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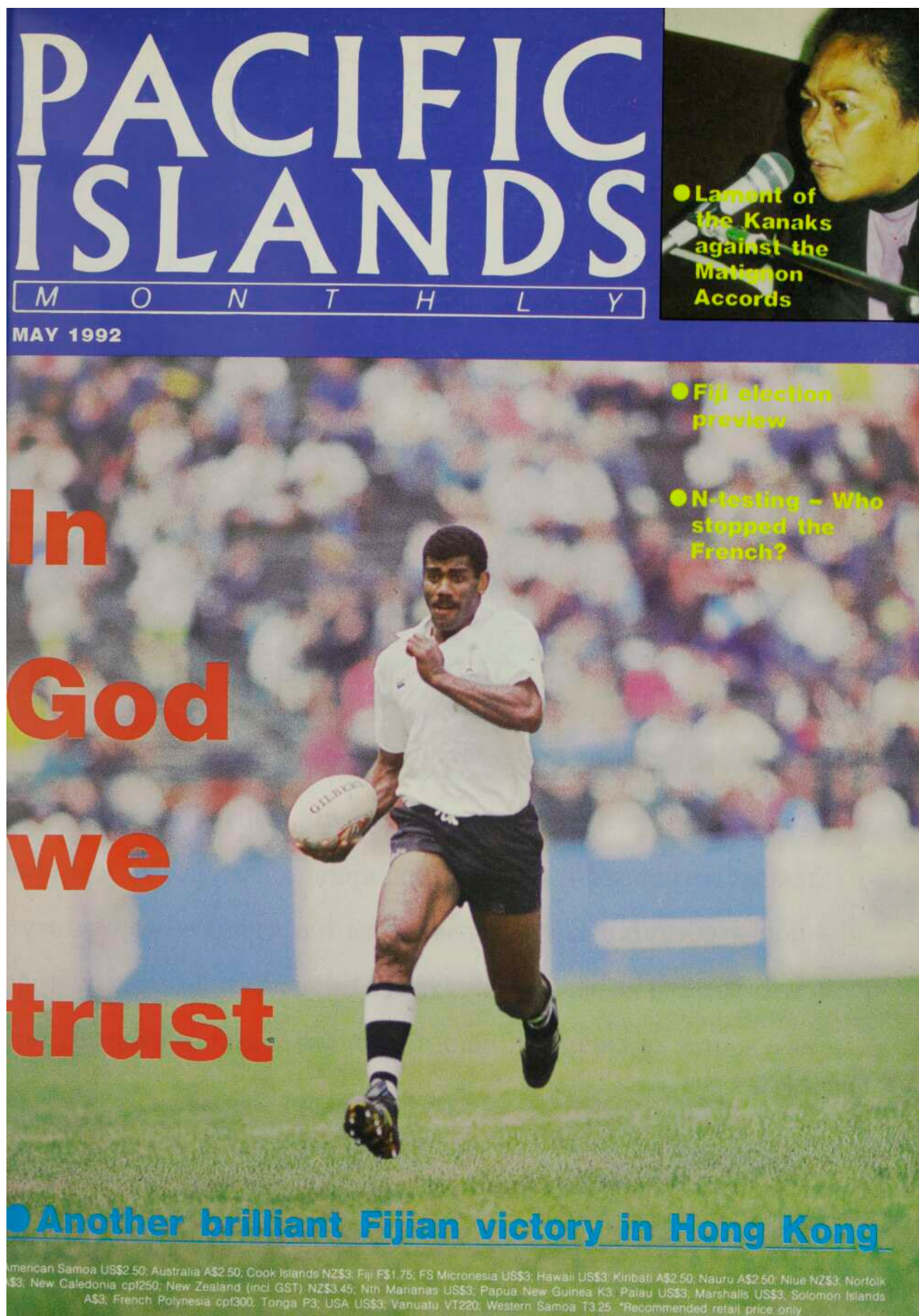
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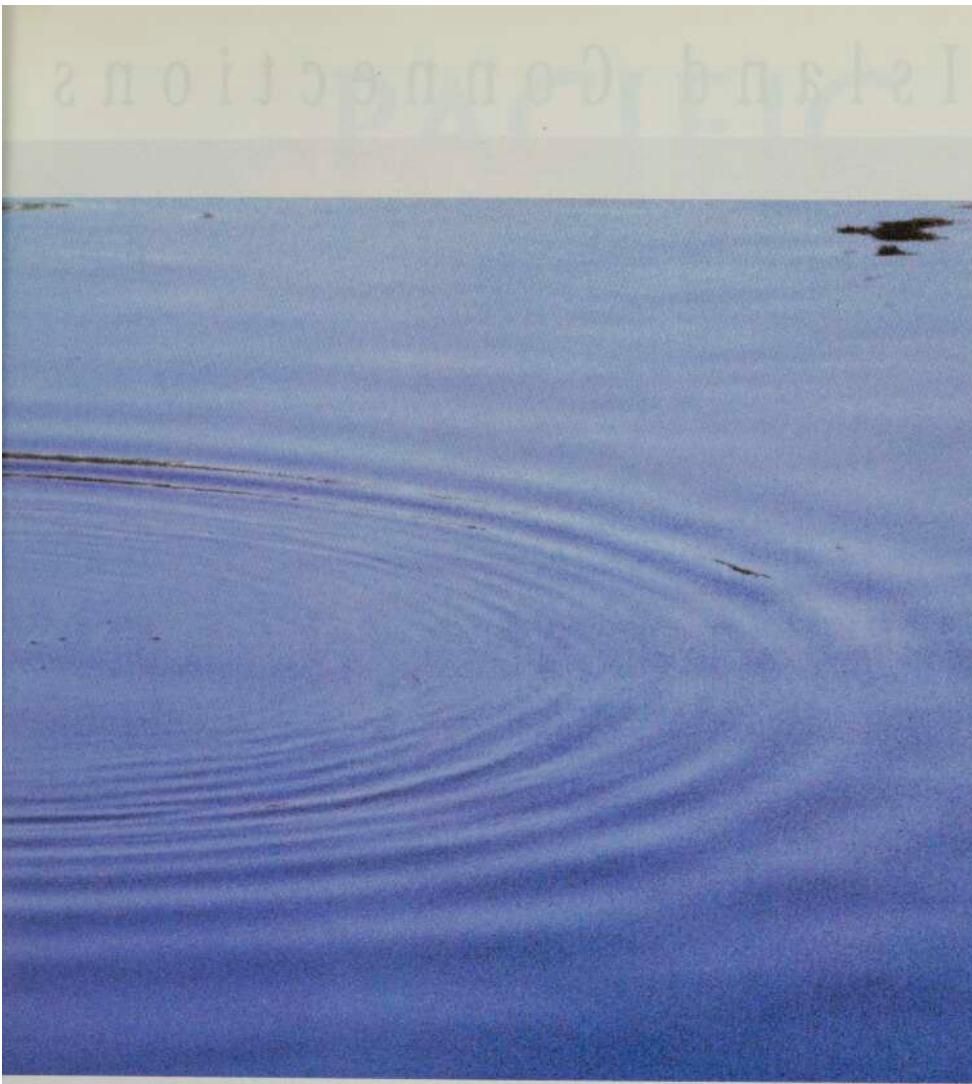
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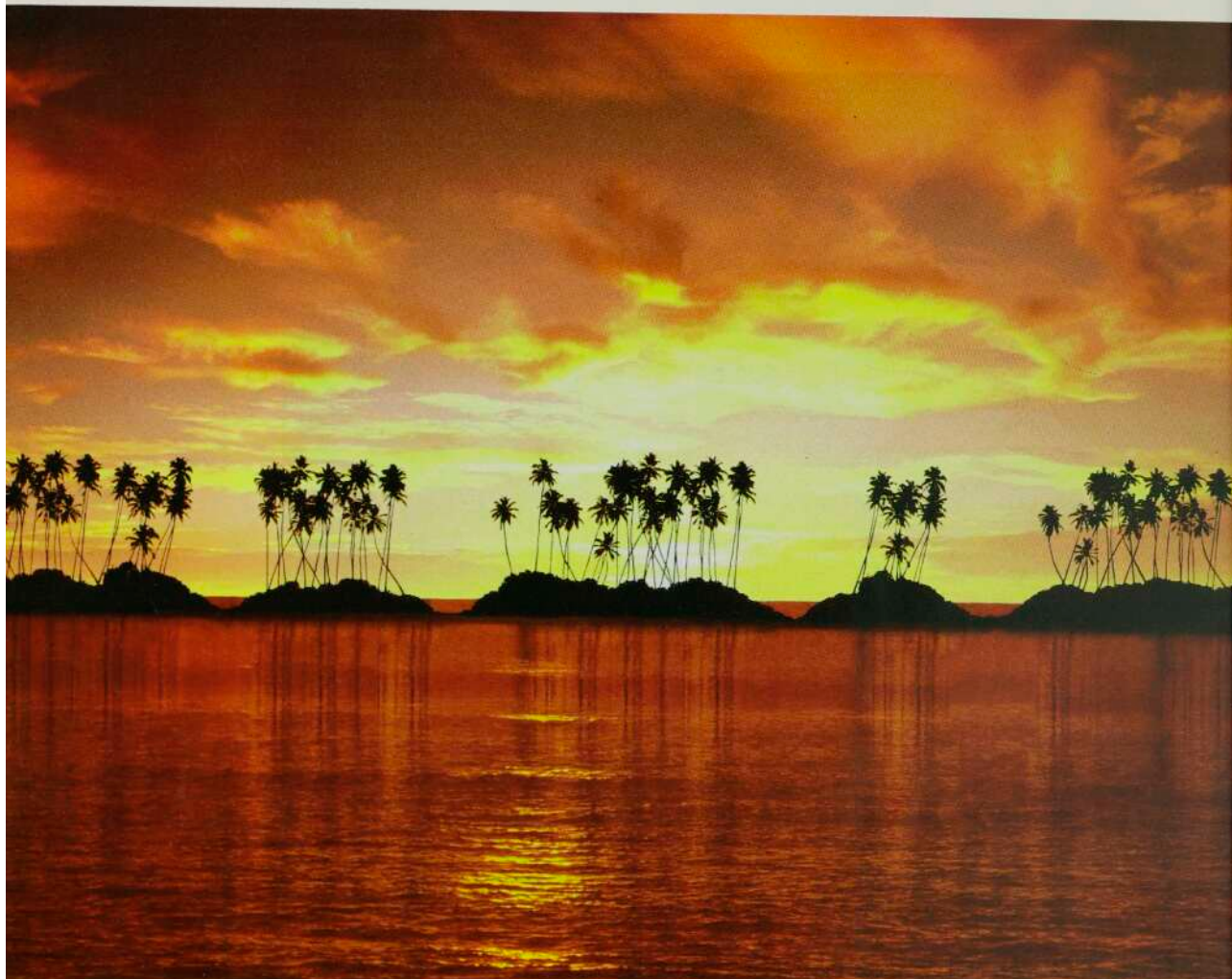
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M O N T H L Y

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THE NEWS MAGAZINE

MAY 1992

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New editor



Pacific Islands Monthly publisher Gene Swinstead has appointed Mala Jagmohan (pictured) the new editor effective May 4.

She replaces Jale Moala, who has been appointed editor of *The Fiji Times*. Jagmohan comes to PIM with eight years of experience as a journalist with the daily newspapers, *Fiji Sun*, *The Fiji Times* and *The Daily Post*.

Jagmohan, 33, is married to Vinod and they have two daughters. □

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LETTERS

Aid, a natural part of life?

THE article written by Futa Helu (*Aid aiding corruption PIM*, October, 1991) is timely because foreign aid, whether it is bilaterally provided by one country to another, or part of a regional assistance programme, is an essential ingredient in the economies of all Pacific Island countries.

There is all too often an obtuseness surrounding the processes by which aid is obtained and delivered. The jargon of international aid agencies does not lend itself to easy understanding of the processes involved, or necessarily, the value of the product which is provided at the end of the line. We can and should change that by demanding plain English.

It is probably impossible to answer in general terms Futa Helu's question on who benefits from aid; the theory is that everyone does. The donor wins political points, and a stronger and more stable trading partner, and the recipient receives cash, services, or goods which assist national development.

The South Pacific has two major regional aid agencies of its own. The South Pacific Commission, which was established in the early 1950s by the then colonial powers as a bulwark against future Japanese military, or other alien national expansionism in the region, and the South Pacific Forum, which was established several decades later to assist the economic development of the newly independent South Pacific Island nations.

Cynics would argue that the Japanese have obtained what they want by peaceful commercial means, and the cold war no longer exists, so why continue the South Pacific Commission? Similarly it could be said many South Pacific Island nations will never become economically independent because they lack adequate natural resources. The reality is that both organisations have played vital roles in both social and economic development and filled gaps in national infrastructures which did not exist in colonial, or early post colonial times.

Both organisations deal in regional programmes and are largely uncompetitive with each other because they provide different services in specific areas such as health, education, telecommunications etc.

These days the Forum is regarded as the supreme regional organisation as its policies are set by the Heads of Governments of independent countries, at the annual Heads of Government Forum Meeting.

The delivery of bilateral aid is very much a concern of the two countries concerned, the donor and recipient nation, and providing both nations have democratic political systems, the governments concerned are politically answerable to the public on expenditure.

Obviously it is possible for a donor nation to help support a friendly government in a recipient country. All it has to do is provide funding for a pet project of that government which is likely to buy votes or favours for it.

The ending of the Cold War may make this practice less common as the Western Camp now has little to fear from communism. Any trade-offs in this area may in the future be more to do with buying commercial concessions within the developing country or votes within the United Nations on matters of national interest.

It is unrealistic and naive to say this does not happen, or will not happen in the future.

There are, however, many persons of high integrity within international aid agencies, and national bureaucracies, who tend to fight against such things and the power of the bureaucracy should not be underestimated when it comes to manipulating politicians.

This is not to say that bureaucracies are any more honest than politicians, as many are not, but society, both

at national and international levels has its own checks and balances.

What Futa Helu is probably striving for is an adequate system of checks and balances on foreign aid so that the public at large can police the extremes of corruption in this area.

In some of the more open democratic societies freedom of information acts and the normal Westminster parliamentary system does give reasonable opportunity to check and control aid provision and receipt, particularly where bilateral aid is concerned. The situation does become a lot foggy with regard to regional and major international aid programmes. The United Nations is an open forum where issues can be discussed and recorded for public benefit, but that does not eliminate politicking by pressure group nations for programmes suited to their needs but not necessarily useful to others. The UN can also be ineffective in blocking many things which are harmful to developing nations, such as deforestation, because developed nations require the resources.

If we look at our own two regional institutions, the South Pacific Commission and the South Pacific Forum, there is probably a greater accountability to governments of this region, both donor and recipient, than with the UN or other international bodies. It is probably due more to the intimacy of the region than to any in-built public accountability measures.

The Forum Heads of Government meet in private and most of the regional meetings held by the Forum Secretariat are not open to the public. This makes it difficult to impossible for members of the public to trace the dollars and cents through the system.

What percentage of each aid project is used up in administration for example, and is all

the expenditure justified? Or why should one regional development project be handled more efficiently or given greater priority than another?

I doubt if there is any serious corruption but there may be justification to seeking answers in the other two areas.

The South Pacific Commission is a more open organisation. The press are invited to attend its meetings, but it does not deal in the heady stuff of regional policies at Heads of Government level.

The irony is that few media representatives bother to cover the commission's meetings, but they do tend to line up to cover the closed Forum Secretariat meetings.

I sincerely hope that both Rowan Callick's and Futa Helu's articles prompt greater public interest in foreign aid. The lives of millions of Pacific Islanders are so dependent on it that they have every reason to know where it is coming from and who sets the priorities. Even in so-called developed nations like New Zealand there is a lasting need for the public to keep track of its international financial dealings. New Zealand for example has not been a recipient of international foreign aid but it has, during the last few decades, been the recipient of huge foreign loans.

This has been money borrowed excessively and without due public attention, or concern, until too late now the New Zealand economy is in full recession trying to square the books.

Pacific Islanders have to be eternally alert that political strings are not too demanding and that the cost of administering the aid by international and regional institutions does not dilute the aid to such an extent that there is little left in the coffer for the actual task.

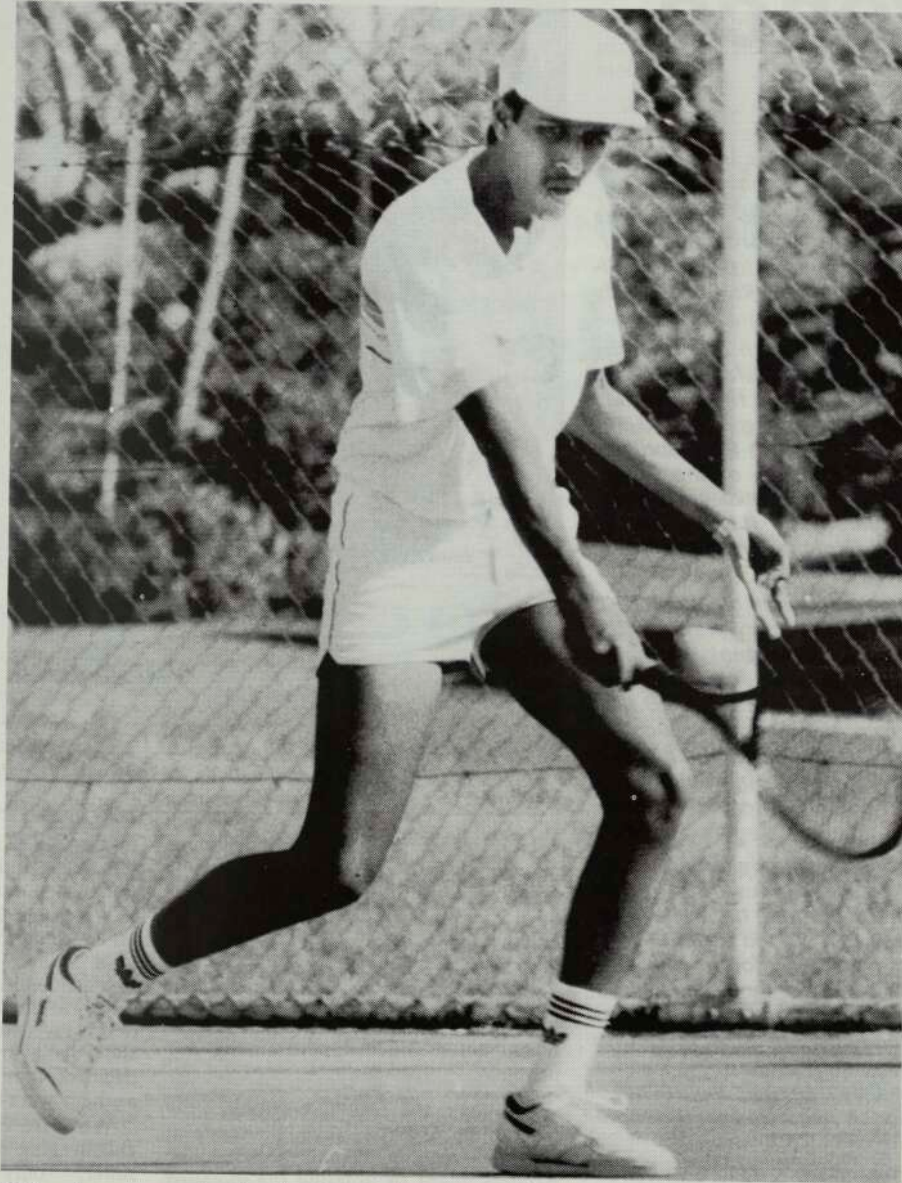
It is not necessarily the "white faces" sitting in the aid agencies who will "milk-off" aid money in the form of excessive wages and salaries, there are plenty of Pacific Islanders who are both experienced and adept at this game too. At the end of the day all forms of corruption are a human affair and no particular race of human beings has a form of exclusivity in this area.

Roy Vaughan
Auckland

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COVER STORIES

Kanak laments French ploy

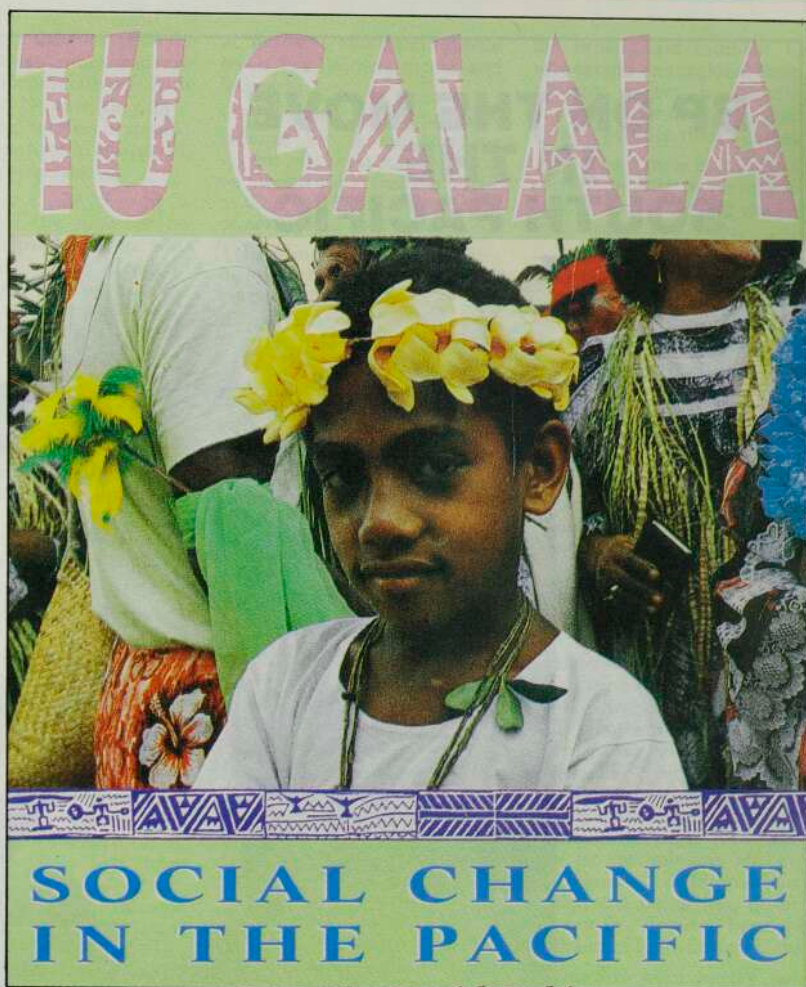
THE FLNKS is due to evaluate its position on the accords this year. But, writes Susana Ounei, disillusioned young Kanaks are already deciding.

The writer was born into a family of 15 children on the island of Ouvéa in New Caledonia in 1945. She has been active in the movement for Kanak liberation since 1969, and was a founding member of the group Atsai, the parties Palika and Kanak Socialist Liberation (LKS), and the Kanak and Exploited Workers Union (USTKE).

She was publisher of the FLNKS newspaper, Bwenando. As founding president of the Kanak women's group, GFKEL, she served on the political bureau of the FLNKS. Expelled from the French education system at the age of 15, she has just completed a degree in sociology at New Zealand's Canterbury University.

Until recently she has been forced to live in exile because the French government banned her New Zealand husband, David Small, from entering New Caledonia with her. The restriction has now been lifted. In this article, an edited extract from a new book published last month, Tu Galala: Social Change in the Pacific, Susanna Ounei reveals the impact of the Matignon Accords on her people.

IN August 1988, when then French Prime Minister Michel Rocard concluded the Matignon Accords with the presidents of the pro-independence FLNKS, Jean-Marie Tjibaou, and the anti-independence RPCR, Jacques Lafleur, a clear, if written, part of the agreement was to isolate the so-called extremists on both sides.



COVER: A young Kanak girl during the first Melanesian cultural-political demonstration in 'white' Noumea's Place des Cocotiers, 1984, is the centrepiece of the cover of *Tu Galala*.

How is it that our independence movement can have some elements acceptable to France and others that must be excluded?

The history of Kanak liberation struggle shows that many of the political aims and strategies that earned myself and others the "extremist" label have since gained wide support among our people.

Contrary to popular myth, the Matignon Accords have never been accepted by the Kanak people. The Accords might be isolating the so-called extremists from the French government, but they are also beginning to isolate the people who support the Accords from the mass of the Kanak population, especially the youth.

Frustrated by the slow reformism of our parents' generation in the Caledonian Union (UC, later the major party

in the FLNKS), young Kanaks in the late 1960s and the 1970s began to build our own political groups.

We began by reasserting our culture and demanding the return of our stolen land – and then began to call for independence. But when we looked more closely at the sort of neocolonial independence given to other former colonies in the Pacific and around the world, we decided that a flag and a national anthem were not enough for us.

We were certainly not interested in encouraging our people to struggle and suffer, only to end up with neocolonialism – formal independence with all the political and economic power being controlled by foreign capital and a small Kanak elite of well-paid politicians, civil servants and junior business partners.

We wanted Kanak Socialist Independence – full political, economic and cultural sovereignty.

COVER STORIES



SUSANNA OUNEI: *We became the extremists among the extremists.*

Although we were branded as extremists, we quickly attracted a big following especially among Kanak youth.

Our hope for the future comes from what we do for ourselves, not what France decides it will give us.'

Some of us also raised the issue of the treatment of women in our society, teenage pregnancy, rape and violence against women are common. And in the movement women are expected to be secretaries, cooks, cleaners and mistresses while the men make all the important decisions.

We became the extremists among the extremists. Very few took our concerns seriously and attempts were made to undermine us by creating non-threatening "femine sections" to make cakes and sew dresses to raise money for the party. We agree that we must fight for independence alongside our brothers, but we want to be clear about what sort of society we are fighting for.

Many young people feel this way, too, because the movement relies on them but then excludes them from important

decisions. At times of mobilisation, for example, the leaders make radical declarations that encourage the young people to take great personal risks.

But then they come to negotiate, they make political compromises without consulting the people.

One of the leaders who refused to compromise was Eloi Machoro. It was Eloi's determination to defy the ultimatums of French presidential envoy Edgar Pisani and continue the mobilisation that led him to being isolated by other FLNKS leaders and murdered by French sharpshooters on 12 January 1985.

There were no foreign dignitaries at Eloi's funeral because he died an "extremist". France erected no monument in his honour, but he will live forever in the hearts of the Kanak people.

Eloi Machoro was the sort of person the Matignon Accords were designed to exclude from the political process. Like Alphonse Dianou and Djubelly Wea, he knew that France would never give away its power in Kanaky and he decided that his people's liberation was more important than his own life.

After Eloi's death and the FLNKS acceptance of the Fabius Plan, there was a general feeling of disillusionment

among the young activists whose courage had forced France to abandon the Lemoine Statute it had been trying to impose.

To have risked their lives on the barricades did not count as a qualification when it came to applying for jobs in the regions. The young people in Pierre Lengnette (the Kanak ghetto I was living in), for example, had organised round-the-clock security for the area so that people could sleep at night during the mobilisation.

Within a few months, some within the movement were referring to these same people as "delinquents" who had to be "kept under control" by their leaders. The young people felt they had been used and discarded.

By early 1988, the aggressive violence of the Chirac/Pons government had forced us reunite. The strongest resistance came from Canala and Ouvea. In Canala, the French military lost control of everything except a few key buildings.

But on Ouvea, a very small island, it was possible for the military to completely isolate it and concentrate a massive force there.

A group of activists from throughout the island tried to occupy the gendarmerie at Fayaoué. The officer in charge called on his gendarmes not to resist, but some did.

The gunfight that followed left four gendarmes dead. The activists, led by Alphonse Dianou, decided to take 27 other gendarmes hostage and head for the bush.

After this, the military cut off all communications and transport to and from the island as they tried to find the hostages. With Ouvea totally isolated, the military declared war on the people and broke all international war conventions.

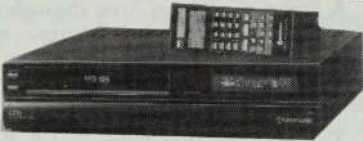
In the Kanak Popular School (EPK) building in Gossanah, the French military set up the headquarters to coordinate their campaign - locking up civilians in inhuman conditions, tying civilian prisoners to posts, beating them and torturing them with electric shock.

They also tried to break the spirit of the Kanak prisoners by humiliating them, stripping them naked in front of their brothers and sisters. The civilian populations of Gossanah and Teouta were locked in a small hut for two days and two nights.

When it came to those holding the hostages, France had to use more underhand tactics.

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COVER STORIES

Alphonse Dianou and the others had engaged in negotiations in good faith and agreed on a date (just after the French presidential elections) for releasing the hostages.

But France had only used the "negotiations" — like its control of the news media — as a means of preparing for its real goal of treating our people with such barbarity that no one would dare challenge the French again. Their assault on the cave on 5 May, 1988, was designed to inflict the maximum casualties.

Four activists (Alphonse Dianou, Vince Lavèlua, Samuel Wano and Martin Haive) were executed after they had surrendered and so was Ammosa Waina who was only there (with French permission) to bring food to the cave. The bodies were dumped in a tin shed at the airport and left there for three days.

Most were burnt and/or mutilated almost beyond recognition. They were buried in a mass grave in Hwadrilla.

When Saddam Hussein put his prisoners of war on television France joined the chorus calling for him to be tried for war crimes. Where was the international outrage about French war crimes on Ouvea? It was covered over by the Matignon Accords.

The blood of our brothers killed by the French military had barely died. And, without even visiting Ouvea or consulting the movement, a few leaders made a deal with France.

The Matignon Accords were signed in blood — the blood of my brothers and cousins and nephews from Ouvea. Beneath the appearance of the peaceful agreement lies extreme state violence.

President Mitterand was in power before, during and after the Ouvea massacre and the Matignon Accords. Bernard Pons and Jacques Chirac are still in Parliament and the military is still commanded by the same generals. Michel Rocard was not directly responsible for the torture and executions himself, but the implicit threat that such acts could happen again helped his government to regain authority over my people and our land. The Matignon Accords are simply a more subtle way for France to achieve this aim.

A massive media campaign urging voters to back the accords in the November 1988 referendum was endorsed by the FLNKS leadership, which argued that Kanaks should vote "yes" to free the political prisoners. The results showed that a very large numbers of Kanaks ignored the party leaders and did not vote.

The overall rate of abstention in the territory was 37 per cent, but in the Kanak areas the rate was much higher.

COVER STORIES



Child and hope: History will decide how the Kanak people will judge Djubelly.

The highest of all was Ouvea (97 per cent Kanak), when more than 54 per cent of registered voters did not vote and a further six per cent voted "no".

Even some of the prisoners' wives told me they had boycotted the vote. And some of the prisoners themselves told me that they opposed the accords and were angry at being used to push people to vote.

Since the Matignon Accords, there has been growing concern within the independence movement – including many who are prepared to work within the accords – about the close relationship between elements in the Caledonian Union (UC) and right-wing Caldoche (settler) groups.

These concerns came to a head in the municipal council elections in March, 1989, when in some areas the UC allied itself with anti-independence groups and against other parties in the FLNKS.

While there are very real splits within the independence movement, the colonial authorities are also actively seeking

to divide us even further. One of the most important state agencies involved in this psychological warfare is the Studies and Liaison Bureau (BEL), which was set up during the Algerian war of independence with the aim of "contaminating" the liberation movement.

One of BEL's most effective campaigns was to convince people that Djubelly Wea's assassination of Jean-Marie Tjibaou and Yeiwene Yeiwene on May 4, 1989, was the result of a complex conspiracy involving a wide group of people in Kanaky and abroad. The conspiracy rumour sparked off a destructive witch-hunt within the movement.

I was very close to Djubelly Wea, politically and personally – he was my uncle and was married to my cousin. No one, not even his wife or brothers, knew what he was planning to do. The gun Djubelly used was not smuggled in from abroad but was brought to Ouvea by the French military.

It was obviously a suicide act carried out in front of hundreds of people, including Jean-Marie's bodyguards.

History will decide how the Kanak people will judge Djubelly. What French officials and foreign commentators think of him is of no importance. The Kanak people know that Djubelly was not a nobody and he was not a hired hit-man.

Even those who disagree with his action cannot deny that he was a sincere and committed political leader who sacrificed his own life for what he believed in increasingly.

Kanak people are recognising the real dangers in the Matignon Accords and are coming to understand what pushed Djubelly Wea to his last sacrificial act.

The French government likes to talk about all the money it is giving to aid "development" in Kanaky. One of the weaknesses of our movement is that it has never resolved this issue of what kind of development we want – what kind of future society we want to build.

The Kanak people are not paying the price for these issues being ignored. The money from the Matignon Accords is not meeting the real needs of the Kanak people – it is going on big contracts for French multinationals.

The Matignon Accords are good business for the big companies, providing them with political stability and financial subsidies.

If the development of Kanaky is designed to make our country the same as France, Kanak people know what roles are reserved for us – beggars and servants! Our hope for the future comes from what we do for ourselves not what France decides it will give us.

Kanak youth are now highly politicised – too politically aware to allow a few Kanak leaders to set up a neo-colonial state in collaboration with the French government and local businessmen. There are hardly any political people of my generation who are respected by the youth. The young ones took all the risks and have gained none of the rewards.

The Matignon Accords have alienated and excluded more than just a handful of so-called "extremists". Amongst the Kanak people, few ever embraced the accords enthusiastically, a few more went along with them because they had already been signed, and others voted for them out of a concern for the political prisoners. The most cynical of all are the young people – and they are the majority. They are the force of our movement and they are the future.

The FLNKS is due to evaluate its position on the accords this year, but young people are already making their assessment. As one young activist told me: "Every time the young people die, it is a few leaders who fill their pockets. We are sick of being used. When they come back to see us for barricades we will tell them, it's their turn to build the barricades and stand in front – but we will not go to die for them." □

COVER STORIES

Post-coup elections – new brand of politics

By Mala Jagmohan

FIVE years after the military coup which toppled the last democratically elected government, Fiji is going to the polls later this month.

The elections, spread over eight days from May 23, already promise to be an interesting test case – for the controversial new Constitution, for political parties based largely along racial lines and for the system of government that will eventuate.

A record number of political parties are contesting the 70 seats in the House of Representatives.

Leading the line-up of parties is the Great Council of Chiefs-sponsored Soqosoqo ni Vakavulewa ni Taukei party which is fielding candidates for all of the 37 Fijian seats.

It is led by none other than former army commander and coup leader Major-General Sitiveni Rabuka.

The National Federation Party, traditionally based on Indian support, is contesting all the 27 Indian seats. It had been expected to win most, if not all, Indian seats until the Fiji Labour Party reversed its stand to boycott elections at the eleventh hour. The change in stand is seen by many to work to against the Indians – serving only to split their votes.

Last ditch attempts to form an alliance between the two Indian-dominated parties failed, bringing about a campaign strategy that is more bent on gunning for the other rather than looking at issues.

The Fijian Nationalist United Front, the All National Congress, the New Labour Movement, the General Voters Party, Fiji Indian Congress, Fiji Liberal Party could pick up some seats, but do not pose a threat to the big three.

An interesting development has been that despite criticisms against the Constitution with its racial overtones, no party has shown itself to be truly multi-racial.



Democracy's threshold: Fiji's new parliament complex at Veiuoto, Suva.

Fiji Labour Party for all its multi-racial policy is fielding mainly Indian candidates. Apisai Tora's All National Congress, once claiming to be the only multi-racial party contesting the elections, has also not managed to muster enough Indian candidates.

Even though it appears fairly clear at this stage that the majority of the Fijian seats will go to the SVT, and the Indian votes to NFP and some to the FLP, the

nature of the new government is uncertain. For a start, the prime-ministership battle is split three ways within SVT – Rabuka as partry leader expects to get the job, but veteran politician Ratu William Toganivalu has expressed interest and so has former Finance Minister Josevata Kamikamica.

Assuming the three do not give up their aspirations for the high office, their parliamentarians will definitely be split over the choice.

COVER STORIES



This would mean wooing the other parties for support – an exercise which could effectively take power away from the Fijians – the very people the constitution was designed to give power to.

Rabuka has been keeping in touch with some of his political adversaries and is not ruled out a government of national unity should he become prime minister.

Both Ratu William and Kamikamica

have said there is a need to review the Constitution – which would sit very well with the NFP, who are seeking at the very least an undertaking by the government to have another look at the document.

But the NFP, with its big business backing, might opt for Kamikamica who has promised to largely let the present policies and economic outlook continue.

Another suggestion is the SVT would try to sort out any problems with the

prime-ministership issue and avoid a split by opting for Ratu Willie as a compromise choice.

It appears to be a unique situation as on the eve of elections, the voters do not know who they are voting for as prime minister.

This is an issue which will be left to the elected parliamentarians to sort out, with the final decision resting with the President of the country, Ratu Sir Penaia Ganilau. □

COVER STORIES

FOR a century and a quarter the Great Council of Chiefs has been regarded and respected in Fiji as the channel through which the voice of the Fijian people is heard.

Although in recent years its membership has significantly widened, the name of the council recalls earlier days when by tradition the chiefs spoke for all.

Consider the message sent in 1874 by Ratu Cakobau, the paramount chief of the time by virtue of conquest and recognition, to Sir Hercules Robinson who, on behalf of Queen Victoria, was discussing the possibility of Fiji becoming a Colony of the British Crown.

"We, the King of Fiji, together with other high chiefs of Fiji, give our country, Fiji, unreservedly to Her Britannic Majesty, Queen of Great Britain and Ireland, and we trust and fully repose in her that she will rule us justly and affectionately, that we may continue to live in peace and prosperity."

The group from which this message came could be considered a predecessor of the Great Council of Chiefs. It was a gathering of the heads of the chiefly kingdoms which the Deed of Cession combined to create Fiji as a national entity with defined boundaries.

The kingdoms were rivals that were frequently at war. Groupings of them changed from time to time as a result of the wars and of dynastic alliances among the chiefly families. The influence of these ancient kingdoms, and the loyalty they command among their people, remain powerful today when, following one of the measures taken by the first British Governor, Sir Arthur Gordon, they have the name of provinces.

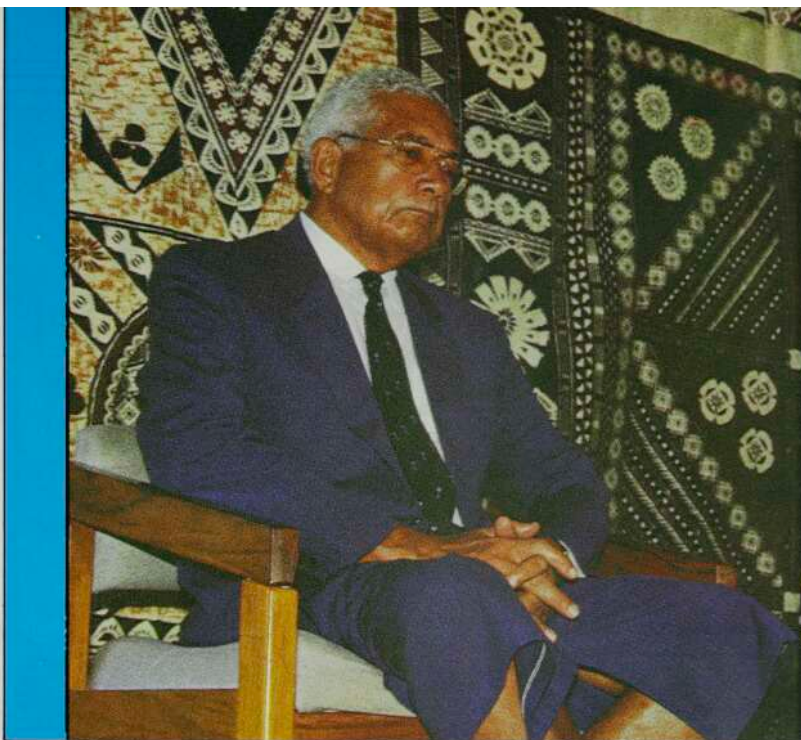
Cession brought peace, and a unity born of common loyalty and allegiance to Queen Victoria as a chief above those of any of the individual kingdoms or the groupings into what have become known as confederacies.

The high chiefs of all the kingdoms gathered at Ba after Cession to instal Gordon as Governor, representing Queen Victoria in Fiji.

He saw the advantage of periodic meetings as an opportunity to consult the chiefs on matters concerning the Fijian people, and he created, as part of the machinery of the Colonial Government, a formal advisory body.

It was first called simply the Native Council, later the Council of Chiefs, and finally the Great Council of Chiefs.

To begin with, council meetings were occasions of spectacular ceremonial, lasting for nearly a month, with elaborate presentations, dancing and an amount of feasting that left the hosts impoverished, but this phase passed and the council settled down to annual, more business-like affairs. The council no longer meets at fixed intervals, but is convened as



Fiji's big four: From left – The Tui Lau, Ratu Sir Kamisese Mara; Tui Cakau Ratu Jioi Vunivalu; and Ratu Sir George Cakobu, closing ceremony for last month's Great Council of Chiefs meeting in Suva.

Changing roles of Fiji's Great Council of Chiefs

By Sir Leonard Usher

required. Throughout the colonial period, the council remained almost solely advisory but the advice was a two-way affair.

The Governor asked the Council of Chiefs what they thought about Government proposals that would particularly affect Fijians. The council drew the attention of the Governor and his advisers to matters, sometimes small, sometimes of high significance, that were of concern to Fijians somewhere in Fiji.

The act of extraordinary generosity and faith by which Fijians gave control of their land to a Native Land Trust Board to enable much of it to be leased to people of other races came into being only after, following much discussion at many levels among the Fijian people, it was approved by the Great Council of Chiefs.

The provisions of the Agricultural Landlord and Tenant Act, which lays down procedures for the orderly leasing of Fijian land, with defined security of tenure, were also submitted to, and approved by, the council before becoming law.

The Fijians members of the Legislative Council who went to London in the late 1960s for the conferences which resulted in Fiji becoming an independent nation reported to the Great Council of Chiefs both before and after the two conferences.

The council was called together after the first of the 1987 coups and in the succeeding years considered and approved successive drafts of the Constitution which in its final form was promulgated in 1990, giving Fijians enhanced representation in Parliament.

In anticipation of the election of that Parliament, the Great Council of Chiefs created a new, solely Fijian, political party named the Soqosoqo ni Vakavulewa ni Taukei (SVT), thus bringing effectively to an end as a political party The Alliance, made up of Fijian, Indian and General Elector constituent bodies, which had governed Fiji continuously from Independence in 1970 until its defeat in the 1987 general election.

There was no consultation with the council before Sitiveni Rabuka, after the second of the two coups in 1987, took the dictatorial action that led to the breaking of the long-established and greatly



ia Ganilau, Roko Tui Dreketi, Ro Lady Lala Mara and Adi Litia Cakobau at the

'No longer an exclusively chiefly preserve'

treasured Fijian, and Fiji, links with the British Crown. There was also no reference to, or consultation with, The Queen herself who, as Queen Victoria's heir and successor, had become Queen of independent Fiji.

The statement issued in her name at the time underlined the position.

It said: "Her Majesty is sad to think that the ending of Fijian allegiance to the Crown should have been brought about without the people of Fiji being given an opportunity to express their opinion on the proposal."

From its inception, the Great Council of Chiefs has considered itself an embodiment of the links between the Crown and the Fijian people stemming from the gift of Fiji by the high chiefs to Queen Victoria in 1874, and it has claimed the right of direct access, if it thought this necessary, to the Monarch.

The occasion in 1982 when Queen Elizabeth in person opened a session of the council at its birthplace, the Island of

Bau was of momentous significance.

When (a better word to use than if) the links between the Fijian people and the Crown are restored, it will be through the Great Council of Chiefs. Moves towards this are already under way and are likely to be advanced after Fiji's return this year to Parliament government.

As with many things of importance in the history of the Fijian people, a broadening of the base of the Great Council of Chiefs was inspired by Ratu Sir Lala Sukuna.

He pointed out that the men from Fiji who had distinguished themselves in World War II were not all of chiefly rank. He argued that representatives of those Fijians of proven leadership under the test of battle deserved a place, though commoners, in the council which was the voice of the Fijian people.

A parallel argument has been increasingly applied to non-chiefly Fijians who in modern times have acquired professional and academic skills, or have shown leadership in social organisations or, since national politics began to play a part in Fijian life, have become prominent in that field.

So the Great Council of Chiefs has gradually become no longer an exclusively chiefly preserve.

After independence all Fijian members

of Parliament, whether chiefs or not, automatically became members also of the Great Council of Chiefs.

In the council which met in April this year, although chiefly voices were powerful and many chiefs, of high and low rank, were among the members, especially among the 33 Provincial representatives, it is significantly that only 16 members of the 99-strong council were appointed by the Minister for Fijian Affairs specifically as high chiefs or chiefs.

The largest group in the council, 44 in number, was that described as "invited by the minister".

Although the role of the Great Council of Chiefs remains primarily advisory, in recent years other things have been added.

Under the 1970 Constitution, the group of members of the Upper House of Parliament, the Senate, who were nominated by the Great Council of Chiefs had absolute power of veto over any proposed changes in a group of laws which included almost all of those covering Fijian land ownership and customary rights. The principle has been carried over into the 1990 Constitution.

Of the 34 members of the Senate provided for in this Constitution, 24 are Fijians who are chosen by the Great Council of Chiefs for appointment by the President.

The Constitution gives the council full and final authority to select, and if such an unhappy need should arise, to remove from office, the President himself. The April 1992 council laid down as a matter of principle that selection to the post should be confined to Fijians of high chiefly rank.

It re-appointed for the next five-year period Ratu Sir Penaia Ganilau, whose leadership and diplomatic skill have played a part of immense importance in bringing Fiji successfully through the traumatic post-coup years.

Under the Constitution, the council also decides who is to act in the President's absence. The same April meeting chose high chiefs from Eastern and Western Fiji – the Tui Nayau, Ratu Sir Kamisese Mara, about to retire after long and outstandingly distinguished service as Prime Minister, and the Tui Vuda, Ratu Sir Josia Tavaiaqia.

The council raised the eyebrows of constitutional purists a little when it conferred on the two chiefs the title of Vice-President.

The title has logic, but it is not in the book – not yet. □

Tip of the dirty iceberg

IT is a sad fact of Pacific life that crooks, conmen and carpetbaggers have long been attracted to the region. In many cases, they have been colourful petty swindlers who did little real harm except to the pockets of the gullible who fell victim to their sweet-talking blandishments.

But there are signs of much more serious threats to the peoples and states of the Pacific Islands; threats that go under the generic title of transnational crime.

International criminals are well organised and well resourced. As they are squeezed out of other regions by tighter regulatory measures and increasing pressure from governments, police and intelligence agencies, they are looking for new destinations to operate in and finding the Pacific more and more attractive.

They have been helped by economic deregulation in the region, the rise of global merchant banking systems offering easy means of making international cash transfers, improved communications and travel facilities. The problem is not yet of epidemic proportions, but the warning signs are there.

International drug growers and traders are operating in the Papua New Guinea highlands. There is evidence of numerous bogus loan operations in PNG. A shady bank set up business in Tonga until its principal was killed by organised crime interests in the United States.

Two hotels were financed in Fiji by millions of dollars moved out of Hong Kong in a classic money laundering exercise. Dubious airline operations in Kiribati have been investigated. A huge hashish haul in Fiji showed the Pacific was being used for trans-shipments between growers and users.

Cases like these are almost certainly just the tip of a pretty dirty iceberg. There is evidence that organised crime cartels involving Japanese yakuza gangsters and Chinese triad members are operating in the region. If the mafia is not there, it is almost certainly only a matter of time before it moves in.

The Pacific will not be immune from white collar crime which is growing at a worrying pace worldwide.

The issue is how to deal with the problem before it gets completely out of hand, bringing yet another manifestation of modern-day outside "pollution" to the South Seas and, inevitably, further hampering the social and economic development of the island states.

New Zealand and Australia, who have their own share of criminal activity, but being more developed are probably better able to handle it, see the problem as potentially threatening the states' — and the region's — political and economic security.

The overall thrust of their Pacific policies is to see the region develop economically, and that requires *legitimate* foreign investment (not dirty money) and, as far as is possible, a crime-free environment. They have a vested interest in the Pacific being a safe and clean area in which lawful international business can be conducted and the island states' diversify and develop prosperous economies.

The states share this interest, of course, but being understandably eager to attract badly-needed overseas investment, some are not so fussy about where the money comes from

WELLINGTON



**DAVID
BARBER**

— at least, that is the suspicion in Wellington and Canberra.

They suspect some do not have the skills or resources to be able to tell the difference between legitimate entrepreneurial activity and illegal dealings, and if they can, do not want to. The dilemma is recognised; it is very difficult for the government of a tiny island nation, desperately needing capital to create jobs, to turn down an offer of investment in a new tourist hotel, say, when its origins may be merely dubious. The temptation to take a risk and accept it is huge, and the government might well wonder what harm would be done anyway.

The harm, of course, is in its potential. Once the international criminals are in, they will be hard to get rid of and even harder to stop diversifying their activities into other areas, with disastrous social consequences. If

drug money is in a hotel, it would be only a matter of time before the drugs are introduced to the locals. It is not a scenario any island country would welcome.

There is clearly scope for conflict between New Zealand and Australia and the island nations over this issue. The states are understandably sensitive to any move that smacks of being dictated to by their white neighbours and naturally dislike being told what is good (or bad) for them.

But it would be a pity if sensitivities got in the way of cooperation on this issue and delayed the action required before it is too late to stem the increase in transnational crime in the Pacific.

A start was made at the Forum Regional Security Committee (FRSC) meeting in Suva in February (reported in Pacific Islands Monthly, March 1992) and a draft declaration on the issue will go to heads of government when they meet in Honiara in July. The Forum is the obvious body to co-ordinate action, to avoid individual states offering loopholes which could attract international crooks and to bring united pressure to bear on those tempted to opt out.

The draft declaration recommends that the Forum take responsibility for a training programme — perhaps setting up a permanent establishment for the purpose — to raise the skill levels of the islands' police, customs officers and perhaps lawyers.

There is also a need to co-ordinate work, under the Forum umbrella, already being done by networks like the Custom Heads of Administration Regional Meeting, the South Pacific Chiefs of Police Conference and the Pacific Islands Law Officers meeting. New Zealand is keen to see observers from these organisations attend FRSC meetings, along with representatives from American and French territories.

New Zealand and Australia see the development of a legislative framework in the island countries as crucial. Few have legislation dealing with issues like the proceeds of crime and money laundering. Some states have reservations about this infringing on their sovereignty and rejected an Australian call at the FRSC meeting for a deadline for the introduction of legislation.

The issue is certain to be one of the main talking points at the Honiara forum. It is in everybody's interest that the talk brings results. □

Off to Rio, George?

PRESIDENT George Bush is still making up his mind whether to join the rest of the international community and attend one of the biggest environmental conferences this century.

Dubbed "The Earth Summit" the United Nations Conference on Environment and Development will be held in Rio de Janeiro, Brazil, from June 2. It promises to be a doozy.

More than 100 world leaders and hundreds more media representatives and lobby groups will descend on the picturesque city to discuss, record and bemoan the state of the planet.

A shadow summit, called '92 Global Forum, will cater for environmental, indigenous and women's groups in a bid to influence the blue-suited men who will dominate the official conference. Most scientists, government officials, journalists, lobbyists and greenies are fighting for a place at Rio de Janeiro. Even the dethroned Mikhail Gorbachev is thinking about it.

So why is President Bush so hesitant? Because he doesn't want to go all the way to Rio in a presidential election year only to have to torpedo a treaty limiting earth-warming carbon-dioxide gases.

Backed by just about all of the 148 nations currently negotiating the treaty, the draft proposes limiting worldwide carbon dioxide emissions in the year 2000 to the same levels as those in 1990.

President Bush says this would threaten American economic productivity and jobs. He and his White House advisors want a boarder treaty that would encourage nations to adopt their own voluntary programs to deal with environmental problems.

The search for a compromise is dominating pre-conference manoeuvres. The Europeans, who strongly back strict limits, are furious. South Pacific Island officials, who fear the tidal effects of global warming on their fragile nations, are worried. The Americans appear rigid.

White House official Clayton Yeutter has said Mr Bush would only attend the conference if it was "productive" for him to participate.

"The definition of a productive meeting is whether it's in the interests of the United States," said Mr Yeutter. "That's the judgement call that we have to make, and we'll do it on those rounds."

Without a green light from the United States, the treaty could be rendered meaningless – the US is the single largest producer of greenhouse gases. And its technological and economic strengths are seen as crucial to the successful implementation of environmental strategies.

But pressure on the American President to join his international colleagues in Rio is mounting – and it is coming from a variety of groups.

Concerned Hollywood stars produced a six-minute video appeal which was delivered to the White House. "President Bush, would you please go and represent us at the Earth Summit in Rio? The world is waiting for us to take the lead," said singer/actress Cher on the tape.

WASHINGTON



**MARGOT
O'NEILL**

President Bush's opponents in the Democratic Party have also lambasted his ambivalence on the Rio summit.

The White House is "just trying to wiggle out of a meaningful commitment," said Democratic Senator Al Gore, who recently published a book on the urgency of confronting environmental problems. "He alone has the fate of these agreements in his hands."

Democratic Presidential candidate, Bill Clinton, has described Mr Bush's environmental stand as "reactive, rudderless and expedient" with policies that promote "short-term trade-offs between jobs and the environment".

Perhaps it is not surprising then, that the White House is now giving hints that the President will ultimately attend the conference. "The signals are that he will," said one official who works on environmental issues.

Has President Bush changed his mind on greenhouse emissions? Not necessarily. In fact, some environmental groups are suggesting that the "will-George-go?" controversy played right into the Presidents hands.

By hyping that question so much, the media and the American public (who will vote on his re-election in November) might applaud President Bush's presence in Rio even if he refuses to endorse the new treaty.

"His political handlers, his media people, have done a masterful job of keeping focussed on (whether he will attend) THE event," said Clifton Curtis, of Greenpeace.

"It masks the real issues, which is the United States' failure in these negotiations to make the kinds of co-operative commitments that are essential to saving the planet."

But while White House aides and other American conservatives decry the scientific basis for the greenhouse theory of global warming – thereby justifying relative American inaction – a new report by US government agencies lends support to calls for drastic cuts in carbon dioxide emissions.

The report even says that American gas emissions could be stabilised at 1990 levels by the year 2000 because of the steps to save energy and reduce pollution already under way, thus undermining White House arguments that such a move would be too costly.

The report makes it more difficult than ever to understand the White House rationale for not agreeing to the greenhouse treaty.

According to Alsen Meyer, from the Union of Concerned Scientists, all President Bush has to do, is go to Rio and promise that the US will keep doing what it already is doing.

But the final word goes to Chief Oren Lyons, of the Onodaga Indian Nation from the Northern Part of New York state, who thinks all the official machinations surrounding the Rio conference is boring. "The Indian understanding of the Earth is that the Earth will survive. The Earth will not disappear. It may undergo some degradation, to the point that life might succumb. Then the Earth will simply re-green itself. It's not a problem for the Earth. But for human life, and life on Earth, yeah, it's a problem." □

COVER STORIES



Handy hands: Western Samoan children in agriculture.

More trouble looms for Samoa

By Ulafala Aiavao

THE good news for Western Samoa is that it recorded its first ever negative inflation rate last year. Prices were down 1.3 per cent over the previous 12 month period.

The Central Bank of Samoa said in its latest quarterly report (October-December 1991) released last month that the negative inflation was due to monetary policy and improved supplies of local produce.

In December, however, prices rose as local foodstuffs were devastated by Cyclone Val.

The bad news is that almost all other economic markers worsened last year, partly because of Cyclone Ofa damage in February 1990.

Imports last year of W\$232 million (US\$95 million) were 25 per cent up on the previous year, and the highest import level so far.

Half the imports by value were for intermediate goods, while there were also substantial import items for road construction and a major hydro-electric project underway.

One quarter of total imports were for consumption goods, said the CBS report.

By contrast, the declining level of exports had dropped to just W\$18 million (US\$7.3 million) last year. In

short, imports were more than 12 times the value of exports.

Damage by Cyclone Ofa in February 1990 to cocoa and coconut plantations meant that exports of copra oil and cocoa were negligible last year.

Eighty one per cent of total export came from just three products - taro W\$6.9 million (US\$2.8 m), coconut cream US\$2.1 million and automotive harnesses US\$1.1 million.

Exports of automotive harnesses began last August from a branch of the Japanese firm Yazaki which, by year's end, already accounted for 15 per cent of Western Samoa's exports by value.

That percentage will increase as Yazaki operations are largely unaffected by the more recent devastation from Cyclone Val last December.

Also, Yazaki is expanding into a US\$2.2 factory now under construction that will be leased from the Western Samoan government.

However, damage from the latest cyclone is so severe it will be 12 months before the local copra mill or coconut cream processors can count on a recovery in local coconut supplies.

Taro exports were banned soon after Cyclone Val (except to nearby American Samoa). This kept stocks on the local market and prices fairly stable in the wake of temporary food shortages, but

will have a negative effect on taro export earnings.

Private remittances from overseas, which usually equal about half the government budget, dropped 19 per cent last year to US\$30 million.

One reason for the high fall was that 1990 remittances were boosted by sympathy payments following Cyclone Ofa earlier that year.

Another reason is continued economic recession in the major tourism source countries of New Zealand, Australia and the United States.

The 1991 remittances figure is one of the lowest in five years, matching only the 1983 inflow. Western Samoa's balance of payments in 1991 had an overall surplus of US\$1.2 million, compared with US\$15.5 million a year earlier.

The Central Bank of Samoa said the current account deficit of US\$40.5 million was the highest so far, and only substantial inflows on the capital account of US\$41.8 million allowed a small surplus in the balance of payments.

Gross reserves at the end of December were about US\$68 million, enough for seven months of imports of goods and services. This coverage was 20 per cent less than the same month a year earlier. □



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WE HAVE A WINNER . . .

Pacific Islands Monthly are happy to announce the Winner of the Christmas Special "Win A Trip To Tonga". Mr Ronald J. Smith of Michigan, U.S.A. is the lucky winner. He will fly Royal Tongan Airlines either from Nadi, Fiji or Auckland, NZ, to Tonga and return. Mr Smith will stay one week free at the Ramanlal Hotel in Nuku'alofa.

The drawing: From left — PIM publisher Mr Gene Swinstead, Mr Sidney Eastgate (Royal Tongan Airlines agent in Suva) and Mrs Charlotte Thomas (PIM Advertising & Business Manager).



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Pushing for solar systems

TECHNICIANS from Forum Island Countries gather in Fiji later this month for a workshop on how to install, operate and maintain small scale photovoltaic systems.

Photovoltaic (PV) – the process by which light energy from the sun is directly converted into electricity – could be the answer to rural electrification in Forum Island Countries.

The 12-day Photovoltaic (PV) Systems Installation, Operation and Maintenance workshop is organised by the Forum Secretariat's energy division for about 20 Forum Island Countries field technicians.

The workshop runs from May 11-22 at the Centre for Appropriate Technology at Nadave outside Suva.

Its objective is to train more local field technicians using previously trained local instructors.

The workshop reflects increasing emphasis being placed on harnessing the sun's energy to produce electricity for household use especially in the rural areas of Forum Island Countries. Sunshine is abundant in the Pacific and this makes it an attractive source of energy.

While petroleum products such as fuel and kerosene will continue to be in use for a long time to come, their long-term use is shrouded in uncertainties due to escalating costs and unreliable transport to take these to the rural areas.

As well, growing environmental concerns about mankind's dependence on non-renewable energy sources such as fossil fuels and nuclear have prompted governments the world over to look at alternative sources of energy including solar.

Indeed, solar energy is now well placed to becoming that alternative energy source for the 21st century and beyond.

Of course, developing and making solar energy work in the South Pacific has indeed been punctuated with success and failures over the past decade, due mainly to lack of support for what essentially was a young technology.

While some early equipment and system design was found to be poor, in the main, the failures were due to lack of back-up service such as operator training and regular maintenance.

Enormous progress has been made as a result of improved technology. In many areas including Forum Island Countries, solar energy has been successfully utilised to produce enough electricity for household uses such as lighting, communications and hot water.

One such success story from Tuvalu where photovoltaic lighting systems have worked so well that it is now being used as a model for similar development in other Island States.

Initially, 170 household lighting systems provided by the USAID-funded Save the Children Foundation were installed there in 1984-85. The European Community, under its 1986-87 Lome II Pacific Regional Energy Programme funded a further 158 units which were installed in homes and eight meeting houses.

Today, some 30 per cent of rural household in Tuvalu have solar-powered electricity thanks to the Tuvalu Solar Electric Co-operative Society (TSECS).

Established in 1984, TSECS distributes, services and maintains solar-powered household lighting systems on the country's outer islands.

Much of its equipment is acquired through foreign aid.

Residents who have the system installed at their home each pay a \$A50 deposit plus a monthly rental fee of \$A7.60 for two panel system or \$A6.25 for one panel system to cover maintenance and replacement costs.

Together with others such as the South Pacific Institute for

THE FORUM



ALFRED SASAKO

Renewable Energy (SPIRE) based in Pape'ete, Tahiti, the Forum Secretariat's Energy Division has been involved in the TSECS scheme in a number of ways.

Through its Small Energy Projects Programme (SEPP), the division has supplied replacement batteries while the EC has provided equipment to upgrade some units.

But it is not only in rural areas that solar energy is making a splash.

In Funafuti, Tuvalu's capital, what is said to be the first solar-powered satellite earth station in the South Pacific region is in operation since it was installed there with the help of the Forum Secretariat's Telecommunications Division last year.

This system ensures that Tuvalu has a voice to the outside world even when the diesel-based power supply in Funafuti fails. The photovoltaic unit to power the satellite earth station was funded by the Energy Division under its Small Energy Projects Programme (SEPP).

The success of this system has now been extended to a similar EC-funded satellite earth station nearing completion on Kiritimati Island in nearby Kiribati.

Organisations such as SPIRE and the Forum Secretariat's energy division which now absorbed the UN Pacific Energy Development Programme (PEDP) have continued to work together to end shortage of trained manpower which impeded progress in solar power development in the past.

For instance, this month's PV workshop is an attempt to meet this need by training more local technicians who can install, operate and maintain solar-powered units in their own country.

Solar power development, however, is a small part of what the Forum Secretariat's energy division has been doing and continues to do in the energy sector.

Under a restructured division approved by the Forum Officials Committee last July and coincided with the winding up of the UN Pacific Energy Development Programme (PEDP), the new-look energy division has three sections dealing with renewables, petroleum and power. A recruitment drive is underway to fill specialist positions in these sections.

Brian Dawson, who has been appointed director, will have the overall administrative control of the division. Mr Dawson who has worked for the secretariat previously took up his appointment last month.

A \$F1.3 million budget has been earmarked for the division's thrust over the next few years.

Among other things, Forum Island Countries will be provided with advice and assistance in the petroleum sector and in electric power sector planning.

Advice and assistance will also be given on renewable energy technologies, conservation and management as well as in environmental issues relating to the energy sector.

The division will provide advice and assistance in training and in identifying sources of international funding for energy projects in Forum Island Countries.

At the same time it is continuing to develop a more strategic approach to defining energy priorities for the region.

It seems photovoltaic system has worked in Tuvalu. Just how many other Forum Island Countries will follow in its footsteps, only time will tell. But it seems that solar energy is now perhaps the answer to basic energy needs in the rural areas where an estimated 80 per cent of the Forum Island Countries' 5 million people still live today. □

Political blocs of the islands

ALTHOUGH the Forum has provided a common platform where Pacific islanders can sort out differences, solve problems, address important issues, and in general, as the pet phrase goes, "reach consensus", there has been a more-or-less subdued movement going on underneath the surface towards a partitioning of the islands into blocs along racial and cultural lines.

Thus we have the Polynesian Heritage Trust and the Melanesian Spearhead. There has been no comparable Micronesian group but this must be due only to Micronesia not yet achieving the same level of independence enjoyed by Polynesia and Melanesia.

French explorer Dumont D'Urville, who was the first to use the terms "Polynesia", "Melanesia" and "Micronesia", was also a scholar and an antiquarian.

It was him, for example, who made the very important find Venus de Melos in the Aegean isle of the same name, and which now graces the Louve in Paris.

But his most important find was the three ethnic-cultural areas of the Pacific islands. This division is now coming under fire from anthropologists who say it does not represent reality.

Yes, if one wants to split hairs in one's distinctions, but it is still a good working concept as proved by its being widely used by different peoples – geographers, historians, anthropologists, developers, and now by the politicians.

D'Urville's scheme is fuzzy enough to possess the emotive push useful in politics, the one area of life where exactness is not a moral virtue.

But the bloc arrangement is not going to be plain sailing. Not even within the blocs themselves.

Although Maori chiefs have been among the initiators of the Polynesian idea, Maoris do not pull much weight with Tongans and Samoans – especially the former – who, among themselves, affirm Maori culture to be a discredited one in its homeland.

So leadership for the Polynesians seems closed to the New Zealanders. This is a pity for they have had first-hand experience in sustaining the effects of adjusting to a people whose whole way of life is the exact opposite of their own.

And for the Fijians to lead the Polynesian group is out of the question for although their culture is Polynesian they are, according to D'Urville & Co., ethnically Melanesian.

So far as Ratu Mara, who is more Tongan than Fijian, is concerned, and this would be the attitude of most Eastern Fijian chiefs – they are squarely inside the Polynesian camp.

Fiji's past also, both pre-historical and colonial, ties it to Tonga and Samoa.

So far as the big three (Fiji, Samoa, Tonga) of West

THE ISLANDS



**FUTA
HELU**

Polynesia is concerned, the Tongan monarch is indisputably head of any Polynesian get together.

There are social and historical precedents to this fact. The ruling families of the three groups have close genetic ties, the Tongan aristocracy never had colonial masters above them, Tonga still holding its own in boxing and rowing, though yielding first and second place to either Fiji or Samoa, in football, soccer, and all the rest, and so on.

So Polynesians can pull themselves together with a minimum of fuss. If the Far East of Polynesia (Tahiti, Hawaii, Marquesas, etc) does join in the future it is expected that in view of their consciousness of their colonial past and uncertain cultural identity they would fall in easily with the leadership of the Tongan Royalty.

It is with the Melanesian Spearhead that internal differences are quite pronounced.

The PNG-Solomons rivalry is far from slackening. It is at this moment flaring up again being fed by sparks from the Bougainville blaze.

The recent boycotting by the Solomon islanders of the Spearhead meetings shows how brittle their relationships have become. The Spearhead business then must await the settlement of the Bougainville issue, before it can be tidied up.

The other line of cleavage in Melanesia is along the colonial past. Unlike the Polynesian Heritage Trust, where the major actors – Fiji, Samoa, New Zealand, Tonga, the Cooks, Niue – have all had a past connected with the British, one member of Spearhead, Vanuatu, had a strong French presence as part of its heritage.

And with France now redoubling its interest in the Pacific islands, anything she does in the islands will strengthen the hand of Francophiles in Vanuatu making it a little more difficult for either PNG or the Solomons to pronounce with authority on any aspect of their association.

The Vanuatu premier's voicing an opinion on French nuclear testing that would have been scandalous but a year ago, is proof that the Ni-Vanuatu are being emboldened to state their position strongly.

For the *Rainbow Warrior* was still in Tahitian waters, but on the other hand, the premier's pronouncement came on the eve of the Paris announcement of a major change in French policy.

That made all the difference. Greenpeace is pacified, the Rarotongan Treaty is vindicated, and Vanuatu leadership has scratched a notch on both Pacific wide affairs as well as Spearhead politics.

And this moment her foreign affairs secretary is talking of islands on the border with the Solomons. How this issue will develop in future we cannot tell, but it seems the Spearhead concept will continue to have a rough ride for some time yet.

AVIATION, SHIPPING, MOTORING

Storm in island ports

By Davendra Sharma

THE sinking of a quarter of the ships registered in Cook Islands in past five years has tarnished the country's image as a safe international finance centre, the International Transport Workers Federation has claimed.

The claim has been strongly denied by the Cook Islands Government.

The union claims that the Cook Islands has failed to ensure that ships registered there adhere to safety standards.

The Cook Islands Minister for Shipping, Vaine Tairea, angrily denies the allegations.

He describes them as "an insult to the Cook Islands".

The union claims that five of the 20 Cook Islands registered ships have sunk since 1987.

Tairea said the sinkings had nothing to do with safety procedures, they were just bad luck.

He said all ships registered in the Cook Islands must fall within international classification safety standards and also meet international conventions.

Inquiries into the sinkings have so far shown overloading and weather to be the main factors.

The Danish chairman of the ITWF's seafaring section, Mois Sorensen, said the loss of five of the fleet's 20 vessels has got to be a world record. He said his union would be asked to hang the label "flag of convenience".

It also urged the federation's London secretariat to place union inspectors throughout the world on alert to pay special attention to the safety standards of Cook Islands vessels visiting their ports. The federation would request

'The sinkings had nothing to do with safety procedures, they were just bad luck'

major shipping entities like Lloyds to withdraw classifications from any Cook Islands vessels failing to meet international safety standards.

The last two ships to sink were the *Celtic Kiwi* in the high seas north of New Zealand and *Polynesian Link* in Suva Harbour. Tairea said all ships registered in the capital of Avarua were strictly required to fall within international classification safety standards and also meet international conventions.

He said the sinkings could not be linked to safety procedures as preliminary inquiries showed overloading and weather were responsible for the accidents.

Tairea said it was improper for the IMU to claim that the vessels registered in Avarua fall below international safety standards.

Cook Islands, Vanuatu and the Marshall Islands operate the region's main registries for foreign ships.

Fiji ports downgraded

Fiji also received a blow in March when it was downgraded on a regional list of efficient port centres.

It means that Fiji was treading on dangerous lines if it fails to improve its image in shipping circles, the national

chamber of commerce said. It could easily be regarded as an unsafe port for transit cargo, the chamber warned.

It argued that Fiji was becoming a concern for the high rate of pilferage at Suva and Lautoka wharfs. High costs of freight, insurance and security were also potential bottle-necks.

Malaysia, meanwhile, intends to increase shipping and air links with Fiji following the visit by its Prime Minister, Dr Mahathir, to Nadi last year. Dr Mahathir had said then that Kuala Lumpur could use Fiji as a transit for cargo ships to South America. Flights to Auckland are to be routed through Nadi.

A Malaysian trade delegation to Suva in March announced that shipping and possibly air links between the two countries would be set up by around June or July.

Malaysia's foreign affairs secretary, Datuk Ahmad Jaafar, said Malaysian shipping lines are exploring shipping services to Fiji through Papua New Guinea. A Malaysia-Singapore company, Borneo Shipping, has been operating to Fiji since 1988.

New cruise liner

A new luxury cruise liner will be calling at tourist ports in the South Pacific in around three years.

It is part of P&O Shipping's plans to bolster services in the region, attracting increasing tourist interest.

The company has ordered the new liner, costing about \$US300 million to cart almost 2000 passengers on round-the-world cruises.

The new ship will be the fastest cruise liner built for a quarter of a century with an operating speed of 24 knots. It will become the company's flagship. It will be delivered for service in 1995. □



UNIVERSITY OF CANTERBURY

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AVIATION, SHIPPING, MOTORING



AIR NEW ZEALAND: One of the big two operating in the region.

Airlines winging into better times

AS the dark clouds of recession slowly begin to lift on some of the Pacific's key tourism markets, the major tourist carriers to the islands should soon begin to see the light.

According to a recent independent Asia/Pacific airline survey, major carriers in Asia and the Pacific can look forward to a prosperous 1992.

In the latest Asian Investment Strategy Review, a research report by Singapore stockbroker Merrill Lynch and Company, says regional airlines can expect to improve on last year's results. The report said worldwide economic problems and the Gulf War had held down passenger traffic but a rebound was expected this year.

It predicted that trans-Pacific traffic would grow at 10-15 per cent in 1992 compared with 5-10 per cent last year. This refers to the large and traditional Pacific tourist markets of North America, Australia and New Zealand which are slowly coming out of the grips of recession.

Recent business surveys in New Zealand, for example, have shown that business confidence, investment intentions and export markets are all on the way up and the country is optimistic about its economy. Likewise Australia is showing similar signs of promise.

Australia's trade performance over the past 12 months has shown a dramatic turnaround, according to the treasurer, John Dawkins.

He said the 26 per cent fall in the current account deficit, seasonally adjusted, in February to \$A677 million continued the downward trend evident in recent months.

The current account deficit was now running at 34 per cent below the levels of a year ago.

According to the report, growth is also expected from Asia and Europe, two markets which are becoming increasingly important for the Pacific.

Japan, for example, has been the saviour of Fiji's national carrier Air Pacific and the country's tourism sector, making up for the shortfall from traditional markets.

Air Pacific already flies two services to Japan's Narita Airport and the airline's chairman, Gerald Barrack, recently reiterated that if they could get a third slot at Narita they would not hesitate to take it.

There has recently been a few steps in the right direction to take advantage of the predicted rise in tourist numbers.

A recently-started weekly flight by Air New Zealand, using its Boeing 767, to Honolulu from Auckland via Tonga and Western Samoa has opened up the European market and allows Europeans to include Tonga and Samoa on their around the world tickets.

Western Samoa's Polynesian Airlines last month replaced its Boeing 727 aircraft with a Boeing 737-300 to enable the airline to make more frequent flights.

And in January a memorandum of understanding was signed between the Kiribati and Nauru governments allowing Air Nauru to bridge Kiribati with Honolulu and Suva.

The agreement allows Air Nauru to use the landing rights held by Kiribati's national carrier, Air Tungaru. The Kiribati

Government, have for years, tried to make Air Tungaru viable on these international routes but it ended up costing them a fortune.

Kiribati's Minister for Transport, Inatua Tabania, is confident this new arrangement will make the route viable.

In another move, Air Pacific, Qantas and Air New Zealand are reported to have been discussing operating a mega-carrier in the Southwest Pacific.

Although the three airlines are tight-lipped about the proposal, it is understood that it will be similar to a proposal to merge British Airways, Northwest and KLM and formalise seat sharing arrangements.

However, the Fiji Hotel Association is worried that this would be disastrous to tourism viability in the long term. It believes it would result in the elimination of competition between the carriers and a subsequent rise in airfares.

Meanwhile, Air Pacific, in response to the "rapidly evolving competitive environment in the South West Pacific" and the "changing marketplace", will replace its two ATR-42 aircraft with a brand new, high technology, Boeing 737-500 series aircraft in August.

The airline said the B737-500 was chosen as it is not only capable of operating to all current regional ports and supporting their B747 and B767 on the international routes, but was the ideal aircraft to pioneer new services to cities such as Cairns, Wellington and Christchurch. Air Pacific also plans to use the aircraft to re-introduce a Suva-Auckland service later this year.

The airline is also keeping a close eye on Australia and New Zealand and, are looking at the option of leasing another 737-500 aircraft should the two countries recover from recession which should stimulate a demand for services.

So while Royal Tongan Airlines' cancellation of their recently-started Nuku'alofa-Nadi service has left a hole in Pacific aviation overall, regional carriers look set for a sunny future if they keep a close eye on global trends and act accordingly. □

AVIATION, SHIPPING, MOTORING

Toyota shifts into top gear

JAPAN'S Toyota corporation is emerging a frontrunner in the region's car manufacturing with a massive expansion in Australia in a \$A420 million (\$US317 million) state-of-art plant.

It follows Toyota's record output and sales performance in recent years. Toyota won the prestigious Australian Quality Award last year and became the only Pacific manufacturer to do so. It won because of low cost (fuel) vehicles, especially cars it makes and outsells competitors in the Pacific.

Toyota's expansion ironically coincides with the closure of a giant Nissan Motors manufacturing plant in the State of Victoria — the heartland of car manufacturing in Australia.

Australian minister for Industry, Technology and Commerce, Senator John Button, said at the opening of a international motor show recently that despite the Nissan closure and a general slow-down in the motor industry in Australia and the Pacific, there is room for growth and expansion in manufacturing to supply the region.

"I cannot contemplate Australia as a society without a motor industry. It has become central to much of our manufacturing," he said.

Button warned, however, that it was important to keep check on prices of Australian-made cars against those imported directly from Japan or Europe.

Prices of Australian-produced cars rose three per cent above CPI in 1991 and also two per cent above the increase on imported cars.

Toyota joined forces with world automotive industry giant, General Motors Corporation in March to enter in new manufacturing schemes in Australia. The two companies admit that the marriage of manufacturing and marketing convenience has been on the cards since July, 1989.

The deal is designed to improve long-term productivity for both companies. For the past three years both Holden and Toyota have been involved in a mutually beneficial model sharing programme.

Nissan, meanwhile, is closing dozens of dealers around Australia and the Pacific in a clean-up campaign before the company ends its Australian manufac-



Typical Toyota pride: *Designed for the sports car connoisseur.*

turing operations in October.

Toyota has been increasing its other business in the Pacific islands through an involvement in Burns Philp (South Seas) Company Limited.

Last May (1991) Toyota Tsusho struck a deal with BP by buying out 25.5 per cent of the South Seas Company. The company has since been streamlining operations, selling out of the merchandising and hardware business but strengthening its motoring division.

Last January when it sold out the bulk of its century-old business in Vanuatu, Toyota took over Vanuatu Motors.

Mitsubishi Australia

MITSUBISHI Motors Australia, owned 99.6 per cent by Japans' Mitsubishi Motors, was hit by the automotive recession in the Pacific region and high initial costs for new models.

It suffered a \$A50 million (\$US38 million) turnaround in earnings for the year to December 31. It posted a \$A23.8 million loss, compared to the \$A25.9 million profit in 1990. Mitsubishi is reviewing operations in the Pacific. It would be completed by September.

AVIATION, SHIPPING, MOTORING



Continental slashes routes

Sydney, Auckland trips likely to end

CONTINENTAL Airlines will next month join the exodus of American and Canadian carriers out of the South Pacific.

It began scaling down operations in the region nearly five years ago when it withdrew out of Fiji blaming declining traffic and political instability there that year.

In its latest move, Continental will slash operations from June at two of the busiest and most viable South Pacific destination ports – Sydney and Auckland.

American Airlines pulled out of Sydney and Auckland early March (this year) because of low yields, slow passenger growth and a deep recession sweeping major economies in the Pacific Rim. The two American carriers are now re-directing focus to Europe, Asia and Latin America.

Continental however still flies to Micronesia chiefly to Guam and Saipan, apart from Hawaii.

Canadian Airlines also began reducing operations in the region last year after pulling out of Fiji. It stopped flying into Fiji but went into a seat-sharing agreement on Qantas and Air New Zealand flights to Vancouver via Honolulu.

Northwest Airlines however which has

been engaged in a price war with United Airlines remain optimistic about their presence in principal Pacific routes covering Australia, New Zealand, Hawaii, American Samoa and possibly later Fiji.

"One can only assume that Continental found it difficult to achieve satisfactory loads and yields, but we're profitable and running several million dollars ahead of budget since we started on this route (between the U.S and Australia) in July," said Northwest spokesman in Australia, John Fordham.

He said the routes linking Australia, New Zealand and the South Pacific to America is very price sensitive.

Air New Zealand and Qantas are main carriers on the routes, from New Zealand or Australia to Fiji and French Polynesia before Los Angeles. Honolulu is also used as a Pacific stopover to Los Angeles.

For the Pacific islands to increase their intake of American and Canadian tourists, they need to win confidence of American airlines.

Air Pacific which some years ago badly flopped in its launch into the United States losing millions has plans to re-enter the competitive American market.

Air New Zealand profit

AIR New Zealand, leading tourist flier to Polynesia and Fiji, returned a record six-month profit to December 31 last year.

Improved cost efficiencies and increased traffic on some international routes helped the carrier post a solid interim result better than the previous corresponding profit.

It declared an operating profit of NZ\$56.1 million (US\$33.7 million) for the six months, which compares with NZ\$5.49 million (US\$3.3 million) profit to June 30 last year and a loss of NZ\$26.65 million (US\$16 million) for the six months to September 30, 1990. Air New Zealand changed its financial record year in 1991.

Sales were NZ\$1.08 billion (US\$649 million) compared to NZ\$2.44 billion (US\$1.466 billion) to the 15 months to June 30 last year and NZ\$940 million (US\$564 million) for six months to September 30, 1990.

"What we've achieved in the first half owes much to improved cost efficiency and productivity gains," said

the airline's chief executive, Jim McCrea.

He said while there was growth on some routes such as Europe, Japan, Taiwan, other such as the United States, Australia and New Zealand outbound markets remained weak. Outbound traffic from New Zealand to most Pacific Islands and the US via Fiji and French Polynesia have been depressed since the Gulf War.

Air New Zealand will be able to fly domestic routes in Australia from 1994 under new airline deregulation moves announced in a Canberra economic statement on February 26.

Major shareholders in Air New Zealand include Brierley Investments Ltd (BIL) (37.5 per cent) and Qantas (19.9 per cent). Qantas purchased its share from the New Zealand government for NZ\$660 million (US\$396 million) in April, 1989. BIL bought five per cent holding from American Airlines on February 27 to increase its stake to 42.5 per cent.

not spared, too

The company, like its rivals Toyota and Ford, is also banking on the total volume of car sales increasing from 15,000 last year, the second lowest figure since 1968 to more than 600,000 in 1994.

Mitsubishi Australia has been contracted to export 6000 Magnas to the United States and is also talking to Europe where it intends to sell between 3000 to 4000 vehicles. Ford Australia made a loss of A\$150 million. Toyota Motor Corp. is said to be marginal.

AVIATION, SHIPPING, MOTORING



AIR NAURU: Heading for a more commercially viable operation.



FORUM SECRETARIAT VACANCY

REGIONAL MARITIME LEGAL CONSULTANT

Expressions of interests are sought from suitably qualified and experienced persons, who must be nationals of a *member state of the South Pacific Forum, to undertake a consultancy in the field of South Pacific Maritime Law.

The consultant will be attached to the Maritime Division of the Forum Secretariat. The Maritime Division implements and administers a range of maritime development assistance activities under the Forum Maritime Programme, aimed at achieving self-sustaining economic growth in the maritime sectors of Forum Island Countries. The Division also assists in coordinating development assistance activities of other organisations in the region's maritime sector.

The consultant will be directly responsible to the Director, Maritime Division, and will provide legal advice to Forum Island Countries on all matters relating to legal aspects of maritime transport, including the following:

- status of existing maritime legislation and regulations in areas such as marine insurance, carriage of goods, ship safety, pollution prevention;
- development of draft legislation in priority sectors for consideration by the Forum Island Countries;
- establishment of training programs in maritime law, based on identified country needs.

The appointee must have appropriate legal qualifications with background experience in various aspects of maritime law. The term of consultancy is two years, and an attractive remuneration package, payable in Fiji dollars is being offered. For non-Fiji citizens remuneration will be tax-free. The consultant will be based at the Secretariat Headquarters in Suva.

Applications close on 31 May 1992, and should contain comprehensive information on education and career backgrounds as well as the names, addresses and telephone numbers of at least three referees with whom the applicant has been associated professionally. Applications should be addressed to:

**The Secretary General
Forum Secretariat
GPO Box 856
Suva, Fiji
Telephone: 312600 Telex: 2229FJ Fax: 302204**

Any enquiries should be directed to Mrs Lailun Khan, Administration Officer, on 312600 Ext. 218.

* Member States of the South Pacific Forum: Australia, Cook Islands, FSM, Fiji, Kiribati, Nauru, New Zealand, Niue, PNG, RMI, Solomon Islands, Tonga, Tuvalu, Vanuatu and Western Samoa.

Making sense out of flying

AIR NAURU has fallen more than once. But when it took to the air again last year it replaced Nauru with Australia as centre of its network.

It's Sydney spokeswoman Kate Williams contends that Air Nauru's problem was using the native country as central base. It failed to reap profits as much as it could had it taken marketing seriously. (A pilot's dispute clipped the wings of the airline in 1989).

"Before the airline was for Nauruans and it was carrying other passengers just because they happen to be travelling that way," said Williams. "It operated for Nauruans. Nobody did anything about air schedules before because all that mattered was where Nauruans wanted to go."

Fares were kept low because "that is what Nauruans could pay and wanted to pay to do shopping, attend functions or visit relatives in Australia and Fiji".

But a bit of innovative thinking and research into how to achieve dividends from a national carrier is about to turn Air Nauru into profitability. "I think now it would be commercially viable," Williams told Pacific Islands Monthly.

The government-owned airline has opened connections out of Australia and Hawaii that "makes sense" and are aimed at tourist destination markets in Micronesia — where competition is only from Airline of Marshall Islands and Continental Airlines. Air Nauru is focussing on selling tourist packages to Kiribati's Christmas Island, outer islands in the Federated States of Micronesia and Nauru.

It has re-established air services between Nauru and Honolulu, with stops at Tarawa and Christmas Island. On a Boeing 737 jet, the weekly round-trip flight departs Nauru on Tuesdays for Honolulu. It returns to Nauru via Kiribati. With the re-start, Air Nauru has restored flights out of Kiribati as well as Nauru. Kiribati has resumed selling fresh fish to Hawaii from Christmas Island, considered one of the finest sports fishing spots. The Air Nauru flight, which was inaugurated January 29, also links Kiribati's two major population centres — Tarawa and Christmas Island.

It carries foodstuffs and machinery from Australia to Nauru on two weekly Melbourne-Sydney-Nauru flights. On Mondays it flies Sydney-Nauru and on Tuesdays Sydney-Tarawa. □

AVIATION, SHIPPING, MOTORING

Quiet bird suited to island hopping

By Martin Tiffany

IN today's fast-paced world, fast food is a fact of life, but fast drinks are something new.

An exhibition of this new phenomenon was given to passengers aboard a British Aerospace 146 demonstration flight in Fiji in November.

On the marketing flight the manufacturers wanted to impress guests aboard with the aircraft's superior braking and stopping capabilities. Unfortunately although all passengers were strapped in tightly someone forgot to stow away some cans of lemonade.

As the BAe 146-200 touched down at Nadi International Airport and came to an impressive abrupt stop the cans shot along the aisle and hit the cockpit door. British Aerospace officials were quick to point out that this was not meant to happen. But this was the only hitch and guests left the aircraft impressed.

For an aircraft proven to be the quietest jet airliner in the world there is certainly a lot of noise being made about the BAe 146.

"We have a trumpet to blow, so we are going to blow it," said Peter Walters, British Aerospace regional director Australasia and South West Pacific.

Walters was part of a team that took the BAe 146 aircraft on a world tour as part of a marketing and public relations exercise.

In the Pacific, the aircraft visited the Marshall Islands and Fiji. Its team of directors, managers and sales executives invited key aviation decision makers and media people for a briefing on the plane, a short flight and a cocktail party.

Their aim was to promote and market their aircraft although at around \$US24 million a plane they don't expect immediate sales.

Regional technical sales executive, Stuart Begg, said the aim of the promotional flight was to show selected countries what the aircraft had to offer so they are aware of this option when planning to buy aircraft in the future.

The BAe 146 is a fairly new aircraft. It was launched in July 1978 and the first aircraft rolled out on May 20, 1981.

The aircraft was initially produced in



BRITISH AEROSPACE: This model, the BAe 146-200, is dubbed the quiet maker. Picture: Martin Tiffany

two sizes with a number of role variations. The Series 100 seats up to 93 passengers while the longer 200 version can seat up to 112. There is also a 300 series which can take up to 128 passengers.

Other variations of the aircraft are the Quiet Trader which is a freighter plane and the QC Convertible/Combi. This can take either all freight, all passengers or a mix of both.

Begg believes that the 146 will be an ideal island-hopping plane for the Pacific because of its short stop and short take off capabilities. This will allow it to use shorter airstrips which are found on many Pacific islands.

Compared to the Boeing 737 the 146 has the same width and comfort level but fewer seats. However, its ability to access smaller airstrips while providing a jet service is a big plus. This will allow the introduction of jet services where turbo-props or older aircraft operated before.

The aircraft's low noise signature has been achieved by a combination of advanced wing design and modern-technology - turbofan engines.

This low noise means there are few, if any, restrictions on night operations. This allows for high utilisation of the aircraft which gives high profitability and a good return on investment.

Apart from low noise there is low pollution from jet exhaust which is also starting to have quantifiable value.

It is little wonder that the BAe 146 has been dubbed "The quiet profit-maker".

Europe deal for TNT

PACIFIC countries will soon have a fast connection to all major destinations in Europe, with TNT Ltd's expansion into that region recently.

A leading courier along with DHL in the Pacific Islands, TNT is taking over express freight deliveries in 10 European countries.

It follows only months after TNT entered into a joint network deal with five European post office agencies - Sweden, France, Germany, Netherlands and Canada - enabling TNT Express Worldwide to establish as a dominant courier between Pacific, Asia and Europe.

TNT's launch into Europe coincides with declining business levels in the Pacific region. In February the company posted a \$A51.05 (\$US38.2 mil) interim loss.

TNT deputy chairman Sir Peter Abeles said until the acquisition his group had a strong international business in France but did not have a domestic presence in that country "despite being Europe's leading domestic operator with strong and highly profitable operations in other key economies of Italy, Britain, Germany and Spain".

Sir Peter said the European operations of TNT will halve their extensive losses this financial year.



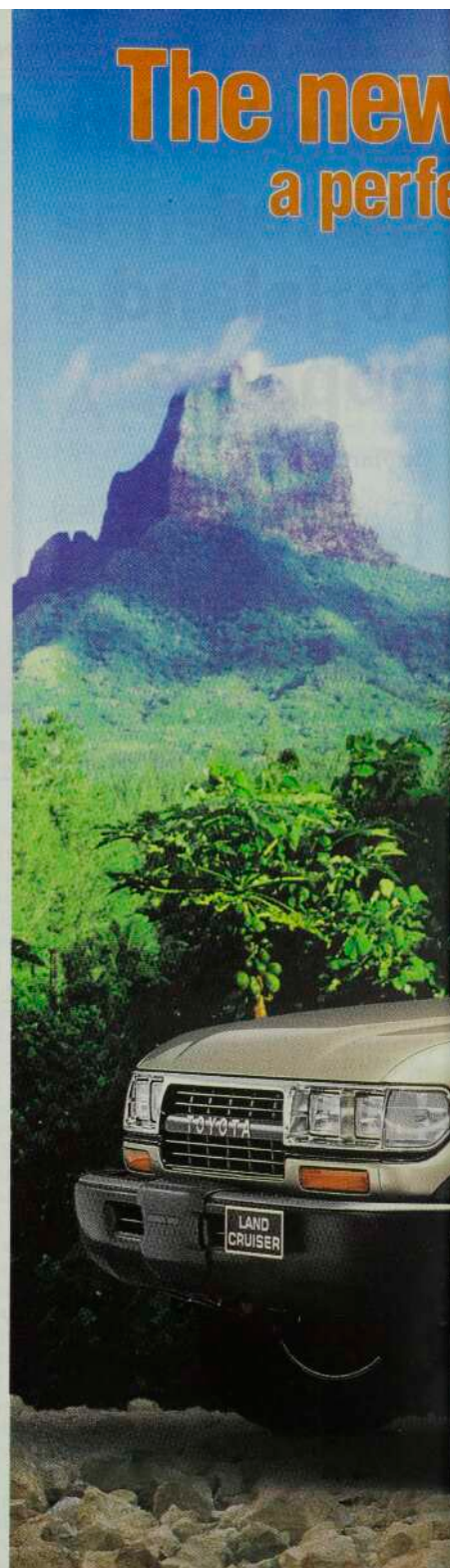
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AVIATION, SHIPPING, MOTORING

Air Caledonie jab pays off

AIR CALEDONIE has in recent years constantly monitored and tried to tap into Fiji's Australian and Japanese tourist market by sending a weekly flight to Nadi.

It's campaign picked up momentum last year when the territorial government joined forces with the airline for top-level negotiations with Fiji aviation and Air Pacific officials for a possible service from Nadi-Noumea.

But Air Pacific's response was the same it gives other islands seeking new or additional flights: it has a five-year plan to follow. The plan apparently looks at expanding its scope into Asian ports such as Taipei, Nagoya, Osaka, Seoul and Hong Kong as well as North America.

A second proposal put to Air Pacific chief executive Andrew Drysdale was: a ATR-42 weekly flight to Wallis & Futuna.

Air Pacific claimed tourist, business or general passenger traffic between Nadi and Wallis and Futuna or Noumea were insufficient to sustain a regular service.

Traffic to Noumea is often erratic and that to Wallis & Futuna is "very, very low", Air Caledonie was told. What Air Pacific could do instead was mount fortnightly charter flights.

Fiji has the right to fly a weekly service to Noumea.

Air Caledonie, which was earlier enthusiastic about a possible Tokyo-Nadi-Noumea connection has shelved that idea. UTA now services Noumea from Tokyo but traffic has not been all that promising last year.

Air Caledonie has been attempting to raise Japanese awareness in New Caledonie through EIE (Electronic & Industrial Enterprises Inc), a wealthy property developer which since 1987 has been tapping new markets in the South Pacific.

EIE was given a 15 per cent stake in Air Caledonie in which the territorial government is a major partner, Sofrana Unilines and a resort group.

Air Caledonie International was founded in 1983 by Sofrana Unilines

shipping company and the then territorial government. Since taking to the air it has extended weekly services to Auckland (one), Melbourne (one), Brisbane (one), Nadi (one), and Papeete (one), Sydney (two), Wallis & Futuna (two), and Port Vila (four).

Air Caledonie managed a sales of \$US22 million in 1990 but the figure declined last year because of a slowdown in Australian and New Zealand traffic.

Sales is also anticipated to stay depressed this year because of the rather gradual improvement in outbound travel from Australia and also as a result of recent damages incurred by tropical cyclones.

Air Caledonie's executives argue that the airline's continued profitability depends largely not on increasing schedules but new hotels, especially Sheraton and Accor.

It's said in Noumea that the chicken and egg principle cannot be held to be true to airlines and hotels in New Caledonie because the territory attracts a vast number of tourists on cruiseship visits.

US carriers tap island resources

WHILE major American carriers are cutting or streamlining operations in the South Pacific, Hawaiian Airlines is expanding and taking new initiatives.

From April it introduced new weekly schedules to three Polynesian ports incorporating non-stop flights from Los Angeles to Pagopago as well as between Honolulu and Tonga.

Hawaiian's director of corporate communications, Keoni Wagner, said the airline also had plans to start a weekly between Honolulu and Apia. He asserts that there is increasing demand for passenger traffic and also outbound and inbound cargo from the three island destinations - American Samoa, Western Samoa and Tonga.

Thousands of Polynesians from the region live in Hawaii or California. Air New Zealand which provides a crucial link from the South Pacific to the American West coast also commenced a weekly return flight connecting Honolulu with Auckland via Apia and Nuku'alofa.

● **Northwest Airlines**, another American giant, is also eyeing new routes in the Central Pacific with emphasis on Micronesia. From next month it will add daily non-stop jet flights between Honolulu and Guam, against Continental Airlines and Air Micronesia.

Northwest has plans to add daily services between Guam and Seoul and several weekly schedules between Agana and Japanese island of Okinawa.

Northwest president John Dasburg said some of the main Pacific routes have been under-served and the new flights would boost traffic.

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AVIATION, SHIPPING, MOTORING



A WELCOME ADDITION: One of Fiji's most exclusive resorts, The Wakaya Club, took charge of a brand new PBN Islander BN2B-26 on March 31. The \$US880,000 aircraft can accommodate nine passengers. It was handed over by its builders, Pilatus Britten-Norman Ltd. According to the builders, it is the first time the company has supplied an aircraft to Fiji in 20 years. Apart from transporting guests the plane will also be available for private charter.

Hiccups in PNG system

PAPUA NEW GUINEA'S poor transport system is hindering the development of the country's agricultural, forestry and mining programmes, according to Transport Minister Anthony Temo.

Speaking to major aid donor countries and authorities in Port Moresby in March, Temo said more aid was needed for transport programmes.

He said the government had prepared a 10-year development plan for transport estimated to cost about \$US950 million.

The meeting was attended by representatives of the World Bank, Asian Development Bank, Australia, the European Community, Germany and Japan.

The Asian Development Bank approved a \$US69 million loan to PNG on January 14 for a transport infrastructure development Project.

The project covers improvement of national and provincial roads at the port of Lae.

It will also include a review of the structural stability of the main wharf at Port Moresby, provision of additional navigational aids and strengthening of the Department of Transport.



CHINESE CHOICE: Fiji's main domestic carrier, Fiji Air, had a new Y-12 Harbin aircraft commissioned in February. The Chinese-built 19-seater aircraft is regarded by Fiji Air as the right aircraft to replace the Twin Otter. The airline has purchased three aircraft with an option to buy a fourth. Fiji Air was appointed the sales agent for the Harbin Y-12 in the South West Pacific in January.

Briefly

Qantas cuts

QANTAS has reduced return airfares to Nadi from the United States and Hawaii by 50 per cent. The fares, introduced to boost Fiji's inbound tourist numbers, are valid until June 30. Fares have been reduced to \$498 from Los Angeles and San Francisco, \$598 from Seattle and \$398 from Hawaii. Travellers must stay a minimum of five days in Fiji but not more than 30 days.

Cyclone Val repairs

AMERICAN Samoa has been given \$US8.4 million by the United States Federal Highway Administration for emergency highway programmes mounted to repair damage caused by Cyclone Val last December.

The grant has been made under the Department of Transport's emergency

relief programme and was requested by the administration as part of an application by the Department of Public Works.

Air Pac special

Air Pacific, Fiji's international carrier, will operate its Boeing 767 aircraft into Honiara for the first time in August on a one-off basis. The airline is mounting the special flights on August 6 and again on August 13 to especially for American and other World War Two servicemen for the 50th anniversary of the Battle of Guadalcanal.

Niue promise

NIUE has reassured tourist operators that regular air services from Auckland will be maintained. This follows a dispute between the government and the privately-owned Niue Airlines over the cancellation of two scheduled flights.

AVIATION, SHIPPING, MOTORING

PNG airport alert is on

AIR NIUGINI has stepped up security checks on all international flights into Papua New Guinea to counter the smuggling of arms, drugs and other prohibited items into the country.

Following a cabinet decision, all international flights into PNG are now checked and cleared in Port Moresby.

Charter flights from north Queensland, including Cairns,

into the mining townships of Misima, Tabubil and Mount Hagen are cleared at Port Moresby.

Air Niugini is also expected to step up security checks in Cairns and other overseas airports to counter the smuggling of illegal items into PNG.

CASA additions

TWO newly acquired CASA aircraft for the Papua New Guinea Defence Force were commissioned on March 7. The two CASA CN235 M100 planes cost \$US29.3 million.

The aircraft can take up to 48 troops or five tonnes of cargo. Its cockpit has the latest state-of-the-art avionics – the same used in the cockpits of the Air Niugini Airbus and the Boeing 747 series.

Code upgrading

THE South Pacific Maritime Code is to be updated with an Australian grant. The code covers the operation of all ships and their equipment and the certification of ships' crews in the region.

An allocation of about \$F13,806 has been made to fund a consultant to work on updating the code, which was drawn up in 1984 to set uniform maritime standards among member countries of the South Pacific Forum.

The director of the Forum Secretariat's Maritime Division, Chris Rupen, said the code – while not a legal document – is used by Pacific Island countries as a basis for their national maritime laws.

Trans-Tasman battle

A MONTH after Australia opened the trans-Tasman aviation market for the two national carriers, New Zealand cleared Qantas to increase its stake in Air New Zealand.

New Zealand's anti-trust Commerce Commission removed an embargo it placed on Qantas – allowing it to strengthen holding in Air New Zealand and established as the leading carrier in the region.

The commission said it had withdrawn because it had achieved its main objective of preventing Qantas from acquiring further shares in Air New Zealand without the commission's clearance.

Qantas holds 19.9 per cent of Air New Zealand, which is largely (42.5%) owned by Brierley Investments Ltd.

"The commission has concluded that its action to block the acquisition by Qantas has been vindicated and has been successful," said its chairwoman, Susan Lojkin.

It claimed that Qantas made an agreement with Japan Air Lines and American Airlines in April, 1989, when

they bought Air New Zealand from the government.

AA recently sold its 7.5 per cent stake to BIL. The commission has been trying to block Qantas from gaining AA's holding because it would have lifted the Australian carrier's position in the New Zealand aviation market.

● Meanwhile, Qantas in recent months has extensively promoted Pacific island routes, especially Fiji, New Caledonia and French Polynesia – its main routes in the region.

Since last February it began selling Fiji as its cheapest holiday destination in a pack of 16 choices.

Fiji sells at \$A559 for airfare and three nights accommodation, cheaper than its closest rival, New Zealand at \$604 which offers only return airfare plus seven days of car hire with unlimited kilometres.

Other top selling Qantas destinations out of Australia are Noumea, Honolulu, Bali, California, Hong Kong, Britain, Singapore, California, Tahiti, Kuala Lumpur, Bangkok, Africa, Tokyo and a New Zealand package.

Samoans stable despite Ansett pull-out

WESTERN Samoa's finance minister Tuilaepa Sailele said the government is confident it can turn Polynesian Airlines into profitability despite withdrawal last month of its Australian partner, Ansett.

The government localised key senior management posts in the finance-plagued airline.

A former civil aviation consultant to the Samoan government, Papali'i Grant is the new chief executive among other reshuffles.

Ansett sought to cease midway its 10-year management contract with Polynesian.

It cited uninterrupted losses for pulling out but Australian aviation analysts believe it is part of Ansett's venture into strengthening domestically in Australia before launching into new international routes.

Ansett and Australian Airlines are now permitted to fly offshore under sweeping changes to aviation laws an-

nounced in February.

Ansett, owned by TNT Ltd and the News Corp, stands to benefit from the changes to Australian aviation policy which also includes allowing Qantas and Air New Zealand to fly domestically.

Air Vanuatu plans

AIR VANUATU has plans to increase flights out of its main tourist source countries – Australia and New Zealand from June.

It is part of the government-run carrier's push to capture more tourists out of the region's main tourist markets, said Vanuatu National Tourism Office's administration manager, Linda Kalpoi.

She said while Vanuatu was turning popular among cruise-ship visitors, government tourism agencies realise that airline services would have to be kept up with demand.

Infrequent air services to Port Vila has deterred Pacific holiday wholesalers, like the Qantas subsidiary Viva Holidays, from aggressively selling Vanuatu in its packages.

An increase in flights from Australia and New Zealand would make the campaign in Sydney in March promising affordable holidays to what it sells as "the unspoilt paradise".

Australia and New Zealand provide the bulk of Vanuatu's 34,000 yearly tourists.

It is also serviced by Air Caledonie from Noumea.

No French flattery

LAST month France sent a message to a regional environmental meeting congratulating the island nations for their role in international negotiations to limit Greenhouse gas emissions.

At the same meeting scientists confirmed predictions that the changes in climate and sea level associated with the Greenhouse Effect threaten the very future of as many as five island states.

More of that, and the island nation's action plan to prevent Greenhouse damage, later.

France's message was not just idle flattery.

The Pacific island nations have widely been seen as leading the world in negotiations for an international climate convention which would bind countries to reduce their emissions of Greenhouse gases before the global warming they cause becomes a runaway process beyond the control of humankind.

The negotiations are no easy task.

The worst Greenhouse offenders are the powerful developed countries whose industrial structure and way of life relies on the burning of fossil fuels. It is these fossil fuels which produce most of the world's carbon dioxide and other Greenhouse gases.

The United Nations Inter-governmental Panel on Climate Change (IPCC), a body of more than 300 of the world's top climate scientists, has concluded that cuts of more than 60 per cent are needed just to stabilise current concentrations of carbon dioxide in the atmosphere.

Under the talented leadership of Vanuatu's ambassador to the United Nations, Robert Van Lierop, the 36-member Alliance of Small Island States (AOSIS) has kept up the pressure for significant cuts in carbon dioxide and other Greenhouse gases.

In the negotiations Pacific islanders' traditional experience with consensus building has played a crucial part.

Over an afternoon of debate one Pacific voice after another, giving a similar but still slightly different point of view, accumulates to a point at which it is accepted by all 152 negotiating states.

Western Samoa, Papua New Guinea, Fiji, Vanuatu, Kiribati, Tuvalu and the Marshall Islands have all made regular contributions.

The secret of the islands' success has been a combination of alliances with like minded nations, effective and flexible negotiating tactics, and being well briefed on the technical aspects of both the science and the law.

The convention is supposed to be ready for signature by the world's heads of government attending the United Nations Conference on Environment and Development (UNCED) in Brazil, next month.

Although the final result is not yet secure, James Cameron, Director of the International Environment Law Centre in London, is optimistic that the last few sticking points can be overcome.

Mr Cameron says the South Pacific contribution has been 'very important'.

"Not only have they (the South Pacific nations) acted as the conscience of the entire negotiating group, and to some extent pulled some of the negotiating positions towards them, but some of the countries which are inhibited, perhaps by existing energy policies or strong energy lobbies, feel happy that the island countries have taken what might be described as the right view," Cameron said.

AUSTRALIA



JEMIMA GARRETT

"They have been the ones that have been most constructive in creating an ideal convention."

While early success is limiting Greenhouse gas emissions through the convention would help prevent Greenhouse damage in the South Pacific there is no chance that reductions will reach the 60 per cent necessary to halt the Greenhouse process.

As a result the island nations are taking steps to protect themselves through a multi-faceted climate change action plan to be implemented with assistance from SPREP (the South Pacific Regional Environment Program).

It was the development of this action plan which brought eight island nations as well as Australia, New Zealand, France, New Caledonia and the United States together for last month's environment meeting in Noumea.

Scientists told the meeting that the Pacific islands might be in store for some dramatic changes.

These include increased frequency and severity of extreme weather conditions such as cyclones, storm surges and droughts, saltwater contamination of groundwater (important for human consumption and agriculture), loss of farm land, damage to villages, roads and other infrastructure and loss of bio-diversity.

While many of these problems may not emerge for decades, some are already noticeable (even if in most cases they are the result of other causes).

Delegates were keen to draw up a plan which would begin to protect the islands now rather than waiting until after a disaster to respond.

The climate change action plan aims to:

- Bring together all aspects of coastal planning and environmental assessment and regulation under one programme (known as coastal zone management) which would ensure that vulnerable areas and their adjacent shorelines and marine habitat get priority attention;

- improve the region's ability to predict and respond to extreme weather and sea level events by greatly increasing the range of information available on oceanic, atmospheric and environmental conditions;

- improve and protect fresh water supplies.

- minimise Greenhouse problems for agriculture by detailed assessment of vulnerable areas and encouraging projects

- such as the development of salt and drought resistant strains of common crops;

- assess the likely impact of Greenhouse changes (such as flooding and cyclones) on infrastructure such as coastal roads, airports, telecommunications, wharves and garbage dumps and prepare a response strategy;

- establish the impact of warmer seas and changed patterns of currents on marine resources, in particular on economically important fish stocks;

- investigate issues associated with resettlement of vulnerable populations including any land tenure or compensation questions likely to present difficulties.

The climate change action plan will go to governments for their approval later this year. If progress with the first action plan, drawn up in the Marshall Islands three years ago, is anything to judge by it will lead to some important steps forward.

□

SPORTS



TONGAN IMPORTS: Huni Fakalata (above) and Stanley Tautalanoa (right) and were two of the young Tongan tennis players brought in from New Zealand to help strengthen competition at the BP Tonga Easter Tennis Carnival.

Swishing closer to the top

By Martin Tiffany

THE writing is on the wall or perhaps that should read on the court – Nuku'alofa is establishing itself as the tennis capital of the South Pacific.

With the swish of every serve during the BP Tonga Easter Tennis Carnival the country proved it will be a force to be reckoned with in Pacific tennis – not only in terms of quality players but as a centre for competition.

The carnival from April 17 to 24 was held for the second time this year at the outdoor cement courts at 'Atele Stadium.

At the inaugural tournament last year Fiji, Western Samoa and the hosts participated. This year Brisbane and Wellington were included in the competition.

Although the Aussies and the Kiwi's featured in every final (with Brisbane winning them all), the organisers of the carnival brought the two sides over to

strengthen competition and develop Tongan and Pacific tennis. The Wellington and Brisbane players were not just anyone but top players, ranked in the top 20 at home.

Also brought in to improve competition were Tongan players living in New Zealand. They represented Tonga.

The Tonga Lawn Tennis Association (TLTA), organisers of the carnival, have realised that there are no short-cuts, they have to work and spend money to develop the sport. With the backing of BP Oil (Tonga) and the Tongan government they were able to offer T\$7000 in total prizemoney – T\$2000 apiece for the individual men's and women's winners – for the Tonga Open which was part of the Carnival.

They flew in competitors and paid for their accommodation and meals as well as organising professional public relations and media coverage.

The aim is to turn the Easter Carnival into a major event on the Pacific tennis

calendar and attract more and more countries and competitors each year. The plan include phasing out the financial support of the Tongan Government while building up other sponsorship.

Along with developing the carnival the TLTA is also developing players. Tonga's number one men's player, Motuliki Kailahi, 18; and Kifi Koloamatangi, 19, the number two have, already benefited from coaching in Fiji and New Zealand and are soon to leave for Australia for more training.

This exposure and experience showed when they defeated Fiji 3-0 in an upset in the team event and lost to Brisbane (the eventual winners) in a tough match. The duo ended up third in the team event behind Brisbane and Wellington.

TLTA president Fuka Kitekei'aho explained they had learnt from this year's carnival, have taken notes and promised next year would be better.

SPORTS



LOCAL STRENGTH: Lavinia Fevango boasts tennis strength which exists on Tongatapu.

Tonga eyes bigger tourney

He said they hoped to attract teams from Tahiti and other Pacific countries for the next carnival, including other Australian and New Zealand teams.

Already the Wellington and Brisbane sides have shown an interest in returning and promise to bring more players.

To ensure the carnival ran smoothly the TLTA flew Wellington professional coach Len Kane and long-time Fiji tennis stalwart Patrick Dianirova to Nuku'alofa a week before the competition started to organise and co-ordinate the tournament.

The TLTA also organised things like a letter writing competition for children to say why they love tennis plus a number of social events including a trip to an island resort. This insured the players, officials and spectators not only enjoyed good tennis but enjoyed their week-and-a-half stay in the island kingdom – a big plus when trying to attract players back and lure new ones.

But most of all what Tonga has weighed heavily in its favour is it has a head start. A head start, using their own initiative, over other regional countries in organising a well-run tennis tournament for this part of the world. Added to that Tonga has already got a foot in the right door in terms of player development.

Things can only get better. □



Reason to smile: A happy Gordon Rice with prizes he won at The Fiji Times/Pacific Islands Monthly-sponsored Pacific Harbour Open International Gamelishing Tournament held over the Easter weekend. Rice was highest scoring male angler and won the most meritorious fish award for his record-breaking 28kg giant trevally and helped his team onboard E.T. win highest scoring team award.



Prizegiving time: From left – Rice, E.T. skipper David Ragg (middle), who won highest scoring skipper award, and The Fiji Times managing director Gene Swinstead.

SPORTS

Tough road to Barcelona

By Dr Robin Mitchell

OFFICIAL records show that Fiji was represented in the 1904 Olympic Games in St Louis and achieved its best performance ever – a fourth placing in the pole climbing event; just missing out on a bronze medal.

This event is no longer contested in the modern Olympics and Fiji's apparent expertise at it will never result in the seemingly elusive Olympic medal.

It is 32 years since Fiji first sent a team to a modern Olympic Games. Fiji's National Olympic Committee (NOC) was officially recognised in 1955, paving the way for their participation in the only Olympics ever held in the Southern Hemisphere, Melbourne 1956.

Since its appearance in Melbourne, competing in athletics, boxing and yachting, Fiji has been represented at all Olympic Games (with the exception of the boycott affected Moscow games where Fiji was represented by the NOC president, Les Martin).

Fiji's best performance in recent times, was in the 1988 Olympic Games in Seoul where Albert Miller was placed 18th in the decathlon. The other notable performance in Seoul was in judo. Josateki Wainiqolo came within a whisker (20 seconds) of causing one of the upsets of the judo competition by almost defeating the Russian silver medallist.

Until the Los Angeles Olympics, Fiji had been represented mainly in the athletic events of the games. Since then, Fiji has been represented in six different sports and in Seoul fielded its largest team to date. Thirty nine athletes and officials competed in athletics, boxing, judo, swimming and yachting.

Fiji has entered 36 athletes and officials in four sports for this year's Olympics in Barcelona, Spain from July 25 to August 9. Athletics have nominated 11 athletes and officials, judo have nominated 6, swimming 9 and yachting 6.

The Fiji Amateur Sports Association and national Olympic Committee (FASANOC) has also appointed a headquarters staff of six led by chef de mission Vidhya Laxhan (FASANOC treasurer), who also led Fiji's team to Seoul.

The four section managers will be Atma Maharaj (athletics), Ratu Epenisa



WORLD CLASS: Fiji's boardsailing entrant Tony Philp has been training and competing in Europe since February and will stay there until the Games.

Cakobau (judo), Harvie Probert (swimming), and Rocky Moody (yachting) plus Dr Jagdish Maharaj will be team physician. The number of athletes who are finally selected to represent Fiji in Barcelona have to achieve standards set by the Selection Justification of FASANOC.

Hence, the number who finally get to compete in Barcelona may be much lower than entered. In an attempt to achieve these standards and perform well at the games all four sports are undertaking the most extensive (and expensive) preparations ever attempted by a Fiji team.

Athletics have just completed a development tour of Australia where their team of 11 competed in various state competitions before competing in the Australian Championships. Their distance team is competing in the World Cross Country Championships in Boston and the World Road Relay Championships in Portugal. They also have competitors trying to qualify for the Olympics by competing in the Los Angeles Marathon.

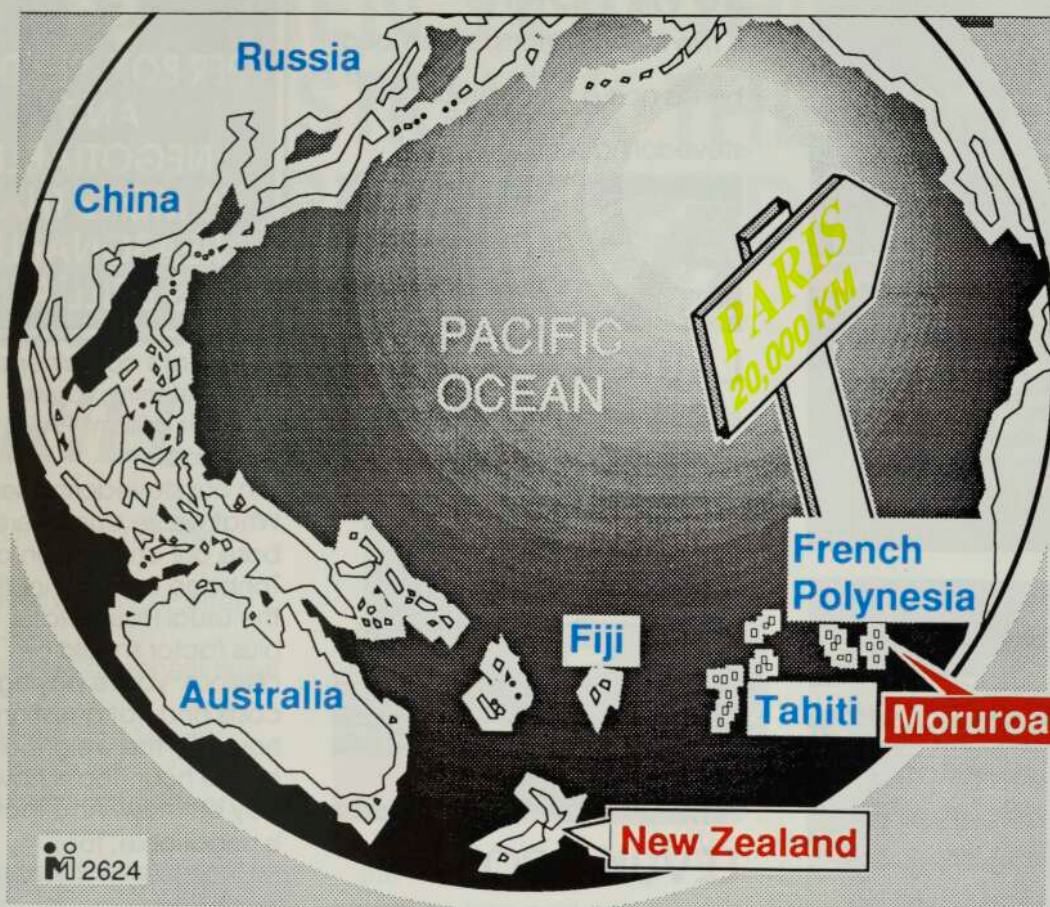
Judo is planning to send their competitors to New Zealand and Japan for training and competition.

Fiji's boardsailing entrant Tony Philp has been training and competing in Europe since February and will stay there until the Games. The rest of the yachting team hope to compete in Europe for a month prior to the Games but their doing so depends largely on funding.

For countries like Fiji, a question that is often asked is: Why spend so much money on attending events when our athletes appearances are brief, and times and distance are well below the world level? Besides the answer that the Olympic ideal of participation is more important than the winning there are other, less idealistic, but more pragmatic reasons, especially when the Barcelona Olympic Organising Committee is asking for countries to cut down numbers and international sports bodies are insisting on qualifying standards and competitions.

The main benefit to small countries such as Fiji, from competing in the Olympic Games, is the disbursement of funds for coaching from Olympic Solidarity for administration and sports medicine workshops. During the last Olympiad, FASANOC received over \$US200,000 for these purposes. For small countries, this is often the only source of funding for their sports development.

THE ENVIRONMENT



And who stopped the French?

NEW Zealand politicians have almost fallen over each other in their efforts to claim credit for the surprise decision by France to suspend nuclear testing at French Polynesia for a year.

The consistent anti-nuclear role of successive New Zealand governments was enshrined in by the late Prime Minister Norman Kirk, who despatched two frigates to French Polynesia in protest against the French tests in 1973.

"We are a small nation, but we will not accept surrenders to injustice," Kirk declared at the time.

The Minister Jim Bolger, who before the last election sprang a remarkable policy reversal to match the then Labour government's anti-nuclear stance, quickly claimed he had for many years urged the French government to halt nuclear tests.

Former Prime Minister David Lange, architect of the nuclear-free policy, said changing political circumstances after the collapse of the Soviet Union had made nuclear weapons testing irrelevant.

But the celebration champagne has flowed more freely with campaigners from the international environment group Greenpeace, which has waged a dramatic campaign against French testing.

In June 1972, Canadian David McTaggart entered the atmospheric test zone in his yacht *Vega* to begin a month-long cat-and-mouse game with the French Navy. It ended when the yacht was rammed by a French minesweeper. The following year, McTaggart and the *Vega* were back again. And, because of the publicity over the ramming of the yacht, a small flotilla of boats joined him in protest.

Commandos boarded the yacht and beat up McTaggart and the crew – a brutal attack captured in photographs published worldwide.

McTaggart became a founder of Greenpeace and later its international chairperson. Since his first forays into the South Pacific, the environmental group has maintained relentless pressure on the French government in an attempt to get

the tests abandoned.

The first major success came in 1974, when protests and a lawsuit by New Zealand forced France to cease atmospheric tests and instead begin underground testing.

Greenpeace's most recent challenge was earlier this year when its flagship *Rainbow Warrior II* tried to land protesters on Moruroa Atoll to try to take coral and water samples. Its most tragic reverse was the bombing of the original *Rainbow Warrior* by French secret agents in Auckland Harbour on July 10, 1985, with the death of a Dutch photographer. Now the saga of the protesters' campaign in the South Pacific has been told in a new book, *Making Waves: the Greenpeace New Zealand Story*, by British author Michael Szabo.

At first it seemed as if the bombing of the *Rainbow Warrior* would set back the Pacific campaign by several years. Ironically, the episode massively boosted Greenpeace's international reputation, and supporter members have swelled to 5 million worldwide.



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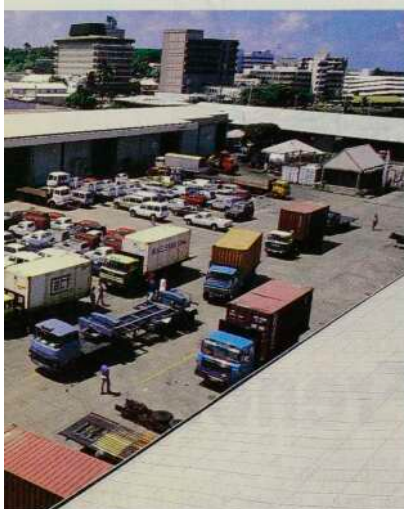
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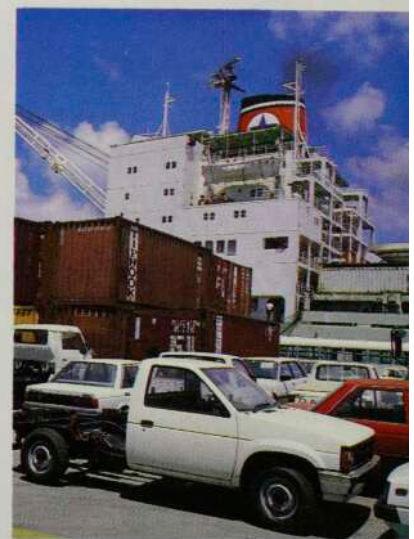
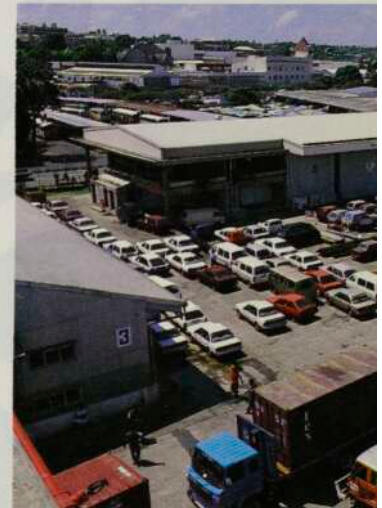
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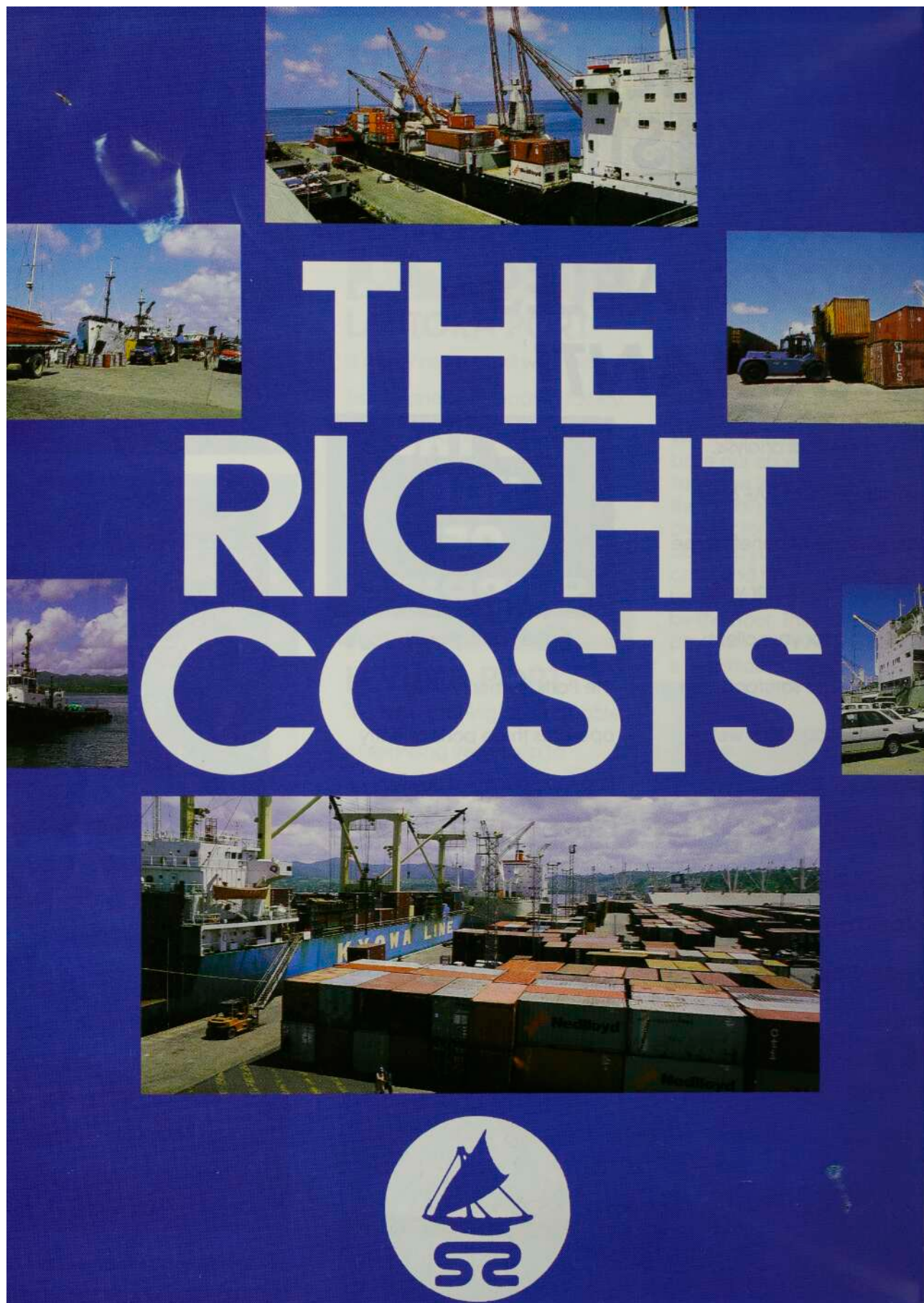
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TIME JUST M



THE ENVIRONMENT

"When the bombing happened the affair became a spy thriller and the issues underlying the sabotage were perhaps downplayed and buried under the intrigue," said Szabo.

He contrasts the hardline stance of Western countries over Libya with the attitude shown towards French state terrorism in the South Pacific. One of the alleged French bombers was arrested in Switzerland late last year, but New Zealand was pressured into not extraditing him.

"If a Libyan bomb blows up an American civil airliner and France, among others, demands the extradition of the suspected bombers," said Szabo, "then for France or other countries to have sought to prevent one of the suspects in the *Rainbow Warrior* terrorist from being extradited is a double standard."

When Szabo first heard of Greenpeace in 1977, he was a 14-year-old schoolboy and following reports of anti-sealing demonstrations in Canada.

The protests and a visit to Britain of a group of anti-nuclear women from the Marshall Islands had a profound impact on the young Szabo and he embarked on a career of environmental activism and writing.

Son of a British mother and a Hungarian father, he worked as a child's labourer and electrician, then completed an honours degree in communication and cultural studies at Leeds University.

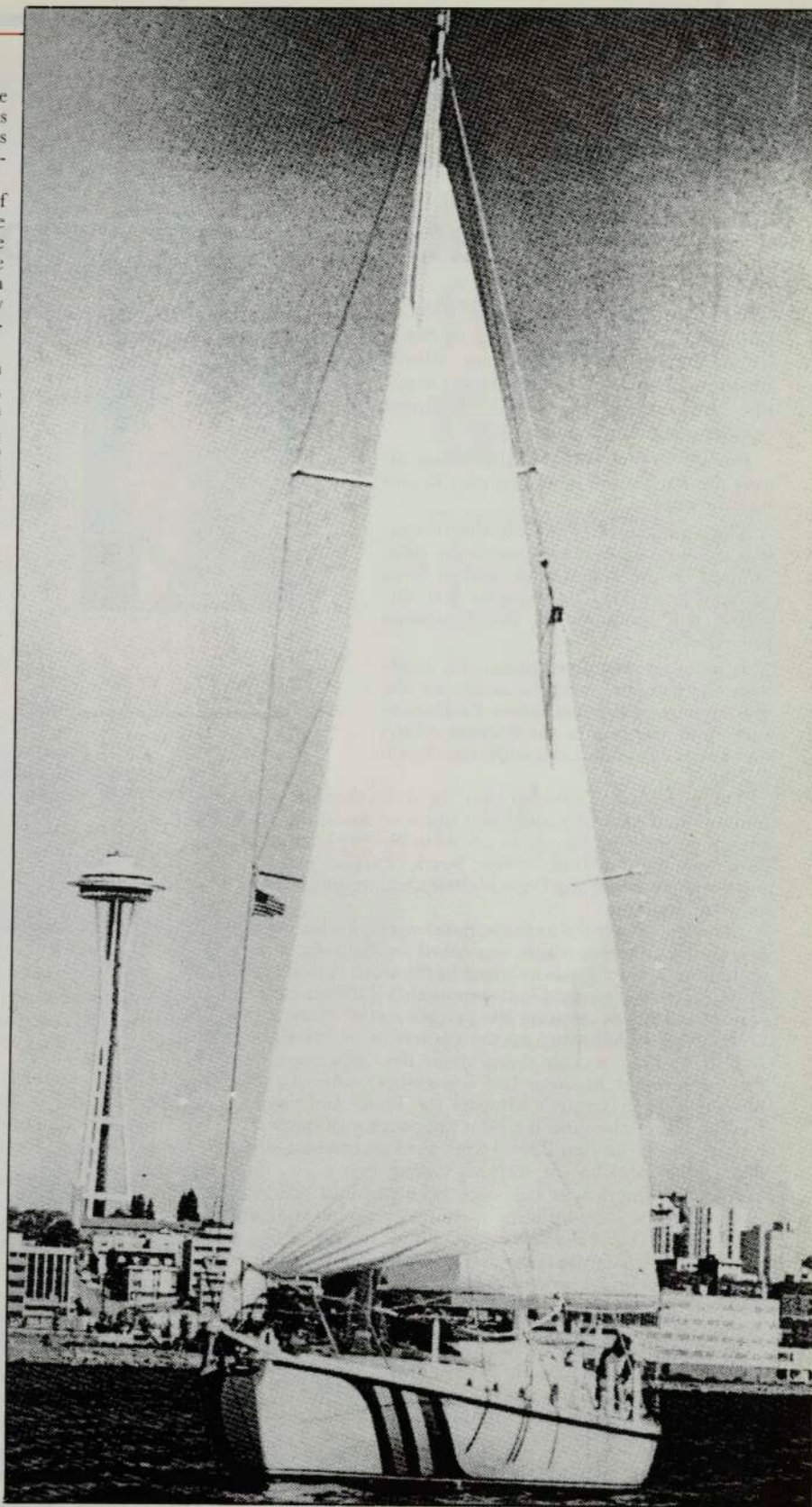
He researched the French nuclear weapons complex and a range of environmental issues in the Pacific, and came to New Zealand in 1988. He talked to Greenpeace activists about writing a book on his research and instead they commissioned him to write a history of the movement.

From the group of idealists who started on the first protest voyages to Tuvalu early in the seventies, the campaigners have matured into the more sophisticated organisation that is Greenpeace New Zealand. It has 140,000 members and is affiliated to the Amsterdam-based Greenpeace International.

Greenpeace has carved for itself a niche as probably the world's leading pressure group on environmental and nuclear issues, but in the nineties world of global consumerism and transnational corporations, environmentalism has become far more complex.

Szabo's book recounts for the first time the story of Pacific Islanders involved in environmental campaigns.

It is dedicated to the memory of Elaine Smith, Greenpeace's first Pacific campaigner who had a friendship with several Pacific leaders. □



The Greenpeace yacht Vega: battling for the environment

Private sector priorities

ABOUT the time this issue of PIM is published, I will be chairing in Suva a work seminar of leading island business people, called to discuss ways of improving their business opportunities in the region.

Private sector representatives from all over the Pacific will be taking part in two days of talks.

The significance of the meeting is that it is a follow-up to a very successful pilot seminar on the same theme held in Suva in April last year. That seminar, like this year's, was sponsored by the Australian Government.

It followed recommendations for assistance for private enterprise made by the 1989 report of the Australian Parliamentary Joint Committee on Foreign Affairs on Australia's relations with the South Pacific.

The government decided that the most sensible way to find out how Australia could best improve opportunities for islands business people was to ask them directly – hence that pilot seminar. Almost every South Pacific nation or territory, including the French territories, were represented at it by invitation.

The views expressed at the seminar were put to a working group in Canberra, which was asked to make recommendations for action. I was involved in the work of that group, so I know that it stressed in its report that if the government was serious about assisting the private sector, there should be no delay in following up the various recommendations.

There can be no complaint about the quick reaction of the government in Suva last September, when Dr Neal Blewett, then Australia's Minister for Trade and Overseas Development, announced a pilot programme of support for private enterprise that flowed from the suggestions made at the seminar and by the working committee.

And the programme has since been put into operation.

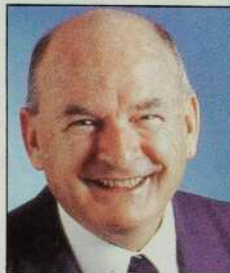
- Australia is establishing in-country training courses in basic financial and management skills for people setting up small business ventures (the first courses, with an emphasis on entrepreneurial marketing, begin in May in Kiribati, the Federated States of Micronesia, Tonga and Western Samoa);

- Allocating places in Australia to train private sector nominees (we at the South Pacific Trade Commission are handling that, and the first programmes, all from four to six weeks, are for nominees from the FSM, Solomon Islands, Tonga, Vanuatu and Western Samoa);

- Has supported a meeting of heads of government of the smaller island states and leading private sector representatives (it was held in the Cook Islands in January);

- With the support of the Australian Executive Service

TRADEWINDS



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Overseas Programme, implemented an extensive program of one-on-one training at compound level throughout the South Pacific;

- Has discussed with likely donors other assistance programmes for islands business, and has supported this new consultative seminar.

The theme of this seminar deals with the priorities required by the private sector. The agenda proposes discussion on the commercial infrastructure of the South Pacific, including the problems of venture capital, credit, transport and communications; and trade links such as commercial networking, inter-island trade and trade barriers.

Can there be better co-ordination and strengthening of the infrastructure and the linkages, and if so, what?

How can the difficulties of getting adequate capital and credit reference in the region be addressed?

These matters, and the matter of training, were identified as being key issues at the pilot seminar, but this time there will be opportunity for detailed examination of them.

If it can be argued, for instance, that Pacific island countries are not able to sell themselves as attractive places for investment because of inadequate resources and insufficient experience; that many international financial institutions consider the region too small and too fragmented, and therefore too hard for a focus on the region's needs, what, if anything, can be done about it?

Is there another side to it? Do island governments sometimes reflect deep suspicion about the nature and quality of foreign investment, including a concern to protect import substitution industries and local culture?

Similarly, if most small island countries are unable to raise adequate domestic capital for private sector development, is the problem that the capital market is narrowly based and poorly developed, the lending practices of the established institutions inflexible, or the management capability of development banks inadequate? Is there something else?

Last year's pilot seminar discussed, but rejected as being premature, a suggestion that some kind of a business organisation, or at least a secretariat, be set up to follow through on the various proposals, and the question of "future arrangements" is on this year's agenda.

Whatever the outcome, the accord and greater understanding among island business leaders that will flow from the meeting can only strengthen the aims of the private sector. □

COVER STORIES



WIZARD: Waisale Serevi making his fourth appearance in Hong Kong. Pictures: South China Morning Post.

Glory given from God

By Samisoni Kakaivalu

THE hands of God hoisted Fiji to Cloud Nine at the Hong Kong Sevens championship last month—though many thought it was all Fijian rugby prowess.

For a record seventh time—and an unprecedented three years in a row—Fiji's national team were crowned Masters of the Sevens in the unofficial world championship.

And successful rugby sevens coach Ratu Kitone Tuibua puts it all down to divine intervention.

A staunch Methodist, Ratu Kitone, believes a lot in the power of prayer. It has never failed him yet, particularly at the Hong Kong Sevens.

While many rugby followers were being led to believe that Fijian rugby prowess had been the sole pivot to their success in the abbreviated version of rugby, Ratu Kitone knows there was more to it.

After guiding Fiji to a record third consecutive victory in the Cathay Pacific HongkongBank Invitation Sevens last month, the Suva land estate officer put it all down to divine intervention, more than anything else.

"It's God's work, we asked Him for victory and he gave us victory. We have been doing that all the time and we've been winning all the time," he said.

"I've always believed in the power of prayer and for a Fijian rugby player, it has always been the best psyching up point especially in pressure rugby like the Hong Kong Sevens."

Three years in a row, Terry Wright's New Zealanders had borne the brunt of Fiji rugby wrath in Hong Kong, losing the finals to Fiji 22-10 in 1990, 18-14 in 1991 and 22-6 in 1992.

SPORTS: COVER STORIES



Leader: Captain Vesito Rauluni attempts a grubber against Sri Lanka, a side which featured three Fijian players. Fiji won this pool game 34-0.



Coach: Ratu Kitone Tuibua.

The finals last month, played on a soggy So Kon Po pitch watered by 190 millimetres of downpour blown in from the South China Sea for two days, looked the simplest achieved.

At the preparatory camp in Suva, a senior church minister visited the team daily for two prayer sessions. Ratu Kitone makes sure that prayers are offered before and after each training session.

On the last Sunday before departure, Ratu Kitone took the team to his home village at Ucuivanua, Verata where a special church service was held to bless the team.

From then on, daily prayer meetings were organised by a group of fellow Methodists who fasted the whole week the team was in Hong Kong.

The win restored some honour and creditability for Fijian rugby, which suffered a bad knock in world ratings in XV's after losing all their World Cup Pool games last October.

In a fax message to the team's Hilton hotel room after the win, Prime Minister and Fiji Rugby Football Union president Ratu Sir Kamisese Mara acknowledged the immense effort.

"You have not only heaped glory and renown on yourselves but you have made the nation of Fiji famous and renowned in the process," he said.

President Ratu Sir Penaia Ganilau said the win had also promoted the country's image "with positive benefits to our tourism industry".

New Zealand ambassador Don MacKay said the win had propelled Fiji's international reputation as one of the world's most prestigious rugby nations to greater heights.

"To win the Hong Kong Sevens for an unprecedented third time in a row is a remarkable achievement," Mr MacKay said.

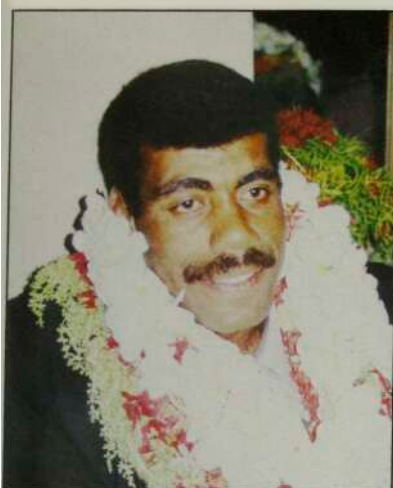
American ambassador Evelyn Teegan said the win had "placed Fiji incredibly in the Rugby Hall of Fame and has distinguished itself with great ability and fine sportsmanship".

Ratu Sir Kamisese set up a trust fund for the players, with government giving \$50,000 to open the account.

In honour of the sevens team, he declared the following Monday a public holiday with a march through the main street of Suva and a party at the grounds of government house.

The trust fund was part of a special award package offered to the team, which included an all-expenses-paid weekend with their family at a resort of their choice, an offer of gifts from duty free shops, and offers of a secure employment for team members who had no permanent work.

COVER STORIES



Hero: Mesake Rasari, 29.

A Fijian warrior's age-old loyalty to his chief rose to the fore at the government stadium in Hong Kong on April 5 – and dramatically had the battle won.

Soldier Mesake Rasari, who had to be repatriated to Fiji from peacekeeping duties in Lebanon in time for the national trials, was devastating in the finals as he touched down three times and dashed all hopes for a New Zealand victory.

After jointly topping the topscorers' tally with talented Waisale Serevi, Rasari was voted the Player of the Tournament.

Just as vital a factor was the presence in Hong Kong of the coach's father, Ratu Ilisoni Qio, a high chief in his own right and former winger in the XV's code.

He is reported to have issued the orders to Rasari, a unit whose inclusion in the lineup drew widespread criticism.

Rasari's sterling performance was said to be the adequate answer to his critics.

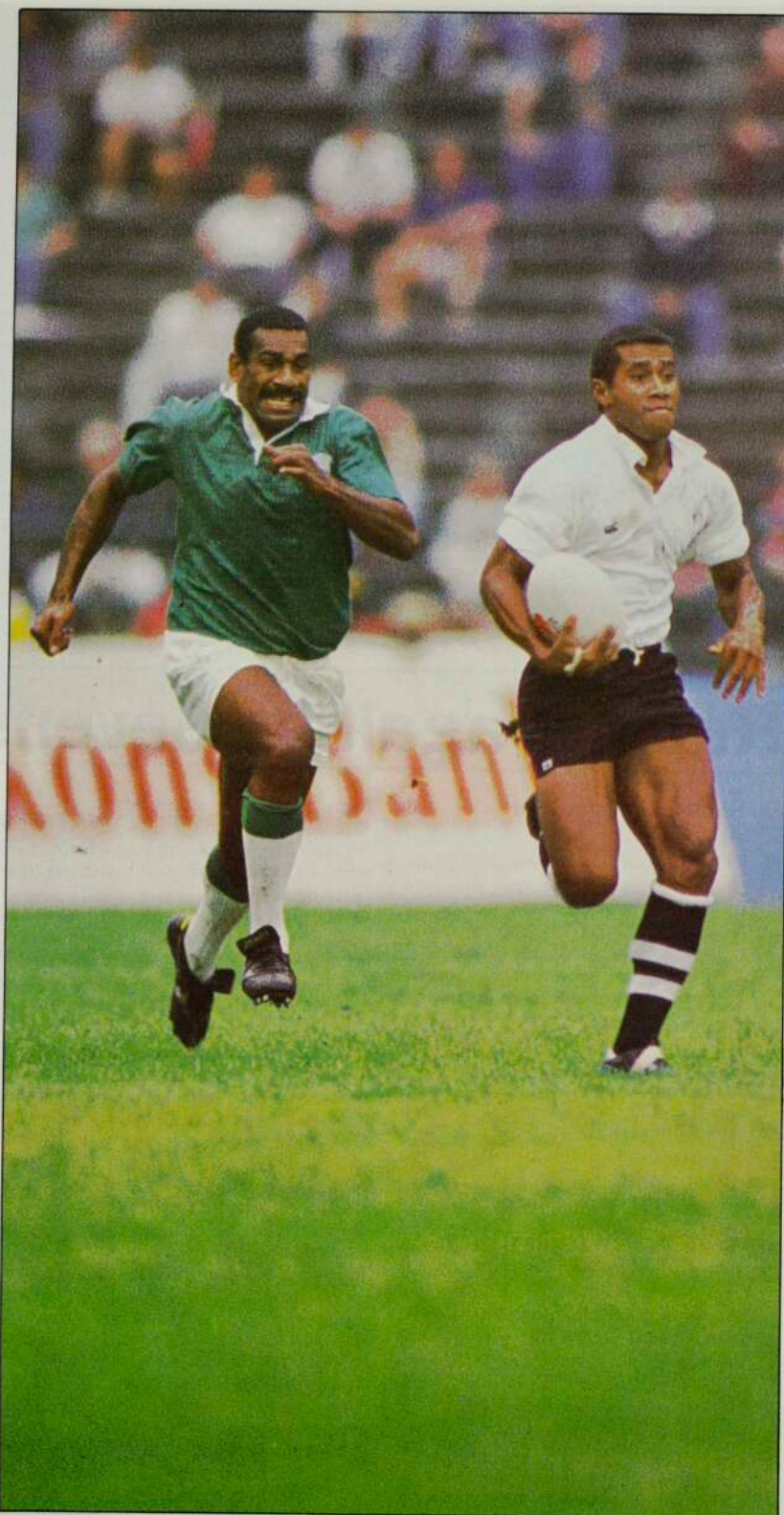
The Fijians became the unofficial world champions in rugby sevens for the third year in a row after defeating the All Blacks 22-6 on a soggy paddock at So Kon Po.

It was the climax of the annual Cathay Pacific HongkongBank Invitation events, dubbed by many rugby writers as the greatest annual rugby show on earth.

It was the third time in as many years the two great rugby sevens teams had fought out the finals. And it shaped up to be a battle royale.

But in the end, it looked so lop-sided.

● Fiji now has the arduous task of taking out the top honours of the inaugural World Sevens Rugby to be hosted in Scotland next year. Sevens has also been included in the range of sports to be played at the next year's Mini South Pacific Games in Port Vila, Vanuatu.



Fijian chasing Fijian: Waisale Serevi runs away from Sri Lanka's Penaia Bati. Fiji won 34-0.

SPORTS: COVER STORIES



No waiting: With the Sevens rugby tournament over, the demolition of the Hong Kong Stadium gets under way with the removal of seats.

Racing against Sevens time

By Samisoni Kakaivalu

WORK on a multi-million dollar stadium to become the new home of the Sevens has begun So Kon Po.

Only days after the finals of the 1992 Cathay Pacific HongkongBank Invitation Sevens, demolition crews moved in and began tearing down the government stadium which has hosted the "greatest rugby show on earth".

The Royal Hongkong Jockey Club is funding the \$850 million project to turn the place into a state-of-the-art stadium with seating for 40,000 and wing-shaped covers.

Although the completion date is early 1994, Sevens organisers said there would be no disruption to the 1993 Invitation Sevens.

They say the building programme will be phased to allow the tournament to be staged without reducing the present 28,000 capacity.

Features of the new stadium:

- the grass playing surface will be upgraded and will provide an international standard football pitch and an international standard rugby pitch;

- it will have a maximum capacity of 40,000, in comparison to the current 28,000 seating;

- 75 per cent of the seating will be covered and all seating will be upgraded

from the present standards;

- included within the capacity will be 50 private fully air conditioned boxes each with 24 seats and each with its own catering facilities;

- food and beverage sales outlets will be provided at an appropriate scale on each level of seating. There will be about 135 outlets altogether of which some can also be used as retail outlets for souvenir and the like;

- there will be 81 washrooms providing ample toilet facilities;

- floodlighting will be provided to an internationally accepted standard;

- proper commentary/television facilities for internal use and for outside broadcasts will be included, as well as electronic scoreboard;

- there will be a high grade public address system;

- police control rooms and security rooms will be provided together with much improved medical facilities;

- improved changing rooms and amenities will be provided for players;

- appropriate access and viewing arrangements will be provided for handicapped persons;

- a small lecture theatre and meeting rooms will be included as well as stadium administration offices;

- there will be a public restaurant/cafe with a seating capacity of about 300;

- there will be provision for 5000 square feet of office for the Hong Kong Sports

Development Board and 30,000 square feet for the National Sports Associations;

- stage, sound and lighting facilities for pop/rock concerts will be included, together with a Diamond Vision screen.

Jockey Club property controller Keith Hernon said the race would be on to re-develop the stadium in time for the 1993 Sevens next March.

"But it will be unfitted - the sponsors' box will not be pampered or have air-conditioning - that will have to wait until the end of the second year," he said.

He said the aim would be an increase in both capacity and comfort during each year of the construction period. The Hong Kong Rugby Football Union, organiser of the Sevens, has welcomed the construction of the new stadium.

Said HKRFU chairman Don Watson: "A bigger and more modern stadium will greatly enhance Hong Kong's chances of hosting the 1997 World Cup of Sevens."

"I would like to thank the Royal Hongkong Jockey Club for their generosity and re-assure Sevens spectators that the tournament will go ahead as normal during the construction period of the new stadium."

The Jockey Club is gifting the new sports facility to the people of Hong Kong to mark 20 years of professional racing.

"It will be a stadium Hong Kong can be proud of," a spokesman added. □

SPORTS

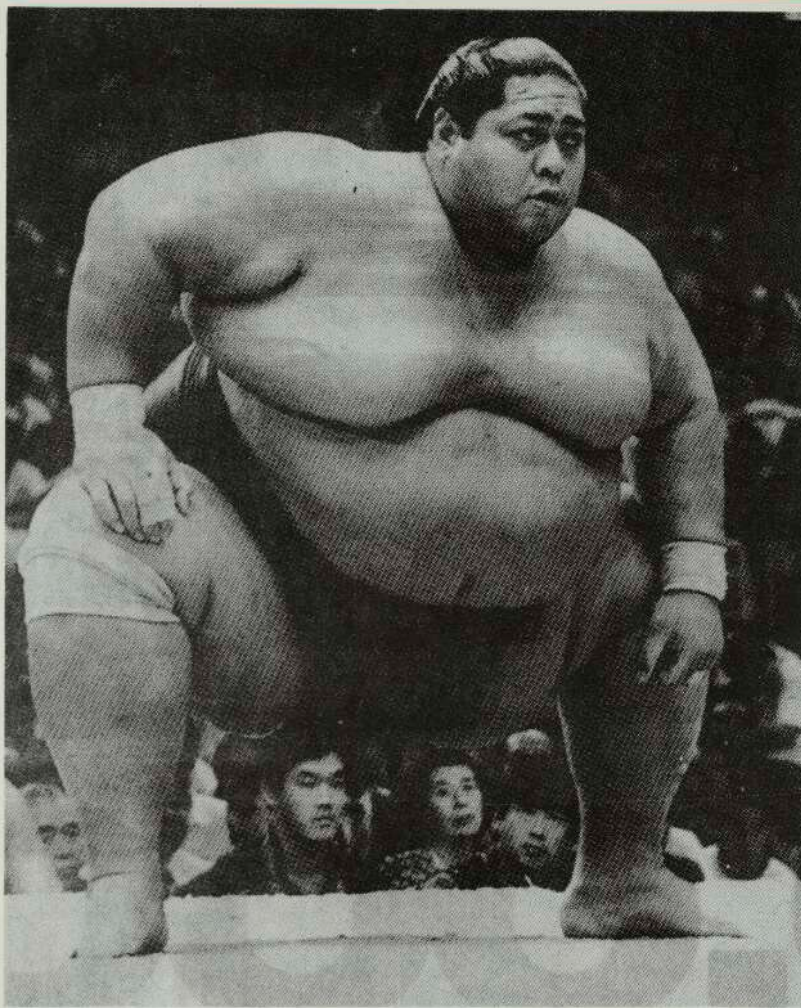


Pride: The new facilities where future Hong Kong Sevens will be hosted.



Islands of happiness: The victorious Fiji team at the VIP Lounge, Nadi Airport, where a heroes' welcome was accorded, followed by a national holiday and more celebrations.

SPORTS



Dump Truck in action: 576lb of trouble for the nationalist-minded Japanese

The Samoan they call Dump Truck

EVEN for sumo wrestler, he looks on the large side, weighing half a ton and aptly nicknamed Dump Truck. His nature, fortunately, is gentle, and a habit of bursting into tears after winning each bout has endeared him to fans.

But this blubbery behemoth of the *dohyo*, as the sumo ring is known, is more than a prize example of what industrial quantities of food can achieve: beyond trade and commerce, the mighty hulk is the latest potential threat to fragile Japanese-American relations.

Dump Truck is American Samoan raised

in Hawaii. His real name is Salevaa Atisanoe otherwise known as Konishiki, meaning Little Brocade. His problem is he is American. This in itself should matter little; several foreigners have taken up sumo wrestling in Japan, including an Argentinian, a Sri Lankan and six Mongolians.

But Dump Truck's real crime is his success. So adept is he at shoving, slapping and lifting his opponents out of the ring that he has pushed authorities into the uncomfortable position of having to decide whether to award him the ultimate sumo honour: the rank of

yokozuna, or grand champion.

Only 60 wrestlers have been crowned *yokozuna* in the 300-year history of the sport, which is thought to have originated in a religious ritual. None was a foreigner, however, let alone American, and the thought of conferring the honour on the tender-hearted colossus from Hawaii filled the arbiters with angst.

The qualifications needed for promotion to *yokozuna* are uncertain; in the end, the august committee, comprising senior politicians, decided to obfuscate, suggesting it might crown Dump Truck if he won the next big tournament. But few doubted that a Japanese wrestler with Dump Truck's awesome record would have been elevated long ago. To an official in the American embassy it was an example of the "structural impediments" that block American goods from entering Japanese markets.

The issue arose March 22 when Dump Truck won his third national tournament by defeating 13 out of 15 opponents. George Bush, not known for an interest in sumo, cabled hearty congratulations.

To the Japanese, who recalled how Bush

had vomitted over the trousers of their prime minister during his disastrous visit to Tokyo earlier this year, it seemed another example of American



His wife: Shioda

insensitivity. In some quarters, the rise of Dump Truck epitomises everything that is wrong with Japan: when he won a previous tournament in November, one newspaper headline trumpeted, "Sumo Conquered by Foreigners, National Spirit in Crisis".

So seriously do Japanese take their sumo that when Dump Truck started along the road to stardom he began receiving death threats. "They had voodoo dolls of me," he said.

When he flattened The Wolf, a legendary *yokozuna*, in 1984, Japan was horrified. One famous writer advocated abolishing sumo tournaments altogether simply to prevent a foreigner from becoming champion. Magazines suggested ways of "crippling" or poisoning the "monster" and some advocated he be bribed to lose important bouts.

But neither hate mail nor the press hostility could halt the march of Dump Truck. And his gentle manner won him

SPORTS

fans among younger, less nationalistic Japanese intrigued by his habit of bursting into tears after bouts.

Soon he was a celebrity. When he married Sumika Shioda, a petite, 27-year-old model – her waist is the size of one of Dump Truck's thighs – a quarter of Japanese households tuned into the five television coverage.

Inevitably Dump Truck's enemies allege that the 576lb (261kg) giant lacks real skills and simply overwhelms his foes with flab. They say that as a foreigner, he lacks Japanese *shingitai*, or "fighting spirit".

But their criticisms smack of sour grapes. "Frankly speaking, I think foreigners have more of the Japanese spirit and they are hungrier," said one master of a sumo stable.

Even top Japanese wrestlers are failing to inspire. The Wolf retired suddenly last year. Some said he wanted to avoid the ignominy of more defeat at the hands of foreigners. The country's only other *yokozuna* has hardly been seen in recent months because he has been "sick".

To the uninitiated, sumo wrestling looks like a game of mindless strength as the contestants, clad in nothing but a bizarre loin-cloth, try to force each other out of the ring. An American author of an unflattering book on sumo described

it as "two fat faggots undressing each other in a sandbox".

But to the Japanese it is a national cult. Apprenticeship involves years of relentless gorging on a stew of fish, meat and vegetables: the result is thighs the size of tree trunks and rolling folds of fat that are the hallmark of any self-respecting wrestler.

Dump Truck cannot be criticised in the fable department. But a member of the Sumo Association of Japan said Dump Truck had yet to prove he deserved it, despite his impressive triumph in the last tournament. □



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PACIFIC ISLANDS MONTHLY — MAY, 1992 49

SHIPPING BUSINESS



NIVAGA II: serving Tuvalu and other Pacific islands

The return of the cargo cult

A MODE of travel, commonly sought after in years past and suffering from a contemporary decline in public awareness, is making a spirited comeback in interest and popularity.

The passenger carrying freighter or cargo boat continues to ply the world's oceans offering travellers a sense of unhurried tranquility, nostalgia, romance and a very special travel experience.

The passenger freighter provides care-

free days in a restful environment, where passengers make time their servant rather than their master.

The delightful setting of sea and sky is interrupted only by occasional fascinating port calls (at times to out-of-the-way exotic locations) for considerably longer durations than those offered by commercial passenger liners.

One service growing in popularity with Australians is cruising on the *Aranui II*, a copra freighter, which sails from Tahiti each three weeks around the

Marquesas Islands. The *Aranui II* service, which enables an irresistible "discovery" of Tahiti, the Tuamotu and Marquesas Islands — some of the most remote and beautiful spots in the world (where life has scarcely changed since Captain in Cook sailed by in 1769) — is reminiscent of the Somerset Maugham era, when travel was to be savoured and enjoyed moment by moment and destination were often incidental to or an unintended part of the journey.

Many tourists have also tried the *Nivaga II*, a government-run freighter servicing Tuvalu's scattered islands. *Nivaga II* often makes the long journey out of the Tuvalu waters to exotic destinations like Tokelau, Kiribati and Western Samoa.

The romance and nostalgia represented by freighter "cruising" has proven a tantalising obsession for Ray and Estelle Cook. They have cruised on lengthy voyages twice — to the West Coast of America and to Japan — in addition to a number of shorter trips between European ports.

"Freighter travel is unique and we see it very much as a link with our youth," Estelle explained. "It can be a very frustrating form of travel unless one has a very flexible approach to the time a voyage may take and a clear acceptance that schedules could be amended prior to or, occasionally, even during the sailing".

The reference to flexibility is important. Freighters carry cargo first (with freight dictating which ports will be visited). However, this should not be taken to imply that service to passengers is anything less than excellent.

The majority of freighters accommodate 12 passengers (exceeding 12 passengers requires a doctor to be carried aboard), offering a good standard of accommodation in single or double cabins with beds (not bunks), most with private facilities.

The lack of a doctor leads to some restrictions on who may travel — pregnant women, infants under one year or aged persons with a history of heart of similar illness cannot be carried. Some freighter companies require persons over 70 years to provide a medical certificate, while a very small number of companies will not accept passengers over that age.

The meals are good and wholesome, featuring a reasonable variety, mostly of European style cuisine, and are served in the dining room which is shared by passengers and ship's officers. The meal times are plentiful — main meals plus a substantial morning and afternoon tea and supper. Passengers will have their turns at the Captain's table, where they are regaled by tales of past cruising adventures.

The pure joy and relaxation associated

SHIPPING BUSINESS

with cargo boats, shared with only a handful of fellow passengers, is the most common reason this form of travel is actively sought after — resulting in most services being booked out many months ahead.

Freighters must not be confused with commercial cruise liners nor with smaller, ill-equipped tramp steamers (where passengers are neither planned for nor legally permitted to board in some cases).

The most asked question is where freighters operate. The answer is virtually everywhere to major ports in the northern hemisphere and some European major cities have daily or thrice weekly sailings.

The freighter offers a number of activities to those passengers not wishing to snooze on a deckchair all day. On most freighters you will find a swimming pool and a games room — the latter likely to feature darts and table tennis — and, for the more physical (or those wishing to keep the effects of the meals schedule at bay) a painted line around the deck marks a course which can be walked or jogged, depending upon the arrangements negotiated with crew and other passengers.

A few freighters offer a sauna and a modest gymnasium, while all possess an extensively stocked library, a video

facility with a good choice of titles and several board games. Some of the crew are as adept at chess as they are at pretending to be more novices and will eagerly seek the chance to master unsuspecting passengers.

Cabin service is available only on a limited number of lines (Columbus Line to USA for example), but most do not service cabins and passengers are expected to keep their own cabins tidy.

Towels and linen are provided and changed weekly — passengers have their own laundry (or may be shared with ships' officers) equipped with washing machines, dryers and a drying room.

The ships are air-conditioned and the cabins have adequate bedding.

There is an onboard "canteen" open during certain hours of the day where passengers may purchase items such as toiletries, beverages, liquor and cigarettes and sundry items. The choice of brands is mostly quite limited, however. A list of port call addresses will be provided and mail can be directed ahead to await your arrival. Urgent messages can be sent and received on the ship radio or telex.

Another freighter "convert" is Marj Perkins who began travelling by freighter following the death of her husband in 1977.

"I read that Australian actor Leo

McKern preferred travelling by cargo boats whenever possible and began to seek out information", Marj recalls. "Very few travel agents have the facts on freighter travel, largely because modern travellers want fixed schedules and are pedantic about departing and arriving to a planned schedule." Marj says the level of accommodation and meals "is mostly as good as large cruise ships" and notes that fares are usually similar to or less than the cruise vessels.

"I am grateful for the chance to stay in port for two or three days as this enables passengers to get ashore and meet the people. Also, I have the choice of being accommodated aboard ship or, if I prefer, may stay with a family or in a hotel onshore," Marj explains.

Marj has had occasional access to the bridge and radio room on some voyages. Like many other dedicated freighter travellers, Marj decries large cruise ships.

"I understand many people enjoy cruise liners, but to me the liner is like a floating city and I may as well stay in Sydney," she says, pointing out that she has formed quality relationships with passengers on freighters. "I believe the freighter reintroduces the 'lost art' of conversation ... I have sat for hours on deck just talking and laughing with other passengers. Freighters offer the chance to be as active or as luxuriously lazy as one

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SHIPPING BUSINESS

likes." Although some freighters amend their schedules from time to time, many services operate to a published schedule and have little or no alterations which might inconvenience passengers. Marj Perkins says the rules are simple:

"Never attempt an itinerary which demands you reach a certain port by a particular date. If prospective passengers accept the next travel leg may have to be by air, they are less likely to be disappointed," she advises.

The heavy incidence of freighter services in the northern hemisphere — in Europe, Canada and the United States — and limited services from Australia can mean Australian passengers may have to fly to another country to commence their sea journey.

A few services from Australia sail from Melbourne, Sydney or Brisbane, mostly to USA (east and west coasts) Europe (Spain, Germany, Poland or UK) and Japan, while Fremantle is a departure point for a service to Europe.

Passage is usually sold on the basis of a through journey and shorter sectors will only be available where cabin space is not booked for the entire sailing — a most unusual event.

In order to protect coastal shipping

in most countries (not that Australia has much coastal passenger shipping), international shipping regulations demand passengers to board ship at the last Australian port of call prior to departure and get off at the first port of call in the destination country.

A useful example in a service to US which may travel Melbourne, Sydney, Brisbane and call in Los Angeles, New Orleans and New York — passengers would be required to board in Brisbane and get off at Los Angeles.

Many Australian travellers determined to travel by freighter subscribe to the *Freighter Cruises* newsletter (stamped addressed envelope to Sydney International Travel Centre, 75 King Street, Sydney for details).

Fred Oertli, from Sydney International Travel Centre, has developed an excellent knowledge of freighters over many years and his travel company is one of the new agents specialising in this form of travel.

"We receive enquiries from all over Australia and can assist with bookings on services departing from Australia and also for many other services in many parts of the world," Oertli says. His agency is the booking agent for a number of lines, including the popular

USA registered Columbus Line.

Two areas difficult to reach from Australia are southern Africa and South America, although both are easily reached from Europe or North America.

All passengers must carry passports with necessary visas. A number of regular freighter passengers opt to carry their own first aid kit (although the freighter will have a well stocked First Aid supply) to meet non-serious illness needs.

Travel insurance is important and each passenger should seek reliable advice in selecting a policy which will meet the costs of serious illness and hospitalisation in diverse locations — from Lagos to Los Angeles.

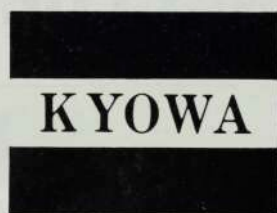
The majority of freighter lines offer 160 kilos of baggage per person with excess baggage carried at normal cargo rates. Passengers can take their own converters for electric current, but most freighters will have universal plugs for shavers, hair dryers and similar appliances. Money matters will usually vary depending on the nationality of the ship concerned, although US dollars in addition to the currency of the freighter line can be negotiated successfully. Personal cheques and credit cards are of no use on board.

American travel agent Fred Tyarcs is a freighter fanatic and reported in a freighter newsletter ...

"The cruise is the reward. I stand on deck and watch millions of fish dart past the ship, stand fascinated by the rail as a school of porpoises leap out of the water and watch a flying fish skimming across the surface of the water. When the ocean isn't providing wonder and entertainment one can turn to the immense birdlife, watching and identifying occasional passing ships or resting up for the next port of call".

The range of people interested in this form of travel is extremely diverse. Professionals, factory workers and retirees feature among passenger lists. Tony Wheeler, noted traveller and publisher of the successful *Lonely Planet* travel guides has travelled on freighters out of Singapore and in Indonesia and Philippine waters.

Days aboard freighters are marked by a timeless relaxation which "draw a special group of travellers together intent on enjoying and savouring the cruise. It is a mild bonus indeed if you should find yourself lazing in a deckchair listening to the mumbling tones of *Rumpole of the Bailey*.



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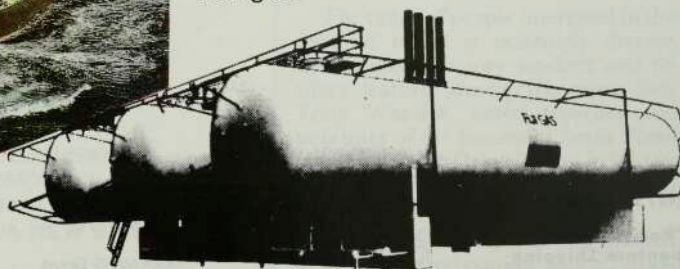


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Sally Andrew and Foster Goodfellow

The Fellowship

Sally Andrew and Foster Goodfellow have, between them, been yachting for 25 years. Originally from Canada, the two have sailed through places like Mexico, Alaska, the Caribbean and, more recently, the Pacific Islands. They travel on and live aboard their 33-foot Yamaha sailboat, *Fellow-Ship*. Their adventure continues:

Red sails in the

WE cantered quickly across the Koro Sea on an overnight sail from Suva to Vanua Levu, the second largest island in Fiji. In the Somosomo Strait, we sailed past Cousteau's research vessel *Alcyon* and found the crew hard at work diving on the spectacular Rainbow Reef. We headed into a more protected bay two miles further west.

Viani Bay is on the southeast corner of Vanua Levu. The rolling hills of grass surrounding the bay reminded us of Northern California, especially as the sunset and countryside took on a golden glow. The scene made us homesick.

At anchor were Phil and Lorraine aboard the New Zealand yacht *Westwind* and Art and Cheresse aboard the American trimaran *Pegasus*. Ashore we met Edward and Eseta, who have been married nearly 35 years.

They invited us inside their home for tea and told us about other yachts that had stopped and stayed. They talked about Fijian traditions and customs and told us that the real Fiji was rural Fiji. Since Viani Bay was our first anchorage outside of Suva, Edward laughed and informed us that we had only been "One day in Fiji!" We later discovered three distinct faces of Fiji: urban (with all the modern conveniences and problems), tourist resort Fiji and rural Fiji.

Inside their home, two glossy posters



Suva market: colourful

illustrating "Fijian Fish" decorated a wall and a sign over the doorway stated "Fishing is not a matter of life and death, it's more important". Edward invited

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YACHTING

sunset



lunch and Eseta cooked a delicious meal of taro greens and fish simmered in coconut milk.

From Viani Bay *FellowShip* sailed north to Rabi island on the east side of Vanua Levu. Rabi is seldom visited by outsiders and we took anchorage in Katherine Bay on the south side. Every day, weather permitting, men paddled by in their small outrigger canoes and fished from sunrise to sunset. Two villages were within walking distance: Buakonikai on the shores of Katherine Bay, and Tabiang, five mile west.

In Buakonikai I greeted an older woman with a big smile and the only Banaban words I knew: "Mauri! Ko uara?" (Hello! How are you?). Mereba was so excited she pleaded with us to come into her home for tea. We met her daughter, baby grand-daughter and her Fijian son-in-law who spoke English and aided in the exchange of greetings. Banaban phrases were painted over the door-lintels and the upper and lower halves of each Old English "Text" letter were painted in contrary colours.

At Fanning Island we had seen similar renderings done in embroidery work. In the village of Tabiang, a 21-year-old woman wanted to know where we were from and where we had been. Teraumwemwe (Mwemwe) had studied in Suva and hoped to travel and work as a hotel accountant but the education had been put on hold due to a lack of funding.

Inside their pastel painted home we met her mother who was busy weaving a large pandanus sleeping mat. A giant tapa hung on the wall behind her. Like Mereba, Mwemwe's mother had come from Banaba as a young girl and was now in her fifties. In true Fijian fashion she enjoyed her grog and owned a proper tanoa or kava bowl. Nearly three generations of Banabans have been raised on the island of Rabi.

After a few days of bad weather, the fishermen and their outriggers returned to Katherine Bay and we took the opportunity to move on. With a fair wind but marginal visibility, we weighed anchor and carefully made our way between the reefs to a bay on the north end of nearby Kioa Island. Kioa was purchased for settlement by the Poly-

nesians of over-populated Tuvalu.

Light northeasterly winds carried us across the Somosomo Strait to Taveuni, the third largest island in Fiji. Taveuni is known as the "Garden Isle" for its abundance of flora. We fell in love with her beautiful mountains, waterfalls, wide white beaches, and heard reports of spectacular diving.

Coffee beans are grown on Taveuni and we stocked up on eight kilos of green beans at Carpenter's Agriculture Station. We roasted them on board *FellowShip* in a heavy bottomed pan and discovered that a 50/50 blend of the two varieties of beans produced a great cup of coffee.

A group of women doing laundry in the river at Somosomo gave me some helpful tips on how to do laundry — a universal headache that women across the world must bear.

In addition to soap and water, a stiff bristle brush, laughter and the company of good friends seemed to be the three key ingredients. A local villager, Ulai, joined us on a hike to Des Voeux Peak, elevation 4000 meters. The day was hot and Ulai suggested we slow down or take a rest. We should have heeded his advice sooner. I could hardly walk the next day.

From the top we saw a panorama of islands and reefs stretching to the west, of blues and greens and whites and golds. We spotted places we'd been and places we were heading for — Viani Bay, Rainbow Reef, Rabi Island, Kioa Island, Buca Bay, Savusavu, Natewa Bay. Fantastic.

After four weeks exploring the northern reaches of Fiji, we returned to Suva under a full moon. Sailing conditions for this second crossing of the Koro Sea were again ideal — the wind was aft of the beam at a steady 10 knots and the navigational lights in the pass were working. At sunrise, Taveuni and Vanua Levu were grey smudges on a pink horizon behind us. We sipped our morning cup of Fijian coffee and sadly watched the islands disappear.

— Sally Elizabeth Andrew
at Sea

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SOPAC

SOPAC is an inter-governmental organisation comprising fourteen South Pacific countries as members* with one associate member. The primary objective of SOPAC is to assist its member countries in the identification and assessment of the marine mineral and other non-living resource potential of their offshore areas within their respective national Exclusive Economic Zones, in the planning and management of development in their coastal areas, and in the training of their nationals in all relevant areas within the SOPAC Work Programme.

REMUNERATION

An attractive remuneration package will be offered in accordance with the SOPAC terms and conditions of employment depending on qualifications, experience and prevailing salary levels in country of recruitment.

For an appointee from outside Fiji, salary will be supplemented by an establishment grant, housing allowance, child allowance and education assistance, and remuneration will be exempted from Fiji income tax.

Further information may be obtained from the Finance & Administration Controller on Telephone (679) 381-377 or Fax: (679) 370-040.

Details of general terms and conditions of employment will be mailed on request.

QUALIFICATIONS

A post graduate degree in the relevant field from a recognised university, between 5-10 years professional experience, and proficiency in oral and written English.

APPLICATION

All applications should be fully documented and include relevant details of qualifications and experience, and names of three referees.

Applications, clearly indicating the position being applied for, should be addressed to the Director, SOPAC Technical Secretariat, Private Mail Bag, Suva, Fiji.

The deadline for applications is 15th June 1992.

* SOPAC member countries are: Australia, Cook Islands, Fiji, Federated States of Micronesia, Guam, Kiribati, New Zealand, Marshall Islands, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu, Western Samoa. Associate member — New Caledonia.

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PACIFIC ISLANDS

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