

# Pacific Islands Monthly



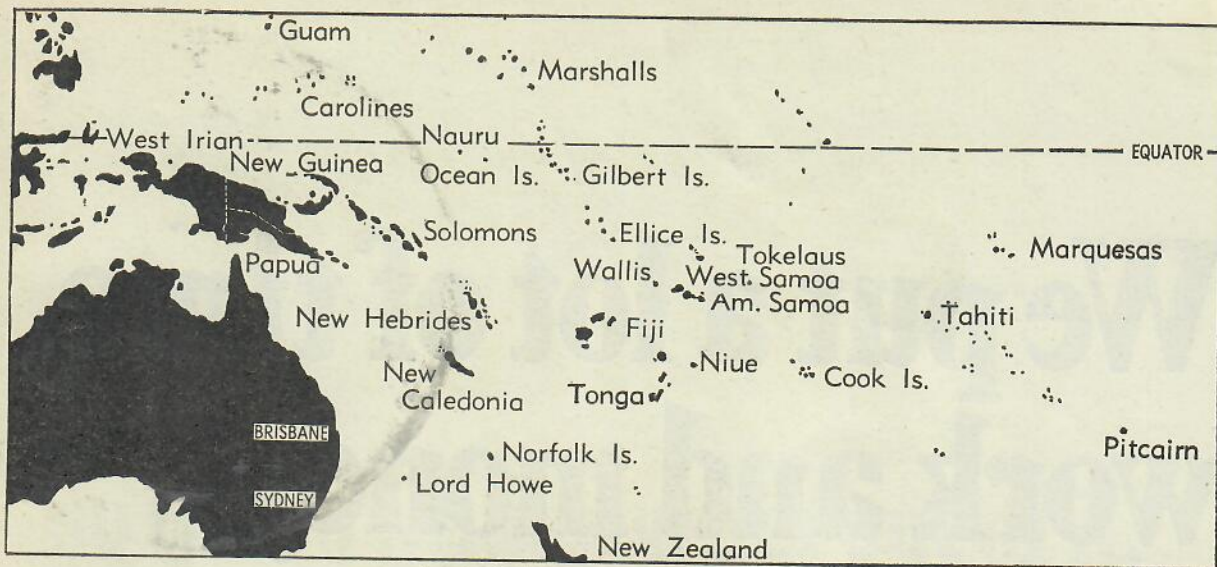
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Sir Derek Jakeway, with Lady Jakeway, board an aircraft at Nausori after his official farewell from Suva. They went to New Zealand and Australia en route to Britain. — Photo by Rob Wright.

## SIR DEREK JAKEWAY LEAVES FIJI

SUVA turned on one of its grey days for the departure after five years in Fiji of the retiring Governor, Sir Derek Jakeway and Lady Jakeway on November 15. But there was brilliant colour in the guard of honour mounted by the 2nd Battalion, Fiji Infantry Regiment, standing in faultless formation outside the Government buildings.

The spirit of Suva's farewell was echoed in the 17-gun salute which sounded across Albert Park, fired by the Fiji Military Forces. The Governor's Standard at Government House was lowered and struck with the firing of the last round.

Sir Derek and Lady Jakeway's official farewell took in members of the Legislative Council, the Mayor of Suva, councillors and civil servants. Their unofficial farewell came from the hundreds of waving, cheering schoolchildren who lined the road from Suva to Nausori Airport.

The popular couple were farewelled at the airport by the Chief Minister, Ratu K. K. T. Mara, the Chief Justice, Mr. Justice Hammett, Government Ministers and the Speaker of the Legislative Council, Mr. R. G. Kermode..

# NEW PARTIES, NEW DIRECTIONS, PERHAPS EVEN A 'GRAND NEW ERA'

From a Suva correspondent

The lali drum sounded at sunset, heralding the lighting of the luau lamps lining the foreshore at Suva's new Travelodge Hotel. Across the way a smallish crowd of Indians and Fijians, with a scattering of Europeans, sat or stood on the cool green of Albert Park, listening to officials of the newly-named National Federation Party herald a grand new era for Fiji politics.

The November merging of the Federation Party and the small but seemingly determined National Democratic Party—formed for Fijians and led by the Castro-esque figure of former union leader Apisai Tora—indicated significant developments on the political front.

Reports about the strength of Fijian support for the National Democratic Party conflict considerably. Some say it has 5,000 members. Some say more, some less.

Whatever their numbers, Federation Party members were glad to welcome these *taukei* brothers, as they call them, into their midst.

Emphasis at this public meeting in Suva in late November was not so much on common roll or independence—though colonialism won its usual share of ridicule and outrage—but on brotherhood and unity. And nation-building. (The more one hears these expressions from both sides of Fiji's political fence, the less meaningful they become).

### Defiance

Apisai Mohammed Tora (as he was introduced by the meeting's chairman, Ratu Mosese Vareseketete) attacked what he called "the self-regarding Fijian elite" who held the interests of the Fijian people second to their own.

Beard jutting defiantly, he vowed that he and his followers would "never become tools in the private empire-building of any traditional Fijian leader who might have dreams of crowning himself sultan . . ."

Ratu Mosese, whom the anti-government newspaper *Pacific Review* names as its editor, exhorted the Fijian people not to be embarrassed about joining forces with Indians.

Mr. A. D. Patel, the NFP president, said that if Fijians and Indians—representing 94 per cent. of the population—joined together to fight the European vested interests, Fiji would be a nation.

There were the usual platitudes about winds of change and the self-ish motives of vested interests—and even, from Apisai Tora, a quotation from Shakespeare.

But underlying it all, beneath the familiar phrases and implausible political promises, was the feeling that here might lie part of the answer to the Federation Party's dilemma. It is desperately trying to create a vigorous Fijian-Indian Opposition party.

### Other parties

November also saw the formation of another party—the National Political Organisation of Fiji Indians—which will seek affiliation with the governing Alliance Party.

Speakers at a Lautoka meeting expressed concern over what one described as the "tactics and extremist policies of the Federation Party, which had already created substantial anti-Indian feeling."

Mr. Vijay R. Singh, who is the Minister for Social Services, was elected president of an interim national executive committee.

And on November 15, in an advertisement he placed in *The Fiji Times*, Dr. Lindsay Verrier, MLC—a prominent figure in the early days of the Alliance Party's formation—announced his defection from the Alliance.

"I announce a new parliamentary party of the centre, called the Liberal Party, and devoted to the



## Opposition back in council

political ideals of our great leader Ratu Sir Lala Sukuna," his advertisement said.

"It cannot be said that I am 'leaving the Alliance', which I helped to establish, for the Alliance has ceased to exist."

### "Ceased to exist"

Dr. Verrier explained later that he felt the Alliance party had ceased to exist because the only body qualified to join it this year was the Fijian Association.

He said other organisations, such as the General Electors' Association, had lost, or failed to maintain, their rolls of membership, although membership was open to any organisation showing 500 members at the start of any year and paying the proper fees.

"The Alliance, therefore has ceased to exist for it has become exactly the same thing as the Fijian Association," he asserted. "Its constituted council has not met for something like 15 months, and no matters of national government policy have been submitted to it.

"Various plans for reorganisation, some weirder than others, have been put forward. Until something is done, and the public is told about it, the Alliance remains a shadowy cohort remembered from past battles—today, nothing but a name."

An editorial in *The Fiji Times* commented that "one-man political parties" were not new in Fiji and the announcement of Dr. Verrier's intentions did "not call for any great excitement".

It didn't, but it was an interesting move on Dr. Verrier's part—and a timely one, from the National Federation Party viewpoint.

### Legco session

In late November the Legislative Council met, with, for the first time in more than a year, an official Opposition. All nine Federation members who won seats in the recent by-elections were sworn in within 10 minutes of the opening of the council. There were no incidents and no indication that the Federation members would again walk out of the council, as they did in September last year, eventually forfeiting their seats.

The new meeting was the budget one. The 1969 budget, delivered by Minister of Finance Mr. H. P.

## "Wakatoru" found: nobody aboard

The trimaran *Wakatoru*, which had been missing for three months, was spotted by the GEIC trader *Moanaraoi* in late November 320 miles north-north-east of Lord Howe Island. She was floating upside down and there was no trace of the eight people who had sailed her out of Sydney. The 46-ft *Wakatoru* left Sydney on August 18 bound for Lord Howe Island.

On board were the owner-builder, Mr. William Shute, 48, his wife, Mary, 45, their daughters, Jeanne, 16, and Rosamund, 14, son Richard, 7, and three crewmembers, Miss Valerie Quirk, 32, Miss Diana McNeill, 22, and Mrs. Sally Scales, 28.

The master of the *Moanaraoi*, Captain P. King, said that although it had not been possible to right the trimaran, a thorough search of it had been made. There were a number of lifejackets on board and a life-craft which had been inflated inside the craft. The trimaran appeared to have been capsized for a long time.

At last report, relatives of the crew of the *Wakatoru* were arranging to charter a tug to tow the trimaran to Brisbane or Sydney.

Ritchie, proposed expenditure of a record \$F42,030,523—\$F3.65 million more than the sum authorised for this year. However, there will be no increase in taxation.

The budget allocates a little over \$F32.1 million for recurrent expenditure and \$F9.9 million for capital expenditure. Mr. Ritchie described the economy's immediate outlook as "healthy", and said that future prospects were more favourable than for some time. To enable this state to continue, he said, political and economic stability was essential.

He added that as a result of the report of the World Bank economic mission, Fiji's prospects for borrowing from the bank were encouraging—there were prospects for a loan for the Suva/Nadi road project. (Also included in estimates for 1969 was provision for payment of consultant's fees in respect of the proposed road).

(Continued on p. 140)

## FIJIANS PLAN OWN SCHEME FOR FINANCE

From a Suva correspondent

Further proof of the Fijian people's determination to achieve economic self-sufficiency came in November, when the Fijian Association announced its plan for setting up an organisation similar to those which assist financially backward people in Africa and Malaysia.

At the same time, it was reported that farmers in two land-development schemes established in 1963 had made "extremely encouraging" progress. So much so, that the government plans to withdraw direct supervision of the schemes at the end of this year.

The Fijian Association plans were revealed at the November meeting of the Council of Chiefs. Nominated member, Moses Qionibaravi, said the proposed financial organisation could give loans, and invest and share the equity of Fijian development projects.

It was a matter for concern, he said, that there was no organisation which provided financial resources solely for Fijians.

The council appointed a committee to investigate a proposal that development funds be allocated for the cultivation of Fijian reserves.

The report relating to the two land development schemes said that the Fijian farmers—22 at Balenabelo/Vatukarasa and 110 at the Dubalevu scheme in the Sigatoka Valley—would continue to receive advice from the Extension Service of the Department of Agriculture.

They will be able to market their produce through co-operative societies which have already been established. The produce includes Virginia leaf tobacco, passionfruit, maize and sorghum.

● During November Fiji's four sugar mills passed the two million tons crushing mark for the seventh year, and indications are that 1968 may prove to be a record year. A weekly crushing total of nearly 87,000 tons during the second week in November took the season's crush to more than 2,008,000 tons.



# THAT AITUTAKI DEAL IS FORGOTTEN FOR NOW

From a Rarotonga correspondent

"You can forget the \$60,000,000 American syndicate deal for Aitutaki for the present," declared Mr. Albert Henry, Premier of the Cook Islands, at a dinner given to mark his return from talks with the New Zealand Government. (An American syndicate wants to lease Aitutaki for \$60,000,000 and develop it as a tourist resort. See picture on p. 53.)

He added: "We will not give any air rights to anyone but New Zealand. The New Zealand Government says it is all right for the Americans to build hotels here, but not an airport.

"One hundred million dollars is not enough to take away the heritage of the Cook Islanders. No amount of money can do that."

A less emotional approach to the American offer to lease Aitutaki was made by NZ High Commissioner Mr. L. J. Davis in an interview outlining the purpose of the Cooks mission to NZ. He said that he had noticed Press references to the fact that an American-backed offer to develop Aitutaki as a tourist resort may have been used by Mr. Henry to extract more financial aid for his government.

## "Press got it wrong"

"These reports are quite incorrect," said Mr. Davis. "The reputed '\$64,000,000' deal was certainly raised in our discussions, as if it proceeded in its entirety it could possibly affect NZ's sole air traffic rights to and from the Cook Islands.

"The proposal was left on the basis that the Aitutaki development scheme would be fully discussed between our two governments after it had been examined in detail in Rarotonga," Mr. Davis added.

While in New Zealand, Mr. Henry and his mission had talks with the New Zealand Government about plans for Rarotonga's new jet airport (to be built at a cost of more than \$NZ6,000,000), as well as the American syndicate's multi-million Aitutaki offer. After leaving NZ, Mr. Henry's mission attended the eighth South Pacific Conference in Noumea.

The outcome of Mr. Henry's visit to NZ was that an agreement be-

tween NZ and the Cooks has been reached on the proposed airport. A bill outlining the agreement was to go before the Cook Islands Legislative Assembly in November, and nothing was to be done about the airport until the bill had been passed.

## "Not quite true"

Mr. Henry told the diners: "Somehow, before we arrived in New Zealand, a lot of controversial statements had been sent there from the Cook Islands. They gave a story one-fifth true and four-fifths not quite true. The New Zealand Press took up the four-fifths part. I don't know what the motives of these people were who gave this news out. Acts can never be changed—therefore all this controversial news was later proved to be mainly false.

"When we arrived in Auckland there were big headlines in the papers. One headline read—'Cook Islands Premier is going to have a tough time in Wellington'. The story said that 'Mr. Henry is selling Aitutaki to the Americans'.

"This was good. It showed that the Cook Islands were on the map again. The TV people wanted to interview me, but I said I had no time, so they came to see me at my home in Mangere."

## Brought together

Mr. Henry went on to thank Mr. L. J. Davis for his help in NZ. Although the High Commissioner represented the New Zealand Government there were times when he thought he was on the Cook Islands' side. "He helped us when things really got tough," Mr. Henry said.

Mr. Henry then talked about the South Pacific Commission Conference in Noumea which he had at-

## TAHITI'S EXILED POLITICAL LEADER COMES HOME

Pouvanaa a Oopa, the most influential figure in Tahitian politics over the past two decades, was pardoned by President de Gaulle in November after serving more than nine years of a 15-year term of exile in France. Three of his nine years of banishment were spent in prison.

President de Gaulle used the occasion of the 50th anniversary of the World War I armistice to sign a decree of pardon for Pouvanaa, who served in the Pacific Battalion of the French Army at the Battle of Chemin des Dames in 1917.

The decree gave Pouvanaa, now 73, permission to return to his native land, and this he was expected to do towards the end of November.

In Tahiti and the rest of French Polynesia, Pouvanaa is known among the people as Te Metua (parent) and is looked upon by many as an oracle, a Tahitian David "challenging the Goliath of French rule".

tended with Mr. William Estall, the Cook Islands' Minister of Works and Communications, and Mr. George Ellis of the Treasury Department.

He said that the South Pacific Commission intends to guard and promote the "togetherness" of the Pacific Basin. The people living in this area must be brought together in their thinking and understanding, and the heads of Pacific territories appeared to understand this.

Mr. Henry said Tonga "now realises that it is not much use to break away from her Pacific neighbours to join the United Nations."

Meanwhile, a development plan for Mauke Island has been accepted in principle by the Cook Islands Cabinet. The plan was worked out by the Minister of Internal Affairs, Mr. T. A. Henry (son of the Premier and member for Mauke), after discussion between a Mauke delegation to Rarotonga, the government and the Agriculture Department.

The main points of his plan:

- An extensive orange planting programme.
- The expansion of coconut growing and cattle farming.
- The consolidation of ginger growing.
- Introduction of market garden-



## LOTTERIES WILL GET THEM THERE

New Caledonia, which carried off the majority of medals at the last South Pacific Games in Noumea in December, 1966, is getting down in earnest to the problem of raising funds to send its contingent to the Third South Pacific Games in Port Moresby next August.

On December 31, the first of two big lotteries to raise funds for the Games will be drawn in Noumea.

Seventeen prizes totalling two million Pacific francs (\$A20,000) will be distributed. The first prize will be a million francs.

The prizes will represent half of the proceeds of the lottery as 200,000 tickets will be sold at 20 francs each.

ing and animal husbandry.

● Harbour and housing improvements.

● The replacement of Administration buildings and an extension to Mauke School.

In October, Mr. T. A. Henry led a government economic mission to Mauke to explain the citrus replanting scheme and to ask for the lease of 100 acres of land for citrus development.

Leasing of land in the Cooks, for any purpose, is always difficult and often impossible, but the Mauke people made no trouble about leasing 100 acres to the government.

There was no bargaining and they said they wanted the work to go ahead quickly. Mauke already produces oranges of good quality and the 100 acres is idle land. The government will provide the money and machinery for development and will employ local labour.

Acting Director of Agriculture, Mr. William Hosking, who was a member of the mission, told the Mauke Island Council in appealing for the land that the Cooks haven't enough oranges to supply the New Zealand market or the canning factory in Rarotonga. Demand was for 500,000 cases per year, and present output was between 180,000 and 200,000 cases.

He said the Mauke scheme would be run on business lines, and scientific management would ensure uniform production per tree. The government would require a lease of 15 years.

## EDUCATIONAL AND MEDICAL COSTS HIT THE CHURCH

From a Port Moresby correspondent

*Parents whose children go to Anglican schools in Papua-New Guinea will have to pay higher fees from the beginning of next year. And patients at Anglican hospitals will for the first time be charged medical fees, although mission staff and schoolchildren will be exempt.*

The charges are designed to meet rising costs.

Education charges were introduced by the Anglican Church in the territory for the first time at the beginning of this year.

It is hoped to raise about \$50,000 with the new scale of fees, which will now be \$3 a year *per child* in exempt schools, \$5 per child in recognised primary schools and \$10 per child in secondary schools. (Present charges are \$3 a year *per family* with children in exempt and recognised primary schools and \$6 per family for secondary schools).

It was hoped to raise about \$25,000 from fees this year, but the total collected amounted to only just over \$14,000.

Earlier this year Anglican authorities took the step of refusing admission to children whose parents, without official exemption, had failed to pay the fees by the third term.

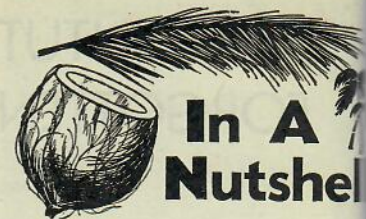
It is not yet clear how far this policy has affected the intake of children to Anglican schools, but it is not expected to cause a very large reduction because many parents paid the fees as soon as their children were sent home.

The policy will continue under the new scale of fees, but the church will also continue to grant exemption from the charges in cases of hardship.

Outpatients at Anglican hospitals will next year be charged 10 cents for each condition treated. Inpatients will be charged 50 cents, irrespective of how long they stay in hospital.

Patients in areas with little or no cash economy will be asked to pay in food.

Infant welfare and ante-natal clinics will continue to be free and it will be left to the discretion of individual matrons to decide whether or not to charge women who have their babies in hospital.



## In A Nutshell

● According to a report in a Honolulu newspaper, *Star-Bulletin*, Honolulu Mayor Neal S. Blaisdel is being tipped to replace Owen Spinnall as Governor of American Samoa now that Republican Richard Nixon has been elected US President.

● The French Minister for Overseas Territories, Mr. Michel Inchauspé, has announced the creation in Paris of a "Maison de France d'Outre-Mer", where Frenchmen and others may obtain information on questions concerning tourism, commerce and industry in French overseas territories and departments.

● Times are getting hard for betel nut chewers. In P-NG, the Goroka Council has decided to ban the buying and selling of betel nut on the grounds that there is a positive association between oral cancer and betel nut chewing. As a result, the BSIP Chamber of Commerce has declared its support for any public ban that discourages the betel nut habit in the Solomons. However, the chamber considers it doubtful whether any ban on the buying and selling of the nut could be enforced.

● Honiara Town Council, BSIP, has set up a road safety committee following an increase of accidents in the capital. There were 72 accidents in the first nine months of the year—an increase of 15 per cent over the same period last year. Of these, 44 were caused by carelessness.

● The sale of Burns Philp *Malekula* to Ankan Shipping (p. 10) has fallen through due to last minute intervention by the Commonwealth Government. The vessel will be sold to another buyer.

● *Tilagi*, the BP Islands trader, left Sydney in late November for Norfolk Island and the Solomons with an all-New Guinean deck crew in place of the Malay crew. The Malay deck hands were paid off in Sydney because they had "elected to go home".



# It's been a big development year in the Samoas

From GLEN WRIGHT, in Apia

Imagine a fish-filled lagoon, fenced off from the open sea with wire mesh. Imagine many of the lagoons around any coral-shelved island so utilised. This is fish-farming, as proposed for Western Samoa by a Japanese fishery.

Minister of Agriculture Laufile Time is excited at the prospect, following a trip to Japan where he had been shown such farms in bays and inlets. Some of the net-fenced areas are a mile square, where millions of fish are fed and raised for market. The principal fish is tagi, a bonito-like fish which is also found in Samoa waters. They grow to four feet long.

The fishing company which wants to venture here has suggested an initial investment of \$WS2,000,000. This would include four deep-sea fishing vessels and a cooling plant at first and the lagoon "farms" later if feasible.

It's been like this in the Samoas all year long—there have been proposals for one business venture after another (but not all so exotic). Many have been approved and either have begun or will shortly.

Several other entrepreneurs are interested in fishing, including the US Government, which will not engage in the industry but rather prepare the way for private enterprise. Its fishing project, conducted by the crew of the *Tautai A'e* has been successful, says Fisheries Development supervisor Richard Holloway. Fishing grounds have been discovered, vagaries of weather, fish, sea and market determined.

Holloway says that a commercial fishing fleet could start next year, and be successful.

## Apia cannery?

The Taisho Seimo Works Co. of Japan is seriously interested in situating a fish cannery in Apia. Manager Y. Utumi has proposed to the Department of Agriculture and Fisheries an initial plant that would supply the local market first, to save the country foreign exchange. Only the surplus would be exported.

The next move in negotiations is up to Taisho Seimo, which will decide according to the results of

a fish-count in waters around the islands it is now making.

Koreans want to get into the act, too. Jung Keum Oh, Korean Marine Industry Development Corporation, was in Pago recently to discuss establishment of a branch of its fishing enterprise there. Governor Owen Aspinall favored the proposal.

The Japanese like it in the Samoas, and do well at whatever they attempt. One family has a 5,000 hen poultry farm producing 180 dozen eggs a month.

A joint Japanese-Western Samoa Timber Company started a sawmill this year at Leaufisa near Apia. It now employs half-dozen Japanese technicians and some 30 Samoans, and mills timber for building construction and furniture, mostly for domestic use. A small amount goes to Japan (*PIM*, Jan., p. 124).

## Specialised markets

A great deal of hardwood will be going to specialised markets all over the world next year when Potlatch Forests Inc. starts its logging and milling operations at Asau, on Savaii. The Idaho, USA based timber company, which has been granted a franchise after three years of negotiations, is now winding up a long and delicate series of negotiations with freehold landowners and Matais in charge of customary lands involved in the 160,000 acre, \$US 8,000,000 deal.

The envisioned treefarm will encompass more than one-fourth the area of the big island and employ hundreds to produce 50 million board feet of timber annually besides inspiring the inception of a town. For the 181 acre millsite alone Potlatch will pay Savai'i islanders \$US1,000 a year for the first 20 years and \$2,000 a year for the next twenty.

Pago Pago, American Samoa, will be the time-piece centre of the Pacific next year when the watch repair and assembly plant of the US Sheffield

Watch Company starts operations. Parts from Switzerland, West Germany and Japan will be assembled into 800,000 watches a year and exported to the US (*PIM*, Oct., p. 125).

The latest capital investment proposal, other than hotels, also involves agriculture. Formal application has been made to the Western Samoa Enterprises Incentives Board by a group of New Zealand investors to establish a food processing factory.

To be called Marketing Management Ltd., with John Carrack-Hopewell as managing director, it would be capitalised at \$WS27,500 to start, with one-third of the shares available to Western Samoans. Production the first year is envisaged at one and a half million cans. Rosebank Holdings is chief shareholder, followed by Advertising Marketing, both of New Zealand. The venture has the New Zealand reserve bank's approval to export the capital. Crops to be canned include pineapple, cashew and macadamia nuts, passionfruit, bananas and taro.

## Controversy

Most current and eminent activity, however, concerns transport and tourism.

It's announced that Fiji Airways is to buy into Polynesian Airlines and take over the management of Polynesian, and the West Samoan Government is to take shares in both Fiji Airways and Polynesian (see p. 49).

Concomitant with all this has been a wave of hotel building proposals. The Government of Western Samoa is trying to raise local money for a new one to replace its old, ramshackle Casino. It is holding in abeyance at least two applications for luxury resort hotels, one by Travelodge of Australia and another by an investor of Seattle, Washington, USA. The cabinet seems to favour the Washingtonian's deal, having appointed a committee to negotiate with landowners for a site.

Intercontinental of Pago Pago plans to soon add more rooms, and there is persistent talk of three more resort hotels for Tutuila (*PIM*, Nov., p. 45).

Surface transport is also stepping up its pace. The Union steamship company has doubled its service from Auckland. Formerly it served the Samoas once a month with the SS *Tofua*. As of November 14 it added the SS *Taveuni*. Now one or the other is at the Apia dock every two weeks.





## The growth of Fiji Airways

Fiji Airways is moving so far out of Fiji (to P-NG and the Marshalls next year) that the "Fiji" in the company's name is considered a misnomer and may soon be changed (see story at right). Above: Nausori Airport with (foreground) a 748 turbo jet, two Herons (left) and a DC3 (background)—part of the company's growing fleet. Below: Welcome to Nadi, main gateway to Fiji. Below right: Section of the terminal building, Nadi.





# SOUTH SEAS AVIATION SPREADS ITS WINGS

By a staff writer



Fiji Airways Ltd. is quickly emerging as the unrivalled regional carrier of the Pacific Islands. So much so that the growing airline is currently looking for a better name to reflect its other interests besides Fiji.

For people new in the South Pacific, Fiji Airways means Fiji. But the airline also calls at Nauru, the GEIC, the Solomons, the New Hebrides, Western Samoa and Tonga. New Guinea and the Marshall Islands will be added to this list next year.

Why then, not give it a name with broader implications?

Board members are tossing all sorts of suggestions around but so far no name has been agreed upon. South Pacific Airways? Pacific Islands Airways? Island Airways? They are all under review.

Fiji Airways' second HS748 is due at Suva on December 21 and already there is talk of a third 748. Regional flights will increase next year: Tonga to three times a week, the Solomons to twice a week and the GEIC to once a week.

The big November news was, of course, the airline's tie-up with Western Samoa.

## W. Samoa in Fiji Airways

The Government of Western Samoa has finally decided to take a financial interest in regional airlines.

Fiji's affable Minister for Communications, Works and Tourism,

Mr. Charles Stinson, said Western Samoa will take up 10,000 shares in Fiji Airways Ltd. and 5,000 shares in Polynesian Airlines Ltd.

In turn, Fiji Airways will buy 20,000 shares in Polynesian Airlines and take over the management of Polynesian under a contract arrangement.

The news is a much-delayed victory for Fiji Airways and a setback for Pan American Airways.

Now, Fiji Airways has on its board and as a shareholder every territory it flies to, with one notable exception—Nauru. Nauru would much prefer running its own airline.

Apart from its real owners—Qantas, BOAC, Air NZ and the Fiji Government—Fiji Airways now has Tonga, Western Samoa, the Solomons, the GEIC and the New Hebrides around its board table in Suva, and it is by far the Pacific Islands' strongest regional carrier.

The Western Samoan shareholding is a most noteworthy prize for Fiji Airways for several reasons. Because of differences between Mr. E. F. Paul, president of Polynesian Airlines, and Western Samoa's Prime Minister, Fiame Mataafa, governmental shareholding in the privately-owned, Apia-based Polynesian Air-

- With the arrival soon of a second Hawker Siddeley aircraft for Fiji Airways, the airline's regional flights will increase next year. One important new service will be to New Guinea, enabling passengers to link up with the Far East service operated by Qantas through Port Moresby. The New Guinea service will be an extension of Fiji Airways present flights to Honiara (seen above). Honiara is the main town in the Solomons, and seat of the Western Pacific High Commission—which controls the administration of the Gilbert and Ellice Islands Colony and the British section of the New Hebrides.

lines had not eventuated, despite several proddings from Fiji Airways in recent months.

## PanAm in W. Samoa

The Western Samoan Government had not completely dismissed PanAm efforts to get its own Pago Pago-Apia services going, and it hoped by keeping these plans hanging over Polynesian Airlines' head it could strike a better bargain if it attempted to come into Polynesian itself or get involved with Fiji Airways.

Now, if PanAm does succeed—and it has reciprocal rights because Polynesian Airlines operates into Pago Pago—it will be on Western Samoa's (or is it Fiji Airways') terms.

PanAm argues that current Pago Pago-Apia air services are not



## They're all hoping

efficient and are not regular enough to get the tourists from Pago's international airport into Apia.

### **Cook Islands question**

Who will run air services to the Cook Islands for the two years from March next year? Rarotonga's airstrip will not be available because it will be under re-construction for the start of international jet operations in 1971 and Aitutaki will offer the only strip suitable for outside air connections of the group.

As reported in *PIM* last month, work is already underway on upgrading Aitutaki's coral strip for regular services from March (*PIM*, Nov., p. 51). Just who will run these services hasn't yet been announced. The New Zealand Government, of course, will have the say in determining who runs the service.

There are four possibilities:

- Air New Zealand will operate weekly return Electra services out of Auckland.

- Polynesian Airlines will operate DC4 services out of Apia and on to Papeete or Auckland.

- Fiji Airways will operate weekly HS748 services as part of its expanding regional network.

- The New Zealand Royal Air Force will continue periodical return Hercules services out of New Zealand, subject to demand.

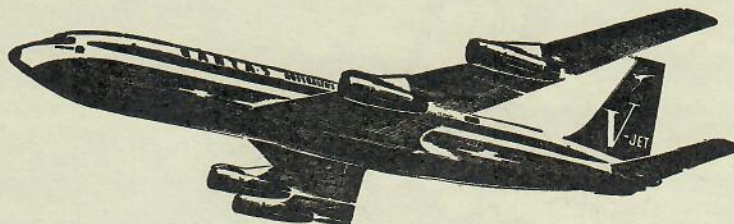
### **Polynesian's hopes**

Polynesian Airlines, more than anyone, wants the run and has been after it for many months. This airline's reputation has been the big shortcoming in Polynesian travel developments in recent months because of a shortage of equipment and far too many last-minute schedule changes. But its controversial chartered DC4, conspicuous by its absence (or grounding) for some time, recently went back into the air.

The company is well aware of French hopes to fly down from Papeete to the Cooks and it would jump at the chance of a "triangle run" Apia-Aitutaki-Papeete in return for French regional rights into the Cooks until 1971.

Fiji Airways will have two HS748's available next year but a service to the Cooks would stretch out this equipment perhaps a little too far. Next year Fiji Airways wants to expand services to New Guinea, the

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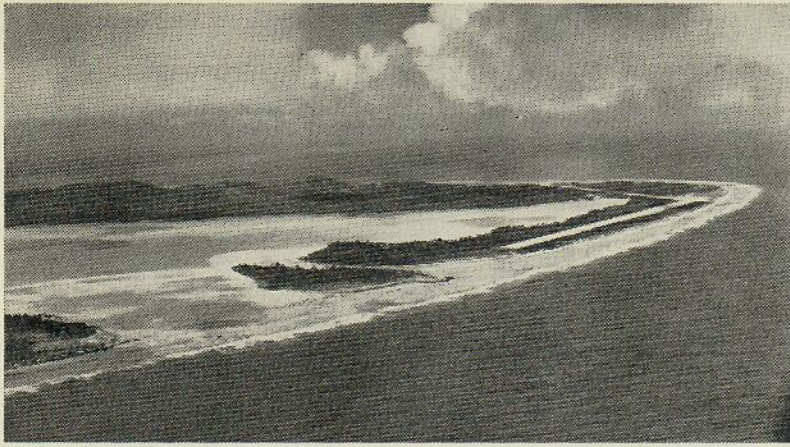
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Marshall Islands and New Caledonia, as well as increasing services on current routes.

An Aitutaki service would appeal far less than a Noumea run, to an already developed tourist destination.

Air New Zealand's attitude is to keep the Aitutaki service in the family at all costs until those DC8 jets can start booming through Rarotonga. But the airline owns a little less than a quarter of Fiji Airways, and it controls a bigger share of Polynesian than any other airline, so a service by one of these two regional carriers would not be an anathema to Air NZ.

However, because the Cooks are self-governing and not independent, regular air links with their parent country — NZ — seem essential and perhaps the Cooks' carrier would have to operate out of NZ.

Air NZ may operate itself—reluctantly—with Electras.

The Electras created a problem previously at Aitutaki because loose coral was easily picked up into their engines, and this bugbear would have to be overcome.

### BOAC's VC-10's

One interesting recent development has been the formation in Auckland of Cook Islands Air Services Ltd. The company's \$200 capital is held by Mr. F. A. Reeves, general manager of Air NZ, and Mr. A. A. Watson, secretary of Air NZ.

Internal air services for the Cooks? As well as strips on Aitutaki and Rarotonga, Penrhyn has a serviceable — though infrequently used—strip which was used by American forces during World War II. Three NZ engineers paid a trip to Penrhyn, incidentally, less than two years ago.

BOAC's decision to introduce its

rear-engined VC-10 jets on its South Pacific routes in October next year has made its two Commonwealth partners, Qantas and Air New Zealand, hopping mad.

By offering passengers a different and more attractive looking aircraft

- Aitutaki atoll, with its wartime airstrip, will shortly be a key traffic point in the Cook Islands. The present strip at Rarotonga, the main island, is to be closed and rebuilt as a full jet strip for trans-Pacific services. Aitutaki has been in the news lately because an American syndicate wants to lease it as a tourist resort. But the idea looks like coming to nothing.

than Boeing 707's or DC8's, BOAC may increase its market share of trans-Pacific travellers at the expense of these two airlines.

The BOAC move indicates that this airline is going to pay more attention to its South Pacific runs than before. It is working towards its aim of daily trans-Pacific services (it operates three services a week now).

Its change of terminal point on the US West Coast from San Francisco to Los Angeles is shrewd because Los Angeles is the heart of the fastest-growing area of the US—southern California.

- As you've just read, there are big developments in South Pacific aviation—all based on predictions of a tourist flood. But how is the tourist picture shaping up generally? How are the hotel operators getting on? And the Islanders themselves? In the next few pages correspondents report on the latest, and somewhat confusing opinions. First, from SUE WENDT in Suva.

## Caution, warning and enthusiasm

In the midst of what was virtually Tourism Week in Fiji (with the holding of the Pacific Area Travel Association's board of directors meeting, the 8th Annual Fiji Tourism Convention and the official and very elaborate opening of the Suva Travelodge hotel) came warnings against oversupply of hotel rooms, cautious comments on the benefit of tourism to Fijians and enthusiastic predictions of further "tourism explosions" in the South Pacific.

At the PATA meeting, chaired by Mr. Matt Laurie, a vice-president of the Matson Shipping Line, speakers outlined the massive promotion campaigns being conducted in North America and elsewhere. "Go Pacific" was the PATA theme—and members predicted that audio-visual techniques would bring more tourists to the area.

Unfortunately, there were no Indian or Fijian tourism representatives at the meeting, although the afternoon session had been thrown open to all-comers, so that those who've lately voiced concern over whether the local

populace benefits enough from tourism lost a golden opportunity.

At the opening session of the 8th Annual Fiji Tourism Convention in Suva (local tourist interests were well represented here) the Chief Minister, Ratu K. K. T. Mara, stressed the importance of considering sociological environment.

He said the intrusion of a money economy on what was largely a coconut cash subsistence economy was forcing the Fijians to be Jacks-of-all-trades and masters of none. (Over)



## Fijians worship land

"Promoters, managers and staff in the tourist industry must have regard to the sociological environment of the regions in which they operate. They must look at them with sympathy and understanding," Ratu Mara said.

"While an increasing number of Fijians have drifted into the vortex of money economy, the Fijians' life in general is based on a subsistence economy which tends to put land on a pedestal to worship, rather than to use. It implies and requires a regard for shareholding and for mutual respect."

But the tourist industry provides jobs for which Fijians were eminently suited, he said. He referred to tourism as "manna from the sky and sea" and stressed the importance of ensur-

ing that this "manna" had the widest possible distribution.

During the same week, New Zealand tourism expert Mr. R. S. Odell's report on Fiji's hotel requirements—prepared at the request of the Fiji Government—was released. It contained a warning against a further over-supply of rooms in the Suva area.

Mr. Odell, who was formerly general manager of the New Zealand Government's Tourist and Publicity Department, pointed out that an over-supply of hotel rooms in Fiji was almost wholly concentrated in Suva. Too many entrepreneurs had committed themselves simultaneously, at a stage when Suva had been badly short of rooms. At present there were rooms enough in Suva to meet the demand for at least two years, he said.

- Suva has too many hotel rooms, says Mr. R. S. Odell, NZ tourist expert. And he proves it with statistics. Good thing, too, says Marvin Plake, the "Think Big" executive director of the Pacific Area Travel Association. He insists that capacity should stand ahead of demand. All of which is a little confusing for Suva's tourist industry. SUE WENDT reports again.

## Suva's hotel headache

Suva needs more rooms, Suva *doesn't* need more rooms—even the experts disagree. And Fiji's tourist interests, travel agents and hotel developers find themselves in something of a quandary.

It hurts the agents to have to turn away business during the busy months, when demand outstrips supply. And it's a bitter kind of irony to see some hotels with empty rooms and idle staff during the slack months. The problem is whether to put the brakes on development and cater simply for immediate needs—or forge ahead in the hope of creating a bigger, more dispersed demand.

A grand new edifice, the Australian-UK financed Suva Travelodge, opened in October with a total of 140 international-standard rooms.

At the same time, New Zealand tourism expert Mr. R. S. Odell's report on Fiji's hotel requirements observed that Suva had a serious over-supply of rooms—and suggested government curtailment of building activities (by withholding assistance under the Hotel Aids Ordinance if necessary) in the area at least until 1971.

The local industry's reaction to this section of the report—prepared

at the request of the Fiji Government—was a mixture of concern, uncertainty and scepticism regarding the real picture behind the statistics,

- Suva hotels—if we are to correctly interpret some of the reports coming out of Fiji lately—can be in for a lean time. But most people seem to agree there is a bright future in the Coral Coast of Fiji. Star hotel in this area is The Fijian, situated on one of the best beaches anywhere in the Islands (below). Even on that Coast, occupancy rates are not high at the moment.

many of which seemed open to a certain amount of misinterpretation.

A visiting authority on international tourism, Mr. Marvin Plake (who is executive director of the Pacific Area Travel Association) made no bones about his own reaction. He described Mr. Odell's suggestion as "provincial and dangerous thinking".

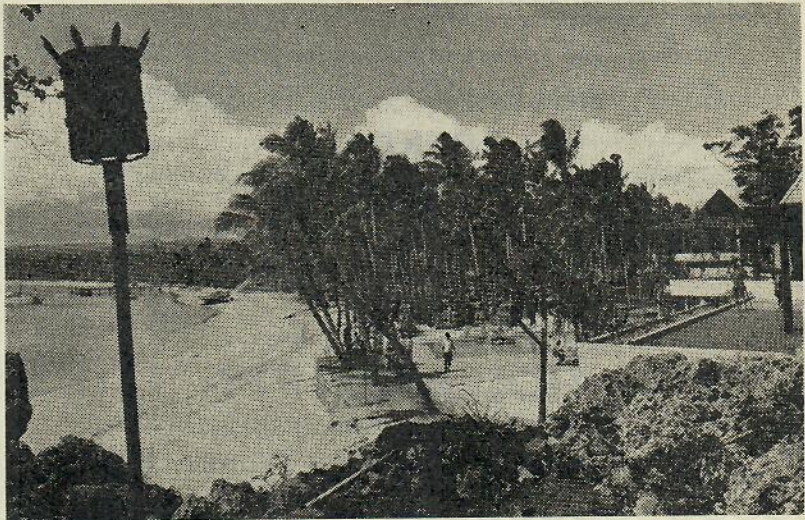
### "Capacity ahead of demand"

The 267 delegates—98 of them from overseas—who attended Fiji's annual tourism convention in October were fired with enthusiasm by Marvin Plake's "Think Big" philosophy, which he delivered with persuasive finesse.

"Tourism in a free area cannot be turned on and off by pressing bureaucratic buttons!" he said.

"Don't be lulled into thinking that because you've completed a couple of hundred new rooms a miracle has been achieved. Fiji is just barely getting in to a competitive position with a thousand other places."

He urged that, instead of "allowing negative influences to stifle initiative," Fiji's tourist industry should take the positive approach—"Capacity must always stand ahead





## Those occupancy figures

of demand if you are to succeed big!"

He claimed that the suggested limitations on the number of new rooms for Suva did not appear to take due notice of developing patterns, which indicated that the annual number of visitors was increasing at a very much greater rate than originally predicted.

Nor did this section of the Odell report appear to take into consideration the increased average length of stay, which added approximately 25 per cent. to the visitor-night total. It seemed also to ignore the trend towards group travel, which Mr. Plake predicted would increase noticeably in Fiji within the next few months.

"And it does not appear to take into consideration the distinct possibility of 747's operating in the South Pacific within 24 months," he said.

He didn't, however, make specific comment on the statistics produced by Mr. Odell, showing that during 1967 Suva's supply of beds was 32.5 per cent. of the Fiji total, while the demand was only 24.9 per cent. of the total.

The 1967 bed occupancy rate per cent. was 48 for Suva and 72 for Nadi-Lautoka.

The equivalent room occupancy rate was 56 per cent. for Suva and 85 per cent. for Nadi-Lautoka.

## The Coral Coast

Coral Coast bed occupancy rate was 40 per cent. and room occupancy was 47 per cent.

The report made it obvious that the total supply of rooms and their uneven distribution in relation to the demand was causing, and would continue to cause, problems.

Basing his estimates on the Harris-Kerr-Forster formula, Mr. Odell calculated that although Fiji would have a total of 1,541 rooms (648 of them in Suva) by the end of this year, the annual demand would be for 1,348 rooms.

He suggested that for planning purposes the estimated increase in the number of visitors should be accepted at 30 per cent. for this year and at 20 per cent. for the next five years. On this basis, Fiji could expect to have 181,000 visitors in 1973.

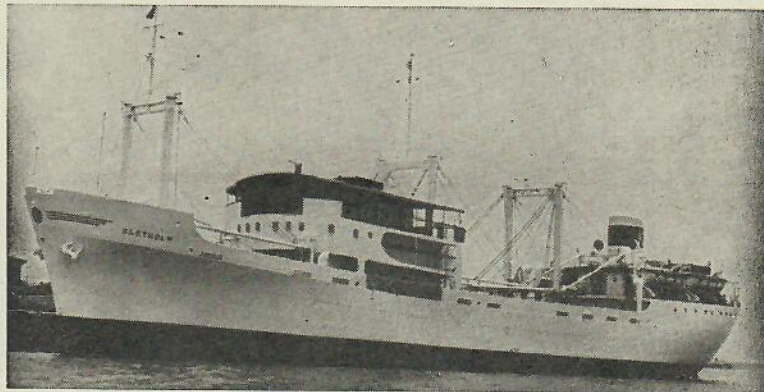
Aside from the question of Suva's accommodation, Odell and Plake

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## Get away from Suva

were in agreement regarding the desirability of tourist development elsewhere in Fiji.

Mr. Odell urged the early establishment of a major resort area at Natadola; more hotel rooms in the Nadi Airport area; night flights by Fiji Airways from Nadi to Nausori; and the development of comfortable, round-the-island coach tours.

Marvin Plake spoke of more parks and monuments; a marineland; a major golf course; "living drama" such as a greater outdoor pageant held three or four times yearly; side-walk cafes amidst a bazaar—even, as an atmospheric extra, the booming of a cannon at high noon.

### Staff training needed

He urged staff training as a joint project conducted by the Fiji Government and private concerns, emphasising the importance of on-the-job training. And he enthused over the prospect of turning Fiji's Coral Coast into another Gold Coast, 90-Mile Beach, Waikiki or Bora Bora.

A couple of delegates rose to ask, perhaps apologetically: "And what about the money?" But Marvin, a positive thinker if ever there was one, refused to be daunted.

Look overseas, he said. Places like Japan, Hong Kong and Singapore would supply both tourists and money for investment. If Fiji was to strengthen its position in international tourism, it had no choice but to keep planning, building and developing . . . whatever the cost.

● As soon as the Fiji Tourism Convention finished, there was another tourist meeting of sorts in Sydney, which some of the same experts attended. Also there was PIM's JUDY TUDOR, who found that some of the experts in Sydney contradicted things said by some of the experts in Fiji and she didn't agree with some of the other opinions anyway. All of which is a little confusing for anybody trying to find out what state South Pacific tourism is in.

## BUT THEY FORGET THOSE SPENDING AUSTRALIANS

When the big tourist boom hits the Pacific in the early 1970's, we can expect four times as many visitors as at present. They will have less money, be poorer educated and stay a shorter period in each country. They will be travelling in parties of up to 200.

It sounds like a dim prospect, especially for those people who liked the Pacific as it once was, but this seems to be the opinion thrown up by a recent survey.

The survey was made by a United States firm, Travel Research International Inc. for *Time* magazine, *National Geographic* magazine and Pacific Area Travel Association. Mr. Stanton Read, a marketing expert and, at present, research director of PATA, who had been making some one-day-stands in a number of Pacific countries, explained the findings to a large travel group in Sydney on October 30.

Naturally, the emphasis was on Australia as a tourist destination, but a lot of surprising things came out about the rest of the Pacific—or what PIM calls the Pacific. As far as PATA is concerned, the Pacific in-

cludes such surprising countries as India and Ceylon and, of course, Japan, Hong Kong, Thailand, Singapore, Malaya and Vietnam.

When Americans think of crossing the Pacific, the meeting was told, they think of going to Japan and Japan is still the favourite destination of Americans, apart from Europe.

The survey was conducted by direct interviews with people who had been beyond Hawaii; and by questionnaires. It was based on the emotional factor—what made people choose a Pacific destination in the first place and what they liked or disliked about it when they had been. (Over 40 per cent. said they went on the advice of travel agents; 31 per cent. because of what they had read in travel books).

### Four requirements

The four most important factors in satisfying tourists, it was shown, are "warm, friendly people", "comfortable accommodation", "beautiful natural scenery" and "reasonable prices".

Countries that have been going "duty-free" with mad abandon will, no doubt, be interested to know that shopping comes right down near the end of the list of desirable factors.

Lumping the whole of PATA's Pacific together, upwards of 80 per cent. of those contacted were satisfied with what they had got although they were less apt to recommend it to friends or want to revisit Pacific destinations, than was the case with visitors to European destinations.

In the "would revisit or recommend" stakes, Australia scored 78 per cent.; Western Samoa a surprising 65 per cent.; Tahiti 60 per cent.;

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## New Guinea likes the way Fiji goes about it

New Guinea's Ministerial Member for Trade and Industry, Angmai Bilas, returned from the Fiji Tourism Convention impressed with what Fiji has done and hoping that "vigorous development of tourism in Papua-New Guinea can confer similar benefits as in Fiji". He saw tourism for New Guinea as widening employment opportunities.

Mr. Bilas, who attended the conference with Mr. Roy Claringbould, of the P-NG Department of Trade, said Fiji had a big advantage in its geographical position as a Pacific crossroads, and it was evident that P-NG needed to increase the number of its international travel links. The forthcoming direct service between Fiji and P-NG by Fiji Airways would be a great help.

Mr. Bilas said there was a strong element of participation in tourism by the Fijians, with polished performances of traditional songs and dances. Most hotels had captured a genuine Fiji atmosphere.

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SUE WENDT spoke to Stephen Klitzman, a 23-year-old Peace Corps Volunteer in Fiji. He likes the country, he likes the work and he likes the people. But he asks himself:

## WHO GETS MORE—THE PEACE CORPS OR THE PEOPLE?

Some months ago Dr. Ron Crocombe, of the P-NG Research Unit, wrote an article for *PIM* on the intensive training undertaken by Peace Corps volunteers during their instruction period in Hawaii, before going into the "field".

He pointed out that even by the end of this year the South Pacific would see 2,000 volunteer workers, representing organisations in five different nations.

And he observed that "there is little doubt that the most pervasive outside influence in the Pacific Islands in the 1970's will be that of the voluntary worker."

Dr. Crocombe is probably right, but the extent of their influence will depend upon how far individual members of organisations such as the Peace Corps feel they have a right to go in instituting change.

Some of them—23-year-old Stephen Klitzman, of Belmar, New Jersey, is one—worry that they might get more out of the programme than they are able to give in return.

### "Paradise propaganda"

Since January this year Stephen, a thoughtful brown-eyed young man with a moustache and round-rimmed spectacles, has been schoolteaching at Rakiraki Village on Kadavu, a rugged island 50 miles south of Suva.

It is his first teaching job since graduating in 1966 with a BA in politics from the University of Pennsylvania and almost graduating (he's in the process of completing the final paper) last year with an MA in journalism from Stanford.

With characteristic honesty, he admits that the publicity which surrounded the Peace Corps' entry into the South Pacific is a major reason for his being in Fiji. Altruistic motivation had little to do with it. "I guess I fell for the Peace Corps Goes to Paradise propaganda," he said.

"The South Seas still has the romantic Hollywood-promoted attraction of being a place where a man can be free to live and learn and love as he pleases. I didn't set

out to prove anything—I set out to experience.

"Admittedly, I wouldn't have been as ready to apply if the draft hadn't existed. I sincerely felt that I could make more of a contribution to peace as a Peace Corps volunteer than as a soldier in Vietnam."

I spoke with Stephen Klitzman in September, when he was in Suva with 35 wide-eyed Kadavu schoolchildren, many of whom had never seen the mainland of Viti Levu, and most of whom were overwhelmed by the excitement of "big city" activity.

Although the decision to take the children to Suva rested with the head teacher at the Yali District School, Stephen feels that the trip probably became reality only because he was there to do the letter-writing, make the travel arrangements and encourage the parents to raise money. The boat trip from Kadavu to Suva and return cost £100—and the children contributed to this by selling coconuts to the village store.

### Stimulating

"The children are having a great time during their six days here—and I personally find Suva just as stimulating as New York! The real interest is in the people one sees walking along the streets—I don't miss things like theatres and art galleries," Stephen Klitzman said.

For the first few weeks after his arrival at Kadavu in one of the inter-island cargo vessels, the young volunteer experienced what he calls "culture shock"—adjusting to a new way of life, language and even philosophy isn't easy. "I thought at first—why aren't they bored, just eating and sleeping and doing little real work," he explained.

"Then I realised I'd have to take things slowly and adapt. The key phase in the Peace Corps is 'be flexible'.

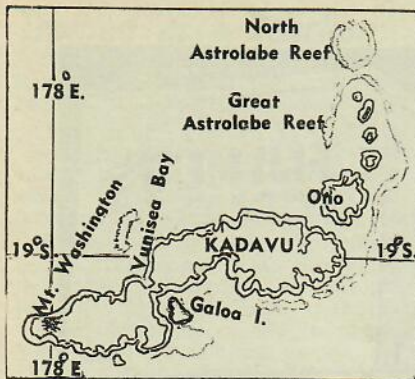
"One realises that these islanders,



### PORT MORESBY PERSONALITY

Thelma Price, MBE, at present Welfare Officer at Kaugere, Port Moresby, arrived in P-NG in 1934 as a trained nurse to join her husband who was then a medical officer at Manus. She was born in NSW. Between 1934 and World War II, Thelma and her husband lived in Bougainville, Kokopo and Rabaul. Since the war they have lived in Port Moresby. Thelma was awarded her MBE in 1967 for services to the welfare of the Papuan people. A member of the Hospital Advisory Board, Thelma is on the executive committee of the Red Cross, on the council of the Girl Guides and on the Town Advisory Council. She has three sons and four grandchildren.





Kadavu in relation to its outliers and reefs.

particularly the people of Kadavu, could be by-passed by the whole world and not be too unhappy.

"In the matter of promoting change, I limit myself to education. And even during my first week here, I realised that I'd have to adapt to the current system of schooling at Kadavu—it's almost entirely geared towards examinations—before I'd be in a position to suggest any changes."

Despite his doubts about who is benefiting the most, there is already significant proof of the value of having a Peace Corps volunteer at Yali District School. There has been a big increase in the number of textbooks and storybooks available to the school's 90 students—25 boxes of books arrived from Hawaii in May.

And an extra teacher means smaller classes. The head teacher, who taught 50 pupils last year, now has only 20. Stephen Klitzman takes the eldest children—the 15 and 16 year olds—from 8.30 a.m.-3.30 p.m. five days a week, and the younger children for half-hour classes in English every day after school.

### Drink yaqona

From 7-9 p.m. each day, he helps examination candidates prepare for their Intermediate and Secondary School entrance examination. "After 9 p.m. I'm free to prepare my own lessons for the next day—I usually do it while I'm listening to the BBC."

Weekends? "I go into the village to drink yaqona and talk with the old men, from whom I've learned all I know about Fiji. I do a lot of writing and reading and a little fishing."

In the outer islands the village people have contracted little of the political fever which grips mainland

Fijians and Indians from time to time.

"Rugby is a far more popular topic of conversation than politics—though Fijians are interested in anything concerning land ownership," said Stephen.

"I try to be apolitical, although Fijian politics are fascinating. It's not my place to get involved."

During his two-year term of service the Peace Corps pays Stephen Klitzman £F20 a month, a princely sum when you consider that the entire year's income for the village of Rakiraki is probably less than £100. But it's not much for an American university graduate.

### Financial sacrifice

"The Peace Corps also deposits an extra \$US75 per month in an American bank for each volunteer, to be collected when the two-year period is up," he explained, "but most of us could be getting at least \$100 a week in America. So we are making some sort of financial sacrifice."

"But the things I'm learning and doing are far more valuable than money. The fact that I'm living among a non-Caucasian race and speaking their language almost out of necessity is worthwhile in itself."

"But most of the things I'll have learned will be very hard to communicate to my close friends and family."

"I can just imagine telling my mother what a wonderful thing it is to sleep and eat and sit in the sun—she'd consider it sheer laziness. Unless she saw it for herself."

If life on Kadavu is full of surprises for Stephen Klitzman, some pleasant, some frustrating, he, too, must be an enigma to the villagers.

But regardless of who gains the most from his two-year stay there—and who could measure it?—the value of man-to-man communication can't be denied.

● An underground water supply, believed to be the biggest ever found in Fiji, was discovered in October at Varavu. A few days after its discovery, it was yielding a non-stop flow of 6,000 gallons an hour. The reservoir was struck on Fijian-owned land at a depth of 200 ft by a drilling team from Nagan Engineering (Fiji) Ltd., of Ba, who have been carrying out drilling tests for water in the Western Division since March.



Vaine Rere.

## VAINE RERE: ATIU'S NATURAL LEADER

From W. H. Percival, in Rarotonga

Vaine Rere, a plump and jovial man with a ready smile, a bright intellect and an urge to get things done, represents his home island of Atiu, in the Cook Islands' Legislative Assembly. (He was a member of the Assembly once before—from 1958 to 1965.) A natural leader, he is headmaster of Atiu's primary school, a captain in the Boy's Brigade, and he is in charge of Atiu's housing development.

Although educated only on Atiu, he speaks perfect English. A church deacon, he was the driving force behind the recent renovations to Atiu's church (for which he designed and carved wooden symbols).

Atiu's 6,654 acres are of volcanic origin. The island has no lagoon, and its five villages are situated on rounded and flat-topped hills some 300 ft above sea level. Atiu is encircled by a cliff of dead coral and is protected by a coral reef through which there are a few small boat passages, none of them good.

In pre-Christian times the warlike Atiuans conquered the neighbouring islands of Mauke and Mitiaro, and were greatly feared for their ferocity and ruthlessness. Today, they are known as hard workers who are prepared to stay on their own island while other Cook Islanders travel to



ROBERT LANGDON, head of the Pacific Manuscripts Bureau at the Australian National University, here discusses two Islands mysteries: What has become of the manuscript of Midshipman Heywood's Tahitian vocabulary? And where did the old sword and anchor at Ngatangiia, Rarotonga, come from?

## THE LOST TAHITIAN VOCABULARY OF MIDSHIPMAN HEYWOOD

If any reader should ever come across a handwritten vocabulary of 100 folio pages, in which most of the words contain more vowels than consonants, then please phone, wire or cable me at the Pacific Manuscripts Bureau, Canberra—and reverse the charges!

A manuscript answering the foregoing description could well prove to be the lost Tahitian vocabulary of Midshipman Peter Heywood, of mutiny on the *Bounty* fame. The vocabulary was last recorded to have been seen more than 120 years ago.

In the realm of Pacific historians and linguists, its re-discovery would be somewhat akin to the finding of one of the Dead Sea Scrolls or a sonnet in the hand of William Shakespeare.

The vocabulary is (or was) a notable document in Pacific history and linguistics for three reasons:

- (1) It was compiled by a convicted mutineer of the *Bounty*.
- (2) It was the first vocabulary of the Tahitian language to be prepared by someone other than a short-term visitor to Tahiti.
- (3) The first missionaries sent to Tahiti by the London Missionary Society found it of great value in learning the language of that island, and it almost certainly had some influence on their thinking when they reduced Tahitian to the written form still in use today.

The vocabulary was compiled in October, 1792, while Heywood was a prisoner in H.M.S. *Hector* in Portsmouth harbour. He had just been condemned to death for his part in the *Bounty* mutiny, although he had not, in fact, been an active participant.

When Captain Bligh and the others were cast adrift in the open boat in April, 1789, Fletcher Christian and his fellow-mutineers had kept Hey-

wood on board the *Bounty* against his will because they needed his help to sail their pirated ship.

However, as, in those days, British naval law provided that those who did not assist their commander in a mutiny were against him, it was inevitable that Heywood, when captured, should be court-martialled and found guilty of mutiny.

With death the only punishment prescribable for such a crime, Heywood was accordingly condemned to hang from the yard-arm. But as there were obviously extenuating circumstances in his case, an appeal for mercy was made to the king on his behalf.

It was while Heywood was awaiting the outcome of this appeal that he set to work and compiled his vocabulary. He was then barely 19 years old, and had spent nearly two of those impressionable years in Tahiti, before and after the mutiny.

### "Unspeakable joy"

Heywood's brother James, who visited him in the *Hector* on October 17, 1792, said in a letter written that day: "While I write this, Peter is sitting by me writing an Otaheitan vocabulary, and so happy and intent upon it, that I have scarcely an opportunity of saying a word to him..."

Ten days after that letter was written, Heywood had the "unspeakable joy" of being pardoned by the king; and before long his much-relieved relatives had whisked him home to the Isle of Man for a vacation. Heywood subsequently

resumed his career in the Royal Navy and rose to the rank of post-captain.

Meanwhile, his vocabulary, or a copy of it, had been left with a Portsmouth clergyman, the Rev. William Howell, who had given comfort to Heywood and his fellow-prisoners during their anxious days in the *Hector*.

Howell still had the vocabulary when the mission ship *Duff* put into Portsmouth in September, 1796, with the first L.M.S. missionaries bound for Tahiti. Howell lent the vocabulary to the missionaries so that they could gain some advance knowledge of Tahitian before arriving at their proposed field of labour.

The Rev. Dr. Thomas Haweis, one of the founders of the London Missionary Society, who sailed in the *Duff* as far as Portsmouth, recorded details of all this in a diary he kept at the time.

Heywood's material did, in fact, prove of value. In a letter which Captain James Wilson of the *Duff* wrote to Dr. Haweis from Rio de Janeiro on November 15, 1796, he said: "Mr. Jefferson (one of the missionaries) has made particular advances in the Otaheitan language, which they all write and study diligently from the Vocabulary you left us..."

The MS was also mentioned in a biography of Peter Heywood which appeared in John Marshall's *Royal Naval Biography* in 1825; and Sir John Barrow, the Admiralty Secretary, referred to it in a full-length account of the mutiny which he published anonymously in October, 1831, eight months after Heywood's death.

For his book, Barrow made use of a great number of previously unpublished documents which had either been lent to him by Heywood before his death, or by his widow after-



wards. Among these documents was a copy of the Tahitian vocabulary.

Barrow described the vocabulary as "a very extraordinary performance". "It consists", he went on, "of one hundred full-written folio pages, the words alphabetically arranged, and all the syllables accented".

Following Barrow's perusal of the vocabulary, no one with an interest in either the *Bounty* mutiny or the Tahitian language seems to have sighted it again; and many a scholar who has sought for it or wondered about its fate these past 130-odd years has done so in vain.

Recently, however, the Pacific Manuscripts Bureau chanced to discover a scrap of information about the vocabulary in the National Library, Canberra, which aroused strong hopes that the vocabulary might yet be safe in London.

The information was that the vocabulary had been presented by Heywood's widow to the "US Inst." and that an item to that effect had been published on p. 93 of the catalogue of the "US Inst." in 1842.

Having translated the mystic abbreviation "US Inst." as United Service Institution (now Royal United Service Institution), the Pacific Manuscripts Bureau sent an inquiry to that organisation in London.

### Not listed

This revealed that the Heywood vocabulary had, indeed, been listed in that organisation's catalogue for 1842 as a gift from Mrs. Heywood.

But the librarian, the Hon. David Erskine, said that as the vocabulary was not listed in the subsequent catalogue for 1890, it could be taken for granted that the vocabulary was not in the institution's library now.

"The only explanation I can offer," the Hon. David Erskine said, "is that in its early days this institution was a general philosophical institution, with a strong military bias.

"As the years went on, the more general subjects were dropped, and the emphasis became increasingly military. As this happened, parts of the collection were hived off, and there is certainly a record that the ethnographical collection was dispersed, as were coins and marine biology.

"I suspect that late in the 1880's there was a great clear out, in preparation for a move to our present building . . ."

This, then, is the story of Peter Heywood's missing Tahitian vocabulary as far as it has so far been revealed; but I hope that one of these days I will be able to relieve readers of the cliff-hanging suspense I am currently obliged to leave them in.

## MYSTERY NO. 2

Has anyone ever seen a "pick" like this

# Strange anchor may be clue to ancient Pacific shipwreck

The curious-looking anchor pictured here, which seems more like a giant fishhook than the generality of anchors in use today, may be a clue to a European shipwreck that occurred at Rarotonga long before European ships are first recorded to have visited that island.

Rarotonga's first known European visitor was HMS *Bounty* which called there towards the end of 1789 while Fletcher Christian and his fellow-mutineers were looking for an uninhabited island refuge. The *Bounty* was followed in 1814 by the schooner *Cumberland* (Captain Phillip Goodenough) which was seeking a cargo of sandalwood.

The strange anchor is shown in the photograph with the blade of an old sword measuring 32½ in.

The two objects are the property of 82-year-old Mr. Charlie Cowan, of Ngatangia, a district on the eastern side of Rarotonga.

Mr. Cowan, who is part-Scottish, part-Rarotongan, is a keen student of Rarotongan history.

### Cast up on reef

He believes the sword and the anchor are relics of an ancient ship which was cast up on the reef at Ngatangia.

According to a story which Mr. Cowan published in the *Cook Islands Review* last year, and which was outlined in *PIM* for January (p. 67), the wrecked ship is known in local tradition as *Kora* and the captain's name is said to have been Koni.

Apart from Captain Koni, there were only three survivors of the shipwreck.

The four of them got ashore and brought with them a chest and some sacks. They lived on the *marae* of Kainuku (an ancestor of Mr. Cowan's father-in-law) at a place called Vaerota.

They were kindly treated by the local people, and the captain gave his sword to Kainuku.

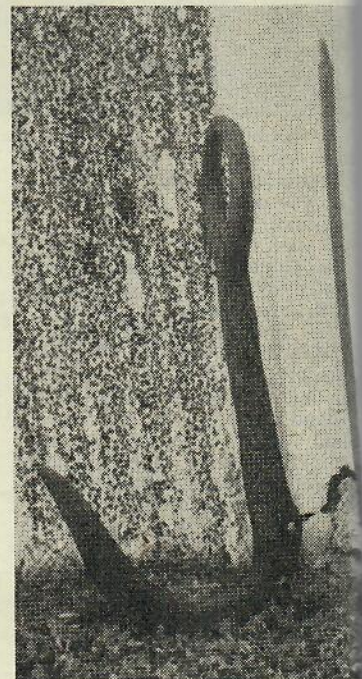
One night Koni and his three companions sailed away in a big

canoe, which they stole from the beach, and were never heard of again.

Mr. Cowan acquired what he thought to have been Koni's sword from his father-in-law, who found it many years ago in the sand on the *marae* at Vaerota.

### Main anchor now lost

The hilt was rotted and rusty, and has since crumbled away. However, the blood channel, which is good



The mysterious anchor and sword from Ngatangia, Rarotonga.

—Photo: Marie's Photograph



in the sword, can still be plainly seen.

The anchor now in Mr. Cowan's possession was found on the beach near where the *Kora* is reputed to have been wrecked.

Mr. Cowan has told *PIM's* Rarotonga correspondent, Mr. W. H. Percival, that the *Kora's* main anchor used to lie in Ngatangiia lagoon and that the *Takitumu*, a schooner built there in 1891, used to tie up to it. However, this anchor was later lost in deep water just off the reef.

### For mooring?

A feature of the extant anchor is that it has a small hole in its crown (base). This and the fact that it has only one fluke suggest that the anchor was used for mooring, as are somewhat similar anchors today.

*Nicholls's Seamanship and Nautical Knowledge* (Glasgow, 1959) describes a modern mooring anchor as usually having only one fluke and being used to hold buoys and beacons in shallow water.

"The anchor is lowered to the bottom by means of a slip rope rove through a shackle in the crown," *Nicholls's* handbook says.

Webster's dictionary contains a sketch of a modern mooring anchor complete with shackle in the crown, which is basically similar to Mr. Cowan's anchor.

### Marked differences

However, three features of the two anchors differ markedly.

(1) The curvature of the fluke of Mr. Cowan's anchor is much more pronounced than in the modern anchor.

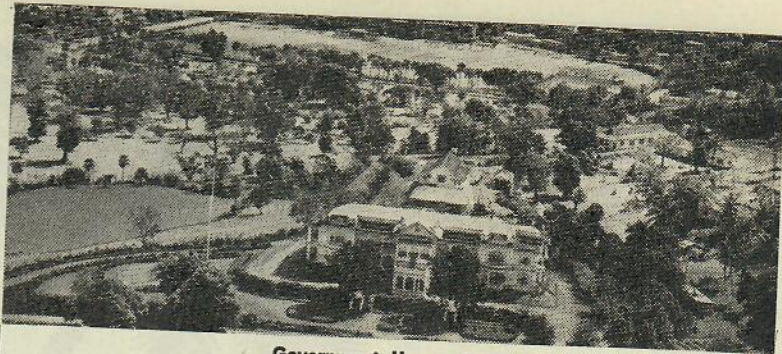
(2) The eye for the stock in the modern anchor is many times smaller than that in Mr. Cowan's anchor.

(3) Whereas the eye of Mr. Cowan's anchor faces what might be described as "north and south", that in the modern anchor faces "east and west".

I have spent many hours searching through reference books in an effort to find a picture of an anchor exactly resembling Mr. Cowan's.

But so far, the sketch in Webster's dictionary is the nearest I have come to it.

If any *PIM* reader knows of such a picture, or can throw any light on anchors of the kind in Mr. Cowan's possession, he could well help to elucidate what has all the appearances of a fascinating South Seas mystery.



Government House, Suva.

## Tea, cakes and Empire

By STUART REID

Due to a small mixup (an invitation was wrongly presented), the young lady from the Australian radio station was introduced as Mr. X. But Fiji's Governor, Sir Derek Jakeway, didn't bat an eyelid. Governor's don't bat eyelids, not at garden parties anyway, and this garden party, in late October, was Sir Derek's last before leaving Fiji and the Governorship in November.

After the formal introductions to Sir Derek and Lady Jakeway (they went smoothly enough after the sex mixup), guests were led to a table bearing a *tanua* of *yaqona* (no kava at this party). A few guests took their *yaqona* in style. Others knocked it back quickly and headed for the tea table and a chaser.

And so tea, cakes and conversation. Thank goodness it's not hot, thought a few people, as they stood a trifle uncomfortably and stirred their tea.

"Nice band," said someone gesturing with his tea cup towards the red-coated army band. "Yes jolly good," someone else agreed.

And indeed it was. For most of the party it played military music. But once the trombone player rose to his feet and played a swing solo, of the sort you might have heard at The Savoy during the last war.

Ladies in hats and gloves and longish dresses were everywhere. After all, a garden party is really a ladies' do. It was a pity that they couldn't have worn sensible shoes, though. There was hardly a lady at the party whose regulation high heels were not heel deep in the croquet lawn.

A few outgoing ladies overcame the problem of sinking into the lawn by taking off their shoes. They made an incongruous sight.

Large hats, long gloves, small handbags, cups of tea—no shoes.

Sir Derek moved among the guests, leaving behind him charmed groups of people.

Sir Derek, well versed in the diplomatic arts (as befits a representative of Her Majesty) is a master of small talk. And in the hands of a master, small talk is marvellously relaxing.

Guests tended to talk at once to the Governor, who calmly, and with a kind smile, untangled many a tale.

Lady Jakeway was no less a diplomat than her husband. She spoke about her children, asked us if we liked Fiji and then nodded and moved to another group.

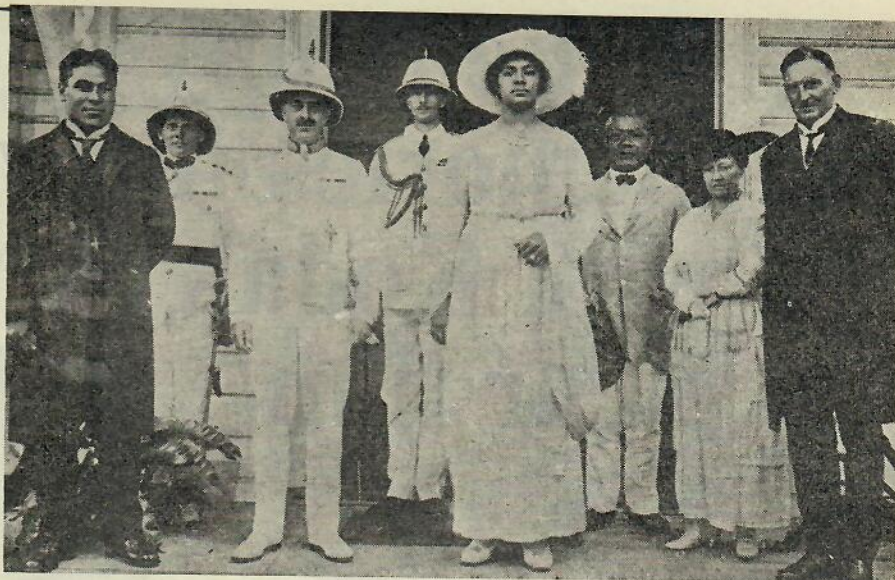
Almost exactly an hour after the garden party had begun, the band left its rostrum and marched smartly to the flagpost in front of Government House. One by one, groups of people stopped talking.

The band played the Last Post, and slowly, fluttering the while, the Union Jack was lowered. It was a moving ceremony, something from another age.

Even the cynic, who suggested that the "other age" was an age of Queen Victoria and Errol Flynn, had to admit that he had a lump in his throat as the flag was lowered on the Governor's garden party in one of the last outposts of Empire.



This picture, taken about 1918 and published in December, 1948, PIM, shows (left to right): Prince Tungi, Consort to Queen Salote; (unknown); Sir Cecil Rodwell, then Governor of Fiji and HC for the Western Pacific; Captain Clive Brewster, then ADC to the Governor; Queen Salote; the Premier of Tonga; Mrs. McOwen; Mr. Islay McOwen, then British Consul in Tonga.



*A proposal to whack a government tax on copra caused an uproar in the Fiji Legislative Council 20 years ago this month. Fijians, who produced most of the colony's copra, vigorously opposed the proposal; Indians saw it as a measure to eliminate other revenue-raising funds and Europeans indicated they would support the Indian moves. Council was hastily adjourned until December 20.*

Other news reported by PIM, December, 1948, included:

**I**N a fire said to be the "most spectacular in Port Moresby's history", a new Administration copra shed containing 300 tons of copra was mysteriously gutted near the town in November. An official inquiry was to be held to determine the cause of the fire.

**I**N an agreement welcomed by most producers, the British Ministry of Food was to buy all exportable surpluses of coconut products from Fiji from 1949 to 1957. Prices were to be renegotiated annually. The 1949 price was to be £Stg.48 a ton fob.

**R**ABAUL was lashed by a fierce wind-storm on November 8. Gusts of up to 70 mph whipped the town, and much damage was done.

**A** FRENCH steamer left Papeete with 580 Chinese aboard—bound for re-settlement in Hong Kong. A large crowd gathered at Papeete wharf to see the Chinese off.

## Yesterday

**C**OPRA production was picking up on Bougainville and many well-known planters and their properties were mentioned in a long article. They included: Robin McKay, Aropa; Jimmy Joyes and his family, Iwi and Kekere; Bob Stuart and his wife, Tenekau; "Sandy" Sandford, Numa Numa; Paul Mason and his wife, Inus; A. M. Stewart and his wife, Teopasino, and Charlie Smith, Tinputz.

PIM said more ships were needed to cope with the extra copra.

**N**EW ZEALAND was "scouring" the Pacific Islands for abandoned steel of all descriptions because of an acute shortage of steel in the dominion. A light-house ship had made quick trips to New Caledonia and the New Hebrides where Quonset huts, roofing iron and old vehicles were loaded.

**T**HE original edition of Eric Feldt's book, *The Coast Watchers*, had sold out and there were no plans for a reprint. PIM said it was "absurd" that the publishers thought that there was insufficient demand for a reprint, and forecast that it could have a "steady sale for many years", if available. (It was in fact many years before a new edition, and then in paperback, was published).

**T**HE Burns Philp steamer *Marella* was sold for about £80,000 to a South American company and was to be renamed *Captain Marcos* and to sail under the Panamanian flag. *Marella* operated the old BP Sydney-Singapore run with the *Merkur* before World War II.

**S**AMARAI was to have Papua's second jury trial in December when two Europeans were to come before Mr. Justice Gore and a jury of four. The Europeans were charged with murdering a Papuan at Misima Island in 1942. Old hands could remember only one other jury trial in Papua.

**A**FTER 116 years, the American consulate in Papeete was to close down—to cut US overseas costs. Queen Pomare IV gave the US a grant of land for a building in Papeete in 1832 and the US built a house there. The last American consul was Mr. W. H. Scott.



# Pacific Shipping

## French passenger ships to disappear from South Seas

Messageries Maritimes, the French shipping line which has maintained a passenger service across the Pacific for many years, is to sell the eight passenger vessels in its fleet over the next five years.

The sale of the eight passenger ships will not affect the operations of the Messageries Maritimes passenger-cargo vessels currently serving the Pacific.

The Messageries Maritimes ships operate between Marseilles and Sydney, with calls at Taiohae (Marquesas), Papeete, Vila and Noumea.

The president of Messageries Maritimes, Mr. Gilbert Grandval, announced the plan to sell the eight passenger ships in October.

The ships are the *Caledonien*, *Tahitien*, *Laos*, *Cambodge*, *Pierre Loti*, *Jean Laborde*, *Pacifique* (ex-Vietnam) and *Pasteur*.

The ships will be sold because the development of air services throughout the world has made them uneconomic.

Messageries Maritimes is four-fifths owned by the French Government and is heavily subsidised by it.

The *Caledonien* and *Tahitien* are

the only two MM passenger ships currently operating in the Pacific. They will be sold at the end of next year—the first of the eight ships to be taken out of service.

The *Caledonien* and *Tahitien* have been part of the MM fleet since November, 1952, and June, 1953, respectively. Each carries 100 first-class passengers, 100 tourist class and 200 third class.

### To be abandoned

When they are sold, they will be temporarily replaced on the Pacific run by the *Laos* and *Cambodge*. The *Laos* and *Cambodge* are currently used on a service to the Far East, which is to be abandoned.

The *Pierre Loti* and *Jean Laborde*, which operate a service to Madagascar, will be sold at the end of 1970 and replaced by one ship, the *Pacifique*. When the *Pacifique* is sold a year later, the Madagascar service will be abandoned.

At the end of 1972, the *Laos* and *Cambodge* will be sold and this will bring an end to the Pacific service.

Only one ship, the *Pasteur*, currently used in a service to South America, will then remain. The *Pasteur* will be sold at the end of 1973.

### "MALEKULA" SOLD TO SINGAPORE

Burns Philp's 16-year-old passenger-cargo vessel *Malekula* has been sold for an undisclosed sum to a Singapore buyer, Ankan Shipping. After she reached Sydney in late November her crew were to be paid off and the ship handed over to the buyers.

Ankan Shipping were to sail *Malekula* from Sydney in late



Fiji's "Tui Lau" will be replaced. Her owners, Maritime Co-operative Shipping Association, a group of local provinces, have decided "as a policy matter" to replace her, and in November feelers were out to see what suitable ships were up for sale. Meanwhile, "Tui Lau" has remained firmly wedged on a reef off Totoya Island, 120 miles east of Suva, where she grounded on October 25 (PIM, Nov., p. 29). She is flooded and considerable damage has been done to her hull. Some gear and equipment has been recovered by salvagers. Aerial photo is by Rob Wright.

December for Singapore, where plans are to refurbish her and put her on a regular South-East Asia passenger-cargo run, to include Cambodia and Malaysia. She will be renamed.

As with most BP ships, *Malekula*'s cost had been "written off" many years ago. BP had been after a buyer for some time without success and finally accepted the Singapore offer, with the approval of the Australian Government, for a relatively low sum.

The 3,786-ton trader had been on Australia-New Guinea runs for most of her 16 years and recently she had been plying Sydney - Brisbane - Port Moresby-Samarai, and return.

Her sale follows that of the venerable *Bulolo* by only a few months and reduces the BP medium-sized freighter fleet to four. Left

### In The News This Month

Akaroa	Moresby
Aranda	Mundeamo
Arawa	Nexus
Avanti	Nightingale
Bev	Northern Star
Blue Water	Pacifique
Braeside	Pasteur
Bulolo	Perpetua
Caledonien	Peter Ikori
Cambodge	Pierre Loti
Carousin II	Raireva
Cheng Chun No. 102	Rebel
Discovery	Sea Bird
Dove	Seven Bells
Fahrmannsand	Snoopy
Fiji Maru	Southern Cross
Fox Trot	Sylvia
Gisele	Tahitien
Jean Laborde	Tatosa
Luhesand	Tui Lau
Magga Dan	Tungaru
Malekula	Whisper
Manusina	Windwagon
Montoro	



are the 19-year-old *Braeside*, the 14-year-old *Tulagi*, the 12-year-old *Montoro* and the three-year-old *Moresby*. BP will retain them.

Three of them have recently been modernised with improved cargo-handling facilities, and the company may even charter a modern vessel for NG operations.

Policy remains to have the ships making profits by 1970, after over 20 years of continuous losses.

#### WHAT WILL NAURU DO WITH HER NEW SHIP?

The Republic of Nauru's first and only vessel, a 6,000-ton passenger/cargo ship, is to be launched in Leith, Scotland, on December 19, and is expected to start on its delivery voyage next March. The President of Nauru, Hammer DeRoburt, will attend the launching with his wife, who will carry out the launching ceremony.

In November the name of the new vessel was still undecided. Originally the ship was to be named *Nauruan Chief*, but there was some opposition to this in the republic because it was felt too many Pacific ships were named "chief".

Nor has it been decided where the ship will operate. The decision to build the vessel was taken before independence. The economics of the exercise were based on the fact that she would probably operate Sydney-Port Moresby-Honiara-Nauru with passengers and general refrigerated cargo, and Nauru-Cairns-Brisbane on the return journey, carrying phosphate.

There is a superphosphate works at Cairns, and it was thought that delivery at Cairns of 5,500 tons of phosphate a voyage (at delivery charges of something like \$4 a ton) would be a lucrative cargo for the ship. The new vessel was in fact especially designed with shallow draught with Cairns in mind, as BPC ships are too big. With this loading, only an additional 200 tons of general cargo from Australian ports would make the ship a paying proposition.

However, latest plan is to run the vessel to Melbourne, which happens to be Nauruan headquarters in Australia. There is little cargo offering in Melbourne—most comes out of Sydney—and some observers insist that it won't be economic to take the vessel any further south than Sydney.

There is, though, a possibility that the vessel may establish some regular link with the US Trust Territory of Micronesia, and officers of Micronesian InterOcean Line Inc. were in Melbourne recently, talking to the Nauruans about the possibility of the

vessel operating a rationalised service in that area in conjunction with other MILI vessels.

One attitude on Nauru is that the vessel should be retained as a prestige vessel, and for the occasional work of re-laying the deep moorings at Nauru (a job which she is specially fitted out to undertake).

But prestige vessels are too expensive for little nations which have to pay their own way and there is also pressure on the government to put Nauru's new vessel to practical use and earn profit from it. A lot of people will be interested in the outcome. (See also MILI report, p. 110).

#### THIRD QUEENSLAND-NG SERVICE MOOTED

There are moves in Northern Queensland to start a new shipping cargo service next year between Queensland and Papua-New Guinea.

Queensland interests, supported by the Townsville District Development Bureau, are behind the moves, and they claim that they can operate with cargo rates much lower than present ones. They plan to use a 900-ton ship and call at major ports in the territory, including Kieta, Bougainville. The Bougainville Company is not involved in the new plan.

There are two other services be-

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**CARGO VESSEL**, 66 ft x 18 ft, wood copper sheathed, 260 h.p. diesel, excellent condition. \$36,000.

**TRAWLER**, 50 ft x 15 ft, built 1964, 140 h.p. Rolls-Royce diesel, fully equipped and in survey. \$21,000.

**WORKBOAT**, 28 ft x 10 ft, flush deck, wheelhouse forward, winch, 56 h.p. diesel 2/1 reduct. \$5,000.

**MOTOR SAILER**, 40 ft x 12 ft, built 1961, 95 h.p. diesel, synthetic sails, large inventory, needs some fitting out. Realistically priced at \$11,000.

We shall be pleased to obtain independent surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.



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One hold of approximately 100 ton measurement capacity. Serviced by two-ton cargo derrick.

Engine: 160 H.P. 8 cylinder Vivian Diesel.

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tween Queensland and New Guinea currently operating — Queensland Papua Line Pty. Ltd., registered in Papua, offering a 16 day service out of Brisbane to Thursday Island, Port Moresby and Samarai, with the MV *Jo-tor*, and Keith Holland Shipping, which operates from Cairns to Daru and Port Moresby, with the *Jardine*.

Mr. Ken Thomas, a Sydney businessman and a major shareholder in Keith Holland, told *PIM* the company intended to expand its services to New Guinea next year with a bigger vessel than the *Jardine*, which had been too small to handle some of the recent cargoes offering. He said Keith Holland would come to an arrangement with a territory firm and charter or buy a 900 or 1,000-ton refrigerated freighter. It hoped to carry sawn timber for back-loading trips to Queensland.

Meanwhile, when news of a third service was reported in P-NG, importers mostly said they welcomed it but they doubted if sufficient cargo would be available over a long period to make the run economical. Some pointed out that several ports were currently over-catered for and if a shipper did not get an almost full cargo load north, his journey would be a loss because southbound cargo loadings were virtually non-existent.

#### NEW ONE FOR THE SOLOMONS

The Solomons' Markwarth Shipping Company has added a new trader to its fleet of inter-island ships—a 70 ft vessel capable of carrying 60 tons of cargo. The trader is called *Gisele* and will trade between Honiara and Gizo.

#### NOTORIOUS ILE NOU TO BE LINKED WITH NOUMEA

Port improvements in Noumea mean that Ile Nou, the largish island off Noumea which was once notorious as a French penal settlement, is to be connected with Noumea soon.

A Brussels report says that the Common Market countries and the Banque Europeene d'Investissement have concluded an arrangement under which New Caledonia will receive a loan of \$US1 million to partially finance improvements in the port of Noumea.

The loan will enable deep water berths to be built for passenger vessels and ships engaged in the nickel industry, as well as a dike to connect Ile Nou with Noumea.

The report says that the deep-water berths will have an important bearing on the development of the tourist industry, and that the link between Ile Nou and Noumea will

open up new development land.

Ile Nou, which is about three miles long and half a mile wide at its widest part, is separated from Noumea's Pointe de l'Artillerie by barely a quarter of a mile of water.

The use of Ile Nou as the headquarters of a French penal establishment in New Caledonia began in 1864 and continued for 40 years.

Most of France's long-term prisoners during that period were incarcerated on Ile Nou, and the place is associated with many horror stories common to penal establishments.

Ile Nou is still a penal island—Nouvelle Prison being situated there.

#### AUKI SCHOOL WILL KEEP GOING

Auki's Boat Building School, on Malaita, will be run for the next two years by the BSIP Government on a "trial" commercial and apprenticeship basis (*PIM*, Nov., p. 103).

In co-operation with the protectorate's Marine Department and its marine base at Tulagi, the yard will be run by its previous chief instructor, Frank Faulkner, who is now senior foreman.

On hand will be 10 former students of the boat building course

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### FIRST VISIT TO SUVA

Russia's newest research ship, "Akademik Korolev", attracted great interest in Suva when she spent a few days there during her maiden voyage in October. Built at Vismar, East Germany, the 7,000-ton ship is conducting meteorological research in various seas and oceans during her around-the-world trip.

at the yard who will carry out any business the yard can attract. A new planing machine and a logging saw has arrived and a recent project was repairs on a 30 ft vessel. *PIM's* correspondent on Malaita said residents were hopeful the yard could continue building boats and training Islanders.

### DAIWA LINE CALLS AT TARAWA

The Daiwa Line's first vessel to call at Tarawa, Gilbert Islands, was to arrive on November 22, out of Yokohama, Japan. Mr. S. Takato, general manager of the company's business department, told *PIM* the

vessel, the 9,685-ton *Fiji Maru*, would carry cement, canned food, canned beer, and steel products and her only call on the way to Tarawa would be at Guam.

Daiwa's call was earlier than expected; previously it was announced that it would be next year (*PIM*, Nov., p. 103).

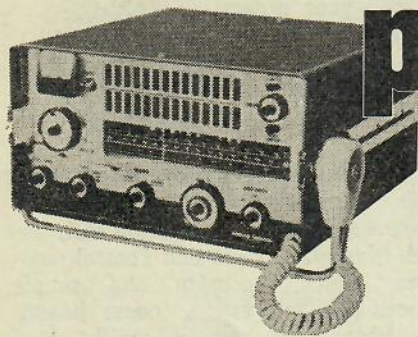
### MILI THINKS MICRONESIA SHOULD HAVE WIDER HORIZONS

The US Trust Territory's new shipper, Micronesian InterOcean Line Inc. (better known to Islanders as MILI) has ambitious plans to link up the territory—which the company thinks has been the Siberia of the Pacific for too long—with the South Pacific by means of a regular shipping run south.

MILI sees the future of the Carolines, Marshalls and Marianas being with the South Pacific and has already begun trying to establish links southwards. There have been talks in Australia, New Zealand and with leaders or representatives of several Pacific Islands territories, but no new schedules had been planned by December.

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limited number of Australasian goods are already selling very well in the Marshalls and it would like to carry these goods itself.

Plans would probably include chartering at least two additional freighters under 5,000-tons, with refrigerated space. The ships would be on monthly runs out of Sydney or Auckland to the Marshalls, calling on as many Pacific Islands as possible on the way.

MILI in September won a 10-year contract with the US Government for a shipping route from the US to the US Trust Territory and within the Trust Territory (PIM, Oct., p. 103).

Several freighters of under 5,000-ton are already on charter or bought and traders in the territory, such as Ponape's Carlos Etscheit, with his trader *Tungaru*, have taken up shareholdings in the company.

#### NAVIGATIONAL AIDS FOR FIJI

The operation of VRO in Fiji will be improved next year by the installation of powerful new transmitters—probably before August.

The Minister for Communications, Works and Tourism, Mr. C. A. Stinson, said the government was doing everything possible to speed up installation.

He felt that the new transmitters would obviate the need for a maritime radio service in the Lautoka area—a suggestion made by delegates to the Fiji Tourism Convention in October.

#### AIR SEARCH CALLED OFF

An air and sea search for a missing Nationalist Chinese vessel, *Cheng Chun No. 102*, has been called off by the Solomons and GEIC Governments.

The boat, based out of Pago Pago, American Samoa, was last heard of in late September when she reported her engine on fire between the Gilbert and the Ellice Islands. Glass fishing floats were recovered in the area, but it is not known if they came from the *Cheng Chun*.

#### HOLM CHARTERS TWO FOR TAHITI

Holm and Company Ltd. has chartered two vessels to maintain the company's New Zealand-Tahiti cargo run. They are the *Fahrmannsand* and the *Luhesand*.

The company recently returned to its owners the *Magga Dan*, a Danish vessel of 1,700 tons it had chartered for 12 months until May, 1969, because it had proved too slow and it would not be needed for tourist

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cruises of the Antarctic this year.

In the first-ever tourist cruises of the Antarctic last year *Magga Dan* made news in Australasia when it was grounded on ice for a short period. This year it has operated monthly passenger-cargo services from Auckland to Rarotonga and Papeete.

### STEAMIES TO BUILD OWN REPLACEMENTS

Steamships Trading Company Ltd. has let a contract for construction of a new steel motor vessel for operations around the New Guinea coast. The vessel will be the same design as another vessel currently being built in Steamies' Port Moresby yards.

The company's coastal shipping operation profits in the year ended June 30 were "considerably reduced" because of heavier expenses and overhauling costs, directors say in their annual report.

Steamies lost her trader *Bev* last November in a storm, with eight lives. In February this year a new coastal vessel *Peter Ikori*, built in Queensland, went into service.

Company policy is to phase out older wooden coastal vessels and replace them with new vessels, built by Steamies herself.

### AMERICAN SAMOA NEEDS MORE VESSELS

American Samoa's Port Administration had only two vessels—*Tatosa* and *Manusina*—"that were worth sending out to sea", Governor Owen Aspinall said in November.

He said the administration had had six launches, but one had been sunk recently in 40 ft of water near Pago Pago's Marine Railway. Governor Aspinall said the administration's launches were "not worth the money it takes to keep them in repair."

"American Samoa would have to find additional boats to do work which could not be provided by commercial boats," he said.

### SMALL SHIPS WHARF FOR NEW HANOVER

New Hanover Island, off the north-western tip of New Ireland, NG, will get a \$9,000 small ships wharf at the end of a 300 ft causeway at Meterankan, on the islands' south coast.

The causeway, straddling a coral reef, was to be finished by December and then the NG Administration and the island council were to jointly finance the wharf.

New Hanover is a big copra-producing area, with European and New Guinean plantation owners shipping

copra regularly to Kavieng and Rabaul. There are numerous anchorages, but Meterankan is the only suitable all-weather harbour.

### SHAW SAVILL TO ADD TO ITS FLEET

Shaw Savill will add two passenger liners to its present fleet of three ships on its around-the-world route, via Rarotonga and Papeete, in the Pacific Islands.

The new ships, the 20,000-toners *Arawa* and *Aranda*, will be transferred from the company's South American trade. Their arrival in early 1969 will enable Shaw Savill to begin

Pacific cruises with the liners *Northern Star* and *Southern Cross*.

Both will begin cruises to South-East Asia by the middle of next year, and in early 1970 cruise calls at New Zealand and the Pacific Islands will begin. Ports at which Shaw Savill will call at have not been announced, but the company will be after new calls in the Islands and these could include Vila, Santo and Honiara as well as old regulars like Suva, Noumea, Apia, Pago Pago and Nukualofa.

Meanwhile, the company's most recent addition in the South Pacific, *Akaroa*, will continue on her trans-Pacific voyages.



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## Cruising Yachts

● **SEVEN BELLS**, Bill and Marci Taylor's yacht, has been sold, but the Taylors have plans to travel to Europe early next year, buy another boat and cruise the Caribbean and then the South Pacific. The Taylors were recently at Redondo Beach, California.

● **NEXUS**, Chuck Harris' 30 ft sloop, was to leave NZ in early November for Australia, via Norfolk and Lord Howe Islands. Chuck, who has already made calls in French Polynesia and the Cooks, had earlier hoped to leave on September 27 (*PIM*, Nov., p. 113).

● **SNOOPY**, 33 ft sloop named after the famous cartoon character, reached Russell, NZ, on November 3 from Nukualofa. Aboard were Norman and Doris Malin and their three children, Terri, Dennis and Norman. Plans are to stay in NZ indefinitely.

● **PERPETUA**, 40 ft US trimaran, reached Russell, NZ, on November 1 from Nukualofa for an indefinite stay. Aboard are "Dusty" and Carol Ogg and Alan and Charlene Walker. The Walkers left *Sea Bird* just before she hit a reef off Rangiroa, French Polynesia, recently.



"Dove"

● **DOVE**, Lee Graham's 24 ft sloop, was reported in Surinam (formerly Dutch Guiana, South America) in late October. Lee is on an around-the-world trip and has already made many calls in the Pacific Islands.

● **WINDWAGON**, the Tretheway's 60 ft ketch which was recently in Suva (*PIM*, Nov., p. 113), reached Whangaroa, NZ, in early November. Plans are to cruise NZ waters until the hurricane season is over, and then head for Australia.

● **NIGHTINGALE**, the Bennett's 36 ft ketch, reached Russell, NZ, from Suva on November 3 after a "horror" trip which included engine

troubles and fire. *Nightingale* was almost towed into Russell Harbour but at the last moment Tom was able to get the engine going. The Bennetts have moved ashore and are thinking of shipping the ketch back to the US. They have made calls at the Galapagos Islands and Tonga.

● **FOX TROT**, Al and Eva Fox's yacht, was to leave Panama in late August for the Galapagos Islands and the South Pacific. The Fox's have recently cruised the West Indies and the Venezuelan coast.

● **DISCOVERY**, the Hogan family's yacht which returned to Honolulu on September 1 after a

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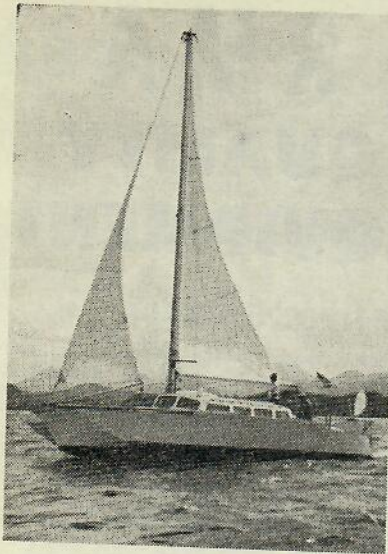
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"Rebel"

two year cruise (*PIM*, Oct., p. 109), was to stay in Hawaii indefinitely. The Hogans hoped to find work and recently they were at Hilo with plans to sail for Oahu.

● **REBEL**, with Marvin and Ann Glenn, was in Russell, NZ, in November after a two-month stop-over at Lord Howe Island. Plans are to remain in NZ waters until March or April next year before pushing on.

● **WHISPER**, Hal and Margaret Roth's 35 ft sloop, returned to Sausalito, California, in late October after a 19,000-mile, 19-month cruise through the Pacific, including stops at French Polynesia, the Cooks, Samoa, the GEIC, the Eastern Carolines and Guam. "People were so kind to us and we made dozens and dozens of friends," Hal said in a note to *PIM*. "We'll be back in the South Pacific one day soon".

● **SYLVIA**, with Bob and Sylvia "Sally" Welles of Los Angeles, and their three sons, reached Russell, NZ, on November from Suva (*PIM*, Nov., p. 111).

● **MUNDEAMO**, with Phil and Virginia Dutcher, was to reach NZ in mid-November after a trip from Suva (*PIM*, Nov., p. 111). *Mundeamo* has made recent calls at Tonga.

● **AVANTI**, 66-year-old topsail schooner, was in Sydney in November after a slow trip from Norfolk Island. Aboard were the owners, Leif Brochmann and his brother Erik and a crew of two girls and three men.

The schooner has made calls at the Galapagos Islands, the Marquesas and the Cooks. Plans are indefinite.

● **CAROUSIN II**, Mike Kane's trimaran, was in Capetown, South Africa, in late October, with plans to sail for the West Indies and make calls at Trinidad, St. Helena and Ascension Island. In a note, Mike said he would have a crew of three South African men and one South African woman.

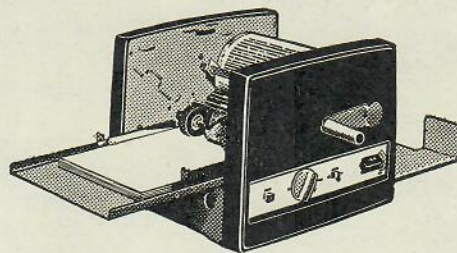
● **RAIREVA**, 36 ft sloop, spent a week in Fiji recently before leaving for Auckland where skipper, Gerd Muller and his crew-woman, Miss

Leni Horstmann, plan to spend five or six months.

The couple have been cruising in *Raireva* since leaving Rotterdam in August, 1966. They intend to cross the Indian Ocean late next year, returning home to Hamburg in 1970.

● **BLUE WATER**, Dick and Sylvia Gard's 42 ft American ketch, was expected in Hawaii in December after a cruise from Papeete via the Tuamotus. Next stop after Hawaii was to be San Diego, California. The Gards were in Papeete in August after leaving NZ in May and calling at Rarotonga, Bora Bora, Tahaa and Raiatea (*PIM*, Aug., p. 104).

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and Thomson Ltd., a company which has widely diversified in the food and drink field.

At first sight the link between the two companies seems to be a protection against takeover bids, but the directors of the two companies indicated they were looking ahead. They saw the arrangement as giving considerable financial benefits to each.

The BP directors added that consolidation of reciprocal trading activities would ensure "a sound and integrated development" of MBT's expert manufacturing and packing potential with BP's widespread channels of distribution.

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MBT rival their new partner with bonus issues. Every four years since 1952 there has been such an issue, and each of the last three was on a one-for-four basis.

The chairman and managing director of MBT, Mr. Donald Junor, had close links with Fiji more than 30 years ago.

He founded the firm of accountants which later became known as Sands Junor and Co., Suva, of which Mr. Syd Gould is now the principal.

Mr. Junor and Mr. P. T. W. Black, now general manager of Burns Philp, met in 1934 in the old *Mariposa* on a trip to Suva, and later they shared the same table at the Grand Pacific Hotel.

They did not meet again till recently when the two companies started to talk about the share exchange.

Other points in BP's annual report:

The directors had their annual "beef" about their unprofitable shipping activities. However, they expect to benefit by altering some routes and modifying some of the ships. They hope to achieve a reduction in shipping losses of about 50 per cent. in the 1968-69 financial year, they said.

Difficult trading in New Zealand was another bleak part of the report, and the drought in NSW affected the overall result of BP's trading stores in that State.

The plantation interests experienced a very good year with increased production and prices of both copra and cocoa.

The Pacific Islands subsidiaries reported buoyant conditions, and made handsome contributions to group profit.

## New bank in Tahiti breaks 60-year-old monopoly

From a Papeete correspondent

The foundation of a new bank in Tahiti, with a capital of 40 million French Pacific francs (\$A400,000), was announced in Papeete in November.

Called the Banque de Tahiti, the new bank will break the monopoly of the Banque de l'Indo-Chine, which has been the only bank in French Polynesia since 1905.

The new bank has three Honolulu businessmen among its directors and apparently has substantial American backing.

Its capital is divided into 20,000 shares of 2,000 francs each, all of which have been paid up to 1,000 francs.

With offices in the Fare Gauguin, Rue Paul Gauguin, Papeete, the bank aims to provide all types of banking facilities in French Polynesia, French territories and overseas.

The bank's list of directors is headed by Mr. Jean Breaud, a 63-year-old French banker, who has lived in Tahiti since 1946 and is married to a daughter of the late Oscar Nordman, a colourful Tahiti personality of the pre-war years.

Mr. Breaud is the owner of an extensive property in the district of Atimaono, where he raises cattle, grows pineapples and sugar cane, and manufactures rum, and where he has begun large-scale developments designed to create a de-luxe haven for tourists.

The other directors on the board of the new bank are: Mr. Jean Lalanne, of Punaauia, Tahiti; Mr. Henri Jossiermoz, of Vauresson, France; Messrs. Clifton Terry, Charles Klenske and Francis Moore, all of Honolulu; and Messrs. Gaston Montaron, Hans Carlson and Jean-Baptiste Le Caill, all of Papeete.

Mr. Lalanne is chairman.

The foundation of the new bank, with its three American directors and capital, follows two or three years of agitation on the part of the radical majority parties in French Polynesia's Territorial Assembly for an American bank to open a branch in Tahiti.

Although it is understood that certain American banks were willing to do this, the French Government refused to grant them permission.

However, with the employment situation in French Polynesia now tightening up following the con-

clusion of the major part of France's nuclear testing project in the Tuamotus, and with new investment badly needed to develop the tourist industry and so maintain the prosperity of the "bomb years", the French Government has apparently decided to relent somewhat.

The establishment of the new bank will almost certainly bring new American capital to Tahiti, and will probably make it easier for small investors to obtain credit.

By breaking the stranglehold that the Banque de l'Indo-Chine has had on French Polynesia's economic life for the past 63 years, the new bank will bring an end to an anti-American anti-British banking policy which the French Government initiated in 1875.

### Founded in 1875

According to an official history of the Banque de l'Indo-Chine published just before World War II, that bank was founded in 1875 "with the object of excluding English and American banking interests from Indo-China".

With headquarters in Paris, the bank started with two branches—one at Pondicherry, India, the other at Saigon.

As time went on, the French Government gave it the right to issue notes for Indo-China and French India; and subsequently it opened branches in other parts of Indo-China and the Far East.

The bank moved into Noumea in 1878 and to Papeete in 1905; and for many years it was the note-issuing authority for New Caledonia, French Polynesia and the rest of the French Pacific.

Its right to issue notes for those territories was withdrawn by the French Government in 1967 when the Caisse Centrale de Cooperation in Paris took over that function (*PIM*, March, 1967, p. 11).

The French Government's action in 1967 appears to have been designed to open the way for other banks to compete in the Banque de l'Indo-Chine's previously closed preserve.



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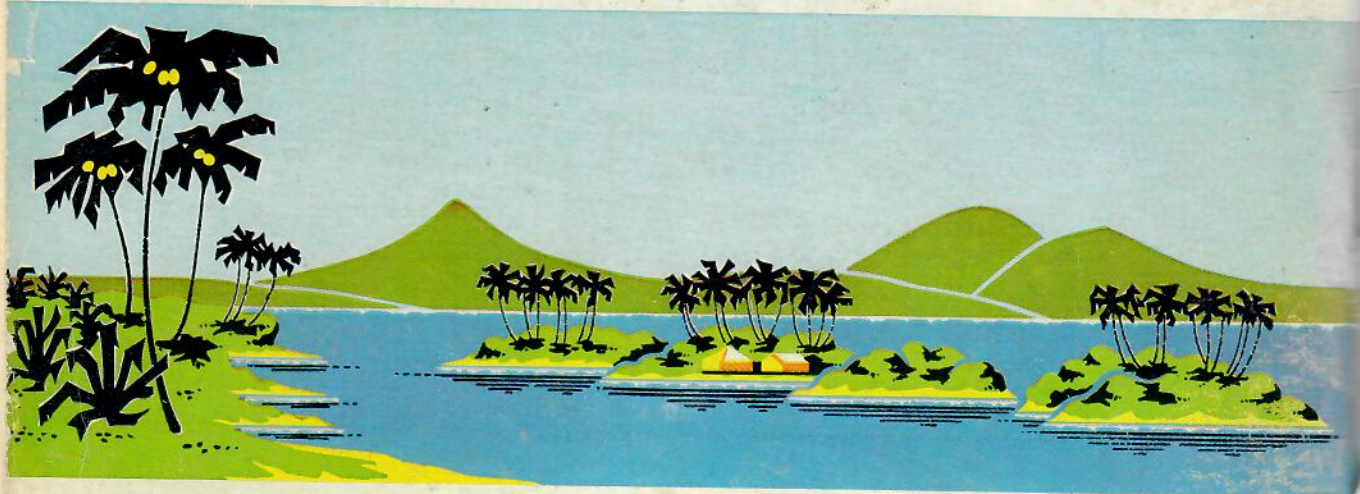


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