English and her mother, Alice, a New Zealander.

Mrs Tarte took up nursing when she left school and rose to the rank of sister before she resigned and turned to teaching.

She set up a kindergarten in

Suva and taught for several years before she married Augustus Rood Tarte and moved to Vuna, Taveuni, with him.

Her husband died in 1956.

Mrs Tarte spent her life on the family estate, tending and caring for the people in the area and using her nursing skills.

Dayabhai Parshottam Patel
In Lautoka, Fiji, on October 22, aged 77.

Mr Patel was a pioneer supermarket owner in Nadi, where he started the D.P. Patel Company's supermarket in 1970. At the time the only other supermarket in Nadi was owned by Morris Hedstrom Ltd.

Mr Patel went to Fiji from Gujrat, India, in 1928 and worked for the A.J.C. Patel Company at Ba for the next five years.

In 1935 he opened a store at Korovuto and moved to Nadi in 1945.

Joseph F. Screen

In Honolulu on August 15, aged 58.

An administrator and later a businessman in the Commonwealth of the Northern Marianas, Mr Screen first went to Saipan in 1966 as commissioner for administration in the Trust Territory government.

Delivering the eulogy at the Garapan Catholic Church, Governor Pedro P. Tenorio

praised Mr Screen's work as a government official, saying "he increased the budget and improved public services to all districts of Micronesia".

The governor went on: "As a businessman, Joe was without equal. He was tough, but he was fair and honest.

"He cared about little guys, and looked out for their interests.

"He was tourism's greatest advocate, having served as chairman of the Marianas Visitors Bureau," Governor Tenorio said.

All flags in the commonwealth were flown at halfmast for 12 hours in appreciation of Joseph F. Screen's contributions to the government and people of the Northern Marianas and Micronesia.

John D. Patterson

At Pago Pago on October 21.

Harbor pilot training officer with American Samoa's Department of Port Administration, Mr Patterson died in an accident just outside Pago Pago harbor.

A report from the office of the territory's Commissioner of Public Safety indicated that Mr Patterson fell overboard and was caught between the vessels *Kai Kai* and *Demarco XI*.

He was pronounced dead on arrival at hospital.



SERVICE PAGE

PACIFIC ISLANDS MONTHLY

AUSTRALIA: Distribution: The Herald and Weekly Times Ltd., 44-74 Flinders St., Melbourne, Vic., 3000. **Advertising Reps** — Brisbane — D. Wood, Anday Agency, CCA Centre, Dayboro Road, Closeburn 4520; Box 1918, GPO Brisbane, 4001; telephone (07) 289-4128. **Adelaide** — Hastwell Williamson Rouse Pty. Ltd., PO Box 419, Norwood, SA, 5067; 59 Kensington Road, Norwood; telephone (08) 332-3322, telex 87113; **Perth** — Allen & Associates, Suite 2, 284 Stirling St., Perth, WA, 6000, telephone (09) 328-9593 or (09) 328-9363.

Fiji: Distribution and subscriptions — Desai Bookshops, P.O. Box 160, Suva, Fiji, telephone Suva 23036. **Advertising** — Fiji Times & Herald Ltd., 20 Gordon St., Suva, telephone 31-4111, 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** — Brian C. Asgill, Apt. 1308, 1676 Ala Moana Blvd., Honolulu, Hawaii, 96815, telephone (808) 955-9718.

JAPAN: Advertising and subscriptions — Universal Media Corporation, GPO Box 46, Tokyo, telephone 666-3036, cables UNIMEDIA Tokyo, telex 2524665.

KOREA: Advertising and subscriptions — World Marketing, Inc., Box 4010, Seoul; phone 776-5291-3, telex K23232.

MALAYSIA: Advertising and subscriptions — Worldwide Media Services, 57-B Komplex Damai, Jin Dato Haji Eusoff, Kuala Lumpur, telephone 63-9340, cables WORLDMEDIA Kuala Lumpur, telex 31533.

VANUATU: Distribution — Maropa Bookshop, HQ Box 210, Port Vila. **Advertising** — Bill Penthand, Norman Bros Bookshop, Port Vila, telephone 2232.

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 10259, Balmoral, Auckland 4, telephone 605-909, 792-370, telex NZ21404.

PAPUA NEW GUINEA: Distribution — Gordon & Gotch, PO Box 3395, Port Moresby, telephone 25-4551, 25-4855. **Advertising** — Ken Head, PNG Post-Courier, PO Box 85, Port Moresby, telephone 21-2577, telex 22120.

SOLOMON ISLANDS: Distribution and Advertising — The Bookshop, (Norman Bros.) PO Box 503, Honiara.

PHILIPPINES: Advertising — The GF Group, 12 San Ignacio St., Uroaneta Village, Makati, Metro Manila, telephone 817-7299, telex 45950 and 4233.

UNITED KINGDOM: The Herald & Weekly Times Ltd., No 1 Maltravers 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 10 017, telephone 867-9580, telex 236514. **Subscriptions** — PIM, Hawaii, PO Box 22250, Honolulu, Hawaii, 96822.

SUBSCRIPTIONS

	Local	Aust.
American Samoa	\$US21	\$18
Australia	\$A18	\$18
Canada	\$US27	\$25
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	\$NZ27	\$18
Niue		\$19
Norfolk Island		\$15
Northern Marianas	\$US23	\$20
Papua New Guinea		\$23
Solomon Islands		\$19
Tonga		\$19
Tuvalu		\$19
United Kingdom	Stg 15	\$25
U.S. Mainland	\$US27	\$25
Vanuatu		\$19
Western Samoa		\$18
Elsewhere		\$A25

Payments by personal cheque are only acceptable in Australian (from a branch in Australia), U.S. 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 Quadricolor Industries Pty. Ltd., Mulgrave, Vic.

ADVERTISING

Air Niugini.....	6
Aggie Grey.....	66
Citizen.....	38
Henry Cumines.....	48
Dept. of Trade.....	4
General Steamships.....	61
Hitachi.....	2
Intercontinental.....	66
Hudson Homes.....	26
David Hughes.....	66
Jensen Machinery.....	66
Kyowa Line.....	64
Nissan.....	12, 13
Pacific Books.....	40
Papua Hotel.....	50
Pioneer.....	67
Polish Shipping Lines.....	63
Polynesian Lines.....	62
Sheaffer.....	21
Solarex.....	68
Toyota.....	34, 35
Tutt Bryant.....	46

ALL THE NEWS
IN A FLASH

THE SOUTH SEA DIGEST

See insert
for Subscription details

GENERATORS

2 KVA — 1500 KVA

Sets Ex Stock
or
Built to Spec
from

JENSEN
MACHINERY

25 HOPE ST.,
BRISBANE, 4101,
AUSTRALIA

PHONE: BUS. (07) 44-4511
A.H.: (07) 207-8165

NOW AVAILABLE! 15th Edition PACIFIC ISLANDS YEAR BOOK

Contains over 550 pages crammed with all the facts
you want to know on all the island groups of the Pacific.

See insert for further details and price.

FRESH WATER FROM SALT

Contact an energy specialist who
has lived and worked in the islands:

DAVID HUGHES
Suite 204, 720 George Street,
SYDNEY 2000, AUSTRALIA
(02) 211-4759, AA70842

TOYOTA DATSUN MITSUBISHI MAZDA HONDA ISUZU HINO

JAPANESE RECONDITIONED USED CARS

We Export



Top Quality
Quick Delivery
Economical Price

Please contact to:

INTERCONTINENTAL LTD.

P.O. BOX 194 NAKA

2-16-13 SAKAE NAKA-KU

NAGOYA 460 JAPAN

TELEPHONE: 052-211-5125

TELEX: 0442-4880 INCONT J

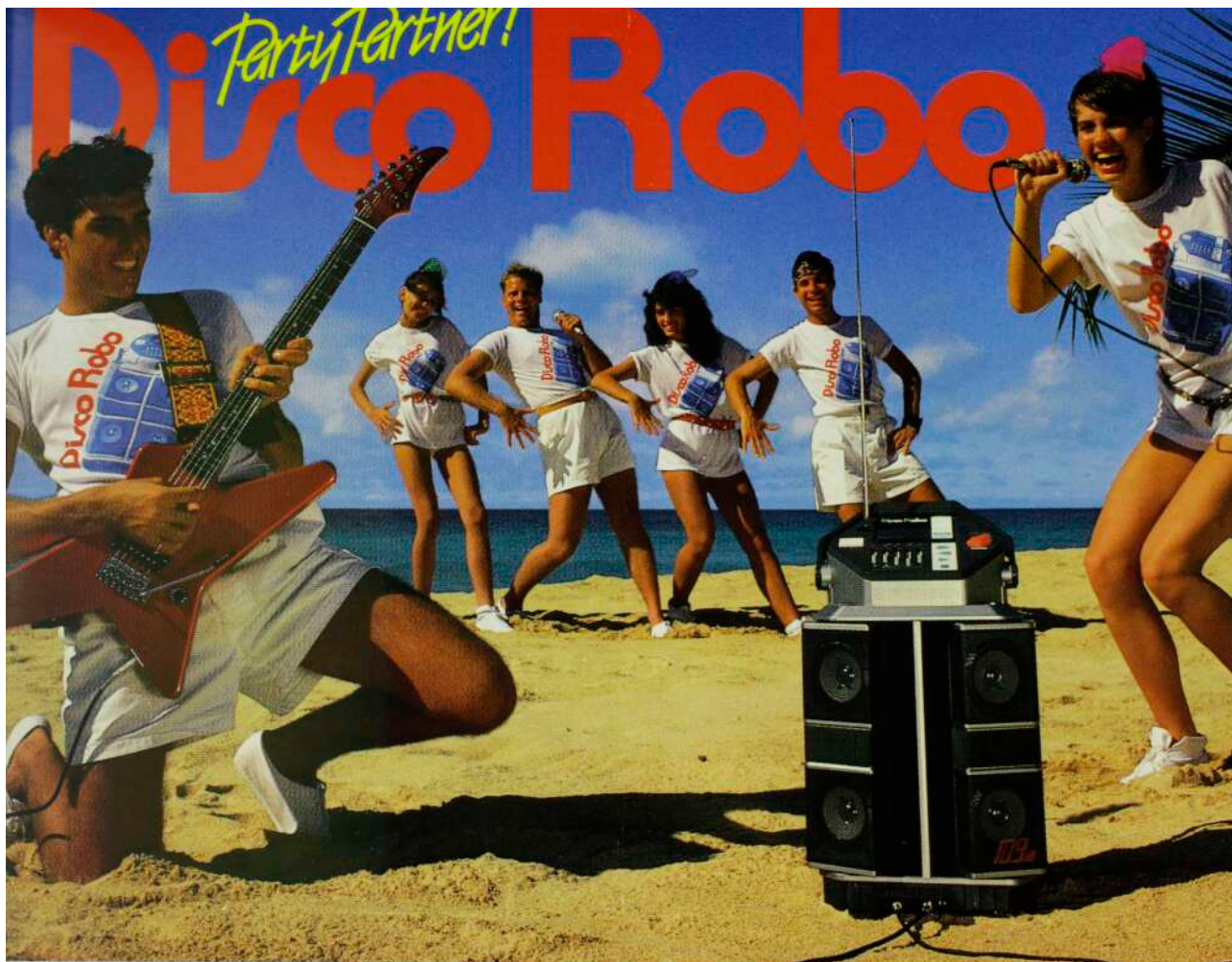
CABLE: INCONT NAGOYA

Aggie Grey's Hotel

Stay at Aggie Grey's...
the South Pacific's
legendary hotel!

Situated right in the heart of
Western Samoa, Enjoy Poly-
nesian-style friendliness and
service, in cool surroundings,
superb entertainment and food.
Magnificent white sand beaches
only a short drive away. Air-
conditioned rooms, swimming
pool and full bar facilities.

Bookings through Union Steam-
ship Company of NZ, Pan Am,
Air New Zealand or direct to
Aggie Grey's, Apia, Western
Samoa. Cables: 'AGGIES' Apia.



Bring along, sing along and play along. The greatest partner your party ever had.

Portable fun in the sun.

DISCO ROBO is your multi-talented, go-anywhere partner for sing-alongs, dance parties, guitar playing, or just great listening. It has a built-in FM tuner, a cassette player and mixer with inputs for mikes and guitar. And it's portable, so it can always be where the action is.

Play with the super stars.

Mix up to five kinds of sound—Mike 1, Mike 2 (or guitar), FM (or a wireless mike), cassette tape

and a line input (such as a keyboard instrument or rhythm box). Then, add echo if you like and play or sing along with your favourite music.

Disco time any time.

Any music from tape or played on a connected keyboard can be turned into exciting pulsating disco music. Big sound, hi-fi sound, the four highly efficient full-range speakers in DISCO ROBO pump out dynamic sound at disco decibels. DISCO ROBO is all you need for a perfect party.

 **PIONEER®**

For further information, please contact:

Australia: Pioneer Electronics Australia Pty. Ltd. (Incorporated in Victoria), P.O. Box 295, Mordialloc, Victoria, 3195. Tel: 580-9911
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
Vanuatu: Burns Philp (Vanuatu) Ltd., Vila, Vanuatu

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: 27-62-23

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: Bali Merchants Pty. Ltd., P.O. Box 6103, Boroko. Tel: 254887

