

Vol. 56, No. 9 (Sep. 1, 1985)

Date : 7/17/26, 4:04 AM

<https://nla.gov.au:443/tarkine/nla.obj-335196084>

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.

**ABILITIES
PLAN PASSES**

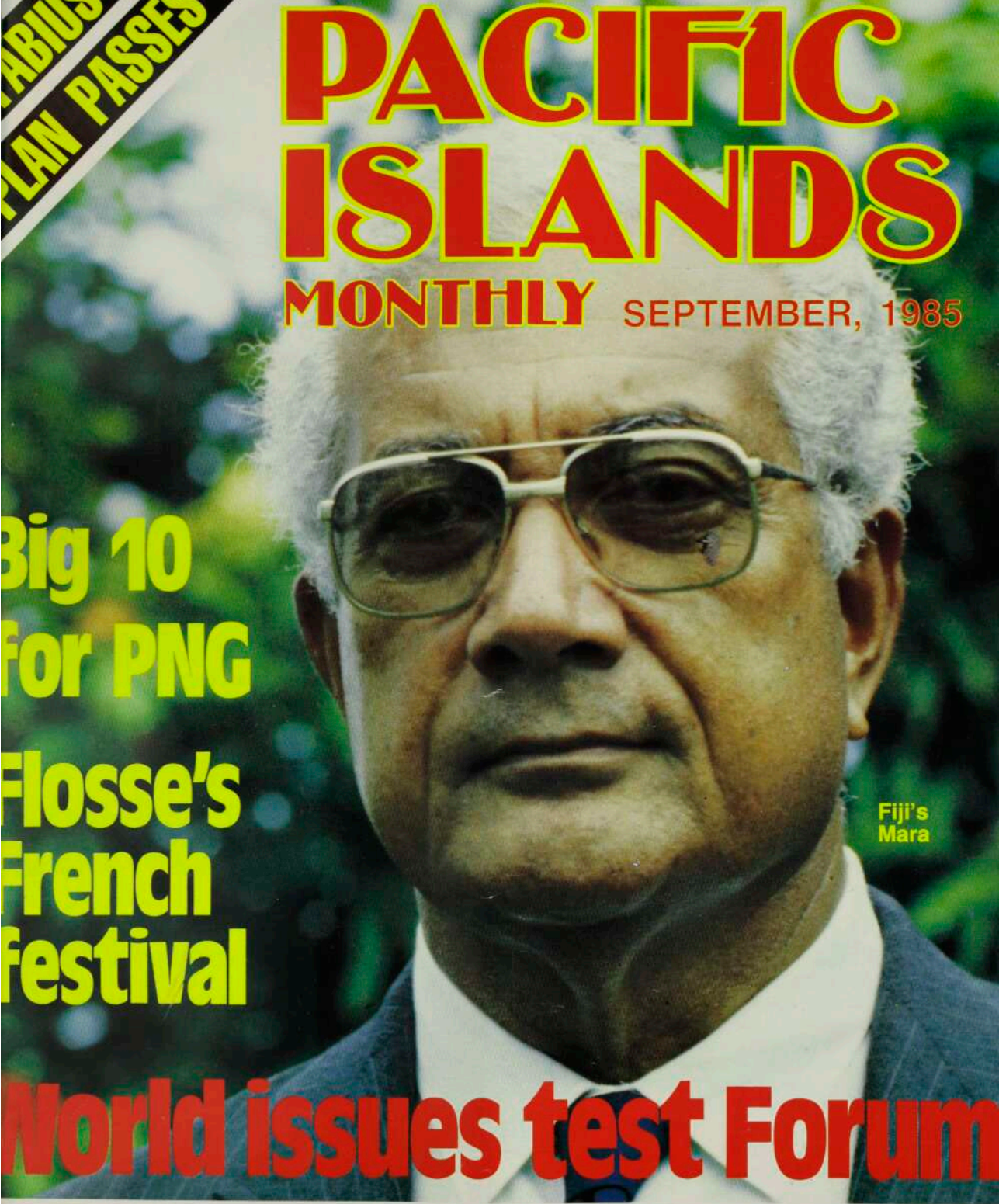
PACIFIC ISLANDS

MONTHLY SEPTEMBER, 1985

**Big 10
for PNG
Flosse's
French
festival**

**Fiji's
Mara**

World issues test Forum



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



VHS VT-640E
PAL

Simply the most advanced in home entertainment

Hitachi's VT-640E VTR. Its simple-to-operate slim design conceals some of today's most advanced features.

Such as Hitachi's exclusive "keyboard" innovation. It not only gives you larger, easier-to-use control buttons, but puts them at a more convenient angle: under your fingers instead of in front of them.

- 13-function wireless remote control
- 2-system compatibility (B/G-PAL/MESECAM)
- Instant Recording Timer
- Freeze frame



When it comes to total home entertainment the Cineramic AV 20" TV, CMT2083 combines the very best in sight and sound technology.

- 8-system compatibility
- 23-function remote control
- VTR/video disc ready

Hitachi's VT-640E and Cineramic AV 20" TV, CMT2083. Simply wonderful.

HITACHI

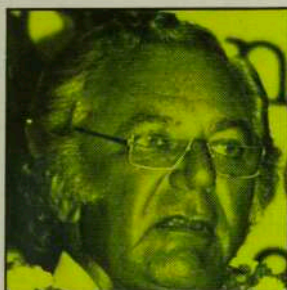


• **AUSTRALIA:** Hitachi Sales Australia Pty. Ltd., 153 Keys Road, Moorabbin, Victoria 3189; Phone: (555) 8722 • **NEW ZEALAND:** AWA New Zealand Limited, Wi-neera Drive, P.O. Box 50-248, Porirua; Phone: PRO 75-069 • **PAPUA NEW GUINEA:** S.O. Svensson (N.G.) Ltd., P.O. Box 705, Port Moresby; Phone: 21-2111 • **FIJI ISLANDS:** AWA New Zealand Limited, 47 Foster Road (P.O. Box 858), Suva, Fiji; Phone: 312070 • **NEW CALEDONIA:** Caidis, 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. 9 September 1985

Editor and Publisher Garry Barker
Associate Editor Malcolm Salmon
Layout & Design Barry Badger
Editorial Adviser John Carter
A Pacific Publications production
Founded 1930 by R. W. Robson
(USPS 952480)
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



Sir Thomas Davis

10



Louise Aitsi

27



Sir John Guise

44



Dr Jim Allen

53

IN THIS ISSUE

THE RAROTONGA MEETINGS — Roy Vaughan reports from Rarotonga, Cook Islands, on the August meeting of the South Pacific Forum, and on the Pacific Islands Conference which followed immediately after in the Cooks capital.

FOURTH FESTIVAL OF PACIFIC ARTS — Victor Carell looks at the cultural side of this year's presentation in French Polynesia and finds little grounds for complaint (p30), but Marie-Therese and Bengt Danielsson, looking at the politics of it all, see strong signs of opportunism and manipulation.

PAPUA NEW GUINEA'S FIRST 10 YEARS — Dr Hank Nelson writes on Papua New Guinea's first 10 years of independence from Australia, and finds that, given the magnitude of the task attempted, the successes achieved are more surprising than the failures.

10 FRENCH SENATORS LOOK NEW CALEDONIA OVER — Sue Williams reports from Noumea on the recent visit of a special commission of the French Senate which reached the general conclusion that whatever the political complexion of the government in Paris, no fundamental changes can now be made to the course advocated in the Fabius Plan.

22 ISLANDS WOMEN IN CONFERENCE — Bill Coppell reports on a meeting of Islands and Australian women in Sydney which, as well as highlighting nuclear dangers, sent a strong and many-layered message to regional governments.

23 STORY OF THE ONMA II — The commission of inquiry into the sinking of the Vanuatu inter-island vessel *Onma II* during Cyclone Eric in January, with the loss of eight lives, has published its report. It has set alarm bells ringing among insurance companies doing business throughout the islands.

25

27

42

THE COVER

This year's Forum meeting in Rarotonga was judged the most hectic, and possibly the most important of the 16 so far held. Fiji's Ratu Sir Kamisese Mara, in many respects now the elder statesman of the Islands, took a central role. He is pictured for our cover by Kim Gravelle.



CONTENTS

Air transport.....	33,37,49	Pacific Report	7
Arts Festival	22,30	Papua New Guinea	23,44,51
Australia	51	People	53
Banks, Joseph	46	PIM Opinion	5
Books	34	Political Currents	51
China	47	Service Page	66
Cook Islands	10	Shipping Schedules	61
Deaths	65	Solomon Islands	27,47
Fiji	65	South Pacific Forum	10
French Polynesia	22	Sparteca	33,37
Hawaii	40,41	The Month	27
Irian Jaya	51	Tonga	45
Islands Press	57	Tradewinds	31
Japan	49	Tropicalities	44
Letters	9	Vanuatu	9,42
Micronesia	52	Western Samoa	31
New Caledonia	25,52	Women in conference	27
Pacific Islands Conference	16	Yachts	59



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.

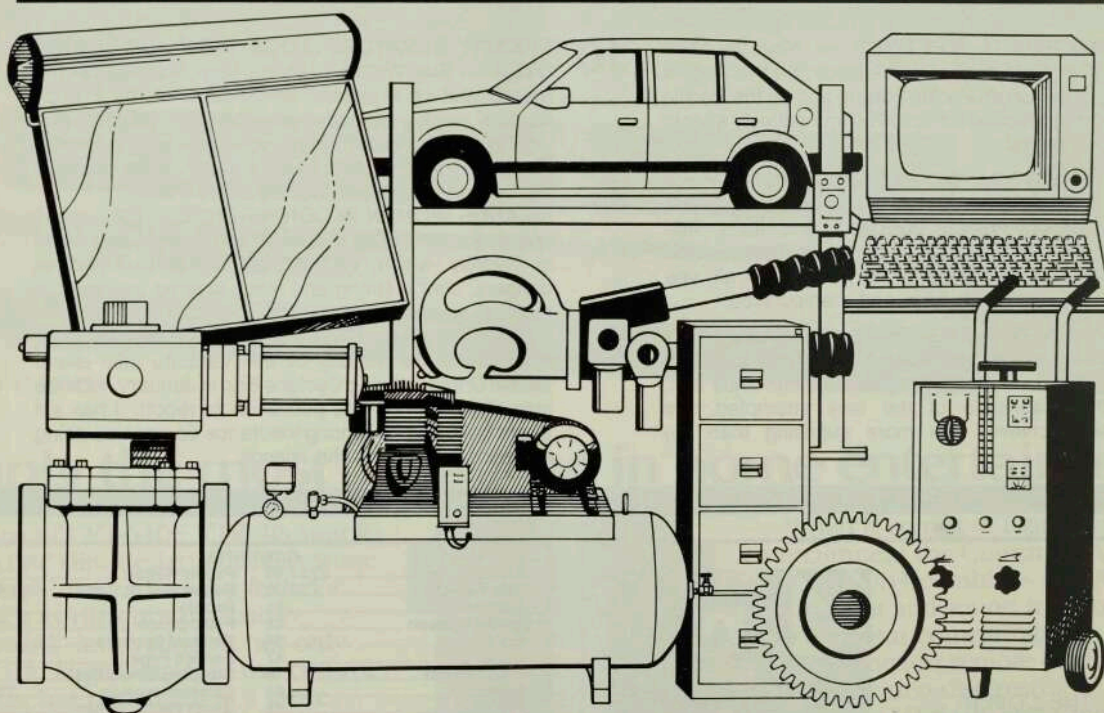
Australia can supply most industry needs. Why go further?

Over seventy Australian companies will show their products in the 'DESIGN AUSTRALIA' PAVILION at the New Zealand International Trade Fair, Auckland 23-30 October 1985

The buyers of Australian industrial equipment find it works well and is reliable. Because of its quality the manufacturer's agents find it also sells well. Then there is its competitive price.

And with Australia not so far away, delivery and service are swift and sure. So if you need industrial equipment, check out the following. It's typical of the great range Australia offers.

Machine tools • Carbon machine components • Industrial clutches and brakes • Valves • Gearboxes and gearing • Cutting tools • Welders and compressors • Kilns and furnaces • Specialised rubber products • Webbing • Industrial insulation • Power transmission products • Airjacks and torque multipliers • Lubricating oils and greases • Lube and servicing equipment • High pressure cleaners • Vacuum cleaners • Tube benders • Chemicals • Printing equipment • Auto servicing and electrical equipment • Hardware • Electrical equipment • Safety equipment • Office equipment • Computer hardware and software



For details of suppliers phone or telex the Australian Trade Commissioner at:

Fiji
P.O. Box 1252, Suva
Phone 31 2844. Telex FJ2126

New Caledonia
P.O. Box 22, Noumea
Phone 27 2414. Telex 087

Papua New Guinea
P.O. Box 9129, Hohola
Phone 25 9333. Telex NE22109

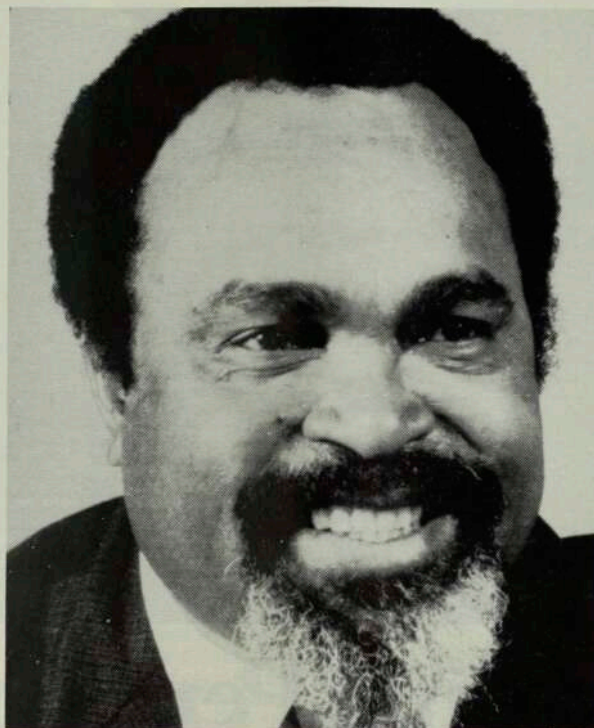
Hawaii
Australian Consulate,
1000 Bishop Street, Honolulu 96813
Phone (808) 524 5050. Telex 63 3128



Ask the Australian Trade Commissioner



PIM OPINION



More than any other magazine, *Pacific Islands Monthly* has been involved with the history of the modern development of Papua New Guinea. We are pleased, therefore, to devote the column normally reserved for our editorial opinion to a special message from the Prime Minister, Mr Michael Somare, marking the Tenth Anniversary of his country's full independence.

"The 10th anniversary of our independence is a time for both national celebration and serious assessment of our progress. We have much for which we must be thankful. Papua New Guinea achieved independence after a very short preparatory period. As independence approached in 1975 we faced major difficulties including separatist movements, a severe shortage of skilled manpower and an economy heavily dependent on overseas commodity prices. Many observers gave us little chance of successfully navigating through these difficulties. In the ten years since our flag was first raised on Independence Hill we have shown those observers to be wrong. We have built a system of government which gives adequate expression to regional aspirations and protects the national interest. Separatist movements are no longer a serious threat to the nation. Our parliamentary system of government has shown its strengths and suitability. While it has

not been able to cure all problems, it has provided an appropriate forum for the people's representatives. Through two changes of government, Papua New Guinea has demonstrated that the democratic, multi-party system we adopted is appropriate and suitable for our society. Today we face social problems due to urban drift, slow economic growth and the rapidly rising aspirations of our youth. These problems are not unique to Papua New Guinea, nor are they insoluble. I am confident that, with our democratic system, we can deal with these problems and lead our people to a more prosperous future. Papua New Guinea is a beautiful and naturally wealthy country. We have the people, the land and the resources to build a prosperous and satisfied country. With discipline and hard work we have almost unlimited opportunities. The future is ours."

M.T.SOMARE.



The above image illustrates the drum-magnetization pattern as recorded by the NV-870 VHS.

Outstanding Performance Has Gone to Our Heads.

The key to any good Hi-Fi video cassette recorder is its heads, both audio and video. That's why National Hi-Fi VHS cassette recorders stand out for both the quality of their sound and the clarity of their picture. Head technology, like all the basics of video technology, is our specialty.

See it at work in our NV-870. With two audio heads positioned on the rotating DD head cylinder, the NV-870 can record and playback sound every bit as good as that of most high-fidelity audio decks: 80dB dynamic range, 0.005% wow and flutter (WRMS), and 20Hz—20kHz frequency response (DIN). The picture is beautiful, too. A two-double video head system (four heads in all) ensures a stable and virtually noise-free picture in Super Still, Super Still Advance, and Variable Super Fine Slow playback.

Outstanding performance—it's gone to our heads, so you can experience a superb combination of sights and sounds in your home.



Visit our pavilion at the 1985 International Exposition, Tsukuba, Japan. No. IVE-0002

National

National, Panasonic and Technics are the brandnames of Matsushita Electric.

Model colour is silver in New Zealand.

Pacific Report

CALEDONIA PLAN HITS SNAG

President Mitterrand on August 9 recalled the French Parliament to deal with delays in creating a new transitional authority in New Caledonia. The snag came with the ruling by France's Constitutional Council that an important provision of the government's bill to create the authority was unconstitutional. The case was brought to the council by right-wing opposition parties in a last-ditch attempt to block the bill. They said disparities in the number of councillors per head of population in each of the four regions gave disproportionate weight to pro-independence Melanesians. The Constitutional Council upheld their claim saying that the fact that a councillor in predominantly anti-independence Noumea would represent 4700 electors, whereas councillors in the three other regions would represent between 2200 and 2600, constituted an imbalance, and was therefore unconstitutional. The government's counter-claim was that it had introduced such an inequality in an effort to compensate for demographic, economic and political disparities between the Noumea area and the rural regions. Most observers believed that the council's ruling and the recall of parliament will force a postponement of the elections, originally scheduled for September.

MITTERRAND ORDERS GREENPEACE BOMB PROBE

President Mitterrand has ordered a top-level inquiry into claims by two French weekly magazines that France's external intelligence arm, the General Directorate of External Security (DGSE), was involved in the sinking of the Greenpeace vessel *Rainbow Warrior* in Auckland harbor on July 10. Greenpeace photographer, Portuguese-born Fernando Pereira, died when two limpet bombs fixed to the ship's hull exploded just before midnight. The *Rainbow Warrior* was to have led a protest flotilla of small ships to the French nuclear testing base at Moruroa, in anticipation of new tests believed to be planned for August. Meanwhile, a report on the French national radio, *France-Inter*, says a man and a woman arrested in New Zealand in connection with the bombing are French army officers involved with security at nuclear sites. The two were arrested while travelling on false Swiss passports. *France-Inter* said the woman, Sophie-Claire Turenge, held the rank of captain, and the man, Alain-Jacques Turenge, that of Battalion Commander. New Zealand police believe that the two served as base support and scouts for the actual bombers, who are believed to be among the crew members of the Noumea-based yacht *Ouvea* which was in Auckland harbor shortly before the bombing. The three being sought by police are the yacht's skipper, Raymond Velche, 35, and crew members Jean-Michel Berthelo, 33, and Eric Audrenc, 32. They were last seen leaving Norfolk Island, ostensibly heading for Noumea, on July 16. In a letter to the New Zealand prime minister, David Lange, president Mitterrand said: "I intend that this matter should be handled with the greatest possible severity, and that your country should be able to count on the full collaboration of France." In his instruction to French prime minister, Laurent Fabius, the president said that "those guilty, however high ranking, will be severely punished."

KENILOREA TO MAKE U.N. SPEECH

Solomon Islands Prime Minister Sir Peter Kenilorea will address the United Nations General Assembly on October 11, according to a spokesman for his office. He will leave for the United States on October 7, and make the U.N. visit before attending the Commonwealth Heads of Government meeting in the Bahamas. He will be accompanied by Minister for Foreign Affairs Paul Tuvuh.

PNG, AUSTRALIA, AGREE ON AID

After two days of talks in Port Moresby on July 30-31, Australia and Papua New Guinea reached agreement on Australia's new five-year aid program, worth \$A1000 million, to Papua New Guinea. Under the program, Australian aid will be reduced from its present level of more than \$300 million a year. PNG Prime Minister Michael Somare had earlier accepted the fact that aid would have to be reduced and Australia proposed a reduction of about \$15 million a year, but agreed after the talks to smaller

reductions. Direct budgetary aid will be cut according to Australia's wishes, but aid for special projects will be increased. Australian Minister for Foreign Affairs Bill Hayden and PNG Minister for Foreign Affairs John Giheno agreed the new program was fair and reasonable and provided a solid basis for the continued development of PNG. However, Mr Giheno warned that the PNG Government would have to make some hard economic decisions in coming years.

KIRIBATI: CHURCH PETITION ON FISH DEAL

The Protestant and Roman Catholic Churches in Kiribati have petitioned President Ieremia Tabai to delay signing an agreement with Russia for the licensing of Russian fishing boats to fish in Kiribati waters until the people of Kiribati have had time to consider it. The petition said church leaders had noticed wariness and fear among the people over the proposed agreement. No one is prepared to say there is a connection between Kiribati's negotiations with Russia over fishing licences and the new offers of financial help for Kiribati from the developed nations. New Zealand has told the Kiribati Government that it will double bilateral aid to Kiribati this year. Under a new agreement, New Zealand will give Kiribati long-term technical assistance. Aid is also coming from the United States, which will provide development aid worth \$US453,000 through non-government agencies such as the Save the Children Federation. The People's Republic of China has also entered the arena and will provide grant aid worth about \$US350,000, and make available interest-free loans if required. Following a request from MPs, the Kiribati House of Assembly was to discuss the proposed fisheries agreement with Russia on August 28. Representatives of most of the islands in the northern group have told the government that the islanders oppose any agreement allowing the Russians to fish in Kiribati's fisheries zone. And a senior fisheries officer in Kiribati reported seeing at least 17 foreign fishing vessels operating in waters around the Phoenix Islands. The officer sighted the ships from a Royal New Zealand Air Force aircraft which the NZ Government had provided to help Kiribati to police its 200-mile zone. He took the numbers of the vessels in order to check if they were fishing illegally.

COOKS: SIR THOMAS DUMPS HIS DEPUTY

Cook Islands Prime Minister Sir Thomas Davis, whose coalition government was threatened with a "no confidence" motion tabled in Parliament and then withdrawn because of lack of support (PIM Aug. p33), has relieved Geoffrey Henry, leader of the Cook Islands Party, (CIP) of the deputy prime ministership. Mr Henry had declared his support for the "no confidence" motion. Mr Henry's successor is Dr Terepai Maoate, MP for Ngatangia, one of four CIP members who refused to accept the party's central committee's unanimous decision to support the motion tabled in the House by Vincent Ingram, who is a member of Sir Thomas's party, the Democratic Party. The CIP has notified Sir Thomas that the coalition is now at an end. But Sir Thomas is adamant that he still has a coalition government and that Geoffrey Henry and his supporters do not represent the bulk of CIP opinion. The affair blew up, right on the eve of the Cooks hosting the 16th South Pacific Forum. It could hardly have been designed to cause more publicity and Mr Henry claimed it was done deliberately so that Sir Thomas could "rub my nose in the dirt before all the Pacific leaders who are my friends." Mr Henry was to have led the Cook Islands delegation at the Forum. Sir Thomas said he had to make the move when he did because he could not rely on Mr Henry honestly representing the Cook Islands Government after he had been co-author of the no-confidence motion. Sir Thomas may not be as secure as he seems, for Vincent Ingram claims his Democratic government lacks anything like the full support of the non-parliamentary Democratic Party. Last year Sir Thomas decided to appoint his own non-parliamentary executives because he did not like the people who had been elected by grassroots supporters. Vincent Ingram claims Sir Thomas dare not call a Democratic Party conference at the moment because he would get no support from

it. Questioned, Sir Thomas admitted there would probably be no Democratic conference this year, and said he saw no need for it. Vincent Ingram has been beavering around trying to build up as much non-parliamentary support as possible for his Democratic faction, and is claiming great success. If he is correct, then Sir Thomas has a problem in mustering support for his leadership at the next election — *Roy Vaughan in Rarotonga.*

PALAU: FOUR CHARGED IN REMELIUK CASE

Three men were arrested and a fourth charged in Palau in late July over the July 1 murder of the republic's first president, Haruo I. Remeliuk (PIM, Aug., p25). The four include the son of the governor of Palau's Airai State, Roman Tmetuchl. The four are: Melwert Tmetuchl, who worked for his father, Leslie Tewid, Anghenio Sabino, and Francisco Gibbon. The three first-named were arrested in Palau, while a warrant was issued for the arrest of Gibbon, the owner of a small grocery, who was hospitalised in Guam for heart problems, according to officials. Roman Tmetuchl, who unsuccessfully stood for president against Remeliuk, was not considered a suspect in the case, according to Palau's assistant attorney-general, Philip Isaac. Mr Isaac told the press he believed the motive for the murder was political. "It was low-level discontent with the administration of President Remeliuk," he said, but would not comment further. He also refused to say what led authorities to suspect the four, or who was considered the gunman. Bail for the younger Tmetuchl, Tewid, and Sabino was set at \$US1 million each, Mr Isaac said. Each was charged with two counts of first-degree murder, and one count of conspiracy to commit murder.

MARSHALLS GOVT. REJECTS COMPACT DRAFT

The U.S. House of Representatives has approved revised draft compacts of Free Association between the U.S. as trustee and the Micronesian political entities, the Republic of the Marshall Islands, the Republic of Palau, and the Federated States of Micronesia, but the Marshall Islands almost immediately rejected the amendments. The three entities have already approved the draft compacts, but the U.S. House of Representatives introduced several new amendments. The Marshall Islands Government has said it rejects the amendments as they drastically alter the nature of the proposed relationship between the United States and the Marshall Islands, and amount to a perpetuation of territorial status. If the amendments became law, the Marshall Islands Government said, they would be left with full independence as the only viable alternative to pursue under an agreement with the United Nations. Palau has still to resolve the problem of its constitutional ban on the entry and storage of nuclear materials. Negotiations with Palau were suspended pending the result of the presidential election set for August 28, following the murder of President Haruo Remeliuk, who favored moves to circumvent the ban. Acting President Alfonso Oiterong is reported to be of like mind. He has nominated as a candidate for the presidency, as has Lazarus Salii, who is believed to be opposed to removing the ban. A mission from the United Nations Trusteeship Council visited all the Micronesian states towards the end of July. The mission included Sir Richard Stratton of the United Kingdom, formerly British High Commissioner to New Zealand, Andre Roche of France and Jeffrey Bader of the United States.

PNG: AUSTRALIANS FEEL HEAT OF CRACKDOWN

One of Papua New Guinea's most colorful characters, second-hand dealer Joe Davis, a Hungarian-born Australian, is in custody in Port Moresby pending hearing of more than 50 criminal charges ranging from cheque fraud, false pretences, stealing and conspiring to steal, to possessing stolen property. He has also been summonsed on charges of failing to pay taxes amounting to K1.4 million (about \$A2 million). The charges arise from the PNG Government's clampdown on crime, and have to do with allegations that Davis master-minded rings of car thieves and house-breakers to maintain a flourishing export business of goods and vehicles to Australia, Taiwan, and other countries. The Port Moresby court was told during remand proceedings that Davis organised gangs to steal cars, strip them down, and sell the parts to his yard at Six-Mile, Port Moresby. The prosecutor said Davis would then buy the vehicle shells from insurance companies, rebuild them at his Four-Mile panel shop, using the stolen parts, repaint them, and then sell them through his used car yard at Waigani. Police said investigation of the extent of Davis' businesses

was still in train. Other events in the case included the sacking of expatriate police officer Chief Inspector Kenneth Smith. PNG Police Commissioner David Tasion said Smith had done shoddy work which prevented prosecution of two Filipino men, alleged to be associated with Davis. They were deported after charges were dropped for lack of evidence. In Brisbane Mr Smith alleged he was sacked because he "knew too much" about the extent of the Davis connections. Meantime three other Australians prominent in Port Moresby business have been charged, and bailed, over allegations that they illegally purchased foreign currency and sent it out of the country. Those charged were John Woodward, managing director of the Davara hotel company, Leonard O'Mara of Brisbane, and Janet Fitzgerald of Sydney. O'Mara and Fitzgerald were employees of the Islander hotel. Sums in excess of \$A500,000 are involved in the charges.

VANUATU STEERS CLEAR OF MOSCOW SHOW

Vanuatu decided in July that it would not be represented at the 12th World Festival of Youth and Students held in Moscow in August. The country had been offered five places by festival organisers, and it is understood two trade union officials and two government officials attended in an individual capacity. Prime Minister Father Lini said he felt that sending an official delegation would cause division within Vanuatu's youth groups. He said: "There may be groups within and without the country working against the aims and unity of the youth organisation. However, the government is determined to ensure that the youth groups are not manipulated." Fr Lini said that while Vanuatu youth should be encouraged to participate in national and international youth activities, at the same time they must be aware of the East-West ideological conflicts which could easily destroy the unity and strength of the national youth organisation in the country.

U.S. BANS KAVA IMPORTS

The US Food and Drug Administration (FDA) has prohibited the import of kava (*piper methysticum*) for human consumption under the US Food and Additive Amendment of 1958, according to the South Pacific Bureau for Economic Co-operation Newsletter. The FDA ruled that kava is not safe or suitable as a food or food additive due to its "narcotic effect", which depresses the central nervous and respiratory systems, and affects the heart. Kava imports for use in scientific research and as an ingredient in medicinal drugs by pharmaceutical manufacturers are not affected by the ban. Pacific traders are warned that kava shipments for human consumption, if seized by FDA agents, would be returned to the country of origin at the exporter's expense. Meanwhile the US Agency for International Development (USAID) is trying to collect evidence for the safety of kava through laboratory tests on export quality samples, and examination of scientific literature, with a view to persuading the FDA to lift the ban of kava imports. The Regional Export Marketing Advisor, Dr H. K. Naidu, recently held discussions with the US Economic/Commercial Specialist in Suva, Mrs D. Surber, to clarify the situation.

PAMELA DUNLOP'S CRUEL DILEMMA

Somewhere in the South Pacific, between Tahiti and Australia, Bill Dunlop, a sailor from Maine, USA, disappeared a year ago in his three-metre yacht (last referred to in PIM, Aug., p8). His wife, Pamela, believes her husband is still alive, shipwrecked on a remote reef or island, but she now faces a cruel dilemma. Only if she convinces a probate court that Dunlop is dead can she collect the life insurance money she needs to search for him. Mrs Dunlop has already made four trips to the Pacific, exhausting her own funds and \$US30,000 raised by supporters around the USA. Dunlop, 44, was last seen leaving Aitutaki, Cook Islands, in June, 1984. He had embarked on a globe-circling adventure in his tiny craft, *Wind's Will*, in July, 1983. A year earlier Dunlop had sailed his boat from Portland, Maine, to Falmouth, England. Under Maine law, a death certificate may be issued after a person is missing for five years, or if survivors can show evidence of probable death. The problem is that neither Mrs Dunlop nor Edward Heath, a lawyer and friend of the Dunlops in Mechanic Falls, Maine, believe he is really dead. "Mrs Dunlop and I don't agree with the conclusion that Bill is dead," Heath said. "But that is the evidence we would present to a court." — *Fox Butterfield of The New York Times through AAP.*



How Tongoa's airstrip was born

I much enjoyed the story of Air Melanesiae (PIM, May '85) and, having been heavily involved in it, can expand the epic of the construction of Tongoa airfield — it deserves it.

Tongoa airfield was built by a Condominium public works team and the people of the island on the initiative of the Island Council, led by its president, Tom Tipoloamata, New Hebrides Airways, the French District Agent, Fred Lamodiere, and the British District Agent, myself.

When Fred and I first approached the Condominium (in the persons of two Resident Commissioners), for assistance in the construction of the strip, we received no noticeable encouragement, so we set about finding a different route to our goal.

We obtained approval for a Condominium PWD bulldozer, on its way back to Vila from the north, to be offloaded on Tongoa to work for a short period on upgrading the island's roads. (We didn't mention the fact that the only motor transport on Tongoa was a war-time jeep without lights, brakes or petrol tank). The landing of the bulldozer was a considerable feat in itself.

There was no wharf on the island and the machine had to be swung over the side of the *Tutuba* on to a makeshift pontoon. But the ship's boom snapped as the 'dozer was being lowered and the machine went straight to the bottom to lie in 20 feet or so of water. Entirely unperturbed, Captain Roy Gubbay sent a cable ashore, passed it around a stout tree, took the cable back out and made it fast to the sunken bulldozer. Then he steamed the *Tutuba* slowly out to sea -- and so the bulldozer arrived on the shore, still upright. A few buckets of free water and the newly-christened *Le Sousmarin* roared into life and charged off to carve a much improved road



Unloading a second bulldozer, and other items, from the *Tutubaat* Tongoa, New Hebrides, 1962.

up to the plateau where the villages lay.

My colleague and I then pointed out to our masters that there would be a considerable delay before the bulldozer could be picked up after finishing the road, and would it not be a highly worthwhile and

cost-effective use of the machine for it to assist the islanders construct their airfield? Out-maneuvred, the Condominium could only agree.

Time was still short, and the airfield as first "completed" required all the skill of Paul Burton to put the *de Havilland*

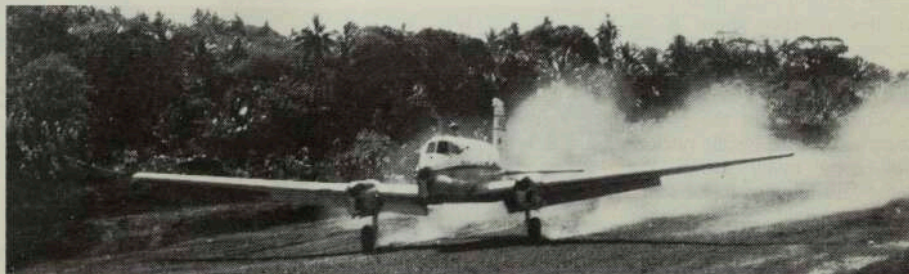
Drover down — there was only a very short distance between the wingtips and the sides of a cutting through a hillock.

So, rather unwillingly, the Condominium sent more equipment and the airfield was at last readied for its official opening. Came the great day; Fred Lamodiere and I were flown in by Paul Burton ahead of the V.I.P. party to be with the welcoming crowd and, as Paul came in to land, low over the coconuts (for the strip was not overly long, and he needed every yard), there was an awful bump as we knocked down a large wooden triumphal arch carrying the banner "WELCOME" which enthusiasts had put up at the very beginning of the landing strip.

After that even the sight of two Resident Commissioners (from the next flight) with two pairs of scissors, making two simultaneous cuts through the ribbon to open the airfield, came as a slight anti-climax.

R.E.N.SMITH

Whangarei
New Zealand



Top: Veterans of the proving flight of New Hebrides Airways to Tongoa, 1962. Left to right: Director of Condominium Public Works Department M. Monteil, pilot Paul Burton, PWD engineer M. Philit, NHA agent (name unknown). Bottom picture: The Drover takes off from Tongoa after the proving flight.

THE SIXTEENTH FORUM

Brave bid on regional nuclear bans

In 16 years the South Pacific Forum has undergone considerable change, reflecting the new times, and tougher conditions sweeping into an area once known mostly, if somewhat erroneously, for its grass-skirted girls, its beaches, palms and utterly relaxed ways. Today major issues must be discussed -- the nuclear threat prime among them, for after the Japanese, few people have had closer experience of the effects of nuclear explosions than the islanders of the Pacific. There are many who mourn the changes, and who look askance at the proliferation of documents, security men, protocol and prolixity now to be seen in the Forum meetings. But, as our correspondent, ROY VAUGHAN, reports in the following pages, much important, and constructive work was done this year at Rarotonga.

No one in this part of the world had heard much of the Treaty of Tlatelolco until talk began circulating about creating a nuclear-free zone in the South Pacific. Many would argue that the Latin American treaty with the almost unpronounceable name is pretty useless. It created the first major nuclear-free zone in the world, but it has been accused of being a paper tiger, of achieving little of practical value in holding back the holocaust.

The decision which attracted most international attention at the Sixteenth South Pacific Forum was the ratification of a similar, though somewhat stronger, treaty, proposed some years ago, but more recently, and successfully, espoused by the Australian prime minister, Bob Hawke.

The Tlatelolco treaty allows many things, including nuclear testing for peaceful means, which have been condemned in the South Pacific treaty, and at this distance there is an impression that the average South American, let alone anyone else, knows little about it.

Whether or not the newly-launched South Pacific nuclear free zone treaty suffers the same fate remains to be seen.

When eight South Pacific Forum nations signed the treaty in Rarotonga on August 6, the 40th anniversary of the nuclear destruction of Hiroshima, they were charged with an optimism



THE SPONSOR, Australia's prime minister, Bob Hawke, signs the South Pacific Nuclear-Free Zone Treaty, watched by, left to right, Fiji's Ratu Sir Kamisese Mara, and Cook Islands premier, Sir Thomas Davis. SPEC executive director, Mahe Tupouniua stands on Mr Hawke's left.

**We've gone
to considerable
lengths ...**



Available now **80** seats



Available now **100** seats



Available soon **120** seats

**to meet the growing needs
of the South Pacific**

For further information contact British Aerospace, Hatfield, Herts, England on (07072) 62345 Telex: 22411
or British Aerospace Australia Ltd., ICI House, 61-69 Macquarie Street, Sydney, NSW 2000 on 27-4622 Telex: 20448



BRITISH AEROSPACE
unequalled in hypertechnology
100 Pall Mall, London SW1, England

146

THE SIXTEENTH FORUM

Continued from Page 10

that this was going to be a major breakthrough in the international arms race.

It would freeze the spread of nuclear weapons in the South Pacific, proclaimed the prime minister of New Zealand, Mr David Lange.

Certainly, the treaty prohibits the manufacture, testing, storage, dumping and use of nuclear weapons and materials in the region.

Apart from the French, no-one has been engaged in these activities in the South Pacific and, as far as is known, no-one has any immediate plans to get involved in the business, apart from Japan which has talked of nuclear waste dumping, but which has seemed lately to have decided to go very carefully on that subject.

What the South Pacific treaty effectively does, however, is proclaim a sort of wild life reserve where none of this nasty business may be conducted.

Like all nature reserves and sanctuaries, it will require constant surveillance to ensure that no-one violates it, but there is always the danger that, like a park, it can be suddenly rezoned if the ratepayers decide they can no longer afford the luxury of a park ... or if some developer comes along with a tempting offer.

The nuclear-free zone as defined by the Treaty of Rarotonga is not a total sanctuary, however. It allows what it hopes will be controlled public useage in that member countries of the Forum are permitted to make their own defence arrangements and host visiting nuclear warships.

Australia will continue to export uranium for peaceful purposes, much to the annoyance of the prime minister of Vanuatu, Father Walter Lini, who believes some of it may end up being used by the French for their nuclear testing program at Moruroa.

Being a truly international park the South Pacific zone requires not just the signatures of all Forum members, but also the full support of the world's



NOT a signatory of the nuclear treaty ... President Ieremia Tabai of Kiribati.

nuclear powers and the three metropolitan states, Britain, France and the U.S. which have colonies in the area.

The ultimate test will be whether the Forum gets that support, and it is already more than clear that France plans to continue its testing program at Mururoa.

The major nuclear powers were quite happy not to spread the nuclear arms race to Latin America, so, on the face of it, they should be supportive of the South Pacific zone. But there are also certain essential, and very potent differences between the area covered by the Treaty of Tlatelolco and that within the view of the Treaty of Rarotonga. The different posture of the Soviet Union, and the current attitude of the U.S. are but two.

There is a feeling, though, that the U.S. and the Soviet Union are keeping watch, hawk-like, on the full implications of the treaty, and the political niceties it will from now on produce.

What is abundantly clear is that the world is quite capable

of waging a nuclear war with or without a nuclear-free zone in the South Pacific and the consequences of that war could be just as disastrous for the South Pacific, whether or not missiles or bombs were launched from, or fell into, the region.

The treaty was drawn up in the space of two years as a result of an Australian initiative launched by prime minister Bob Hawke at the Fourteenth Forum in Canberra.

A Forum working party put together the draft agreement which proved attractive enough to almost all the Forum nations at first official sighting for them to endorse it.

Vanuatu was the notable, but perhaps not unexpected, exception.

Father Walter Lini, something of a fiery idealist, clearly wanted it all to go much further, and pushed hard for a clause to be included banning nuclear testing and visits by warships.

Australia, the Cook Islands, Fiji, Kiribati, Niue, New Zealand, Tuvalu and Western Samoa all signed on the spot. Others, including Papua New

Guinea, said they would need to consult with their national parliaments before committing themselves to an international treaty, but none, even including Vanuatu, indicated outright opposition.

The document was immediately, and naturally, dubbed the Treaty of Rarotonga by Forum spokesman, David Lange, but a Fiji journalist said he thought it should be called the Treaty of Suva, since it is at that capital, next year, at the Seventeenth Forum, that the final signatures will be appended.

For a document potentially so important, the lack of ceremonial at the signing was remarkable.

A quick shuffle around at the end of the Forum meeting to get a few tables together in the White Sands restaurant of the Rarotonga Hotel; a call through the door to the press; a throng of about 90 journalists through which the signatories and their minders had to push, almost apologetically, to get to the papers they had to sign; no speeches; a bit of half-hearted clapping, and it was all over.

"I am happy about it, but God knows what will happen if we have a war," said the prime minister of Fiji, Ratu Sir Kamisese Mara.

Before, and during, the conference the prime minister of the Cook Islands, Sir Thomas Davis, voiced concern about the ANZUS defence agreement and New Zealand's ban on nuclear warships visiting its ports.

New Zealand prime minister, David Lange, who has borne the brunt of the international storm over his actions, and who has seen a rime of frost develop over his country's previously close friendship with the U.S. as a result, told reporters that no Pacific leader mentioned the matter inside the Forum during working sessions. But, Sir Thomas was more than happy to talk many times about his worries when questioned outside the Forum's inner sanctum from which the press and others are barred.

Australia and New Zealand had effectively cut the ground

THE SIXTEENTH FORUM

"Hardest-working Forum ever. . ."

It was claimed to be the hardest working Forum ever held. The issues were bigger, the press conferences longer, and the phalanxes of delegates, advisers, observers, strappers, minders and the press, larger and noisier.

Certainly the 16th South Pacific Forum at Rarotonga devoted an extraordinary amount of time to the heavy regional political matters of creating a nuclear-free zone and of dealing with the independence of New Caledonia.

The product of all this activity was a 16-page communique, plus a 34-page treaty to establish the nuclear-free zone.

On New Caledonia the communique reaffirmed support for self-determination and an early transition to independence in accordance with the active rights and aspirations of the indigenous people.

It also recognised the rights and sought guarantees for all inhabitants in that multi-racial society.

It condemned the violence which continued to occur and called for all parties to engage in

constructive dialogue which would ensure a peaceful and lasting resolution of New Caledonia's present problems.

The fact that France has agreed to an early act of self-determination was welcomed with the date of a referendum being brought forward to the end of 1987 at the latest.

The French government was urged to undertake electoral reforms before the act of self-determination, to ensure the result accurately reflected the wishes of the Kanak people and others with long-term residence in and commitment to New Caledonia.

The Forum welcomed and supported the latest French plan to establish four regions and expressed the strong hope it would be firmly and consistently pursued to its conclusion by December 31, 1987.

It called on France to clarify the nature and extent of plans to upgrade military facilities in New Caledonia and stressed the view that France should transfer additional political and administrative powers to the territory to help it prepare for

independence and allow full and active Melanesian participation in the community.

The Forum turned down an F.L.N.K.S. request for observer status on the grounds that its rules did not permit it to admit non-elected groups.

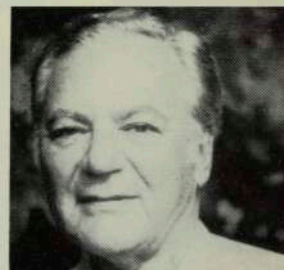
The Forum wants the United Nations to define the status of New Caledonia in order to determine whether it is a colony or a department of France.

It has set up a watchdog group to maintain constant surveillance on political developments and friction in New Caledonia.

An application by French Polynesia to join the Forum was turned down because that territory did not yet fill the requirements to be granted observer status.

The text of a nuclear-free zone was endorsed by all Forum nations and signed by eight.

Three draft protocols to the South Pacific Nuclear Free Zone were adopted which call on metropolitan powers with colonies in the area, and nuclear powers, to recognise the



Host: Sir Thomas Davis

zone and adhere to its rules.

It voiced concern at the escalation of the nuclear arms race.

It expressed support for Australia's initiative at the Review Conference to require the application of full-scope International Atomic Agency safeguards to all nuclear exports to non-nuclear weapons states and noted the initiative was fully consistent with Article 4 of the zone treaty.

Interest was expressed in the continued viability of the Antarctic Treaty system which complemented in an adjacent area their own efforts to establish

Continued on page 17

... Treaty signed

from under the feet of island countries, said Sir Thomas. ANZUS no longer existed, no matter what anyone said.

It appears to have been this attitude, clearly stated before the Forum convened, which prompted New Zealand to whip up a new proposal for the Forum -- a regional defence cooperative.

Mr Lange and his officials seem to have anticipated a bit of a blast from their Forum cousins. This did not materialise, it not being the Pacific way to lambast a friend, at least in public, but the New Zealanders trotted out their proposal nonetheless, and at the end of the conference had not made precisely clear what they proposed. Nor had they discovered what their regional

colleagues might desire.

Mr Lange spoke of regional cooperation in conventional military affairs, or training and support, and of "putting our money where our mouth used to be" but, in the end, it left most people wondering exactly what, if anything, he meant and whether, after all, he had improved anything.

Mr Lange said, apparently by way of clarification (but succeeding largely only in deepening the mystery), that New Zealand did not plan to create a massive military machine, but simply sought to help train islanders to defend themselves against fairly minor acts of aggression, like international terrorism or internal despotism.

Mr Lange did say, however, that he sought to improve intelligence gathering and sug-

gested the establishment of a fisheries monitoring station to keep check of foreign fishing boats in the region. Since it is mostly the Americans who have been causing problems over fish, this isn't likely to improve ANZUS relations, either.

And, finally, he said, the New Zealand proposal was in no way a suggestion to replace ANZUS. (Mr Lange's view has always been that New Zealand remains a firm member of ANZUS, provided it is not called upon to handle nuclear weapons or ships; in other words, if N.Z. is no longer a member of ANZUS it is not because N.Z. walked away from it, but rather, that ANZUS was moved).

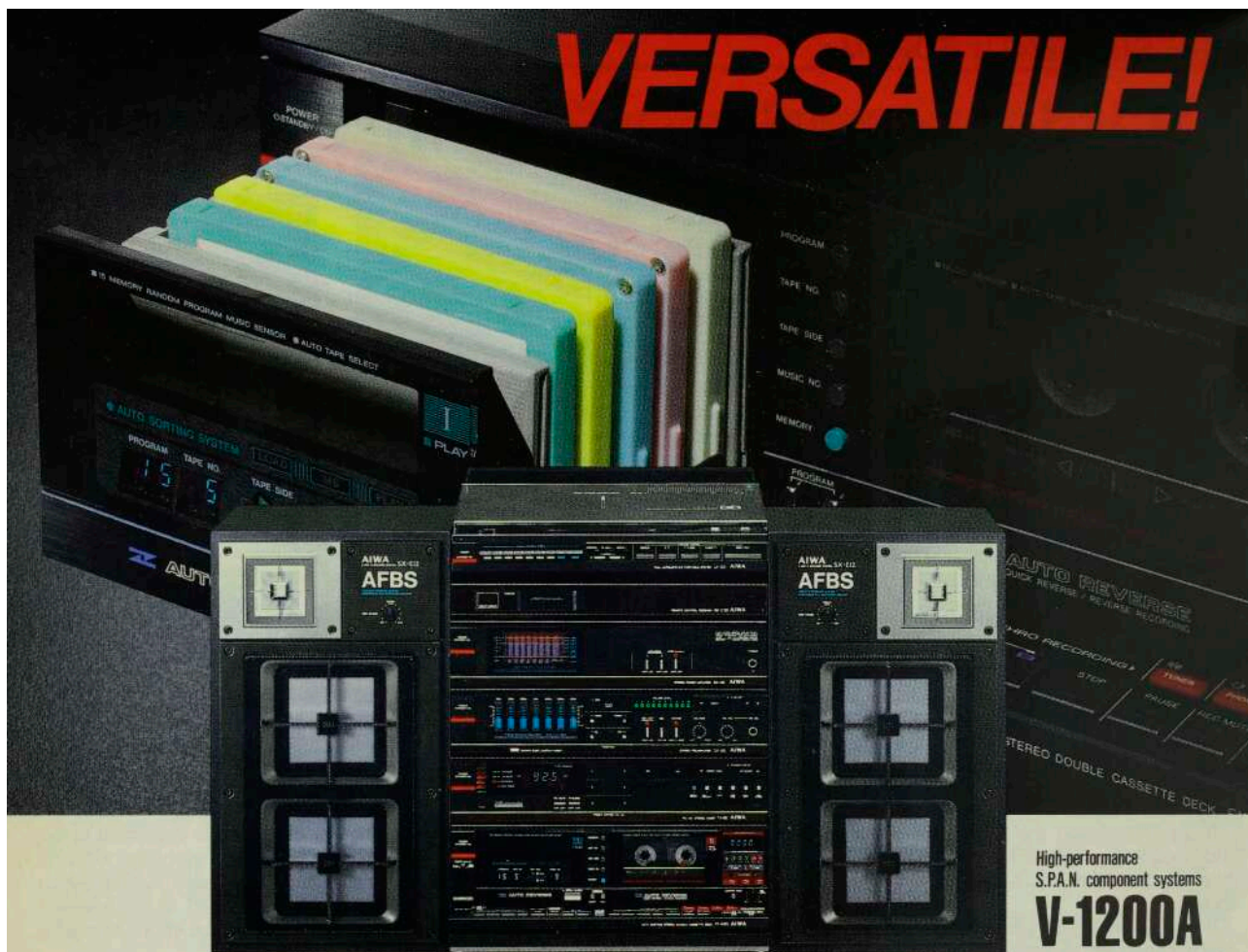
Regional security problems have been kicked around at previous Forums, ever since Vanuatu's problems with Mr

Jimmy Stevens and his Phoenix Foundation-backed secessionist movement.

Sir Julius Chan, of PNG, actually suggested the raising of a multi-national, regional peace-keeping force, but it was knocked back for a variety of reasons, and no-one has since bothered to reintroduce it.

As long as the South Pacific remains relatively peaceful, and it must be doubted if even one leader sincerely sees a serious threat to that condition, so far as the islands themselves are concerned, any proposal to spend money on regional security will probably receive no more than lip-service.

That in itself probably made it easier for the Forum countries to endorse the Treaty of Rarotonga (or Suva), and all its fine, brave provisions. — *From Roy Vaughan in Rarotonga.*



VERSATILE!

High-performance
S.P.A.N. component systems
V-1200A

AIWA's V-1200A System boasts 100W + 100W (at 1kHz) sound performance.
Each component incorporates AIWA's latest technology,
making this system "digital ready" for the sound of today!

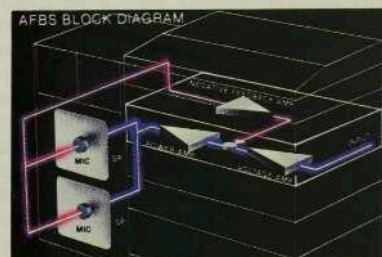
AIWA'S AUTO SORTING SYSTEM is a totally new concept in cassette versatility. Deck I holds up to 5 cassettes for random programmed playback. Deck II is for quick reverse recording and playback.

Auto Sorting enables:

- Automatic programmed edit dubbing at normal or double speed.
- Random programmed playback of up to 15 selections or entire tape sides.
- Sequential playback of 5 tapes for up to 22 continuous hours of music when C-90 tapes are used.

AIWA'S AFBS SPEAKER DESIGN makes smaller speakers perform like much larger speakers. AFBS—Acoustic Feedback System—speakers feature:

- Small microphones mounted in front of each twin woofer pick up acoustic "energy" and send it back to the amplifier.
- Deep, rich bass reproduction down to 25Hz from previous 80 ~ 100Hz limits.
- Flat and square aluminum honeycomb diaphragms for the precise reproduction of even digital sound sources.



WIRELESS REMOTE CONTROL of nearly every system function—including power ON/OFF and volume—is in your hand.



AIWA®

AIWA Australia Pty., Ltd 14 Gertrude St., Arncliffe, N.S.W. Australia 2205 AUSTRALIA PHONE: (597) 2388/Oceania Indent Agency (P.N.G.) Pty., Ltd Ago St., Gordon Box 5518, Boroko, Papua New Guinea PHONE: 256411/The Sound Centre Ltd P.O. Box 434 Port Vila, Vanuatu PHONE: 2035/P. Hargovind Bros 190 Renwick Road P.O. Box 490 Suva Fiji PHONE: 24350/Makanjee & Sons Limited P.O. box 91 Sigatoka Fiji PHONE: 50158/Milaw Trading Co., Ltd 224-236 Hobson Street, P.O. Box 5919, Auckland, New Zealand Phone: (09) 399-175/hifivox 79, rue de Sebastopol, Noumea, New Caledonia PHONE: 27.24.66/Harvest Pacific Limited P.O. Box 517, Honiara, Solomon Islands PHONE: 131/Fare Hi-Fi Stereo Rue du Marechal Foch—P.O. Box 269, Papeete, Tahiti Phone: 2-4814/Micropac Audio, Inc. P.O. Box 3478 Agana, Guam 96910 PHONE: 472-8091, 472-8297/Rarotonga Duty Free Shop Private Bag P.O. Box 92, Rarotonga, Cook Island/Nauru Co-Operative Society Republic of Nauru

THE SIXTEENTH FORUM

New trade concessions spur SPARTECA

Australia's prime minister, Bob Hawke, went much further, perhaps beyond his own advisers' recommendation, in announcing at the Forum meeting in Rarotonga liberalisation of Pacific regional trade under SPARTECA.

New Zealand, which had operated a somewhat more generous system previously, also announced improvements to its SPARTECA conditions by lowering duty on Fiji vodka and gin and reducing liquor maturation requirements. Mr Lange also said New Zealand would liberalise investment incentive schemes to make launching of joint ventures easier.

Australia's new terms will come into effect on January 1, 1987, a date determined mostly by the time required by bureaucrats to make their changes.

Officials concede that the concessions from Australia are the result of pressure from Fiji, supported by recommendations from the Australian departments of Foreign Affairs and Trade. The minister of Industry and Commerce, Senator Button, who has a different set of fish to fry, is said to be less pleased.

Nor is there any secret that the concessions had a good deal to do with the signing of the South Pacific Nuclear-Free Zone Treaty, sponsored by Australia and supported by New Zealand. Eight nations have signed and the treaty is a fact, needing only ratification in Suva next year before its protocols set off on the rounds of the metropolitan and nuclear powers.

Predictably, Vanuatu did not sign, and nor did either Papua New Guinea or the Solomons. Some say PNG delayed to demonstrate their displeasure over the recent three per cent cut in Australian aid. The

Federated States of Micronesia, now a full member of the Forum, offered to sign but, apparently, was advised to tarry until things were clearer on the status of the Compact of Free Association with the U.S.

Although the nuclear-free zone treaty, nuclear testing and the independence of New Caledonia looked to be the items of chief concern at the Forum, it was the liberalisation of SPARTECA which was the main achievement of the meeting.

Under the new rules Australia will lift all duty and quotas on Forum Island products, except for five. These are garments, steel, footwear, sugar and cars. Nobody cares very much about steel and cars. Sugar is the subject of a very sensible bilateral understanding between Fiji and Australia. But textiles, clothing and footwear are important.

Fiji has great hopes of developing its current garment trade into a major industry, supplying, principally, Australia and New Zealand. For a variety of reasons Australia has declined to remove the present quota system and, indeed, may never do so officially. However, Mr Hawke did announce in Rarotonga extension of the present Fiji quota and its maintenance at a minimum 66,000 units a year, with annual negotiations on greater quantities until 1988 when Fiji's request for a quota of at least 500,000 garments a year will be considered.

In effect the changes mean that Australia has all but totally adopted the New Zealand "negative listing" system of deciding what items should be duty-free under the agreement and has thus made trade very much more free.

Beyond these changes Australia and New Zealand have agreed to examine the possibil-



ANZUS differences set aside NZ's David Lange (left) and Australia's Bob Hawke, look relaxed and friendly at the Forum — Photo: Lawrance Bailey.

ity of including the Pacific countries in the Closer Economic Relationship (CER) which operates across the Tasman. But, say some trade experts, what the islands now have under the liberalised SPARTECA may well prove to be better for them

than membership of CER which demands two-way concessions.

However, Ratu Mara suggested, and the Forum agreed, that a committee be set up to examine the CER idea. — *Staff Writer.*

Who'll be SPEC top dog?

The important post of chief executive of the South Pacific Bureau for Economic Cooperation is still up for grabs.

At the Sixteenth Forum a short list of applicants, reported to contain three names, was tabled, but decision was deferred for consideration by a committee made up of three prime ministers, Mr Michael Somare of Papua New Guinea, Ratu Sir Kamisese Mara of Fiji, and Sir

Thomas Davis of the Cook Islands.

The incumbent, Dr Mahe Tupouniuni, is reported to have applied for an extension of his term which is due to end in November this year. He has been joined on the list of applicants by Mr Henry Faati Naisali, at present the minister of finance in Tuvalu, and Mr Terry Chapman, secretary to the government of Niue.

The general expectation is that the post will not go to another Polynesian.

Conference "needs more honing"

While the Micronesian trust territories administered by the United States have now set themselves on a course towards self-government, the only American-run enclave in the South Pacific seems much less anxious to loosen the ties that bind them to Uncle Sam.

Former governor of American Samoa, Peter Tali Coleman, in Rarotonga to watch the Forum meeting, and attend the Pacific Islands Conference sponsored by the East-West Center of Hawaii, sounded confident whenever he talked about the long-term future of his country's dependent status.

"Who wants to be independent?" he demanded of journalists questioning him about his apparent lack of independence fervor. "What about Africans? Are they better off now they are independent? We are happy as we are.

"The United States has given

us an opportunity to decide our future, and as of now we feel our present status is the best," he said.

As an unincorporated territory of the U.S., American Samoa has the right to elect its own governor (now A.P. Lutali, who took over from Mr Coleman earlier this year), and legislative assembly. They manage most of their local affairs.

But, where their Pacific island neighbors sometimes have to scrimp and save a bit to get the material luxuries of life -- that is, if they decide they want their sometimes doubtful benefits -- Uncle Sam takes care of American Samoa's major worries.

Indeed, the financial support from America now not only allows it to take care of itself, but a good deal of it spills over in the form of cash in neighbors' pockets. About 90 per cent of the 5000 workers employed at the two fish canneries

in Pago Pago come from next-door Western Samoa.

"We have a very close working relationship with Western Samoa," said Mr Coleman. "Remittances to families back home in one year would be worth between \$US4 million and US\$7 million."

Additionally, it is an open secret that many a Western Samoan has gained work in Pago Pago, got himself a "green card" and toddled off to join the estimated 100,000 Samoans now living in Hawaii and Los Angeles.

American Samoa, with a population of 37,000, has an annual budget of about \$US80 million. One quarter of that is direct budgetary support from Washington. In addition, there are annual Federal grants totalling \$US12 million, and a capital works program which is worth an average of a further US\$5 million each year.

"We are building a big dock and ship repair facility, expanding our airport, and we have some funds for a new administration block (apparently to add to the already quite substantial concrete edifice in the centre of Pago Pago."

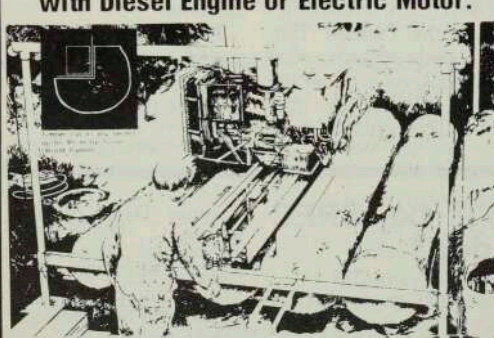
American Samoan children get free school lunches, and when they reach retirement age they get pensions.

The two tuna canneries set against the steep sides of Pago Pago harbor, owned by Van Camp and Star Kist, handle about \$200 million worth of fish a year.

With all of those greenbacks coming in to keep American Samoa looking fertile, it seems unlikely, at least according to Mr Coleman, that any idealist in Washington would get much of a welcome on any suggestion that they raise their own flag. — From Roy Vaughan in Rarotonga.

FORESTMIL PORTABLE SAWMILL

**A Self Contained Sawmill complete
with Diesel Engine or Electric Motor.**



Forestmil produces any size ready to use accurate timber up to 12" x 9" x 24".
Purchase price and operating cost is less than other sawing machines with similar production capacity.
Design features in latest models is result of 23 years' Forestmil manufacturing experience.
Forestmil reduces timber waste and log transport cost. Timber is sawn direct from the log in the forest.
Forestmil can be moved to a new area in one hour.
Forestmil will saw hardwood or softwood logs of any diameter.
Large number of Forestmils are operating in many countries.
For literature and prices please contact the manufacturers.

Mac Quarrie Industries Pty. Ltd.
P.O. Box 20, Coburg 3058, Victoria, Australia
Ph: (03) 353 0666 Tlx: AA33729 Cables: Macbound, Melbourne

Uregei Seeks Status



New Caledonian Kanak leader, Yann Celene Uregei, vice-president of the F.L.N.K.S. (seen here, on the right, with his interpreter, Pierre Xulue), was again at the Forum meeting. This time he was more vocal and more visible. However, he failed to win observer status at the Forum and his main mentor, Father Walter Lini of Vanuatu, again was unable to convince his Forum colleagues to take the question of New Caledonian independence to the U.N. Forum members said privately that while they had sympathy for the F.L.N.K.S. cause, to admit what was technically a "rebel" or "revolutionary" organisation to the Forum might be to set an awkward precedent. Photo: Lawrance Bailey, Rarotonga.

THE SIXTEENTH FORUM

"Soviet deal is on.."

Kiribati is determined to develop its own fishing industry one way or the other, and it is the ways it may do it which have raised concern among friendly Pacific Rim nations.

Whilst at Rarotonga for the Sixteenth South Pacific Forum, president Tabai of Kiribati said the deal to license up to 16 Russian fishing boats would go ahead and at the time of going to press his minister of natural resources, Mr Babera Kirata, was on his way to Manila to negotiate the final details.

If all 16 Russians boats are licensed it will give Kiribati a revenue of about Aus\$2.4 million a year.

"America has expressed concern, verbally," said president Tabai.

The prime minister of Australia, Bob Hawke, has written to Tabai asking if Kiribati plans to allow the establishment of Russian bases.

"There are no plans for bases," president Tabai told me.

Mr Hawke told him Australia was ready to assist Kiribati in developing its fishing industry and this would be a topic for further discussion, according to the president.

The Honiara-based Forum Fisheries Agency has been involved in all Kiribati's fisheries negotiations, acting as an adviser.

But Kiribati will not get rich through the Russian deal, says Tabai. The Russian money represents only a small portion of the country's \$16.2 million annual budget.

Kiribati plans to have four more pole and line boats of its own, financed through an aid package sponsored by the European Economic Community at a cost of about Aus\$1 million per boat.

He said the first two of these could be built in Fiji.

(This suggestion is good news for regional industrial cooperation, and helpful, also, to the somewhat under-utilised Fiji ship-building and repair

establishment. Fiji recently turned down an Australian offer of ready-made patrol boats and said it would build them for itself - Ed.)

"We have a marine training school and plan to link it with the fisheries thing," said president Tabai.

Last month the Royal New Zealand Navy's survey ship,

HMNZS *Monowai* completed a survey of Kiribati's Line Islands and some islands in the northern Cooks Group. That work will help Kiribati define the precise boundaries of its planned 200-mile exclusive economic zone.

Kiribati has already bought a

Continued on page 18

Continued from page 13

ish a South Pacific nuclear-free zone.

Total opposition to French testing was again voiced and support given for the early conclusion of a comprehensive test ban treaty which would ban all tests in all environments.

There was strong opposition to nuclear waste dumping in the oceans of the region and the Forum welcomed a statement by the prime minister of Japan, Yasuhiro Nakasone, that Japan had no intention of dumping radio-active waste in the region.

Forum countries were urged to sign the London Dumping Convention which would then give them a greater say on nuclear and other waste dumping at sea.

Regular dialogue between the Forum secretariat and the Association of South-east Asian Nations' secretariat will be maintained.

The review of creating a single regional organisation is to be continued and New Zealand proposed an increase in inter-parliamentary contact.

Further discussions on regional trade will be held in the near future with the aim of trying to iron out problems some nations are experiencing in exporting to Australia under the South Pacific Area Regional Trade and Economic Co-operation Agreement (SPARTECA).

That discussion will take a look at the possibility of island countries being included in the Closer Economic Relationship agreement between Australia and New Zealand.

New Zealand has agreed to extend its Pacific Islands Indust-

rial Development Scheme.

The Forum noted with pleasure that the Pacific Forum Line had made very real progress in its development as an economically viable service and it endorsed a pre-feasibility study of a proposed extension of the PFL feeder service from Fiji-Tuvalu-Kiribati to Micronesia.

The Forum expressed satisfaction that the Forum Fisheries Agency is now fully recognised by the foreign fishing nations and called for the speedy conclusion of a multilateral treaty with the United States.

It looks forward to the early approval of the termination of the trusteeship agreement of the American Pacific Trust Territory in accordance with the expressed wishes of the Micronesian peoples.

It welcomes the decision which allows Palau to become a full member of the Forum Fisheries Agency.

Sincere condolences were expressed to the family, people and government of Palau over the death of its late president, Haruo I. Remeliik.

The Forum noted Australia's offer to facilitate productive contacts between China and Forum Island Countries which might wish to develop relations with China.

The South Pacific Bureau for Economic Cooperation (SPEC) was requested to explore the establishment of a dialogue with Japan with a view to obtaining further assistance for smaller island countries in particular.

It unanimously welcomed Fiji's offer to host the 17th South Pacific Forum next year at Suva.



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 is a Division of Textron Pacific Ltd.



Commonwealth Secretariat
Commonwealth Youth Programme (CYP)

REGIONAL DIRECTOR
CYP SOUTH PACIFIC CENTRE

Applications are invited from Commonwealth citizens for the post of Regional Director, CYP South Pacific Centre, based in Suva, Fiji.

CYP is concerned with the involvement of youth in national development. It supports Commonwealth governments in the area of youth policies and programmes, and trains youth workers and youth affairs personnel.

The Regional Director will lead the professional team of the Centre and provide expert advice and assistance to governments. S/he will be responsible for guiding a complex of training programmes and other services in response to regional needs and for advising CYP headquarters in London on the development of CYP as a whole.

The Regional Director will have a relevant academic qualification and wide management experience in youth work, particularly training. Experience in consultancy, applied research and project management will be expected. The ability to communicate effectively in cross-cultural settings will be essential. Preference will be given to candidates from the region.

The appointment will be for two years in the first instance. The salary will be in the range Fiji \$19,525 — \$22,815 per annum plus a 10% gratuity, an expatriation allowance if appropriate, plus other benefits.

Applications (with cv) must be received by October 15, 1985.

To apply, or for further details, write to:

Chief Personnel Officer, Commonwealth Secretariat, Marlborough House, Pall Mall, London SW1Y 5HX.

DISKETTES

\$33.00 (box of 10)
for Fuji 5¼" ss/dd.

Also available complete range of Fuji Diskettes, inc. 3½".

DISKETTE STORAGE BOX

\$28.00 ea.

To suit 5¼" diskettes also boxes to suit 3½"

COMPUTER PAPER

11 x 15/1 PART BLUE
HALF SHADOW
\$13.00 per M (boxes of 2½ M)

11 x 9½/1 PART PLAIN

\$16.50 per M
(pkt. of 1000)

**RIBBONS
FOR ALL
COMPUTERS**

ch/mo ☐ or charge ☐ Visa ☐ Master Card ☐

Expiry

No. Date

Name

Address

Signature Amount \$.....

ALL PRICES IN AUST. \$'s—F.O.B. MELBOURNE

Output Media Business Forms

P.O. Box 227, Mt. Waverley, 3149, Vic., Aust.
Phone (03) 544-4400. Telex 134 947

THE SIXTEENTH FORUM

**Airlines co-op
mooted**

Apart from Pacific Forum Line matters, delegates attending the Sixteenth South Pacific Forum meeting in Rarotonga did not get the chance to discuss any matters of the recently completed Regional Transport Study.

This recommends the establishment of a regional equipment pool — principally of aircraft — which South Pacific flag carriers could lease for their own operations.

The study has also looked at the feasibility of rationalising some services, and it is probably that aspect of the reports, touching as it does on such matters as national image-building, which adds to the complexity of an already difficult issue.

The Regional Transport Study was circulated to Forum ministers of transport some months ago, but it is still officially under wraps.

Many believe it is long overdue because of the heightened interest on the part of island nations in extending runways, taking over airports and bringing in more tourists from places like Australia, Japan and Hawaii.

The commercial operators, like Ansett Transport Industries of Australia, have already laid much groundwork for expansion in the Pacific through linkages with Air Vanuatu, Polyneesian Airways, and with hotel ventures, actual or projected, in a variety of places.

The big question industry pundits believe the Pacific Islands face is whether they want to join forces and do their own aviation thing by cooperation, or stand alone and get picked off one at a time by the bigger Pacific Rim-based airlines. Cooperative regional airlines do not have a very good history around the world but, according to some experts, it may be the best, or possibly the only viable, way for the small Pacific Islands to go.

Delaying consideration of the Regional Transport Study in full

and in public is seen as unlikely to help resolution of the issue. Air Pacific, which might be seen as a key element in any regional cooperative, is now reporting an operating profit under Qantas management, and the Cook Islands, now in control of its big Rarotonga airstrip, is now actively wooing more internationals to call at their door. Prime minister Tofilau Eti Alesana of Western Samoa wasted no time in putting the bite on the prime minister of New Zealand, David Lange, for help in extending the runway near Apia so that it could take Boeing 747 jumbos. Australian aid, and some other locally-voted funds, have just gone into extending it to allow tri-engined Boeing 727 jets to take off.

Continued from page 17

refrigerated mother ship to handle its tuna catches and it is due for delivery in September.

While the Russian catches are likely to be unloaded and processed in South-East Asian ports, Kiribati plans to ship its catches to American Samoa where they will be processed at the Star Kist cannery.

That is about the only contact the Americans will have with Kiribati for there have been no further moves by the American Tuna Boat Association to negotiate licence fees for their boats. ATBA operators still refuse to recognise e.e.z. boundaries applying to migratory fish and, to that extent, the fisheries situation in the Pacific remains in dispute, disarray and disorganisation.

More than 140 U.S.-based "super-seiners" now operate across the Pacific. This, coupled with the increased number of patrol boats about to go into service under the flags of several Pacific island countries, and the Tuna Boat Association's adherence to their "free-pursuit" policy on tuna, indicates a vigorous time in the fisheries area for some time to come. — From Roy Vaughan, in Rarotonga.

THE SIXTEENTH FORUM

Watchdogs to keep eyes on France

France will find itself on the back foot during the next 12 months, trying to define the status of its South Pacific territories, and justify its policies in relation to them.

The Sixteenth South Pacific Forum at Rarotonga charges its executive with the task of obtaining precise definitions of the legal status of New Caledonia and French Polynesia.

At one time New Caledonia was inscribed on the list of the United Nations' Decolonisation Committee of 24 but, years ago, France declared New Caledonia a department of metropolitan France and succeeded in having the listing removed.

A very few countries have since made rumblings about having New Caledonia re-inscribed; Vanuatu attempted to win support for such a move at the 1984 Forum meeting at Funafuti, Tuvalu, but could not raise the numbers. Instead, in a public statement rather sharply critical of his Forum colleagues.

After some tough debating among Forum delegates it was decided again not to try to get New Caledonia re-inscribed. Instead, the U.N. will be asked to give a legal international definition of the territory's status so that Forum countries may be guided on whether they are dealing with a piece of France, or a most suspect chunk of the South Pacific.

The Forum had a "sleeper" from the United Nations at its last conference who kept out of the public eye, but who was on hand to take notes and offer advice on tactics.

He was Mr Renagi Lohia, Papua New Guinea's permanent representative to the U.N., who is also chairman of the U.N. committee which handles decolonisation matters as they are handed up to them from the Committee of 24.

Commenting on this Forum attitude, official conference spokesman, and New Zealand prime minister, David Lange, said he did not think countries like Russia, which are members of that U.N. committee, could tell the world very much about personal liberty and independence.

Father Lini's re-inscription camp said it would be holding its fire until after the referendum in New Caledonia which was expected to be held in September. (Events in the French National Assembly may since have changed that date, although at press time full clarification was lacking from Paris.). However, Father Lini seems to have by no means given up the idea of proceeding unilaterally.

His position is interesting particularly when it is remembered that he got Cuba to put Vanuatu's case for independence before the United Nations some years ago when he found he could not get regional support. He has since recognised Cuba diplomatically, which continues to raise eyebrows in larger capitals which did not fully appreciate his rationale. Clearly he feels somewhat cynical about the likelihood of winning support from his neighbors. Equally, say regional observers, if Father Lini should try to use Cuba again, the cost might be somewhat higher, particularly in view of the Soviet Union's growing interest in the Pacific.

But, while the Forum awaits the U.N.'s definition of the status of New Caledonia, it will have a watchdog group running about to keep an eye on developments in the territory. By this continuous monitoring the Forum hopes to respond more rapidly if the situation should worsen.

The president of French Polynesia's council of government, Mr Gaston Flosse, turned

up at the Forum along with two of his cabinet ministers to present a case for giving his territory observer status.

This application was turned down, but not thrown right out of court. Apart from Flosse one of the most disappointed delegates was the prime minister of the Cook Islands, and host of the Forum, Sir Thomas Davis, who had been Flosse's sponsor.

"This is just a country club," Sir Thomas said scornfully. "They are obsessed with the French. These people are Polynesians. They are our cousins."



Father Lini... still very unhappy

The Forum will keep an open door for French Polynesia, but meanwhile has asked the French government to define the status of that territory and what its long-term plans are.

Flosse is convinced he has a self-governing country under his control, with an association with France similar to the Cook Islands' relationship with New Zealand.

It would take a referendum in French Polynesia to make a break from France, but at Rarotonga the government there need only tell Wellington it wants to end the relationship for the Cook Islands to be set adrift.

Admission of the French territory to the Forum is, of course, not just a matter of form. There are some ideological and political difficulties for the Forum's strong anti-nuclear camp to digest. How, they ask, can the Forum admit, even as an observer, a territory which allows France to test its nuclear devices within its boundaries?

But, French Polynesia is by no means without friends in the region.

Apart from Sir Tom the governor of American Samoa, A.P. Lutali, offered a friendly arm when Flosse got the bad news and threatened to leave immediately for Tahiti. Flosse was advised that flouncing out of meetings was seen as the French way of doing things. Sitting it out, even when the outlook is gloomy, is the Pacific way.

What also appeared clear during the Rarotonga sessions was that if anyone else should be feeling uneasy about Forum interest in anti-colonial matters it was the United States. Delegates have telegraphed that they will in future take a more active interest in the progress of changes to the status of the Micronesian trust territory.

The Forum has taken the view that the sooner they get independence, the better.

The U.S. has yet to clear the compacts of free association for the Federated States of Micronesia, the Marshalls and Palau. All the documents must go through the U.S. Congress, and the Senate, and then to the U.N. Trusteeship Council by September.

The Forum is, however, anxious to have new members, provided they are fully and genuinely independent. However, delegates said they would review the qualifications for observer status; publication of a definite target date for independence would be a help.

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 take any Nissan vehicle anywhere. And depend on it. Completely.



Car of the future: N





**Postmark
Papeete**

From the beginning, Flosse made no bones about what he had in mind — it was to polish up France's image in a region where, in his opinion, too many government heads and political leaders had a regrettable tendency to side with the FLNKS "terrorists" (as he consistently labelled Tjibaou and company) instead of supporting the law-and-order government of the White settlers. In other

In fact the only serious opposition Flosse encountered came from other political and civic leaders in Tahiti. What

The simple truth is that it was only through deceit and trickery that on that date in 1880 Tahiti and Moorea became a French colony. Once celebrated as a great historic anniversary, June 29 fell into complete oblivion in the 1950s, with the emergence



**Marie-Thérèse
and
Benqt Danielsson**

of Polynesian leaders and parties strongly in favor of independence. If June 29 was remembered at all, it was as a day of shame. Nobody cared, for instance, to celebrate the centenary of the French takeover when it fell in 1980 (PIM

Continued on page 25

**WORKWORKWORK
WORKWORKWORK
WORKWORKWORK**



A HAWKER SIDDELEY COMPANY

This great utility airframe is designed to work and work hard. It's a rugged STOL workhorse that won't buck at rough strips. Amongst many improvements over the previous model the BN2B has increased its landing weight to 6600lb, reduced its cabin noise, offers improved pilot seating and floor covering and displays a redesigned instrument panel. It will take a payload up to 2486lb (1128kg) and fly over 670nm (1250km). It's been proven to be one of the most cost efficient short-haul commuter aircraft in the world. With Lycoming piston engines or Allison 251 turbo prop engines Islander is ready to work for you and because Lycoming and Allison engines are also distributed by Hawker Pacific, you can count on us for part and service support.

Distributed by:

Hawker Pacific

Hawker Pacific Pty. Ltd., General Aviation Division,
Bankstown Airport N.S.W. 2200
Telephone: Sydney (02) 708 8555. Brisbane (07) 277 38.
Perth (09) 332 7630 Telex: AA20720

PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1985

PNG's 10 YEARS OF INDEPENDENCE

Picking up Australia's Burden

In the deluge of congratulatory statements on September 16, 1975, the Australian prime minister and the Australian governor-general both chose to speak of their personal roles in the precipitating events and of their confidence in the foundations of the new nation. It was a final overseas harmony between Mr Gough Whitlam and Sir John Kerr before massive Canberra discord.

In a day of public euphoria, praise and optimism were expected; and there was much to applaud. The Australians had taken their political leave quickly, peacefully and generously. There were no political prisoners to be released; no freedom fighters to emerge from the hills and take their uniforms, guns and anger into office; and no smoke from the burning of the outgoing government's files to drift among the celebrating crowds.

But 10 years have revealed defects and rigidity in the legacy left by the Australians in Papua New Guinea. The easy assertions about finding a new way and Sir Julius Chan's simple statement, "Now it's up to us," seem to have been too optimistic.

The weight of the past has been heavy on Waigani and village. And the gentle transition in which Australians changed their nominal image from paternity to fraternity did not provoke the fire and cohesion in Papua New Guineans which might have enabled them to be more efficient and innovative. Australia was right to move with and ahead of demand in the early 1970s: the defects in Australia's legacy have other and deeper roots.

Proximity confused Australians about whether development in Papua New Guinea should be any different from that in the other great Commonwealth land, the Northern

On September 16 Papua New Guinea celebrates the 10th anniversary of its independence from colonial rule. By most standards, the run-up to self-rule was smooth, the transition friendly, and the aftermath stable and responsible. But, as DR HANK NELSON, Senior Fellow at the Australian National University's Research School of Pacific Studies, argues in this article, while much was good, and dedication notable particularly among Australians charged with administering the territory out in the bush, a lot was also lacking in that which Australia gave to the incoming leaders.

Territory. Perhaps both were to be made Australian. From annexation many of the basic institutions of British New Guinea were deliberately Australian. Where in Fiji Dr (later Sir) William MacGregor had worked with Sir Arthur Gordon to integrate Fijian custom and organisation into the colonial order, in British New Guinea he imposed Australian laws and practices wherever practicable.

The same assumption about Papua's constitutional destiny was accepted by the committee enquiring in 1939 into the possibility of amalgamating Papua with Mandated New Guinea (Eggleston, 1939). If Australia's policy then was to prepare Papua to become an Australian state it follows that those charged with implementing that policy should be judged on how well they prepared Papua for integration in the Australian federation rather than on the extent to which they built for an independent nation. But, in fact, Australia was always uncertain of its purpose in Papua.

Uncertainty

As the day when Papua might make the transition to state seemed so far away, Australians did not have to think about the contradictions inherent in the notion of adding half a million black people to a white Australia. They continued

to avoid the problem, and the uncertainty persisted.

Australians in Papua were not colonists: they were still in Australian territory. But the Papuans were not Australians, although they lived in the same place. The Australians in Papua were on the Australian frontier. They expected the credit that Australians had given other pioneers, and were hurt when they were regarded as adventurers and exploiters in "the islands." Yet they were likely at other times to see themselves as builders of points of civilisation in what was clearly another and different part of the vast British Empire. The Union Jack, rather than the Australian flag, was flown outside Government House, Port Moresby, until the 1950s.

In the Mandated Territory the uncertainty took a different form. New Guinea was part of the compensation paid for 60,000 Australians killed in World War I; and those ex-servicemen who took up positions in the government and on plantations did not expect their reward to be temporary. But, at the same time, Australians were conscious of obligations that they had accepted under the Treaty of Versailles; and they did not doubt that they would be more benevolent than the departing Germans. There were gross inconsistencies between the "sacred trust" and a

prize of war; but they, too, could be left to that misty future that clouded Australian policy in Papua.

The lack of a clearly defined policy coupled with the misleading belief that Papua New Guinea would somehow continue to have a formal association with Australia, stopped Australians from developing -- or allowing to develop -- institutions and procedures in law, politics, education and administration that were appropriate to a separate nation. The policy adopted by MacGregor continued; it was desirable if the territories were to become part of Australia or even just "run parallel." That confusion of policy sprang easily from the contradiction contained in Australia's perception of New Guinea -- it was their frontier and where overseas began. The perception and policy in turn help explain why Papua New Guineans came so suddenly to power and at the same time struggled to define the basic institutions of government. It was a fundamental deficit of Australian rule that they allowed Papua New Guineans to take office so inexperienced in executive government and with some organs of government either breaking down or being changed.

Orderly

The self-congratulations of Australians about the orderly transfer of power and the apparent rationality of the constitutional steps disguised the reality. In 1951 the Legislative Council was established with three nominated Papua New Guineans; in 1961 its membership was increased to include six elected Papua New Guineans; in 1964 the House of Assembly first met with full adult franchise for 44 open electorates; in 1968 the House of Assembly was expanded and Papua New Guineans with the

required educational qualifications could stand for regional electorates; and in 1972 the House was again enlarged. At the same time members were apparently being given experience in the executive as Under-Secretaries, then Ministerial Members, and as members of the Administrator's Council (later the Administrator's executive council).

But, in fact, when the Somare coalition government was formed in 1972 only three members (Lapun, Guise and Diria) had had any experience of nominal executive government, and within 20 months the coalition ministry ruled a self-governing Papua New Guinea. The constitutional changes of 20 years effectively had been compressed into less than two.

During the three years of Papua New Guinean initiation into national government, the executive faced successive crises while the Constitutional Planning Committee, and the parliament as a whole, considered the form of government to be adopted by an independent Papua New Guinea. The results of those deliberations came into force with independence. The new nation then came into existence under an untried constitution with its new definitions of relations between the various levels, offices and arms of government, and its new procedures, for example, on how to secure a vote of no confidence in a prime minister.

Although there was obvious continuity between the central governments of pre- and post-independence, the provincial governments bore little resemblance to the old District Advisory Councils. It could be said that Papua New Guineans, having made the decision to establish the provincial assemblies, should accept responsibility for their creation and performance; but provincial assemblies arose in part from regional feelings stimulated by Australian administration and they were established to contain secessionist forces that the Australians had been unable to moderate.

Great hope

At the third level of government — that of the local councils — Papua New Guineans

inherited a system that had partly broken down. The councils had once been the great hope of Australians in their endeavors to implant traditions of orderly western-styled government. In 1962, after a decade as minister, Hasluck wrote a minute stressing that each council was to be "a school of political advancement." Fifteen years after the war, 39 councils had been formed and they covered only 14 per cent of the total population. From 1960 growth was rapid, with the number of people in councils tripling in the next three years so that just under half the population were formally under council rule by 1964. As a result, most people voted in the first general election for the House of Assembly before they had a local council, and another 30 per cent had only recently been included in council boundaries. Rather than the councils being training grounds, most people were initiated into the mechanics of voting at national elections before they had participated in formal local government.

In the early 1960s, when the councils were being spread rapidly, disillusioned villagers in the older council areas were already turning away. The councils did not give them what they wanted: the dignity that went with understanding and controlling their own affairs, an entry into *bisnis* and a means of settling disputes. In the 1960s, too, the councils were enlarged so that some 40 or 50 councilors might be elected to administer 30,000 people: it was no longer a village government and no effective village institution had been created to replace it.

This was the situation inherited by a self-governing Papua New Guinea in 1973: a minority of the people were within the authority of vigorous local government councils, and the rest were in areas where either the council worked fitfully to carry out minor public works and welfare projects or it had virtually ceased all effective operations. Even where the councils worked they tended to operate at a level that left many villages with no formal institutional ties to the national system. In the main towns local governments

that covered squatters, suburbs, business districts and traditional villages were new and in flux. To put the worst case: Australia relinquished power to inexperienced Papua New Guineans, and at neither the local, provincial nor national levels did they move into systems of government which were efficient, tested and doing what Papua New Guineans wanted.

Another major, and related, deficiency was that Papua New Guineans did not inherit an effective formal method of settling disputes at the village level. For over 20 years of Australia's postwar administration there was sustained debate between those who — as Sir Paul Hasluck has said — wanted "a single system of courts administering a single body of law" following procedures identical across the Territory and all presided over by "professional" appointees, and those who made the pragmatic case that as 75 per cent of all causes were currently being heard by unofficial tribunals there was an immediate need to bring them within the formal judicial system.

Stewardship

At the end of Australia's stewardship it was still probably true that most disputes were being settled and most transgressors of locally accepted law were being punished by individuals and groups beyond the supervision of official courts.

When considering postwar political change in Papua New Guinea the 1950s seem the period of inactivity. The same sense of a lost decade can be illustrated sharply by looking at education. Unlike the haze that clouded their constitutional goals, Australians expressed a precise educational target. J.K. Murray said in 1946: "The first requirement is universal literacy ... " Changes in the ministry and at the top of the public service brought slight redirection. There was also no doubt that this was one Australian policy in accord with Papua New Guinean aspirations. Yet Australians maintained a policy in terms of teacher training, school curricula and buildings that made it impossible for them to come close to reaching their goal of universal literacy. Twenty-five years after the end

of the war and on the eve of self-government, about half of all children of primary school age still had no school to go to; and while opportunities even within small areas were grossly unequal, in Port Moresby over 1000 children between five and 15 could not get into any school and about three-quarters of the potential school population in the Highlands had no place in a classroom. Those lucky ones entering the system had little chance of staying long enough to acquire a qualification to obtain jobs demanding literacy in English. About one-third of the students who began primary school could find a place in higher education.

Clearly Australia ought to have either changed the aim or adopted radically different means of reaching it. The incoming Papua New Guinea government still faced fundamental questions of how to distribute limited resources to achieve the best and fairest return. Had more Papua New Guineans entered the schools in the first 15 years after the war, and had higher education developed correspondingly earlier, Papua New Guinea might now have a few men and women over 45 holding higher degrees. It is impossible to say what influence they would have had in the late 1960s, and what they would be doing now, but Papua New Guinea would be the richer had they been around.

Violence

One of the most pressing and publicised problems faced by the post-independence government has been that of violence in the Highlands. Two myths are gathering about the antecedents to the present waves of turmoil. Firstly, it is said that in the days before Australian intervention tribal warfare was marked by ceremony and restraint. Traditional leaders could, according to this view, control the "hotheads" so that once an aggrieved clan had secured a token of redress peace would be obtained through exchanges of wealth. No doubt that did happen sometimes; but warfare in the Highlands was also as unrestrained and ruthless as it has

Continued on page 54

FRENCH SENATE STUDY

"No change of course now possible"

Three months after it was first proposed in the French parliament, the Fabius Plan for the future of New Caledonia has finally been made law. The bill, allowing for the division of the Pacific territory into four regions, and a referendum on the independence question no later than the end of 1987, was finally passed by the National Assembly in Paris late in July. It had suffered a lengthy delay caused mainly by the decision of the French Senate to send a special commission to New Caledonia to conduct an on-site investigation of the Plan.

One of the side-effects of this delay was to bring an end to the state of emergency which was declared in the territory in January and then extended to June

Quiet, if not permanent peace, has now reigned in New Caledonia for several weeks, giving some optimism that the Fabius Plan, now passed by the National Assembly in Paris, will lead to a solution to the independence problem. Meantime, as our correspondent, SUE WILLIAMS, reports here, even right-wing Paris senators believe the processes now begun cannot now be held back.



Sue Williams

30. Under the Fabius Plan it was to have been further extended until April, 1986. However, because the Fabius Plan had not been passed by June 30, the state of emergency literally ran out.

Not that it made much difference; the military presence was as strongly felt as ever, but the territory has been relatively quiet for several weeks, anyway.

However, the calm did not impress the seven-member senate commission which arrived from Paris on July 2 for a first-hand survey of whether the Fabius Plan was a fair and equitable proposal for all the people of New Caledonia.

During its week-long stay the commission, made up of five right-wing Opposition senators, and two from the Socialist

government camp, met with representatives from all sides.

First cab off the rank was the anti-independence R.P.C.R. which rules the Territorial Assembly and "owns" local government president and New Caledonian representative in the French Senate, Mr Dick Ukeiwe. However, the commission also heard from the pro-independence L.K.S., and the

Flosse's Festival

Continued from page 22

Aug. '80 p108). Last year, when Flosse tried to revive it with a parade to the greater glory of the French Gaullist party and himself, not only the Opposition parties but also the two major churches refused to take part (PIM Sep. '84 p27).

Flosse's stubborn insistence on June 29 as opening day so infuriated Papeete's pro-independence Mayor Jean Juventin that he declared all parks and public buildings in the capital off-limits to the organisers for the duration of the festival. This was a serious blow to Flosse who now had to stage the festival in the adjacent, smaller town of Pirae, where he is mayor.

His biggest problem was that Pirae lacked a theatre of the international dimensions required for the occasion. Flosse's solution was to build a whole new theatre, or rather convention hall, for 2000 spectators. With three huge teams working round the clock, the contractors completed it in two months —

at the staggering cost of CFP400 million (about \$A3.5 million), or three times as much as it would have cost in normal circumstances.

Oscar Temaru, the even more strongly pro-independence mayor of Faaa, found an even more pointed way of expressing his disagreement with Flosse.

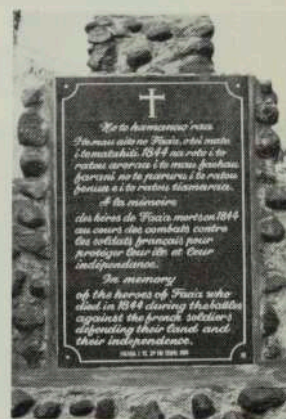
He had just discovered, he announced, that June 29 was indeed an historic date. For on that day in 1844 the guerilla fighters of Faaa had won a great victory over French troops at the beginning of the war of conquest which lasted until the end of 1846. So he had decided to erect a monument commemorating this glorious event — which, of course, he planned to inaugurate on June 29, 1985. Demonstrating splendid impartiality, Mr Temaru invited the French high commissioner and the CEP (nuclear-tests) admiral along for the occasion, as well as FLNKS delegates Yeiwene Yeiwene and Marie-Francoise Machoro. Only the latter two turned up.

Attacked from all sides, Flos-

se finally resorted to a desperate stratagem. In April he suddenly let it be known that what he planned to commemorate on June 29 was not the French take-over in 1880 at all, but the first anniversary of the granting of the new statute, or constitution, supposedly giving French Polynesia internal self-government. In fact the new document is nothing but a muddled rewrite of the 1977 colonial-type statute. Flosse himself is so dissatisfied with it that he has already asked President Mitterrand to amend it (PIM July p24). On top of all that, his opponents pointed out to him that the new statute had come into effect on September 6, 1984, so that the first anniversary was still some months away. Hopelessly out-maneuvred, Flosse decided there was nothing for it but to stick to his poorly aimed guns.

Thus it came to pass that in Tahiti this year All Fools Day fell not on April 1 but on June 29.

Those most thoroughly fooled were the foreign participants in the festival. Coming largely from countries whose governments support Kanak in-



Tri-lingual commemorative plaque at Faaa erected by Oscar Temaru.

dependence and oppose French nuclear tests, by marching past the grandstand — to a tune played by the band of the French Foreign Legion — they unwittingly paid homage to Flosse's guests of honor, all neatly dressed in most un-Pacific dark flannel suits and ties. As was to be expected, they included such Caledonian anti-independence leaders as

Continued on page 56

more militant F.L.N.K.S. as well as business and industry leaders, the grand chief, and even religious authorities.

The commissioners also spent some time travelling around the territory to get a more graphic picture of the situation, visiting several inland centres, including the east coast mining town of Thio, scene of much trouble earlier in the year, and making the trip out to Lifu, one of the Loyalty Islands, and the birthplace of Mr Ukeiwe, who has since been barred from the island by the F.L.N.K.S.

In fact, to push the anti-independence argument, and "show the commissioners the true colors of the F.L.N.K.S.", Mr Ukeiwe staged a special show for the commission by attempting a visit to the island on the same day as the senators had been due to arrive.

The presidential visit lasted less than 20 minutes and ended with Mr Ukeiwe being forced back into his plane and off the island after F.L.N.K.S. supporters who had ringed the airport became violent and had to be held back by gendarmes using

teargas.

Whether the senators were influenced by the display is difficult to say. However, they certainly distanced themselves from the incident, saying Mr Ukeiwe's visit had nothing to do with theirs.

While certainly presenting a moderate approach, the senators to a man agreed that the calm which has reigned in New Caledonia in recent weeks is certainly very fragile. They showed they were also acutely aware that while the situation had to be handled delicately a decision had to come soon if more violence were to be prevented.

At a final session with journalists before their departure from New Caledonia it became apparent that the commission would not oppose the Fabius Plan, although it would push for some modifications.

The senators were also not convinced that the upcoming regional elections could be held freely. One commissioner, Senator Francois Collet, said he, at least, believed there was much fear among the Melanesian population of reprisals if

they did not vote for the F.L.N.K.S. He said the commission also had to look at ways of ensuring a truly democratic poll and cutting the risks involved in the election by either using the police and military forces, or organising the ballot to prevent pressures on the voters.

The senators have also, clearly, taken into account during their visit next year's legislative elections in France which are expected to give the present Opposition the majority in the National Assembly.

Senator Collet said he had found many of the anti-independence people in New Caledonia believed these elections would resolve the problem in the territory, but, he stressed, this was not the case.

He warned that while there would certainly be a change of policy in New Caledonia if the right took power in Paris, "the actions of the socialist government over the last four years could make it very difficult for any new government to change the course of events."

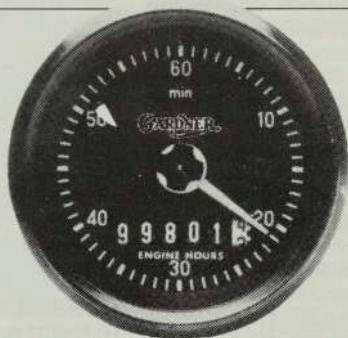
Senator Collet also took a swipe at the Australian media. He said he believed most Aus-

tralian journalists had sensationalised the story of New Caledonia and presented only the arguments put up by the Kanak Socialist National Liberation Front (F.L.N.K.S.), and painted those against independence as white settlers on the rampage.

He admitted, however, that much of this impression had come about because the F.L.N.K.S. had made some effort in Australia, with regular visits and appeals to the federal government for support, whereas the other side, the anti-independence movement, had not put its case at all to the Australian public.

He said that some consideration had been given to sending territorial assembly president Ukeiwe to Australia for this purpose, but this was eventually decided against because of the aggressive approach taken by the Australian press. Mr Collet said that Mr Ukeiwe was "a gentle man who speaks from the heart, and to present him to Australian journalists would be like leading a lamb to slaughter." — Sue Williams in Noumea.

YOU GET WHAT YOU PAY FOR!



The initial price of an engine is a pittance compared to its operating costs over its working life, and its efficiency in your business.

Payload ... Not Deadweight

Gardner diesel engines have strength designed into them where it's needed, and lightness where it's not. That means less deadweight, and more cargo.

Making Dollars ... and Sense

Gardner engines achieve better specific fuel consumption rates than any of their competitors, of output, size or country of origin. An independent analysis has shown that Gardner engines in service consistently record the lowest maintenance and parts costs, up to five times less than some of their rivals.

Getting the Facts

Economy of operation, and less time on the slips, make Gardner a logical choice. If you would like to know more, send for our free brochure and specifications.

GARDNER

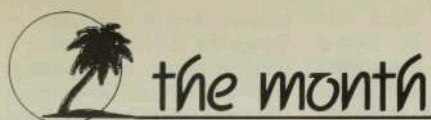
MARINE DIESEL ENGINES ...



HAWKER SIDDELEY ENGINEERING PTY LIMITED

Head Office: 262-284 Heidelberg Rd., Fairfield, Vic 3078. Tel. 489 2511. Branches: Sydney ■ Brisbane ■ Perth ■ Auckland
Agents: Diesel Equipment Pty. Ltd., Lot 1 Frankston Rd., Dandenong, Vic 3175. Tel. No. (03) 791 7756 ■ Foden (Distributors) Pty. Ltd., 353 Newbridge Rd., Moorebank, N.S.W. 2170. Tel. No. (02) 602 9211 ■ Glasgow Engineering Co. Pty. Ltd., 60 William St., Launceston, Tas. 7250. Tel. No. (003) 31 3499 ■ Diesel Contract Services Pty. Ltd., Coonawarra Rd., Winnellie, N.T. 5789. Tel. No. (089) 84 3584
■ G.A.F. Veith, 18 Nile St., Port Adelaide, S.A. 5015, Tel. No. (08) 47 7886 ■ Local call charge enquiry line (008) 33 4858

Stratagem HS 4042/PI



Women in conference send a message to governments

The Sydney gathering was notable for a very large representation of women from almost all Pacific Island countries, New Zealand, the Philippines, and Japan.

There may have been an expectation that questions of nuclear testing and related matters would dominate proceedings, and the participants certainly did adopt a strongly-worded "consensus" resolution calling for the "denuclearisation of our lands and waters", specifically: "No uranium mining, no nuclear testing, no establishment of nuclear bases or testing bases, no dumping of nuclear waste, no nuclear-powered or armed warships."

A paper by PIM Papeete correspondent Marie-Therese Danielsson served as the cornerstone for discussion of this issue, but strong anti-nuclear statements also came from others, including Bernie Kellerman of Palau, Gloria Sisisopere of Solomon Islands, Emelia Rokotiuvuna of Fiji, and Anueua Eritala of Kiribati.

But the conference only gained in credibility and relevance as delegates widened the focus of discussion to embrace such problems as land rights, alcoholism, street crime, access to the media, the recognition of women's rights, the functions of women's organisations, and the attitudes of governments to women's problems.

Louise Aitsi of Papua New Guinea, for example, departed from her prepared text to speak movingly of the threatening situation faced by women of all races and ages due to the present high level of street crime in Port Moresby. She saw

More than 300 women attended the Australian Pacific Women's Peace Conference in Sydney on June 28-30 (PIM Aug p7), organised by the Australian section of the Women's International League for Peace and Freedom (WILPF).

WILPF is a non-government organisation holding consultant status with the United Nations. The conference was held as a regional prelude to the world meeting in Nairobi, Kenya, in July to mark the end of the UN Decade of Women, and the parallel world forum there of non-government women's organisations (NGOs).



Gloria Sisisopere (left) of Solomon Islands — who hasn't much time for the newspapers in the Solomons — with Papilola Foliaki (Tonga) who publishes her own. — Bill Coppell photo.

the incidence of rape and other forms of sexual abuse as an example of the diminution of peace and freedom, and appealed to the conference for "understanding and help in a period of great stress for PNG women."

Ms Aitsi was one of several Pacific Islands representatives who spoke out on the difficulties experienced with governments which do not give high

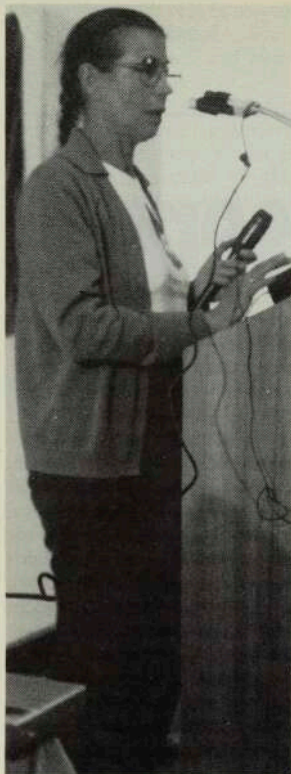
priority to the funding of women's organisations. Speaking on behalf of the PNG National Council of Women, she spoke of the large measure of support given by the national government to the council in its formative years. "The national government and many agencies, both national and international, showed their recognition of the council by applying directly to it for information on women and their needs rather

than going through government agencies. Most important, the women themselves began to trust the council and to turn to council staff to assist them with their worries and with their clubs and projects, and council staff were usually able to respond to the situation."

According to Aitsi, a change in government attitudes towards the council took place from 1980 onwards. She attributed this to a variety of causes at the political level, with both national and provincial governments, with public servants who resented the success of the council, and with petty jealousies which began to predominate in the council itself.

"The final blow to the NCW came when the national government withdrew their annual grant which had supported its national office. By late 1983 the council had declined to little more than a name at the national level.

"But", she went on, "this is not to say that nothing was gained. Some of the provincial women's councils continue to be active and influential, and even the least active provinces still have a provincial council in existence. More important, a lot of women got a taste of change and power, and from this have emerged some influential individuals. While these changes are not nearly adequate to bring about any sort of revolution among our women, they did accomplish a shift in attitudes. And if every woman in the country moved forward a metre, it might bring about a significant change in the equilibrium of our traditional attitudes."



Marie-Therese Danielsson (French Polynesia) — a keynote address. — Bill Coppell photo.

The conference, in one of its 24 resolutions, urged the Nairobi forum of NGOs to "urge their governments to let the PNG Government know that they wish funding of the NCW to be restored."

Kathleen Solomons of Vanuatu spoke of the establishment and growth of the Vanuatu National Council of Women, which was "not formed at one sitting of a conference, but was an idea that was accepted and is still being developed very slowly, according to the pace of the majority of Vanuatu women who live very traditional lives."

Flo Kennedy spoke as a Torres Strait Islander, and illustrated the complexity of the origins of many islanders by referring to her "Torres Strait, Polynesian, and Australian Aboriginal" background. She spoke both as a representative of the Pacific peoples and as a member of a community seeking redress from Australia by way of the recognition of land rights in the Torres Strait Islands.

A New Zealand Maori perspective was added to the

debates on land rights and self-determination by Denise Messiter. She told the conference: "We, the indigenous people of Aotearoa, stress that striving for peace, freedom and nuclear disarmament is at present only an ideal, for the same system which by its nature and design seeks to exploit our natural resources, locks the Maori people of Aotearoa into the mechanics of possible global destruction. Nuclear disarmament, peace and freedom will only be a reality when we, the indigenous people of Aotearoa, one of the indigenous peoples of Te Moana Nui a Kiwa, have the right to political self-determination."

The conference devoted significant time to problems associated with the dissemination of information. Problems arising from government or multi-national control of the media were fully canvassed, and the role of grassroots publications analysed.

Papiloa Foliaki, a Tongan businesswoman, spoke about the need to have access to a form of media not controlled by government, although she

stressed that in the case of Tonga she did not encounter a great measure of opposition from the Tongan Government when she set up her tourist and general newspapers. She rather rejoiced in the fact that the government printer was printing her publications.

Gloria Sibisopere, representing the YWCA and the National Council of Women in Solomon Islands, took up the problems experienced in the Solomons in providing information for women. She said: "The general aim is to help with the sharing of relevant information, both locally and internationally, especially aimed at women, for women, by women. Our local papers display a total lack of interest in anything related to any women's issues, and are useless as an educational or communication medium. They will occasionally print a letter to the editor from an outraged male who is offended personally by some issue — for example, the question of women attending overseas training courses, or why there are so many unmarried mothers." — Bill Coppell.



PACIFIC

CONSTRUCTION EQUIPMENT CO

Introducing the Dynamic New Range of Vibrating & Pneumatic Tyred Rollers

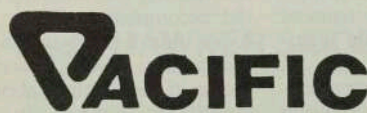


THE RANGE

- 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



SAMOAN POLITICS

"An hour is a very long time ..."

During his recent visit to Western Samoa New Zealand's prime minister, David Lange, said: "When I returned to New Zealand a few years ago from Western Samoa I reflected on what must be the most famous quip of British politics — that a week in politics is a long time. And I said that in Samoan politics it is an hour, rather than a week."

Certainly, the political developments in Western Samoa over the last six months have been difficult to follow. The changes which sweep through the country's political corridors are shown by the fact that when the government of Tofilau Eti Alesana was returned to power on February 27 it was by a landslide win of 31 of the 47 seats in the legislative assembly. He now faces a coalition of 27 members.

They now claim that Tofilau should resign because he is leader of a minority government.

The developments during this period have focused attention on the head of state in an unprecedented way.

A general election was called on February 22 and the ruling Human Rights Protection Party (H.R.P.P.), led by Tofilau was returned in the above-mentioned landslide. It then appeared that the newly-formed opposition party, the Christian Democratic Party (C.D.P.), under the leadership of the former prime minister, Tupuola Efi, would not be a significant force in Western Samoan politics for some time.

However, the immutable rules of Samoan affairs began to work and the position changed within days.

On March 7, Va'ai Kolone, a former prime minister and founder of the H.R.P.P., announced that he had disassociated himself from the party which he claimed was no longer conscious of its original objectives and ideals. Specula-



Tofilau Eti, the "great survivor" of Western Samoan politics, among the people who are his strength.

tion grew that a coalition with Tupuola Efi might be formed.

In the meantime the H.R.P.P. members were "in camp" with movement in and out of their camp restricted. It was said that Tofilau Eti was trying to shore up support, especially for the vital first meeting of the legislative assembly when the members would elect the prime minister.

Yet, on March 19 Tofilau was re-elected prime minister, unopposed, in a secret ballot by the members of the Legislative Assembly.

He said he was surprised at his unanimous election and added that a unanimous decision would "strengthen the country."

On March 27 he announced his Cabinet to parliament with only two of his former ministers retaining their posts. Parliament was then adjourned until July.

On July 4 28 members of the

assembly, including Va'ai Kolone and Tupuola Efi, gave the head of state, Malietoa Tanumafili II, notice that they intended to support a motion of no-confidence in Tofilau and his cabinet, to be tabled in parliament on July 8.

In accordance with Standing Orders the motion had to be tabled three days before it was to be debated.

On July 11 the motion was moved by Le Tagaloa Pita, a former member of the H.R.P.P. Debate on the motion continued for the two hours permitted by the Standing Orders and during this time one of the original 28 signatories to the motion withdrew his support for it.

The prime minister then announced that all government bills were withdrawn and the Speaker adjourned the parliament.

In an address to the nation

the following Saturday, Tofilau said he intended to call upon the Head of State to dissolve parliament, and call a new election. The Head of State refused his request. Under the Constitution, the Head of State is not obliged to act on such a request if he is satisfied that the prime minister making the request enjoys the confidence of a majority of the members of the legislative assembly.

In announcing this decision the prime minister told the country that his government would continue and try to complete its projects as soon as possible.

Since then the Opposition has continued to apply pressure by boycotting government functions such as those recently held for the New Zealand prime minister, and refusing to serve on the boards of government corporations or travel overseas on government delegations.

Parliament must be recalled by the end of the year to consider the Budget for 1986.

To prevent his government falling then Tofilau will have to entice at least four members back to the H.R.P.P. In the meantime he is ignoring continuing demands by opposition members that he resign.

The coalition appears determined to maintain what pressure they can on Tofilau, although lack of a parliamentary forum is a disadvantage.

The names of the group opposed to Tofilau have been published in local newspapers. They include members of Tofilau's previous cabinet, Laufo Meti, who was foreign minister, and former education minister Le Mamea Ropati. These public announcements are seen as serving to maintain solidarity among members of the coalition against Tofilau.

But, as David Lange said, an hour is a long time in Samoan politics. Almost anything could happen, and very likely will. — *Lee Anderson in Apia.*

Tahiti carries it off with a successful culturefest

The Fourth Pacific Festival of Arts — June 29 to July 15 — was launched in the Pater Stadium, Papeete, Tahiti, by President Gaston Flosse of French Polynesia before representatives of the 22 participating countries.

The festival had a difficult beginning, as it had originally been scheduled for Noumea in December 1984, but because of political unrest and some violence in New Caledonia, was cancelled at the last moment.

In February it was decided that the festival should be held in Tahiti, and it is a credit to the organisers that in just four months they managed to ensure that this festival — like the previous three — was a great success.

Main arena for festival activities was the Vaiete Square in the middle of downtown Tahiti. Other venues included the two OTAC theatres, and the huge

Salle Polyvalente Taaone. Outdoor performances occurred daily at the Craftsman's Village, at historic Venus Point, and at the Museum of Tahiti and Her Islands. All national groups enjoyed a trip to Moorea, where they each performed.

The craft centre is a large village of thatched buildings where the various countries displayed and sold their own handicraft products and fine art. In displays every day, men and women demonstrated their skills in carving, plaiting, weaving, painting and the building of canoes and houses.

The Cook Islands display included a large number of *rito*-plaited hats, and pearl shell fans with wide, *rito*-plaited edges. Papua New Guinea showed Sepik wooden "cut-out" silhouette carvings, some classic Sepik masks, and carryall "birlums" of woven mesh. Australian Aboriginals incised emu eggs, and created traditional

bark paintings. New Zealand presented fine carved wooden panels of ancient Maori style, *piu piu* skirts, *taniko* woven bands, and most unusual kiwi-feathered bags of woven flax. Truly different were the Easter Island carved images of stone and wood — unique and rather stolid, with an earthy, powerful impact.

The festival also embraced displays of Pacific stamps, a week of Pacific films, and a number of special events, such as the traditional ceremony staged by the Maori people of New Zealand as they presented fine carvings to their Tahitian hosts and cousins.

It was interesting to note the vigor and power of the more pristine people's dancing and song-chants, and to trace through the festival the losses in some of the more "developed" countries where either the slickness of night club fare, or over-choreographed items, sometimes crept into the performances.

There was no such problem with the Papua New Guinea presentation, for example. At the beginning, the leader leapt to centre stage in full regalia and shouted in true PNG orator's style: "I am proud to be here. I ask you all to come with us to Papua New Guinea — to become one with us. Brothers and sisters of the South Pacific, I hope you enjoy our show . . ."

And enjoy it they did. The impact of the *garamut*, a huge slit gong drum, the mesmerising sound of the numerous *kundu* hand-held drums accompanying the swaying, dipping and rising of the tides of massed dancers held the audience spellbound.

On the same program was the superb presentation by Manoa Rasigatale of the culture of the very diverse races of Fiji. They showed the Pacific and the world their remarkable achievement in racial harmony. Performing as a unit, but with each group true to its own tradition, they offered the grace of gentle Chinese girls with their

fans, the classic under-statement in the dances of the Micronesian Banaban girls from Rabi Island, the joyful group dancing of the Rotuman men and women, the Indian musicians playing their classic instruments, and Manoa's own renowned Dance Theatre of Fiji, exciting the audience with their superb mime-acting and dancing. At the end all were drawn together in the lovely Fijian farewell song, *Isa Lei*, accompanied by the Indian musicians.

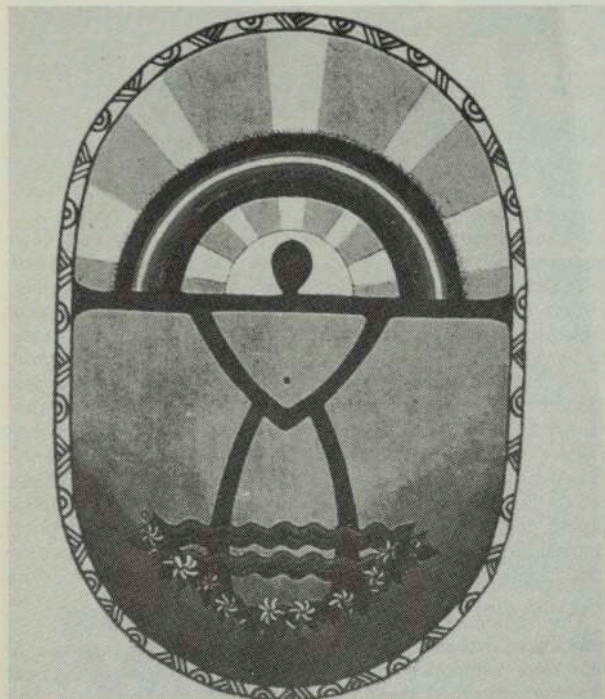
The evening had been opened by Hawaii, with a beautifully read and scholarly narration from Gladys Ainoa Brandt on Hawaii's history and legend. However, the material we saw presented on stage was eclectic.

The evening closed with the very expert, delightfully entertaining and polished Maori group from the Te Arawa tribe, Rotorua. They presented a program of action songs and poi dances and *hakas*, concert-party style. One could wish they had led us past entertainment into the more traditional paths of classic chants, and perhaps even one of the age-old *tangi* laments.

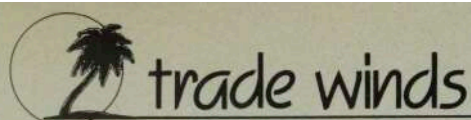
There was so much on offer over the two weeks of the festival. There were fine music and dancing from the Solomons, Tonga, the two Samoas, Micronesia, Tokelau, New Caledonia, Rapanui (Easter Island), Aboriginal Australia and from the hosts, French Polynesia.

The outstanding success was, without doubt, the tremendous impact made by the Cook Islands National Arts Theatre. When they erupted on to the giant Vaiete stage everyone knew this was to be a classic performance. The 130 members, magnificently costumed and rehearsed, kept the spectators awed and excited, thrilled and entertained, with a non-stop, smoothly running masterpiece, which included drama, the re-enactment of legend, dancing and singing.

It is good to see the enlarging of the geographic area of the festival. In 1972 participants included only the South Pacific Commission countries. Since then Hawaii, Micronesia and Rapanui have joined with their own unusual offerings. — Victor Carell.



Logo for the Fourth Pacific Festival of Arts, Tahiti, June 29-July 15, 1985.



Financiers see good future for Samoan tourism

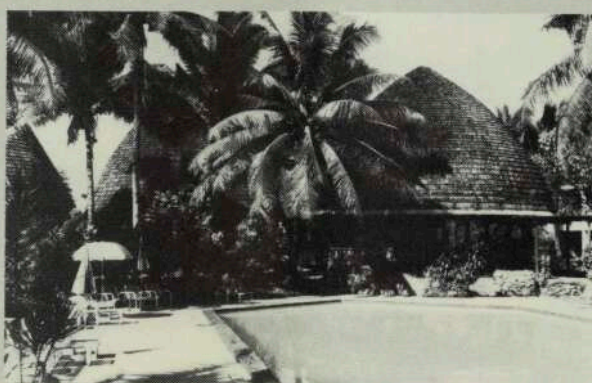
With six years' experience in the Pacific region it is easy to talk about investment, but getting big companies interested is another thing. In 1980 John Boyle formed a company, Pacific Corporate Services, with just this purpose in mind, and his latest major development plan is Western Samoa's Tusitala Hotel.

Pacific Corporate Services, with Boyle as the managing director, is perhaps best-known for the Polynesian Airlines deal done with Ansett Airlines of Australia.

Boyle's company has put together a group of Australian public companies, including such names as Allied Mills, Westfield Holdings, Ansett, Wormald, and Evans Deakin Industries, called South Pacific Investment Corporation.

This group will be advised by Pacific Corporate Services and has an initial capital of Aus\$5 million. Its object is to provide funds around the South Pacific region for commercial projects, and its first investment will be the Apia hotel.

Tusitala was originally a joint venture between Western Samoa and Fiji and was managed under contract by Naviti Investments, Ltd. In 1979 the Tourist Hotel Corporation of New Zealand took Naviti's place (Naviti at that time was having considerable financial difficulty), however a lack of funds resulted in the continued decline of the hotel. Boyle admits he has had his eye on the Tusitala for some time, and he believes it can be the best tourist facility on the island. Restructuring of the hotel will involve the injection of Aus\$1.2



Hotel Tusitala's elegant beehive-shaped "fale" style buildings around the big swimming pool.

million.

The company which has taken over the hotel is called Tusitala Hotel Investments Ltd., is registered in Western Samoa, and is a joint venture between Australian (75 per cent), and Western Samoan capital, the latter through the involvement of prominent Samoan business H.T. (Foni) Ritztaff. This company has acquired 65 per cent of the hotel's capital. The rest is held by the previous shareholders, the government of Western Samoa, plus the government of Nauru, and the National Provident Fund. Management responsibility is with Resort Management (South Pacific) Ltd., a joint venture between Ritztaff and Pacific Corporate Services.

Boyle also says that over the last 10 years Western Samoa has really lagged behind the rest of the Pacific so far as tourist development is concerned. Today it is where Fiji was in 1963, with tourist arrivals around 25,000 annually. The average stay per visit is three and a half days and in Fiji

it is now nine to 10 days.

One of the problems in Western Samoa is that the industry does not provide enough for the tourist to encourage longer stays. The past form of airline services has also made it difficult to build attractive tourist packages. The new Polynesian Airlines schedule will now allow a six-day stay.

Boyle believes that Western Samoa's greatest opportunity for financial growth lies in tourism and predicts a growth-rate of seven per cent per annum. This, he says, will not affect the human resources needed to support the industry and can be achieved without having impact on other Pacific countries relying on tourism.

Tusitala has 96 rooms and there are plans for 50 more, as a second stage of development. It is really a town hotel and there is need to develop beach locations, picnic and recreation points where guests can go day by day and be entertained. Villagers could improve facilities with relatively few dollars, simply by providing drinking and

washing water, toilet facilities and barbecue pits.

Plans are underway to refurbish the Tusitala's rooms, upgrade the swimming pool, the dining room, and main bar and kitchens. Until now cooking has been done on fuel stoves and these have been supplemented with modern gas cookers. A new shopping arcade, telephone system, and synthetic lawn tennis courts, are all in the pipeline and a staff training program has already been started.

The completion of the airport extension means that the airport will be capable of taking larger aircraft than the Boeing 737s which have so far provided service to Apia. This does not mean, however, that Western Samoa is yet ready to cope with greater numbers of visitors.

Boyle hopes to see tourism increase steadily to around 7000 more tourists per year with a 70 per cent occupancy for Tusitala. He believes that Samoa should aim at the top 10 per cent of tourists, that is, the more affluent traveller, because of the greater cost of air fares to Samoa and because the product here will be better than other South Pacific destinations.

The investment in the Tusitala expresses a confidence in the development of tourism in Western Samoa and the country's potential as a tourist destination, Boyle added. The commitment of the government to the airport development was also tangible evidence of this aim, as the country had had to make many sacrifices to direct funds into the project. — Lee Anderson, in Apia.



Pioneer breaks new ground in digital sound.

No modern audio technology can compare with digital audio, the laser beam-tracking technology revolutionizing the industry.

Digital audio's dynamic range is literally peerless. Its signal-to-noise ratio is strictly unparalleled. And every digital audio signal is absolutely free of wow and flutter.

Still, sound quality and "playability" can vary significantly from one Compact Disc system to another. The fact is it's a question of error correction circuitry.

Pioneer's PD-5010(BK) Compact Disc Player represents a breakthrough in this area, with revolutionary **Pure Signal Transmission**—a network of technologies for outstanding tracking, laser pickup, and sound quality.

One of these technologies is a **Disc Stabilizer**. It dramatically improves signal readout accuracy for sharper, clearer sound

because it prevents disc vibration, which can adversely affect sound quality.

Another is a **Linear Servo System**. It assures you of pinpoint focusing, accurate tracking, and constant linear velocity even when a disc is dirty or scratched.

Then there's Focus Parallel Drive for responsive control of the servo system. Plus Parallel Suspension for flawless tracking of even grossly warped discs.

Taken from a practical perspective, the PD-5010(BK) is equally impressive. With Random Access Programming of up to 27 tracks, Track Search, Manual Search, and Repeat.

After all, the PD-5010(BK) is from Pioneer, the first word in audio. And breaking ground at Pioneer is an established tradition.



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: Brijjal & 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

"Island traders do not understand SPARTECA"

Forum Island countries appear to have failed to impress Australia and New Zealand with their viewpoint on clothing quotas. This was one of the main points of argument at the June meeting in Nauru of the Regional Committee on Trade, a conference described by some observers as "quite a hot little meeting on some points."

Australian and New Zealand delegates were firm, it was reported, in their view that "access, even in excess, does not guarantee success."

They, and private enterprise participants in the conference, said it was clear that Forum Island country trade officials and exporters did not fully understand the global quota/special quota relationship.

The special quota was introduced as a temporary facility to establish market penetration for F.I.C.'s in a highly competitive and restricted entry market. The F.I.C. exporter has a considerable added advantage in that his product enters duty-free, while imports from other countries attract a duty of 40 per cent.

"It is up to the F.I.C. exporter, once he has made sales under the special quota, to establish a permanent place in the Australian import market by competing with other countries' products for a share of the global quota on the basis of price, quality, design, specialisation, packaging, order size, frequency and reliability of delivery," says the latest bulletin of the Pacific Islands Association of Chambers of Commerce.

Forum Island producers have advantages in many of these areas. Most of them operate on a relatively small scale and so quality control ought to be excellent. Capacity to handle small orders of special lines should also be greater than in countries with larger facilities where minimum orders of 100 gross, or full container loads, were common.

Pacific Islands designs are usually popular, and sell well, in both Australia and New Zea-

land. And distances are relatively short, with good, regular shipping services available and air freight a viable alternative.

Assistance is available under SPARTECA, and other Australian and New Zealand aid programs, with packaging, presentation and marketing.

Yet, according to both Australian and New Zealand delegations at the R.C.T. meeting, island manufacturers are not using the opportunities available to them under Article VIII of SPARTECA. This covers assistance available to organisations and exporting companies for the improvement of their management, research, processing, quality control, packaging, marketing, promotion, technology transfer, trade fairs and exhibitions.

Exporters should realise, the

committee was told, that access to a market, and even quota concessions, were not enough to ensure success. Governments could not legislate sales success. Exporters in the island countries had to apply initiative and expertise to win sales in what were very competitive markets indeed.

The committee was also told that island exporters did not seem to be taking proper advantage of the very wide range of technical assistance programs available from Australia and New Zealand. These included the Australian Executive Services Overseas Program (AESOP), the Export Marketing Advisers Program (EMAP), and the Australian Development Assistance Bureau (ADAB) which, like its New Zealand counterpart, provides a wide

range of development assistance, ranging from the promotion of joint ventures to the organisation of international seminars.

Perhaps prime among these organs of assistance is the South Pacific Trade Commissioner's office which, according to the Pacific Islands Association of Chambers of Commerce bulletin is "very poorly utilised, especially by private enterprise operators in the Pacific Islands."

The office, based in Sydney, and run by Mr Bill McCabe, one of the most expert of senior Australian Trade Commissioners, is totally funded by the Australian government under its general aid program, and is devoted, totally, and without even the most slender of strings, to the promotion of Pacific Islands trade. It is a facility which is offered to no other group of countries and it offers support and expertise which none but the very few, larger, island countries can afford to set up for themselves.

— Staff Writer.

Airline co-op mooted

A report just sent to Forum Island governments into the development of regional air transport recommends the setting up of a Pacific aircraft leasing company, tentatively dubbed Pacific Air Leasing (P.A.L.), to service the needs of regional airlines.

The study was commissioned by the South Pacific Bureau for Economic Cooperation (SPEC), after a meeting of the ministers of civil aviation of Forum countries, and is reported to be a particular project of the bureau's executive director, Mr Mahe Tupouniua. The survey, funded by the United Nations Development Program and the New Zealand government, recommends a cooperative effort to improve air transport in the region. It suggests setting up a holding company to lease aircraft and other equipment to service the routes covered by the national airlines of the region.

The report recommends that

the leasing company should plan an integrated network of air services to meet the requirements of all island states.

In the second stage, the report recommends, the company should introduce the new generation of turbo-prop aircraft in order to enhance the efficiency of the services and to cut fuel bills. It also proposes that P.A.L. should organise training courses for island airline personnel, from top management downwards.

The report has been considered by the civil aviation

ministers of the Forum Island countries and was to be tabled at the Forum at Rarotonga on August 5.

Opinions among island airline managers vary quite widely, but the larger companies are disposed to be wary of such a scheme, seeing more disadvantages than benefits for themselves in a very tough business.

They say that all sorts of theorists have proposed multi-national regional airlines for all manner of areas of the world. None has yet worked properly, they say, almost all of them suffered from political interference, national rivalries, and other maladies, and few of them have survived. — *From our Suva Correspondent.*



A Qantas Boeing 747 wearing Air Pacific colors.



NEW TOUGHNESS LAND CRUISER

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.
FJI: AUTOMOTIVE SUPPLIES COMPANY, A Division of Burns Philp (South Sea) Co., Ltd., G.P.O. Box 355, Suva.
GUAM & MICRONESIA: ATKINS KROLL, INC., 443 South Marine Drive, Tamuning.
KIRIBATI: TARAWA MOTORS, P.O. Box 36, Bairiki, Tarawa.

NAURU: NAURU COOPERATIVE SOCIETY, Central Pacific.
NEW CALEDONIA: SERVICE IMPORTATION AUTOMOBILE DU PACIFIQUE, Rond-Point du Pac (Station Total) B.P. 438, Noumea.
NORFOLK ISLAND: BORRY'S LIMITED, P.O. Box 100, Kingston.
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.



Hard Top, Short Wheelbase

The tradition of power and ruggedness goes on.

Toyota's new Land Cruiser has been entirely redesigned from the road up. But it still retains the traditional toughness acquired from over thirty years of road experience.



More power in hand and fuel efficiency have been gained with a new brawny 4.0-litre gasoline engine. And to control all that power a new rigid chassis assures stable driving performance and mobility over the roughest terrain.



But no matter how rough it gets a roomy new cabin with improved occupant comforts, easy instrumentation and an optional 4-speed automatic transmission add up to passenger car comfort with Land Cruiser ruggedness.



Pickup

And you can choose from a wide variety of models and an array of heavy-duty features.

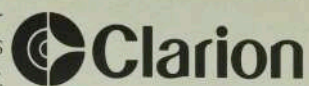
Take the wheel and feel Toyota quality in Land Cruiser's styling, power and comfort. A quality that stays with you on or off the road.

Step into a new generation of toughness today.

SOLOMON: SOLOMON ISLANDS INVESTMENTS LTD., P.O. Box 174, Honiara.
TAHITI: NIPPON AUTOMOTO, B.P. 342, Papeete.
TONGA: BURNS PHILP (SOUTH SEA) CO., LTD., P.O. Box 55, Nuku'alofa.
VANUATU: VANUATU MOTORS, A Division of Burns Philp (Vanuatu) Ltd., P.O. Box 18, Port Vila.
WESTERN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., P.O. Box 188, Apia.

TOYOTA

It's not the luck of a leprechaun but the craft of Clarion that will lead you to uncompromising stereo sound quality. Even in the compromising environment of a moving automobile. Clarion's advanced electronics makes possible a wide spectrum of convenient, easy-to-use features. The Clarion choice of models is positively dazzling. And our reliability is no fairy tale. Come, listen to a Clarion Car Stereo. And drive happily ever after.



THE TREASURE AT THE END OF THE RAINBOW



For further information — **Australia:** Amalgamated Wireless (Australasia) Ltd., 554 Parramatta Road, Ashfield, N.S.W., 2131 / **New Zealand:** AWA New Zealand Limited, P.O. Box 50-248, Porirua / **Fiji Islands:** Brykal & Co., Ltd., G.P.O. Box 362, Suva
Tahiti: H.I.F.I. VAIRAAATOA, Avenue Chef Vairaoa 6 P. 1126, Papeete / **New Caledonia:** Caldis, 8 P.M.1, Noumea Citex / **Guam:** Micropac Audio Inc., P.O. Box 3478, Agaña, Guam 96910 U.S.A. Tel. 472-8091, Cable Code: HIFI AUDIO AGANA / **Vanuatu:** The Sound Centre, P.O. Box 434, Vila / **Cook Islands:** South Seas International Ltd., P.O. Box 49, Rarotonga / **Papua New Guinea:** Hagemeyer (P.N.G.) Pty. Ltd., P.O. Box 1428, Boroko, Port Moresby

S.P.I.A. files on bankruptcy

George Wray's South Pacific Island Airways has filed for Chapter 11 protection under the U.S. Federal bankruptcy laws, saying it has US \$33,000 on deposit and debts totalling US \$6.5 million. It hopes to continue operating and pay off its creditors but is still battling with the U.S. Federal Aviation Administration over the noise abatement equipment needed for its Boeing 707 aircraft.

SPIA, which won international news prominence by being found somewhat off track last

year and in Soviet air space during a trooping flight with Fiji infantrymen bound for the Sinai and Lebanon, has been banned from U.S. domestic airports because its four Boeing 707 airliners do not meet the latest F.A.A. noise limitation requirements. F.A.A. officials had issued an exemption certificate to SPIA, giving them time to fit "hush kits" to their elderly Boeings, but revoked it on June 9, thereby effectively restoring the ban. The F.A.A. said SPIA had failed to act in good faith in

acquiring "hush kits." SPIA responded by making another application for a waiver while their current problems, mainly financial, were sorted out, but this was denied.

Meantime the airline has continued to operate charters away from U.S. controlled airports. The one exception to this was a charter arranged for 150 passengers stranded in Tahiti whom SPIA was allowed to fly to Honolulu. This was arranged after Hawaii Congressman Cecil Heftel was contacted by a Honolulu resident complaining he and the others had been stranded in Papeete by the ban and were unable to make alternative arrangements to get home.

The F.A.A. ban has resulted in the layoff of about 150 SPIA

employees. Reports from the U.S. say that adequate quietening of the SPIA Boeings' engines would cost around US \$2 million per aircraft and that, say industry pundits, is probably more than the aircraft are worth in the marketplace.

Yet, SPIA provided service to a number of otherwise remote Pacific islands and might have filled some of the gap left by Air Nauru's withdrawal of many of its services because of financial strictures.

At the same time, some new regional services are being provided by the recently-formed Samoa Airlines, which is also operating a Boeing 707 between Samoa and Honolulu, among other points in the northern part of the Pacific.

Broken hangar makes new church

It being an ill winds which blows nobody any good, there is at least one group of citizens in Fiji who have reason to be mildly glad of the latest spate of cyclones to hit their homeland.

They are the congregation of the Legalega Methodist church at Nadi who have just finished rebuilding their church, wrecked by Cyclone Eric, with material from the Nadi airport hangar of Sunflower Airlines, also wrecked in the cyclone.

Sunflower bought from the Civil Aviation Authority of Fiji the wreckage of the hangar from which they operated and is now building a new hangar on the site.

Half of the timber and all of the roofing iron from the old hangar, built by the Royal New Zealand Air Force in the 1940's, was given to the church by the airline. In return the congregation undertook the demolition work, the men forming

the wrecking crews and the women providing the food to keep them going.

"They have done a really great job," said Don Collingwood, managing director of Sunflower Airlines. "The site is clear and we have begun building our new home base."

Ratu Pio Tini, foreman of the work crews, said the new church would be built on a

piece of land given by the Tui Rara, Ratu Waiseke Serakaru.

Sunflower Airlines have been expanding fairly rapidly and now has a fleet consisting of a 16-passenger Riley Heron and three nine-passenger Britten Norman Islanders flying scheduled and charter passenger and freight services throughout Fiji and charters around the Pacific.

SPARTECA rules improved

Australia and New Zealand have relaxed their country-of-origin requirements for goods received from Forum Island countries under the terms of the SPARTECA agreement.

Previously goods exported from Forum countries to Australia had to include a minimum of 50 per cent of Australian or Forum country content. The same rule applied to goods sent to New Zealand. This meant that articles acceptable to Australia probably could not meet New Zealand requirements, and vice versa.

Now, however, both importing countries will accept 50 per cent minimum content of Forum country, or either Australian or New Zealand origin

and, as before, 50 per cent coming from anywhere else.

Mr John Cruikshank, executive officer of the Pacific Islands Association of Chambers of Commerce, has welcomed the change, which was agreed at the Nauru meeting in June of the Regional Committee on Trade. He said it would allow more efficient sourcing of materials from either Australia or New Zealand, depending on the choice for price, suitability, and delivery. Island manufacturers would now not have to make individual production runs for the two markets, which would lead to economies of scale, and perhaps also new products because materials from both Australia and New Zealand could now be mixed.



Don Collingwood (fourth from right back row), Managing Director of Sunflower Airlines, with some of the church work crew who demolished the airline's old hangar at Nadi Airport to make way for a new one and to rebuild their church.

OFFICIAL AIRLINE FOR
TSUKUBA EXPO'85



We Care.

At Japan Air Lines we care. We care about everything. So whether it's a coffee cup that needs refilling or a child that needs attention, we'll be there. We'll be there giving you something even more than good service. Good feelings.

It's always a pleasure.



JAPAN AIR LINES



Masterly volumes on the Pacific War

A Trilogy on World War II in the Pacific: Storm Over the Gilberts; To the Marianas; Closing the Circle. By Edwin P. Hoyt. Published by Van Nostrand Reinhold, New York.

Wars have a way of becoming romantic the farther they recede into time. So it is with World War II. Participants in the great event with whom I've spoken in years gone by — closer to the thing itself — have attested to its unromanticism. Nowadays the ageing participants seem to romanticise it more and more.

On Guam, where I live and work, and in other places in the Pacific, I'm sure, many participants in the war are today revisiting their old battlefields. An occasional few, like William Manchester, write personal memoirs of their experiences.

These activities seem to me to have a certain romanticism about them.

Then too, today, we are seeing writers and historians come forth with new interpretations of the war. The Japanese Government recently attempted to reinterpret their incursion into Manchuria in 1931 as something of a liberating holiday for the people there. This was too extreme, and after protests from many Asian countries, the Japanese have decided to reconsider.

Finally, we have writers, such as Edwin P. Hoyt in this new trilogy on the Pacific war, who set down historical events with clarity, simplicity, accuracy, and objectivity. Such accounts are especially valuable because they have no axe to grind, no point of view to push. Young school children and old participants alike, can read his

account and gain from it. It is true that many of the Pacific war's participants, both American and Australian, came to fight in the bitter struggles without ever realising exactly where they were. Today, there's a new generation studying the war who may be a bit better informed geographically, but whose familiarity with the many issues and problems of the struggle is considerably more obscure. For these groups, I heartily recommend the present trilogy.

The Pacific war saw the advent of a new weapon, previously untested in battle — the aircraft carrier. Some admirals, like William "Bull" Halsey, saw them as offensive tools which could chase and strike the Japanese close to home and with brutal advantage. Others, such as Raymond Spruance, saw the carriers as guardians of the fleet and troops, and felt

they should be used primarily for support purposes. Commanders like Admiral Chester Nimitz, had the difficult, and sometimes thankless, task of mediating these differing points of view. Hoyt presents all this controversy not only with clarity, but also with a sensitivity to the human drama involved. For example, he goes into explanation of Halsey's instances of stretching points in his orders which took him afield of pre-arranged plans and sometimes resulted in disaster, as when some of his ships were caught in a typhoon and needlessly lost.

Nor are the Japanese commanders ignored or down-played. Vice Admiral Jisaburo Ozawa's plight during the Battle of the Philippine Sea — the Marianas "turkeyshoot" — comes through with all the frustrations, lost hopes, and tragedy which befell the Japan-



Near the climax of the battle for Tarawa, U.S. Marines storm a well-camouflaged blockhouse, dropping grenades and dynamite charges through air vents. — Photo from *Island Fighting*, Time-Life Books.

ese on confronting a rejuvenated, re-equipped, and tenacious American force with well-seasoned pilots and relentless commanders.

Former participants and modern-day scholars of the Pacific conflict, should read these volumes straight through successively. They won't be disappointed. Some veterans might even be surprised to find their names appearing in the text. Hoyt does this. His review and familiarity with the record are clear and integrated, and his flair for the appropriate human underlinings is well employed. But the books can also be read separately, and are especially well suited as supplementary reading in history courses.

A curiosity is that women enjoy these volumes. Not that it is particularly strange to find women reading about WWII in the Pacific, but that they — several have personally mentioned it to me — find Hoyt clear, simple, and yet exciting. The battles are depicted as strenuous, difficult, and bloody, but without the gore that some histories of the war portray. Hence, I suppose, their appeal to the feminine intellect.

The volumes are thoroughly indexed, but there is not a lengthy bibliography. Instead, Hoyt tells in a few pages at the end of each volume, where further reading can be profitable, and where he has consulted other sources. He is not telling anything new about the Pacific war, simply making it clear. There are pictures in each volume, some of which have only rarely been seen before, and several maps that are well-done and enable the reader to better understand an engagement or situation.

Hoyt himself was a participant in the war, but as a correspondent. Today he lives in Hawaii, writes history books, and does some occasional teaching at the university. Those of us who also teach about the Pacific War, as well as those wanting to be informed, are grateful to him for his comprehensive clarity. I think premier participants such as Ozawa, Nimitz, Halsey, and many others, would also be grateful. This trilogy might well become a latter-day classic on the Pacific War. — Dirk Anthony Ballendorf.

Keanae community: Representative, but not naive, unchanging

Children of the Land: Exchange and Status in a Hawaiian Community. By Jocelyn Linnekin. Published 1985 by Rutgers University Press. ISBN 0 8135 1052. 264 pp. \$US27.00.

The persistence of tradition in an acculturated society is the problem addressed in Jocelyn Linnekin's study of the native Hawaiian community of Keanae. It was the working assumption that: "Hawaiian culture must possess a certain resilience, even in the face of a devastating history of foreign contact." Keanae is unique because the Hawaiian residents still retained ownership of their taro-producing lands and grow the crop for income as well as for the reinforcement of their social bonds. Though Keanae is

relatively isolated, it is still economically tied into the market economy and interrupted by the occasional tourist wandering the coastal roads of Maui island. Its people are representative of Hawaiian tradition but not in a "naive or unchanging manner". More important, such traditions are "both lived and invented ... as rural Hawaiians conform to their own and others' expectations of what that tradition comprises". If nothing else, today's "Hawaiian renaissance looks partly to communities such as Keanae for cultural models".

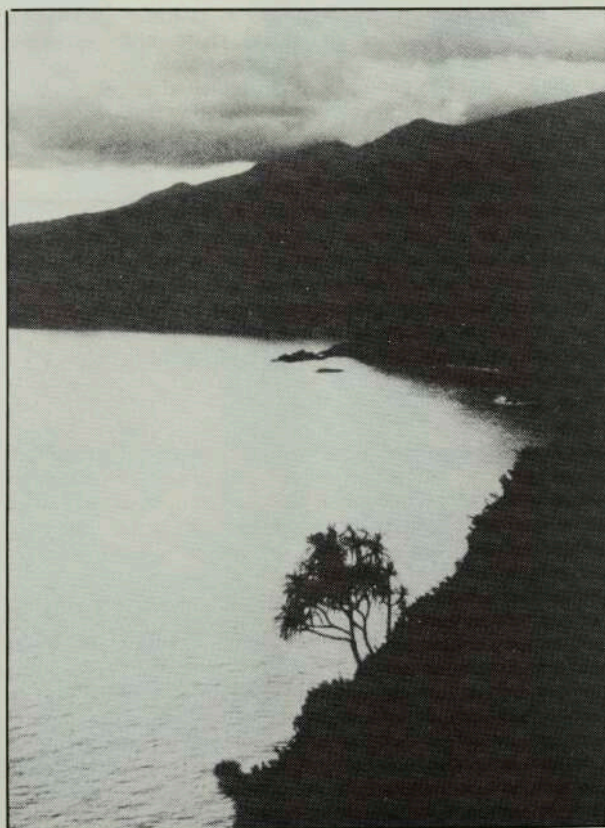
Linnekin isolates particular activity patterns and social institutions for special scrutiny. Exchange relations among individuals and families are especially important because re-

lationships are identified and embraced in socially significant ways. Between kinsmen gifts and services pass freely "under the mantle of aloha", and generally consist of taro and other subsistence items. Gifts to non-relatives, on the other hand, are generally specialty commodities such as bananas and avocados. The difference in such strategies are explained in culturally significant terms. Taro has high sentimental value which is appropriately expressed only among relatives. Exchanges among non-relatives are more guarded, and items which have symbolic value are excluded in such relationships.

Generally speaking, there is a pervasive ethic which holds that "overt economic disparities" among community members should be avoided. Therefore, display of wealth and status would invoke social sanctions in the form of community avoidance. Hawaiian values stress social equivalence and differences in material lifestyles are minimised with considerable effort. The value of labor in Hawaiian exchanges is demonstrated on special occasions. The *luau* (feast) is generally the time when community labor is requisitioned in the spirit of mutual assistance. Acknowledgement of such contributions is usually made in the form of redistribution of food items to those who rendered any service. The *luau* itself is one of the few times when extensive generosity is demonstrated and is today "perhaps the only redistributive event among Hawaiians".

Acquiring prestige in the community is a matter selectively pursued in a cautious and tactful manner. Increasing productivity through hard work, rather than through the acquisition of material goods, is the most common manner in which prestige is obtained. A person acquires community esteem through personal generosity rather than through mere wealth. It is through such qualities that a person increases his influence in the community.

Marriage and adoption, in Linnekin's view, are unique forms of social exchange. It is a means whereby strangers are brought into the community on an intimate basis. There are, however, important governing



Keanae, Maui Island, Hawaii ... scene of an experiment.

sentiments. Mutual aid and assistance is the chief expectation among kinsmen. In this regard, brothers-in-law seem to be the persons who "can be counted on" in undertaking important tasks. The ties between grandparent and grandchild are the strongest of all. It, moreover, is the most common form of adoptive relationship. The author has observed that the reunion of a grandparent and grandchild is a "joyous occasion, where parties may try to outdo the other in lavish gift-giving". Adoptive (*hanai*) relationships are not always happy ones. Some *hanai* children are burdened with extensive chores, and sometimes are not included in the final bequests of their adoptive parents.

Symbolically, tradition is a system of meanings. The authenticity of traditional practices is always defined in the present. Every generation uses the past to define itself. Such behavior does not "invalidate reality, or even the authenticity of modern Hawaiian tradition". Linnekin concludes that cultural reproduction and persistence is always selective in practice. When Keanae residents may claim to live by fish and *poi* (*taro*), they are not giving a description of their dietary habits, but rather are making a statement of their Hawaiian-ness. When young Hawaiians choose to live in Keanae, they are choosing to embrace that identity.

This study is appealing in both content and style. The author does not treat the subject community as a disadvantaged group entrusted to the custody of a dominant society. Instead, Keanae individuals and groups are interpreted on their own terms in a clear and unaffected manner. Linnekin, seemingly with some trepidation, is slow to develop how Hawaiian traditions are "both lived and invented", though it becomes readily apparent in the concluding chapters. Much more, however, needs to be said as to who assumes the role of inventing tradition, and how in time such inventions are accepted or rejected as tradition. Perhaps a second volume which will answer such questions is in the making. — William E. H. Tagupa.

The Hawaiian shirt: A footnote to fashion history?

The Hawaiian Shirt. By H. Thomas Steele. Published by Thames and Hudson 1984. ISBN 0 500 27352 9. Price \$A23.95.

What, I ask you, apart from their nationality, have Harry Truman, Elvis Presley, Bing Crosby, Arthur Godfrey and the Mormon church in common? No? All right, let's be more specific: What was it that actor Montgomery Clift died in in *From Here To Eternity*? No closer? O.K., let's make it easy. On what cultural artefact have the likenesses of three Hawaiian monarchs been displayed simultaneously? Ah! A travel brochure? A Bishop Museum Bulletin? A postage stamp...? Uh, uh. The answer to all these and probably other questions that have teased the minds of many pondering the socio-cultural interaction of America and the Pacific Islands is the HAWAIIAN or, if you prefer it, the ALOHA shirt.

There is no longer any excuse for scholars of the Pacific to be ignorant of the above matters. H. Thomas Steele has seen to that. H. Thomas Steele is responsible for the text, and presumably the majority of photographs since few other credits are given, of what may well turn out to be the definitive work on the subject of the Hawaiian shirt. For Steele, the shirt is not something one buys in a weak moment, wears once on vacation, and then gives to one's least favorite charity. The shirt is a sociological signifier. Embodied in the shapeless garment — Steele is perceptive enough to realise that while the designs were almost limitless, the cut has remained unchanged for over 50 years — is a whole complex of processes involving American history and politics, entertainment and popular culture, Pacific geography and agriculture, and Hawaiian lifestyles, both rural and urban.

You don't believe any of this? But this book provides unassailable evidence in support of Steele's thesis which, if its intellectual complexity can



Hawaiian shirts... "sociological signifiers"?

be reduced to a few words, runs "(this work) is a portrait of a special time and place, both real and imagined, of the place's history and geography, and the spirit of its people as seen in its wearable art". Like all really dedicated scholars, Steele's fascination with his subject borders on the obsessive. There are no fewer than 150 variations on the Hawaiian shirt pictured here, and that figure does not include related items like shirt labels — 28 of those in a four-page "chapter" devoted exclusively to their design and function. In case you wondered what that function was, Steele is ready to enlighten you in direct, unambiguous language: "A good shirt brought business if the buyer knew who made it and was reminded of where it was bought."

Harv Truman beams from the cover of a 1951 *Life* magazine wearing a "seashore with seagulls" pattern, with the daring variation of button down pockets; Truman's wardrobe, after all, was said to be "controversial". That most famous of all Hawaiian beach boys, Duke Kahanamoku, gets a chapter to himself and is pictured in both his usual bare torsoed pose and, with buddies Richard Boone and Peter Lawford, wearing the "stylized sea fan 'design' made by Cisco on heavyweight rayon". The Duke's name on, or endorsement of, a shirt evidently guaranteed its authenticity. It also at one time guaranteed him a 50c per dozen royalty which seems only fair for one who was "the embodiment of Hawaii's friendliness and Aloha spirit". *Hauts couturiers*, who probably can't wait to get their

hands on this testimonial to sartorial confection, will be fascinated to learn that less is frequently more and that, despite the vast number of designs which breached the boundaries of visual absurdity, the best selling item of all time was a fairly fundamental number displaying relatively realistic pineapples (what else?) on a plain background.

Connoisseurs and arbiters of good taste will benefit from the knowledge that Hawaiian shirts deemed "collectible" must possess certain qualities: original labels must be intact; pockets must not interrupt the shirt's pattern; buttons should be of coconut shell or perhaps embossed metal; and rayon ("being a natural fiber"), and crepe-de-chine are eminently more aesthetically appealing than polyester, incorruptible though the latter is.

These profound insights into one exotic corner of the rag trade are so succinctly expressed that of the work's entire 96 pages, only 23 are cluttered by text, but then a picture of a Hawaiian shirt is clearly worth at least a thousand of H. Thomas Steele's words, perhaps a lot more.

When the ultimate study of trivia, tourism, American culture or fashion design is eventually written, this slim, awkwardly shaped, awfully over-priced volume may rate... a footnote?

And speaking of footnotes, were you aware that the shirt in which Montgomery Clift allegedly expired in *From Here To Eternity* did not have matching pockets? Maybe there is a readership for this somewhere. — Norman Douglas.

REPORT ON LOSS OF *ONMA II*

Tragic tale of disaster in cyclone Eric

The report of the Commission of Inquiry into the loss of the inter-island motor vessel *Onma II* in Vanuatu waters on January 16, 1985, has raised the wariness of international insurance companies working in the Pacific. Battered by huge losses caused by cyclone damage in Fiji and elsewhere, the insurance industry has developed a very cautious attitude towards all types of insurance in the islands. The report on the loss of the *Onma II* tells a story of disaster and disorganisation aboard a ship described in the report as having been unseaworthy and manned by a crew unprepared, untrained and in some respects inexperienced and even incompetent.

The *Onma II* foundered in hurricane conditions, brought by tropical cyclone Eric, off Lamap Point, East Malekula, Vanuatu, with the loss of eight lives, four of them children, from among a crew of 14 and probably 55 passengers. The vessel, owned by Issacher Dennis and Co Ltd., and her cargo of 35 tons of general cargo were completely lost.

The published report of the Commission of Inquiry goes into considerable detail in describing the tumultuous events leading up to the loss of the twin-engined, twin-screw, wooden ship, which regularly plied between Port-Vila and ports throughout the Vanuatu archipelago.

The report says the ship departed Port-Vila on the morning of January 14 and arrived at Craig Cove on January 15 after calling at anchorages at Epi, Paama and Ambrym. The captain received by radio a gale



warning issued by the coastal radio station at Malapoa on information received from Nadi and Noumea meteorological stations, giving the position of Cyclone Eric and forecasting winds in the Vanuatu area of 25 to 30 knots.

"The forecast wind speed was inaccurate," said the report. "A more accurate forecast would have been 44 to 55 knots.

"The master decided to stay the night at Craig Cove.... In those circumstances the master's decision cannot be faulted."

When the ship anchored the sea was slight and the wind moderate easterly with light rain. The ship was not overloaded, the report said.

About midnight the wind moved to southerly and its speed increased to about 50

knots. *Onma II* began to drift out of her shelter, dragging her anchor. The master ordered the anchor raised and he set course for Port Sandwich, East Malekula.

It took the crew two hours to lift the anchor, using a manual windlass, said the report. "The anchor was out of the water by about 2 am on January 16. At that time the wind ... was probably in excess of 50 knots. The sea was very rough ... visibility was poor. The *Onma II* was rolling heavily and leaning to starboard as she headed towards Port Sandwich. She was taking in water.

"Water entered the ship in all likelihood mainly from leaks in her hull. The water level in the bilge built up, rising to flood the engine room and cargo hold. Water also entered the engine room through the engine room

escape hatch in the deck of the saloon, and to a lesser extent, through the engine room door," the report went on.

"The ship's bilge pumps were largely ineffective and were unable to pump the water fast enough. Efforts by the crew to bail ... with buckets were also ineffective. The water level in the engine room continued to rise unabated.

"As the ship leant to starboard the depth of the water in the starboard side of the engine room became greater than in the port side. The water slowly started submerging the starboard engine.

"About 4 am the starboard main engine failed, most probably because water entered the air intake. With its failure, the main bilge pump driven by it

ceased to operate," the report said.

This left the ship with only a portable bilge pump and the bailing buckets in seas by then mountainous.

"About 5 am the port main engine also failed, whereupon the *Onma II* was without propulsion in heavy seas and strong wind," the report went on.

"After the starboard engine failed, some of the crew commenced issuing life jackets to passengers. After the port en-

gine failed all passengers except some very young children had donned life jackets.



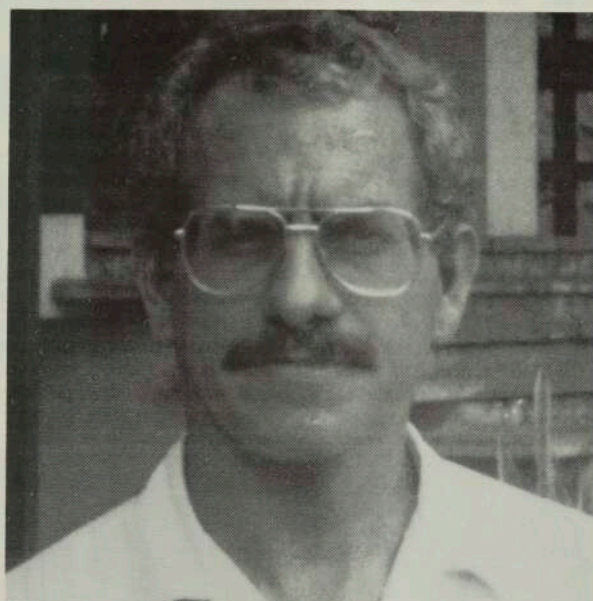
gine failed all passengers except some very young children had donned life jackets.

"About 5.30 am, when the *Onma II* was about two miles from Lamap Point, East Malekula, she listed heavily to starboard and her deck started to submerge. This appeared to be a signal for all persons to abandon the ship. Shortly thereafter (the ship) rolled to starboard and sank stern first, becoming a total loss.

"The abandonment of the sinking ship was a confused event and wholly disorganised. The master and crew were unprepared and untrained for the calamity that befell the ship on that night," said the report. "The hapless passengers, after being issued with life jackets, were by and large left to their own fate. Trusting to their life jackets

they jumped into the sea. All persons left the sinking ship alive. Subsequently five lost their lives by drowning and three are missing, presumed dead. Amongst the dead were four children."

The report said that the ship was last surveyed on February 27, 1984. Her safety certificate was issued on February 29 and was valid to February 26, 1985. But, according to the commission of inquiry, the safety certificate should not have been



Above: Solicitor-general, Mr William Kattan, who headed the commission of inquiry. Above left: the *Onma II* lying alongside the Burns Philp wharf at Port Vila, a vessel typical in design of many Pacific Islands "cutters".

awarded.

"Certain defects were revealed by the survey, including the absence of a panel in the watertight bulkhead between the engine room and the main cargo hold. The surveyor was not informed of any leaks in the hull, and the survey did not reveal any," said the report. The owners of the ship were informed of the defects. The safety certificate was nevertheless issued on the understanding that the defects would be put right at the earliest opportunity. In those circumstances the safety certificate should not have been awarded to the *Onma II*.

"Immediately prior to the

voyage on which she was lost the *Onma II* was not a seaworthy vessel. She had a seriously leaking hull. On a voyage in calm seas the hull would take in so much water that it would necessitate the operation of her pumps for about four hours in every 24 hours on average," the report went on.

"In rough seas the rate of water intake would increase. In addition the bulkhead between the engine room and the main

hold was not watertight.

"The *Onma II* engineers were incompetent and inexperienced and her chief engineer unqualified," the report said.

"It should be noted that the safety certificate required as a minimum that the ship be manned by an engineer holding at least a first class mechanic's certificate. None of the engineers held this qualification.

"The life-saving devices and appliances carried on board the *Onma II* were inadequate.

"The ship did not carry a sufficient number of lifeboats or liferafts as required by regula-

tions. She only carried an adequate number of buoyant apparatus. Some of the lifejackets ... were defective.

"Although the *Onma II* was towing a dinghy the master and the crew at no time during the crisis thought of using it to save the passengers. It appeared to have been forgotten. It was only the quick action of a passenger which saved the dinghy from sinking with the ship. About 17 persons who were swimming in the sea when the dinghy drifted close to them clambered into it.

"Neither the master nor the crew informed the passengers that the *Onma II* carried life-rafts," the report went on. "By the time the rafts were thrown into the water most of the passengers had already been carried by the sea away from the sinking ship. The master did not use the distress flares or fire the parachute distress rockets that were carried on the ship.

"After the port engine failed the master attempted to make contact with the coastal radio station. He was unable to do so because the aerial of the ship's radio was blown away.

"However, even if the aerial was not blown away he would not have succeeded because the radio station at Malapoa was not manned at the time," said the report. "The station closed at 10 pm on January 15 and reopened at 6 am on January 16.

"It was not until 11 am on January 16 that the authorities in Vila first became aware of the tragedy," said the report.

Most of the survivors either swam ashore or were rescued on January 16. The rest of those surviving were rescued the next day after search and rescue aircraft spotted them drifting in the sea and directed ships to pick them up.

The report of the commission of inquiry, composed of a commissioner, Mr William Kattan, Vanuatu's Solicitor-General, and two assessors, Mr J.G.C.Gee, of Vanua Navigation and Captain Claes J.O. Bjornum, of Sofrana Unilines, was finished on April 25 and later published by authority of the prime minister of Vanuatu.

— Staff Writer.

SIR JOHN PROTESTS

Media "distorted truth" on PNG crime crisis

Papua New Guinea had suffered at the hands of foreign journalists, particularly those involved with popular television shows, because of their one-eyed coverage of the early days of the state of emergency and its consequent curfew against criminals, says ex-policeman and former Governor-General, Sir John Guise, in a statement sent to Pacific Islands Monthly.

"I believe, and still do, in the basic freedom of the press and radio in their day-to-day operations to inform the public on all national and international affairs," he said. "However, they should operate in an impartial and responsible fashion, particularly if the foreign press is reporting on matters which are the domestic affairs of another sovereign independent nation.

"Papua New Guinea is not the direct responsibility of Australia, as Mike Willesee likes to present it in his program to his Australian listeners, which he made in order to rustle their emotional hip pocket nerve. We are not second class citizens of Channel Nine in Sydney.

"The program presented by Mike Willesee on Wednesday June 19 on his return from Port Moresby (and seen throughout Australia, and, by video tape, by many in the Pacific), leaves much to be desired," he said.

Sir John complained that the program gave the public the impression that criminals ruled Port Moresby by day and by night and could do what they liked, regardless of police.

"The program also played up the fears of the white population, which gave the impression that in spite of the large

Australian grant made to Papua New Guinea, Australian people living in Port Moresby were in constant fear of their lives. It showed our police in a rear-guard, losing, battle against crime and it put them in an unfavorable light.

"No PNG nationals who had suffered from criminal acts, or had their homes broken into or their wives raped, were interviewed," Sir John said. "No nationals were interviewed about their reaction to the city's crime situation, nor was there

any interview with young people who have turned away from crime and have become peaceful citizens again.

"The whole television program was one-sided, biased and distressing. It gave a bad image of the whole country and gave rise to anger," he said.

"Port Moresby is the capital of Papua New Guinea, and the criminal activities in the city do not give a true reflection of the whole nation," Sir John said. "But that is what the television program suggested.



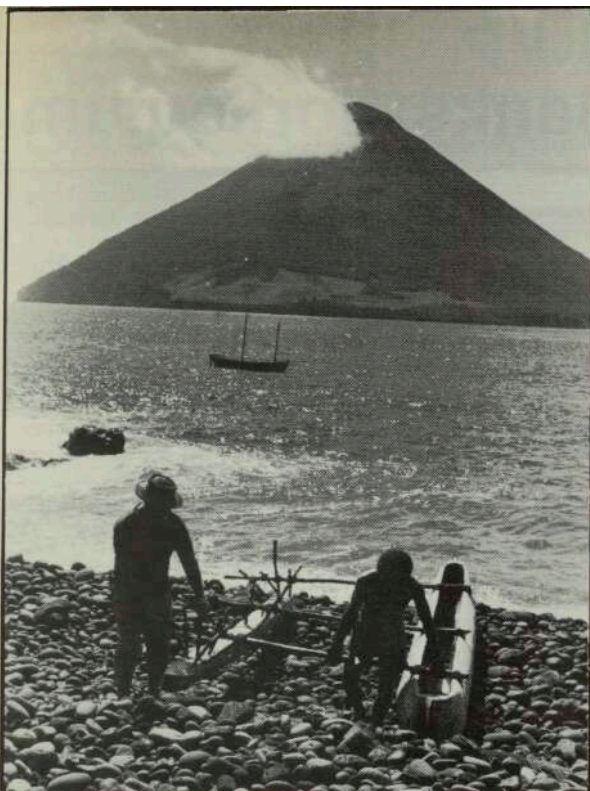
Sir John Guise

"During my short stay in Sydney there were many criminal acts of rape, breaking and entering, and stealing from banks," he said. "There was a dramatic shoot-out in Melbourne where four police officers were shot. A car was stolen in broad daylight from a guest at the hotel where I was staying. Sydney and other Australian cities have become centres of international drug trafficking by highly efficient organisations in Asia and Australia who appear to have penetrated the inner hierarchy of civil administration and who have been responsible for many unsolved murders," he said.

"I must admit that we do have a law and order problem in our capital city, but it is the absolute prerogative of the national government to embark on whatever measures it wishes to take in order to curb the city's violence. The state of national emergency and the curfew cannot be described as leading to a police state.

"After all, Australia needs to study her own administration of Papua New Guinea. We lived with a curfew for nearly a century under the Native Reg. Ordinance of Papua and the Native Administrative Regulation of New Guinea, introduced and upheld by Australia.

"Channel Nine should now organise a group of leading PNG national journalists to visit Australia and file reports on all criminal elements in the Australian underworld for publication in our press and radio. This would reveal to the Melanesian people of Papua New Guinea the current crime situation in the large cities of Australia," said Sir John.



The island of Kau, seen from Bligh's Beach. Bill Verity's *Bounty Launch* is in the centre ground.

Bligh's cave revisited

The Danielssons' story about Captain Bligh's cave (PIM, June '85) has brought a response from Suva journalist and publisher, Kim Gravelle, who, in 1975, accompanied Bill Verity on part of his epic re-enactment of Bligh's journey. They called at the cave, which was photographed and described in Kim's story, "In the Wake of Bligh."

Verity's voyage of 3200 miles was the first re-enactment of Bligh's incredible voyage, but much less well-known than the better-financed effort in 1983 by Captain William Ware.

Gravelle says the rigors of the trip are burned into his memory, and he remembers well as they circled Tofua, heading to the northwest side, looking for the cave and the stony beach recorded in Bligh's log. Bligh's Beach has no sand, just big,

black lava stones, some of them as big as a man's head. It was these boulders with which the islanders killed John Norton. Bligh and his men arrived at dawn, but on the day Kim and Bill Verity ploughed ashore through the swell in a borrowed outrigger canoe the stones were burning hot, blistering Kim's bare feet — "Palangi feet," he says the locals call them.

"Going up that beach I almost never touched the ground," said Kim. "And still I got blistered."

And, as he was working on the finer aspects of the Gravelle fire-dance show, Bill Verity, aided by a pair of shoes, was walking the beach, hands aloft, a dazed look in his eyes, drinking in the atmosphere of history. "It's the most beautiful thing ever to happen to me," he says. — *Staff Writer.*

"Bugs to eat bugs" study in islands

Retirement certainly doesn't mean sitting in a rocking chair for Dr Douglas Waterhouse, a plant protection consultant with the Australian Centre for International Agricultural Research (ACIAR). The distinguished entomologist is one of the driving forces behind a major workshop on the role of biological control of pests in the South West Pacific. He served 21 years as chief of the Australian Commonwealth Scientific and Industrial Research Organisation's Division of Entomology in Canberra. Since retiring three years ago he's been an active consultant working on projects in China and South-east Asia.

For the last two years he has been compiling information on the most serious pests of countries in the South-west Pacific for a 16-nation workshop which will be held in Nuku'alofa, Tonga, from October 16 to 25 this year.

The conference is a joint venture of ACIAR and GTZ, the German Overseas Assistance Agency. Dr Dirk Stechman, head of the Tongan/German Plant Protection Project is the host of the workshop.

Atolls in particular, but all islands in general, have very fragile eco-systems. Over-use of pesticides can have disastrous effects on the environment, thus the importance of biological control as a pollution-free alternative to chemical control.

Biological control is simply an effort by man to restore the balance of nature to an environment which has been damaged by a pest that has been imported into a country. These insects or diseases usually do great damage because none of their natural enemies are present in the new environment to check their spread.

Interviewed during a recent visit to Tonga, Dr Waterhouse said he had no doubt that Pacific Island countries would benefit greatly from the use of biological control. However, he said, the unknown factor was what priority each of the par-



Dr. D.F. Waterhouse

ticipating countries would assign to it.

He said Pacific Island countries were good bets for biological control because their animal kingdoms were usually simpler than those on continental land masses.

Unlike spraying of chemicals, biological control did not eradicate a pest, but reduced its population in the target area.

He acknowledges that there were some spectacular successes in biological control in the islands in the 1920s and '30s. Hawaii's pineapple and sugar cane industries were saved by biological control programs. But the last few decades have been more notable for their failures. Dr Waterhouse attributes this to the lack of information available to entomologists in the small island nations. Many control programs failed because of a lack of numbers of natural enemies, or even the introduction of the wrong natural enemy.

Biological control is not always the best method, he concedes. Some pests are better handled by chemical control. For example, guava might be considered a weed by some people, but to villagers in the islands it was an important food source. Introducing a natural enemy of the guava, like an insect, would not work because the insects would not be selective. Thus, in such an instance, chemical control was better.

Both Waterhouse and Stech-

man are hopeful the workshop will result in some innovative domestic and regional biological control programs. "People will be able to select target pests more surely and know what organisms are effective against them," Dr Waterhouse said. "The workshop is not about giving out money. It is about giving out knowledge which leads to obtaining money to fund programs."

The workshop will be composed of two specialists from each invited country -- one a policy-maker and the other a potential project manager. Resource personnel will come from as far afield as the United Kingdom.

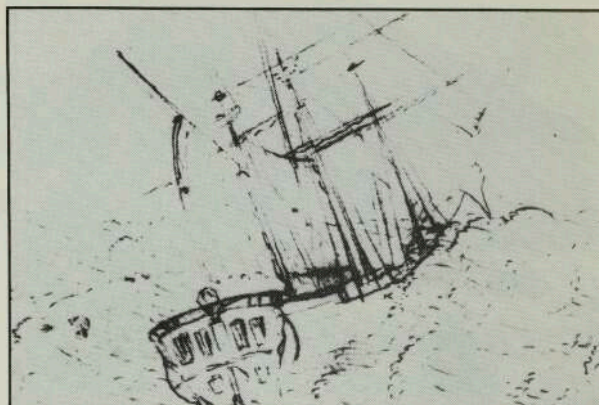
"I am quite stimulated by the possibilities of this workshop," he said. "There is a significant number of pests in the Pacific which should be susceptible to this control approach. I believe that the compilation of these dossiers has filled an important information gap which prevented many countries from implementing a biological control program for some of the pests which affect them." — Mike Lane in Tonga.

Coming up, the great Joseph Banks florilegium

The Australian Broadcasting Corporation recently screened a TV program, "The Flowering of the Pacific", which foreshadowed a literary venture of great significance to Pacific Islands history and the study of the botany of the Pacific.

When Joseph Banks returned to England following his voyage in Cook's *Endeavour*, he was able to place his specimens in the great botanical museums, including Kew — some even eventually returned to the Royal Botanic Gardens in Sydney.

There were also 738 botanical paintings which had been made on the voyage, and Banks decided that a florilegium, or anthology, of engravings of the paintings should be made. He employed 18 engravers over a period of 13 years on the project, which cost him £7000, an enormous sum for that time — a farm worker



HMS *Endeavour* at sea. From Sydney Parkinson's sketchbook, reproduced in *Sydney Parkinson — Artist of Cook's Endeavour Voyage*.

of the day earned £5 a year. However, for reasons which remain unclear, Banks did not complete the task by having the engravings published.

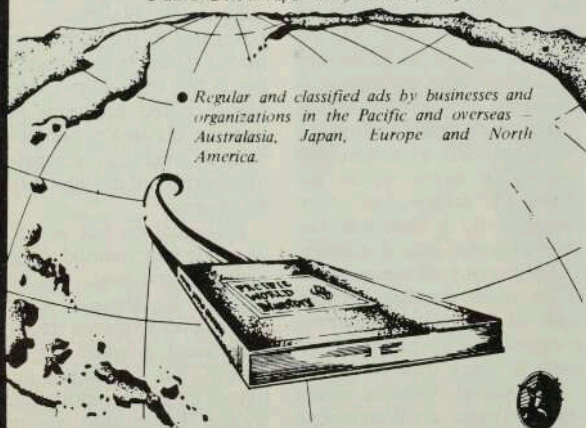
Now, as revealed in "The Flowering of the Pacific," the printing house Alecto Historical

Editions, in conjunction with the British Museum's Natural History Museum, is preparing the engravings for publication. It is obvious that only the most eccentrically rich individual, or the wealthiest of institutions, will be able to possess the

PACIFIC WORLD DIRECTORY

THE KEY TO PACIFIC MARKETING AND COMMUNICATION

- First Annual Edition — April, 1986!
- Accurate, comprehensive and up-to-date!
- Summaries in Japanese of "Country Profiles"!



- Regular and classified ads by businesses and organizations in the Pacific and overseas — Australasia, Japan, Europe and North America.

- Brief descriptions of programs and policies of metropolitan countries and international, regional, aid and volunteer groups and other non-governmental organizations in the Pacific!
- Profiles of Palau, Guam, Northern Marianas, Federated States of Micronesia, Marshalls, Nauru, Kiribati, Papua New Guinea, Solomons, Vanuatu, New Caledonia (Kanak), Fiji, Western Samoa, American Samoa, Tonga, Cook Islands, Niue, French Polynesia, Tuvalu, Wallis and Futuna, Tokelau, and more!
- Yes, over 500 pages of names, titles, addresses, phones and telexes of leaders in government, commerce, and community; facts, expert views and government policies; tips on travel and doing business in the Pacific!

To Pacific World Directory:

Please, send me more information about the Directory. I am interested in ☐ subscribing ☐ advertising in the Directory.

Name _____

Business/Organization _____

Address _____

Tel/Tlx/Cable _____

Francisco T. Uludong, Publisher/Editor
Pacific World Directory, P.O. Box 13101B, Saipan, CM/USA 96950
Tel: (670) 6396; Tlx: (783) 697 ITCORP SPN; Cable: PITCO, Saipan

collection. One hundred and ten copies are to be made of the 738 plates, and it will take 10 years to complete the project. The British Museum holds Sydney Parkinson's drawings as well as the copper plates prepared for Banks.

Alecto approached the museum in 1963 with a view to publishing the engravings, but were shown the door. In 1978 a curator drew the publisher's attention to the copper plates, which were still wrapped in their original 18th-century paper.

In the present project, there is constant and exceedingly careful checking of the details of drawings against specimens to ensure absolute correctness. Restoration of the plates to allow the finest reproduction is meticulous. For the craftsmen to produce eight to 10 plates a day is regarded as a high level of production.

When each set of engravings is completed the collection will occupy 34 large boxes — not an item which would fit easily into the average Pacific Islands bibliophile's library.

The final product will be unique in that only a few black and white engravings were ever made from Parkinson's drawings. The new florilegium will be the first published in color. It will probably be the largest direct printing project ever completed in the fine arts. The plates and original drawings will remain with the British Museum, which has guaranteed that no further reproduction will be done for a minimum of 50 years. However, as the publisher said: "In this laborious project automation does not apply . . . Nothing else like it will ever be done again — certainly not in our age of photography."

It is to be hoped that in the not too distant future there will be a public display of the combined talents of Joseph Banks, Daniel Solander, Sydney Parkinson, the forgotten engravers, the contemporary craftsmen, and Alecto Historical Editions. Then we shall all be able to see how the 18th-century travellers recorded the plant life of the Pacific in the 89 plates from Tahiti, 183 from New Zealand, and more than 300 from the east coast of Australia. — *Bill Coppell*.

How a billion people stopped spitting

Indefatigable PIM correspondent, Bill Coppell, lately returned from that other section of the Pacific region called China, paused in Hongkong long enough to spy the following item published in the *Hongkong Tiger Standard* of May 26.

The story reports a scrutable Chinese solution to an age-old problem which may offer inspiration to those in Papua New Guinea struggling with the betel-nut problem. At least, it might help the unemployment problem and perhaps stem the blankets of reddish-brown paint now threatening to cover everything currently vulnerable to assault by betel-nut juice.

The story originates from the Beijing office of United Press International:

The *Guangming Daily* newspaper recently hailed Beijing city administration's anti-spitting campaign as a success only days after the mass action began. The paper said its correspondents had noticed "only a few traces of spit" during a recent "inspection tour" along three busy Beijing shopping avenues.

"According to statistics issued by the Beijing Environment Protection Bureau, there were 57 traces of spit in 100 square metres in Yongdingmen railway station one day in March.

"Yet only two traces were found on May 22," two days after Beijing launched the anti-spitting propaganda barrage and began fining violators 50 fen (about 15 Australian cents), per spit, said the paper.

It said 136,000 uniformed anti-spit squad members now patrolling the streets of Beijing discovered 80 per cent of public spitters were from out of town, and 90 per cent of these were peasants.

The paper did not indicate what percentage of the spitters were intellectuals.

We thought about doubting the accuracy of this story, despite its publication in a respected Hongkong daily newspaper, and then remembered a previous, similar, campaign in China when half a billion people were set simultaneously to the catching of flies. Those flies which were not caught are said to have died from the exhaustion of being constantly chased. Against campaigns like that spitters haven't a hope...Ed..

Sgt. Knott: End of a 42-year quest

Leit. Herman Knott, U.S. Air Force, was buried this year under a pin oak tree in the United States national cemetery at Farmingdale, New York, 42 years after his death in a B-17 bomber shot down by a Japanese anti-aircraft gun on New Britain during World War II. He now lies a few yards from the grave of his parents (a First World War soldier), following decades of restless mourning by the Knott family, and unrelenting effort by Jose Holguin, a retired U.S.A.F. colonel who was the navigator and sole survivor of the World War II mission which ended in a fiery crash on June 26, 1943, in the New Britain jungle.

Holguin, commander of the mission, returned twice to New Britain, depleting his \$12,000 savings, to look for his lost men.

"Today should not be a day of sadness," Holguin told the 25 mourners grouped around the new grave sliced into the lush green of the cemetery. "It should be a day of reflection and appreciation that one of our loved ones is now here, and we know where he is now."

Holguin, now 64, assistant principal of a high school in Tujunga, California, has attended five funerals in all, Knott's and those of four others lost in the crash. The Farmingdale ceremony represents the end of a search that he vowed to undertake that night in the jungle. Injured and frightened of the capture (and two-year imprisonment by the Japanese) which lay ahead of him, Holguin prayed for his nine dead crew members, but left the crash site without burying them. "I just knew I would be back some day to carry them home," he said.

Holguin went back to New Britain in 1982 and succeeded in finding the wreck of the bomber, its nickname, "Naughty, But Nice" still emblazoned on its nose. But there were no human remains. Again, in 1983, Holguin went to the island, continuing his unsuccessful search.

Ironically, perhaps, he had been looking in the wrong place. His men were already on the way home.

"I was about ready to give up," he said, recalling his last fruitless visit to New Britain, "when the local authorities showed me records which showed that the bodies of some American fliers had been exhumed and removed to un-

marked graves in Hawaii." A military laboratory in Honolulu examined these remains and identified five of the men who had been in the crew of Holguin's B-17.

Apart from Knott, these were Sgt Pace Payne, of Texas, Sgt Robert Greibel, of Wyoming, Sgt Francis Peattie, of New York, and Sgt Henry Garcia, of Los Angeles.—*New York Times News Service*.

Plumbing for women

Solomon Islands men think that plumbing is a job for men only. But a funding agency here does not agree with them.

The agency, the Solomon Islands Development Trust, has just finished a workshop in Honiara on how women can maintain piped water.

Although it did not attract many women, the trust planned to organise another workshop. It hopes more women will participate then because more and more water supply systems are being installed in the country.

The trust feels that as women are becoming the major users of piped water they should know how to maintain the system. — *George Atkin in Honiara*.

PAPUA NEW GUINEA IS TEN YEARS OLD!



We also realise that we are only ten years young and still have a long way to go! Nevertheless we are proud of the progress we have made as an independent nation since 1975.

There have been growing pains... and there will be more, but such are the challenges of nation building. We now invite all our friends in the Pacific Forum and ASEAN Countries to join us in celebrating our first ten years of facing such challenges.

**PAPUA NEW GUINEA TENTH ANNIVERSARY OF
INDEPENDENCE CELEBRATIONS SEPTEMBER 16TH**



PACIFIC AIR SERVICE

J.A.L. makes Japan an air route hub

More than any other national carrier, Japan Airlines seems to hold high the flag of its country, conveying to its passengers from the moment they cross the threshold of a scrupulously clean J.A.L. jumbo, the atmosphere, and the ethic, of their country.

Flight crews are expert; cabin staff is courteous and attentive to a fault. They are, as W.S. Gilbert might have written, the very model of a modern major miracle of efficiency and, in that, are doing no more than their country expects of them. In short, J.A.L. is a leading element of that great manufacturing and marketing machine, Japan, Incorporated.

Among major airlines today the differences are not so much in the aircraft flown, since pretty well everyone runs Boeing 747s of various models, Japan Airlines has more of them than anyone else, in fact, with a fleet of 49 of the two-deck airliners, plus another three on lease. Eleven more jumbos are on order and due to be delivered by 1988 when the J.A.L. fleet will total 87 aircraft, including eleven new generation Boeing 767 wide-bodied twin jets.

(By way of comparison, Pan Am has 45 Boeing 747s, British Airways and Singapore Airlines have 33 each, Northwest Orient and Air France have 32 each, and Qantas has 27).

While Japan Airlines is now the world's leading international operator it is also very much a Pacific airline with a network of services in all directions across the ocean.

It provides a hub service directly into the Pacific Islands with its Tokyo-Nadi-Auckland route, shared with Air New Zealand. Its flights out of Sydney, and Auckland, connecting with non-stop jumbo services

Civil aviation is vital to the Pacific, and has been since the pioneering days of the Pan American Clippers. Even before that, many islanders who might not have seen a book, were aware of aeroplanes — Kingsford Smith visiting Suva, Alf Marlow and his barnstorming Dorniers, Frank Hurley and his Curtiss Seagull in New Guinea, and many, many more.

Brave, foolhardy, visionary, thrill-seeking; hard-nosed businessmen, and gentle dreamers — all of them contributed to the opening up of the Pacific.

Today, however, while small aircraft, like Denis Buchanan's mini-multinational fleets, remain the backbone of many island services, the big jets have arrived and, as airports are rapidly developed, are extending their routes, bringing tourists and changing lives and economies.

Japan Airlines, with its massive fleet of glistening white Boeing 747s is now top of the international civil aviation league, but it is very much a Pacific airline with a network of routes crossing the ocean in every direction, with a vital and growing stake in the transport system upon which the Pacific depends.

"over the top" to London, provide the fastest way for Pacific businessmen to reach Europe.

Most frequent flights are, of course, to the United States,

Japan's major trading partner. They have 11 services a week to Los Angeles, and nine to San Francisco (both shortly to rise to 14 weekly). The non-stop service from Tokyo to New

York goes nine times a week and there are flights to Anchorage, Chicago, Seattle, and, of course, Honolulu, the great holiday mecca of young Japanese professional people.

Given the massive size of J.A.L., the manner in which their staff produce an atmosphere of personalised and attentive service is quite remarkable. Europeans, especially, enjoy the relative novelty of "Japanese-ness" around them — Japanese food (as well as standard European-style airline dinners), good wines, or sake served nicely warmed, a toothbrush for everyone to use after meals, and stewardesses who are not trying to prove themselves socially superior to the paying customers (although one must hasten to point out that this is rather more frequently found among the French than Anglo or Asian crews).

In short, like almost everything else Japanese, the emphasis is on quality of both product and performance — on service, which is what makes



A J.A.L. Boeing 747 on take-off . . . the Japanese carrier has a larger number of these aircraft than any other airline in the world.

the difference among airlines. More casual Pacific and Australasian passengers sometimes chafe when super-correct J.A.L. captains order the seat belt signs switched on for turbulence so mild that most folk would scarcely notice it. On the other hand, it is nice to know they really care.

They manage to achieve the close attention to each passenger's comfort for which the best of the smaller airlines, Air New Zealand notably among them, have become known. Yet, they don't turn a hair, and probably don't have to go outside their own services, if someone rings up wanting to fly a dozen bulldozers to Brazil, or 100 yeti-tamers to Outer Mongolia.

Today Japan Airlines is ranked first among the 129 members of the International Air Transport Association (IATA) with the top total of international scheduled passenger and cargo revenue. The figures are slightly mind-boggling.

In the year to March 31, 1984, J.A.L. flew

5,448,280,000 revenue ton kilometres, a rise of 6.7 per cent on the previous year. The line carried 4,917,481 international and 8,294,622 domestic passengers. International cargo totalled 284,740 tons, a rise of nearly 18 per cent, and domestic cargo, up 6 per cent, was 145,936 tons. In the first half of the 1984-5 financial year all categories were showing increases, best of all being international passenger traffic, up nearly 12 per cent.

Operating revenues increased by 1.6 per cent, to 756,199 million yen (about Aus\$4422 million) while operating costs went down 2.4 per cent to 735,030 million yen (Aus\$4298 million). Operating profit was 21,169 million yen (Aus\$123 million), compared with a loss of 8319 million yen (Aus\$48 million) in the year to March 31, 1983, a rise of 354.5 per cent. Pre-tax profit was 2610 million yen (Aus\$15.26 million), compared with the previous year's loss of 3815 million yen (Aus\$22.3 million),

and that, after tax of 9035 million yen (Aus\$52.8 million) made a net loss for the year of 6424 million yen (Aus\$ 37.5 million). There was an add-back from a depreciation reserve which took the figures just back into the black but no dividend was paid.

However, projections for the year to March 31, 1985, were indicating a good profit and prospects of an eight per cent dividend. J.A.L. serves 55 cities in 33 countries, (it was 57 cities in 35 countries, but services to Teheran and Baghdad have been suspended for the duration of the war between Iran and Iraq). Five Japanese cities are on the route map of domestic services, which makes their domestic traffic volume remarkable indeed, not least in the smooth organisation of their handling of massive numbers in very small geographical areas.

In addition to all this airborne enterprise J.A.L. operates Nikko Hotels International through the JAL Development Corporation, in which it has a 67 per

cent interest.

J.A.L. was founded on August 1, 1951, as a private company but in 1953 this was absorbed into a new corporation with government capital. The government remains the largest single shareholder with about 36 per cent. Other major shareholders include five fire and marine insurance companies, two banks and a Mr Kenji Osano whose holding of 2.43 per cent represents, at current share valuations, a stock market paper fortune of Aus\$97 million.

Passenger loadings are increasingly rapidly, as is Japanese involvement in resort hotel development, into Micronesia parts of which, by some projections, will become in the next decade or so a sort of "Miami Beach" for holidaymakers from the major Japanese cities. Guam already is highly developed by Japanese hotel investors; Palau has opened a major resort, built for Pan Pacific Hotel Corporation, an arm of the huge Tokyu organisation.

Instant HOUSES with Therma-Panel®

The fully insulated panelised building system

George Hudson,

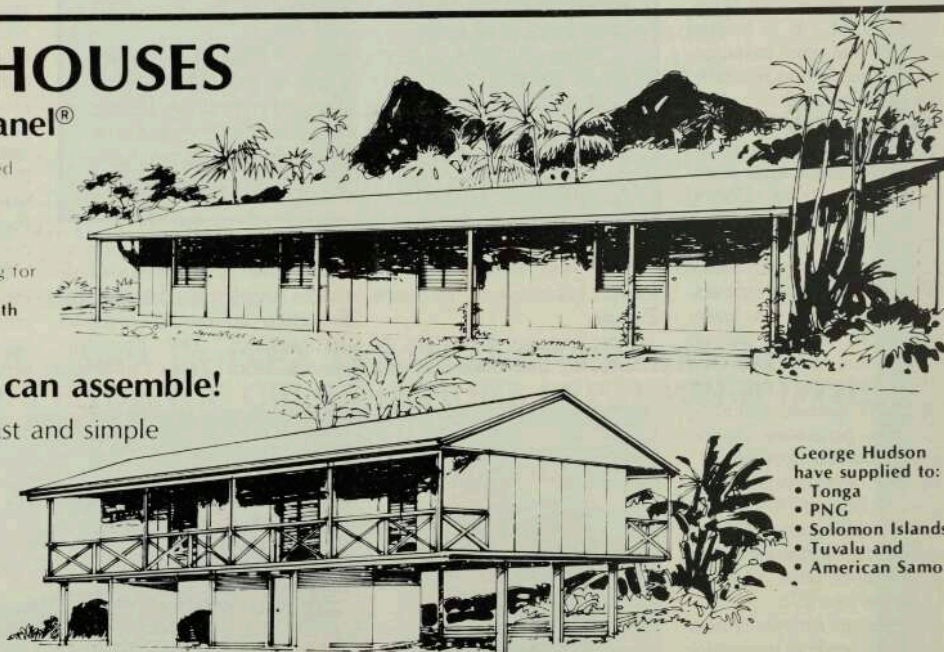
'the name' in home building for 100 years! —

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



George Hudson have supplied to:

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

We can also supply to your designs and specifications



George Hudson Homes (Aust.) Pty. Ltd.

186 Hume Highway Cabramatta NSW 2166
Australia Tel: (02) 727 9066 Telex: AA25800
Post coupon for details and prices.

Name _____

Address _____

Tel. _____



THE PNG BORDER ISSUE

Australia "needs clear policy" on Irian Jaya

By the measure of most regional pundits the relationship between Papua New Guinea and Indonesia over their land border, and the multitude of complications it involves, is the Pacific region's most delicate political problem. Papua New Guinea seems, to Pacific eyes, much put-upon and trapped in a situation with very few options, and little chance of winning a point. But Australia is also involved by association and regional necessities, and, according to some, is in need of a coherent policy.

According to some recent reports, Indonesian police and military units have stepped up their activity west of the border, which has led to a renewed influx of refugees into PNG (and some from the south of Irian Jaya who have come on to Australian territory in the Torres Strait area).

The matter is given further emotional voltage by the fact that most Melanesians, and a high proportion of others interested in the Pacific, consider the Indonesian presence in West Irian to be an example of neo-colonialism. Given that the United Nations is not in the least likely to do anything about that, having been responsible for it in the first place, the border problem is likely to remain for the foreseeable future at least as fragile as it now is.

Noting all of this, the highly influential *Australian Financial Review* of Sydney, recently suggested in an editorial that it was about time Australia concocted a clearly defined policy on the security problem on the



Foreign Minister Hayden — "clear policy needed ..."

border. It was, they said, "an increasingly glaring weakness in Australian foreign policy."

Foreign minister, Bill Hayden, had "created a real paradox in his pursuit of a sensible contemporary Australian regional foreign policy," the newspaper said, by "pursuing a strong line on Vietnam, yet keeping totally aloof in policy terms from the Irian Jaya-Papua New Guinea refugee problem."

"On the one hand, Mr Hayden is trying to mould policies designed to make Australia much more part of the political processes of the Asian region. On the other, the sensitivities of Australia's relationship with Indonesia have struck such a deep note of caution in Canberra that Australian policy on the Irian Jaya question is ostensibly non-existent. Canberra's silence is a policy of studied neglect ... which does neither our friends in Jakarta, nor our friends in Port Moresby any real favor.

"Ten years of misunderstan-

dings, misperceptions and cultural problems between Indonesia and Australia have produced a stand-off of near paranoia on both sides."

However, the newspaper felt that while Indonesia's inwardness in its relations with Australia were showing some signs of improvement and relaxation of attitude, Australia's "policy of invisibility" on anything which touched on its relationship with Indonesia showed no similar evolution. Australia was thus left with the worst of all worlds.

The ASEAN countries were able to accuse Australia of being overly moralistic on Vietnam and even of putting ASEAN in a bad light. "But on Irian, where Australia has an undeniably close geographic stake in developments, Canberra seems to all but deny any interest, out of an apparent fear of exacerbating its broader difficulties with Jakarta," said the *Financial Review*.

Indonesia had shown a capacity to resent what it saw as meddling in its internal affairs,

but, said the newspaper, there was nothing to suggest Jakarta would not welcome intelligent interest from neighbors in regional matters. "The evolution of a gentle courtship by Jakarta of an Asia-looking Port Moresby is a prime case in point."

[The problem with this view, in Pacific eyes, is that Jakarta very definitely regards Irian Jaya as a domestic issue, while the rest of Melanesia (and large lumps of Mr Michael Somare's voters), do not. — PIM]

The *Financial Review* proposed that Australia's more abrasive methods of expression would always stand in contrast to the more muted approach Asians favored, "but this is no argument for Canberra to have no voice at all on issues as close at hand and as important as the West Irian border question. The danger is that Australia's position in the regional balance is being weakened by default.

"On Irian Jaya, where Australia's interest is not entirely academic, Canberra is allowing the development of a policy vacuum which is remarkably similar to that which ASEAN would like to see it adopt on Indo-China. Unfortunately, problems at the Irian Jaya border, while less acute than six months ago, show no sign of disappearing."

Obviously, said the newspaper, "Mr Hayden believes that the really important objective is good relations with Indonesia, and that whatever approach is necessary to achieve the goal is justified. But it is doubtful if any points will be awarded in the long run to those who seek the non-involvement of a policy vacuum."

Micronesia: Where will the Third World stand?

HENRY M. SCHWALBENBERG S.J., in the concluding article of a two-part series, discusses the role of Third World countries in the quest by the new Micronesian political entities for international legitimacy. The first part of this article appeared in PIM, August.

The key to Micronesian success, however, will be where does the Third World stand. The Third World nations will be confronting an issue where East and West are squarely opposed and hence will try to avoid making any commitment to the extent possible. However, when the decision needs to be made in the Security Council, they will look with particular attention to what the independent nations of the Asian and Pacific region have to say. Of primary importance will be the independent Pacific Island nations, in particular Fiji and Papua New Guinea. Next in importance will be the opinions of Australia and New Zealand followed by the ASEAN nations and Japan. There seems little doubt that most if not all of these nations will support the Micronesians.

President Nakayama of the Federated States, Chief Secretary DeBrum of the Marshalls, and Vice-President Oiterong of Palau spent a good part of their time in New York meeting with the ambassadors of these nations. The Micronesians reported favorable receptions. There are, however, three problem spots. They are Papua New Guinea, Vanuatu and India. India is a leader in the Third World, a strong proponent of decolonisation, and at times a close friend of the Soviet Union. The Indians are expected to be sceptical of a decolonisation process leading to a status less than full independence, especially when the super-power United States is involved. A particularly critical country, because of its leadership among Pacific island nations, is Papua New Guinea. PNG's UN

ambassador is the chairman of the Decolonisation Committee of the UN General Assembly. In that role he has been seen supportive of those opposed to the Micronesian free association status. Yet, he has also been very outgoing and receptive to the Micronesian government representatives. It is difficult to judge his position. This may be of little importance since a PNG decision on an issue of such importance to the Pacific will probably be made in Port Moresby and not independently by their UN ambassador.

Although the Micronesian governments are confronted by dangerous reefs, they are, nonetheless, driven by a strong wind — the freely expressed will of their people. UN missions, consisting of members from France, United Kingdom, PNG and Fiji, observed the plebiscites in the Federated States and the Marshall Islands. These missions concluded that the Micronesian plebiscites approving free association were conducted by the local governments "so as to ensure the free and fair expression of the wishes of the people". The American Ambassador, Harvey Feldman, argued that respect for the free decision of the Micronesian people "must be viewed as the single absolute criterion and the overriding standard and goal" in judging the legitimacy of free association. The fact that the decision for free association was confirmed in free and fair popular votes is what largely validates the legitimacy of this status and is the main argument that will probably prevail against the formidable obstacles facing the Micronesians at the United Nations as well as the U.S. Congress.

There are two very important lessons to be learned. If free and fair votes are to be the major criterion for judging the legitimacy of free association, then the Palauan government must learn carefully from what was said about their latest Compact referendum at this UN meeting. The Palauan government must not publicly state

again that an agreement does not allow the U.S. to transit and store nuclear weapons when in fact it does. Privately, the French and the British were relieved when it became impossible for them to form a UN mission to observe this latest Palauan vote and lend it credibility. Due to haphazard planning the Palauan government was unable to communicate an invitation for UN observation in the time necessary to organise such a mission. Furthermore, the Palauan government must not again claim passage of an agreement when in fact it has not been passed. It is to the Americans' credit that they opposed the Palauan government when it argued that the Compact had been approved even though it had received less than the required 75 per cent. It can be hoped that the Palauan representative

was attentive when the French delegate during the general debate argued that now it was all the more necessary for Palau and the United States to find an acceptable solution to their impasse "by respecting legal procedure".

The Marshalls and Federated States also have a lesson to learn from this meeting of the Trusteeship Council. Choosing a status of less than independence may be financially lucrative, but its legitimacy is difficult to defend. If during the course of free association the Micronesians elect to continue their already overwhelming dependency on the U.S. by insisting on a whole range of U.S. government hand-outs while avoiding the difficult task of increasing their self-reliance, then they will not only begin to lose the respect of their neighbors, but more significantly, their own self-respect. Should that happen, then history will judge these Compacts of Free Association as nothing more than an illegitimate fraud.

P.I.M. views published in Paris

A common theory among Frenchmen, and particularly those of them living in New Caledonia and French Polynesia, is that Australia seeks to usurp France's position in the Pacific. Thus, Australia is accused of supporting the independence movement in New Caledonia largely because it will remove French influence so that Australia may take over as the dominant power.

The question arose during conversation in Sydney between PIM's publisher, Garry Barker, and a visiting French journalist, Bernard Cohen, of the Paris daily newspaper, *Liberation*. Barker's rejection of the claim was fulsomely reported by *Liberation* in what may be the most extensive reporting of an Australian view of the New Caledonian position yet published in France.

Barker told Cohen: "Because we are geographically close to the island it has become commonplace in anti-independence French circles to accuse Australia

of wanting to grab hold of New Caledonia. But, let's be serious: there is not a single political party in Australia, not a single viable pressure group, supporting any such course of action. The decolonisation process is France's business, and the business of the local population in New Caledonia. Australia's one concern is that New Caledonia should be stable, peaceful, and an active part of the free democratic world."

He added: "The level of Australia's overseas aid is already considered to be higher than the economy can reasonably afford. And New Caledonia is seen as needing outside assistance for some long time. Nor is it likely that our investors would be tempted by the Caledonian nickel mines, considering the present depressed state of world metal markets and the fact that we have mineral resources of our own which, incidentally, have their own problems right now. What's more, our continent

contains more than enough beaches and coconut palms...."

Cohen wrote that while there appeared to be a certain ambiguity in Australian government attitudes to the New Caledonia crisis, due to its twin concerns to see the Pacific decolonised while not embarrassing President Mitterrand, non-government Australian specialists were unequivocal in their attitude.

He quoted the PIM publisher: "This Melanesian territory must become independent. Opposing the trend to independence has so far done nothing but foul things up, with both sides, Kanak pro-independence people, and pro-French militants alike, falling in with the perilous logic of confrontation between the communities."

Drawing an analogy between the New Caledonia situation and Australia's experience in Papua New Guinea, Mr Barker said: "Granting independence to a former colony is never easy, but the methods employed by Australia in PNG might certainly serve as an example to France. The legacy of colonialism was just as heavy, and a situation of racial confrontation was taking shape in the island, which, let me say, represents a far bigger economic and strategic stake than New Caledonia. Today, the government of Michael Somare is in a very difficult situation. The dangers of destabilisation posed by Indonesia's moves in Irian Jaya are of the utmost gravity. But none of this for a moment throws into question Australia's decision to relinquish direct control."

He said that first the problem of tribal lands had to be settled — with regard to the long-established French farmers.

"Once relations between the communities are pacified in this way, there is no reason why France should not maintain a military presence in the island, provided it is there as a matter of consent and agreement.

"But the difference between such a presence and today's situation is a vital one: a French base in Noumea by the consent of an independent government would be seen as a contribution to the Western presence in the region and not as a colonial bastion."



people

DR JIM ALLEN, co-ordinator and principal researcher for the Lapita Homeland Project (PIM Mar. p47), has become foundation professor of archeology at LaTrobe University, Melbourne.

After his first month at the university in June, Dr Allen rejoined the 20-metre scientific supply yacht, *Dick Smith Explorer*, to carry out his part of the research program, the excavation of a series of limestone caves on New Ireland, Papua New Guinea.

A LaTrobe graduate student, RICHARD FULLAGAR, is also taking part in the project.

The Lapita Homeland Project seeks to examine the proposition that PNG's Bismarck Archipelago was possibly the starting-point for the earliest spread of humans into the oceanic Pacific 4000-2000 years ago.

DR ISIRELI LASAQA has taken up duties as the new registrar of the University of the South Pacific.

A former lecturer in geography at the university, and secretary to the Fiji Cabinet, Dr Lasaga succeeds Dr TUPENI BABA, who resigned as USP registrar last December to become reader in education in the USP's School of Education.

Dr Lasaga's latest book, *The Fijian People: Before and After Independence 1959-1977* was reviewed in PIM July (p55). It was published by Australian National University Press.

TERRY COLEY of Air New Zealand has been seconded to Tonga to help in the setting up and management of the kingdom's new airline, Friendly Island Airways Ltd.

The Tongan Government has purchased a Spanish-built CASA aircraft to begin the airline's operations.

Tonga's five outer-island airstrips were recently surveyed by New Zealand airport surveyor PHILIP NORTON with a view to their possible extension and



Dr Jim Allen... limestone caves in New Ireland. — LaTrobe University Record photo.

upgrading. The airstrips are in Haapai, Vavau, 'Eua, Niuaotupapu and Niuafoou.

PAUL TAVITO LAVULO of Tonga's Central Planning Department has begun a masters degree in economic development at the University of New England, Armidale, Australia. He follows a number of other Pacific Islanders who have completed the program, including FALANIKO CHANTUNG (Western Samoa), AVARINDRA RAO (Fiji), and JOHN ROFETA (Solomon Islands). Mr Lavulo has a first degree from the University of Newcastle-on-Tyne in England, and his present studies are being funded by the Australian Development Assistance Bureau.

Fulbright scholarshiper MAKIUTI TONGIA has returned to the Cook Islands from the United States with not only high academic achievement but also one in the sporting world.

Mr Tongia, who studied towards his Master of Arts in Ethnology and Living Museums degree at Ohio State and Western Kentucky universities, coached the latter's rugby team, which is currently ranked second in the United States.

Makiuti told *Cook Islands News* that he showed the players a variety of tricks — "mainly Avatiu skills such as sidestepping . . . and because of his knowledge of the sport was asked to become rugby coach.

Mr Tongia's master's degree highlighted research and techniques of field work in ethnology and living museums.

His Bachelor of Arts from the University of the South Pacific was in Sociology, Pacific History and Creative Writing.

A former Fiji citizen has become the first Fiji-born magistrate to be appointed in the United Kingdom.

JONATHAN RAO, 40, who left Fiji for Britain in 1960, was recently sworn in as a magistrate at a ceremony in Reading Crown Court by Judge JOHN MURCHIE. He will be sitting at Slough Magistrate's Court.

David S. North, who usually reports for PIM out of Washington, DC, has been in London. While there, he pursued his interest in the Pacific Islands. His report:

In a sense he is the last man in the South Pacific Department of the Colonial Office. He is PAUL O'CONNOR and he is in charge of Pitcairn Island, Great Britain's last colony in the island Pacific.

The Colonial Office, of course, was merged out of existence many years ago, and its responsibilities absorbed by what is now the Foreign and Commonwealth Office (FCO). A junior diplomat, as most desk officers are, O'Connor keeps track of the activities of four nations (Kiribati, Tuvalu, Nauru and Tonga) and the French and American territories in the Pacific, as well as Pitcairn and its 50-odd inhabitants.

To call upon O'Connor the visitor must pass Admiral NELSON'S statue in Trafalgar Square, walk through the Admiralty Arch at the end of the Mall leading to Buckingham Palace, and walk around a statue of Captain JAMES COOK, where the inscription says "he laid the foundation for the British Empire in Australia and New Zealand." O'Connor's modest office is in the Old Admiralty Building, where WINSTON CHURCHILL

once worked as the First Lord.

A pleasant, middle-aged British woman thumbs through her pencilled FCO telephone book, maintained in an alphabetically-tabbed journal (no computers here); the receptionist dials him and he appears a few minutes later, tall, serious and apologetic for the brief delay. He suggests we avoid the lifts and we walk up several flights of steps in an open-air stairwell, the kind that have long been banned in the States as fire-traps.

Paul O'Connor is not an empire-builder, his task is maintenance. Although the population of Pitcairn is small, everything that needs to be done by and for the residents is labor-intensive and awkward. There is no harbor, and long-boats must come alongside ships standing offshore. Medical and dental care and post-primary education must be secured hundreds-to-thousands of miles away, often in New Zealand. If a piece of equipment needs to be delivered, O'Connor must try to persuade some shipping company to go out of its way to take it to the island. "It is much harder now than it used to be," O'Connor explains, "the tramp steamers of the South Pacific used to have cranes and carry mixed cargo but now most of them are container vessels."

One of O'Connor's (and the government's) current projects is the new £2,000,000 jetty being constructed in the island's Bounty Bay. The contract has been let and work is proceeding, but the logistics are difficult. At one point in the not-too-distant past a bulldozer was needed on the island and it was parachuted in; O'Connor was not sure whether it was damaged in the course of delivery.

The island, for internal purposes, is largely self-governing. The residents elect an Island Council and a Magistrate, who apparently has both executive and judicial functions. Next up the ladder is the island's Commissioner, in the British Consulate-General in Auckland. He arranges for shipping, for medical evacuations, and raises most of the island's public funds by presiding over the relationship with the world's stamp collec-

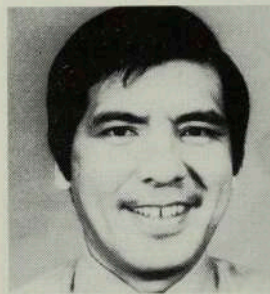
tors. Then there is the Governor of the island who lives in Wellington; he is a career diplomat who also serves as High Commissioner to New Zealand and Western Samoa. The Governor, unlike O'Connor, visits the island occasionally; both of them read the island's monthly newsletter often months after it appears on Pitcairn.

One of O'Connor's most recent issues of *Pitcairn Miscellany* was that of October, 1984, which told of the "Historic Visit by Norfolk Islanders," a group of 28 members of families that had left Pitcairn for Norfolk Island some 128 years ago (PIM Apr., p47). It was the "first" ever mass visit by that branch of the descendants of the Bounty mutineers. The *Miscellany's* readership is so small that people are rarely identified by more than their first names. The October issue reported, for instance, that the Magistrate, **IVAN**, had to be evacuated to Dunedin for treatment.

The Nadi-based United Touring Fiji Ltd. has announced the appointment of former employee **MACK IKEDA**, as its tours manager.

Mr Ikeda rejoined the company after a three-year break and assumed responsibility for the active promotion of visitor arrivals from major markets in the United States, Canada, Australia, New Zealand and Europe.

Mr Ikeda stated with UTC in 1972, when he successfully pioneered Fiji as a destination for the Japanese market. The subsequent ground operation of most Japan Airlines charter flights to Fiji was also his primary responsibility for a number of years.



Mack Ikeda... back with United Touring Fiji. — Ramesh Studios photo.

Continued from page 24

been in other parts of the world. Andrew Strathern has recorded Ongka's account of fighting near Mt Hagen when an alliance of clans caught an enemy group in boggy ground and slaughtered them. Ongka listed 20 of the most important men of the Tipuka and Kawelka clans who were killed and then asked how could anyone recall the names of the less important dead.

Secondly, it is said that the present violence has broken out with the transfer of control to Papua New Guineans. The truth is that the resurgence in tribal fighting began before internal self-government. In the year from July 1, 1972, 31 people were killed in inter-clan conflict in the Highlands, 489 were injured, 4709 arrested, and cash crops, food gardens, trade stores and houses destroyed.

Beyond the particular faults of misdirection or omission, Australia's intervention in Papua New Guinea has bound former subsistence villagers in the same net that holds so much of the world's population. Inequalities between groups and individuals have increased enormously. People have become dependent on cash, and most can obtain it only by unskilled labor, selling commodities that the poor in other parts of the world are also trying to sell, or by trading away finite resources. Many have become town dwellers.

Ambush

All this would have happened whichever western power had administered the area. What was surprising was the rush in the final months of Australian control, and during the early period of self-government, to engage selected Papua New Guineans in the world of expense accounts, hire cars, directorships, consultancies, franchise, shares, dividends, and foreign bank accounts. There was no subtle entangling, but an ambush. (It is also true that some Papua New Guineans have long resented their relative poverty and impotence and were eager to grasp the spoils. They wanted the style of life enjoyed by those foreigners who are now among their

strongest critics). I have no idea whether the process was as rapid, or as blatant, in other parts of the world. Only the scouts of the Papua New Guinea ambush were Australian; the main assault force was international. The result was that whereas in 1970 few Papua New Guineans had much financial stake in maintaining the current distribution of wealth this was not the case in 1980. There was still not much ideology; but there was certainly economic interest.

Australia left a daunting list of problems to Papua New Guineans, and gave them few efficient tools to use. But Papua New Guineans do have political and material advantages over many peoples made subservient at the height of western imperialism. Most natural resources remain to be exploited by Papua New Guineans; there was almost no tradition of political harassment; there was little corruption; there were no international enemies; a reserve of mutual goodwill remained in both Australia and Papua New Guinea; there was a tradition of frank, direct and generally benign contact between government officers and villagers; there was a record of getting benefits "to the bush"; the health service was innovative and appropriate; and Australia was served by many officers who were more talented and dedicated than their salaries or public estimation required.

Their attitudes have yet to be analysed and placed in the context of other Australian and other imperial racial values of the time. (Strangely, many of the best bushmen seem to have been born in the suburbs.) If we assume that the feckless and self-indulgent Australians had an influence, then we must accept that the behavior of these other Australians was also of lasting significance.

And those most ready to find fault with Australia's record in Papua New Guinea rarely record the enormous size of the task. With few resources a small number of Australians tried to bring about massive social, political and economic revolution. The degree of success is more surprising than the failures.

YOUR DIRECT EUROPEAN CONNECTION



EUROPE-SOUTH PACIFIC JOINT SERVICE

The South Pacific Specialists offer facilities for shipment of:
Containers (FCL/LCL) and Break-bulk Cargo plus reefer space and deep tanks for carriage of vegetable oils and other liquid bulk cargo.

Carriers also accept heavy lifts, overlength and cumbersome parcels.



Ports of Service:

Loading: Papeete, Apia, Suva, Lautoka, Noumea, Port Vila, Santo, Honiara, Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta, Darwin.

For: Rotterdam, Antwerp, Hamburg, Hull, Dunkirk, Le Havre.

Additional ports on enquiry.



Please contact our regional offices for further information:

The Bank Line (Australasia) Pty. Ltd.
Suite 801, 51 Pitt Street
Sydney N.S.W. 2000
Phone: 27 2041 Telex: 24063

Columbus Line Reederei GmbH,
P.O. Box 1667
Lae/Papua New Guinea
Phone: 42 3466/42 3287.5
A.H. 42 2481
Telex: Colline NE 44 171

THE BANK LINE LTD LONDON
COLUMBUS LINE REEDEREI GMBH HAMBURG

COL0024

Flosse's Festival

Continued from page 25

Jacques Lafleur and Dick Ukeiwe. More surprising was the unannounced presence of former French prime minister Pierre Messmer, who as de Gaulle's minister for defence back in the 1960s supervised the installation of the nuclear-test base at Moruroa, and is therefore often referred as the "father" of the French atomic bomb.

The opening ceremony glaringly demonstrated the spiritual gulf separating Flosse and his aides — all of whom wore European attire — and the barefoot, lavalava-clad islanders from all over the Pacific. After some dancing by local schoolchildren, proceedings were dominated by two long-winded speeches in French — which the organisers did not deem it necessary to translate into English for the sake of visitors. But, considering the paralysing dullness of what was said, perhaps that was the most charitable course to adopt.

This gulf persisted throughout the two weeks of the festival. The basic trouble was that visitors to festival events — mostly French settlers, officials and military personnel — loved the foreign islanders for the wrong reasons, i.e., their exotic appearance and entertainment skills. Consequently nobody cared much about what happened to them in between the shows, and there were no special gatherings for them — except a few dinners for selected VIPs at the high commissioner's residence.

Lodged in widely separated schools, the delegations were entirely dependent on transport supplied by the organisers. True enough, buses punctually took them to the show venues and back. But none were available for visits to other delegations, or to locals, in their spare time.

More egalitarian was the policy on food — all delegations were fed European dishes. But this only led to a chorus of voices clamoring for taro, yams, bananas and fish. What the majority of the "little guys" resented most, however, was that they had to pay the regulation, steep admission prices of



The 2000-seat festival hall at Pirae, built for Arts Festival in less than two months.

\$10 to \$15 if, in their leisure time, they wanted to see a show put on by other islanders. Only after the Samoan, Papua New Guinean and Solomon Islands delegations threatened to take over ticket-selling to their own shows and keep the money for themselves did the organisers graciously consent to distribute a number of free tickets to each show.

Last but not least, the local mass media deserve strong criticism for their abject failure to provide the local population with the necessary background information on the various visiting groups. The reason for this is easy to find: the reporters covering the festival for the two local daily newspapers and the government-owned radio and TV are all expatriate Frenchmen, who do not possess even the most elementary knowledge of the Pacific peoples and cultures. One TV commentator repeatedly referred to "plaited tapas", and took the solemn kava ceremony enacted by a group of Samoan chiefs in *fono*, for a friendly neighborhood gathering at which a few mates gulp down cups of home brew. It was also obvious that he had never heard of Margaret Mead for, like all his colleagues, he kept referring throughout the festival to the famous *taupou* village maid as a "fiancee", or a "princess".

To mask their ignorance, the

journalists resorted to a slightly different trick: they filled the columns of their papers with pseudo-literary, pseudo-philosophical balderdash about the "spirit" of the festival and the "soul" of this or that "tribe". The worst offender was the new editor of *Les Nouvelles*, who day after day proudly printed his totally unintelligible "meditations".

On radio and TV, the favored method was to quote snippets from the *Pacific Islands Yearbook* about the countries of origin of the performers — which was all very well but had nothing whatsoever to do with what was happening on stage. The shining exception was a Tahitian, hired only after the festival began, probably on the assumption that a native must possess a better knowledge of island customs than an expat. This assumption is, of course, totally wrong, as present-day Tahitians are highly acculturated, and have never been taught anything at school or anywhere else about Pacific, or even Tahitian, customs and traditions. To our great relief this fellow, acting with more intelligence and dignity than his French colleagues, simply announced the program and then shut up, leaving the images to speak for themselves.

It still remains a mystery to us why the organising committee,

with about CFP300 million (\$A2.6 million) in the kitty, didn't see fit to hire an anthropologist with a specialised knowledge of Pacific cultures to explain and comment on the various shows and demonstrations, both in the theatres and on radio and TV.

In the end — as many critics had foreseen — the festival simply petered out, engulfed by the boisterous *Tiurai* celebrations, which began several days before Bastille Day and lasted throughout July. Among the events drowned by the avalanche of dance and song contests for local teams, canoe races, military parades, exhibitions, and so on, was the festival's closing ceremony. This took place after many delegations, including the French and New Caledonian guests of honor, had left for home. It was held in a half-empty stadium — although by now admission was free for all.

By that time, the mass media, echoing the opinions of high-ranking officials, had neatly summed up the political significance of Flosse's French Festival. This was that, by attending in such great numbers, the Pacific nations had clearly demonstrated that they no longer have any serious objections to French rule, or to French nuclear tests. — Marie-Therese and Bengt Danielsson.



from the islands press

From Rengel Belau of Koror, Palau

Workers of the business enterprises engaged in the distribution of poker machines had to recall and take out these machines from the different establishments where they were installed as they were served a warning that these were against the law. Section 705 (b) under Gambling says that under no circumstances shall gambling or betting money or other stakes be allowed in the following games: poker, blackjack, dice, hanafuda or slot machines of any kind.

From an editorial in The Samoa Times, Apia

When the Speaker, Nonumalo Sofara, barred the editor-publisher of The Samoa Times from the House for shaking his head during a scurrilous attack by the Speaker on him and other journalists the thinking was that it was out of pique because the Privileges Committee had failed to make stick a charge of breach of privilege.

With the introduction of new bills to double the penalty on criminal libel and to put the new offence of criminal slander into the law books it is now becoming obvious that this government is taking its policies straight out of Orwell's 1984.

From the American Samoa News Bulletin, Pago Pago

The volunteer spirit — that which had been the driving force behind Samoa's march toward social, political and economic stability in the past — has returned, and behind the revival of that noble sense of community spirit is none other than Governor A. P. Lutali.

The Governor's beautification program is spearheaded by First Lady Susana, Mrs. Hinanui Hunkin, Secretary of Samoan Affairs Salave'a Senio, the District Governors, the Faalupegas, the Puluuus, the Faifeaus/Fesoasoanis and their Youth Groups, as well as civic-minded mothers and fathers of American Samoa, who are proud of their country and have dedicated their lives to the retaining/restoration of American Samoa's natural beauty. And the villagers and Youth Groups are seen, especially on Saturday mornings, cleaning up their respective communities. It's great! It's beautiful! And Governor Lutali is there encouraging the enthusiastic populace in doing what needs to be done to return beauty to our islands.

From a report in The Fiji Times on a rise in the incidence of "sexually-transmitted" diseases in Savusavu

A majority of the patients were males, Dr Ovini said. He said the sudden increase in the number of people contracting the disease could be attributed to rapid urbanisation of the people, and the two ferries that called into port daily.

Democracy at work in Vanuatu Parliament as reported in the Vanuatu Weekly, Port-Vila

Following the Prime Minister's announcement at the opening session of Parliament that all bills tabled by the Opposition would be voted against by the VP, the Bill for the Public Holidays Regulation (Amendment) Act No. of 1985, originally tabled by MP Maxime Carlot (Indp.) calling for re-inclusion of the Labour Day Holiday on May 1 to the Official Holiday List, was rejected and the Government introduced its own above. It is for the Labour Day Holiday on May 1 to be re-included in the Official Holiday List.

From a letter by Ralph Weslake in The Norfolk Islander.

This is the story of a visitor to Norfolk Island.

The person concerned filled in the arrival card on arriving at Norfolk Island for a period exceeding 30 days.

The person duly received a letter from the Administration of

Norfolk Island, advising that visitors' permits were only for 30 days but, that on payment of \$5 the permit would be extended.

Sir, I find this hard to believe. Is the Administration so strapped for money that \$5 is required to extend a visitor's permit?

From an editorial in Rengel Belau of Koror, Palau.

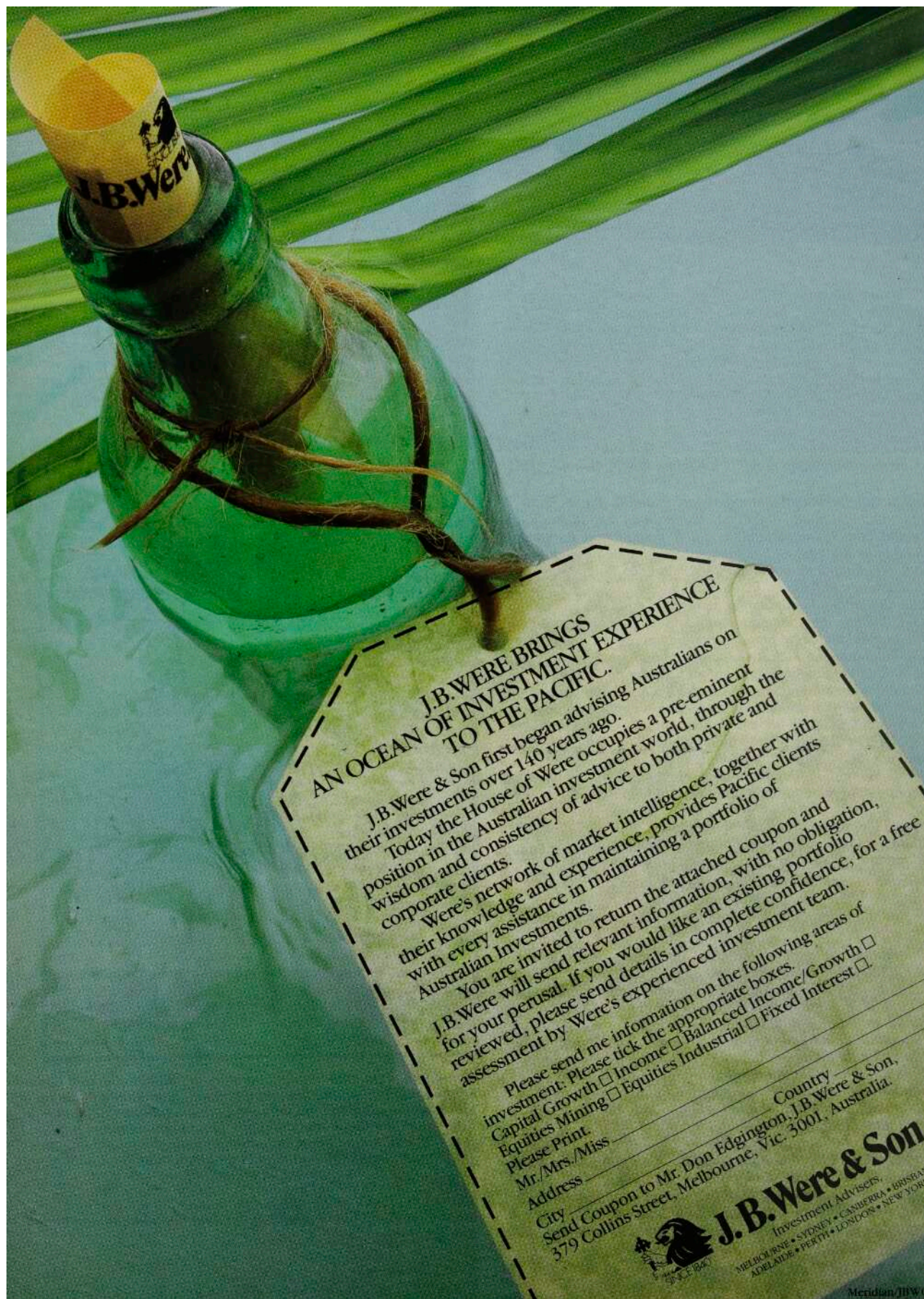
Two senior officials of Palau, one from the Olbiil Era Kelulau and other from the Bureau of Health Services conferred one day last week about the harmful effects that alcohol has wrought in the country.

They pooled their facts together and came up with some very alarming statistics: 90 per cent of all crimes committed in Palau and four out of five road accidents were alcohol-related. But it seems that alcoholism does not only stalk the courts and the roads of Palau, it has also broken into the offices and crept towards job sights causing a 40 per cent fall in work productivity especially on days after weekends or holidays.



A brave attempt at emancipation of the sexes in Papua New Guinea has withered and failed — the University of Papua New Guinea's annual beauty contest will not, now, include men. The co-ordinator of the quest, Emily Dirua, admitted defeat when nominations closed with eleven girls on the list and no men. "Most students don't have the courage until the last minute," she said. "It is only then that they make the decision."

Male students had thought about lampooning the contest, but abandoned that in favor of ignoring the invitation entirely. "What have men got to show?" demanded one student. PNG Post-Courier cartoonist, Grass Roots, showed he agreed that men students were less than appetising.



**J.B. WERE BRINGS
AN OCEAN OF INVESTMENT EXPERIENCE
TO THE PACIFIC.**

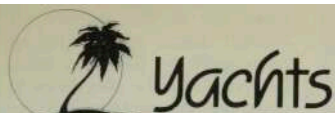
J.B. Were & Son first began advising Australians on their investments over 140 years ago.
Today the House of Were occupies a pre-eminent position in the Australian investment world, through the wisdom and consistency of advice to both private and corporate clients.
Were's network of market intelligence, together with their knowledge and experience, provides Pacific clients with every assistance in maintaining a portfolio of Australian Investments.
You are invited to return the attached coupon and for your perusal. If you would like an existing portfolio reviewed, please send details in complete confidence, for a free assessment by Were's experienced investment team.

Please send me information on the following areas of investment: Please tick the appropriate boxes.
Capital Growth ☐ Income ☐ Balanced Income/Growth ☐
Equities Mining ☐ Equities Industrial ☐ Fixed Interest ☐

Mr./Mrs./Miss _____
Address _____
City _____
Country _____
Send Coupon to Mr. Don Edgington, J.B. Were & Son,
379 Collins Street, Melbourne, Vic. 3001, Australia.

J.B. Were & Son
Investment Advisers
MELBOURNE • SYDNEY • CAMBERMA • BRISBANE
ADELAIDE • PERTH • LONDON • NEW YORK
SINCE 1841

Meridian/JBW



IAN G. MENZIES re- ports from Darwin, Australia:

● SAUNTER. Alan Steadman, from Barry on the South Glamorgan coast of Wales, is not one to make a circumnavigation in a hurry. He is now in his ninth year at sea, with many miles still ahead of him.

I caught up with Alan as he was completing the anti-fouling of his Morris Griffith-designed ketch on the beach in front of the Darwin Sailing Club. *Saunter*, a centre-boarder with full bilges and a minimum draft of 1.5 m, is easy to beach for repairs and anti-fouling — as the photograph will verify.

At sea, the centre-board down increases *Saunter's* draft to 2.1 m. With a LOA of 10.1 m, and a beam of 2.9 m, this sturdy vessel's hull is built of GRP with marine ply used for the superstructure. Alan purchased the bare hull and did the entire fitting-out himself.

Alan's single-handed circumnavigation commenced in July '76, with coastal passages via France and Spain to Morocco and thence across the Atlantic to the Caribbean. Using his qualifications as an industrial engineer, Alan was then able to secure work for almost three years on the numerous small cargo ships that traded throughout the Caribbean.

From Panama, *Saunter* made passage to the Galapagos Islands



Saunter, Alan Steadman's 10-metre ketch, lies on her side on the beach near the Darwin Sailing Club. Alan had just completed anti-fouling and was waiting for the tide to refloat.

and then on to Pitcairn, an island which he found to be "totally timeless and one of the high spots of the entire passage." Alan's Australian landfall was at Bundaberg and then down the east coast to Mooloolaba and Brisbane. New Zealand was *Saunter's* next lengthy stop-over, while Alan hitch-hiked round the South Island. Then it was back to Bundaberg, north through the Whitsundays and uneventful passage to Gove and Darwin.

With the years of passage-making behind him, Alan had some pertinent comments to make both about fitting out and single-handing. *Saunter* is equipped with a Volvo diesel — Alan now realises that this was a mistake. Volvo spares are both expensive and, in some parts of the world, not readily available. His advice is to fit engines that have land-based industrial/commercial counterparts — like Perkins, Ford, Yanmar, British Ley-

land, to name a few.

Electronics abroad *Saunter* are virtually nil. An RDF and a VHF radio, though both functional, are hardly ever used. Alan's attitude is to keep his vessel as simple as possible — less expensive and much easier to maintain. Even Alan's self-steering is one that he built himself, and it has not let him down.

One of the major problems in single-handing, Alan says, is that when the vessel is anywhere near land, there is no chance of relaxing. Landfalls have to be planned at least 12 hours ahead, and you must pace yourself so that you get sufficient rest. When hazards or landfalls are imminent, you must have the capacity to keep going until the dangers are past.

Alan has had occasional crew on board, and found that the fairer sex are far superior. He says they make life a lot easier and seem to take a lot more interest in a vessel — they care. Who said there was such a thing as sexism at sea!

From Darwin, *Saunter* has made passage for Christmas Island and then South Africa.

● FREESOUL. John Biddlecombe is an Australian designer with an enviable record in cruising yacht design. His latest Citation 34 has met with instant success, but one of his most popular designs in recent years has been the Manitou 32 of the 1970s. *Freesoul* would have to be one of the most well-maintained



Kevin Martin and Annette Westman in the cockpit of their Manitou 32, *Freesoul*. The couple are cruising Papua New Guinea waters.

and fitted out examples of this breed.

Purchased as a GRP hull and deck by Kevin Martin in May '79, she was eventually launched at Geelong (Victoria, Australia), about three years later. *Freesoul* is hull No. 60 of about 70 vessels that were built. Her vital statistics are LOA of 9.7 m, draught of 1.7 m, with 2136 kg of lead in her keel, giving her an unburdened weight of approximately 4.5 t.

Kevin undertook all the fitting-out himself, using King Billy Pine and Merbau (sometimes known as "poor man's teak"), to achieve an interior that has all the charm and traditionalism usually found in much older vessels. He can be justly proud of his efforts, not only because of the quality of his workmanship, but also because of some innovative design features that he has incorporated. One of the best is his collapsible chart table, so convenient in a vessel that has limited interior volume.

Perhaps the most interesting aspect of Kevin's fitting-out of *Freesoul* has been his careful selection of electronic and mechanical aids. All of it was done with an eye for space constraints imposed by a 9.7 m vessel, and budgetary limitations. He has chosen well.

The Volvo MD 7A diesel auxiliary



The Brandymer 41 ketch, *Chuklyn*, lies to anchor with the city of Darwin in the background. The Turnau couple have been cruising the South Pacific for the last five years.

of 9.8 kW, with offset prop, is fed from the 136-litre fuel tank. This unit also generates charging power for the four batteries, which are

wired to two separate banks. The top-opening refrigerator can be powered either from this 12-volt system, or from propane gas or 240-volt AC power, if required.

The galley, though small, is extremely efficient with a two-burner methylated spirit/alcohol stove fitted, and a portable single burner kerosine "primus" as a back-up. Fresh water is pumped to the sink from the 227 litres carried on board.

Communications are catered for by a 27 MHz Handic transceiver and a Fujion multi-band receiver. So accurate and powerful is the Fujion that Kevin also used it as an RDF. A Euromarine digital depth sounder, and a VDO Sumlog II, backed up by a Walker trailing log, complete the electronics. An Autohelm 1000 has also been installed, but its performance in rough weather has not been satisfactory. Kevin admits that his navigational equipment and communications, is basically for coastal work — he plans to upgrade before he attempts long-distance offshore passages.

Freesoul, like most other Manitou 32, is ketch-rigged. Kevin has altered the sail plan to a cutter-ketch with a self-tacking wishbone staysail. Winches are by Barlow with mast steps being made out of aluminium strips, pop riveted to the mast.

Beneath the waterline, Kevin has added a skeg aft of the rudder, to give the vessel better directional stability. If there is one criticism that

Kevin has of the double-ender Manitou design, it is that the aft cabin gives the yacht too much buoyancy aft. The skeg helps to overcome this problem. To improve water flow over the fully stainless steel rudder, Kevin has also fastened rubber flaps to cover the gap between rudder post and keel. All in all, some interesting and practical innovations.

For ground tackle, *Freesoul* has two 12.2 kg Plough anchors with the first warp of 30 m of 8 mm chain and 50 m of "Silver" rope, and the second with 6 m of 8 mm chain and a similar length of "Silver" rope.

I caught up with Kevin Martin, and his first mate Annette Westman, in Coffs Harbour on the New South Wales mid-north coast. With its very protected yacht harbour and equable climate, Coffs Harbour is fast becoming popular with cruising yachtsmen as a layover for the northern cyclone season, or just to "rest a while". As the couple had been cruising since August, Kevin was not resting, but putting his skills to work as an automotive mechanic to build up funds for the next leg of their voyage — via the Great Barrier Reef to Papua New Guinea.

● **CHUKLYN.** A couple who have been meandering their leisurely way across the South Pacific over the last five years are Lynne and Carl Turnau of Vancouver, Canada. Along the way they produced offspring in the shape of a daughter, Amber, now two-and-a-half.

Their means of transport has been *Chuklyn*, a Brandymer 41 cutter-rigged ketch constructed of fibreglass over marine ply. Her full keel, with cutaway forefoot, has made her a seakindly vessel, with space aplenty inside for the trio who now live aboard. Despite criticisms one hears of the work required to maintain wooden cruising vessels, Carl Turnau is happy with *Chuklyn*'s construction medium and condition. He said that his heavy use of wood preservatives during building ensured that there had been no deterioration in her timbers in the 10 years since she was launched.

Electronically though, the Turnaus have not had much success. Their EMI log has never worked satisfactorily, neither has the Seafarer 700 depth sounder. On the brighter side, their "ham" radio transceiver, a Yaesu FT 301, has given them continuously good performance over the last five years.

From Darwin, the *Chuklyn* was headed for Christmas Island, with the Turnau family yet to make up their minds whether they would head for South Africa, or the Mediterranean via the Red Sea.

HENRY CUMINES PTY. LTD.

LOCAL AGENTS AND REPRESENTATION

428 George St., Sydney.
Cables: Henco Sydney.
G.P.O. Box 3949.
Telephone: 232 5377.

For specialised and personalised buying service throughout the Pacific Islands and the East.

Resident Agents in other Pacific Territories.

PAPUA NEW GUINEA

RABAUL: M. & C. Seeto,
P.O. Box 131, Rabaul.
Telephone 92 2919.
MADANG: W. Double,
P.O. Box 22, Madang.
Telephone 82 2696.

FIJI

K. Witherington Ltd.,
P.O. Box 293, Suva.
Telephone 22 356.

VANUATU

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

SOLOMON ISLANDS

Mr. Tom Lo,
P.O. Box 327, Honiara.
Telephone 399

Exporters General Merchants

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 Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney, (27-1671)

AUSTRALIA - NEW CALEDONIA - FIJI - SAMOAS - TONGA - NZ

Pacific Forum Line operates a fully containerised service (general, reefer and ro-ro) from Sydney to Noumea, Lautoka, Suva, Apia, Pago Pago, Nuku'alofa, Lyttelton, 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; SCONZ, Christchurch.

AUSTRALIA - LORD HOWE IS. NORFOLK IS.

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

Details Hetherington Wesfarmers 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., Goldfields House, 1 Alfred Street, Circular Quay, Sydney (232-2277), Tlx 122143.

KAP New Guinea Lines call Tarawa after PNG ports on a 35 day basis from Melbourne and Sydney/Brisbane.

Details from K. Asia Pacific Pty. Ltd., Goldfields House, 1 Alfred Street, Circular Quay, Sydney (232-2277), Tlx 122143.

Warner Pacific Line operates a 6 weekly containerised/breakbulk service to Tarawa from Melbourne/Sydney/Brisbane and Auckland. Details from Hetherington Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671); MacKay Shipping Ltd., Downtown House, Queen Street, Auckland (30-229).

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 Wesfarmers 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 between Sydney and Melbourne to Auckland, Wellington, Lyttelton and Port Chalmers.

Details from ANL, 20 Bond Street, Sydney (232-0444) or P.O. Box 22387 G.P.O. Melbourne 3001 (611-2323) or Shipping Corporation of New Zealand, P.O. Box 3344 Wellington (72-8500).

AUSTRALIA - MARSHALL IS.

Warner Pacific Line operates a 6 weekly containerised/breakbulk service to Majuro from Melbourne/Sydney/Brisbane and Auckland.

Details from Hetherington Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671); MacKay Shipping Ltd. Downtown House, Queen Street, Auckland. (30-229).

AUSTRALIA - MARIANAS - GUAM FSM - PALAU

Micronesia Transport Line operate a 55 day containerised/breakbulk service from Melbourne/Sydney/Brisbane and Auckland to Palau, Yap, Guam, Saipan, Truk, Ponape and on inducement, Kosrae.

Details from Hetherington Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671); Sofrana Unilines Customs Street, Auckland (77-3279).

AUSTRALIA - NZ - FIJI - TONGA VANUATU - NEW CALEDONIA SOLOMONS - NEW GUINEA

Sitmar Cruises operates a year-round cruise program from Sydney to include the better known ports in the above countries, plus a number of unspoilt and largely unknown, island paradises.

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 - PNG - SOLOMONS - VANUATU - NZ

Pacific Forum Line operates a containerised and ro-ro from Brisbane to Port Moresby, Lae, Honiara, Port Vila, Lyttelton, Napier and Auckland.

Details from: Union Bulkships, Brisbane Steamships Shipping, Port Moresby and Lae; Sullivan's Ltd, Honiara; Vila Agents Port Vila; SCONZ Christchurch, Napier and Auckland.

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., Goldfields House, 1 Alfred Street, Circular Quay, Sydney (232-2277), Tlx 122143.

Warner Pacific Line operates a 6 week containerised/breakbulk service to Funafuti from Melbourne/Brisbane/Sydney and Auckland.

Details from Hetherington Wesfarmers Shipping Agency, 37-49 Pitt Street, Sydney (27-1671); MacKay Shipping Ltd., Downtown House, Queen Street, Auckland (30-229).

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., Goldfields House, 1 Alfred Street, Circular Quay, Sydney (232-2277), Tlx 122143. Dalgely Shipping, World Trade Centre, Melbourne (616-6700).

AUSTRALIA - PNG - SOLOMONS

Sofrana Unilines (Aust.) P/L operates a 3-4 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); Nedlloyd 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, P.O. 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); Nuigini Express Lines, Port Moresby (21-4572); Lae (42-1536); Nuigini Island Cargo Services Pty. Ltd., Rabaul (922-467); Bougainville Agencies Pty. Ltd., Kieta (956-089); Robert Laurie (PNG) P/L Madang (82-2157); Garamut Enterprises P/L Wewak (86-2106); Burns Philp (PNG) Ltd. Kavieng (94-2133); Alotau Stevedoring & Transport, Alotau (61-1318); Ngatia Wholesalers Pty. Ltd., Kimbe (93-5102); and Tradco Shipping, Mendana Avenue, Honiara (22588); Vila Agents 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

PUBLICATIONS OF The Journal of Pacific History

GIRMITIVAS: The origins of the Fiji Indians by Brij V. Lal
The social and economic background of Indians indentured to work in Fiji. Important for the understanding of all overseas Indian communities originating from indentured migration.
\$A9.75 (\$US11) plus p&p \$A1.75 (\$US2)

THE CROSS OF LORRAINE IN THE SOUTH PACIFIC: Australia and the Free French movement 1940-42 by John Lawrey
Post-contact history of New Caledonia leading up to the overthrow of the local Vichy administration and the Allied counter-offensive in the Pacific.
\$A8.50 (\$US11.50) plus p&p \$A1.75 (\$US2)

OUT OF ASIA: Peopling the Americas and the Pacific edited by Robert Kirk and Eموke Szathmary
Papers from The Journal of Pacific History's "Peopling the Pacific" issue (XIX3-4), plus papers by leading scholars on the origins and movements of populations in the Americas, Japan and the Philippines.
\$A-US18.50 plus p&p \$A1.75 (\$US2)

THE JOURNAL OF PACIFIC HISTORY concerned with the history and development of Pacific Island peoples
Published three times a year including the Bibliography and Comment issue. \$A20 (\$US25) annually. Post free.

From: The Journal of Pacific History Inc., Dept. of Pacific and South-east Asian History, Australian National University, G.P.O. Box 4, Canberra, ACT 2601, Australia

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 FJ 2199; 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 Surabaya, 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 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 Shipping, 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) 396-4256; 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 containerised 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.

Bali Hai service operates a monthly containerised 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 Yoko, Nagoya, Kobe, Guam, Saipan, Truk, Ponape and Majuro, returning via Yoko, Nagoya and Kobe.

Details from Burns Philp & Co. Ltd., 51 Pitt Street, Sydney (2-0547).

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-Uniilines 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 transshipment 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 - AUSTRALIA - PAPUA NEW GUINEA - SOLOMON ISLANDS - VANUATU

Pacific Forum Line operates a containerised and ro-ro service from: Lyttelton, Napier and Auckland to Brisbane, Port Moresby, Lae, Honiara and Port Vila.

Details from: SCONZ Christchurch, Napier and Auckland; Union Bulkships Brisbane; Steamships Shipping, Port Moresby and Lae; Sullivans Ltd, Honiara; Vila Agents, Port Vila.

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 Uniilines, 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.

YOUR BUSINESS PARTNER

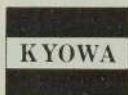
Japan S. Korea Taiwan Singapore Hong Kong

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-Shimbashi, 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.

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 Mr. A. Sieradzki. 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". SOLOMONS MELAN CHINE SHIPPING CO., LTD Telex 66335 HO "SYMCO". PNG STEAMSHIPS TRADING CO., LTD Telex 42423 NE "STEAM".

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 containerised and ro-ro 21 day service from Auckland to Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from: Pacific Forum Line, Auckland and Apia, Union Maritime, Lautoka, Suva and Nuku'alofa, 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 Tahitiennne 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, CTM-Tahiti Line, 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.

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; Mealelele (Western Samoa), Ltd. Private Bag, Apia, Western Samoa, Kneubuhl Maritime Service, Box 39, Pago Pago, American Samoa, 96799.

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, Port Kelang, Penang 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, Port Kelang, Penang 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, 1st Floor, Harbour Centre Bldg., 100 Thomson St., Suva (312-244), Tlx 2199 FJ and Vetari 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 (A'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 (A'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 (A'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 — 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 28 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 28-day frequency from the Philippine ports of Manila, Cebu, and Davao and General Santos and the Papua New Guinea ports of Rabaul, Lae and Kieta to

Hawaii, San Francisco and Los Angeles. Finally service is available from Davao, Cebu, Manila, Hong Kong, Keelung and Kaohsiung to Saipan, Guam, Honolulu, Lae, Rabaul and Kieta.

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; Anscor Transport and Terminals Inc., P.O. Box 7023-5, Metro Manila, Philippines (521-8074) Tlx 65021 ATTI PN.

US — HAWAII — SAMOAS — KIRIBATI — NAURU

Nauru Pacific Line operates regular conventional and container services from San Francisco and Honolulu to Christmas Island, Pago Pago, Apia, Tarawa and Nauru.

Details from N.P.L. (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 (415-543-4517); 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.

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

Port Agents

- Papeete**
Morgan-Warner
Boile Postale 450
Cable "MACRE"
- Pago Pago**
Polynesian Shipping
Services Inc.
PO Box 1478
Pago Pago
American Samoa 96799
Cable "POLYSH"
- Apia**
Union Steam Ship Co.
of New Zealand
PO Box 50
Apia, Western Samoa
Cable "UNION"
- San Francisco**
Interocean Steamship
Corporation
455 California Street
Suite 1001
San Francisco, CA 94104
(415) 398-2000
Cable "INTEROC"
- Long Beach**
Interocean Steamship
Corporation
4624 E. Pacific Coast
Highway, Suite 100
Long Beach, CA 90803
(213) 493-1450
Cable "INTEROC"

Serving Polynesia is all we do—and we do it better!

One of Fiji's most respected Indian leaders, Swami Rudrananda, head of the Ram Khrishna mission, died at his Nadi ashram on the evening of June 30. He was 84.

The Swami had been ill for some time, and had been admitted to Lautoka hospital suffering from diabetes and cardiac problems. His condition did not improve and some weeks ago he asked his followers to carry him back to his ashram where he remained in serious condition until his death.

He was born in Madras in 1901 and came to Fiji in 1936, to begin setting up Sangam schools. He also helped set up the Sri Vivekanandan school at Nadi.

Swami Rudranandan was deeply involved in all aspects of Indian life in Fiji and was one of the founders of the National Federation Party.

He set up *Pacific Review*, an English-language magazine, and *Jai Fiji*, a weekly newspaper in Hindi.

After the 1959-60 sugar cane farmers' strike, Swami Rudranandan became a growers' representative on the newly-formed Sugar Advisory Council and he played an active part in sugar industry matters until his health became too poor to allow him to continue. He retired from that part of his life and concentrated on his religious work.

The National Federation Party called off its working committee meeting when they heard of the swami's death. In paying tribute to him the acting prime minister of Fiji, Ratu David Toganivalu said: "His death has removed from our midst a man whose personality had a profound effect upon many spheres of life in Fiji. He was a friend of the rich and of the poor, and all races had a place in his ashram and in his heart."

The president of the N.F.P., Mr Jai Ram Reddy, said that Swami Rudranandan's two ma-



Fiji Government ministers pay their last respects to Swami Rudrananda. In the foreground is the Minister for Co-operation, Livoni Nasilivata, and behind him the Minister for Forests, Ratu Josia Tavaqia — *Fiji Times* photo.

for qualities were that he was totally without fear and totally without malice towards man. He came to Fiji initially to serve the sangam, but stayed to render selfless service to the people, regardless of race or creed. — *From our Suva Correspondent.*

John Ah Kuoi

In Apia on June 13, aged 70.

One of Apia's most prominent businessmen, John Ah Kuoi was forced to leave school early because of their father's repatriation to China by Governor Richardson, according to his brother, Tuaoepe Tame.

Mr Ah Kuoi gained experience, and went into business on his own quite early.

Western Samoa's Prime Minister, Tofilau, Chief Justice Vaovasamanaia Filipo, Cabinet ministers and Opposition Leader Tupuola Efi were among the hundreds of mourners at the funeral of Mr Ah Kuoi.

Thomas Hagen

In Noumea in early July.

Tom Hagen was descended from two "foreign" families of New Caledonian settlers, the Hagens and the Johnstons. He was a grandson of the noted "Tibby" Hagen.

Before World War II the Hagen family had extensive commercial and shipping interests, but their "empire" is no more. The Johnstons, on the

other hand, retain their interests in commerce and cattle-raising.

Tom Hagen rallied to the Free French cause early, and sailed with the first contingent of New Caledonian volunteers to the front.

He rose to the rank of lieutenant, and with his fellow volunteers saw service in North Africa, Italy, southern France, and in later campaigns in northern France. He became one of the territory's most decorated servicemen.

After the war he worked with the Johnston companies, notably in the marketing of Shell oil products. When Shell set up their own outfit, he remained with the Johnston companies.

Hail fellow well met, Tom Hagen was very popular. He was particularly active in returned servicemen's affairs, and in helping returned men who had fallen on hard times. — *M. Aliboron.*

Manavolau Yabevula

On Goulburn Island, Northern Territory, Australia, on June 22, aged 38.

A Fiji Methodist Mission community worker, Yabevula was on his second stint working among the Australian Aborigines on Goulburn Island. His first term there, which officially ended last October, was very successful, and the Aborigines asked for it to be extended. His second term was due to end in

May, 1986, when he was to return to Fiji with his wife, Lewatu, and five children.

Yabevula was one of several Fiji Methodist Mission workers posted to Australia.

He joined the mission in 1980, and was sent to Australia in the following year.

Before that he worked for the Government and the Fiji Sugar Corporation after doing a bachelors degree in Tropical Agriculture.

Yabevula's body was flown from Australia for burial to his village of Nakama in Labasa.

His funeral was attended by more than 600 people, including the Commissioner Northern, Inoke Tabualevu.

Sione Olife Jacobsen

At Alofi, Niue, on June 5, aged 33.

Information officer of the Niue Government, Sione Jacobsen was a very versatile and talented broadcaster/journalist, and was one of the founding members of the present Te Reo O Aotearoa (the Pacific and Maori news services of Radio New Zealand).

He could also be regarded as such for Niue's Radio Sunshine, and the island's newspaper, *Tohi Tala Niue*, as he was the first scholarshiper to be actually trained in print and broadcast media for the island.

Tohi Tala Niue said in a tribute: "He will be remembered for the love of his island and people, and the contribution that he made towards improving media standards until the very day of his death."

Mollie Fairfax-Ross

In Sydney on June 25, aged 64.

Mrs Fairfax-Ross and her husband Basil spent most of their lives in Papua New Guinea, where Basil Fairfax-Ross served on the pre-independence Legislative Council for 12 years.

Mr Fairfax-Ross died last November. An obituary tribute to him appeared in PIM Jan. (p 36).



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 Pacific, 10 Ave Bruat, Papeete, telephone 25610.

HAWAII, UNITED STATES: Distribution — PIM, Hawaii, PO Box 22250, Honolulu, Hawaii, 96822. **Advertising —** Brian C. Agill, Apt. 1306, 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 WORLD MEDIA 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

American Samoa	SUS21
Australia	Aust\$18
Canada	SUS27
Cook Islands	NZ\$30
Fiji	Aust\$19
French Polynesia	SUS22
Guam	SUS23
Hawaii	SUS23
Japan	SUS22
Kiribati	Aust\$19
Micronesia	SUS23
Nauru	Aust\$21
New Caledonia	SUS22
New Zealand	NZ\$30
Niue	NZ\$30
Norfolk Island	Aust\$18
Northern Marianas	SUS23
Papua New Guinea	Aust\$23
Solomon Islands	Aust\$19
Tonga	Aust\$19
Tuvalu	Aust\$19
United Kingdom	Stg\$15
U. S. Mainland	SUS27
Vanuatu	Aust\$19
Western Samoa	Aust\$19
Elsewhere	Aust\$25

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

Aggie Grey	66
AIWA	14
Amatil	68
Bank Line	55
British Aerospace	11
Clarion	36
Columbus Line	55
Commonwealth Secretariat	18
Dept. of Trade	4
Bryan Griffin	66
Hawker Pacific	22
Hawker Siddeley	26
Henry Cumines	60
Hitachi	2
Hudson Homes	50
Japan Air Lines	38
Kyowa	62
Matsushita	6
Nissan	20, 21
Output Media	18
Pacific World Directory	46
Papua Hotel	66
Pioneer Electric	32
Polish Shipping	63
Polynesian Shipping Lines	64
Position Wanted	66
Sheaffer Pen Textron	17
Toyota	34, 35
Tutt Bryant	28
J. B. Were & Son	58

TROUBLESHOOTER AVAILABLE

Qualified Accountant/
Administrator/
Management
Consultant

with many yrs. Island
experience seeks long
and short term
assignments.

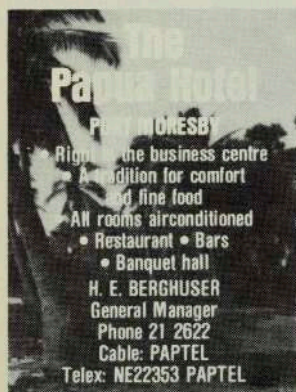
Please reply

Box 437, Townsville
4810, Australia

ART FOR SALE

"Poem in black" 1/15 print (LE), Ilam series by Ralph Hotere (NZ): 2 of 70 x 50 cm portraits, acrylic on paper (ingres) one bi and other polychromatic by Nga Te Ariki (Cook Islands). Also large collection (20 pieces) of eastern Polynesian ethnographica. All reasonable offers considered. Works are sold individually or collectively.

Phone Peter Edwards Melbourne (03) 787-1627



FLYING POSITION WANTED

Pilot, aged 46 wishing to settle in Pacific area requires a permanent flying position (full time or casual).

Experience, senior com. with inst. rating 12,000 hours, mostly as first officer on Qantas 707's and 747's.

Only ties are a 52 foot yacht requiring a safe harbour.

Reply to:

Bryan Griffin
P.O. Box 169
GYMEA, NSW 2227
AUSTRALIA. Phone (02) 521-4809

Aggie Grey's Hotel

Stay at Aggie Grey's...
the South Pacific's
legendary hotel.

Situated right in the heart of Western Samoa. Enjoy Polynesian 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 Steamship Company of NZ, Pan Am, Air New Zealand or direct to Aggie Grey's, Apia, Western Samoa. Cables: 'AGGIES' Apia.

TOYOTA PRESENTS THE "MORE" MACHINE.

Toyota believe in giving you more for your money. And that's just what our new three-wheeled electric forklift does. Look it over closely. Compare. You'll see that no matter how you measure it, the new Toyota electric forklift challenges the very best of its class. And best of all, it offers you world-famous Toyota reliability. We build more quality in, so you get more value out.

6.6 kW

(all 48V models)

MORE LOAD HANDLING

POWER A powerful 6.6 kW load handling motor takes on the biggest jobs with ease — something that can't be said for most electrics.

320 mm/sec.

(2FBE10 48V model)

MORE EFFICIENCY — QUICKER LIFT SPEED

Wasted time is wasted money. So Toyota help you get the job done. Fast. Its 320 mm/sec. lift speed is among the quickest in this class.



1350 mm

(minimum turning radius, 2FBE10 model)

MORE MANOEUVRABILITY

With a remarkably small 1350 mm turning radius, and rugged, compact body, this new Toyota is at home in cramped quarters.



THREE-WHEELER



2x2.7 kW

(all 48V models)

MORE DRIVE POWER

Twin 2.7 kW drive motors deliver torque and power that rival even engine-powered forklifts. And overpower most other electrics in this class.

12.5 km/h

(2FBE10 48V model with cushion tyres)

MORE DRIVE SPEED

You can zip from one work area to another at a brisk 12.5 km/h top speed — among the best in this class.



18% (tanθ)

(5-minute ratings,
2FBE10 48V model)

MORE GRADEABILITY

With front-wheel drive traction and powerful twin drive motors, it can haul a full load up the steepest of inclines — even up to 18% tanθ!

MORE OPERATING EASE

All controls, including power steering, are designed to help the operator do his job — quickly and easily.

MORE ECONOMY

Toyota build in the kind of reliability and durability that result in long-term economy.

• A Toyota forklift. See for yourself one day soon.

TOYOTA

- Options and standard features differ according to region.
- Specifications are subject to change without notice.

- AMERICAN SAMOA: BURNS PHILP (S.S.) CO., LTD. TEL: 633-4281
- AUSTRALIA: THIESS TOYOTA PTY. LTD. TEL: 526-0333
- FIJI: AUTOMOTIVE SUPPLIES CO., A DIVISION OF BURNS PHILP (S.S.) CO., LTD. TEL: 383444
- GUAM: ATKINS, KROLL, INC. TEL: 646-1876
- NEW CALEDONIA: SERVICE IMPORTATION AUTOMOBILE DU PACIFIQUE TEL: 27-41-44

- NEW ZEALAND: ANDREWS & BEAVEN INDUSTRIAL EQUIPMENT LTD. TEL: 2780940
 - PAPUA NEW GUINEA: ELA MOTORS, BURNS PHILP (P.N.G.), LTD. AUTOMOTIVE DIVISION TEL: 217036
 - VANUATU/VANUATU MOTORS, A DIVISION OF BURNS PHILP (VANUATU) LTD. TEL: VILA 2341
 - WESTERN SAMOA: BURNS PHILP (S.S.) CO., LTD. TEL: 22611
- And distributors around the world.

N cop.

N
919
PAC

WHEN ONLY THE BEST WILL DO.

© The Benson and Hedges Company Pty. Ltd. 1983 GC1426/83 JWT016.P351