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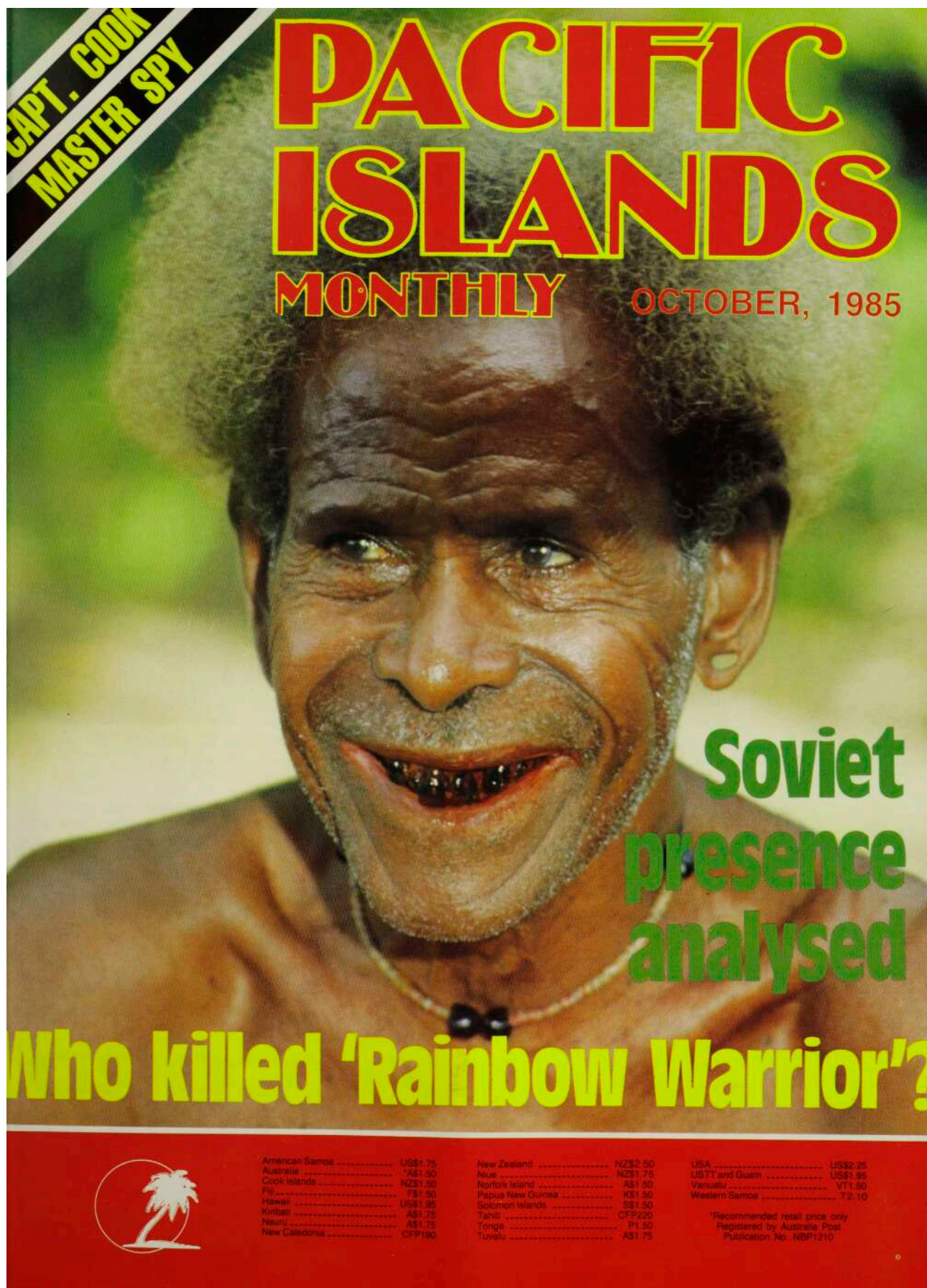
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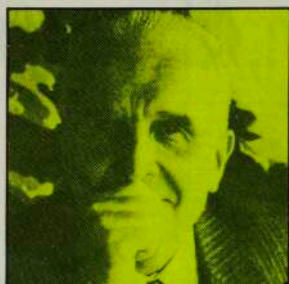
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PACIFIC ISLANDS MONTHLY



"Frédérique"

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IN THIS ISSUE

THE RAINBOW WARRIOR SCANDAL — Karen Mangnall in Auckland, Marie-Thérèse and Bengt Danielsson in Papeete, and Sue Williams in Noumea, report on the ever-widening consequences of the bombing in Auckland Harbor on July 10 of the Greenpeace vessel, *Rainbow Warrior*. Two agents of the French external intelligence bureau, DGSE, Dominique Prieur and Alain Mafart, face trial in Auckland early next month in connection with the affair, in which Greenpeace photographer Fernando Pereira lost his life.

PNG ATHLETES SHINE AT MINI GAMES — Lawrence Bailey writes from Rarotonga on the South Pacific Mini Games held in the Cook Islands at which for the first time Papua New Guinea emerged as the pre-eminent regional athletic power.

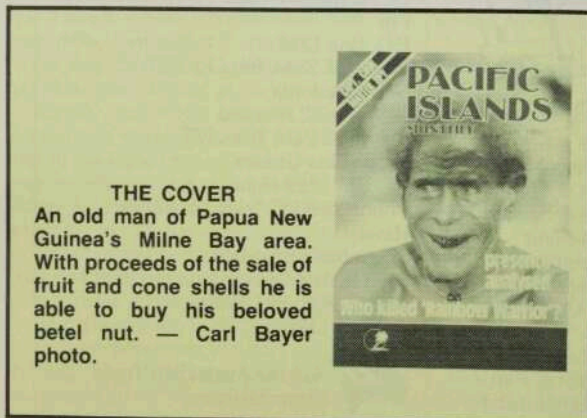
NEW CALEDONIA READIES FOR POLL — Sue Williams in Noumea reviews the scene as the French territory prepares for its second election in less than 12 months, due on September 29.

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THE COVER
An old man of Papua New Guinea's Milne Bay area. With proceeds of the sale of fruit and cone shells he is able to buy his beloved betel nut. — Carl Bayer photo.

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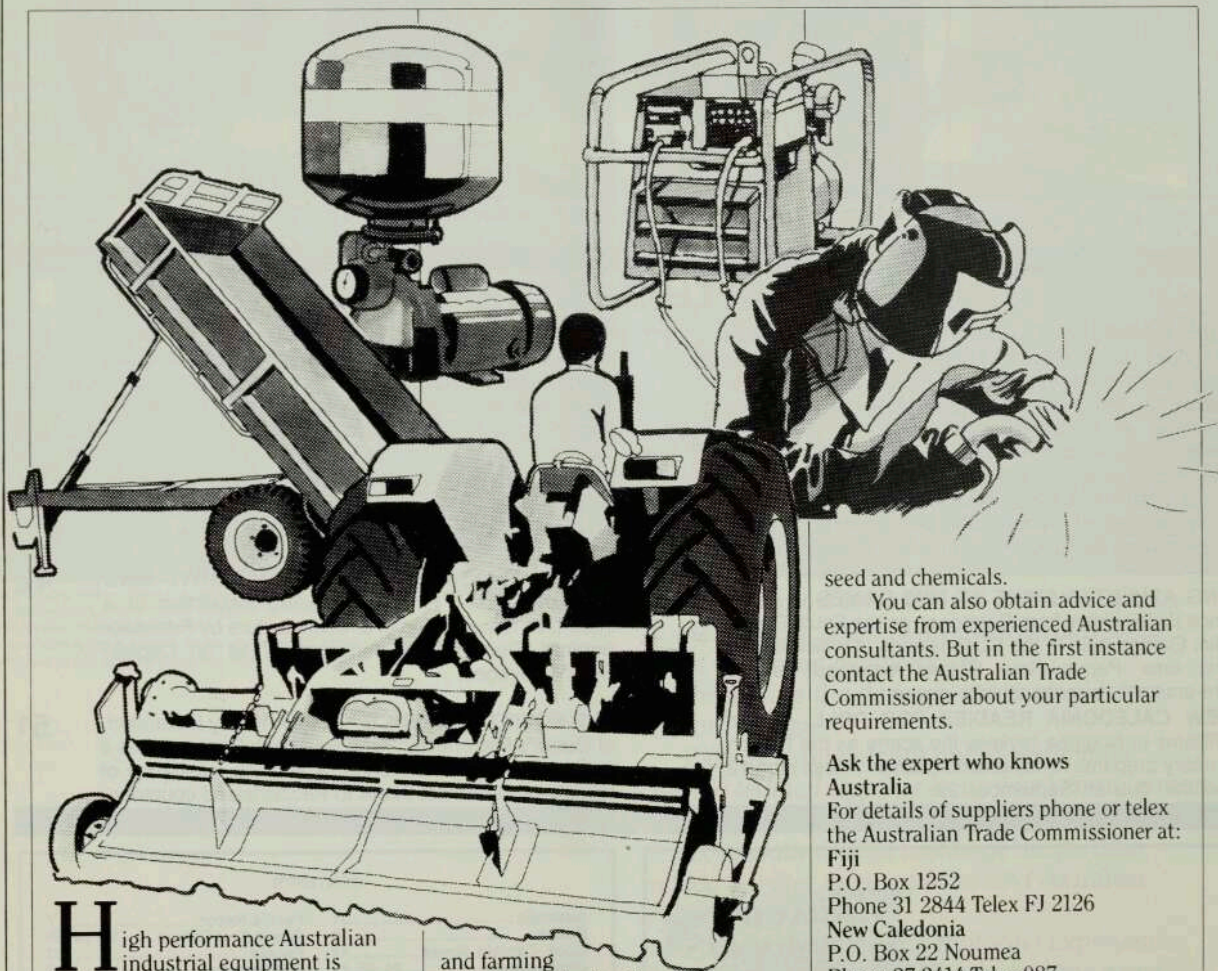
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Of ships and bombs and tuna fish . . .

At first thought there is not much connection between nuclear testing and tuna fish and yet there are similarities to be seen in the attitudes displayed towards the people, and the environment, of the Pacific by the American Tunaboat Association, and the French government. Arrogance is a word one might choose to use; insensitive is another and pig-headedly selfish a portmanteau third.

In this issue we devote considerable space to the extraordinary saga of the bombing of *Rainbow Warrior*, the little Greenpeace ship due to lead a protest flotilla to gadfly the French nuclear test site on Moruroa atoll, in French Polynesia. We also publish a letter from the president of the American Tunaboat Association objecting to our long-standing criticism of the attitudes and fishing methods of some of his members. While the A.T.A. isn't yet into testing neutron bombs, nor the French extensively into violating Pacific exclusive economic zones, we think the two items display in common an alarmingly callous attitude of mind towards little countries largely unable to resist these intrusions.

The Greenpeace affair heaped egg on the French face, caused great chortling, even in their own country, over the ineptitude of their spies, and has had precisely the opposite result to that which the French initially sought when first they decided upon their incredible, hare-brained scheme.

Far from damaging Greenpeace, the affair has given their protest priceless international publicity.

Equally, one might propose, the refusal of the American tuna trawlermen to recognise the exclusive economic zones which the rest of the world honours, and the crude manner in which they, and the government they so effectively lobby in Washington, respond when the little island nations protest, cannot do the United States much good. It is worth considering how much the A.T.A. attitude contributed to the decision of Kiribati to cock a snook at the U.S. and sign a fishing agreement with the Soviet Union. Or, to put it rather more constructively, whether President Tabai would have been quite so keen to do business with Moscow had the American tuna men possessed a better reputation in the Pacific. As it is, Kiribati has done the locally logical thing and played one super-power off against the other to their own benefit, but the

region is discomforted to the extent that the already extensive, largely clandestine, Soviet presence in the ocean has been made a little more respectable and, upon that, will extend in the future.

The French political situation in the area, notwithstanding the Greenpeace affair, is similarly curious. Their current approach to the future of New Caledonia may be applauded. Given the background upon which they are trying to glue a solution, the temper and style of the more extreme whites (and also of some of the Kanak elements) and their own external policies, they have so far done much better than many expected of them.

In French Polynesia they are also instituting some constitutional changes which will give that territory a status very similar to that of the Cook Islands' good and constructive relationship with New Zealand. Gaston Flosse thus benefits from the efforts of the Caledonian Kanaks he professes to condemn.

But the nuclear testing program to which all Pacific nations, including Australia and New Zealand, so strongly object continues on Moruroa and Fangataufa, which uninhabited atolls have now been ceded in perpetuity to France; legally they are not now part of French Polynesia. Indeed, President Mitterrand decided to hold a court of his officials and administrators on Moruroa, presumably just to show that whatever ludicrous antics his spies might perpetrate, France remained determined to continue testing in other people's backyards. In this he is quite secure enough, even in French Polynesia, for while there will be in Papeete demonstrations against it, they will be small, for the program is less an issue inside that territory than outside it. That the rest of the Pacific was outraged by the visit appeared to bother the French leader not at all.

Yet, both the American trawlermen, and the supporters of France's Force de Frappe, must realise that the Pacific is no longer a remote region. It is growing rapidly in political and economic importance. The little island countries might not ever have much in the way of economic strength, but they have positions of considerable strategic value, and, today, governments perfectly capable of throwing spanners in quite large international works. And the more they feel insulted, ignored, or down-trodden, the quicker they will be to reach for the spanners.



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Pacific Report

KIRIBATI-SOVIET DEAL GOES THROUGH

The vexed issue of the signing by Kiribati of a fisheries agreement with the Soviet Union was apparently resolved with a vote of the Kiribati Parliament late in August rejecting a no confidence motion against the government for its handling of the affair. The parliamentary vote effectively ratified the agreement signed shortly before with the Russians in Manila. Under the agreement the Soviet fishing company Sovrybflot has rights to operate 16 fishing vessels within Kiribati's 200-mile fisheries zone for a year for a fee of about \$US1.5 million. Soviet vessels, however, will not be allowed to enter the 12-mile territorial limit. Nineteen MPs voted against the motion of no confidence, 15 voted for it, and there were two abstentions and one absentee. Speaking against the motion, President Ieremia Tabai said the government had the support of most Kiribati people, and there was no firm ground for the motion. He said the only reason the government had signed the agreement with the Russians was because the American Tunaboat Association had refused to do so. Referring obliquely to expressions of concern about the agreement by countries such as the U.S. and Australia, Mr Tabai had said in an earlier statement that his country of 56,000 people was deeply insulted by the attitudes of some nations in the affair. He said he did not accept that the presence of Soviet fishing boats represented a threat to Western security in the region. Rejection of the no confidence motion led immediately to the announcement of the formation of a new political party in Kiribati. Called the Christian Democratic Party, it consists of the 15 Opposition MPs, who say they will campaign for a referendum on the Soviet fishing issue, and that the result of the referendum should be binding on the government. If the government refuses a referendum, a petition would be taken up throughout the country. As a last resort, they say they would consider possible secession from Kiribati. Vanuatu has also been approached by the Soviet Union for a similar agreement, and its offer is being studied by an inter-departmental committee. But a Vanuatu Foreign Ministry spokesman said that Vanuatu would wait to see how the Soviet-Kiribati agreement works out before making a decision.

U.S. URGED TO SIGN FISHERY ACCORDS

An American specialist on the South Pacific says the U.S. must end its neglect of the area in order to keep an eager Soviet Union out. In a report to the Heritage Foundation, a conservative group with close links to the U.S. Government, Mrs Dora Alves recommends that the U.S. reach regional fishing agreements with the South Pacific nations, provide help in developing their all-important fishing industry, and increase America's diplomatic presence in the region. Mrs Alves, a former specialist at Georgetown University's Centre for Strategic and International Studies, said the younger generation of Pacific island leaders now taking power were concerned with economic development. They were angered over what they saw as U.S. insensitivity, and were therefore prepared to consider Soviet offers of economic assistance. Mrs Alves said that following the Kiribati fishing agreement with the Soviet Union, the U.S. must make its top priority in the region the conclusion of a fisheries agreement.

SALII IS NEW PALAU PRESIDENT

Senator Lazarus Salii, who, as head of the Micronesian Political Status Commission, played a large part in the negotiations with the United States over the political and economic future of the Micronesians when the Trust Territory agreement ends, is the new President of Palau. He defeated acting President and former Deputy President Alfonso Oiterong by 608 votes in the election which followed the murder on June 30 of President Haruo Remeliik. Senator Salii has 4040 votes and Mr Oiterong 3432. Four men arrested in connection with the Remeliik killing have been released for lack of evidence.

SOMARE DODGES NO CONFIDENCE MOVE

A parliamentary adjournment, a week earlier than expected, saved Papua New Guinea Prime Minister Michael Somare in early September from facing a no confidence motion tabled by former

Prime Minister Sir Julius Chan, leader of the opposition People's Progress Party. The motion was to have been seconded by National Party leader Mr Iambakey Okuk, who left the coalition government because, he said, his party was not given its fair share of ministries. Sir Julius said he was obliged to move a motion of no confidence because the management of the country was in a mess. During a debate a few days before the adjournment, the government failed in an attempt to have parliament dissolved and fresh elections called, the motion being defeated twice on the voices. Mr Somare survived a no confidence motion tabled in March by Sir Julius, but he faces strong criticism for the government's moves in combating the crime wave by imposing a curfew in Port Moresby, the capital, and accusations by former Deputy Prime Minister Mr Paias Wingti that he had associated himself for several years with an Australian airline, Pelair, formerly Wings Australia Ltd., "mentioned" in inquiries in Australia into the drug trade. A commission of inquiry, instigated by Mr Somare to probe allegations made against him, has been appointed. National Court Judge, Mr Justice Bredmeyer heads the commission which includes Silas Samual and Martin Loi, two senior magistrates. Announcing the inquiry, Deputy Prime Minister Father Momis said the inquiry would also cover the sale of the government executive jet and the purchase of three Israeli-made Arava aircraft for the PNG Defence Force. Father Momis said allegations against the government and the Prime Minister were serious and it was proper that they should be investigated.

GREENPEACE GARNERS BIG BUCKS IN N.Z.

A third Greenpeace vessel left Auckland early in September to join the vessels *Vega* and *Alliance* which set sail in August for the nuclear protests cruise to Moruroa which was to have been led by the bombed former North Sea cod boat, *Rainbow Warrior*. It was the yacht *Breeze*. In a telegram to its skipper, Jim Cottier, New Zealand Prime Minister David Lange wished him well and described the action in joining the flotilla as courageous. He said the voyage stated clearly to French authorities the opposition of the people of the South Pacific to French nuclear testing. A new ship to lead the flotilla, a former sea-going tug bearing the name *Greenpeace*, was at the time on its way from Europe to lead the flotilla. Reports from Papeete said a French naval vessel would leave there in mid-September to prevent *Greenpeace* and the other craft from entering French territorial waters. Meanwhile demonstrations were held in Auckland on September 7 against French N-tests. About 100 demonstrators gathered outside the office of the French airline UTA. They also marched to the entrance of a store selling French products, in support of a proclaimed 30-day boycott of French goods. The French newsagency, AFP, reporting from Wellington, said the boycott had received little support. But the newsagency reported that in two months following the *Rainbow Warrior* sinking on July 10, the *Greenpeace* organisation had received almost \$NZ200,000 in donations from the New Zealand public.

BARRICADES IN CALEDONIA AFTER GIRL SHOT

An uneasy calm had been restored by mid-September in the east coast region of New Caledonia following two days of trouble caused by the shooting of a young Melanesian girl. Sue Williams reports from Noumea that gendarmes had dismantled barricades blocking the main east coast road. The barricades were set up by Kanak independence supporters near the town of Ponerihouen. However, the region was still not considered safe, and residents were being advised to stay off the roads. The trouble began on September 4 when the 15-year-old girl was shot and seriously wounded. A 22-year-old man has been charged over the incident. However, the Kanak independence movement, the FLNKS, gave the authorities until September 9 to expel the man's family from the area, along with the head of the gendarmes in the Ponerihouen area. The independence movement has also directed that non-Kanaks will not be allowed to circulate among the tribes of the region. If these conditions were not met, local FLNKS members said they would boycott the September 29 regional election.

WARRIOR: FRENCH 'STINGINESS' FACTOR

Nancy Wake, Australian-born heroine of the World War II French Resistance — George Medal, Croix de Guerre with Palm and Bar, Croix de Guerre with Star, Médaille de Résistance, American Medal of Freedom, member of the Légion d'Honneur — knows her way around the world of French intelligence organisations better than most. In comments made to interviewer John Hallows in *The Weekend Australian* of September 7-8 she showed (a) that she had not the slightest doubt that French agents were responsible for the sinking of the *Rainbow Warrior* in Auckland on July 10, and (b) that she thought the action entirely justified. Her one point of criticism of the operation centred on what she called French "stinginess" — the delay in getting out of the country by the now jailed "Turenge" couple (read Prieur/Mafart) who stayed around so they could collect the deposit on the campervan they had hired. Ms Wake, now 73 and living in Sydney, told Hallows: "If I'd been blowing it up, I'd have got straight out of the country. Within half an hour, if possible — but before the search started. And if I'd been in their position, I would indeed have blown up the ship: it's a tragedy someone got killed, but I can understand why the attack was made. I'd have more sympathy for peace groups if they paid more attention to Russian nuclear weapons. I don't see why it's all right for Russia to test her bombs but somehow immoral for the West to be able to defend itself. But once I had blown up the ship I'd have been out of New Zealand before anyone started to look for me. But where the French went wrong was to submit to a typical piece of Gallic stinginess. The French always have to have the paperwork accounted for. So they went back to Whangarei or wherever it was to get the deposit back on the campervan." The interview took place on the occasion of the forthcoming publication of Nancy Wake's autobiography, *The White Mouse* — the Germans' code name for her during her wartime activities.

ANTI-COMMUNISTS SLAM KIRIBATI DEAL

A communique from the 31st general conference of the Asian-Pacific Anti-Communist League has criticised the granting of fishing rights to the Soviet Union by Kiribati. It said the fishing deal was a warning that the small nations of the Pacific needed greater economic support if communist expansion by Russia and China was to be stopped. The communique, which was released from the conference in Tonga's capital Nuku'alofa, said international communists were vying with each other for influence over the Pacific region. The league urged New Zealand not to withdraw from the ANZUS defence alliance with Australia and the United States, and also called for mutually beneficial investment among free nations of Asia and the Pacific. Over 100 delegates from 38 countries took part in the conference.

KENILOREA SURVIVES NO CONFIDENCE VOTE

Solomon Islands Prime Minister Sir Peter Kenilorea survived a no confidence motion in parliament on September 6. On the same day a settlement was announced to a damaging five-day-old strike by public employees. The no confidence motion tabled by Opposition Leader Solomon Mameloni charged Sir Peter with displaying a general lack of co-ordinated leadership, an inexplicable delay by the coalition government in presenting a national development plan, inefficient government financial management, and a deterioration in the country's economy. A walk-out by five government members the previous week resulted in parliament being suspended until September 2, thus preventing a debate on the no confidence motion. To add to Sir Peter's troubles, the whole of the Public Service went on strike in protest at the government's handling of the sale of government houses.

COOK ISLANDS PARTY DISOWNS REBELS

The Cook Islands Party has disowned four of its MPs who have remained with the government of Sir Thomas Davis. A coalition government between the CIP and Sir Thomas's Democratic Party broke up late in August. The CIP moved to the Opposition benches, and its September central committee meeting ruled that the four remaining on the government benches had, by their actions, deserted the party. However, the four MPs concerned, including Deputy Prime Minister Dr Terepai Maoate, said they still regarded themselves as CIP members, and the government as a coalition between the CIP and DP.

FUJI G.-G. VISITS MALAYSIA

Fiji's Governor-General Ratu Sir Penaia Ganilau was due to visit Malaysia in mid-September. His first official visit to the country was

seen as part of Fiji's effort to strengthen links with the countries of the Association of South East Asian Nations (ASEAN). Ratu Sir Penaia was expected to meet Malaysia's king and prime minister, among other dignitaries.

AT LAST, A NEW PANAMA CANAL?

The decades-long speculation about a "new" Panama canal took on a new lease of life in September with a Japanese press suggestion that before the month was out an agreement for a feasibility study on the problem would be signed in New York by U.S. Secretary of State George Shultz, and Japanese and Panamanian Foreign Ministers Shintaro Abe and Jorge Abadia Arias. Reporting from Tokyo, Clyde Haberman of *The New York Times* writes: The present canal, completed in 1914, is too narrow and shallow to accommodate modern bulk-cargo carriers and supertankers. Ships are limited to a maximum of 65,000 tons, and it usually takes them 20 hours or more to make the crossing. Three basic possibilities will be examined — enlarging the existing canal; building a new one; or improving rail, highway and pipeline links across the Panamanian isthmus. The late president of the Japan Chamber of Commerce and Industry, Shigeo Nagano, vigorously advocated a project which would enable fully loaded 300,000-ton tankers to pass through. His plan called for a waterway roughly parallel to the present canal and five kilometres to the west. It would be about 96 kilometres long and 215 metres wide, most of it dug inland with a section cutting across Gatun Lake. Mr Nagano, who died last year, said the proposal would reduce ocean travel time between Japan and the U.S.'s east coast by one-third. It would also give the U.S. more flexibility in moving aircraft carriers and other huge naval ships, he argued. His plan is taken seriously enough here to have drawn support from large construction companies such as Mitsubishi and Kashima and from the Industrial Bank of Japan and the Bank of Tokyo. However, the sheer expense of such a project has raised questions about its practicability. There also are long-standing disagreements about the probability of overcoming engineering problems caused by the fact that Pacific Ocean tides reach far greater heights than those of the Atlantic.

CCOP/SOPAC MEETS IN HONIARA

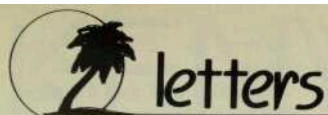
About 70 representatives were to attend a two-week meeting beginning in Honiara, Solomon Islands, on September 10 of a regional organisation assisting South Pacific countries to evaluate their mineral resources on or beneath the seabed. It was the 14th meeting of the Committee for co-ordination of Joint Prospecting for Mineral Resources in South Pacific Offshore Areas (CCOP/SOPAC). Member countries include Papua New Guinea, Fiji, Kiribati, Guam, Tonga, Cook Islands, Tuvalu, Western Samoa, Vanuatu, Solomon Islands and New Zealand. Technical advisers at the meeting were expected to come from a number of countries, including Australia, France, Japan, the United States, Britain, the Soviet Union, West Germany, the Netherlands and Norway. There were also observers from United Nations agencies. Included on the agenda were discussions on manned submersibles and remotely operated vehicles in the Pacific. There were also reports from groups studying resources and tectonics in the South Pacific.

SOUTH PACIFIC RUGBY TEAM FORMED

The South Pacific Rugby Confederation is to form a rugby team made up of players from the six countries that took part in the last South Pacific Mini Games held in the Cook Islands. A rugby official in Honiara, Solomon Islands, said the name of the team would be C.O.P.R.A., which stands for "Countries of the Pacific Rugby Association".

NEW POLL IN FRENCH POLYNESIA

The head of the local government in French Polynesia, Premier Gaston Flosse, in late August proposed to ask the Paris government to dissolve the Territorial Assembly and organise new elections two years ahead of the due date. An overwhelming majority of assemblymen endorsed his proposal — which put Flosse in a strong bargaining position when he was received in Paris on September 5 by French Prime Minister Laurent Fabius. A smiling Flosse emerged from the meeting and announced that Fabius had accepted not only the dissolution of the assembly but also an increase in the number of seats from 30 to about 40. Furthermore, according to Flosse, Fabius is also willing to scrap the brand-new statute, or constitution, which was celebrated with much fanfare during the recent Festival of Pacific Arts (PIM Sept. p.22), and replace it with a genuine system of self-government on the Cook Islands model. — Marie-Therese and Bengt Danielsson.

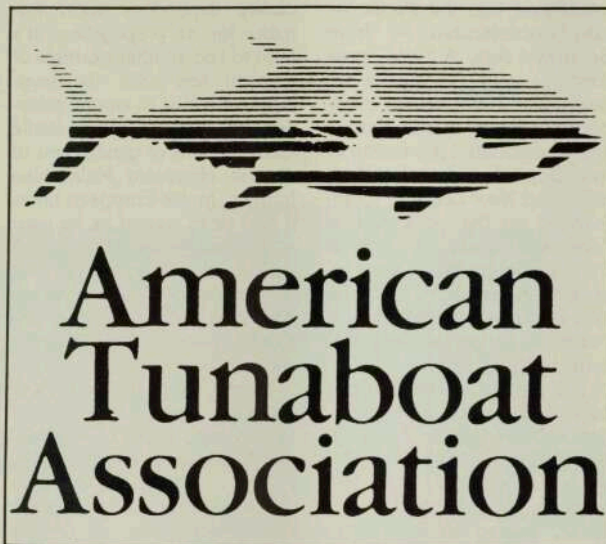


U.S. tuna men have their say

Concerning your PIM Opinion entitled "Sharks Among the Tuna" published June 1985: to charge that the United States and the American Tunaboat Association (ATA) "pay no regard to ecological or political consequences of fishing" is without factual foundation. The existing conservation treaties on tuna in the Atlantic and eastern tropical Pacific entered into and implemented by the United States with other countries, along with the recently signed tuna regional licence treaty signed by the United States and four Central American countries, attest to the intent and actions of the United States and ATA. The Eastern Tropical Pacific Treaty (IATTC) was entered into in 1949, the Atlantic Treaty (ICCAT) in 1966, and the San Jose (Costa Rica) Treaty in 1983.

Your Opinion in proposing that each government has the unilateral power to impose a direct charge on anyone who wants to search for tuna beyond the 12-mile territorial sea, or to deny anyone such opportunity, completely ignores the tuna consumer's interest in having an ocean protein resource available at an inexpensive price. The United States and ATA argue that if such charge is to be imposed on tuna fishermen, regardless of flag, that such action can only be justified if done by treaty on a multi-national basis within a particular ocean region. This is why ATA, in 1980, helped to introduce the concept of regional tuna licensing to the countries in the Central, Western and South Pacific.

With respect to your comment that a licence charge of five per cent on tuna fishermen on the value of the licence is fair, and that it would generate \$200 million annually for the Island governments, demonstrates complete ignorance of the economics and other data



regarding the fishery. Your proposal is fiction. Your dream-land proposal totally misleads your readers about the economic reality of fishing for tuna. Since 1980, our vessels have sustained an average price per

ton decline of over 30 per cent. Today, U.S. tuna fishermen leave port with no price on departure or guarantee. Price is determined by date of arrival, type and size of fish, and quality standards established by the

buyers. About 1.2 million tons of tuna are annually processed in the world for the canned tuna market. Another 500,000 tons is consumed raw, fresh or smoked. The distribution of tuna is worldwide and not, as suggested by your Opinion, restricted to the Pacific.

Finally, with respect to your view that catching tuna by net is bad, while catching by hook is good: we suggest that this gear conflict rages today within Japan, and you have forgotten that this competition between fishermen is as old as the history of men. Therefore, you are unfair in selecting Americans only as this issue, especially when the facts establish the actions of the United States to control its citizens on the matter of conservation, whether such citizens use the hook or the net to catch tuna.

AUGUST FELANDO,
President, American Tunaboat Association
San Diego, Calif.,
USA.

Niue's top postie posts a letter

I would like to comment on what was written in your PIM, May issue, Pacific Report, about the Niue Post Office.

You are quite correct with your heading "Niue Post Office Busy", but the rest of the information is incorrect. For the record:

(i) The Niue Post Office is not a branch of the New Zealand Post Office. It is part of the Niue Public Service. The NZPO Savings Bank services are provided on an agency basis;

(ii) The report you referred to was not that of the last financial year. It was for the previous financial year, the

period from April 1, 1983, to March 31, 1984;

(iii) The figure of \$1,979,808.00 is not the financial support the island received from Niueans living in New Zealand. The figure was for cheques, either deposited into Savings Accounts or payments for money orders sent by businessmen to NZ to pay their accounts. In 1983/84 the Island received only \$282,900 from NZ by Money Orders.

Sir, I do believe that your readers are entitled to know the facts.

Alofi
Niue

F. K. IKIMOTU,
Postmaster.

The paragraph was based on an item in the March 15, 1985, issue of *Tohi Tala Niue* which began: "The Niue branch of the New Zealand Post Office transactions in the last financial year showed steady trade ..." No mention was made of the post office being part of the Niue Public Service. The figure of \$1,979,808.00 was a mistake, the writer of the paragraph having looked at the entry under Receipts of Money Orders. Instead of writing \$1,864,297.35, which was the amount shown under Receipts, he took the figure \$1,979,808.00, which was the entry under Payments for Cheques. He assumed, wrongly, as the Postmaster points out, that the Money Orders had been received in Niue from expatriates in New Zealand. The PIM report described the amount as

"an indication of the financial support the island gets from Niueans living in New Zealand", not that the figure given was the actual amount sent by Niueans to their relatives. — Editor.

"No" to nuclear ship visits

In the June, 1985, issue of PIM a particular article caught my eye. This article was titled: *Nuclear Cruiser Visits W. Samoa* and it told of the American nuclear-powered guided missile cruiser the U.S.S. *Texas* being received into Apia Harbor on May 4 for a "goodwill visit".

Western Samoa's Prime Minister Tofilau Eti Alesana said that he "did not believe that this visit will cause any danger to Samoa." With all due respect, I'm afraid the prime minister was very wrong.

Between the Soviet Union and the United States there are over 50,000 nuclear weapons targeted at spots throughout the world and, rest assured, even American Samoa, as an American territory, is surely targeted, not because it is of any real military importance, but simply because there are so many of these weapons that the biggest problem is where to target *all* of them. The total power of these weapons is over 18,000 megatonnes, or the firepower of about 6000 World War IIs.

Now, what can Western Samoa do about this? Very simple. Instead of welcoming *any* of these nuclear ships from *any* nation with open arms, the government and country need to make a strong stand against such insanity by refusing to allow these ships into Western Samoan waters. Western Samoa would then be uniting with New Zealand in a plea for peace and sanity for our earth.

SAM BURRIS

Hilo Hawaii
USA

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

That duruka is far from "wild"

Pacific vegetables and fruits aren't mentioned often in the press or in popular publications, and when they are, the reader often gets the impression that they are either "wild" or were introduced into the Pacific — fully domesticated — from Southeast Asia. A "wild" case concerns your Tradewinds report (June 1985) on the cookbook, *A Taste of the Tropics* and its associated promotion of fresh tropical products into Australia and New Zealand. Commenting on the book and its "complete guide to tropical fruits and vegetables," your reporter is impressed by the inclusion of duruka (Fiji asparagus) "which is, in fact, a wild sugar-cane species."

The reporter perhaps cannot be faulted, for this misinformation appears right in the cookbook. But the authors of the book should know better. This plant is actually *Saccharum edule*, related to the sugar-canes. The edible part is the

undeveloped flower (the reader should not surmise that it tastes sugary — it doesn't). The point I want to make is that that the flower never develops fully and the plant itself is therefore completely dependent upon humans for its propagation. It's hard to find another example of a plant less wild. Its development is due to careful selection of one or more sterile sports by tens of generations of careful, observant Melanesian farmers. In pre-European times it had been spread as far west as the Malay peninsula.

Duruka is just one of the large roster of plants, including breadfruit and sugar-cane, originally developed by Melanesians.

Nevertheless I wish well to all involved in the promotion of fresh Pacific foods in Australia and New Zealand — especially to the growers! Your Tradewinds reporter added the useful information that duruka (known as *pitpit* in Papua New

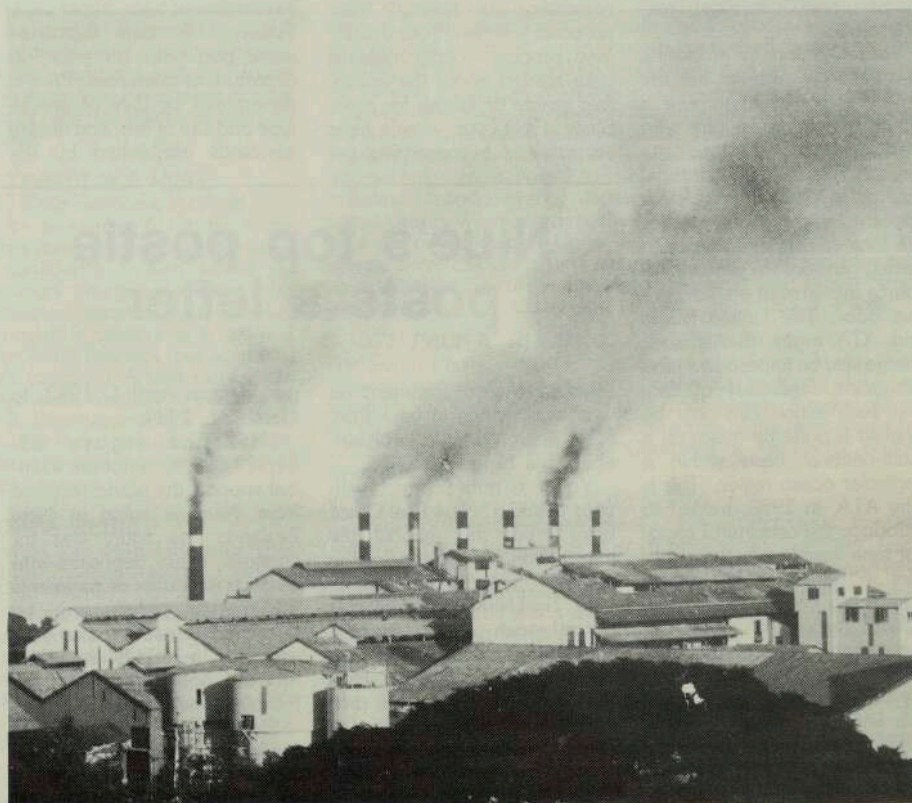
Guinea) is "delicious when braised in coconut milk." I would also add that it's excellent for a barbecue. Best to put the stems on, with leaves intact, before the fire is hot enough to cook the meat.

But we may have to wait a while to taste duruka here. In Fiji, the main crop is harvested in April and May.

N. BOWERS
Senior Lecturer,
Department of
Anthropology

University of Auckland
Auckland, New Zealand

Our reporter writes: As our correspondent will know, duruka, unfortunately, has a very short season. You gorge on it for a couple of weeks and then it's over. CSR's agronomists worked hard and long in their laboratory in Lautoka in the 1960s trying to cross the duruka with a cane species which flowered later than the duruka, the idea being to produce a duruka strain to give the gourmet a "repeat" season, some weeks after the original duruka season had ended. Sad to relate, they had no success. — Editor.



Lautoka sugar mills . . . scientists labored long and hard for a "repeat" duruka season.

KENWOOD

The advertisement features a Kenwood Spectrum 94WB stereo system as the central focus. The system includes a tall central rack unit housing a tuner, cassette deck, and CD player, flanked by two large black speakers with prominent white drivers. To the left of the speakers is a small, leafy green tree in a silver cylindrical pot. The background is a surreal, cosmic scene with a dark blue space filled with stars, a glowing blue comet streak, and a large, colorful rainbow beam of light descending from the top right. The floor is a light-colored grid pattern.

Spectrum series

Highlights of Spectrum 94WB shown:

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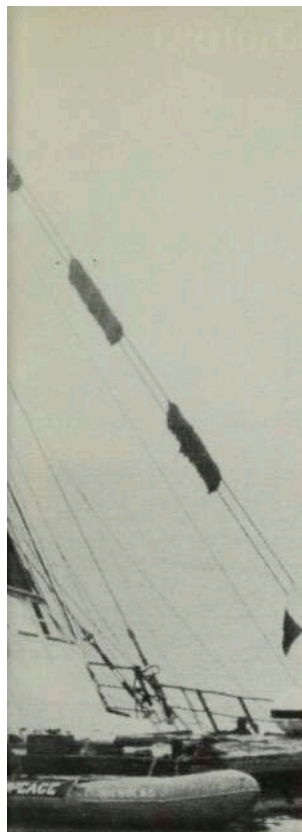
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"RAINBOW WARRIOR" SCANDAL

Saboteurs hoist France world-wide shame

The sabotage bombing in Auckland Harbor of the Greenpeace protest vessel, *Rainbow Warrior* captured instant world-wide attention and caused immense embarrassment to the French government and its defence ministry which, by all accounts, was deeply involved in the execution of a plot which, despite its elements of genuine tragedy and outrage, was more like a film farce than real life. In the following pages P.I.M. correspondents, KAREN MANGNALL, in Auckland, SUE WILLIAMS, in Noumea, and MARIE-THERESE and BENGT DANIELSSON in Papeete, chronicle an affair which has made the French secret service look ludicrous, and shown the power of steady, careful, methodical police work, even against a super-sensitive government department of a major nation. It also shows that big city people often under-estimate the powers of curiosity and observation inherent in small communities. The spies were spotted, and tracked, quite innocently, even sub-consciously from the moment they arrived in New Zealand.



into



On November 4, the doors of Auckland's District Court will open on New Zealand's most celebrated espionage trial. Its ripples have spread to France, implicating the French overseas secret service, the Direction Generale de la Securite Exterieur (D.G.S.E.), Defence Minister, Charles Hernu, and the wavelets have begun lapping at the door of President Mitterrand's office in the Elysee Palace.

In the dock will be two D.G.S.E. agents, Alain Mafart and Dominique Prieur. They are charged with murder, arson by use of explosives, and conspiracy to commit arson. Also charged with the same crimes, but in absentia, are three other D.G.S.E. agents, all highly-skilled underwater sabotage frogmen: Roland Verge, Gerald Andries and Jean-Michel Bartelo.

Also on trial will be French nuclear tests at Moruroa and France's conduct of its foreign and defence policies.

The first police witness is expected to be Greenpeace New Zealand anti-nuclear campaign coordinator, Elaine Shaw, who will set the scene of the Greenpeace protest campaign which brought the 40-metre *Rainbow Warrior* into Auckland harbor on July 7, 1985.

At ten minutes to midnight on July 10 two huge explosions ripped through the Greenpeace flagship as it was moored at Marsden wharf. The *Rainbow Warrior's* inhabitants jumped for the wharf or dived into the water as the ship sank in less than four minutes.

But Greenpeace photographer, Fernando Pereira, ducked below after the first blast to collect his beloved camera gear. He was trapped in his cabin by the second explosion and later discovered to have drowned.

Within minutes of the blasts the largest police (and press) investigation in New Zealand's history had been launched and was in the weeks following to reveal a sabotage operation flawed by French arrogance towards New Zealanders' powers of observation and deduction.

At about 9.30 pm on the night of the bombing Auckland police had received calls from an outboard boating club further along Auckland's waterfront. According to a police evidence document later obtained by the *New Zealand Herald* the witnesses saw a man in diving gear and wearing a red wool cap get out of a Zodiac inflatable dinghy. He was met by two persons -- later identified as the Turenges (real names Prieur and Mafart) -- who helped load some gear into a Newmans rental company campervan. Before coming ashore the man dumped a Yamaha outboard motor into Hobsons Bay, and also a small two-litre canister subsequently identified as a re-breather bottle used predominantly by the world's naval sabotage units to prevent air bubbles from breaking on the water's surface. All of these mysterious people vanished, but not before the witnesses noted the campervan's licence plate number.

By the morning of July 11 a police alert was carried throughout Newmans to be on the lookout for the campervan and its two occupants.

Meanwhile, as Royal New Zealand Navy divers scoured the explosion area and tried to discover the extent of the *Rainbow Warrior's* damage, the public was flooding Greenpeace's offices with donations of money and help.

At this point the police had recovered the Zodiac which had been abandoned on rocks near Hobsons Bay, but with its identity tag ripped off.

At 7 am on July 12 the staff of Newmans at an Auckland suburban office arrived at work to find the missing campervan and its two occupants, Prieur and Mafart, calmly waiting on the doorstep to return their vehicle early and collect their deposit money. Police were called and took them into custody where they were later charged with passport irregularities.

Interpol and foreign police agencies had already been called for help and Tahiti police questioned briefly a Frenchman, Francois Verlon, who had been briefly on board the *Rainbow Warrior* at 8 pm on the

night of the explosion.

New Zealand police later flew to Tahiti to question the man further and although they could not charge him with anything, they are still interested in talking to him again.

A public appeal for information on the campervan's movements in the North Island early in July brought a flood of witnesses from all around the area. One of these witnesses apparently gave such startling information that nine New Zealand detectives leaped aboard a Royal New Zealand Air Force plane on the afternoon of July 15 to fly to the Australian territory of Norfolk Island. There they questioned for several hours the crew of a Noumea-based charter yacht, *Ouvea*.

The yacht had set sail from the northern port of Whangarei on the morning of July 9. But evidence piled up in later weeks showing that the crew of the *Ouvea* -- the French frogmen and Dr Maniguet -- had met and entertained French agents Prieur and Mafart in the days preceding the bombing. Dr Maniguet had evaded the Norfolk questioning by flying to Sydney. He was later questioned there by New Zealand police, but was not held on any charge. He later flew to Singapore and then to his home in Dieppe, always protesting his innocence.

But, at Norfolk, forensic tests made of the bilges of the *Ouvea* revealed traces of plastic explosive. Police also found a document belonging to the yacht's skipper, Verge, which contained the cover name of Mafart, Alain Turenge. Photographs were recovered showing Andries and Bartelo in diving equipment, Bartelo wearing a red woollen cap.

But the police could not hold the *Ouvea* at that stage and her crew set sail for Noumea and disappeared somewhere in the Pacific ocean several days later.

The last item found on board the *Ouvea*, a map of Auckland with a private address handwritten on one corner, eventually led the police to Greenpeace headquarters. They put their heads together and came up with another D.G.S.E. agent, known as Frederique Bonlieu,



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"RAINBOW WARRIOR" SCANDAL

who had infiltrated Auckland Greenpeace during April and May of this year.

With detailed accounts from these Greenpeace people it became obvious that Bonlieu, later revealed as Lieut Christine Cabon, had fed back information to Paris, including the map, to help the bombers prepare their New Zealand itinerary.

On July 16 the French agents, under the names of Sophie and Alain Turenge, were charged on five counts of using false passports.

In the days following the evidence piled up. It emerged that the *Ouvea's* crew hired several cars, one with a big carrying capacity, which totted up huge mileages. Dr Maniguet travelled to Auckland and then to the South Island, ostensibly for ski-ing. Witnesses continued to come forward to place the Zodiac dinghy inside the campervan at various stages, linking the "Turenge"s with the *Ouvea* crew and providing pieces to fit into the puzzle on everyone's movements during the crucial week in early July, before the bombing.

It turned out that *Ouvea* arrived in New Zealand on June 22 at a deserted northern harbor called Parengarenga. The crew hired the yacht from Noumea Yacht Charters, through a Paris-based travel office called Odyssee Travel. Odyssee turned out to be a D.G.S.E. "front" operation.

After nearly capsizing at Parengarenga, the yacht travelled south via Whangaroa and Opuia (where they cleared customs for the first time, several days after first reaching land), to Whangarei.

As well as travelling around in cars the *Ouvea* crew proceeded to "live it up" in restaurants, inviting a steady stream of women on board the yacht and to their Whangarei motel.

On July 21, New Zealand detectives flew to Noumea to wait, in vain, for the arrival of the *Ouvea* and to check out whether the Zodiac, Yamaha outboard motor or the oxygen bottle could have been purchased there.

Only on July 23 were the

The Players in the Farce



Christine Cabon



Dominique Prieur



Roland Verge



Gerald Andries



Jean-Michel Bartelo

So many figurative cloaks, daggers, bombs and black hats fill the chronicle of what was, in many respects, an incredible spy farce that it is necessary to provide a cast of characters. They are:

1. **Lieut. Christine Cabon** (alias **Frederique Bonlieu**). An agent of the Direction Generale de la Securite Exterieur (D.G.S.E.) in the intelligence-gathering/evaluation wing, assigned to infiltrate Greenpeace in Auckland. In early 1985, using an old D.G.S.E. file to trace a former French anti-nuclear activist, **Jean-Marie Vidal**, and convince him to give her a written introduction to New Zealand Greenpeace. Cabon, using the name Bonlieu, arrives in Auckland in mid-April and makes contact with Greenpeace. She spends time in the office, eventually helping with translation of publicity material. Spends time on her own checking out Auckland harbor frontages, makes numerous trips around the North Island taking pictures of remote coastal areas, gathers information on yacht hire, camping facilities, diving, etc. Leaves Auckland for Tahiti on May 24. Returns later to Paris via San Francisco. Later goes to Israel for archaeological dig from which she suddenly disappears after getting telegram from the D.G.S.E. that her identity in New Zealand uncovered.

2. **Capt. Dominique Prieur** (alias **Sophie Turenge**), a D.G.S.E. controller in intelligence-gathering/evaluation wing, and Cabon's controller. A specialist in European pacifist and "green" movements. Arrives on a false Swiss passport at Auckland on June 22 with:

3. **Major Alain Mafart** (alias **Alain Turenge**), a D.G.S.E. agent, former deputy-commander of a secret underwater frogman school in Corsica. Also using a false passport which claims he is Prieur's husband.

4. **Chief Petty Officer Roland Verge** (alias **Raymond Velche**). A D.G.S.E. agent for 11 years, a training officer at the frogman school in Corsica.

5. **Petty Officer Gerald Andries** (alias **Eric Audrenc**). A D.G.S.E. agent for six years, also from the Corsica camp.

6. **Petty Officer Jean-Michel Bartelo** (alias **Jean-Michel Berthelo**). A D.G.S.E. agent for four years, also from the Corsican underwater school.

Verge, Andries and Bartelo hire a yacht called the *Ouvea* from Noumea Yacht Charters in the company of:

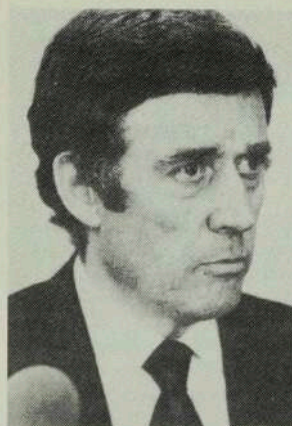
7. **Dr Xavier Maniguet** (his true name). A freelance D.G.S.E. agent, a specialist doctor in underwater and diving medicine.

8. **Philippe Dubast** (real name unknown), a D.G.S.E. agent and the commander of the Corsican frogman camp. He travels to New Caledonia: to supervise the departure of the yacht *Ouvea* after its charter by Verge, Andries, Bartelo and Maniguet.



And, of course, "Rainbow Warrior"

"RAINBOW WARRIOR" SCANDAL



Detective-Superintendent Allan Galbraith... heading New Zealand police inquiries in France.

Turenges arrested again and faced with the major charges of murder, arson and conspiracy.

On July 26 arrest warrants were issued for the same charges against three of the *Ouvea* crew, excluding Dr Maniguet whose role could not be identified.

On July 27, in Israel, the Greenpeace infiltrator, Cabon, received an urgent telegram saying, in effect, "father sick, come home." Bonlieu left immediately, catching a T.W.A. flight from Tel Aviv to Paris. It later emerged that her father had died many years ago. On the day she disappeared Auckland newspapers published for

the first time details of her involvement in the sabotage.

During this time the police had begun collecting records of internal and overseas telephone calls placed by all the French agents now identified as being involved in the investigation into the *Rainbow Warrior* bombing. A second oxygen re-breather bottle was found, quite a distance away from the first one, apparently carried there by tides.

Police started talks with their French counterparts to enable New Zealand detectives to go into France to further investigate the background of the suspects. Other detectives went to Switzerland to trace the background of the false passports used by the couple calling themselves Turenge.

Suddenly information began leaking from the D.G.S.E. in Paris that some of the saboteurs were French agents. Almost simultaneously President Mitterrand went public and ordered a full inquiry to be headed by a counsellor of state, Bernard Tricot.

By August 13, French and Auckland newspapers had begun revealing a D.G.S.E. plot to blow up the *Rainbow Warrior*, but the story was sidetracked by claims that the dirty work was actually done by right-wing mercenaries financed on "mate's rates" by New Caledonian Caldoches helping out the

D.G.S.E. Then the Zodiac and the Yamaha outboard engine were traced to a London shop, Barnet Marine. The shop manager identified the purchaser as a Frenchman, perhaps Mafart.

Later information revealed that five D.G.S.E. agents, including the crew of the *Ouvea*, were in London at the time.

The French government had by then begun to strike back against the news revelations by claiming that the sabotage was done by Greenpeace itself, or by "an enemy of France" such as Great Britain, or the Soviet Union.

Inquiries made by the *New Zealand Herald* suggested that what could have panicked the French into the sabotage was the possibility that the *Rainbow Warrior* crew could have advanced close enough into Moruroa to see large scale destruction of the atoll and also do anecdotal health surveys of nearby islands. The newspaper also said that this information was probably gained by intercepting Greenpeace correspondence discussing the possibilities with anti-nuclear activist in Tahiti, Bengt Danielsson, and from Cabon's searching of files in Greenpeace's Auckland office.

A joint scientific report by Auckland geothermal experts and Greenpeace shows that, based on the recent Tazieff and

Atkinson reports on Moruroa, the atoll is substantially damaged and probably beginning to leak increasing amounts of radio-active nucleides into the surrounding ocean. (This claim was subsequently rejected by other New Zealand scientists and a brisk academic argument was stirred alongside the major story). Simultaneously New Zealand newspaper articles also recorded the fairly widely-reported belief that the French will shift their nuclear tests to Fangataufa.

By August 14 the New Zealand police had asked the

French to arrest and

detain all those sus-

pects wanted in New

Zealand for the

Rainbow Warrior

sabotage. Then the

trial of the

Turenges was se-

for November 4

By this stage

press reports

all around the

world had re-

vealed their

true identi-

ties, Mafart

and

Prieur.

On

August

22 the

Rain-



Defence Minister Charles Hernu registers his amazement at reading in the Tricot report that he wasn't involved at all in the *Rainbow Warrior* affair. — Cartoon by Plantu in *Le Monde*.



Top brass in the wings

IN FRANCE

The further characters, involved from afar, included:

9. Minister of Defence, **Charles Hernu** reported to have become very angry when told of Greenpeace's plan to send a flotilla to the Moruroa atoll. He is reported to have demanded, without specifying how, that the protest must be stopped.

10. **Admiral Henri Fages**, in charge of France's nuclear test centre and program, who first warned the D.G.S.E. and later the Defence Minister about the threat posed by Greenpeace to Moruroa.

11. **Admiral Pierre Lacoste**, director of the D.G.S.E., who is seen to have interpreted the defence minister's anger to mean authorisation for direct action against Rainbow Warrior. He is reported to have subsequently drawn up sabotage plans with:

12. **General Roger Emin**, the D.G.S.E. deputy-director.

13. **General Jean Saulnier**, formerly military chief of staff to **President Mitterrand** now retired. Was asked by Admiral Lacoste to approve expenditure on the operation, a manoeuvre known in bureaucratic circles as "covering your arse."

14. **Bernard Tricot**, a highly respected Gaullist politician appointed by President Mitterrand to head an official French government investigation into French involvement in the sabotage. He concluded that the D.G.S.E. did not take part in the Rainbow Warrior bombing and that the only orders issued to French agents in New Zealand at the time were to conduct infiltration and surveillance of Greenpeace and the New Zealand peace flotilla. He later conceded in press conference statements that his conclusions were only as good as the information he had obtained and that not all of that might be reliable.



Mitterrand



Lacoste



Tricot

Rainbow Warrior was finally raised from its watery grave, refloating and, leaking badly, was taken slowly across Auckland Harbor to a naval dry dock where the extent of the bomb damage was seen.

A week later Vice-Admiral Rene Hugues was recalled to Paris

from the nuclear testing centre in French Polynesia to discuss plans to repel the revamped Greenpeace flotilla.

On August 26 the Tricot report was made public in Paris and, barely an hour beforehand, the three missing Ouvea crew members gave themselves up at a Paris police station but were quickly released. They have not been seen since.

The Tricot report exonerated the D.G.S.E. and the French government but called for a fuller investigation. The French justice authorities indicated at the same time they would refuse any extradition requests from New Zealand of any French nationals suspected of having been involved in the sabotage.

The Tricot report did, however, reveal the correct identities of all the French agents in New Zealand at the time, and

that they had been in the country on a legitimate surveillance operation sanctioned as high as President Mitterrand's office.

The Tricot report did not mention the role of a Philippe Dubast, who accompanied the Ouvea frogmen to Noumea. He had been tentatively identified as the commander of France's secret frogman saboteurs' school in Aspretto, Corsica.

The American Federal Bureau of Investigation had meanwhile staked out a California apartment belonging to a supposed friend of the Greenpeace infiltrator, Bonlieu (Caban). The normal occupant, a Greek woman called Antigone Zoumatzis, later returned from the same archaeological dig in Israel where she had accompanied Cabon.

Tahiti reports also suggested that the three Ouvea crew had

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"RAINBOW WARRIOR" SCANDAL

been picked up in mid-ocean by the French nuclear submarine, *Rubis* and dropped off in Papeete on July 22. The French Navy has denied this consistently.

By late August the revelations had tailed off. The French and New Zealand governments had settled into a war of nerves.

Prieur and Mafart were shifted to separate prisons — Mafart in Auckland and Prieur in Christchurch — after reports



A caustic comment on the Tricot report by cartoonist Plantu in *Le Monde*.

that French mercenaries were going to break them out of gaol.

The whole episode had cast a black pall over French-New Zealand relations. New Zealand prime minister, David Lange, all but ordered the French ambassador, Jacques Bourgois, to go back to Paris in the tense days following the Tricot report.

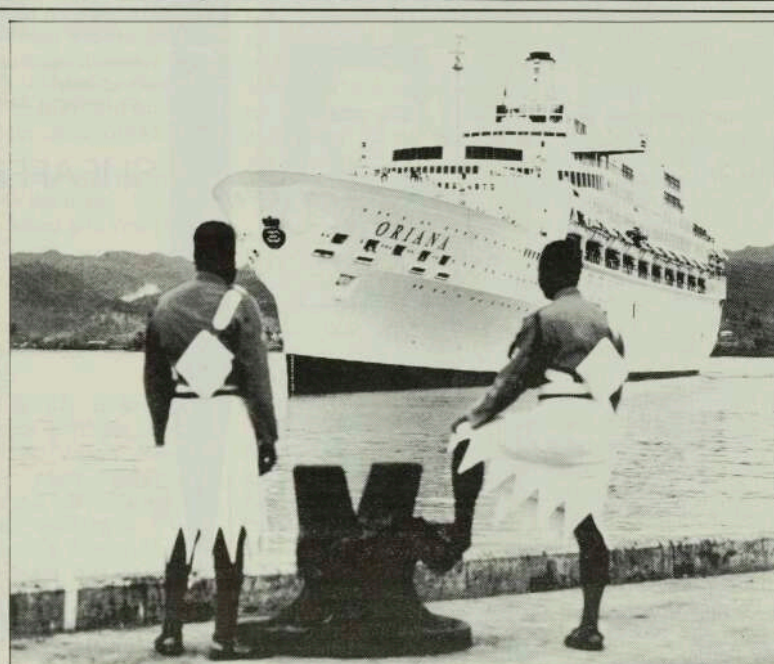
Mr Lange displayed anger over the assertions in the report, which he claimed was derisory in some of its aspects. He made clear he was convinced of D.G.S.E. and perhaps French government involvement in the bombing and he reacted with outrage to the report's admission that France had five agents on a sanctioned intelligence mission in New Zealand. He described this as a violation of New Zealand's sovereignty.

No doubt more information will become public between now and November 4 when the trial opens, but New Zealand police, while careful in anything they have so far said, appear confident that they can show the depth of French involvement in the bombing.

French officials have accused the New Zealand police of lacking, or of having fabricated, evidence against the couple.

The French have promised instant and stern reaction against the new Greenpeace vessel, the ocean-going tug, *Greenpeace* — and any of the other New Zealand protest flotilla vessels — if they poke their bows into the French territorial waters of Moruroa or Fangataufa. Another series of neutron bomb tests is apparently due to start at Moruroa in the weeks ahead.

For the French the irony must be that the bombing of *Rainbow Warrior*, and the "Pink Panther" style farce of the D.G.S.E. operation, has focused wider international attention upon Greenpeace's protests, and upon their own nuclear test program, than if they had simply ignored the protesters. World-wide coverage of the trial of their agents can only compound that embarrassment. — Karen Mangnall in Auckland.



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"RAINBOW WARRIOR" SCANDAL



Shades of a Greene piece in the Greenpeace affair

We have always felt that Graham Greene's hilarious novel, *Our Man in Havana*, about a British vacuum cleaner salesman who was mistaken for a master spy, strains the reader's credulity with some of its more improbable episodes. However, having recently been caught up in a completely fortuitous manner in the fancy spy net being woven around the bombed Greenpeace ship, *Rainbow Warrior*, we feel inclined to apologise to Mr Greene for our scepticism.

As this short account will show, it is indeed possible, in the real world, to be allotted a key role in a grotesque adventure fantasy properly belonging in the realm of political fiction.

As we sit here at our desk in our Tahitian home, we have in front of us the freshly released report of the official French investigator of the affair, Bernard Tricot, which surely represents the biggest job of political whitewashing since the Watergate scandal. To all people in their right minds (and to judge from the newspaper

reports on our desk, they are happily in the majority), it is obvious that the French intelligence service did not send a squad of husky army frogmen and expert bomb handlers with only a rudimentary knowledge of English to New Zealand simply to observe and make notes, as the French defence ministry pretends. The big question, still unanswered at the time of writing, is therefore not *who* did it, but *why* French agents committed this act of sabotage which can only stiffen opposition in the Pacific region to the nuclear tests at Moruroa.

After the many revelations, both intentional and otherwise, made in the French media this last month, there is no doubt in our minds that the explanation can be found in the alarm felt in government and military circles in Paris at the announcement, at the beginning of the year, of the new twist the Greenpeace directors planned to give their 1985 anti-nuclear cruises in the Pacific. To begin with, the crew was to include not only the usual bunch of "long-haired pacifists", deemed harmless, but also several medical doctors

with the necessary equipment to examine the Marshall and Tuamotu islanders likely to have been contaminated.

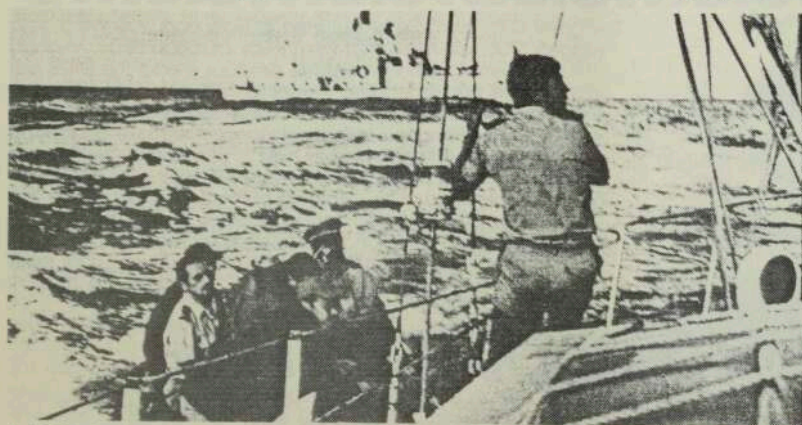
Moreover, several well-known Tahitian independence fighters and anti-nuclear church leaders were ready and willing to join the *Rainbow Warrior* in Auckland to take part in the protest cruise in the direction of Moruroa. Since they were French citizens it would not have been legally possible to deny them access and toss them out of French Polynesia — which had been the usual fate of foreign anti-nuclear intruders in the past. So any attempt to stop the *Rainbow Warrior* from reaching Moruroa had to be made in Auckland.

Although the undercover agents of the French DGSE intelligence service are widely known as *barbouzes*, due to their theatrical habit of growing beards, or hiding behind false ones, the advance scout dispatched to Auckland in April was a quite beardless woman in her early 30s, posing as a geographer, and armed with a false passport in the name of

Frederique Bonlieu. Her main tasks were to infiltrate the NZ Greenpeace movement, map the harbor area, and find suitable lodgings for the more masculine and muscular "beavers" who were to follow.

On her way back to France, Frederique stopped over in Tahiti in the last week of May to do a little snooping among us local opponents of the French tests. To give credence to her disguise as a scientist, she registered at the Coral Reef Congress which was then being held here (PIM Aug., p7), although it soon became clear to us and to other participants that she knew next to nothing about the scientific problems under discussion. She must have been particularly disappointed with us, for the most compromising documents we handed over to her, when she came to see us, were copies of our Postmark articles in PIM.

On the other hand, there is every reason to believe that she was more cordially received by the numerous local *barbouzes*, and the snoopers from the Thought Police (*Renseigne-*



In 1973, the Greenpeace yacht *Greenpeace III* was boarded by French troops off Moruroa (left), and in the ensuing scuffle Greenpeace leader David McTaggart was injured in the right eye.

But we were still somewhat taken aback when the widely read weekly *Le Point* let out the long-kept secret that the greatest foreign pirate of all was "the Swedish ecologist and longtime resident of Tahiti, Bengt Danielsson, who had organized an invasion of Moruroa, to be carried out by the inhabitants of neighboring atolls with the help of small paddle canoes and dinghies." How had the not so intelligent French secret service, which had never been able to discover what its own agents were doing, managed to unveil this terrific plot? Very simple, said the author of this sensatio-

**WORKWORKWORK
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PACIFIC ISLANDS MONTHLY — OCTOBER, 1985

"RAINBOW WARRIOR" SCANDAL



nal story. "Frederique's" *barbouze* colleagues in Tahiti had been opening our mail, a very common and praiseworthy practice when national security is at stake. The obvious conclusion was that they had also leaked the story to the glibble journalist who wrote the story.

A few days later the local TV channel provided additional evidence of how fear of Polynesian participation in the Greenpeace protest cruises had grown to obsessive proportions among French officials. It screened a film which, according to the commentary, showed "Polynesians from the atolls around Moruroa embarking on the *Rainbow Warrior* to take part in an invasion of the nuclear base".

Although we realised how impossible it is to destroy a legend in the grand Arthurian tradition, we sent a spirited rebuttal of the whole story to *Le Point*, in which we pointed out:

1) that the "documentary" film shown on TV had been shot in May in the Marshall Islands by a French cameraman who had (perhaps unwisely) been allowed to participate in the first leg of the *Rainbow Warrior* cruise;

2) that consequently the islanders involved were not Polynesians from the atolls surrounding Moruroa, but Micronesians from Rongelap;

3) that the only Polynesians who had been planning to embark on the *Rainbow Warrior* cruise to Moruroa, which came to nothing because of the sabotage, had all been locked up in a Tahitian jail since March 2;

4) that there are 3000 men on Moruroa, among them 1000 well-armed foreign legionnaires, spoiling for a fight, plus numerous warships, aircraft and helicopters, all of which made it highly unlikely that an invasion by a handful of Polynesians, trying to land from paddle canoes and dinghies, would ever succeed.

However, intermingled with the numerous Graham Greene-style political fiction pieces, we also find in the French newspapers and magazines which keep piling up on our desk

many serious, not to say severe, pieces of writing. The theme common to them all is the absolute necessity for France to maintain and strengthen her nuclear strike force which is supposedly making her a world power and acting as a deterrent to nuclear war. Consequently, France's tests must go on forever in her Pacific Islands, which are an integral part of France.

As often as not, New Zealand and Australia come in for scathing attacks and are told not to meddle in "the internal affairs" of France — i.e., what is happening in New Caledonia and Tahiti. Instead of hypocritically assuming an anti-nuclear and anti-colonial stance, when their true aim is economic domination of the whole area, Australia and New Zealand should be grateful to France for defending the Pacific region against Russian encroachments. Now and then it is also hinted that the Greenpeace movement is being manipulated by the communists, or at least serves communist causes.

True enough, some French politicians have strongly criticised their intelligence service, but only because the undercover agents dispatched to New Zealand have been so inept. They rallied behind Mitterrand to a man, however, when the president and supreme commander, in true Napoleonic style, declared the armed forces would repulse any attempt by the remaining Greenpeace vessels to get closer to Moruroa than 72 miles. Why this unusual extent of the forbidden zone? Because the French Government, of its sovereign will, had decided to add a new security zone extending in a 60-mile radius beyond the 12-mile territorial waters limit.

Coupled with Monsieur Tricot's attempt to hide the truth, this firm determination to continue to use violent means will, of course, only lead to increased difficulties for the present and future French governments, and eventually make France's position in the Pacific untenable. The wisest course for Paris to follow would therefore be at long last to listen to the friendly advice offered by a

succession of Polynesian political, civic and church leaders to transfer the whole nuclear testing program to French soil.

Yes, we are very well aware of the objections usually raised by French Government officials and ambassadors that, alas, it is impossible to find a site in France where the tests could be staged without destroying some immensely valuable old historic buildings . . .

We are happy to report that we have made a serious topographical survey of this matter, and that we have discovered dozens of suitable, uninhabited regions, where the subsoil is infinitely more solid than the porous sub-stratum of Moruroa and Fangataufa.

Even better, 13 of these tracts of land are already tank or artillery training grounds belonging to the ministry for

defence. Whichever is chosen, it can thus be handed over right away to the bomb technicians, without any red tape and at no cost. We especially recommend the following five which are all much larger in area than the Polynesian atolls actually being used:

Canjuers	34,600 hectares
Suippes	14,800 hectares
Mailly	12,000 hectares
Moumilon	11,700 hectares
Larzac	10,000 hectares

Last but not least, there is the 35,000-hectare Albion plateau in southern France, where only a small fraction — 18 — of the originally planned missile silos have been or ever will be dug, and where there is consequently plenty of room for drilling atomic test pits. — Marie-Therese and Bengt Danielsson

Four spies at sea in a boat

The New Caledonian link with the *Rainbow Warrior* drama began on May 28, when a man calling himself Raymond Velche and claiming to be a professional yacht skipper arrived in Noumea to inspect a yacht he wished to charter. The yacht was the 11.6 m *Ouvéa*, owned by Noumea Yacht Charters.

Velche, who had been put on to the Noumea company by the Odyssey Travel Agency in Paris, signed a contract worth CFP2 million (about \$A17,250) to rent the *Ouvéa* from June 8 for a cruise of 50 days. He returned to New Caledonia the following week along with two other crew members known at that stage as Jean-Michael Berthelo and Eric Audrenc, and the client they were taking on the holiday cruise, a Dr Xavier Maniguet.

The *Ouvéa* finally left Noumea on June 13, sailing first to Norfolk Island and then to Whangarei in New Zealand,

about an hour-and-a-half from Auckland, before returning to Norfolk Island.

During the time the *Ouvéa* was in New Zealand the *Rainbow Warrior* had been sunk and the couple known as Alain and Sophie Turenge had been arrested.

Police interest in the *Ouvéa* and its crew was sparked by a report of a sighting of a meeting at which cars belonging to the Turenge's and a hire vehicle rented in the name of the people from the *Ouvéa* were seen together.

New Zealand detectives flew to Norfolk Island to question the people on board the luxuriously appointed yacht, but did not have sufficient evidence to hold them. Dr Maniguet left the cruise to return to Paris, claiming seasickness.

As further evidence came to light in New Zealand, two New

Continued on page 50

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"Our nation will grow" —Somare

Papua New Guinea prime minister, Mr Michael Somare, launched two projects in Sydney early in September and both bear his name — the Aus\$3.65 million, seven-storey offices of the Consulate-General in Clarence Street, Somare Haus, and the Michael Somare Foundation, which will provide funds to promote the principles of service to PNG, "for which Michael Somare stands," says the official release.

After officially opening the new consulate-general offices, Mr Somare shed responsibility for the foundation and its name, chosen by the founders, the business sector of Papua New Guinea. He told a press conference: "We are very careful not to link the foundation with party politics. It has nothing to do with my party or with politicians."

An appeal is being launched internationally to raise funds for the foundation and "ambassadors" will be appointed in Australia, the United States, Japan, West Germany, New Zealand, Britain and a number of other countries. The target is three million kina out of which will be funded a building to be known as the Centre, educational scholarships "for young citizens of Papua New Guinea to prepare them for service to the community and the nation" and other projects "which will further the cause of democracy in Papua New Guinea."

Sir Barry Holloway, ex-Speaker of the National Parliament, and former finance minister, is chairman of the foundation's board of directors, and other members include Mr Tony Siaguru, MP, and five businessmen.

A section of Clarence Street was roped off for the opening ceremony in front of Somare Haus which was ceremoniously blessed by the Roman Catholic Archbishop of Port Moresby, the Most Rev. Peter Kurunko. It



Papua New Guinea's Prime Minister, Mr Somare, and the Australian Minister for Sport, Recreation and Tourism, John Brown, break spears at the opening of Somare Haus in Sydney on September 7.
— Australian Information Service photograph by Bill Payne.

was almost completely a Papua New Guinean function, the federal minister for sport, culture and tourism, Mr John Brown, being the only Australian government representative, substituting for prime minister, Bob Hawke, who, in spite of his name being on the commemorative bronze plaque unveiled, sent an apology.

In the space of 10 years, said Mr Somare, linking PNG's tenth anniversary on September 16 with the opening of the building, Papua New Guinea had taken its rightful place in the community of nations. Part of the credit for that must go, he said, to those enlightened Australians who assisted them in the period leading up to independence.

"Thousands of Australians have assisted us and we recognise their contributions and appreciate them greatly," Mr Somare said.

"Similarly, we appreciate the continued Australian budgetary aid, still vital for our continued stable growth and development. We understand the strain it places on the Australian foreign aid vote, especially during these difficult times, and we appreciate this continued commitment from Australia.

"In the last 10 years Papua

New Guinea has achieved much that some sceptics said we could not achieve, and we take great pride in those achievements. We don't claim, and never have claimed, that we have overcome all problems.

"Most Australians will already be aware of the significant crime problems which have vexed my government for some years. Australian media coverage of them has been extensive and colorful. Crime, lack of respect and lack of understanding of the rights and freedoms of others, is a major problem. But, it is one that I am confident we can handle."

On PNG politics Mr Somare said: "Today, Papua New Guinea is a politically united and stable parliamentary democracy which is willing and able to meet any challenge.

"During our first 10 years we have overcome strong secession movements and, significantly, we have done this without the use of force. Unlike so many other newly-independent countries we have not carelessly shrugged off our democratic institutions in the search for short-term gains.

"It is my opinion that most of those countries which have taken that path have found the

gains to be illusory and the long-term costs severe. Papua New Guinea has not taken, and will not take, that course.

"We are a democratic people, our instincts are democratic and our way of conducting our daily business is democratic. The institutions which existed in our traditional societies were, almost invariably, based on democratic consensus decision-making.

"Democracy in Papua New Guinea is not a new flower rooted in shallow soil. Its antecedents in village life are lost in the period before written history. Today, ours is a vital and lively democracy, often very lively indeed. We have moulded our own distinctive democracy from the Melanesian traditions of our forefathers and the western institutions bequeathed to us by Australia."

Mr Somare described Somare Haus as another concrete expression of his country's close ties with Australia and their special relationship. Papua New Guinea has three diplomatic posts in Australia — Sydney, Brisbane and, of course, Canberra. It was by far their largest diplomatic effort anywhere in the world and it was appropriate that it should be so, he said. For, despite the inevitable changes that had come about through independence, their people still had many aspirations and beliefs in common, he said.

Later, at a press conference, Mr Somare was asked about his hopes for the next 10 years. "We have learned from our mistakes; from the difficulties and problems, and we look to the next 10 years being as successful as the past decade. Our feeling of being a nation will grow. We started from nothing; we have had our frustrations, difficulties and problems, but we have made democracy survive and taken great strides." — John Carter in Sydney.



T RAROTONGA

athletes take home a 10th birthday present



LAWRANCE BAILEY reports from Rarotonga on the highly successful Second South Pacific Mini Games (the first was in Honiara in 1981) held in the Cook Islands in August.

Three new South Pacific Games records, and 25 Mini South Pacific Games records, fell at the Second Mini SPG in the Cook Islands in August.

Fifteen teams from around the Pacific, bringing to about 700 the number of athletes and officials, took part in the Games, with the more than 100-strong Papua New Guinea team taking home the biggest medal haul of 13 gold, 12 silver and 12 bronze medals. It was a splendid birthday present for PNG, which was to mark its independence anniversary a few weeks later.

New Caledonia, which topped the medal tally at the Mini SPG at Honiara in 1981, was second this year with one fewer gold than PNG, while the French Polynesians moved into third placing with their best haul ever of nine gold, seven silver, and 11 bronze medals.

For its relative size, the host country collected an impressive six gold and silver, and eight bronze medals, equal to Fiji's total, with wins in rugby, netball, athletics and women's bowls. (The top three rugby countries at the Western Samoa SPG — Fiji, Tonga and Western Samoa — did not take part in the sport at the Rarotonga Mini Games. The Cook Islands rugby team was placed fourth at Western Samoa).

The most outstanding individual performance at the Mini Games came from New Caledonia's superwoman Brigitte

Hardel, who took home an unprecedented seven gold medals. In her quest for gold she set a new PNG record with a long jump of 6.09 m (previous record 5.91 m), and set new Mini SPG records in the 400 m and shotput.

The other new SPG records were the women's 800 m in which Atina Sawtell of the Cook Islands set a new time of 2.17.06 (she also set a new Mini SPG record in the 1500 m with a time of 4.49.21), and PNG's Iamo Launa set a new record in the heptathlon by 20 points with her total of 4634.

Another star of the track was PNG's fast-rising Takale Tuna who won three gold and set new Mini SPG records in the men's 100, 200 and 400 m sprints. He now has his sights set on the Commonwealth Games. Meanwhile, Fiji's veteran Joe Rodan, who captained the team and is said to be aiming at a coaching career, took home a gold medal in the 400 m hurdles, in doing so breaking the previous record with a time of 54.04, silver medals in the 100 m hurdles and 400 m, a gold in the 4 x 100 relay, and a silver in the 4 x 400 relay.

The final medal tally for the Mini Games is shown in the accompanying table.

There were two new athletics events on the card at the Rarotonga Games, the women's marathon, which was won by PNG's Mari Lifu in a time of 3:17-12.18, and the 20

km walk, won by the Cook Islands' Uaonga Arai in 2:01-28.2.

The Mini South Pacific Games, held every four years, enable smaller nations of the Pacific to host a regional sports event. The major difference between the Mini SPG and the SPG is in the number of sports codes the host country must provide.

In a full South Pacific Games, countries are required to host five compulsory sports and at least four others, while a Mini Games host caters for a minimum five sports codes.

The sports at the Cook Islands Mini SPG were athletics, netball, rugby, tennis, bowls and golf. Tonga is to host the next Mini SPG in 1989, and has indicated that the codes will be athletics, netball, rugby, soccer, boxing and tennis.

New Caledonia is due to host the next South Pacific Games in two years time, and a final confirmation is expected to be made at the South Pacific Games Council meeting in Noumea before March next year.

If internal problems lead to the cancellation of the Games in Noumea, as was the situation with the Festival of Pacific Arts, other nations have indicated to the council that they would be ready to host the Games in 1987, one of the main contenders being Vanuatu.

The Mini Games are estimated to have cost the Cook Islands Government \$NZ1.8 million for the construction of the highly praised stadium and grandstand, and associated infrastructural development costs for such things as water, power and roading. At the same time a fund-raising committee had set



a target of \$600,000 to cover the administrative costs of the Games. Fund-raising was concentrated on the main island of Rarotonga and the outer islands, as well as in New Zealand and Australia. At the time of going to press the Games organisers were totalling up the final figure to present a financial statement of the entire event.

To become a member of the South Pacific Games, as set down in the first articles of the Games charter, countries must be members of the South Pacific Commission.

This basic requirement has kept out of the Games the

indigenous New Zealand Maori and Hawaiian sports teams, who have lobbied in the past for membership.

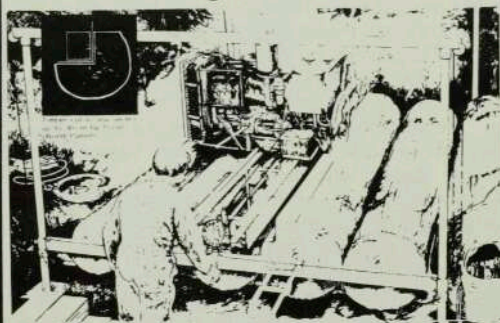
The Maori Sports Federation again made a bid for observer status at the council meeting in Rarotonga, but was turned down when the council reiterated a motion passed last year that the South Pacific Games Council will not entertain any application to participate in the South Pacific Games or Mini South Pacific Games from countries or territories of groups which have had similar applications rejected during the preceding ten years.



Above left: PNG's Iamo Launa (left) and Rogot Taule. Above right: PNG's Takale Tuna (Gold 100 m, 200 m, 500 m, Silver 4 x 400 m relay). Above: PNG's Tau John Tokewepota (Gold 5000 m, 10,000 m, Silver Marathon). — PNG Post-Courier photos.

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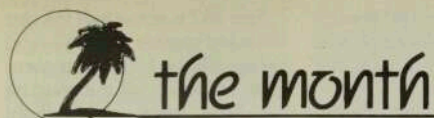
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Final medal tally

COUNTRY	GOLD	SILVER	BRONZE
Papua New Guinea	13	12	12
New Caledonia	12	12	4
French Polynesia	9	7	11
Fiji	6	6	8
Cook Islands	6	6	8
Western Samoa	2	4	3
Wallis and Futuna	2	1	3
American Samoa	2	1	1
Vanuatu	1	4	2
Norfolk Islands	1	2	1
Solomon Islands	1	1	1
Tonga	1	—	2

• Niue, Nauru and Northern Marianas also competed at the Games but did not win any medals.



Independence born naturally—or aborted?

The first step towards independence, or the start of a transitional period of six months at the end of which a new government in France will throw the whole question of sovereignty out the window?

This is one of the main questions being asked in New Caledonia about the territory's second round of elections in less than 12 months. The poll, due to be held on September 29, was based on the division of New Caledonia into four regions, each governed by its own council. As the French Government would have it, the election was to be seen as the first stage in its plans to take the territory to independence.

However, many thousands of New Caledonians, banking on the promises of the Opposition in France, were convinced that this whole game would come to an end after the parliamentary elections in France early next year, which by all indications will see the socialists tossed out.

Despite this possibility, which seemed to be enhanced during August with the visit of French Right-wing politicians Francois Leotard, Jacques Medecin and Roger Chinaud, the Kanak Socialist National Liberation Front (FLNKS) reaffirmed that it would participate in the poll. The more moderate independence party, the LKS, also indicated it was satisfied with the course of events and would field candidates.

Preparations for the elections started in earnest during the last week in August when the new law was declared after much haggling in the French parliament, and two challenges to its legality which were fought out

SUE WILLIAMS reports from Noumea on the lead-up to the elections due in New Caledonia on September 29. As she wrote, the question was: would the poll represent the start of a serious process of moving the territory to independence, or would any such process be aborted in a few months by a new conservative majority in the National Assembly in Paris.

in the Constitutional Court in Paris.

However, the campaigning has been in no way, shape or form like that of a normal election lead-up. The lines were very clearly drawn many months ago, with people voting for the party which best represented their views on the independence question.

On figures put up well before the vote it seemed certain the FLNKS would win the regions of the north and the islands, with the anti-independence RPCR holding Noumea. The centre region was the only one which seemed to be in any doubt.

While the results seemed something of a foregone conclusion, there was much trepidation over the security aspect of the elections, and whether they could be held in a fair and equal manner without fears of reprisals, or a return to

the violence witnessed during the elections of last November which were boycotted by the FLNKS.

The tensions were heightened during August by renewed clashes between the FLNKS and authorities at the east coast mining centre of Thio.

The first incident occurred early in the month when gendarmes moved into the San Philippo tribe to arrest a man wanted for the murder of 17-year-old Yves Tual, killed on January 11 near Boulouparis. The FLNKS supporters set up barricades at one point and even attacked the gendarmes' headquarters in Thio village. The wanted man escaped.

Trouble again erupted in the San Philippo tribe some two weeks later when Messrs Leotard, Medecin and Chinaud attempted a stopover there to meet and talk to FLNKS mem-

Noumea Notebook



Sue Williams

bers. The trio were met at the entrance to the tribe by about a dozen Kanaks, many wielding machetes and iron bars and told in no uncertain terms to get out. "This is Kanaky", they said, "not France".

And the politicians had no right to be there.

After some minutes of heated argument which threatened to deteriorate into a brawl, Mr Leotard, who is secretary-general of the French Republican Party, decided to retreat.

However, this was prevented by several large trucks carrying nickel ore to the ship-loading facilities and which had moved in behind the cavalcade carrying the visitors and accompanying journalists and officials. This further infuriated the Kanaks. The party eventually got clear, but on the way back to Thio village was virtually ambushed by several Kanaks on the roadside hurling large rocks at the 20-odd cars.

There was no way the motorcade could reverse, and drivers could only step on their accelerators, get their passen-



French Prime Minister Laurent Fabius . . . will his plan for New Caledonia be given a chance to work?

gers on to the floor, and hope for the best. At least seven vehicles were badly damaged and three people slightly injured.

As one of the journalists present I can give an assurance that the experience was very frightening, and that it was only by good luck and some adept driving that no one was seriously hurt. FLNKS members chased the party all the way to their helicopters. Accompanying journalists and officials who had driven to the area were given a very large military escort out. This escort was just about the only effort made by the military during the entire affair.

The three politicians certainly made the most of the trouble, rousing passions at a public meeting in Noumea the following night. More than 5000 Noumeans turned out for the meeting to be urged to continue their resistance for another six months until the change of power in France next year.

"Spring comes in six months," Roger Chinaud assured the audiences while Jacques Medecin warned that they would not let "Moscow gold buy the strategic position in the Pacific that the people of New Caledonia represent".

Mr Leotard also delivered a shot in the direction of Canberra with a warning "to a certain minister (Bill Hayden) who knows that in six months there will be a new majority (in France), and that we will remember certain remarks made in our regard."

The FLNKS also used the incident to heighten emotions, threatening a "general mobilisation" of its members if there were any further provocations such as that seen at Thio.

All this made for a fairly dramatic election scenario, and Minister for New Caledonia Edgard Pisani signalled fairly early in the piece that everything would be done to ensure security.

Mr Leotard on his return to

Paris proposed that 130 French parliamentarians should be sent to the territory to survey the poll.

But Mr Pisani was not impressed with the idea. However, he did acknowledge the need for scrutiny at the ballot boxes, and made arrangements for a magistrate to be present at each polling place along with members of the four special commissions set up in each of the regions to control the elections. — Sue Williams in Noumea.

Qantas 767 ups Noumea service

A new bird has been sighted over the Pacific in recent times. It's the first of the new Qantas 767 Extended Range aircraft, which the airline says will change the face of regional international services.

The 767 is about half the size of its big brother, the 747, and carries about half the passengers. However, all the creature comforts such as in-flight movies, comfortable seats, and plenty of locker space are still there, and in fact tend to be an improvement on the larger aircraft.

Qantas says the 767 will enable the airline to service less-travelled routes where traffic doesn't warrant the use of a jumbo and provide more flights on routes currently flown by the 747s. The first of the new jets will be used to link Sydney, Melbourne and Brisbane to Wellington, New Zealand. It will also be used to improve the service to Noumea, which for the past few months has been restricted to one flight a week from Sydney. From August 29, a new 767 has been travelling the route, leaving Melbourne each Sunday and flying to Noumea via Sydney.

Qantas also plans to use the aircraft to increase in-bound

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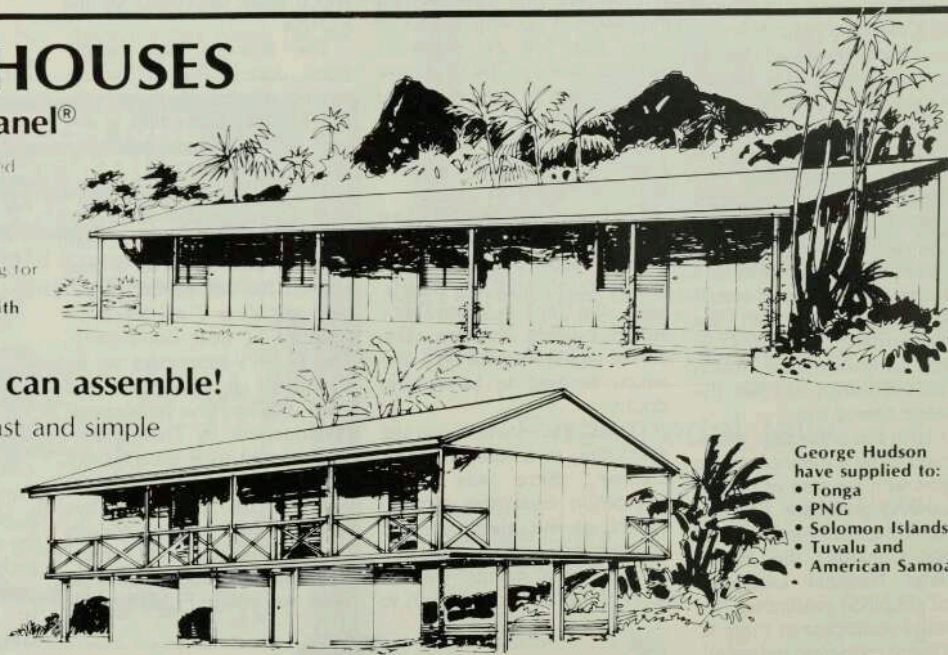
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tourism from Japan, with direct flights from Tokyo to West Australia and Queensland.

The aircraft incorporates the most advanced technology. The cockpit, which is far more spacious than that of the jumbo, flashes with the colorful lights of video screens relaying a myriad of information to the pilot. To the layman, it all looks like something out of Star Wars, but in the view of at least one captain, it goes to make the new 767 "a joy to fly".

The airline has ordered six of the wide-bodied twin jets, each costing more than \$US50 million. All should be in service by next March. The aircraft are being bought as part of a \$1 billion re-equipment program which will see the Qantas fleet expanded to 28 Boeing aircraft, the six 767s, four 747s with the extended upper deck, two Special Performance jumbos, three 747B Combis (combined passenger and cargo aircraft) and 13 747Bs. — Sue Williams in Noumea.



Admiral Crowe says his farewells

Wearing a gift straw hat and ilima lei, Admiral William J. Crowe, Jr. (left) bid a warm goodbye to members of the Pacific and Asian Affairs Council, the Navy League, the Japan-American Society, and the Association of the U.S. Army at a Honolulu luncheon in August.

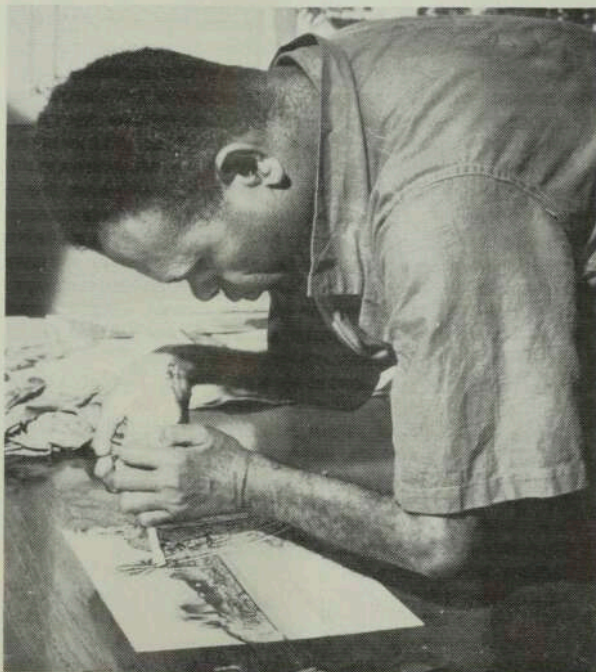
Crowe will shortly take over his new position as senior U.S. military leader, Chairman of the Joint Chiefs of Staff, in Washington, DC. Looking back on his Pacific command, Admiral Crowe stated that the U.S. has made a major contribution to peace, progress and freedom in the Pacific through its military security umbrella across the Western Pacific. Crowe also credits U.S. influence for the "mushrooming of political maturity and progress" in the area. Although recognising "a number of clouds on the horizon", notably the Philippines unrest, according to Crowe the number one short-term U.S. problem was increased Soviet strength. There was also New Zealand's position on nuclear shipping, and trade problems with Japan. However, the Admiral was optimistic in his overall view of conditions in the Pacific region.

Admiral Ronald J. Hays will succeed Crowe as commander of the U.S. Pacific Fleet. — Caroline Yacoe in Honolulu.

Jeff Heath, crusader in a wheelchair

Very little is known about what is happening in the Pacific region regarding help for handicapped people — at least this is what Jeff Heath and his wife Heather found when they decided to come to the Pacific. Jeff, a paraplegic resulting from a bone tumor he suffered when he was seven, was naturally interested to know what the situation was in this part of the world. Professionals had told him there were no formal programs and organisations.

Jeff is 29 and has been married for only five months. From South Australia, he has a BA degree in recreation, and has been employed by the South Australian Government for five years advising them on the employment of disabled people. He was the Australian delegate to the Disabled People's International Conference during the Year Of The Disabled, and returned to form a state branch in South Australia where he serves as vice-president. In 1984 he worked



An outstanding example of a severely handicapped Pacific Islander who overcame the odds is Semisi Maya, a leper of Suva, who is now a highly successful painter.

Apia Calling



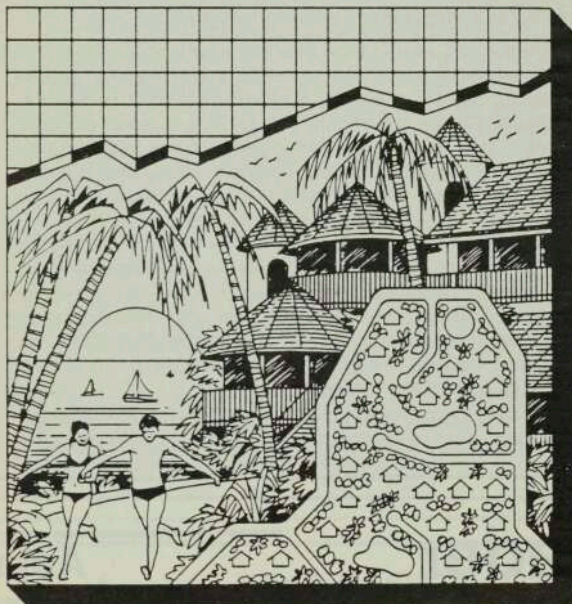
Lee Anderson looks at Samoa

to organise an international convention for the disabled for Asia and the Pacific. At the convention it was apparent that there was a lot of material for the Asian and Latin American areas, but virtually nothing on the Pacific.

The aim of Jeff's trip to 10 different Pacific countries is to document the range of services for the handicapped available to local people. The report will be widely circulated over the next two to three years, and can then be used as a cross-reference within the area.

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Issued by Keith Hollinshead, Conference Co-ordinator, Centre for Leisure and Tourism Studies, **Kuring-gai College of Advanced Education.**

... and Heather have paid the bulk of their expenses, and estimate the final cost of the trip to them at around \$15,000. However, Jeff says the result to date has been rewarding. Many disabled people in the region have been amazed to see him, a disabled person, travelling around in a wheelchair, married and with a job, and this has raised many questions as to the role of the disabled in society. Jeff hopes the experience will help to change the attitude of disabled people towards themselves, as well as the attitudes of their families and the public.

When Jeff arrives in a new country he makes contact with the disabled association. He then gives talks illustrated with slides to encourage disabled people to get out and about, as well as introducing fresh ideas and alternatives.

Associations are interested in just how Jeff copes with travelling. He has a special wheelchair with clips for a rucksack and wide rear wheels for travel on loose surfaces. The wheelchair can also be used as a commode. He said that psychologically one must not mind being manhandled into aircraft and up stairs. All medicines required by him are mailed ahead. This was pre-arranged in Australia.

During Jeff's travels he has found that there are hardly any government programs for the disabled, and that most programs are run by the private sector. He plans to present his findings at the World Conference for the Disabled to be held in the Bahamas later this year.

The Western Samoan Society for the Intellectually Handicapped was keenly interested in what Jeff had to say when he visited them in August. This organisation is an example of just what can be done by the private sector. Marita Wendt, president of the association, said that the group had started five years ago and was only one of two such groups dealing with intellectually handicapped children in Western Samoa. The group started without government aid, but did get help from the Asia-Pacific Action Committee who paid a teacher's salary for three years. The association applied to the Samoan Government for land but nothing suitable was offered. Despite early setbacks the association today

has 20 student members and owns its own three-bedroom house on half an acre of land. The home is used as a centre for the Association, and will also provide accommodation for people coming for training as well as providing room for older handicapped members to learn cooking, sewing, etc.

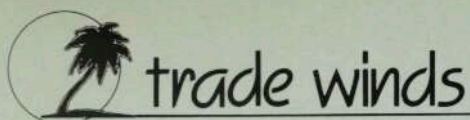
The association covers its costs by fund-raising activities and usually plans two main functions each year, netting around 5000 tala at each function. This money is tax-free. Their next aim is to generate income by raising chickens, growing vegetables, and producing handicrafts.

Marita said the aim of the association is to show that the children are teachable and can be productive, a new idea for Western Samoa. One problem, she added, is that there are many handicapped children hidden away in villages, especially in Savai'i, the larger but less developed of Western Samoa's two main islands. Marita would like to see a similar association started in Savai'i and believes that many handicapped children are often removed to this island. The problem here is that the villages are remote, and the association does not have adequate funds or volunteers needed to start such an organisation.

The next aim of the association is to buy a car so as to be able to provide a pick-up and delivery service, as many parents of handicapped children cannot afford daily bus fares to the centre.

Marita is now helping to plan the first Pacific Islands Conference for Non-Governmental Organisations for the Handicapped to be held in Western Samoa in early October. The conference is being funded by the Asia-Pacific Action Committee. Its aim is to bring Pacific organisations together to learn from each other and to organise teacher training programs.

Fiji and Tonga have had more aid for the handicapped than other Pacific island nations, whereas Tuvalu is just starting such a program. Rather than waste money on mistakes already made in earlier programs, Marita feels that it is vital to start sharing information and experiences across national borders. — *Lee Anderson in Apia.*



AUSSAT ingredient thickens the communications broth

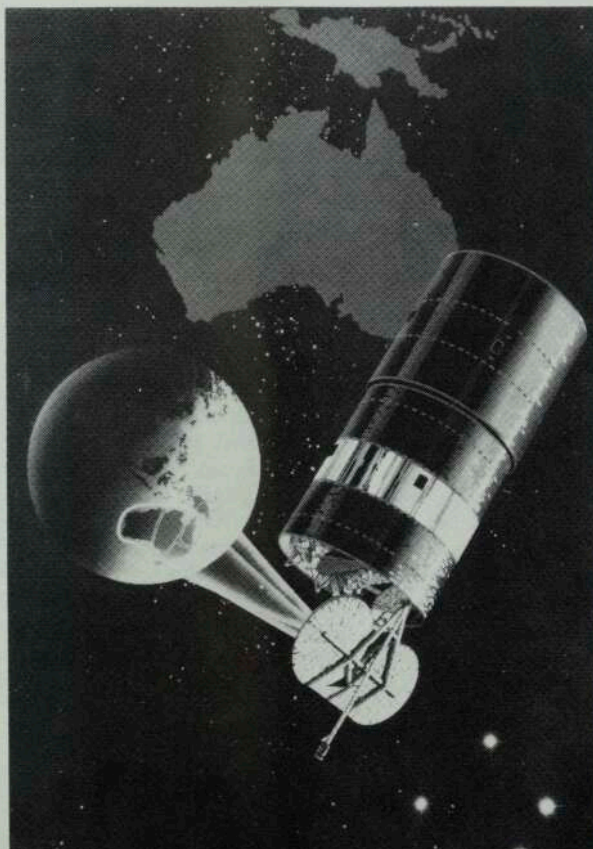
Australia's domestic satellite system, AUSSAT, may also be used to improve domestic and regional communications services in the Pacific islands by the end of 1986.

The first generation of the AUSSAT system includes three satellites. AUSSAT 1 went up on the August flight of the American space shuttle *Discovery*, and AUSSAT 2 is on dock for a November 27 flight. AUSSAT 3, recently modified to cover the Pacific Islands, will be launched in mid-1986 atop a European Ariane rocket. Its "footprint", or area of coverage, will include many Pacific island nations or groups. These are, apart from eastern Australia, and New Zealand, eastern Papua New Guinea, and (alphabetically) American Samoa, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Kermadec Islands, Kiribati, Marshall Islands, Nauru, New Caledonia, Niue, Solomon Islands, Tokelau Islands, Tonga, Tuvalu, Vanuatu, Wallis and Futuna, and Western Samoa.

Australia's consul-general in Honolulu, William N. Fisher, announced to Micronesian governments that the modifications to AUSSAT 3 "could provide telecommunications — telephone, telex, data, facsimile — for domestic purposes within South Pacific countries" and could also "relay television programs for subsequent terrestrial broadcasting."

According to the general manager of AUSSAT Pty. Ltd., Graham Goeswinckel: "This early provision of a satellite capability to the southwest

GREG KNUDSEN is a journalist and former editor of *Pacific Magazine*. He was recently a Fellow with the Pacific Islands Development Program at the East-West Center in Honolulu. His master's thesis at the University of Hawaii (1980) was on satellite communications in Micronesia. Here he writes on the increasingly complex set of options available to the island nations of the Pacific with the emergence of the AUSSAT series of satellites controlled by Australia.



An artist's impression of the AUSSAT satellite over Australia showing the "footprint" coverage areas.

Pacific will enable the sound development of pilot programs to determine the best use of satellite communications for the region." AUSSAT Pty. Ltd., which owns and operates Australia's National Satellite System, is owned 75 per cent by the Australian government and 25 per cent by Telecom Australia.

AUSSAT 3, built by Hughes Aircraft Co., will be placed in geosynchronous orbit 36,000 kilometres above the equator at 160 deg. E. longitude. Three of its 15 transponders (each capable of carrying 500 two-way telephone circuits or one television channel) will be reserved for Pacific islands' use.

AUSSAT hadn't planned to launch its third satellite until 1988, and had announced earlier that it was considering Pacific islands coverage only for its second generation satellites in the 1990s.

But they decided to modify AUSSAT 3 and change its launch date following discussions last December with the South Pacific Telecommunications Development Program (SPTDP) of the South Pacific Bureau for Economic Cooperation (SPEC). SPTDP is working to develop better telephone service in the 13 nations of the South Pacific Forum, the parent body of SPEC and SPTDP.

Jim Wilkinson, an Australian communications expert in Fiji as program controller of SPTDP, reports that the AUSSAT option negates some of SPTDP's earlier recommendations for terrestrial communications systems. The agency is at present preparing specifications and calling for bids on satellite earth station and digital telephone



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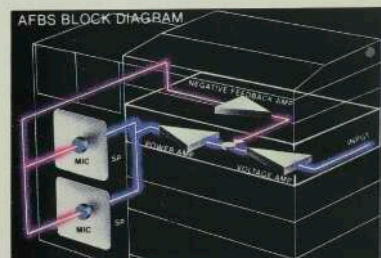
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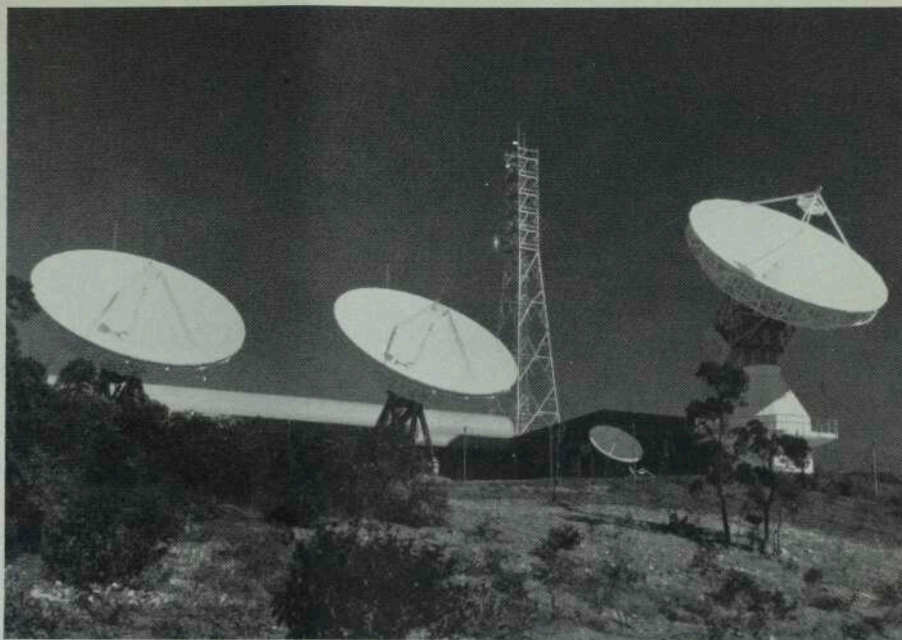
exchange equipment. SPTDP has also begun negotiations with AUSSAT on satellite leasing charges. Regular commercial rates are based on \$A2.1 million per year for non-pre-emptible use of a 12-watt transponder with national or south-east Australia spot beam coverage. Hourly rates range from \$400-\$1000. But Mr Wilkinson hopes to win considerable concessions for Pacific island users.

PNG plans own satellite system

Papua New Guinea and an American company plan to launch three satellites for domestic and regional communications in 1988 or 1989. The former Australian dependency was originally covered by a spot beam in the AUSSAT system, but the PNG Government declined the service in favor of this venture.

TRT Communications of Washington, DC, and PNG have formed Pacific Satellites Inc. Using PNG's national satellite waveband rights, the company has filed with the International Frequency Registration Board of the International Telecommunication Union to establish a Pacific Basin satellite system called PACSTAR.

Using two Hughes satellites in operation and one orbiting spare, PACSTAR plans to cover PNG, Fiji, Solomon Islands, Japan, and Southeast Asia with one satellite, and Hawaii, California, and French Polynesia with another.



AUSSAT's Major City Earth Station, the control centre of the Satellite System — situated at Belrose (Sydney) — showing the three antennae and control building. — Pictures courtesy of Aussat Pty. Ltd.

The hybrid satellites will use both C-band and Ku-band frequencies. The 4/6 GHz C-band operates with less interference from heavy rainfall and will primarily serve the island nations. The Pacific Rim users will primarily use the 11/12/14 GHz Ku-band (AUSSAT uses Ku-band only).

Can television be far behind?

The new satellite options have enlivened debate on television services in several island na-

tions. If one of the islands' three transponders on AUSSAT is used to relay television programs, an unprecedented degree of inter-governmental co-operation will be needed to co-ordinate a single regional television network.

The question of whether or not to even allow television is practically moot as video-cassette recorders have infiltrated the islands. In Fiji, with an estimated 50-60,000 VCRs and 650,000 people, the government is particularly concerned with the quality of the programs

available on cassettes and their inability to control the trade.

In addition, several Australian and U.S. companies, notably Channel Nine of Sydney (PIM May 1985), are trying to sell satellite-delivered packages of bulk television programs in countries such as Fiji, Tonga, Cook Islands, Western Samoa, Solomon Islands, Vanuatu, and Papua New Guinea. The PNG government had promised to begin such a television service during 1985 as one way to mark their 10th anniversary of independence.

INTELSAT sniffs competition in the air

The world's largest satellite system has advised its Pacific signatories that "there would be problems" in using Australia's AUSSAT for regional and domestic satellite services in the islands.

According to Dr Joseph N. Pelton, director of strategic policy at INTELSAT, the International Telecommunications Satellite Organisation: "We believe

there will be problems in co-ordinating AUSSAT 3 with INTELSAT under Article XIV-D (of the INTELSAT) because, in particular, of the 'prejudice' to the creation of direct links through the INTELSAT single global satellite system."

Article XIV of the INTELSAT agreement outlines the rights and obligations of the

organisation's 110 signatories, which include Australia, Papua New Guinea, New Zealand, and Fiji. Section D states that member nations that "establish, acquire, or utilise space segment facilities" separate from INTELSAT for international telecommunications services "shall furnish all relevant information to and shall consult with" INTELSAT's

governing board "to ensure technical compatibility", "to avoid significant economic harm to the global system of INTELSAT", and to assure that the separate facilities "shall not prejudice the establishment of direct telecommunications links through the INTELSAT space segment among all the participants."

Dr Pelton made his remarks in an advisory to INTELSAT signatories in Australia, New Zealand, and Fiji as background information for a seminar on Pacific satellite options organised

Continued on page 37



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INTELSAT

Continued from page 33

by the International PEACESAT Consortium and held in Fiji from August 19-22.

INTELSAT serves a global network of 170 countries and territories, including 24 Pacific island locations. Most of its business is in international telecommunications traffic, but it also leases excess capacity on its satellites for domestic communications services in 27 countries.

The potential conflict between INTELSAT and AUSSAT is a result of both organisations trying to sell their communications services in the same market.

Since late 1983, INTELSAT has promoted its "VISTA" service as an affordable approach to making reliable communications available to the hundreds of small, sparsely-populated outlying islands that at present suffer inadequate communications. A VISTA system would use smaller-scale and lower-cost "Standard D" antennas and leased time on INTELSAT satellites to transmit telephone, data, and eventually television signals between various islands. VISTA networks are currently under study in Tuvalu, Niue, Kiribati, and Fiji.

While most international communications in the Pacific are now conducted via satellite (on the INTELSAT global network), most domestic communications between outer islands and their administrative centres are via high frequency radios.

The National Telecommunications and Information Administration of the United States Department of Commerce assessed telecommunications requirements in parts of Micronesia during March and April. One of NTIA's recommendations, issued in July, was: "Once small, low-cost (under \$40,000), maintenance-simple earth stations operating with a suitable

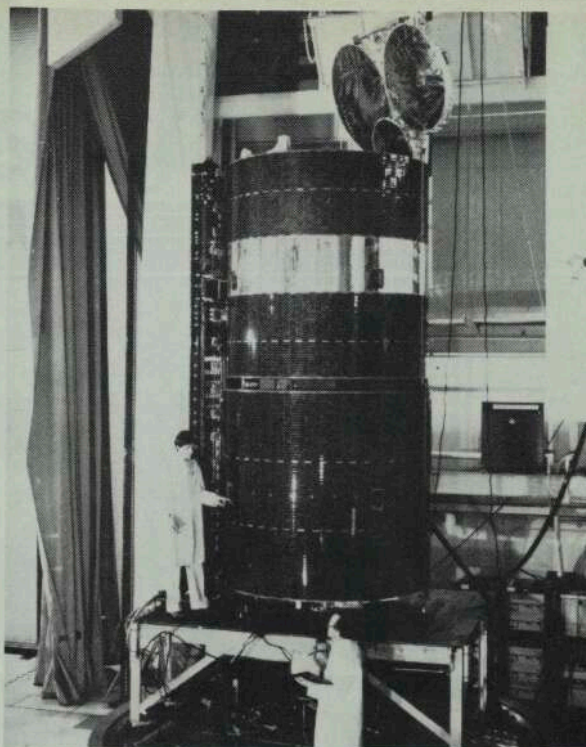
satellite system become commercially available, they should be installed in place of HF radios because of their superior transmission quality and reliability."

When INTELSAT officials described VISTA at the 1984 Pacific Telecommunications Conference (PTC '84) in Honolulu, cost estimates for the smaller earth terminals ranged from \$25,000-\$40,000. According to Dr Pelton's current report: "The original VISTA terminals, with high degrees of redundancy, have tended to range from \$120,000 to \$200,000. A supplier recently quoted INTELSAT a price of \$80,000 for a low-redundancy system. Furthermore, INTELSAT is exploring the idea of 'assembly-type kits' for VISTA terminals that can lower costs by a substantial amount."

The cost of using the satellite, or space segment, would depend on the size of the VISTA system. For each VISTA channel, INTELSAT charges \$265 per month for pre-emptible service and \$525 per month for non-pre-emptible (three months minimum). Two channels are required for each two-way voice circuit.

The simplest VISTA configuration in the Pacific would be a single voice circuit between an administrative centre and each of its outer islands. The most elaborate, regional network would provide full inter-connectivity between several administrative centres and their associated outer islands. —Greg Knudsen.

*INTELSAT members in the Pacific are Hawaii (United States), Australia, New Zealand, Papua New Guinea, and Fiji. INTELSAT services in the Pacific are also provided to American Samoa, Cook Islands, Federated States of Micronesia (Pohnpei, Truk, Yap, and Kosrae), French Polynesia, Guam, Kiribati, Marshall Islands (Majuro and Ebeye), Nauru, New Caledonia, Northern Marianas, Palau, Solomon Islands, Tonga, Vanuatu, and Western Samoa.



An AUSSAT satellite undergoing final tests in the Hughes Aircraft factory in Los Angeles prior to shipment for launch.

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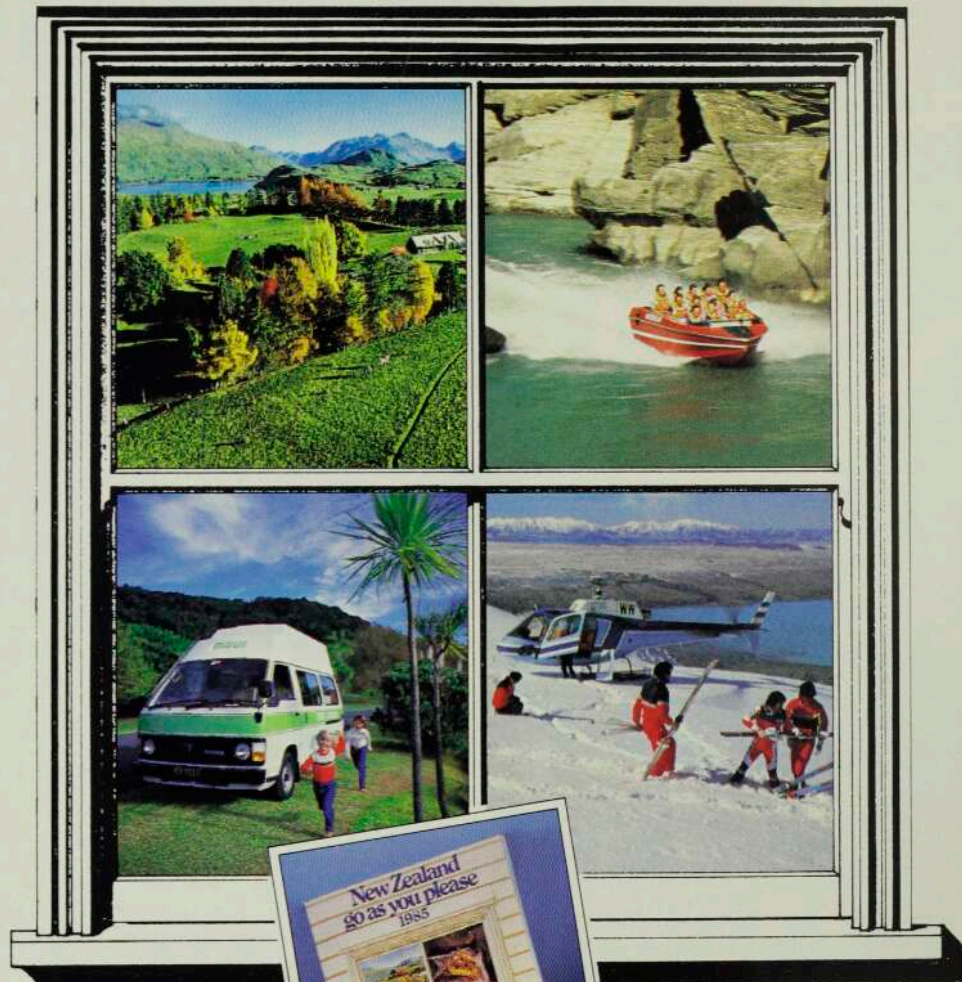
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The Pacific's Number One



7670



Languages of the Pacific marvellously mapped

Language Atlas of the Pacific Area, Part II: Japan Area, Taiwan (Formosa), Philippines, Mainland and Insular South-east Asia. Edited by S. A. Wurm and S. Hattori. Published by the Australian Academy of the Humanities in collaboration with the Japan Academy. Canberra, 1983, as *Prolific Linguistics, Series C, No. 67*. ISBN 0 85883 239 9 and ISBN 0 85883 290 9. Price \$A100.

This set of 23 maps, each with appropriate text, neatly fills the box that accompanied, and was half-filled by, the 24 maps plus text which constituted *Part I*:

New Guinea Area, Oceania, Australia (published 1981, reviewed in PIM Dec. '83 pp39-42) of a highly ambitious project which has succeeded beyond all reasonable expectation. Once again, as in *Part I*, a wide range of linguistic expertise has been drawn upon, and the associating of languages with specific areas on the maps is backed up by a wealth of textual information. The publishers again acknowledge the particular assistance of the departments of Linguistics and of Human Geography in the Research School of Pacific Studies at the Australian National University.

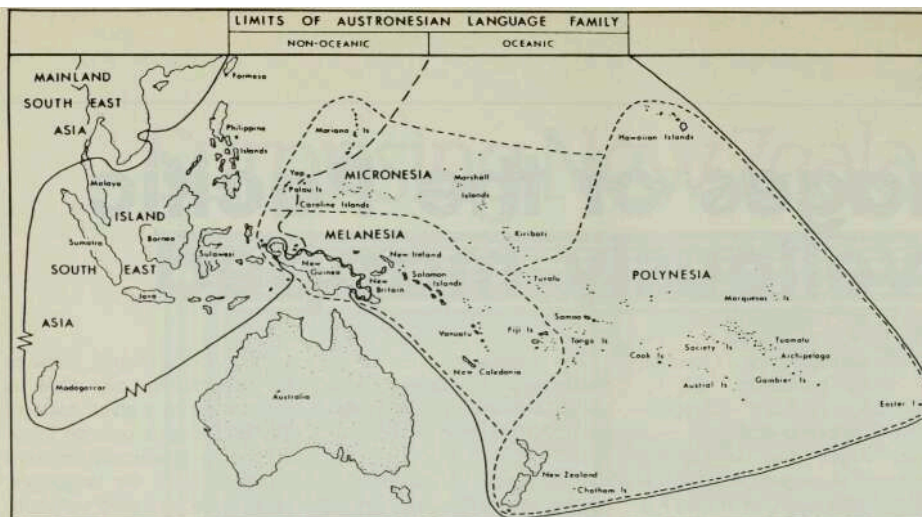
The general structure of the presentation is as follows: Language Groups in the Greater Pacific Area (map 25); Japan Area (maps 26-29); Austronesian languages in Taiwan (Formosa) (map 30); Philippines (maps 31-34); Mainland South-east Asia, Peninsular Malaysia and Andaman and Nicobar Islands (maps 35-37); Insular South-east Asia (maps 38-45); Pidgin Languages, Trade Languages and Lingue Franche in the Philippines, and Mainland and Insular South-east Asia (map 46); and Distribution of Varieties of Chinese in the Greater Pacific Area (map 47). Each of these sections has, in

addition to the map(s), some or all (depending on what is appropriate in a given case) of the following: a general introduction, a historically oriented classification of the languages, information on dialect variation, a language index, and bibliographic details for the various sources of information that have been used.

The general map shows the distribution of the higher-order language groups of the region. These are historically related languages at or around the "language family" level — i.e., comparable to the Indo-European languages — such as, in the Pacific area, Austronesian,



Papua New Guinea's 700 languages make it one of the most linguistically complex areas in the world. — Photo of a PNG Highlands singing by Micheal Macintyre in *The New Pacific*.



One representation of the massive geographical spread of the Austronesian language family. Madagascar had to be tugged across the Indian Ocean to fit it in the map. But it certainly belongs in it from a linguistic viewpoint. — Map from *Out of Asia: Peopling the Americas and the Pacific*, edited by Robert Kirk and Enőke Szathmari, published by The Journal of Pacific History, Canberra, and soon to be reviewed in PIM.

Papuan, Austroasiatic, and Sino-Tibetan languages.

This map effectively demonstrates three broad features which deserve to be more widely known than they are.

First, it makes very apparent the vast area over which the 800 or so Austronesian languages are distributed — from Easter Island in the east to Malagasy in the west, and from Hawaii and Taiwan in the north to New Guinea and New Zealand in the south; a distribution which includes all of Polynesia and Micronesia, most of Island Melanesia, parts of New Guinea (east and west), the Philippines, insular South-east Asia, parts of mainland South-east Asia, and Malagasy. Secondly, it illustrates that the areas of greatest linguistic diversity in the region are the island of New Guinea (at least seven higher-order groups represented) and mainland South-east Asia (at least five higher-order groups represented). Thirdly, it shows clearly that the indigenous languages of Australia constitute a group that has no representation elsewhere.

The Japan area is mapped primarily in terms of the sub-classification and distribution of dialects. This is done in considerable cartographic and textual detail for the main islands of Japan and for the Ryuku Islands, and in even finer detail (at hamlet level) within the Ryuku archipelago for Okinawa

and several neighboring islets.

The remaining map for this area deals with the now virtually extinct dialects of the Ainu language as and where they were spoken on Hokkaido and on Sakhalin Island (USSR) in the late 1950s by informants who are now deceased.

The Austronesian languages of Taiwan are indigenous to the island. They are of considerable interest to historically oriented comparativists because in various sub-grouping statements proposed for the Austronesian group these Taiwanese languages emerge as constituting one (or, in one version, three) of the highest-order sub-groups within Austronesian. They are also of interest because Taiwan is on the short list of possible "Austronesian homelands." The effective mapping that is accorded them in the atlas is therefore particularly welcome.

The many islands and large population of the Philippines contain over 100 Austronesian languages and language-complexes. In the latter, which are sometimes termed *dialect chains*, a set of dialects is linked by mutual intelligibility between, e.g., dialects A and B, and B and C, but not between A and C, so that not all speakers of a given language-complex can understand each other. Of the 10 languages and language-complexes which have the greatest numbers of speakers, four — Tagalog and

Cebuano (each with over 10 million speakers), and Ilocana and Hiligaynon (each with over four million speakers) — between them account for about 70 per cent of the total population. The classification and distribution of all the Philippine languages are comprehensively and effectively presented, with the compilers being thoroughly aware of the problems of mapping in a situation where language boundaries on the ground are often not clear-cut and where changes in area boundaries of minor languages as a result of pressure from major ones are in progress.

Mainland South-east Asia (Thailand, Laos, Vietnam, Kampuchea, and parts of eastern and southern Burma) is "one of the linguistically most complex parts of the world," containing, as it does, languages from at least five higher-order linguistic groups — Austroasiatic, Sino-Tibetan, Austronesian, Miao-Yao and Thai-Kadai. Of these the first two, as far as their representation in this region is concerned, are internally the most complex in terms of sub-grouping. The difficulties of effective mapping in this context are compounded by the fact that "languages belonging to several different phyla (higher-order groups) are interspersed in intricate patterns in many regions, each language often occupying only a very small area." Nevertheless, the

compilers of this section have produced a tightly informative coverage both textually and cartographically. This section also includes peninsular Malaysia — a relatively complex region — and the Andaman and Nicobar Islands. The Austronesian languages covered in this mainland region are found in parts of Kampuchea, southern Vietnam, peninsular Malaysia, and the Merui Archipelago (off the south Burmese coast).

As far as the history of the linguistic complexity in mainland South-east Asia is concerned, the atlas suggests that: "An extremely tentative and certainly over-simplified historical scenario for the spread and diversification of languages in this area might hypothesise that the AA (Austroasiatic) languages were originally spoken in mainland South-east Asia, and that subsequent migrations and/or conquests resulted in the introduction of other languages." The text also emphasises that "speaking a language in South-east Asia does not necessarily imply genetic descent from speakers of that language; change of ethnic and language identity has been very common, as is bilingualism."

The section on insular South-east Asia maps the languages of Eastern Malaysia (in North Borneo) and most of Indonesia (excluding Irian Jaya, which was covered in Part I of the atlas). Most of the languages in this region are Austronesian, but there are some Papuan languages on Timor, Alnor, Pantar, North Halmahera, and the small portion of western Irian Jaya mapped in this section. The most complex areas in the region are in North and South Borneo, which, therefore, are mapped separately.

The mapping of pidgin and creole languages and of *lingue franche* (languages, usually in simplified forms, used across language boundaries in a given region) illustrates the distribution of three broad types: pidgins and creoles that are "based" (a somewhat questionable term) on non-indigenous languages — as might be expected, in view of the patterns of former European colonial presences, a Portuguese-based creole, a Spanish-based creole, and a pidgin French are

The definitive guide to the bottom of Truk Lagoon

Hailstorm Over Truk Lagoon.

By Klaus P. Lindemann. Published by Maruzen Asia Press, Singapore. 370pp. No ISBN provided. Price \$US15.

Following Japan's withdrawal from the League of Nations in 1935, Truk was fitted out as a major naval base. Preparations for such use by the Japanese, however, had started years earlier. In October 1941, two months before the outbreak of hostilities, a U.S. reconnaissance overflight confirmed the importance of the Truk Lagoon to Japanese naval superiority in the Pacific.

Among the American military authorities, Truk took on an awesome aspect, and during the war was sometimes referred to as "terrible Truk" or "the unsinkable aircraft carrier".

The reality was much different, particularly after the American capture of the Marshall Islands in February 1944. This rapid and inexpensive success changed the overall planning in the Central Pacific campaign. The Japanese retreated from the eastern Carolines to the relative safety of the Philippines-East Indies-New Guinea

barrier. Admiral Nimitz ordered Truk to be by-passed, and brought the target date for the capture of the Marianas forward by almost 20 weeks.

Once the Marshalls were secured, Truk was continually violated by air from American bombers. When the Marianas were finally captured and the B-29 bases established there, Truk was relentlessly neutralised. But as early as March 1944, the Japanese had virtually abandoned it. Most of her capital fighting ships were wisely withdrawn in February after news of the fall of the Marshalls reached Combined Fleet Headquarters at Dublin. The ranking Japanese admiral stationed at Truk during the middle period of the war testified that he would listen to the American radio proclaim Truk "the impregnable bastion of the Pacific", and then become apprehensive that perhaps the U.S. Navy might somehow learn the truth.

When American raids began over Truk in February 1944, the pilots found fewer targets than they expected. More than two-thirds of Japan's 365 land-based planes were destroyed,

and some 140,000 tons of shipping went to the bottoms of the lagoon.

These ships rest there today, silently and forever. Encrusted with coral, they form a beautiful undersea garden of color with schools of fish swimming about among them. With increasing frequency these days, scuba divers from all over the world join the fishes, and often their photographs appear in magazine articles and occasional pictorial books and essays.

Now and then some of these divers come here to the Micronesian Area Research Center at the University of Guam to research the sunken ships. More than once, as director, I have wished that someone would write the definitive work on the sunken fleet at Truk and the circumstances surrounding it. Happily, Klaus P. Lindemann has done it. *Hailstorm Over Truk Lagoon* ("Hailstorm" was the American code name for the engagements) is not only must reading for all divers and visitors going to Truk. It is something of an historical contribution as well, and could be assigned reading for students in Pacific History courses. In this book one will find everything one needs to know — indeed, all that is known — about Truk and World War II with regard to the background to the battle, descriptions by eyewitnesses, and an inventory explanation of all the wrecks that have been found on the lagoon floors.

Lindemann's work has been an organic literary effort. By this I mean that when he went to Truk to dive for the first time, he had no intentions of writing a book. But, when he found that no descriptive material was immediately at hand, he set out to produce some. It took him nearly 10 years to complete it. He has been very thorough, and scuba divers at Truk for years to come will thank him.

A newcomer to Truk who intends to dive will find *Hailstorm* an indispensable handbook. It will help him find the wrecks, identify them, and, because of the careful accounts of

each vessel and its present condition at the lagoon's bottom, it will make for more efficient and safer diving.

Lindemann is not an historian and doesn't claim to be, but nevertheless he has put together a cogent descriptive narrative of the fateful events at Truk during February 1944, and all that went before and after. He investigated all available sources. He contacted both Japanese and American people and institutions who could be of assistance. Moreover, he included the Trukese themselves. He interviewed many eyewitnesses, and has reproduced their comments in such a way as to allow them to express themselves in their own cultural context, and this is most productive and comfortable for them. This part is a special contribution because nowhere else does such testimony appear.

The physical aspects of the book are pleasing, too. There's an excellent cover design. The body type is a bit small, but not tedious. There are pictures, both black and white and in color, which are useful as well as inspiring. There's also an index and acknowledgments. Author Lindemann hasn't left a stone unturned. He deserves a lot of credit and we are grateful for his efforts. — *Dirk Anthony Ballendorf.*

Languages

documented; pidgins and creoles "based" on indigenous languages — the most notable of these is Bazaar Malay; and non-pidginised indigenous lingue franche.

The section of the atlas covering the distribution of 10 varieties of Chinese in the Pacific region is a testimony to the ubiquity of the Chinese commercial and social presence, a presence which often has considerable time-depth. The mapping shows not only where some variety of Chinese is spoken, but also, when several varieties are present in a given location, their relative degrees of importance in that location — e.g., Broome, Auckland and Wellington have Standard Cantonese exclusively; Sydney and

Brisbane have Standard Cantonese predominantly, but also have Hokkien and Szeypup Cantonese (and some Mandarin in Sydney only); and Melbourne has Szeypup Cantonese predominantly, but also has Standard Cantonese and Hokkien.

The general editors, the section editors, and the many contributing linguists whose combined talents have produced this truly magnificent atlas deserve our congratulations and thanks. As a result of their efforts the Pacific region, which contains nearly half the languages of the world, has for the first time been definitively mapped in linguistic terms. This does not mean, however, that supplements will be unnecessary, since it is normal for languages and their distributions to change in the course of time. — *David Walsh.*

Books received

The Children Must Dance.

By Tony Maniatty. Published 1984 by Penguin Books, 487 Maroonah Highway, Ringwood, Vic. 3134, Australia. ISBN 0 14 007089 3. Price \$5.95.

Culture, Youth and Suicide in the Pacific: Papers from an East-West Center Conference.

Edited by Francis X. Hezel, S.J. Published 1985 by Pacific Islands Studies Program, Center for Asian and Pacific Studies, University of Hawaii at Manoa, Honolulu, Hawaii 96822. No ISBN or price provided.

Solomons: A Portrait of Traditional and Contemporary Culture in Solomon Islands.

Edited by Julian Maka'a. A special issue of Pacific Moana Quarterly published 1985 by Outrigger Publishers, P.O. Box 13-049, Hamilton, New Zealand. ISSN 0110-3970. \$NZ12.00.

Out of Asia: Peopling the Americas and the Pacific.

Edited by Robert Kirk and Emokey Szathmary. Published 1985 by The Journal of Pacific History, The Australian National University, GPO Box 4, Canberra, ACT 2601, Australia. ISBN 0 9595477 4 6. Price \$18.50 plus p. & p.

Navigation, art, and espionage



William Hodges, *View of Funchal (Madeira)*, July 1792 . . . Madeira was occupied by British troops in 1801, and again in 1807.

Printed here is the first part of a three-part reproduction of a lecture given earlier this year in Sydney by Professor Bernard Smith entitled "The Functions of Art on Cook's Voyages". The lecture was second in the series known as The Dulcie Stretton Lecture, sponsored by The Library Society of the State Library of New South Wales.

Art historian Professor Smith is the co-author, with Dr Rudiger Joppien, of *The Art of Captain Cook's Voyages*, a three-volume study, the first two volumes of which were published this year by Oxford University Press. The two volumes will be reviewed in an early issue of PIM.

Both Joseph Banks and James Cook on several occasions asserted that drawings were often better than words for describing unfamiliar scenes and unfamiliar things. As a result of Banks's initiative the voyage of the *Endeavour* to the South Pacific was the first major voyage of exploration to sail with a full complement of artists and to bring back a comprehensive graphic record of the voyage. On its return it carried with it over 100 manuscript charts and more than 200 coastal views of value to later navigators, over 1000 drawings of plants and animals of value to natural scientists, and almost 200 drawings of the native peoples of the South Pacific, their artifacts and the environments in which they lived, of great value to the still infant science of anthropology. Yet most of this material has remained unpublished until recent times, and what has been published has appeared mostly in specialist publications. For almost two centuries historians have relied upon the written documents for Cook's explorations, using the engravings from time to time, not as documents to be interpreted but as mere embellishments to their written accounts. They have been, and to a large extent still are, visually naive, ignoring the advice of Banks and Cook that drawings are often better than words in the description of unfamiliar things. Indeed visual records can do more than describe the unfamiliar, they can often throw new light on events and the motives and interests of the voyagers.

When Cook sailed in 1768 skills in drawing were still not fully appreciated in the British navy. Two years later Cook himself noted that he did not know many seamen "who were capable of drawing a chart or sketch of a Sea Coast." But a major change took place between 1768 and Cook's death in 1779: in those 11 years the navy came to realise fully the value of drawing skills for the purpose

of compiling information.

The art completed on Cook's voyages can be said to fall into four main categories. First, charts and views drawn to assist navigation and naval intelligence; second, drawings made to document and classify previously unknown plants and animals; third, drawings of ethnographical value, such as portraits and figures of native peoples, their habitations and artifacts, and the environments within which they lived; and fourth, drawings made as visual records of significant events of the voyage. I shall discuss each category in turn and the function that kind of art served. For the first question we should ask of any drawing is, what purpose was it intended to serve?

On the *Endeavour* there were three men who could lay down a chart with competence. Cook himself, who in 1766 had published his admirable charts of Newfoundland after "the most thorough hydrographical survey yet made by an Englishman overseas," Molyneux, the Master, on whom the responsibility of chart-making directly fell, and Pickersgill, the Master's mate. Together these three were able to compile 102 charts, all of which will be published for the first time, in the first volume of the three-volume edition of the *Charts and Views of Cook's Voyages*, which the Hakluyt Society propose to publish as complementary volumes to *The Art of Cook's Voyages*. The folio of *Charts and Plans* which the Society published to supplement their edition of *Cook's Voyages* edited by the late Professor Beaglehole published only 24 charts from the first voyage.

Cook placed great value upon the production of accurate charts and was aware of the value of drawing coastal views. He had drawn views himself for some of his North American charts and

some of these were published together with his *Directions for Navigating in Newfoundland* (1766), and he would certainly have known and probably made use of the excellent coastal views in Greenville Collins's *Great-Britain's Coasting Pilot*, first published in 1693.

Nevertheless in 1768 skills in charting and drawing views were still not common among seamen and on the *Endeavour* it was the young artists employed by Banks, Sydney Parkinson, Alexander Buchan and Hermann Sporing who drew most of the coastal views made on the voyage. Parkinson, though employed as the natural-history draughtsman, drew the peak of Tenerife, and after they were about a month at sea and nearing the island of Bona Vista in the Cape Verde group, Banks noted in his *Journal* that "Mr Buchan," the young artist he had taken to depict the Polynesians, "was employed in taking views of the land." Cook also mentions in the *Journal* on the same day that two views were taken of the island. Presumably they were Buchan's views, which are now lost. Thus began a continuous program to draw views whenever land was in sight and virtually all of them were drawn by Banks's young artists. As J.R.H. Spencer has recently shown, Molyneux even left spaces in his log to be filled in with coastal views by Parkinson. All this is no more than we might expect. Cook, with Banks's approval, was making the best use of talent available. But we may note that what was soon to become a normal naval practice was undertaken on the *Endeavour* by a rather incompetent figure draughtsman and a skilled botanical illustrator.

In the production of coastal views as in other ways Cook made the best use he could of the talent available. On his second voyage, William Hodges, the landscape painter, was directly under his control, and he asked Hodges to set up a little drawing school in the great cabin to teach the young midshipmen, John Elliott, Henry Roberts, Isaac Smith, the art of drawing coastal views. Hodges taught them to draw in tone and color rather than in line, which was the practice on the first voyage. That method indicated internal distances more skilfully.

Such views were of value mainly for navigation; but sketches of ports and harbors could be of great value for naval intelligence. Historians have often commented favorably on the tendency of the British to publish their voyages of exploration whereas the Portuguese, Spanish and Dutch tended to keep them secret. There is some truth in this, but the element of secrecy in British voyages also should not be ignored. It was stressed in Cook's official instructions. For example, the instructions for the second voyage required that before he left the ship "to Demand from the Officers and Petty Officers . . . the Log Books and Journals they may have kept, and to seal them up for our inspection, and enjoining Them and the whole Crew, not to divulge where they have been, until they shall have permission so to do."

Most historians of Cook's voyages have tended, either explicitly or implicitly, to be critical of the unduly suspicious nature of the reception which Cook received at Rio from the Portuguese Vice Roy, who severely restricted the movements of the *Endeavour's* company. They have tended to take Cook's plea that he was engaged on a purely scientific expedition at face value. But the Vice Roy had grounds for suspicion. We should not forget that Cook was also the man who charted the St Lawrence preparatory to Wolfe's successful assault upon Quebec; and during the *Endeavour's* stay at Rio, Alexander Buchan made five detailed topographic drawings of the harbor of Rio and its fortifications, by looking through the windows, within the secrecy of the *Endeavour's* great cabin. Cook and Banks wrote full accounts of the fortifications of Rio in their *Journals* and both provided suggestions as to how the forts might best be attacked.

On his second voyage the Governor of Madeira extended a welcome to Cook provided "no Plans or drawings be made of any of the Fortifications, a very reasonable restriction and very readily promised on my part," Cook wrote in his *Journal*. Yet he seems to have taken no precautions to honor his promise even if he did not deliberately break it. For William Hodges, from the great cabin,

made a drawing of Funchal and its fortifications (it only came to light recently), and also a fine painting.

When the *Resolution* reached Capetown Hodges also painted a picture of the harbor. In my book *European Vision and the South Pacific* I discussed how this harbor view, transformed by Hodges into a magnificent landscape, accurately depicts the weather conditions prevailing at the time. What I did not examine was its possible implications for naval intelligence. But I strongly suspect that Cook was well aware of its value in that regard. On his voyage back home in the *Endeavour* Cook wrote an account of the fortifications of Capetown into his *Journal*. "Table Bay is defended by a Square Fort situated on the east side of the Town close to the Sea Beach, together with several other out works and Batteries along the Shore of the Bay on each side of the Town; they are situated as to be Cannonaded by Shipping and are in a manner defenceless against a superior land force. The garrison at present consists of 800 Regulars besides the Militia of the Country which comprehends every man able to bear arms." On leaving Capetown Cook wrote in his journal: "Mr Hodges employed himself here in drawing a view of the Town and Port in Oyle Colours, which was properly packed up with some others and left with Mr Brand [a good friend of the British at the Cape] in order to be forwarded to the Admiralty, by the first ship that should sail for England."

One of the other paintings packed up and sent back was the painting of Funchal. Hodges' painting of Capetown remained, like most of his work as Cook's artist on *Resolution*, in the possession of the Admiralty until it was transferred with a number of other paintings to the National Maritime Museum when it was established in 1936. For many years the Cape of Good Hope hung in comparative seclusion in Admiralty House, Whitehall. In 1795 Admiral Elphinstone mounted a successful naval and military assault upon Capetown, and I should be surprised if he did not read Cook's journal and study Hodges' painting (at Admiralty House) in preparing his campaign. He certainly was aware as Cook was of the value of attacking the fort from the rear, for he landed his troops in the Simons Bay area. Madeira, incidentally, was occupied by British troops in 1801 and again in 1807.

• Next Month: Of plants, animals, and men.



William Hodges, *A View of the Cape of Good Hope*, taken on the Spot, from on board the *Resolution*, November 1792. In 1795 Britain's Admiral Elphinstone mounted a successful naval and military assault upon Cape Town, showing that he was aware as Cook was of the value of attacking the fort from the rear.

S.O.S

Blasts wreck peace vessel

AUCKLAND — Two explosions ripped through the Greenpeace protest vessel Rainbow Warrior on the Auckland waterfront last night.

Early this morning one person was unaccounted for.

The blasts, which rocked nearby buildings and were heard a kilometre away, left the ship heeled over and half submerged at Marsden Wharf. Several people were flung overboard by the blasts.

Police and fire engines immediately converged on the scene.

The converted trawler arrived in Auckland on Sunday and was to have led a protest flotilla on a four-month Pacific cruise, including a visit to the French nuclear-testing site at Mururoa atoll.

This was how the world first heard the news of the violent attack on the Greenpeace flagship Rainbow Warrior on July 10. This week, of course, we know a lot more.

We know that the unaccounted crew member was soon accounted for — dead! He was photographer and engineer Fernando Pereira — a father of two young children.

We know that the sinking of the Rainbow Warrior was a deliberate act of sabotage — Limpet mines were attached to the hull.

And we know that we need your help more than ever before.

With your donation, the salvage of

equipment from the Rainbow Warrior, and the purchase of a replacement vessel, will be possible. And a trust fund will be set up for Fernando's two children.

Help Greenpeace in its struggle against the senseless slaughter of seal pups, whales and marinelife, the ocean dumping of toxic chemicals and nuclear waste, and nuclear tests in the Pacific.

Send your donation now to the Greenpeace Rainbow Warrior Appeal and help give your children and Fernando's, a future to look forward to.

Yes I would like to help Greenpeace and Fernando's children.

Please accept my donation for \$.....

Please send to: Greenpeace Australia Inc.
310 Angus Street, Adelaide 5000.

Enclosed is my cheque/money order or charge to my Bankcard

Bankcard Number

Name

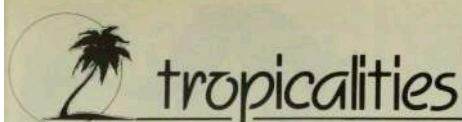
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GREENPEACE
AUSTRALIA



Heavy grass and Yakuza in Micronesia

Boy, that Palau grass is "heavy stuff", said the young American as he greeted some of his contemporaries at the Guam International Airport just after alighting from a Koror flight. His remark was all too typical of many returning tourists and other visitors to Palau these days, "high-impact" marijuana being one of the islands' attractions along with their many natural beauties.

The situation is becoming one of great concern to many of the American authorities as well as to the Palauan leadership. Marijuana, of course, is grown throughout the islands, but the Palau version is especially sought after due to its potency. Some of the "pot" there is grown in the high phosphate-content soil of Babelthup Island and Peleliu, and these turn out to be healthy plants with very rich leaves.

The Guam airport, being a terminus in Micronesia, gets a lot of drug traffic with its attendant problems. Dogs trained to sniff out "pot" are regularly used in the baggage rooms before luggage is given over to air passengers, and frequently drug shipments are discovered in ice chests containing fresh fish. The customs people at Guam are very thorough, to the chagrin of many travellers.

But in Palau, and elsewhere in Micronesia, inspections are not nearly as tight, and marijuana and other drugs can move rather easily — too easily for most law enforcement officers, and others concerned with the growing problem. Palau is of special concern because nowadays there are two flights a week between Manila and Koror, and hard drugs, including heroin, are coming into



Agana, Guam's attractive, modern capital — and, maybe, a trysting place for the Yakuza.

Micronesia from Asia, and thence to the U.S. mainland. It is one of the concerns of those leery about the forthcoming passage of the Compacts of Free Association. First class mail can be sent from any place in the Trust Territory to any place on the mainland. This mail is not inspected. Practically speaking, parcels of "Palauan gold" can be sent easily from Koror to Oshkosh, Wisconsin — or anywhere else — rather easily.

And Palauans themselves become victims of hard drugs. Palau Attorney-General Russell Weller has reported that "in the Koror hospital over a hundred drug-related treatments have been made" in recent times. This is an increasingly grave matter. The special problem here is that when it comes to hard drugs like heroin, not much money can be made by dealers selling to Palauan

customers; they simply cannot afford it. They get hooked and get very sick. The real money to be made is through the transshipments to Guam and elsewhere, where there are ready markets and lots of profits to be made.

Nor can it be denied that the Japanese "Yakuza" — Mafia — is interested in all of this. In recent months a number of Yakuza members have been apprehended at Guam airport and returned directly to Japan. The Yakuza members, happily, are rather easy to identify in many cases. They sport tattoos and have parts of their fingers amputated as part of their sinister code and ritual. Recently, one such unfortunate fellow was immediately apprehended at Guam International Airport. Reportedly, he was seeking asylum in Guam because he feared for his life in Japan. The Guam authorities promptly re-

turned him, and, as far as is known, he has not been heard from again.

But it is likely that people in Guam and Micronesia will be, lamentably, hearing plenty more from the Yakuza in future. The drug trade is profitable, and regrettably easy, these days in the islands. It is a business which is bound to grow. The many "massage parlors" of Guam, and the recent efforts to promote gambling at Saipan to the north, are said to be Yakuza-supported.

At base, of course, it is for the islanders themselves to put a stop to it all. But as one observer said recently: "You can't have drug traffic any place without the more important and highly placed citizens of the society being involved." Surely, this represents an important and continuing problem for the Guam-Micronesian public. — Dirk Anthony Ballendorf.

Unhappy echoes in Happy Valley

A tiny, reinforced concrete hut dug in on a hillside up Rarotonga's Happy Valley records the anything but happy bangs that take place at the French nuclear testing site on Moruroa atoll in French Polynesia.

Every time the scientists there fire an underground shot this spartan little outpost records the shock waves and tells the world.

There have been four tests so far this year, in the now-regular pattern of a small one followed by a big one, then a small one again. Their shock waves hit Rarotonga from three directions in such a familiar sequence that senior technician at the Cook Islands observatory, Mr Roro Taia, can tell immediately that they are from the nuclear testing ground, not an earthquake.

"The last French test was on June 7 and was equivalent to about 10 kilotonnes of TNT," he said.

Four tests have been fired on Moruroa so far this year, and each one has been easily identifiable; quite distinctly different from the earthquakes which the observatory also records at the rate of about one a week.

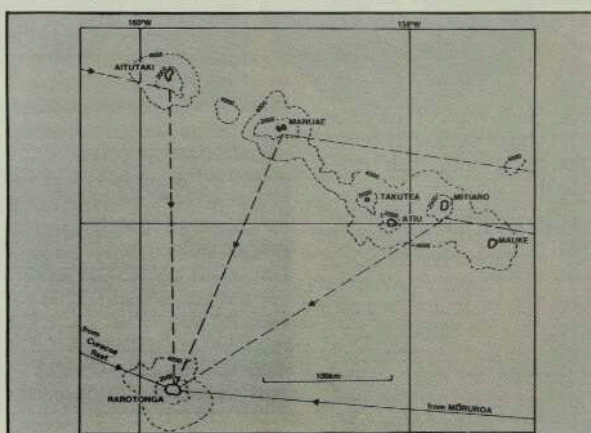
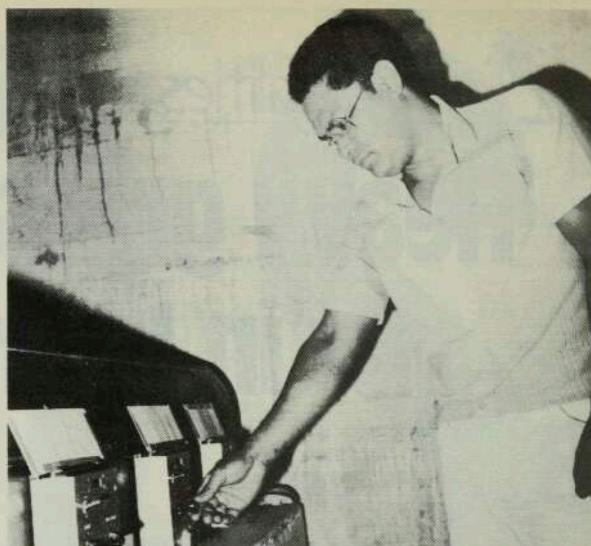
The nuclear explosions generate shock waves which radiate through the Pacific's

waters and strike Rarotonga's bedrock from a number of angles. First, there is the direct shock. Between one minute 40 seconds and two minutes later a second shock wave arrives after being deflected from Manuae Island to the north of Rarotonga. Lastly comes a third, weaker, shock wave deflected from Mitiaro.

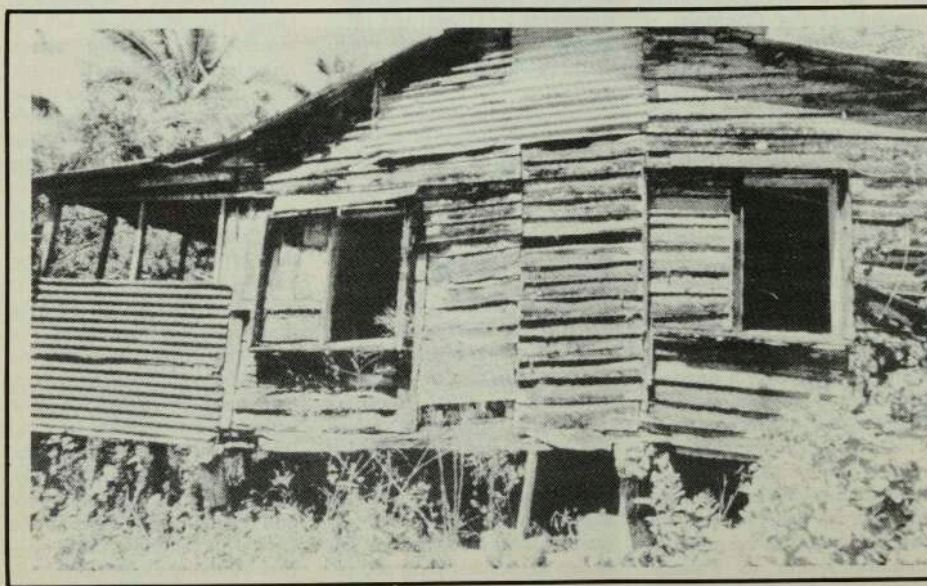
The observatory, which is owned by New Zealand's Department of Scientific and Industrial Research, houses six seismometers, set up in two banks of three. One set is sensitive to short periods of motion and the other to long periods. In each set one instrument is aligned north-south, another east-west and the third sits vertically.

The instruments are incredibly sensitive to movements within the earth. "They will record waves pounding on the reef, and wind moving tree roots," said Roro Taia. "They can even identify traffic noises in Avarua."

This sensitivity does, however, give the observers some problems. If a hurricane is hitting the region it is sometimes difficult to separate its shock waves from those of a small explosion on Moruroa. — Roy Vaughan in Rarotonga.



Roro Taia (top), senior technician at New Zealand's seismological observatory in Rarotonga's Takuvaline Valley, checks instruments which record earth movements on photographic paper — mainly earthquakes, but also nuclear blasts at Moruroa. — Lawrence Bailey photo. Below: Map shows directions from which Moruroa blast waves hit Rarotonga.



This remarkable shot of an abandoned house on Pitcairn Island was taken by photographer Gunther Diechmann for the Papeete newspaper, *La Dépêche de Tahiti*.

What's changed in the Cooks — and what hasn't

After an absence of almost 10 years it was a thrill to fly into Rarotonga again. This time, however, instead of disembarking in a small group to the sounds of a Cook Islands greeting of throbbing drums and graceful girls extending leis in welcome, we crowded off with 400 other passengers from an Air New Zealand Boeing 747 at the ungodly hour of 2 a.m.

For us, it was not the impersonal hotel staff waiting for their customers, but instead a warm greeting from old and loyal friends, a greeting we deeply appreciated.

The 10 years between 1975 (the year of the 10th anniversary of independence in free association with New Zealand) and 1985, the 20th anniversary, are probably the most significant in the modern history of the Cooks. This period saw the change of government from the patriarchal control of Albert Henry to the urbane style of government of Sir Tom Davis. In 1975, a pride of the Cooks was CINAT (Cook Islands National Arts Theatre). After significant successes in Australia and New Zealand in 1970, at the first and second South Pacific Festivals of Art in Suva, 1972, and Rotorua, 1976, their special participation in the official Opening Ceremonies of the Sydney Opera House in 1973, and, subsequently, on Australian and New Zealand tours, the company fell victim to the strong political divisions in the Cooks and was disbanded. CINAT has now been reborn and has again represented the Cooks, this time at the Fourth Festival of Arts in Tahiti this year.

There have been changes, dramatic changes on Rarotonga, the main island of the 15 which make up the Cook Islands. These include the building of dozens of motels and hotels. Some, like the new Hotel Rarotonga, fit delightfully into the Rarotongan landscape, as do some private homes such

VICTOR CARELL and his wife Beth Dean recently visited the Cook Islands after an absence of almost 10 years. Victor Carell writes here on the changes to be observed in Rarotonga since they were last there — and of the things that haven't changed much at all.

as the artist Rick Welland's marvellous stone house built snuggled into huge black basalt rocks and the ironwood casuarina and large utu trees. It looks out upon the rippling waves of the lagoon as if welcoming the incoming Pacific Ocean to Rarotonga.

But too many of the motels are lacking in imaginative value. One sees the incongruity of an old Cook Islands house now painted a bright yellow and named "La Cantina" with a sleepy "Mexican under a sombrero" as a fresco outside.

Alongside the historic and gracious pioneer Avarua church and its "Minister's house" — both built of hard-won coral lime and rocks — is a most obtrusive new Sunday School hall. It is certainly utilitarian but is most distressing to lovers of history, architecture and art.

One despairs over the loss of the truly unique and charming original Sunday School hall, built of similar materials to the church, but allowed to deteriorate until it is now a roofless ruin with only the shell of its walls standing. This was the centre

for some of the most exciting moments we spent on Rarotonga during our first visits beginning from 1962. It was where church groups or *tere* travelling parties, each representing separate Cook islands, competed in the wonderful Cook Islands "Imene Tukis", or sacred chanted hymn-stories. Imene Tukis were based on the ancient *Ute*. These were gossip songs banned in the mid-19th century. They were then transformed into Imene Tukis, with similar rhythms and style. But now the words came from Bible stories. This chanting-singing praise of the Lord is done in fantastic "part-singing" with the men's heavy bass punctuating the high calls of the women's voices like a thrilling tympany section. The old building would throb and echo as one after the other of the groups sent forth their praise to the Lord.

Ten years on there just have



Cook Islands festivities, the traditional way.



Captain Andy Thomson.

to be changes. Sadly, gone are many of the old personalities. People like the flamboyant and intrepid sailor, Captain Andy Thomson. Sages like Charlie Cowan, Araitia Tepuretu, and, of course, Albert Henry. These were all men of vision. They gave a very special quality to Cook Islands life. They gave it stability, they were a tie to the past great orators as well as creating a sense of adventure and romance.

Today's commercial world in the town of Avarua is a very different place, but there are now jobs for young and old. The prime minister proudly claims a "plus growth" in the Cook Islands population last year. For the first time in years more Cook Islanders returned than departed these shores. But old "poppa and mama" Henry,

Albert and Elizabeth, must be wondering. There is now the rather austere image of Albert cast in bronze holding pride of place in the Avarua church cemetery. It almost seems as if he is looking at this modern tourist "paradise" and asking "What is happening to *Te Enua*?" ("Our Land").

The old wharf area at Avatiu is different too. No longer are there the bitter-sweet farewells by Rarotongan crowds sending their relations and friends off with *ute* songs and prayers as they sailed away to the farther Cooks. Now we have the luxury of small inter-island planes taking tourists and locals to the outer islands and back in a matter of hours. And even in Rakahanga, one of the farthest isles where traditional "grass huts" may still be seen, there is electricity and the ubiquitous video sets.

With the passing of the old leaders of great *mana*, those men of knowledge and respect, living storehouses of the old chants, legends and history such as Araitia and Cowan, we find today some local ministers of the Cook Islands Christian Church trying to have the Cooks parliamentarians legislate to return the country to the old days of austere Sundays when everything was forbidden except church-going. In the early days of the LMS, those zealous missionaries from dour and cold Victorian England forbade all sports, picnics and

gatherings on Sundays, insisting that all must spend the day in church.

These modern ministers must face the realities of the present. With a floating population of hundreds of income-producing tourists, all needing to be fed, housed and entertained; with planes arriving and departing at weekends, plus the large percentage of members of other faiths who are not in agreement with those strict Victorian codes, few are left who can afford to agree with them.

What is more, although the historic Cook Islands Christian Church buildings still delight visitors, the Mormons still retain their several rather antiseptic structures dotted around the island; the Seventh-day Adventist Church still has its monumental centre at Titi-kaveka; the Catholics have a brand new "cathedral" in Avarua, churchgoing is on the decrease in Rarotonga. However, it is still one of the joys of the Cooks to attend church on a Sunday and enjoy the wonderful singing, and see the ladies dressed in their best "whites" and wearing those wonderful Cook Islands hats perched jauntily on heads of lustrous hair hanging to the waist, or done up in perky chignons. Though many are now made from non-Cooks satin raffia-type materials, there are still many created in the traditional way from the finely woven cream or white coconut fibres:

rito.

Nothing can change the glory of the Rarotongan mountains: the twin peaks, Rarotonga's highest, Te Manga, at 625 metres and Te Kou; the flat-topped Maungaroa and the "Needle", Te Rua Manga; those gentle and fertile slopes; nor the easy smiles and beauty of Rarotongan youth. The island throbs with joy, warmth and hospitality so that everyone instinctively feels at home as it in the bosom of a large and caring family.

Rarotonga is still a delight, even though this small island boasts many tourist industries. There are convenient hotels, motels, flats and curio shops. Tour buses flit back and forth and move around the road circling the island. There are many duty-free shops. All are thriving, as are the car, motor cycle and bicycle rental shops. But there still remain the lovely plantations with large green taro leaves nodding in the sunshine.

Citrus groves abound with neat rows of orange, mandarin and grapefruit trees laden with fruit for export to New Zealand, Samoa and Tahiti; children splash in the many fresh streams and ponds as the waters flow down to the white beaches circling the land mass. Forests of heavy dark-green foliage remain where trees of great age and size keep out the sunlight and create sombre, brooding thickets of shaded mystery.

Cook Islands politics, it seems, remains as always . . . uncertain. These islands have generally been divided politically. Regardless of the present coalition government of national unity, composed of the two major parties each with 11 MPs, there seems little real goodwill among them. One feels that each side is just waiting in the wings to achieve an advantage.

This was shown in the recent move to oust the Prime Minister, Sir Tom Davis, when a vote of "no-confidence" was moved by one of the two independent MPs. The motion was withdrawn after four members of the Cook Islands Party refused to join their leader and others.

Uncertainty it seems is part of the charm — even excitement — of the Cook Islands.



To Church, to church . . . the traditional Sunday is weakened, but lives on.

Breadfruit fermentation: Reviving a lost art

A strong cheese-like smell rising from the ground used to be familiar to those living and visiting on Pacific islands. But not any more. With the coming of Western foods the practice of setting aside the breadfruit at the end of the season has fallen away — who makes fermented breadfruit any more?

This problem has struck food technologists and those interested in old traditions so strongly that two quite separate groups took on the task of gaining further understanding of breadfruit fermentation practices. Mrs Susan Parkinson, a nutritionist of long standing in the Pacific, has been instrumental in having a breadfruit pit put down in her Suva garden by some Kadavu people. In Papeete, Jean-Marc Pambrun, Director of Traditions at the Musée des Iles, has also had a pit put down in the grounds of the museum. He called on a lady named Suzanne, and her Marquesan relatives, to provide the expertise.

The Fiji pit of *madrai* made from breadfruit is being monitored by the Institute of Natural Resources at the University of the South Pacific in order to record chemical changes. In particular, changes in temperature in the pit, changes in acidity, and any other recordable changes, are being studied by Dr Cheryl Lovelace. They expect to be able to prepare a detailed account of the composition of the fermented breadfruit paste. No such information is available apart from Mary Murai's study in the 1950s on some seeded breadfruit from Kapingamarangi.

The Papeete pit of fermented breadfruit, known there as an *apootio'o* is part of a larger study of breadfruit as a food and a plant which played a major part in the way of life of the people of the Society Islands, and also the Marquesas. As well as recording the technical processes necessary to make a proper *apootio'o* the Department of Traditions is also



Mrs Susan Parkinson, nutritionist and home economist who has worked in the South Pacific for almost 30 years. Throughout her travels in the area, she has collected and adapted many traditional recipes for use in modern islands menus. She is the author of several books on Pacific dietary matters.

trying to unravel the social and ideological meanings behind the making of fermented breadfruit. To this end they are making a photographic record, as well as talking to old people on Raiatea, Maupiti, Tahiti and

Huahine and Moorea in order not to lose their knowledge.

Rather than understanding the chemical composition, as in the case of the Fiji pit, Jean-Marc Pambrun and his team are more concerned that some

of this knowledge is disappearing with the older generation, and that unless this knowledge is captured now young people will be poorer for not knowing anything about an important aspect of their cultural heritage. Thus, when the pit was due to be opened last December, they planned to invite children from a nearby school to share in the opening and cooking of the final product. "There should be enough for 1500 people," they claimed; and that is from an original 400 breadfruit.

With the high food prices in both Fiji and Tahiti, and the prodigality with which breadfruit produces fruit twice or three times a year, it is a shame to see this food wasted just for lack of knowledge as to what to do with it.

These two efforts in different parts of the Pacific could make a significant contribution to the problems of trade imbalance, due to the large amounts Pacific nations spend on importing foodstuffs. But in addition, these foodstuffs from pre-European times are an important part of local identity and pride. With these new sources of information, the knowledge may be now captured for the future. Schoolchildren will be able to do projects on foods of former times, and chefs, cuisinieres, and Cordon Bleu hostesses can develop recipes using the fermented breadfruit of yesteryear. — Nancy J. Pollock in Wellington.



View of Tahitian coastal plain. Note the open house and breadfruit tree with baskets at its base on the right, the taro plants in the left foreground, and the canoe shed in the background. Pen-and-wash drawing by Sydney Parkinson (no relation of Mrs Parkinson, he was an artist on Captain Cook's *Endeavour*).



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"RAINBOW WARRIOR" SCANDAL

Continued from page 21

Zealand detectives were sent up to Noumea to further investigate the *Ouvéa* and its crew, but by then the bird had flown the coop.

The *Ouvéa* was last heard from when a radio message was received by New Caledonia's coastwatch claiming the yacht was about 30 nautical miles north-west of the Isle of Pines off New Caledonia's southern tip. However, the police are quick to point out that the message could have come from anywhere in the South Pacific. Rumors were rife that the yacht had been scuttled and that the three crew, who by this stage were suspected French secret service agents, had gone into hiding, perhaps after being picked up at sea by the French navy, which has a strong presence in the area.

However the three turned up in Paris on Monday, August 26. None has been taken into custody or charged, even though New Zealand authorities have now issued international warrants for them on charges which include murder and criminal

damage.

It has also now been confirmed that the three are French agents with the DGSE, their true identities being Chief Warrant Officer Roland Verge, Warrant Officer Andries, and Warrant Officer Bartolo. All are also highly trained scuba divers. The only word of the *Ouvéa* came in the Tricot report in Paris which declared that the yacht had been abandoned.

Questions as to where, when and how remain to be answered.

It's not the first time the *Ouvéa* has gone missing. It disappeared in December 1983 after being chartered for a week-long cruise by a New Caledonian man. It was found several months later in Darwin harbor, with a new name painted on the hull.

The yacht, worth an estimated CFP18 million (\$A155,000), was insured and will be replaced, according to Noumea Yacht Charters. The company expects a boom in its business this coming summer following the mountains of publicity it has received over the affair. — Sue Williams in Noumea.



A Royal New Zealand Navy frogman at work in August on the long and difficult job of refloating the *Rainbow Warrior*.



Soviet threat: The shadow and the substance

It seems to be getting fashionable these days to speak of the "Soviet threat" to the Pacific in the regional news media. It has stemmed of course, from Russian interest in fishing rights in the territorial waters of Kiribati coming to light. While it is certainly a good thing to keep up with such developments, I think it is also important to take a hard look at some of the relevant questions which might be posed around this issue. What are the Soviet interests in the Pacific? What is the present Soviet presence? Is it a threat?

The Soviets have been interested in the Pacific for many years and have not been considered strangers. In the last century the Russian Captain Kotzebue came to Pohnpei (new form of the place name Ponape) and in fact named the islands "Senyavin" after his ship. Today, there are Russian ships all over the Pacific, and they have been there for a number of years. In Micronesia they are quite active because of the significant American military presence at Guam, and the missile testing facilities at Kwajalein in the Marshall Islands. In fact, the largest Russian armada is in the Pacific. Because we don't see it much, we tend not to think about it.

Submarine tracking planes fly daily from Guam, and the large Naval Communications Center (NAVCAMS) tracks the Russian activity, among other things through a network of computers and other sophisticated electronic gear located in the northern part of Guam. The SAC base at Andersen launches B-52 bombers which fly regularly to Darwin, Australia,

DIRK ANTHONY BALLENDORF, director of the Micronesian Area Research Center, Guam, takes a considered look at the shadow and the substance of talk about the Soviet threat to Pacific Island countries.



Tu-95 BEAR D naval reconnaissance aircraft are stationed in Vietnam as part of the Soviet navy's expanding Pacific pressure. — Photo from *Soviet Military Power*, published 1985 by the US Department of Defense.

and they have a surveillance mission these days, as well as their primary defence mission.

Backfire bombers are stationed in Siberia. There are at least two large carriers, the *Minsk* and the *Kiev* stationed in the Pacific, and over 80 capital ships are based at the former American base Cam Ranh Bay in Vietnam which threaten, potentially, the Lombok and Molucca Straits.

Two underwater cables — one northward, another northeastward — stretch from Guam into the Pacific, and record every single ship that passes over them. There is no way to easily estimate the cost of all this, but one can imagine how considerable it is. The Russian Bear is indeed in the Pacific,

and he has been for sometime. In 1977, while practising in Guam waters, the Americans lost a torpedo. It was promptly picked up by the Russians who were standing-off nearby to observe the exercise. After a few days, it was reportedly returned and the suspicious homeostasis between the two superpowers was restored.

The Kwajalein missile-testing facility is a fabulous place — like something out of a James Bond movie. Reportedly, missiles are fired from Vandenberg Air Force Base, in California, and brought down just minutes later at the atoll. The Americans are fortunate to have such a wonderful test site, and the Russians — who also test their missiles in the Pacific, but have

to do so using flotillas of ships — must be quite envious.

Enter now the Soviet entreaties for fishing rights in Kiribati. It seems a logical next step for them to complement their already tremendous military presence. Soviet naval surveillance under the guise of fishing ships not to be viewed as a burgeoning Soviet threat, but merely as a continuance or subsequent phase to what they already started quite a while ago. Nor should this be especially alarming. The Americans have probably anticipated it for some time, and have a defence already worked out.

How might the Micronesians affect and be affected by all this? They do not have sophisticated scientists of their own, or a developed technology. But they are certainly not stupid. They are smart, and also in need of money. They will predictably play off one superpower against the other. The Russian fishing explorations in Kiribati offer the chance to get ahead on some of that country's foreign debts. There is certainly nothing dishonorable about allowing people to fish in your waters — especially when they are the largest-area ones in the whole new-nation Pacific. Kiribati is aligned, but unarmed, and rightfully sees a viable opportunity to garner respectable funds.

The new, semi-autonomous nations of the Marshalls and the Federated States of Micronesia, to the northwest of Kiribati, might also be approached by the Soviets after the Compacts of Free Association with the United States are in place. These political arrangements are new for both the Microne-

sians and for the Americans, and certainly will be tested. The Soviets are likely candidates to test them. The compacts are a political arrangement roughly analogous to the social situation of living together without being married. Why wouldn't the Soviets attempt to be suitors of Micronesians at some point in the future?

The Compacts of Free Association between the UN Trust Territory Micronesians and the Americans provide for the Micronesians to handle their own foreign affairs and relations with other nations. Although there will most certainly be close consultations should such relations ever involve the Soviet Union, it seems reasonable to expect that at some point in the future the Bear will make a try at negotiating something with the Micronesian semi-autonomous states. Greg Fry of the Australian National University has pointed out that a double standard is applied in the case of the Pacific nations which the leaders must be sensitive to: the metropolitan powers have diplomatic and trade relations with the Soviet Union, so why shouldn't the Pacific Island nations do likewise if they so desire, and if it is to their economic advantage?

Pacific island peoples are pro-West, not pro-Russian. In Kiribati, the initiatives of the Russians in the case of fishing rights will be put to the people before any decision is made, and it seems unlikely that the people will vigorously embrace a portended Soviet presence in their islands.

The recent difficulties with ANZUS have not upset the strategic balance in the Pacific as much as they have caused American chagrin. Prime Minister Lange is anti-nuclear, but also most assuredly anti-Russian as well. Taken on the whole, it appears that the Pacific islanders have more to gain from a carefully considered Soviet presence in the Pacific than the metropolitan powers do. Throughout a long, and sometimes exploitive, history of colonialism, Pacific islanders have usually managed to act in their own best interests. If the Soviets should "threaten" them, they will parry and react in much the same way as they have when the metropolitan powers have done the same.

FIJI POLITICS

NFP squabbles open way for Labour Party push

The opposition National Federation Party of Fiji faces a deepening crisis of leadership in the wake of the unceremonious dumping in July of the deputy leader, Mrs Irene Jai Narayan.

Mrs Narayan is not only the sole woman member of the House of Representatives, but is one of the most effective and outspoken parliamentarians in the country. And, as for seniority, she is the longest-serving member in the Opposition, having been returned to the House with thumping majorities successively in the past five general elections.

The decision to tip her out of the deputy leadership came from party leader, Siddiq Koya, who, himself is seen as very much the stormy petrel of NFP politics and a man not without considerable opposition to his rule.

There has been bad blood between Mrs Narayan and Mr Koya since 1977 when the NFP tore itself apart into two factions, each fielding its own set of candidates in the general election of April that year. Mrs Narayan was largely instrumental in throwing Mr Koya out from both the House and the party leadership in that epic battle.

The man then elected to lead the Opposition, Lautoka lawyer, Jai Ram Reddy, began a slow and painful healing process after the divisive election to reunite the dismembered party. In the end, however, Mr Reddy last year threw in his hand, and quit parliament, handing the leadership, virtually on a silver platter, back to Mr Koya.

Although Mr Koya inherited from Mr Reddy a united party, and was thus given a splendid second chance -- a rarity in politics, even in Fiji -- Mr Koya obviously felt he had to settle some old scores.

His main target was Mrs Narayan. He first banned her from using the Opposition offices, but Mrs Narayan successfully protested to the



Irene Jai Narayan ... dumped as deputy, but an outstanding performer. — *Fiji Times* photo.

Speaker, Mr Tomasi Vakatora, who ruled that all Opposition members, irrespective of the party to which they belonged, had a right to use the facilities of the Opposition offices.

Thus thwarted, Mr Koya decided to reshuffle his shadow cabinet, using the general rearrangement to get rid of the persistently sharp thorn in his side. In a list of his new cabinet members that he sent to the Fiji press he announced, without any preamble or explanation, the appointment of one of the four ethnic Fijians in the party, trade unionist Koresi Matatolu, as his new deputy. Mrs Narayan was effectively axed, although he had offered her the education portfolio, which she had promptly rejected, announcing forthwith her withdrawal of support for Mr Koya.

Earlier, another member of Mr Koya's previous cabinet, university lecturer Dr Satendra Nandan, had also withdrawn his support for the party leader.

Mrs Narayan was followed by veteran Nadi politician, Hargovind Lodhia, to whom Mr Koya had given the key finance portfolio. Mr Lodhia, a very keen participant in NFP inner politics, described the make-up of the shadow cabinet as "farcical" and refused to have anything to do with it.

Mr Koya hurriedly called a meeting of his parliamentary

board to discuss the crises, but only half the members turned up. After some arm-twisting, he was able to summon 17 of the 23 board members to another meeting. Thus was he able to present a facade of unity, but there can be no denying the strong disillusionment and resentment felt by many of his colleagues at the manner in which Mr Koya rid himself of Mrs Narayan.

Mr Matatolu, a capable and articulate member of the House, would have been an acceptable deputy under different circumstances.

But Mrs Narayan is by no means finished. She has a large personal following (something that Mr Koya cannot claim for himself), and his shabby treatment of her has won her much public sympathy, particularly among women voters.

After her dismissal, Mrs Narayan's performance both in and outside parliament has become even more telling. In the July session of the House she was clearly the star performer.

The continual bickering and in-fighting in the NFP, and the poor performance of Mr Koya in his leadership role, have disenchanted many party followers. The NFP is in a state of disarray and decadence and unless it cleans its house, it is doomed to die.

The formation by the trades unions of the Fiji Labour Party offers both NFP and Alliance party followers a new, and quite different, choice. If Labour adopts a pragmatic, moderate and realistic platform it could woo not only NFP, but also Alliance, voters in droves to its ranks.

Labour's main weakness is the lack of a nationally recognisable leader. The Alliance is dominated by the protean figure of the prime minister, Ratu Sir Kamisese Mara.

As for the NFP, it has reduced itself to the level of a Walt Disney cartoon — good for comic relief. — *Vijendra Kumar in Suva.*



The director of SPEC, **Mahe Tupouniua**, has appointed **Trevor H. B. Sofield**, to the position of deputy director of SPEC. Mr Sofield has taken up office and replaced Dr **Peter Adams** who has returned to the New Zealand Ministry of Foreign Affairs on completion of his secondment to SPEC.

Before taking up the post Mr Sofield was Australian High Commissioner to Solomon Islands from March, 1982. He was head of the South Pacific Regional Section in the Australian Department of Foreign Affairs in Canberra from January, 1980, to February, 1982.

From 1976-1980, Mr Sofield was attached to the Australian High Commission in Wellington. During this period, he undertook short-term assignments as acting head of mission in Solomon Islands, Vanuatu and New Caledonia. In this time, he was also associated with SPEC-sponsored meetings, particularly in the areas of regional transport, trade (including SPARTECA) and regional fisheries development. Mr Sofield therefore joins SPEC with 10 years involvement in South Pacific affairs behind him.

Mr Sofield joined the Australian Department of Foreign Affairs in January, 1968, and has served in Tanzania and Sri Lanka. He has also worked in his department's United Nations Section in Canberra and was head of the African Section prior to his posting to Wellington.



Philip A. Snow, OBE.



Trevor H. B. Sofield

Well known author, administrator and sportsman, **Philip Albert Snow**, was awarded the OBE in this year's Queen's Birthday honors.

Mr Snow served in the colonial service in Fiji from 1938 to 1952, in which year he returned to England and the post of Bursar of Rugby School, which he continued to hold for 25 years.

Mr Snow almost single-handedly introduced cricket into Fiji. He published a book on the subject in 1949, and has since written a number of other works, including one *Stranger and Brother: A Portrait of C. P. Snow*, concerning his older brother, author and statesman, Lord Snow of Leicester.

Tagaloa Tavita, otherwise known as Prime Minister **David Lange** of New Zealand, on August 1, became **Matautia Tagaloa Tavita** after he was awarded a secondary honorary matai title as a gift of Western Samoa's Prime Minister **Tofilau Eti** and his village of Iva, Savaii.

Mr Lange was in Western Samoa on one of a number of visits he has recently paid to Island countries.

Joe Tauvasa has been appointed a director of Shell Papua New Guinea Pty. Ltd.

Mr Tauvasa joined Shell Papua New Guinea in April, 1984, as general manager-marketing. He has had a distinguished career in the public service and before joining Shell was general manager of Air Niugini.

Manoa Bale, from Fiji, recently joined the South Pacific Commission as Health Education Officer.

Mr Bale has a wide understanding of health problems in the region, as well as practical experience in this field, having worked with the Fiji Government's Health Services as a sanitarian and health educator for more than 18 years. Prior to joining the commission, Mr Bale was acting divisional health inspector (Eastern Division) with the Fiji Health Services. He has a Master of Public Health (MPH), majoring in health education and international health, from the University of Hawaii and from Israel's Hebrew University of Jerusalem, and is a member of the Royal Society of Health, London.

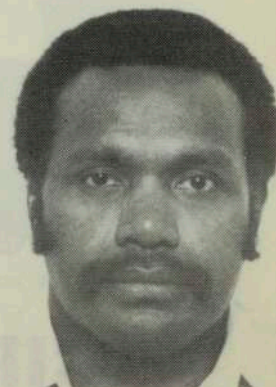
The Health Education Officer will co-ordinate the public health education and related activities of the commission's work program. He is responsible for providing advice, as well as practical assistance and information, on health education problems in the SPC region, at the request of member countries.

British pop star **Boy George** is negotiating to buy an island in Fiji on which he can build a nuclear hideaway for himself. Agent **Ron Jobson** said after looking over privately owned islands near Taveuni: "Boy George is terrified of the nuclear age and wants to get away from it all."

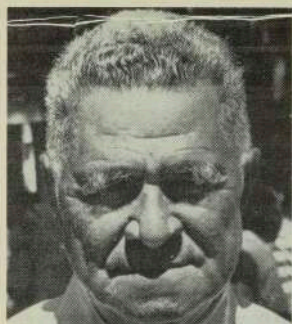
A former first and only B.Ed. graduate of the University of the South Pacific in 1975 has scored another first by completing his Doctor of Education degree from Columbia University in New York City.

Dr **Aminand Sundar**, an officer of Fiji's Ministry for Education, has returned home after three years in New York. He was trained as a primary teacher in 1966 and taught in Nausori before going on an in-service training course at the USP in 1975.

An Australian pilot in August survived for 12 hours drifting in the Pacific and fending off a shark after he ditched his light aircraft. The pilot, **William Vell**, 47, was forced to ditch the



Joe Tauvasa of Shell PNG Pty. Ltd.



The Rev. Isikeli Hau'ofa of Tonga, a long-serving missionary in Papua New Guinea, who recently returned to PNG for a final visit (PIM Aug, p53) — PNG Post-Courier photo.

single-engined Cessna 182 he was ferrying from the United States to Australia when it developed a fuel line problem just before dawn on August 17 about 450 kilometres northeast of Hawaii. After what he described as "a nice landing" he inflated a life raft but was unable to scramble into it. By the time rescuers found him, the swell and current had taken him four kilometres away from the raft and the partly submerged plane. He told rescuers that he had kicked at an attack-

ing shark which stayed with him for about three hours during the ordeal. A search was launched when Mr Vell failed to make a scheduled radio check. An emergency locator radio signal was later picked up by a search-and-rescue satellite. He was taken, unharmed, to Hickam air force base on Hawaii.

In Australia to pursue a career as a male model is Prince Soane Takaniua, grandson of the Lavelua (King) of Wallis Island in the French territory of Wallis and Futuna.

In 1961 tourism in Fiji was launched with the inaugural Fiji Tourism Convention. That same year Cherie Whiteside decided that "there was nothing in Fiji with a distinctive Fiji label" so she launched her own particular contribution to tourism, the well known fashion label, Tiki Togs.

In the beginning there was just Cherie, a keen but amateur screen printer and home dressmaker, her mother, and one seamstress. Today Tiki Togs employs 80 people, has two factories in Vatuwaqa, and

six retail shops. Cherie and her daughter Tanya are the designers, working closely with two artists, Benny Stowers and Richard Morris. As a team they work through a design from fabric selection to color co-ordination of screen print; a small, new collection will take approximately three weeks from concept to creation.

This year has been the Year of the Cyclone in Fiji. Eric, Nigel, Gavin and Hina have all attempted to redesign the Fiji landscape. Sadly their efforts have had a drastic effect upon an economy heavily dependent on cane crops and tourists. Neither of these responds favorably to cyclonic upheaval; many people lose their jobs when these industries falter in the aftermath. Tiki Togs is proud of its record of maintaining full employment of its staff during these trying times, a remarkable feat for an industry which, by Cherie Whiteside's admission, is "totally reliant upon tourism". For this reason there is a constant stream of people to their door seeking jobs.

Further expansion will be

possible if an export market can be established. Cherie's son, Desmond, is currently working closely with SPARTECA to try to overcome various obstacles such as the quota systems. The Queensland resort area is seen as a possible market place, as is the U.S. west coast. If these can be successfully negotiated then Cherie envisages setting up a training program, particularly for younger women. The benefits would be twofold — ensuring skilled seamstresses for the factory expansion, and providing initial employment and training for school leavers.

Tanya Whiteside and her '85 collection was the fifth whirlwind to hit Suva this year with a parade at the Suva Travelodge as part of the Fiji Tourism Convention in June. Her weeks of hard work from initial design through to co-ordination of the showing — including dressing the models — earned her the position of Fiji fashion's first lady when the collection was received with admiration and enthusiasm by the 400 delegates, wives and associates of the convention. — Ngaire Douglas.

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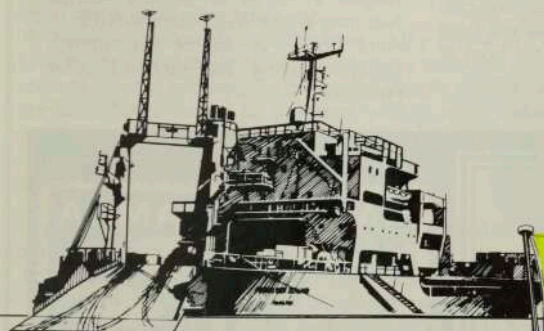
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SAMOA SOLOMON ISLANDS **Pacific stamp box** VANUATU With John Hunter

Tonga is receiving free promotion in the United States via matchbooks which are an almost universal giveaway item with hotels, restaurants, bars and many companies. One matchbook design features Tonga's famous banana stamp on the cover, to advertise a company dealing in foreign stamps.

For those interested in the postal history of the Pacific, may I suggest an excellent publication called *Postal History News* which is available from P.O.Box 1451, Australia Square, Sydney, NSW 2000, at a price of \$2.50. Recent issues have dealt with a number of Pacific countries, with the latest of them on the postmarks of Papua New Guinea.

Quite a number of our readers have been asking how they might get supplies of Pacific stamps. The philatelic bureaus of all Pacific countries offer a standing order account service. By sending some money, your name and address to the relevant bureau you will automatically receive each new issue from the country. They will also give you details of philatelic items being issued.

Following much discussion concerning excessive philatelic market-flooding by some countries, the Australian Philatelic Bureau has entered the debate. In their latest *Stamp Bulletin* they have defended their increased number of items, saying that most collectors no longer try to obtain one copy of everything philatelic, but are concentrating on certain areas of philately. The way ahead, they say, is to attract new collectors by providing a range of

options — a sort of smorgasbord of items with the aim of attracting specialist collectors.

According to the *Stamp Bulletin*, "traditional dedicated philatelists" account for only about seven per cent of all stamp collectors. Thus, the powers that be reason, "there is a need for a wide range of philatelic products, attractively presented, that will appeal to the multifarious interests and requirements of the greater majority."

Adding weight to this argument it is interesting to see that Australia Post is now entering another field, the book-selling market. It has done this in connection with the issue of the Classic Children's Book series of stamps in July of this year. This range of stamps features some of Australia's most famous children's book characters, like Ginger Meggs, and Snugglepot and Cuddlepie of the Gum Nut Babies books. But, as well as marketing the stamps very vigorously, Australia Post has joined with the publishers of the books featured on the five stamps in the issue.

This might be stretching the "wide range of philatelic products" policy a bit, but it seems to have captured the imagination of many so-far non-philatelic people, so perhaps we will have a growth of stamp collectors from it, too.

New Zealand is the latest country to begin issuing Frama postage labels. Australia has already installed many of the label vending machines in cities and larger post offices. Customers may obtain stamp labels of any denomination simply by putting coins into the machine and pushing a button. The gum-backed labels are machine-printed with the value of the coins inserted into the machine. Already, the collecting of these labels has become very popular in Europe. They are now listed in stamp catalogues and are given space in major stamp albums. Prices for early issues are now rising, whilst covers, errors and varieties are much sought. It will be only a matter of time before Frama labels begin to form a major collectable item from the Pacific region. My tip is to collect as many of the first-issued labels as you can, and put them aside for investment.

NEW ISSUES... PAPUA NEW GUINEA ... August 21 ... A set of four stamps and a miniature sheet were issued commemorating the Centenary of the Post Office. SAMOA ... August 17 ... A set of four stamps featuring fungi found in Samoa. TUVALU ... August 17 ... A set of four stamps featuring World War 2 aircraft. NIUE ... April 15 ... A set of five stamps commemorating the birth of John Audubon.



from the islands press

From Newslines, the Tonga Visitors Bureau's newsletter, Nuku'alofa.

A recent letter of inquiry from a potential visitor from the United States still thinks that the Pacific people still run around with 'very little clothes on', to put it politely. It seems from whatever books he read, it is out-dated, inaccurate and full of false hope. Maybe, he is thinking of Waikiki or some nude beach in Europe!!

Newslines is deadly sure that this person will be shook when visiting Tonga. Maybe, there are some places in Polynesia that we do not know about?

From the Papua New Guinea Post-Courier, Port Moresby.

The law and order situation in Mount Hagen, Western Highlands, has been described as "close to the old Wild West."

A spokesman for the Chamber of Commerce in Mount Hagen said criminals in the province had no fear of the law because there wasn't any.

From the Papua New Guinea Post-Courier, Port Moresby.

Parliament proceedings have been described as a "state of emergency operated by a bunch of clowns."

People's Progress Party Leader, Sir Julius Chan, yesterday said he could not take Parliament seriously because it gagged debates and was operated by clowns.

"We are all being looked at like performers in a second-rate circus," Sir Julius said.

From the Marianas Variety News & Views, Saipan.

HONOLULU (AP). — A Hawaii architectural firm, a Honolulu developer and a Saipan businessman are joining forces to develop a \$115 million resort at Saipan's Laulau Beach ... the resort is expected to employ people when completed.

From the Questions in the House section of Tonga Parliamentary Bulletin.

S. Tupouniua — wanted to know if a newly released prisoner could borrow from a prison association that helps prisoners.

Min. of Police — Yes, they can borrow from the association but the association's funds are running low because of delay in repayments. He pointed out that they don't worry too much about the delay because the objective is to help the prisoners lead a normal life outside of prison.

T. Fuko — commented on the state of the prison in Ha'apai where the prisoners are kept. He reported that early this year there were a number of burglaries in the capital Pangai and the burglars were later discovered to be prisoners who at night walked out through the tarpaulin which walled one side of the jail. He felt because the jail is not as secure as it should be the offenders do not consider being in jail a punishment.

A caption under a photograph in the Marshall Islands Journal, Majuro.

A FACELIFT AND NEW NAME have changed the atmosphere at the former Rainbow Bar now Smugglers Cove but still the same is the cold beer and hot women. You'll see owners Paul Szoke and Steve Yates at the refurbished night spot.

From an editorial in the Papua New Guinea Post-Courier, Port Moresby.

WHEN the Prime Minister, Mr Somare, told Parliament in June that Port Moresby was filthy, he nearly brought the house down. The comment caused such a stir that Parliament had to be suspended twice to allow politicians to calm down.

But Mr Somare was not wrong. A drive through one of the city's

main streets, any time of day, will give the answer. Port Moresby, indeed, is dirty compared to many of our towns.

From a speech by Vanuatu Prime Minister Fr Walter Lini on the fifth anniversary of independence, reported in the Vanuatu Weekly, Port-Vila.

"We have no beggars and starving people in Vanuatu which is a sure sign that the country is prospering soundly," said Father Lini ... Father Lini called for the preservation of our traditional values. "When these traditional values are lost due to the influence of Western Civilisation, so are our society. Civil disorder, crime and corruption creep in as some Melanesian countries are already beginning to experience now," he warned.

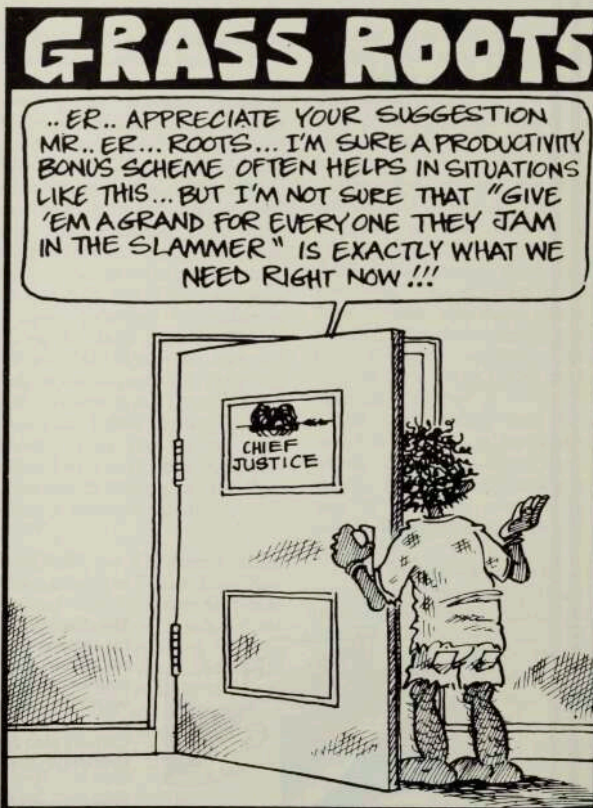
From the Papua New Guinea Post-Courier, Port Moresby.

A man who already had three wives had a secret affair with an underaged girl for two years.

He wanted to make her his fourth wife, Lorengau District Court heard.

Magistrate Mr Joe Bakal heard that the man and the girl had an affair from 1983 until February this year, when they were caught by the girl's parents.

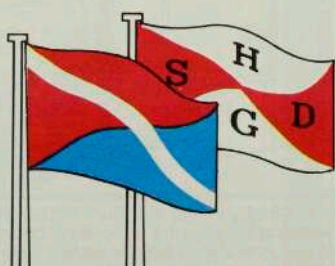
Sahram Sireh, 23, of Derimbat Village, Manus Province, admitted carnal knowledge.



Papua New Guinea's Chief Justice Sir Buri Kidu, referring to a "serious crisis" in keeping the country's top-level courts operating properly, has said it was now impossible to attract potential judges from overseas, and that qualified nationals were also not interested in being appointed because of the poor conditions offered. The ever-helpful Grass Roots of the PNG Post-Courier, has a suggestion for meeting the problem.

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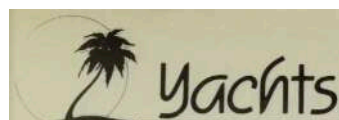
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DON TRAVERS reports from Tubuai, Austral Islands, French Polynesia:

● **SAUVAGE.** A 15-m staysail schooner built of aluminium in France, 1975, *Sauvage* arrived from Tahiti with Jack (USA) and Francoise (Fr.) Rocchio. *Sauvage* is British-registered at Jersey, Channel Islands. Jack and Francoise cruised from France to French Polynesia the first time through the Caribbean and Panama Canal. They then sailed north to Hawaii and California, Canada, Alaska, and returned to California and French Polynesia on their current visit. After visiting Tubuai they returned to Tahiti with plans to sail to Tonga, Fiji and New Zealand.

● **TRIBUTE.** An 11-m sloop, *Tribute* arrived at Tubuai from Auckland, N.Z., after a 16-day passage with skipper Swami Anand Michael, and crew Swami Shantidharm, Nick Delamore (the three from N.Z.) and Ma Prem Vibhusha (Scotland). With the exception of Nick, the complement of *Tribute* are Rajneeshis, disciples of Bhagwan Shree Rajneesh. *Tribute* was built in 1977 in New Zealand of three skins of cold moulded kauri, glassed over. They left Tubuai for Tahiti with plans for stops at Moorea, Bora Bora, Maupiti, Rangiroa and the Marquesas before heading north for Hawaii and then Seattle where they plan to put the beautifully crafted wooden yacht up for sale.

● **WANDERLURE.** A 12.5-m (overall) schooner, *Wanderlure* arrived at Tubuai from New Zealand with skipper Art Hammond (USA) and Mamie Putt (NZ). Art purchased *Wanderlure* in California in 1966. The Alden-designed schooner was built in 1923, planked with cedar. Art had her completely re-rigged in NZ with kauri wood, but none of the original planking needed replacing. I first met Art when he was single-handing, during his first visit to Tubuai at Christmas time, 1976. He has been cruising the South Pacific for 10 years, visiting all the major island groups plus Australia and NZ. Art and Mamie left Tubuai for Tahiti with plans to cruise the Society Islands before heading north for Hawaii.

● **FREANDA.** A 16.5-m ferro cement sloop, *Freanda* arrived at



Tribute at Tubuai, with, from left, Nick Delamore, Swami Anand Michael, Ma Prem Vibhusha, and Swami Shantidharm. — Don Travers photo.

Tubuai from Auckland, NZ, after a very fast 13-day passage. Built in 1976 in Australia where she is registered and owned by Bruce Ballantyne, *Freanda* is being sailed by skipper Phil Primrose and crew Jos Bots, Wayne Benson and Grant Ballantyne, all of Australia. *Freanda* and company left Tubuai for Tahiti where she will be joined by her owner. From the Society Islands she will cruise to Samoa, Tonga, Fiji, Vanuatu and New Caledonia to return to Sydney by Christmas of this year. This is the third cruise to the South Pacific islands for *Freanda*. Their 13-day Auckland-Tubuai passage is the fastest on record during my 10 years on Tubuai.



Freanda crew from left: Phil Primrose, Wayne Benson, and Grant Ballantyne. — Don Travers photo.

● **SUMMER BREEZE.** A CAL-246, 14-m fibreglass ketch, *Summer Breeze*, with Elmer and Judy Adams (USA), arrived at Tubuai from New Zealand shortly after

Freanda and a 14-day passage, which is the second fastest I have recorded. *Summer Breeze* is registered in St. Thomas, American Virgin Islands. Elmer has cruised for almost six years, sailing from Washington, D.C., down the inland waterway to Florida, then the Bahamas and Caribbean as far as Trinidad, then Panama, Costa Rica, Cocos Islands, Galapagos, Marquesas, then north to Hawaii where he and Judy met. They have since cruised together to Palmyra, Suvarrow, both Samoas, Tonga, Fiji and NZ. Elmer and Judy left Tubuai for Raivavae and Tahiti and plan to cruise in the Tuamotus and Marquesas before heading north to Hawaii. They plan to sail from Hawaii to Guam and eventually westward to Europe, via the Suez Canal if conditions permit.

● **ROSIE.** An 11-m steel cutter, *Rosie* arrived at Tubuai from New Zealand with Tom Faraola (USA) and Dela LaFleur (Canada). *Rosie* was built in Honolulu in 1981 by designer John Hutton. Tom and Dela left Hawaii June 1984 for the Society Islands and Tahiti, thence the Cooks, Tonga and New Zealand. They are on their way back to Hawaii and work. Tom is a Hawaii-based merchant seaman.

● **ETREOM.** A 10-m aluminium sloop of French registry, *Etreom* arrived at Tubuai from New Zealand. This was the third visit to Tubuai for solo Frenchman Rene Belin. He left France in 1979,

spending a year cruising the Atlantic and West Indies before transiting the Panama Canal and crossing to the Marquesas. He cruised extensively in French Polynesia for over two years before sailing west to visit Samoa, Tonga, Fiji, Wallis and Futuna, Vanuatu, New Caledonia and New Zealand on two separate visits. Current plans are for at least a year of cruising in French Polynesia.

IAN G. MENZIES reports from Darwin, Australia:

● **SYBARIS.** When you can combine your love of sailing with a keen interest in shell collecting, and you have the South Pacific as your playground, then you've chosen a lifestyle that makes you the envy of others (and that certainly includes this author). That's exactly what Marie and Jim Carlyle did when they sailed out of San Diego in '81 on their cutter *Sybaris*, bound for Mexico and then Hawaii. After spending six months in each place they sailed through the Line Islands to French Polynesia, where they stopped over for a further four months.

Marie and Jim take their shell-collecting very seriously. They never take more than three of any species, and then record every detail of the location, depth, measurements, etc. of their various finds. Shells are then cleaned, polished, filed and catalogued for future reference — perhaps a book or collector's guide might be the eventual outcome?

The best shelling they have found to date was in the northern islands of Tonga — the Vava'u Group. Motor sailing proved the way to go — on one run they passed 45 islands in just two and a half hours.

From Tonga it was on to Fiji and the worst cyclone season the islands have known. Though *Sybaris* rode out two cyclones and was hit by lightning, she and the Carlyles came through unscathed.

Marie and Jim made their Australian landfall at Cairns, where *Sybaris* laid over for about six months. The couple bought a second-hand van, transferred sleeping bags, portable stove and stores on board, and then spent the next few months camping and touring the entire east coast. They enjoyed it greatly.

Papua New Guinea was their next challenge, with the Hermit Islands as their favorite spot. The few local people on the islands are

all Seventh-day Adventists and rarely eat seafoods — Jim and Marie think they made up for this omission by the local populace . . .

A not so favorite place however was the Woodlark Islands, where Sybaris went on to a reef which is incorrectly marked on the charts. She sat on the reef for 24 hours, buffeted by winds that picked up to 20 knots. They eventually put out a May Day call, mainly because they needed to know the correct height and times of the tides. Several responses later they received the correct information and were able to haul off on the next high. The only damage, luckily, was several scrapes through the gelcoat.

Sybaris probably survived this escapade due to her heavily laid-up GRP hull. A Tayana 37, designed by Robert Perry, she was built in Taiwan in 1978 and is hull No. 10. Over 400 yachts have now been built from this very successful cruising design. Having sailed his vessel for some years, Jim Carlyle has some interesting comments to make about the design of the Tayana 37. He strongly recommends the fitting of a hard dodger — his was designed by Robert Perry to complement the vessel.

Jim would never again have a bowsprit. He regards it as "a very expensive place to stow a CQR". To date, he has lost two bobstays. In fact it was the last mishap that forced him into Darwin. Jim feels that bowsprits are totally unnecessary in modern yacht design. He also feels that although the canoe stern "looks pretty", it has never really been required. A standard square transom would give more internal stowage and greater deck space.

Before taking up the cruising lifestyle, Jim Carlyle was in the "semi-conductor business", and so has chosen his electronics with care. A previously installed Icom 720A "ham" radio transceiver — Jim's call sign is N6 HPY — which was susceptible to low voltage fluctuations, has been replaced with an Icom 745. It has proved to be a more consistent performer.

The VHF is a Motorola, which has given 10 years excellent service. Not so with the Tracor SatNav, which has just been replaced by the manufacturer. Jim's comment, so often heard from cruising yachties, is that the manufacturing plant and its personnel (will Hoover take a bowl), were "super", but the shipping/forwarding department were not. The unit has chased them half way across the Pacific.

Loran C has also been installed, but it is only functional in the northern hemisphere. The radar is Furuno 16NMI, but Jim would now prefer a 24NMI with variable range. Main compass is a Ritchie with a Danforth as a back-up.

In the steering department an Australian Fleming windvane has been fitted and has proved an unqualified success. A Benmar auto-pilot also assists.

As one would expect of a yacht built in Taiwan, the interior is fitted out with teak in a traditional manner. The galley is equipped with a methylated spirits (alcohol) stove — a Tudor by Maxco Industries of Australia. A 110-volt Sharp microwave convection oven is also fitted and powered by a 3kW Yanmar generator. The auxiliary motor, a 30kW, Isuzu diesel, also provides charging capacity for the standard 12 volt DC boat electrics, as well as powering the compressor for an Adler Barbour refrigeration system.

All in all, Marie and Jim Carlyle have turned a standard production yacht into a well-found cruising vessel that has already proved her mettle across many miles of ocean sailing. Little wonder that there are over 400 similar yachts sailing the world's oceans.

With bob-stay replaced, Sybaris has made passage for Indonesian waters and Singapore. The Carlyles plan to spend Christmas in Sri Lanka and to be in the Mediterranean in '86.

● **WESTERLY II.** There are some cruising yachties who come to Darwin for just a few short days or weeks, and there are those who come to stay — at least for a while. Ruby and Brian Simmons, with their two-year-old son Scott, are in the latter category — they've decided to stay a while. The family arrived in Darwin from Perth in November '84, rather late in the sailing season, in their Herreshoff 36 cutter, *Westerly II*. With the cyclone season fast approaching, they decided it wiser to see out "the wet" anchored off Darwin's Dinah Beach.

Now that "the dry" is here, Brian has discovered that his 11 years of experience as a boat-builder, specialising in steel, are very much in demand in Darwin. He is currently building a Van de Stadt Falco 36 on behalf of Sea Trek Charters, a locally-owned charter business. It may be some time before he departs Darwin on his eastward passage to the Pacific.

Westerly II, Brian's own yacht, is one of Herreshoff's earlier designs, with plans first published in 1946. Of round bilge steel, using 4.0 mm plate, she was built by Brian in the Port of Fremantle from '79 to '81. With a beam of 3.35 m, and a full keel with draught of 1.8 m, *Westerly II* displays the classic sweeping lines so much a trademark of her designer.

The interior of *Westerly II* is fairly traditional, with the Australian timber jarra used throughout. The "L" shaped galley has a Pacific diesel stove by Dickinson, which is only



The Herreshoff style is certainly evident in the lines of *Westerly II* as she rides to anchor off the Darwin Sailing Club. Owned by Brian Simmons, she was built by him of round bilge steel and launched in Fremantle in 1981 — Ian Menzies photo.

used in cooler weather — a kerosene "primus" is the hot weather alternative. Hand pumps provide fresh water from four separate tanks, with a total capacity of 455 litres. Salt water is also supplied to the galley sink, but via a foot pump. A eutectic system refrigerator/freezer, run off the main motor, is located under the chart table opposite.

Auxiliary propulsion is provided by a Thornycroft 108 marine diesel, which is rated at 36kW but, driving a standard three-blade propeller, gives a continuous 27kW. Fuel capacity is 273 litres. The engine also charges two banks of batteries — 2 x 160 amp/hrs for boat electrics and 1 x 225 amp/hrs for starting. Deck-mounted Solarex solar panels also assist in battery-charging.

At the end of "the dry", and with the Van de Stadt complete, Brian hopes to push on to Gove and then the South Pacific. On the other hand, he just might stay around for a while . . .

● **GOONDOOLOO.** Launched in 1979 to compete in the Sydney to Hobart yacht race, *Goondooloo* is an Adams 35 now registered out of Sydney. Purchased by Betty and Toby Torbjorn of Brisbane in December '82, it took them only a few short months to convert her to a long-distance cruiser. This must be something of a record, particularly in view of the fact the couple had never done any sailing prior to purchasing *Goondooloo*.

In May '83, with Toby retiring from his job as a locomotive driver, they departed Sydney for the warmer climes of the Great Barrier Reef. Following a lengthy rainy season stopover in Cairns, the advent of "the dry" saw the couple round Cape York and make passage for Darwin.

Goondooloo, which roughly translated is Aboriginal for "be-

neath the Southern Cross", is round bilge steel with the typical Adams fin keel. Rigged as a cutter, she points well and has proved to be very forgiving in almost any type of sea.

The interior of *Goondooloo* has been fitted out entirely in Queensland maple, all of which came from one tree. The use of this lighter shade of timber, as opposed to the traditional darker teak, has proved most effective.

The vessel is equipped with a comprehensive set of electronics, all of which have performed well. Fitted is a GME Electrophone VHF, a Crammond Ranger II Single Side Band, a Furuno FSN-80 SatNav, a Coursemaster 100 Auto Pilot, and two depth sounders — a Marlin and a Fuso Marine Finder 100. Toby's only complaint is that the chart table above which these electronics are fitted, though neat and well-placed, does not allow ease of access to service the equipment.

For auxiliary power, *Goondooloo* has an 18.5 kW Faryman diesel that also provides the generating power for both 240 volt AC and 12 volt DC — a rather unusual arrangement. The refrigerator/freezer is eutectic, while the galley is equipped with a diesel cooker which has proved too hot to fire up in the tropics. A small methylated spirits stove is being used until the couple reach the cooler climate of the Mediterranean.

Though Betty and Toby admit they have taken up cruising a little later in life than most, they are most certainly "not too old to do what we are doing". More importantly, judging by the brief period I spent with them, they are thoroughly enjoying this adventure they are sharing together.

Once they make the Mediterranean, Betty and Toby will decide whether they will stop for a while, or just keep on going all the way round.



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; Sullivans 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); Niugini Express Lines, Port Moresby (21-4572); Lae (42-1536); Niugini Island Cargo Services Pty. Ltd., Rabaul (922-467); Bougainville Agencies Pty. Ltd, Kieta (956-089); 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.

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SINGAPORE - HONG KONG - FIJI ISLANDS PORTS

Kyowa Shipping Co. Ltd. operates a monthly containerised and breakbulk cargo service from Singapore, Hongkong to Lautoka, Suva and then to island ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson Street, Suva (312-244), Tlx FJ2199.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) now operates a monthly service accepting containerised and break bulk cargo from Manila, Keelung, Kaohsiung and Hongkong to Lautoka, Suva and thence to New Zealand ports.

Details from Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson Street, Suva (312-244), Tlx 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-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, Harbour Centre Building, 1st Floor, Thomson St., Suva (312-244), Tlx FJ2199.

PNG - INTER - MAINPORT

Papua New Guinea Line offers scheduled 10-20 day coastal liner services linking all PNG major ports with containerisation, reefer, heavy lift and 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; Sullivan's 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 3420, Auckland (79-7210); Waterfront Commission, P.O. Box 61, Rarotonga; Cook Islands; Shipping Office, Govt. of Niue, P.O. Box 107, Niue Island; Compagnie Maritime Polynesienne, P.O. Box 368, Papeete, Tahiti.

NZ - FIJI

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

Details from Reef Shipping Agencies, P.O. Box 3382, Auckland, NZ (77-1221-3), Tlx 60633; M.V. Fijian Shipping Agencies Ltd., Private Bag, Suva, Fiji (31-1056).

Pacific Line with one ship operates three-weekly ro-ro cargo service New Zealand, Lautoka, Suva. No passengers.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) P.O. Box 3614, Tlx NZ2313; Carpenters Shipping, 100 Thomson Street, Suva (312-244), Tlx FJ2199.

NZ - FIJI - NORTH AMERICA (WC)

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

Details from Blueport ACT (NZ) Ltd., P.O. Box 192, Wellington (739-029), Burns Philp (SS) Co. Ltd., GPO Box 355, Suva, Fiji (311-777), Tlx FJ2168 Burship.

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a 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

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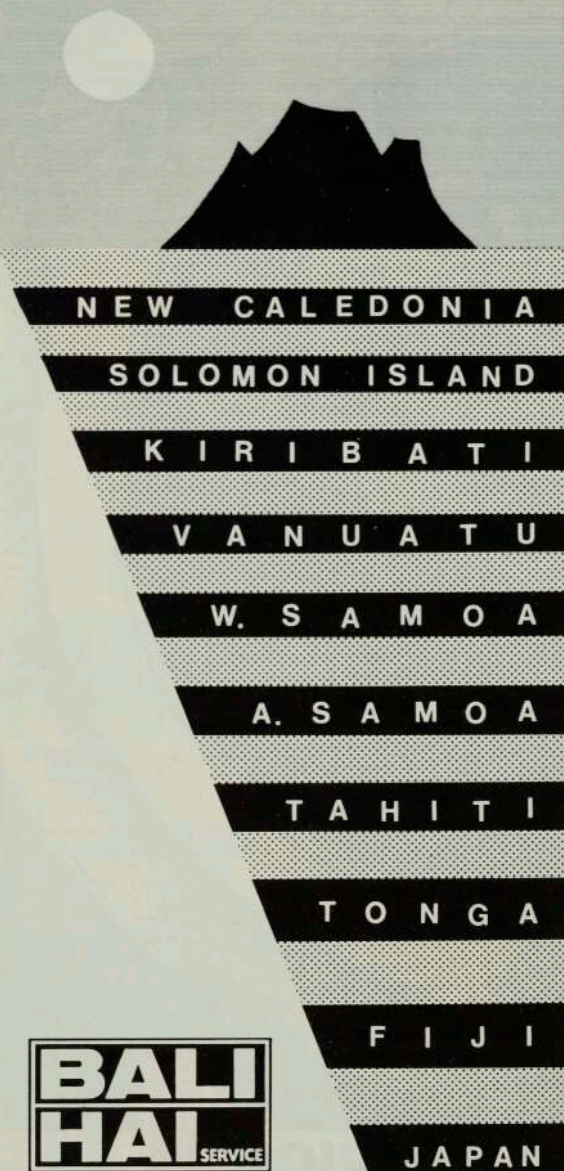
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NIPPON YUSEN KAISHA

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 Tahitin 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; Mealelei (Western Samoa) Ltd. Private Bag, Apia, Western Samoa, Pacific Maritime Services, P.O. Box 2617, Pago Pago, American Samoa (633-2728) cables: Pacmar SX205.

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 — VANUATU — SOLOMONS — PNG — EUROPE

Polish Ocean Lines offers regular monthly sailings for containerised and break bulk cargo, also conventional reefer space and reefer containers, from Hamburg, Rotterdam, Dunkirk, Rouen to Papeete, Noumea, Auckland, Santo, Honiara, Rabaul, Lae, Singapore, returning to Europe via Suez, other ports in South Pacific can be served directly with inducement or otherwise via transhipment.

Details from Sotama, BP 9170, Papeete, Tel 427805 — Tlx 373 PF / SATO; BP C2, Noumea Cedex Tel 272094 — Tlx 163NM / Universal Shipping Agencies P.O. Box 2282 Auckland — Tel 30930 Tlx 21517 / Vanua Navigation P.O. Box 44 Vila — Tel 2027 — Tlx 1033 / Melan Chine Shipping Co. P.O. Box 71 Honiara — Tel 21678 — Tlx 66335 / Steamships Trading Co. Ltd P.O. Box 89 Rabaul — Tel 922952 — Tlx 92929 / Steamships Trading Co. Ltd P.O. Box 85 Lae — Tel 424666 — Tlx 42423 / Union Steamship Co. of NZ Ltd P.O. Box 50 Apia — Tel 21781 — Tlx 225 / Warner Pacific Line P.O. Box 93 Nuku'alofa — Tel 22088 — Tlx 66219 / Fiji Agents — T.B.A.

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 (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

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Details from The Bank Line (Asia) Pty. Ltd., 51 Pitt Street, Sydney (27-2041), Tlx AA 24063; Columbus Line, Lae (42-3466), Tlx NE 44171; or lines' local agents.

UK/N. CONTINENT — TAHITI — N. CALEDONIA — VANUATU

The Bank Line & Columbus Line operate a regular joint cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Papeete, Noumea, Port-Vila and Santo.

Details from The Bank Line (Asia) Pty. Ltd., 51 Pitt Street, Sydney (27-2041), Tlx AA 24063; Columbus Line, Lae (42-3466), Tlx NE 44171; Ets. A.M. Fare UTE, Papeete, Ets. Ballande, Noumea and other local agents.

US — 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.

John Te Herekiekie Grace
In Wanganui, New Zealand, on August 11.

Sir John Te Herekiekie Grace was New Zealand's first high commissioner to Fiji, in the period 1970-73.

He worked in the New Zealand public service before taking up the Fiji post, serving as a private secretary to the Minister of Maori Affairs from 1947-58.

In World War II he rose to the rank of squadron-leader in the RNZAF, and was awarded the Efficiency Decoration.

In 1926 he represented Southern Hawke's Bay and Auckland "B" at rugby, and in 1936 was both east coast and Wairoa golf champion.

His book, *Tuwharetoa*, is an authoritative record of the tribe of his Maori ancestors.

Sione Mulikiha'amea Ma'asi
In Tonga in August, aged 63.

Captain Ma'asi was a third cousin of King Taufa'ahau Tupou IV, the king's great grandfather, Tungi Halatuituia, and Ma'asi's great grandmother, Tupou 'Ahau, being brother and sister.

Captain Ma'asi served the Tonga Defence Services in war and peace. He was mentioned in despatches while serving with the Second Tonga Commando Detachment in the Solomon Islands campaign in World War II.

Captain Ma'asi enlisted with the then Tonga Defence Force in May, 1941, and was posted to the reserve in January, 1944. In 1952, when the force was reactivated, he re-enlisted, serving continuously until his retirement in 1967.

In more recent times he served as manager of His Majesty's farming projects, continuing in this capacity until his death.

Richard Gordon McCloskey
In Bothell, Washington, USA, on May 14, aged 71.

Mr McCloskey's love of the sea and those who sailed single-handed led him to form the Slocum Society in 1955. The organisation continues to thrive, and is a signal monument to him. It will celebrate its

30th anniversary in Annapolis, Maryland, on October 25, amid special tributes to its founder.

The Slocum Society, which encourages the making of long-distance voyages on small yachts and the careful keeping of records of such voyages, honors the memory of Captain Joshua Slocum, who made the first single-handed circumnavigation from 1895-98.

Ailap Nampim Nweleun

At Lodonwe, South Malakula, Vanuatu, in July.

Chief Ailap Nampim Nweleun was one of the few chiefs in Malakula to have reached the highest level of Namanki (pig-killing graded society).

The chief, whose territory lay in the small Nambas area of Malakula, was renowned for his wisdom and power in preventing the spread of Western civilisation into his community during the colonial era.

In September, 1984, Prime Minister Father Walter Lini and other Cabinet ministers attended the pig-killing ceremony in which Chief Nweleun achieved the highest Namanki rank.

Prime Minister Lini said in a tribute: "We are sad to lose one of our greatest chiefs. Chief Nweleun's work to promote custom, tradition and culture in our society will always be remembered."

Ashik Ali

In Suva on June 25, aged 36.

Born in Sigatoka, Mr Ali attended the St. Joan of Arc Primary School in Sigatoka and later went to Marist Brothers High School in Suva.

After graduating from Auckland University in 1977 with an LLB, Mr Ali started working for Scott and Company in Suva.

In 1978, he joined Vijay Parmanandam and Co. and left last year to form his own law firm in Suva.

Mr Ali had been a legal adviser to the Muslim League in Sigatoka since 1981.

Bill Forgan-Smith

On the Gold Coast, Queensland, on June 29, aged 73.

One of the best known fi-

gures in Papua New Guinea aviation, Captain Bill Forgan-Smith was affectionately known to generations of PNG pilots and air travellers as "Forgie". Born in South Australia in 1912, Forgie learned to fly at the Newcastle Aero Club in 1935, and as a sideline built his own aeroplane, a tiny machine powered with a 35 hp Anzani engine. He went on to obtain his commercial pilot's licence, and along the way qualified for A, C and D aircraft engineer's licences, which allowed him to fully overhaul aeroplanes and engines — an unusual qualification for a pilot.

During the later years of the Depression, Forgie earned a meagre living giving joy-flights in an ancient Klemm Swallow monoplane. "Five bob for five minutes", he used to say. In 1939, he was offered a job by the grand New Guinea pioneer aviator, Ray Parer, and was unlucky enough to crash into the treetops at the head of the Bitoi River in a Fox Moth. It took him five days to walk out to Salamaua.

During World War II, Forgie flew Empire flying-boats for Qantas on the Sydney-Karachi run, and took part in the Singapore evacuations. Later, he served as personal pilot to the American General Yeager.

After the war, Qantas entered PNG, taking over the dominating role that Guinea Airways had filled in aviation in the pre-war years. New Guinea Internal began on June 1, 1948, at Lae. Bill Forgan-Smith was the obvious person for the job of chief pilot. He held the position for five years, thoroughly establishing the Qantas presence in PNG, and doing an enormous amount of flying himself, principally in the DC3, which he considered the greatest aeroplane of all time. Returning to Australia, Forgie flew Super Constellations on Qantas international routes, and then served as operations manager in Queensland before taking early retirement in 1961.

Flying was in Forgie's blood, and he wasn't ready to sit on the sidelines yet. When Cliff Jackson offered him the job of chief pilot of Papuan Air Transport in Port Moresby, Forgie jumped at it. Patair had just been granted an airline licence, and urgently required a pilot of Forgie's qualifications and wide experience. He continued to fly throughout his years with Patair, and played a full part in the development of that very successful company. He stayed on the job after Ansett Transport Industries bought out Patair, retiring at the age of 60, with 25,000 hours up.

Forgie was not an admirer of the civil aviation authorities, either in PNG or Australia. His candid opinion of aviation officialdom was blistering. His principal charge was of over-regulation, and he told me with satisfaction: "DCA was very glad when I left New Guinea ..."

Forgie had a rich fund of aviation stories, and a unique way of telling them. He was a man of robust, vivid speech. On one famous occasion, he "dropped his tweeds", on the main tarmac at Jacksons, in full view of the terminal buildings. It was after Ansett took over.

Patair men had always prided themselves on keeping flights rigidly to schedule, but during the early days after the takeover, flights were often late, as new schedules were introduced. Forgie was enraged. "If you bastards ever get me out on schedule," he threatened, "I'll drop my dacks on the tarmac at midday, right in front of the Customs building." The despatchers next to the challenge, and rose day Forgie's DC3 was on the line, right on time. Forgie was as good as his word, dropping his trousers and presenting his backside to a cheering multitude.

Aviation is the poorer for the passing of Bill Forgan-Smith. They don't make them like Forgie any more — they've broken the mould. — James Sinclair.



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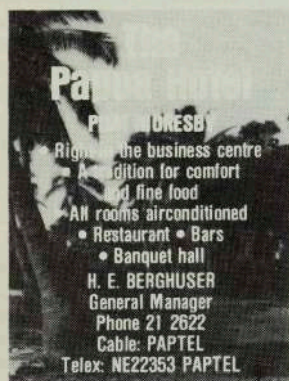
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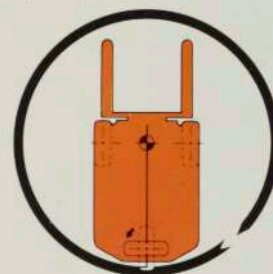


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