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BOOKS

Second, they organised. Glick portrays a people who may qualify as one of the 'joiningest' groups of people in modern immigrant history. They joined cemetery associations, Hoong Moon societies, volunteer fire departments, and the umbrella United Chinese Society. They joined district associations, village clubs, lineage-village clubs, dialect associations, surname societies, and craft guilds.

When the Chinese community or an individual Chinese faced a crisis, there existed network upon network of personal alliances to meet it. An indigent Chinese could find bed, board (and a safe place to smoke opium) at his Hoong Moon club house. A Chinese school seeking funds could depend on the support of the community's organisations.

Glick's major failing is stylistic. He is a sociologist, and

Cruiser's guide to the 50th State

Cruising Guide for the Hawaiian Islands. Edited by Arlo W. Fast and George Seberg. Published by Pacific Writers Corporation Honolulu, Hawaii, 1981. 184 pp. US Library of Congress No. 80-84646. No ISBN, price, provided.

With a coastline of about 1200 kilometres — or 750 miles as the metrication-resistant American authors of this book say — the Hawaiian Islands must certainly be worth cruising. This work, for its part, must certainly make such a cruise more enjoyable entertaining, and easier on the nerves, and is an interesting book in itself.

A spiral-bound volume of 184 pages, it is a no-frills compendium of information, directions, and snippets that would be useful to anyone — but to a cruising yachtsman, invaluable.

Contents include: 'Winds waves and currents', 'The crossing' (from California, of course), 'Entering Hawaiian waters', 'Boating facilities', 'Anchoring procedures', 'Charts', 'Sailing directions', and more besides. These are in fact 33 distinct sections, in the book and a number of excellent colour photographs of some of the scenic delights of the islands.

The book reveals the fact that there are 13 695 registered vessels in Hawaii — not bad for a population of 900 000. On the other hand, it's rather sad to learn that of all the ethnic groups inhabiting Hawaii, pure Hawaiians account for only one percent. Indeed, there are more Koreans.

The publishers, editors and their contributors have done a great job, and certainly this writer would find it hard to ask a question about Hawaiian cruising to which this book doesn't provide a comprehensive, detailed answer.

It is to be hoped the publishers go on to provide similar guides to other Pacific cruising grounds. — John Collins.



Chinese store-front in Hawaii: Part of a pattern of commerce, guilds, clubs and societies. The photograph is a detail from Rick Golt's recently-published *Hawai'i Hawai'i*, from the University Press of Hawaii.

too often writes like one. That is not a compliment. The language of social science may rival Haaka or Punti in difficulty, and is as thoroughly boring to the uninitiated. When Glick abandons it for a more straightforward narrative style, *Sojourners and Settlers* makes good reading. — Dan Boylan.

JOSEPH THEROUX deftly reconstructs the dreadful events of March 16-17 1889 when a great hurricane struck the harbour of Apia, crowded at the time with warships from Germany, the United States and Britain. It is a story of heroism and shame, with hardly anybody emerging more creditably from it than the Samoan people themselves.

O Le Afā — Apia's hurricane of March 16, 1889

Halfway down the road between Apia proper and Mulinu Point, on the island of Upolu, Western Samoa, stands a marble obelisk. It is enclosed by a low wall, ringed with palms, and set back on the inland side of the road. Once there were other graves, but these are now gone. Scores of people pass the obelisk daily, on their way to work or to drink at the clubs, rarely glancing over. Tourists pause, feeling obliged to take note of it, but upon seeing the inscription in German, shrug and wander off, cursing the humidity.

The front face displays a German eagle, and, beneath it, these words: *Den auf der australischen Station für das Vaterland geblieben Kameraden.* (Here lie for the Fatherland our Comrades of the Australian Station.) Beneath that, a representation of a cluster of leaves, and, further down, a list of sailors killed in action in December of 1888. On the other three faces are listed the names of 93 sailors killed, not in action, but in a hurricane, and amidst circumstances so singular that they have led people to refer to them as acts of God, or Providence, or, as in the title of one book, *The Typhoon that Stopped a War.*

The right face reads: *Im Orkane am 16 März 1889 bei den Samoa Inseln mit S.M. Knbt. Eber und S.M. Krzr. Adler geblieben...* (In the Hurricane of March 16, 1889 near the Samoan Islands with the warship *Eber* and the cruiser *Adler* their men lie here...)

The hurricane sparked scores of accounts, 'eyewitness' reports, articles, investigations and pamphlets. Even into this century, accounts of it have found their way into Pacific journals, travel books, histories, magazines and, in 1968, the above-mentioned book. Reading these reports, one is struck by the inconsistencies in the

number of deaths given. They range from 130 to 155, with almost every number in between, each author concluding with an air of finality that such-and-such a number of men died.

On April 1, 1889, the Sydney *Daily Telegraph* would report: 'It was a day of terror, indeed, but also of golden deeds, of staunch courage and good seamanship in the face of appalling storms, and of heroic rescue by a noble race of (so-called) savages...' Unfortunately, there was also quakebuttock cowardice by some who would turn their backs on their struggling comrades, allowing them to die.

And it was the German monument, mute in its remembrance of the *Kameraden*, which was to give a key to the long-sought answer as to how many died.

• • •

In his book, *Adventures in Paradise*, Willard Price summarised neatly, though in a somewhat staccato fashion, the

A contemporary artist's impression of HMS *Calliope* during the 1889 storm in Apia Harbour. *Calliope* was the only one of seven warships to survive the storm, although two of the wrecked ships were salvaged several months later.

events leading up to that fateful day in March:

'Germany wanted Samoan trade. The British and Americans did not care to see Germany become dominant in the treasure islands.

'German warships came to reinforce German demands. The Samoans rejected German terms. The Germans then seized the public buildings and raised the German flag. People rebelled and blood was spilled.

'More warships arrived, three American and one British. Angrily they manoeuvred around the three German vessels then in the harbor. In March 1889 the tension mounted swiftly toward a climax. A fight seemed inevitable. And a match struck here might ignite Europe...'

Robert Louis Stevenson wrote in *A Footnote to History*, in which he devotes 15 pages to the hurricane, that '... Germany and the States, at least in Apia Bay, were on the brink of war...'

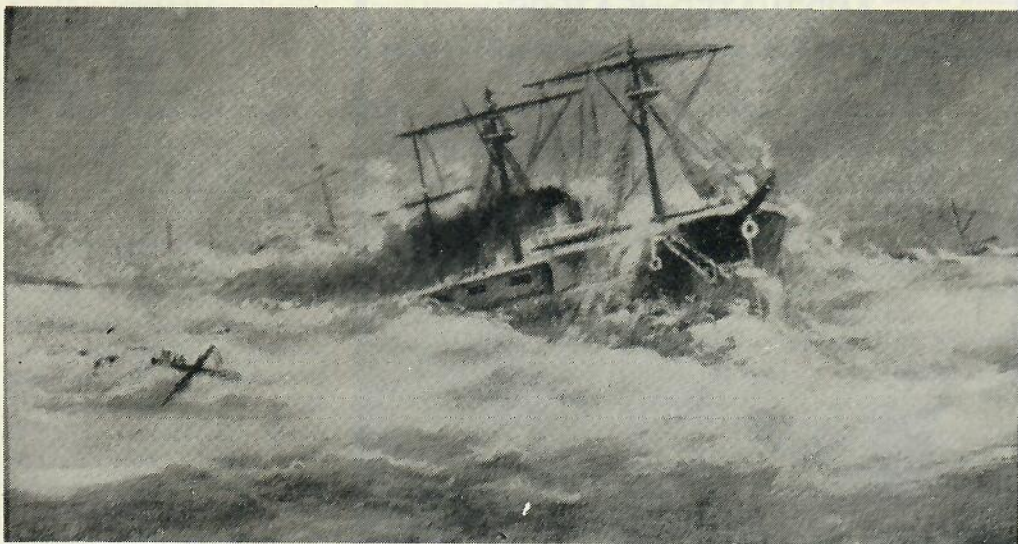
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Captain H.C. Kane, of the lone British warship *Calliope*, was later to estimate the harbour's capacity at four large ships. But, on the Ides of March, there were, in the harbour of Apia, no fewer than seven warships —



three German, the *Olga*, *Eber*, and *Adler*; three American, the *Trenton*, *Vandalia*, and *Nipsic*; and one British, the *Calliope*. There were also six merchantmen, two iron barques and a number of smaller craft. And Apia harbour hardly was (or is) a sailor's dream. Its passage and anchorage were narrow, and it was ringed by shelves and teeth of jutting coral. J.C. Furnas called it 'a known death trap in a heavy northern blow'.

At 2pm on that day, the barometer plunged to 29.11", and the winds picked up. The beach community, believing the hurricane season to be over, was confident the squall would soon pass. They passed on their optimism to those on shipboard. And each captain, unwilling to lose his place of 'dominance' in the harbour, waited for others to back down and quit the scene. When no one did, upper yards and topmasts were struck,





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LOSS OF 150 LIVES.
Fearful Violence of the Wind and Sea.
The Shore Strewn with Wreckage.
Terrible Scene of Desolation.
BRAVE AND UNSELFISH CONDUCT OF THE NATIVES.**

The nine-decker headline which the Sydney Morning Herald used on March 16, 1889, to introduce the story of the Apia hurricane.

their bows kept into the northeast wind. 'This was the moment,' Stevenson wrote later, 'when every sail in the harbour should have escaped.'

But the captains were playing a dangerous game of gamble and bluff, fast approaching that point when 'horrors (would) accumulate on horror's head', as the Sydney Daily Telegraph reported.

• • •

The ships sought to ride out the storm. They 'were alternately buried from view... or seen standing on end against the breast of billows' (RLS). The rain poured down on them, the wind screamed around them, and the waves flooded their decks. Rear-Admiral Kimberly, commanding the American flagship *Trenton*, wrote in his report, *Samoan Hurricane*, that 'two hundred men sang "knock-a-man-down", a shanty song, as they manned the pumps'.

The storm began with full force during the night of March 15 and the early hours of March 16. The Vaisigano River, usually a harmless trickle, swelled and rushed into the harbour, scouring, in Kimberly's words, all the mud and sand out of the harbour. The kedge anchors, with little to catch, dragged helplessly on the harbour floor. Though the winds were of hurricane force, at times exceeding 160 kilometres per hour, it was the action of the river and the harbour that would strangle the ships.

The two German ships, the *Olga* and the *Adler*, and the American *Nipsic*, cannoned into each other repeatedly in the darkness, hulls plunging

into beams, as the sailors frantically tried to keep their ships afloat. In one collision, the *Olga*, after knocking off the *Nipsic's* smokestack, span and struck the *Calliope*. Without a funnel, the *Nipsic* could not get up steam. Smoke and sparks flew around her decks, blinding and burning the crew. Low on coal, they tried to maintain the ship's fires 'with barrels of pork' (RLS).

The *Nipsic* lowered a boat of five men, but the seas swamped it and the men drowned. Two others panicked, tried to swim ashore, and were also lost.

In a few hours the *Nipsic* would be beached and deserted by her crew. Instead of mounting any rescue attempt, even for their fellow Americans, the *Nipsic's* crew, known as wild throughout Pacific ports, wandered around, or, according to Edwin P. Hoyt, in *The Typhoon that Stopped a War*, 'made for Mr Moors' hotel and other saloons along the row', in defiance of their captain's orders.

Before dawn, the German *Eber* was blown southwest onto the reef. Coming into the hurricane with an injured propeller, she was unable to get steam up. Stevenson wrote: '... she... struck the front of the coral... struck again, and (went) down stern foremost', taking with her nearly the whole crew. Estimates ranged from 71 to 76 men lost. Stevenson himself was unsure. The German monument, however, lists Captain-Lieutenant Wallis and 72 of his officers and crew.

The German *Adler*, having lost her bowsprit in the collision with the *Olga*, found her stern dangerously close to the reef. The *Trenton*, having lost her rudder and become flooded, blocked the *Adler's* way to open ocean. Unwilling to risk the fate

of the *Eber*, Captain Fritze ordered the moorings slipped. Stevenson described it:

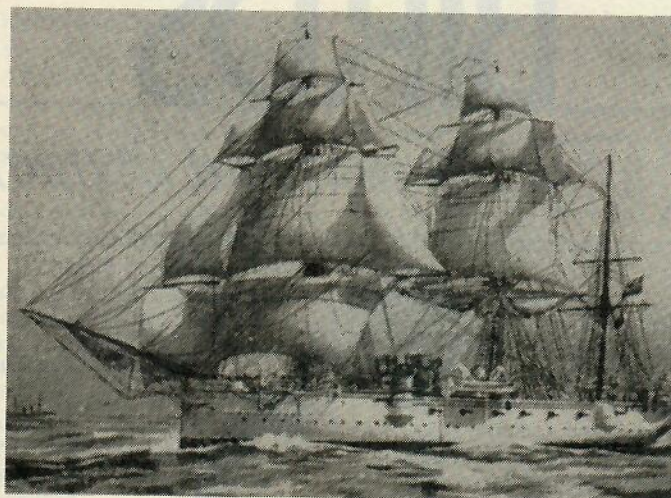
'By about 8am, it was the turn of the *Adler*. She was close down upon the reef; doomed herself, it might yet be possible to save a portion of her crew; and for this end Captain Fritze placed his reliance on the very hugeness of the seas that threatened him. The moment was watched for with the anxiety of despair, but the coolness of disciplined courage. As she rose on the fatal wave, her moorings were simultaneously slipped; she broached in to rising; and the sea heaved her bodily upward and cast her down with a concussion on the summit of the reef, where she lay upon her beam ends, her back broken, buried in breaching seas, but safe.'

Many were injured, some with '... broken limbs, others insensible from the drenching of the breakers... one officer died, it was supposed from agony of mind, in his inverted cabin', for it was not for nearly a day that they could be rescued. All reports, including the silent obelisk, concur that 20 men from the *Adler* perished.

• • •

At 8.45 am, the *Calliope* collided with the American *Vandalia*, carrying away 'the *Vandalia's* quarter gallery with her jib-boom; a moment later the *Olga* had near rammed her from the other side'. At 9 am the *Vandalia* smashed into the *Calliope*, 'clapping her stern under the bowsprit of the (*Calliope*), the fastenings of which were burst asunder as she rose' (RLS).

The *Calliope*, yardarms, booms and stays damaged, was, in the words of her captain, near to the reef on her port quarter, with the *Vandalia* coming 'down on our port bow', and the *Olga* close to the starboard side. 'I could not let my vessel ride to the length of my cables, with the reef so close astern of me. To move ahead would be to run down the *Vandalia*, and if the *Olga* had gone ahead she would have battered into the *Calliope*.' There was no hope of allowing the waves to hurl her upon the reef, as in the case of



Calmer times for HMS Calliope, the only warship which survived the Apia hurricane. The steam and sail powered Calliope was still in service more than 20 years after the storm.

the *Adler*, for the 2800-ton *Calliope* was three-and-a-half times the size of the *Adler*. 'It was,' Captain Kane noted later, with unnerving understatement, 'the most ticklish position I was ever in...'

Kane was determined to attempt to escape from the cauldron of the harbour to the relative safety of the open sea. As the *Nipsic's* crew drank themselves insensible on the beach, the *Calliope's* men worked the engine 'red hot', slipped cables and snaked past the *Vandalia*. Still blocking the passage lay the *Trenton*, ventilators flooded, engines out, rudderless, resigned. Price wrote: 'A dangerously narrow gap was left between wreck and reef. Through this gap the *Calliope* ventured, almost certain of destruction on one beam or the other.' Stevenson wrote:

'Not often in naval history was there a moment of more sickening peril, and it was dignified by one of those incidents that reconcile the chronicler with his otherwise abhorrent task. From the doomed flagship, the Americans hailed the success of the English with a cheer. It was led by the old Admiral (Kimberly) in person, rang out over the storm with holiday vigour and was answered by the *Calliope's* crew with an emotion easily conceived. The ship of their kinsfolk was almost the last external object seen from the

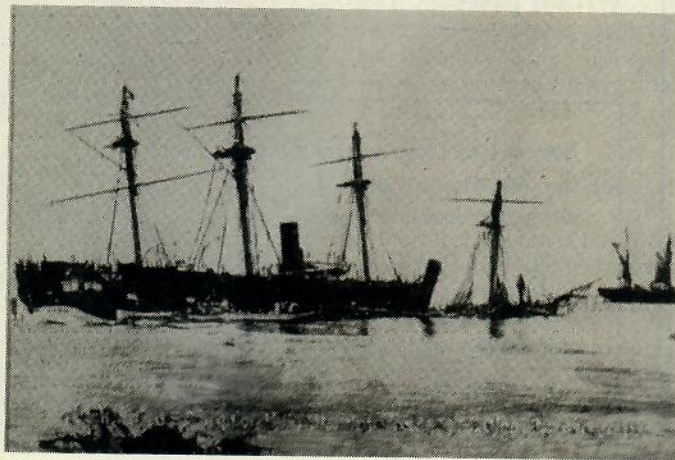
Calliope for hours; immediately after, the mists closed about her till the morrow.'

In fact it was not until the next day the crew realised they had escaped: it had taken, Kimberly wrote, 'more than two hours to cover less than four cables' — about 730 metres.

• • •

After the *Calliope* had escaped, Captain Schoonmaker of the *Vandalia* sought to beach his damaged ship near the deserted *Nipsic*. Swimming ashore with safety lines, many sailors drowned. Schoonmaker continued his progress towards the beach, but the waves caught the stern and heaved it against the reef: '... her head swung to starboard,' Stevenson wrote, 'and she began to fill and settle.'

The exhausted captain collapsed and was swept overboard and drowned before anyone could reach him. According to another account, 'a gun, having become loose during the gale, struck him on the head, dashing out his brains'. His body was recovered some days later,



seven kilometres down the coast.

By 3 pm, only the *Trenton* and the *Olga* were left afloat in the harbour, the *Olga* repeatedly dodging the American ship. Stevenson wrote: '... the *Trenton* parted one cable and shortly after a second... in the fury of the gale... the rudderless ship drove down stern foremost into the inner basin: drifting on destruction for herself and bringing it to others... about 4 pm... the *Olga* (cut) into the *Trenton's* quarters, first from one side, then from the other...'

Captain von Ehrhardt beached the *Olga*, miraculously without a single loss of life. The *Trenton* lost one: during a collision, a gunport was smashed in and a sailor's skull crushed.

The *Trenton* dragged ashore, lurching into the sunken *Vandalia*. Lines were flung from the *Trenton* and the *Vandalia's* survivors climbed down from the rigging, their clothes in tatters from the winds, and were taken aboard. In both their reports, Stevenson and Kimberly agree that 43 men, nearly the whole crew, were lost from the *Vandalia*.

'The morning of the 17th displayed a scene of devastation rarely equalled,' Stevenson wrote. 'The *Adler* high and dry, the *Olga* and *Nipsic* beached, the *Trenton* partly piled on the *Vandalia* and herself sunk to

After the hurricane: Equipment and fittings are being taken from the grounded ship in the foreground, and another ship lies off the reef in deeper water. The storm wrecked six German and American warships and many smaller merchant ships.

BIRDS

of Fiji, Tonga and Samoa

BY DICK WATLING

Birds of Fiji, Tonga and Samoa, is the first definitive account of the ornithology of this island region in the South-west Pacific, where there is a lack of and a growing demand for ornithological material. This book is based on Dick Watling's research and experience in the region.

There is a species account for each resident and regular migrant bird, with sections on identification-orientated descriptions, flight, voice, food, breeding and ecology. Distribution maps aid identification.

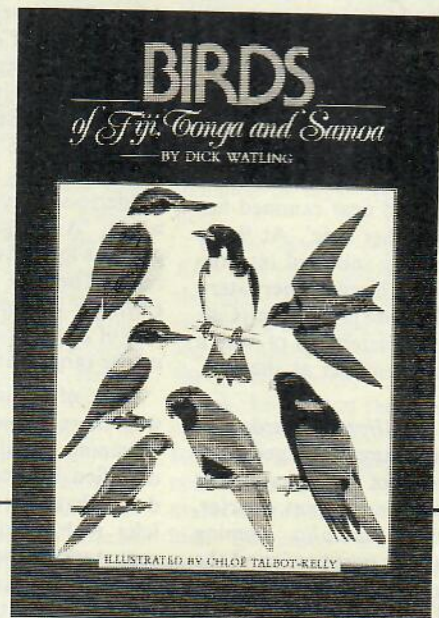
The birds are magnificently illustrated on full colour plates by Chloe Talbot-Kelly, an internationally renowned ornithological artist. She has also prepared black and white text illustrations depicting special features. Photographs by Jim Siers, foremost Pacific photographer, illustrate the bird's habitat. There is a thorough Bibliography and three indices, which provide readers with easy access to any particular bird.



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the gundeck; no sail afloat; and the beach heaped high with the debris of ships and the wreck of mountain forests.'

Stevenson added, along with other writers, that '... not the whole Samoan Archipelago was worth the loss in men and costly ships...'

• • •

Before the hurricane struck, one Samoan rebel leader, Mata'afa, had massed 6000 men behind Apia, intent on attacking the Germans, as they had the previous December.

But upon hearing the news of *O le Afā*, the hurricane, they put aside their guns and streamed into Apia. When the *Nipsic* was beached, they assisted the crew to shore. When the *Adler* was thrown on the reef, 'like a schoolboy's cap' in Stevenson's phrase, another group of Mata'afa's men tried to bring a safety line to the ship. Fifty German shore guards, seeing this, held them away at gunpoint.

'What was more natural,' Stevenson asked, 'to the mind of a European, than that the Mataafas should fall upon the Germans in this hour of their disadvantage? But they had no other thought than to assist.'

Later that morning, a group of Samoans did reach the *Adler* and returned with a safety line. When it broke, they tried again and again without success, 'the strongest adventurers being cast back again by the bursting seas' (RLS).

Before dawn on March 17, the chief of Apia, Seumanutafa, commandeered a boat and ventured out to the survivors who

had been clinging to the *Adler* since about 8 am the day before. Afterwards his men attached safety lines and throughout the day the *Adler's* crew was taken ashore. It was at this time that an unnamed Samoan — the only native — was killed: a cannon rolled and crushed him.

Samoans say that human chains were set up to pull in the drowning sailors, but I can find no record of this in the official histories.

Summing up the rescue effort, Stevenson observed: '... the Samoans earned the gratitude of friend and foe.'

• • •

Many accounts reported the *Calliope* as the only surviving ship. This is not strictly true.

Some months after the hurricane, both the German *Olga* and the American *Nipsic* were refloated. The *Olga* and the *Calliope* went to Sydney for repairs, the *Nipsic* to Honolulu.

The *Eber*, sucked down the throat of the harbour, was lost of course. But wreckers dismantled the *Adler*, *Vandalia*, and *Trenton*, and 'the materials,' according to Captain Gray in his 1960 book *Amerika Samoa*, 'were donated to the Samoans'. None of these appear to have remained. Nor, apparently, had much else. Periodically divers come up with bones or revolvers, but spirit them away.

In 1953, the British Admiralty gave the steering wheel of the *Calliope* to the government of Western Samoa, and it was for a time on view at the courthouse. It was later moved to the Head of State's house

(once Stevenson's Vailima), but has since been given to a New Zealand museum.

The *Adler*, long a landmark of Apia's waterfront, is seen no more. The United Nations, possibly thinking of Stevenson's line, 'the beautiful *Adler*, which lies there to this day, kanted on her beam, scarlet with rust, the day showing through her ribs', urged that it remain a permanent monument. It remained on view until 1956, when forward-thinking rather than historically-minded politicians decided to extend Apia's land over the reef. The ensuing landfill buried the *Adler*. Local legend suggests that this burial unleashed the hurricane of 1966, when the shrieks of the terrified sailors of 1889 were supposedly heard in the winds.

Seumanutafa, the Apia chief who directed rescue operations, was lavishly rewarded by the Americans. He was given a \$250 gold coin, a gold watch and chain, a telescope, a thermometer, and a whale boat. (The Germans gave out \$3 for every German saved.)

Now only the watch remains. It was shown to me by Seumanutafa's grandson, Seumanutafa Moepogai, along with a copy of the letter of appreciation from the American consul, William Churchill. Knowing that the only Samoan who died was never identified, I asked him who he was. 'Tui,' Seumanutafa replied simply. Like many

Wreck of the German warship *Adler*. It remained a landmark on the reef for 67 years until buried under a foreshore reclamation project.

Samoan graves, Tui's resting place is unmarked and unknown.

Nor is there any monument to the Americans who perished, but they are remembered in another way. When the whale boat was presented to Seumanutafa, a song was composed for the occasion by a man named Fa'atui. For many years it has been sung in honour of departing Americans, though now it is performed for anyone who is leaving. It is probably the most famous song in the Samoan islands, *Tofa Ma Feleni*, 'Farewell My Friend'.

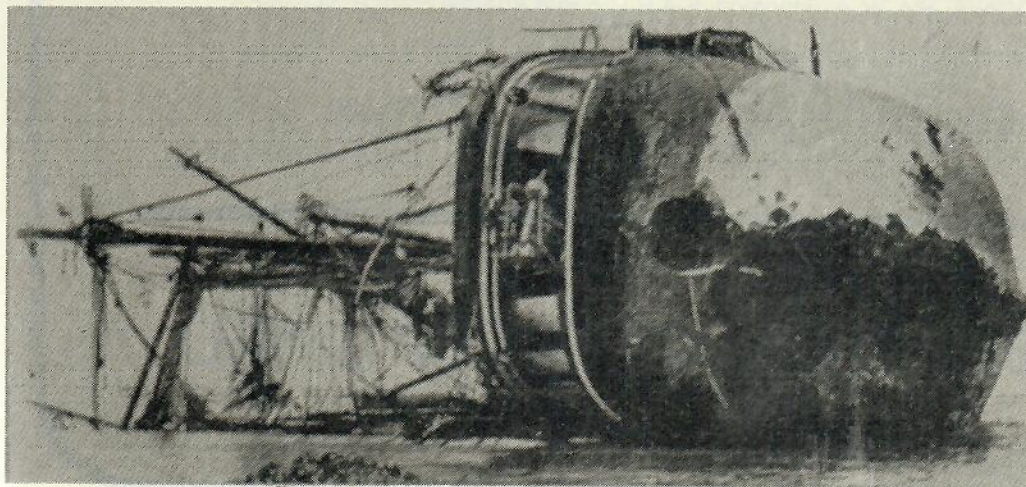
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In respect to those who died, it is the writer's duty to account for their deaths as accurately as possible. It is dismaying to note that of all the writers who cast numbers about like playing cards, none has even admitted the disputed totals. When in doubt I have relied, for the American totals, on Rear-Admiral Kimberly's report. He maintains that 51 Americans were killed or drowned: 43 from the *Vandalia*, seven from the *Nipsic*, and one from the *Trenton*.

Because the Germans are such notoriously efficient recordkeepers, I saw no reason to dispute the monument, especially since it was unknown to many of the writers, and unquestioned by the others. It lists 93 German dead, 73 from the *Eber*, 20 from the *Adler*. This makes a total of 144 Germans and Americans. How many civilians? The Samoan, Tui, makes 145, but further investigation turned up two more. 'A visitor', named Anthony Ormsby, and his 'Hawaiian mate', aboard the schooner *Lily*, possibly traders supplying one of Apia's stores, also died, according to Hoyt. Thus, a total of 147.

• • •

So little remains in Samoa of the horror. Nothing, really, except that silent monument, its every face inscribed with men's names, men who sought to impose their will on others, but who were themselves imposed on by a great and terrible storm — the *Orkane*, the *Afā*, the Typhoon, the Hurricane of 1889.



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After Air Vanuatu, Ansett links up with Polynesian



Hopes dashed on Nasilai oil

Tests done on oil samples from last October's oil 'seepage' at Nasilai, Fiji, have dashed hopes of a major oil find.

Three separate tests were carried out: one in Houston, USA, another by Fiji's Mineral Resources Department, and a third at the University of the South Pacific.

All indicated that the Nasilai 'seepage' had not been proved to originate from a deep crude oil source.

McKay's new service

A new shipping service is to be introduced between New Zealand and Vanuatu, the US Trust Territories, Kiribati and Nauru. It will be operated by McKay Shipping Ltd, the New Zealand agent for Kyowa Line.

Esso PNG's big search

Esso PNG has begun a \$5 million base metals exploration programme in Papua New Guinea. The firm will prospect for copper, lead, zinc, gold, silver and molybdenum over a two-year period. The programme covers five prospecting licences in New Britain and New Ireland, as well as in an area between Goroka and Porgera in the Highlands, and in the d'Entrecasteaux Islands, Milne Bay Province. However, even if a discovery proved commercially viable, it is estimated that an additional five to eight years would pass before production could start.

Ansett Airlines of Australia took over the management from February 1 of Western Samoa's flag-carrier Polynesian Airlines. The chairman of Polynesian Airlines, Ted Annandale, and a spokesman for Ansett, announced the management deal in mid-January.

There had been speculation that Ansett was seeking a 30 percent share in Polynesian Airlines in addition to taking over the management, but neither of the companies referred to any shareholding arrangements when they announced the management contract.

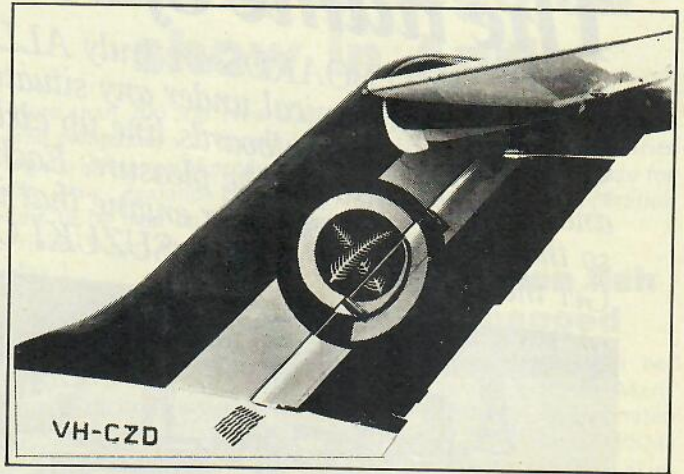
Ansett Airlines of Australia is part of the Australian transport giant Ansett Transport Industries which already owns a 40 percent share in Air Vanuatu.

Announcing the new arrangements, Mr Annandale said that the route structure of Polynesian Airlines would be expanded to take advantage of the potential of a Boeing 737 jet which the airline bought last year. The airline is based in Apia and its existing flights are to the Cook Islands, Tonga, Tahiti, Fiji, Niue and New Zealand. Mr Annandale also announced that Ansett would take over responsibility for repayments on the Boeing jet.

Mr Annandale said: 'Ansett is generally recognised as the most efficient regional airline. We consider that under the new arrangement it should be possible to streamline Polynesian operations and to obtain the benefit of Ansett's undoubted marketing ability.'

As far back as November 1981, four senior Ansett officials were reported in Apia for talks with their Polynesian Airlines counterparts. But at the time spokesmen for both sides kept strictly mum on what the talks were about.

However, by January an Australian press report quoted an Ansett spokesman as conceding that a 'management agreement' was being discussed with the Western Samoa airline. But, he



added, nothing had yet been signed. Another report quoted an Ansett source as saying the company hoped the deal would be signed 'by the end of January' — which it duly was.

The move into Polynesian came just after Ansett had bowed out of Papua New Guinea's carrier Air Niugini: until quite recently the company owned 11.6 percent of Air Niugini, but its proportionate holding has been gradually reduced by increases in the airline's capital. Its remaining interest of just over 7 percent was finally sold to the PNG Government in December.

Ansett has long been campaigning with the Australian Government for the right to fly

Charlie Zulu Delta, Ansett's DC-9 on regular charter to Air Vanuatu, displays its striking Air Vanuatu livery. The VH shows the aircraft is still on the Australian register.

short-haul international routes in the region. It suffered a reverse when the Australian Government in December called off a civil aviation policy review which would have examined Qantas's position on short-haul, low-traffic services, and announced there would be no further review of the position. This amounted to a reaffirmation of the government's long-held position that Qantas should be the sole Australian international carrier.

But Ansett has been able to step around this obstacle because, in the Vanuatu case as with Western Samoa, its negotiations were conducted directly with the respective governments.

The new agreement could lead to some Ansett aircraft being decked out in Polynesian livery and used on the present and future network of Polynesian Airlines. Ansett could also seek to open air links between Australia and Apia.

Insofar as the Ansett-Air Vanuatu partnership may be seen as a precedent, it must be encouraging to those involved in setting up the new arrangement. For it has been a considerable success.

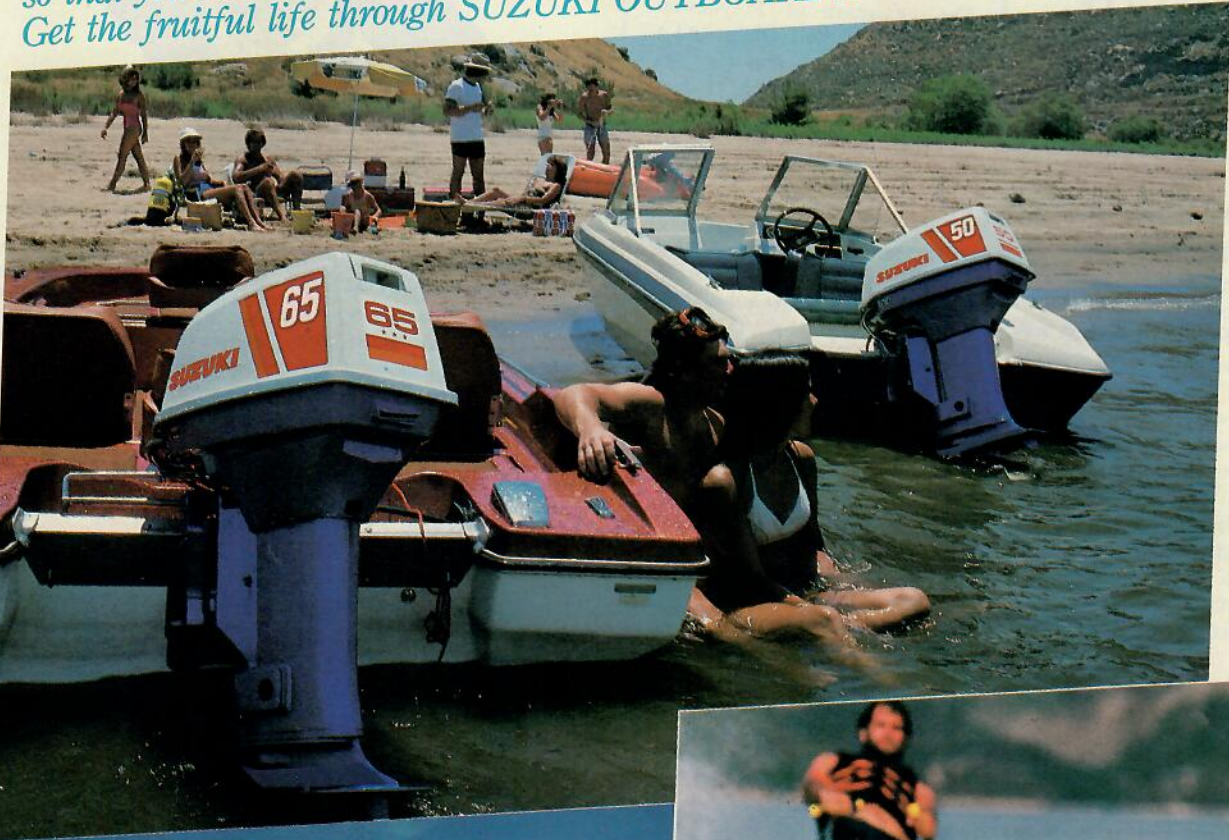
As John Mulcair reported in *The Australian* of January 12: 'The Vanuatu services have been so successful, with holiday-makers able to buy air travel and a week in a top hotel



Air Polynesia's Ted Annandale. He believes Ansett management and connections will help solve current problems.

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for less than the Sydney-Perth air fare, that a second weekly Ansett DC-9 service has started.'

Ansett at present flies one of its DC-9s in Air Vanuatu colours twice weekly to Port-Vila via Noumea. The service will be improved to non-stop Boeing 727s when upgrading of Port-Vila's Bauerfield runway is completed.

In another move in the direction of expansion into the Pacific, Ansett has been discussing buying a third share in the Rarotongan Hotel, Cook Islands. The hotel is now owned by Air New Zealand, which wants to sell off property in the hope of reducing an expected massive operating loss.

Air Pacific's pulse taken

Two Singapore Airlines specialists are due in Fiji this month to survey the management of Air Pacific.

The move follows government concern at the airline's financial plight.

AMI buys a HS748

Purchase of a Hawker Siddeley 748 aircraft by the Airline of the Marshall Islands (AMI) has been approved by the new High Commissioner for the Trust Territory, Mrs Janet McCoy.

Reports say that because of the favourable exchange rate between sterling and the US dollar, the government saved \$US500 000 on the purchase price of more than \$10 million.

A demonstration HS748 is

HS748 — a proven performer at a good exchange rate.



expected to arrive in the Marshalls late in June and to be used for six months while the new plane is being built.

The sale was handled on the British side by representatives of the British Aerospace Corporation.

Describing the purchase as a 'bold move', Marshalls President Amata Kabua thanked Great Britain for its assistance once again in 'moving forward'. (The first instance was British assistance with a new power plant in the Marshalls.)

The president said he hoped to be able to thank the British 'in person' at some time in the future.

The 48-passenger HS748 has a proven record of performance in the Pacific. It has been used successfully by Fiji's Air Pacific, Western Samoa's Polynesian Airlines, Air New Zealand and the Royal Australian Air Force.

Tahiti display of Oz wares

Sales worth \$41 700 were made at the recent Australian trade display in Tahiti. Sales still under negotiation are estimated at \$168 300.

The 25 exhibitors representing approximately 35 firms estimate that further sales will realise \$485 000 during the next 12 months.

Six agents were appointed, 15 agencies are under negotiations and 44 inquiries were made by potential agents. Three hundred trade inquiries were received during the three-day show.

The display, the first of its kind in French Polynesia, drew a representative cross-section of visitors from government, and business.

NZ exports go on show in April

More than 200 top New Zealand companies will be exhibiting a wide range of products at the New Zealand Exporters' Fair to be held on Auckland's Princes Wharf from April 27 to May 1.

The fair's Auckland president, and national deputy chairman, Gilbert W. Ullrich, has undertaken a Pacific-wide tour bearing invitations both to governments and private business to attend the fair, which he describes as 'the premier New Zealand presentation to the Pacific area', and 'probably the largest fair in the Pacific'.

An indication of the scope of his promotional work is provided in an interview with Guam's *Pacific Daily News* of last November 28. The paper reported that he had had meetings on Nauru during the previous week, had been in Palau the day before, and would be addressing Saipan businessmen in a couple of days time. While on Guam he spoke to local businessmen at a meeting at the Guam Hilton.

Mr Ullrich told *PDN* that New Zealand's export receipts last year totalled about \$US6.7 billion, and that exports to the Pacific Islands increased by 27 percent to about \$164 million. He added that New Zealand has trade commission offices in 32 countries.

Mr Hegerhorst's travels

The South Pacific Trade Commissioner in Australia, Ron Hegerhorst, last year travelled extensively in the region meeting government officials and members of the business and financial communities.

On the first leg of his journeying he visited Tonga, Cook Islands, Western Samoa, Niue, Tuvalu and Fiji. Later in the year he visited Papua New Guinea, Solomon Islands, Nauru, Federated States of Micronesia, Kiribati and Vanuatu.

Chief purpose of Mr Hegerhorst's office, which is funded by the Australian Gov-

ernment, is to foster exports to Australia of member countries of the South Pacific Bureau for Economic Co-operation (SPEC).

FSM-Japan fish talks snagged

Talks have broken down between the Micronesian Maritime Authority of the Federated States of Micronesia (FSM) and four major Japanese skipjack and tuna fishing organisations over the renewal of licensing fees for FSM waters. The talks, held in Hawaii, won't be resumed for at least four months and Japanese fishing fleets have been banned from operating in FSM waters.

The FSM received from Japan US\$2.2 million in cash and \$350 000 in goods and services for the 1981 lease. It wants \$3.5 million this year, but the Japanese group offers \$1.9 million. The Japanese also wanted the system of payment to be switched from a lump sum to a payment per vessel, as the number of vessels operating is decreasing.

The FSM has argued that the value of fish caught in 1982 should range from \$92 million to \$105 million. The Japanese say they won't compromise.

Marshalls bank success

The new Marshall Islands First Commercial Bank, which began operations recently on Majuro, may have Swiss-style numbered accounts. It has asked the Marshalls Government for approval.

The bank has named its correspondence banks as the Asia Trust Bank Ltd of Bangkok, the San Paolin Bank of Italy and the Medium Business Bank of Hualien, Taiwan.

The bank is offering a 10 percent share to the public and will contribute 10 percent of its annual net profit to the government for approved projects. Bank president is Mr Clarence S. B. Tan of Taiwan.

The bank's early operations

TRADEWINDS

have been encouraging. It is now planning to open a branch of the Bank of Hawaii on Kwajalein islet. It is also working on a feasibility study for a floating casino in Majuro lagoon.

U.S. ships on minerals quest

Two US scientific vessels — the *Kanna Keoki* and the *Lee* — have been selected to make a number of cruises in the framework of the joint United States-Australia-New Zealand project to help South Pacific countries discover undersea mineral resources in their territorial waters (PIM Aug '81 p5).

Area of the initial search is bounded by Tonga, Fiji, Solomon Islands and Vanuatu.

Directly participating in the scheme are Fiji, Kiribati, Australia, New Zealand, Japan, Western Samoa, Marshall Islands, Solomon Islands, Tonga, Cook Islands, Papua New Guinea, and Vanuatu.

The United States, the Soviet Union, Canada and France have observer status.

Fill 'em up for a tot o' 'Bounty'

'Bounty' brand rum is now being produced for the first time in Fiji by South Pacific Distilleries Ltd in Fiji's sugar city of Lautoka. The distillery was established in 1980 to make use of by-products from the sugar mills.

The \$F3.5 million distillery, a subsidiary of Fiji Sugar Corporation, first began producing gin and then vodka under international brand names. Under licence, gin is bottled under Booths 'High and Dry' label, and vodka under the 'Cossack' label.

'Bounty' rum is the first spirit locally made and bottled under a Fiji label.

That the operation has not been a painless one was made clear by Prime Minister Ratu Sir Kamisese Mara when, discussing Fiji's liquor-making project in a speech at the Commonwealth Heads of Gov-

ernment meeting in Melbourne last October, he said (PIM Nov '81 p14): 'But what do we find? The multi-nationals who have been selling these commodities in our country chose to dump their products on to our market in order to strangle this new industry. This indicates that if we do not give protection to a new industry, we will never be able to establish any manufacturing industry at all.'

Price falls hit WRC

Effects of low commodity prices on Pacific Island economies were largely blamed for a 26 percent fall in net profit of W. R. Carpenter Holdings Ltd in the quarter ended September 30, 1981.

The chairman, C. H. Carpenter, told the company's annual meeting in Sydney late

last year that Papua New Guinea, in particular, had been seriously affected by the low price of copper, and its effect on consumer demand for general merchandise and automotive products.

In 1980-81, the company boosted net profit 17 percent to a record \$15.42 million. A sharp improvement by its Australian subsidiaries more than offset the sharp decline already underway in its Pacific operations.

Tokyo gives a hand to Apia

The Japanese Government has given the equivalent of \$NZ579 000 to Western Samoa for an agriculture-oriented educational project. The grant is in addition to the \$1 052 000 grant made by Japan in 1980 to extend schools on Upolu and Savaii Islands. The Western Samoa Government has drawn up plans to expand and improve secondary education, stressing agricultural and vocational training.



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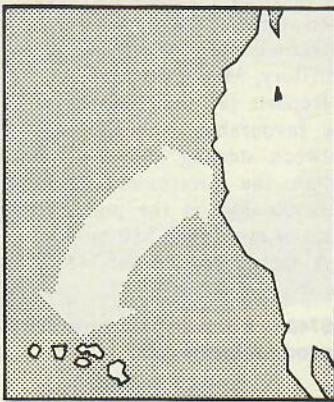
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JOAN D. PEASE reports from Pago Pago, American Samoa:

● **XENICITY.** Owners of this 10.7 m sloop became parents of a son at the Lyndon B. Johnson Tropical Medical Center, Pago Pago, on October 31, '81, much to the joy of the Pago yachting community. Jim and Jeni Brandon, who arrived in American Samoa in August to await the birth, have named their first child Christopher. Tipping the scales at 3.85 kg the day he was born, Chris will undoubtedly be a good hand at raising anchors in a few years.

The Brandons sailed and raced boats in southern California for several years before buying the fibreglass sloop, an Erickson 35, a class which is raced extensively in the United States. The name *Xenicity* is a chemical term describing unusual behaviour. According to Jeni, 'Some of our friends think what we are doing is unusual behaviour.' The couple left California in September 1980, sailing down the coast of Mexico and calling at ports along the way. They then crossed to the Marquesas Islands and arrived in Papeete, Tahiti, in June 1981. They cruised in the Leeward Islands before arriving at Pago Pago where they will stay for the season.

● **SEA BLOSSOM.** This 8.2 m boat also added a new crew member when owners Peter and Lindy Kring became parents of a 3.72 kg boy whom they've named Kiawe, a Hawaiian term for a sturdy tree. They went to Apia, Western Samoa,

Jeni and Jim Brandon of *Xenicity* and son Christopher, born in October. — Joan Pease picture.

for the delivery of the child who was born on November 5. The family will stay in American Samoa through the hurricane season.

Pete and Lindy purchased the hull and deck of *Sea Blossom*, a Nor'Sea 27, and built the interior and did the rigging themselves in San Diego, Calif. They worked fulltime for a year completing the construction. They chose a Chinese lug rig rather than the traditional Marconi sloop. In October, 1980, they left California and sailed to Hilo, Hawaii. They cruised through the islands and took jobs for several months before sailing to Pago Pago in July, 1981.

They plan to cruise for at least one more season. 'There are too many great places to see in the South Pacific — Vavau, Fiji, New Caledonia,' Peter said.

● **DISTANT STAR.** A 9.1 m sloop *Distant Star*, built in Denmark, will spend the season in Pago Pago while owner Dean Poore works as skiff operator on the purse seiner *Captain Frank Medina*. Lynn Oakley, who has crewed with Dean for the past year, is living aboard the

Sagitta 30 sloop while working as a typesetter for the *Samoa News*.

Before buying *Distant Star* two years ago, Dean owned a *Sea Witch* ketch for eight years and cruised extensively in Southern California and Mexico. He holds an Ocean Operator's licence and worked as a skipper on fishing boats in San Diego, Calif, and Cabo San Lucas, Mexico.

In August 1980 Dean singlehanded his vessel from San Diego to Hawaii where Lynn joined as crew. Their first stop was Fanning Island. 'We only planned to stay a couple of days but spent a week. It was our best stop,' Lynn said. They then crossed to Tahiti and spent two and a half months at anchorages in Papeete and Moorea. 'Dean really didn't care about going to Tahiti,' Lynn said, adding that he changed his opinion after arriving and they stayed longer than planned. In the Leeward Islands they anchored at Huahine, Raiatea and Borabora before crossing to American Samoa. 'We decided to check out the harbour,' Lynn said, 'and when Dean saw all the tuna boats we realised we wouldn't go on to Fiji this year.'

Lynn joined *Distant Star* with a strong background in sailing. For many years she was sales manager and crew on *Aikane*, a catamaran which won the 1957 and 1959 Transpac Race before becoming a charter boat for day sails, picnics and dinner cruises in Maui. She also crewed on *Tergram*, a 21.3 m schooner, from Los Angeles to Baja California and Maui, Hawaii. She and Dean plan to circumnavigate in *Distant Star*.

● **FRUITION.** This 9.1 m sloop is spending its third hurricane season in Pago Pago. Owners Richard and Almut Thornbury first came here in 1979 and stayed until January 1981, returning briefly in May.

***Sea Blossom* added a new crew member when Peter and Lindy Kring returned to Pago Pago after the birth of Kiawe in Apia. — Joan Pease picture.**

They arrived in November for the current season. The Easterly 30 sloop was built in New Zealand where the Thornburys bought it in 1977. They began cruising in May, 1978, sailing to Rarotonga, the Societies, Tuamotus, Marquesas and Line Islands. They stopped at Suwarrow before arriving in Pago Pago in July 1979. Dick worked for the American Samoan Marine Railway Authority for more than a year and was asked to go to Canton, Phoenix Islands, last January to repair desalination equipment to provide drinking water on the atoll where the annual rainfall is about 35 cm. They returned to Pago Pago in May to reprovision and then called at anchorages in Tonga, Fiji, Tuvalu and Western Samoa. They had one nail-biting experience off the island of Ovalau in Fiji. At the Vau Ira channel they accidentally entered a lagoon at nightfall but were able to negotiate their way out



Almut and Richard Thornbury in their yacht *Fruition* have been spending their third season in Pago Pago. — Joan Pease picture.

without incident — but not without many apprehensive moments.

After more than three years of cruising in the South Pacific, Almut says the Marquesas is her favourite anchorage. 'The people are friendly and outgoing. The islands are small and fertile and the snorkelling and fishing are good,' she said. They spent four months at anchorages in the group.

Dick, who circumnavigated from New Zealand with two friends in 1965-70, found it hard to name his favourite anchorage. 'The Societies are the most beautiful and the best sailing is in the Leeward and Windward Islands in the Caribbean where you are usually on a beam reach. But I enjoyed Canton. The climate is dry and warm and the fishing is the best in the Pacific,' he said.

PAUL RYSAVY reports from Rarotonga, Cook Islands:

● **OUTRAGE.** One of the last callers to Rarotonga was *Outrage*, an 11 m Carter 1-tonne sloop. She is



YACHTS

owned and sailed by the Wunsch family: Philip and Anne, and their children Katherine and Stephanie. *Outrage* is the sister ship to *Optimist*, which won the '67 and '68 World 1-Ton Series, and consequently, Philip says, she is a fast boat and a pleasure to sail. The Wunsches' trip began in 1979 when they sold their yacht *Tinka*, and flew to Cyprus to pick up *Outrage* to sail her home to Wellington. Their travels so far have taken the family to every country in the Mediterranean area, the Canary Islands, Barbados, the Chain of Islands — from St Lucia to the American Virgin Islands, Colombia, Galapagos, the Marquesas, the Tuamotus, the Societies and Rarotonga. The family are pleased to be back in the Pacific where hordes of tourists have not yet drastically affected the way of life. 'Tahiti,' said Anne, 'has no tourists at all when you compare it to the coast of Spain!' *Outrage* left Rarotonga in mid-November for Nukualofa, and after that was to make direct for Wellington, where Peter was due to consider selling *Outrage* and building a yacht himself. Anne, however, has had enough of sailing for a while and is looking forward to living in a house and being a mother rather than a

mother, schoolteacher, navigator, and so on.

● **ENDURANCE.** The Los Angeles-registered *Endurance*, a cement schooner, visited Rarotonga in October, '81. She was one of the last batch of yachts to visit Rarotonga before the hurricane season began. The owner, Marvin Milke, built *Endurance* himself two years ago, following a Samson design. She has a Sealord hull, and is 16.5 m on deck and 21 m overall. Permanent crew are Chieko, Marvin's wife, and Bruce Nicholson. Other crew are Mary Miller, Donna Fleming and John Reinke, who boarded in Borabora.

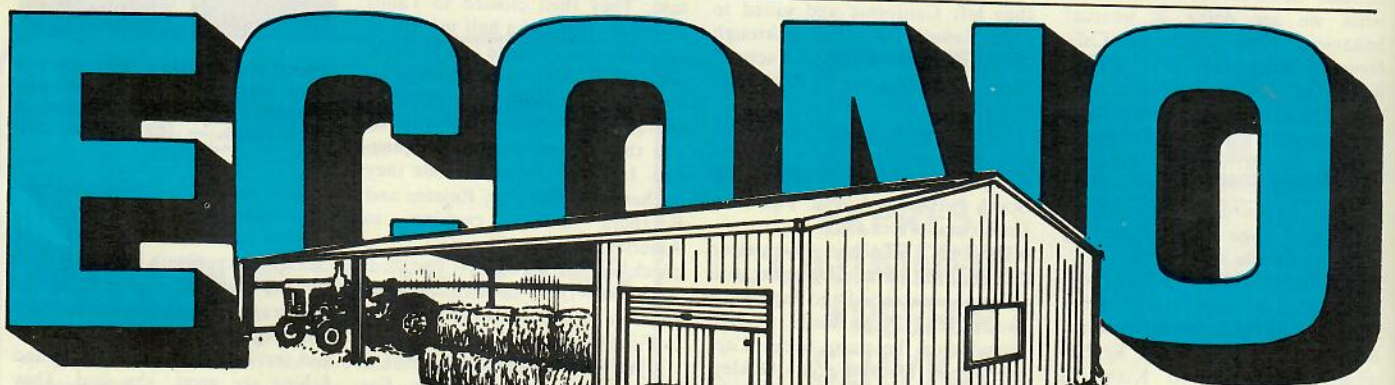
The schooner began her voyage from Long Beach in California in April '81, and has since visited Baja, the Sea of Cortez, Acapulco, Costa Rica, Cocos Island, the Marquesas, the Tuamotus and the Societies before arriving at Rarotonga. *Endurance* sailed directly to the Bay of Islands in New Zealand after a week in Rarotonga, and, after the hurricane season, she will sail to Tonga, Fiji, Samoa, the Carolines, the Santa Cruz Islands, the Marshalls and eventually to Japan before cutting across to Alaska and back down the North American coast home to Los Angeles.

● **FAIR SEAS.** Another Los Angeles-registered yacht that visited Rarotonga in October was *Fair Seas*, a three-year-old Transpac 49 ketch. She is owned and skippered by Charles Panter, and his crew consists of his wife Carol, his son Richard, and his nephew Brian. The Panters enjoyed their stay here because of the friendliness of the people, and because it was 'nice to speak English again'. *Fair Seas* began this voyage in June 1980 from Ventura, California, by journeying up the coast as far as Juno, Alaska, and then travelling back down the coast to Mexico and the Sea of Cortez. She then followed the traditional route by sailing to the Marquesas, the Tuamotus, the Societies and Rarotonga. However, unlike most yachts, she will probably berth in Tonga for the hurricane season, or, if red tape makes this difficult, Fiji. After the hurricane season, the Panters expect to visit New Caledonia, Vanuatu, New Zealand and Australia, where they will spend the following hurricane season. Plans after that are vague, but it is likely they will continue sailing west around the world. Apart from almost colliding with a killer whale in Alaska, it has been smooth sailing so far.

● **ODDS BODKINS.** Brent Weyer, from Seattle, Wahington, and Sue Bogaard from Hastings, New Zealand, are on board *Odds Bodkins*, a six-year-old CT 37 cutter. *Odds Bodkins* was built as a prototype, and, according to Brent, though she lacks some innovations later CT 37s have, she is a wonderful boat. He has owned her for three years, and began this voyage from Seattle two and a half years ago. He initially sailed down the Oregon coast to California where he blew up the cutter's engine, and had to postpone his trip for nine months. Mexico was next, and then the Marquesas, Tuamotus, Societies and Rarotonga.

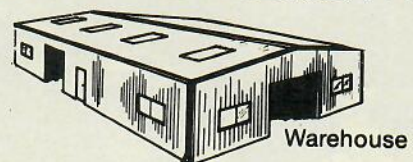
From here *Odds Bodkins* made directly for the Bay of Islands in New Zealand, where it will weather out the hurricane season. After that, it's Tonga, Fiji, New Caledonia, Australia and then a big question mark. Brent says they're definitely going around the world, but the route is still undecided.

When asked if he had any particularly exciting experiences or incidents to relate, Brent said that the highlight of his trip so far was the Easter Sunday Church service in Nukuhiva, which was 'the most amazing thing I ever experienced in my life'. For someone who on his



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Brent Weyer, a distant figure behind the gear on board the prototype CT 37 cutter *Odds Bodkins*. — Paul Rysavy picture.

own admission had not been to church for 15 years, the natural exuberance of Polynesians at a special service must have been quite an experience.

● **SHANNON MARIE.** Berthed next to *Odds Bodkins* in Avatiu Harbour was *Shannon Marie*, a Los Angeles-registered Vagabond 47 designed by William Garden. The vessel has a fibreglass hull with teak trim, interior and deck. 'Fat Lady' as she is nicknamed, is owned by Rob Messenger, and his crew consists of Ron Ruzicka and Gordie Beimfohr. Rob left San Diego two years ago on what was originally meant to be a four-month trip. Six months in the Sea of Cortez and a further three months in Zihuatinejo in Mexico made a joke of his initial plans, so he decided to keep on cruising, and has since visited the Marquesas, Tuamotus, Societies and Rarotonga. After spending the hurricane season in New Zealand, Rob will call at Tonga, Fiji, and then 'onwards!' 'Onwards' to where is pretty vague at this stage.

JANE DeRIDDER reports from Kerikeri, New Zealand:

● **WANDERER V.** Well known ocean wanderers, Eric and Susan Hiscock, are now owners of a brand-new New Zealand-built yacht which was launched in early November '81. Designed for them by Alan Oram, the double-skin kauri vessel was built by Oram's Shipyard in Whangarei. Though the 12 m *Wanderer V* has many details



Graham Johnson, construction foreman for *Wanderer V*. — Jane DeRidder picture.

reminiscent of the much larger steel yacht *Wanderer IV* (colour scheme, trail boards, hatch construction and so on), the yacht hearkens back to *Wanderer III* in which the famous cruising couple did so much of their voyaging under sail. Eric says it has been a happy building crew that put the yacht together. Graham Johnson, the foreman in charge of the yacht's construction came of age during the building of *Wanderer V*; he completed his five-year apprenticeship and turned 21.

● **MANU ITI II.** Solo sailor, Celia Reed, sailed her 8 m Giles-designed kauri yacht to Noumea from Opua in the Bay of Islands for a short stopover before carrying on to Queensland. Headwinds and con-

trary currents on her approach resulted in an enforced clearance in Mooloolaba. In 1978 Celia, Kiwi physiotherapist, with her younger brother Will, sailed *Manu Iti* to Polynesia. Celia returned to New Zealand for the most part single-handed. The only accident suffered on the entire voyage occurred in Rarotonga. Here she fell in love, which incident explains Celia's change of venue. She is joining Keith Paxton (formerly with Raro Orange) to live in Brisbane.

● **TRYTE II.** Canadians Ernest and Val Haigh (PIM Jan p58) arrived in their 12 m Hedley Nicol trimaran for their third visit to New Zealand since they launched the yacht in '68. Their first visit was during a circumnavigation ('69-'74). Their second was part of a Pacific cruise ('77-'78) after which the Haighs returned to their British Columbia Salt Spring Island home by way of Tuvalu and the Eastern Carolines. (See *Cruising World* February '82 for Val's account of that trip.) Changes to the tri since their previous voyages are a new dog house which 'makes all the difference', and a change of hull colour — cream to match the new rowing skiff. Susie, number four of the Haighs' five daughters, joined the tri in Auckland. *Tryste II* heads for Tasmania next. There Ernie and Val plan to rendezvous with old friends on yacht *Nanook* in whose company they long ago rounded the Cape of Good Hope.

● **BEYOND.** Los Angeles TWA Pilot, John Traylor, designed and built — with the help of his air hostess wife Ingrid — his 13 m foam-core twin-keel sloop, *Beyond*, behind their Manhattan Beach house. The design was inspired to some extent by the well-known yacht *Bluebird of Thorne*. On a two-year leave of absence, Traylor is making a cruise of the Pacific Islands. German-born Ingrid joins *Beyond* to cruise whenever she can arrange leave from TWA. John conceived *Beyond*, the second of his yachts, with meticulous attention to detail. He is currently designing a sailing lifeboat which he plans to have built in New Zealand. And always in the back of his mind (and on bits of paper) are ideas and details for the 18-metre yacht he wants to build next.

● **MIDPOINT.** *Midpoint* was a San Diego-registered Fuji 32 belonging to Jim and Hatsuko Koike. 'Maybe the name wasn't right,' Hatsuko says. For while heading for Suva, *Midpoint* was lost on Yangasa Reef in Fiji's Lau Group just nine months after leaving California. When *Midpoint* hit the reef at 3.30 am, visibility was bad, the sea calm. A Mayday message transmitted on ham radio was picked up by an Australian amateur radio operator

and relayed to Suva. A Fiji government vessel rescued Jim and Hatsuko within 12 hours of their grounding and took them to Suva. Jim returned with a salvage firm's helicopter which landed on a nearby sandy islet. Salvage divers reached *Midpoint* in an inflatable rubber boat. By this time, four days after the impact, too much damage had been sustained to make salvage of the uninsured yacht feasible. Jim and Hatsuko, who arrived in Whangarei on Pete Bollman's Yankee 38 *Toad Hall*, plan on tramping in New Zealand and then back-packing in Southeast Asia. We're not ready to go home yet!

● **TRITON.** Another San Diego yacht whose voyage is ended is the Rawson 30 *Triton* which will be shipped back to California from Northland, New Zealand by owner Bill Taylor.

● **WABRIMOPE.** Next to *Triton*, also on the hard at Oram's Marina is *Wabrimope*, a *Scheldechow*, a hard-chine Dutch fishing-type vessel. Walter Lorberg of Düsseldorf has been sailing his 9 m shallow-draft steel yacht for the past 20 years, mainly in the Baltic and the North Sea. For three years now, Walter and Erika Kampasen have been cruising further afield, occasionally joined by one of Walter's daughters. Because of her



TWA pilot John Traylor of Los Angeles USA designed and built the 13 m foam-core twin-keel sloop *Beyond* seen here being lifted from the water. One of the twin keels is shown clear of the water. — John Traylor picture.

shallow draft — not much more than a metre — the *Scheldechow* is ideal to sail in such areas as the Bahamas and Chesapeake Bay, Erika says. While *Wabrimope* is safely 'parked' on land, Walter and Erika toured New Zealand by train, bus and camper van, and also flew

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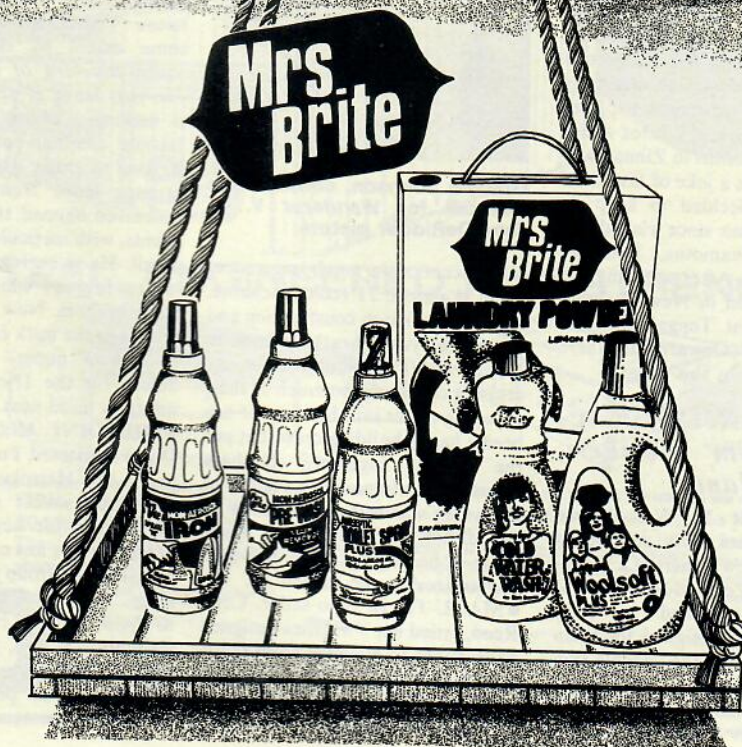
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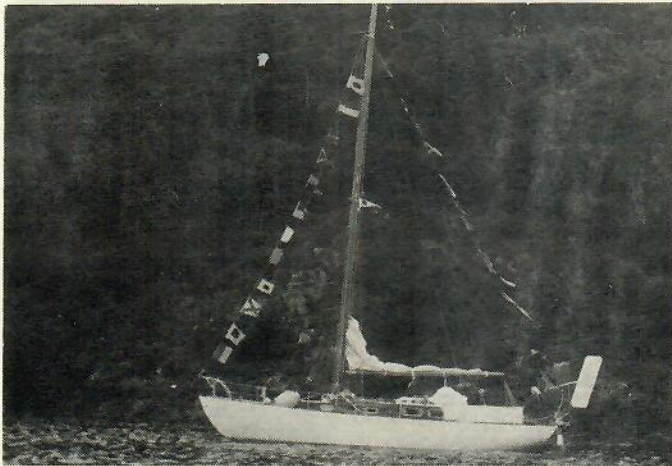
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back to Germany for a short visit. Next *Wabrimope* will head for Australia, Africa and perhaps South America.

• **JONA.** Eric Light, a tiny crew member for US yacht *Jona* (from Urica, New York) was safely delivered by Caesarean section in Whangarei Hospital on October 6, 1981. First mate and first-time mother, Nancy Light, who flew to New Zealand to have the baby, kept in touch by ham radio with her husband John during his stormy 18-day passage from Suva. On the 9.7-m Bristol sloop *Jona*, John and his crew member McKelden Smith, a doctor on a sailing 'holiday', battled against 25 to 45-knot southerlies and sou'westerlies to arrive in Whangarei on November 1. The 5-tonne sloop sustained no damage, unlike many of the larger vessels which made the voyage to New Zealand at the same time. *Jona* bore storm sail only for a good part of the windward trip — a 4-square-metre jib and tiny storm trisail.

• **KIM.** Flying the yellow quarantine and the Dutch red, white and blue flags, the 13 m steel ketch *Kim* tacked up the Whangarei River to the Whangarei town quay to clear customs a day later than *Jona*. She'd had a rough 16-day passage from Suva. *Kim* was badly battered: the dinghy was torn off the deck and lost, sails were blown out, and the engine saltwater-damaged. While Fred Van der Hem practises medicine for several months back in Holland, and while Merel aged six and Joris aged four attend school in Whangarei, first mate Olga (also a general practitioner) is seeing to the repairs, sandblasting, painting and refitting of their steel cruising home.

• **ALCESTE.** Also in the Whangarei Town Basin for a short time was British yacht *Alceste*, a Maldon-registered 10-m sloop. The Buchanan 33 brought Dr Ronnie Andrews, Jill Bannerman and her 15-year-old son Matthew to New Zealand for a tour of the country.

Alceste, the British-registered Buchanan sloop which has been cruising the Pacific with stops in Australia and New Zealand. — Jill Bannerman picture.

They continued on to Sydney in December. Australian-born Jill said they have not been at all disappointed with the Pacific where they have found each island surprisingly different from its predecessor. 'Mind you, sometimes I just want to get home and sit down with a dog on my knee.' (Jill had five dogs at one time . . .) 'Other days I feel I could go on forever.' The Bannermans kept a daily log of seabirds sighted. The hobby of blue-water birding added tremendous additional interest to their voyaging. Dr Andrews sailed around the world in his former yacht, *Merlin* between 1969 and 1972. His cruising articles appear in the British yachting magazine *Yachting Monthly*.

• **CERA.** *Cera* is the beautifully built cruising home of Sydney physician Mike Henderson and his sailmaker wife Norma. After a voyage to Noumea and back persuaded them that the cruising life suited them, this enterprising couple completed plans, cut ties, and set forth on an open-ended cruise of the Pacific, beginning with New Zealand.

• **CALIFA.** Rolf Gunter chose to sail his Westsail 32 from Whangarei to Tauranga for haulout. This German-born tool-maker who did his apprenticeship in the Dominican Republic, decided when he was on a camper van 'land yachting' tour of South America that he would like to join the cruising fraternity and travel by sea instead. During this Pacific voyage on *Califa* Rolf has discovered that he prefers solo voyaging to carrying a crew. After completing a two-year Pacific cruise, Rolf says he will probably return to Los Angeles to work in his trade as builder of prototype machinery, but with the eventual aim of returning to sailing as a way of life.



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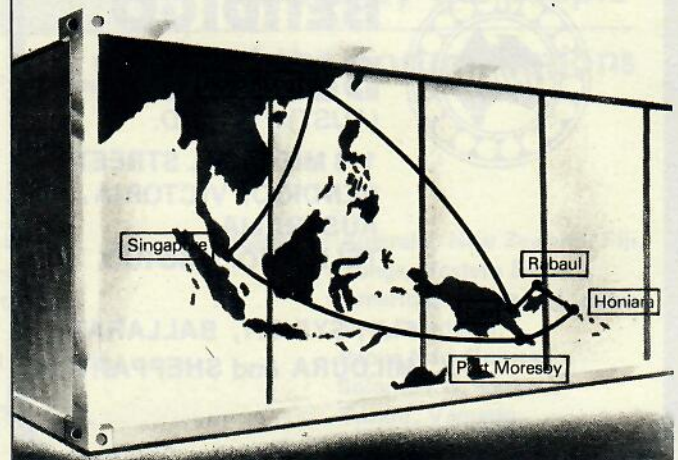
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Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 19 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162); ACTA Pty Ltd, Brisbane (221-3116); Elders-ANL Pty Ltd, Port Adelaide (47-5688); ANL, Newcastle (049-24364); Clements & Marshall, Burnie, Tasmania (31-1833); Carpenters Shipping, 100 Thomson St, Suva, Fiji (312 244), Tlx 2199 FJ.

AUSTRALIA - FIJI - SAMOAS - TONGA

Warner Pacific Lines operates a regular cargo service from Sydney to Suva, Nukualofa, Pago Pago, Apia and Asau.

Details from Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney, (27-1671).

AUSTRALIA - NEW CALEDONIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Sydney to Noumea, Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Sydney; Union Bulkships, Sydney and Melbourne; SATO, Noumea; Australian National Line, Brisbane; Burns Philp (SS) Co, Lautoka, Suva and Apia; Union Co, Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

AUSTRALIA - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - KIRIBATI

Karlander operates a 5/6 weekly service from Melbourne and Sydney to Kiribati (Tarawa).

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - NAURU - KIRIBATI

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Tarawa.

Details: Nauru Corporation (Vic) Inc (Shipping Division), Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - NEW CALEDONIA (AND/OR) VANUATU

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Noumea every three weeks from the main ports along the east Australian coast.

Details from Sofrana-Unilines, 19 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates a three-weekly containerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, for containerised and break bulk cargo.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - NZ - FIJI - HAWAII - US

P & O liners call at Auckland, Suva, Pago Pago and Honolulu on eastbound and westbound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - NZ - FIJI - TONGA - VANUATU - NOUMEA - SOLOMONS - SAMOAS - TAHITI

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

AUSTRALIA - NZ - FIJI - TONGA - VANUATU - NOUMEA - SOLOMONS - SAMOAS - TAHITI

P & O liners call at Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

Pacific Forum Line operates containerised and general cargo service from Australia and NZ to Fiji, Apia, Pago Pago, Tonga and other South Pacific ports.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago 96799.

AUSTRALIA - NEW ZEALAND - PACIFIC ISLANDS - SOUTH EAST ASIA - CHINA

Minghua Cruises operates regular cruise services from Sydney to most Pacific ports, with several cruises to South East Asia, including Japan, China and Hong Kong.

Details Minghua Cruises, 7 Bridge Street, Sydney, NSW 2000 and all Burns Philp Travel offices in Australia.

AUSTRALIA - TUVALU

Karlander operates a three monthly service from Sydney and Melbourne to Tuvalu (Funafuti).

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - PNG

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul, Popondetta.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011), DALGETY Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA - PNG - SOLOMONS

A consortium of Conpac, NGAL/PNGL have three container vessels operating on a 28 day turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara.

Details from Burns, Philp & Co. Ltd, 51 Pitt Street, Sydney (2-0547) and

Interocean Swire, 8 Spring Street, Sydney, (2-0522).

New Guinea Express Lines operates a fortnightly container service from Melbourne, Sydney, Brisbane to Port Moresby, Lae, Alotau, Rabaul, Honiara.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, Sydney (241-3991) MacArthur Shipping Agency Co, 39 Creek Street, Brisbane (229-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines, Port Moresby (21-4572), Lae (42-1536), Rabtrad Niugini Pty Ltd, Rabaul (92-2911), Alotau Stevedoring & Transport, Alotau (61-1318) and Island Co-operative Shipping Federation, Honiara (808).

Sofrana-Unilines (PNG Line) operates a monthly service to Port Moresby, Lae, Rabaul, Kieta, Honiara from main ports on the east coast of Australia.

Details from Sofrana-Unilines, 19 Pitt Street, Sydney (27-2031); Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162); ACTA Pty Ltd, Brisbane (221-3116); Elders ANL Pty Ltd, Port Adelaide (47-5688).

AUSTRALIA - TAHITI

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete for containerised and break-bulk cargo.

Details: Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - TAHITI - US

Karlender operates a monthly cargo service from Melbourne and Sydney to Papeete, US west coast.

Details: Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - W. SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney to Apia.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) operates a monthly palletised cargo service from Manila, Keelung, Kaoshiung and Hong Kong to Lautoka, Suva and thence to NZ.

Details from Carpenters Shipping, 100 Thomson Street, Suva (312-244), Burns Philp, Suva (311-777), P & O S.N. Co, Wellington (736-477) or Nedlloyd Swire Pty Ltd, Sydney (20-522).

Nedlloyd operates bi-weekly cargo service with four ships from Sourabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring St, Sydney (27 3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

FAR EAST - MID-S. PACIFIC

China Navigation's New Guinea Pacific Line operates a regular container service from Hong Kong, Taiwan, Manila, Port Kelang and Singapore to Port Moresby, Lae, Rabaul and Honiara monthly and to Wewak, Madang and Kieta every three months. Cargo from the same Far Eastern ports to the South Pacific ports of Noumea, Santo, Vila, Papeete, Pago Pago, Apia, Rarotonga and Tarawa will be shipped via Japan on the monthly Bali Hai service.

Details from Steamships Trading Co., Port Moresby (21-2000).

Kyowa Shipping Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and Vanuatu.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671); Carpenters Shipping, Suva (312-244), Tlx FJ2199.

JAPAN - FIJI - NEW ZEALAND
Kyowa Shipping Co Ltd operates a monthly service from main ports Japan to Suva and Lautoka and thence island ports to NZ.

Details from Carpenters Shipping, 100 Thomson St, Suva (312-244), Tlx FJ2199.

JAPAN - MICRONESIA

The NYK Shipping Line operates a monthly cargo service from Japan to Micronesia, calling at Kobe, Nagoya, Yokohama, Saipan, Guam, Truk, Ponape and Majuro, returning via Kobe, Nagoya and Yokohama.

Details from Burns, Philp & Co Ltd, 7 Bridge Street, Sydney (2-0547).

JAPAN - PNG

Mitsui O.S.K. Lines operates a monthly service from main ports Japan and Port Moresby, Rabaul, Lae, Madang, Kieta and Kimbe.

Details from Robert-Laurie (PNG) Pty Ltd, Port Moresby (21-2466/21-1898).

NEW CALEDONIA - FIJI - WEST COAST NORTH AMERICA

PAD Line operates an approx. 3-weekly ro-ro service from Noumea and Suva to Honolulu and West Coast USA and Canadian ports.

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, 100 Thomson St., Suva (312-244), Tlx FJ2199.

PNG - INTER - MAINPORT

Papua New Guinea Mainport Liner Services offer scheduled 10/20-day coastal liner services linking all PNG mainports with containerisation, reefer, heavy lift and transshipment facilities.

Details from PNG Mainport Liner Services, Box 1448, Lae, PNG (42-3537), Tlx PNG 42465.

PNG - NORTH AUSTRALIA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae and Vanimo to Darwin with through bills

of lading from West Coast North American ports. Inducement calls at Weipa and Gove.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269.

PNG - KIRIBATI - SOLOMONS - WEST COAST USA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae, Rabaul and Kieta to San Francisco and Los Angeles with inducement at Vancouver and stop-off calls at Tarawa and Honiara. Through bills from all PNG mainports and mini-bridge services to other US and Canadian destinations.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269; or from TFC Shipping, 100 California St, San Francisco, CA, USA (415 398-1604), Tlx 340958 GTS UR SFO.

PNG - UK/CONTINENT

The Bank Line operates regular cargo service from Port Moresby, Oro Bay, Kieta, Rabaul, Kimbe, Madang and Lae to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - UK/CONTINENT

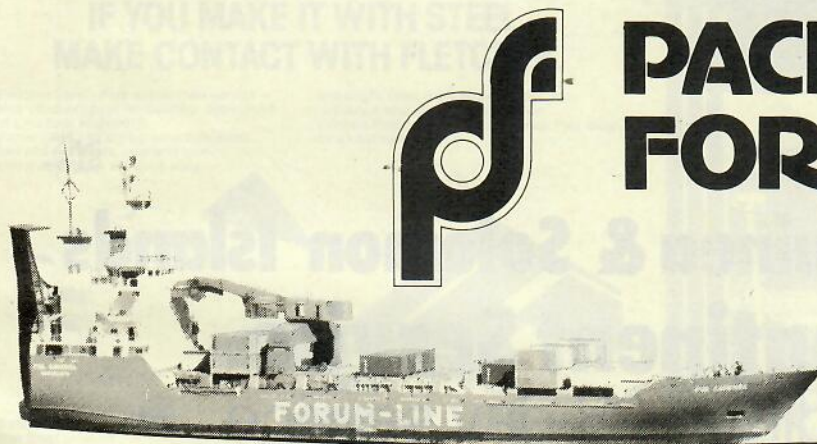
The Bank Line operates regular cargo service from Honiara to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Tradco Shipping (588).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (797-210), Waterfront Commission, PO



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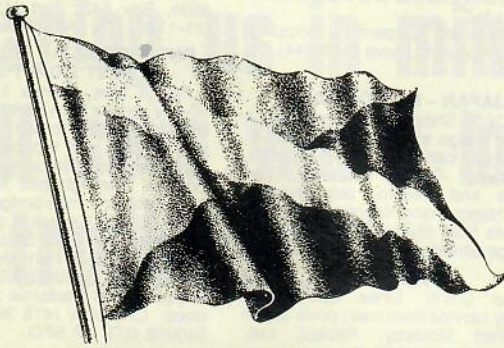
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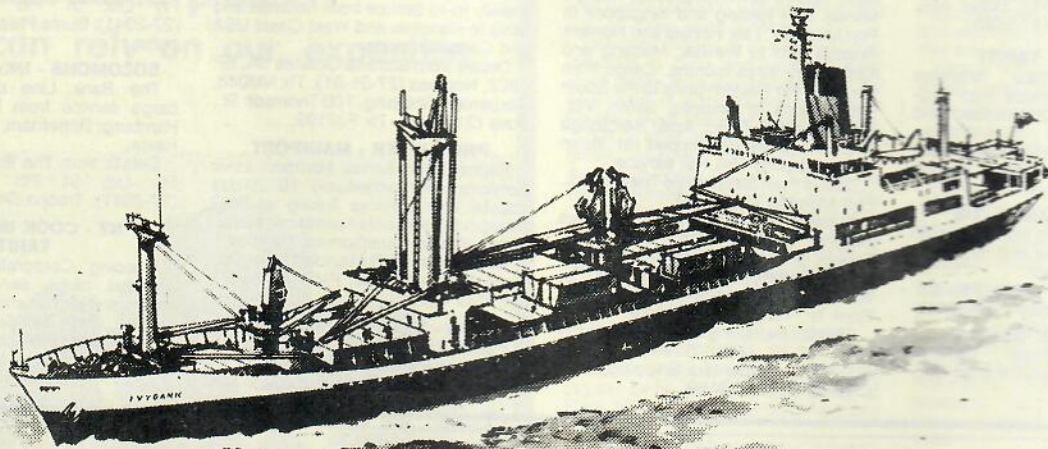
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NZ - FIJI

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

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

Pacific Line with one ship operates fortnightly ro-ro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313; Carpenters Shipping, 100 Thomson Street, Suva (312244), Tlx. 2199 FJ.

NZ - FIJI - NORTH AMERICA (WC)

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

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

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised three-weekly service (Gen/Reefer) from Auckland to Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Auckland; Union Co, Auckland, Lautoka, Suva, Apia and Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

NZ - TONGA - SAMOA

Warner Pacific Line operates a regular cargo service from Timaru, Onehunga and Westport to Nukualofa,

Vavau and Apia with regular calls to Haapaa and Pago Pago.

Details from McKay Shipping Ltd, PO Box 1372, Auckland, NZ; Warner Pacific Line, Box 93, Nukualofa, Tonga and Neiafu, Vavau, Tonga; Polynesian Shipping Services, Box 1478, Pago Pago; and Molua Fola Shipping Co, Box 4171, Apia, W. Samoa.

NZ - N. CALEDONIA - FIJI - SOLOMONS - PNG

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Lyttelton, Napier, Auckland to Suva, Lautoka, Honiara, Kieta, Lae and Port Moresby.

Details from Pacific Forum Line, Auckland; Shipping Corporation of NZ, Auckland, Lyttelton, Napier; Union Co, Auckland, Suva, Lautoka; Steamships Trading Co, Kieta, Lae, Port Moresby; Sullivans (SI) Ltd, Honiara or Pacific Forum Line Head Office, Apia.

NZ - N. CALEDONIA - VANUATU - PNG - SOLOMONS

Sofrana Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Norfolk Island and Noumea.

Details from Sofrana Unilines, 18 Customs Street, Auckland (773-279), PO Box 3614, Telex NZ2313.

NZ - TAHITI

Compagnie Tahitienne Maritime SA with one ship operates monthly service New Zealand - Papeete.

Details from Sofrana Unilines, PO Box 3614, 18 Customs St, Auckland (773-279), Tlx NZ2313.

NZ - TONGA - SAMOAS

Warner Pacific Line services Auckland - Nuku'alofa/Vavau/Apia/Pago Pago fortnightly carrying general and freezer cargoes.

Details from McKay Shipping Ltd, Downtown House, 21 Queen St, Auckland, PO Box 1372 (30-299), Cables MACSHIP, Telex NZ2554.

NZ - CENTRAL PACIFIC

Kyowa Shipping Ltd operates a monthly cargo service from Auckland to Noumea, Vila, Santo, Guam, Majuro and Tarawa.

Details from McKay Shipping Ltd, PO Box 1372, Auckland (9-30229); Tlx 2554 NZ.

EUROPE - TAHITI - NEW CALEDONIA

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three ro-ro and multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

EUROPE - TAHITI - NEW CALEDONIA - NEW ZEALAND - SOLOMONS - PNG - EUROPE

Polish Ocean Lines offers regular monthly sailings for containerised and breakbulk cargo from Hamburg, Antwerp, Dunkirk and Rouen to Papeete, Noumea, New Zealand, Honiara, Lae, returning to Europe via Suez. Other ports in the South Pacific can be served with indcement.

Details from Sotama, BP 9170, Papeete (27805), Tlx. 296; SATO, BP C2, Noumea (272094), Tlx. 163NM SATO; Union Steamship Co of NZ, PO Box 50, Apia, Tlx. 25; Williams and Gosling, PO Box 79, Suva (312633), Tlx. 2163; Warner Pacific Line, PO Box 93, Nukualofa (21089), Tlx. 66219; Universal Shipping Agencies, PO Box 2282, Auckland (30930), Tlx. 21517; H. C. Sleigh, 6-10 O'Connell Street, Sydney 2000 (923 9201), Tlx. 20428.

EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - SOLOMONS - PNG - VANUATU

Columbus Line Reederei GMBH operates regular services from Hamburg, Hull, Rotterdam, Antwerp, Dunkirk, Le Havre, to Papeete, Apia, Suva, Lautoka, Noumea, Port Moresby, Lae, Honiara, Kieta, Rabaul, Lae, and return to Europe.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966), Columbus Maritime Services, 17 Albert Street, Auckland (77-3460); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

UK - N. CONTINENT - FIJI

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Suva and Lautoka.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

UK/N. CONTINENT - PNG - SOLOMONS

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and on indcement to Yandina.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Tradco Shipping (588).

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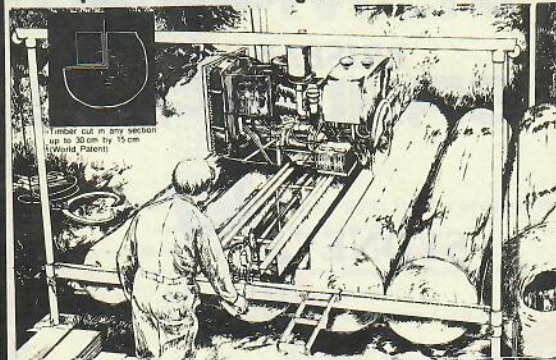
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SHIPPING SERVICES

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Ets A M Fare UTE, Papeete; Ets Ballande, Noumea.

US - FIJI - TAHITI - NZ - AUSTRALIA

The Bank Savill Line Ltd, operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from The Bank and Savill Line Ltd, 51 Pitt Street, Sydney (27-2041) or Orient Shipping Services, 32 Bridge Street, Sydney (241-2753).

US - HAWAII - KIRIBATI - MICRONESIA

Philippines, Micronesia & Orient Navigation Co (PM&O Lines) operates regular container service on self-sustained ship with ro-ro capabilities from Oakland, Portland and Honolulu to Tarawa, Ebeye, Majuro, Kosrae, Ponape, Truk, Saipan, Yap and Koror.

Details for Micronesia can be obtained from Larry Guerrero, PM&O Owners Rep, PO Box 803, Saipan, MI 96950, Cable COMMONTIME, Tlx 783605; PM80; PM&O Lines, 181 Fremont St, San Francisco, California 94105, Cable PMONAV.

US - HAWAII - NAURU - MICRONESIA

Nauru Pacific Line operates regular conventional/container and passenger service from San Francisco and Honolulu to Majuro, Ponape, Truk and Saipan. Cargo is accepted for Nauru and Kosrae with transhipment at Majuro and Ponape.

Details from Nauru Corporation (Vic) Inc (Shipping Division), Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California St., San Francisco, California 94111.

US - NOUMEA - FIJI

PAD Line operates an approx 3-weekly roro service from West Coast USA and Canada to Noumea and Suva.

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, 100 Thomson St, Suva (31-2244), Tlx FJ2199; Trans-Austral Shipping, Box R232 PO, Royal Exchange, NSW (27-2441), Tlx AA21204.

US - TAHITI - SAMOA

Pacific Islands Transport operates a five weekly cargo service from North America west coast ports to Papeete, Pago Pago, Apia.

Details from Polynesia Shipping Services Inc, PO Box 1478 Pago Pago 96799.

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago 96799.

US - TAHITI - SAMOA - NZ - AUST

Farrell Lines Inc, operate a fast regular lash/container cargo service from west coast ports Canada/USA to Papeete and Pago Pago thence to NZ and Australia.

Details With Wilhelmson Agency, Sydney, Melbourne and Brisbane, Tlx AA20136, Cable FARSHIPS Sydney; Dalgety (NZ) Ltd, Auckland and Wellington, Tlx NZ2445, Cable DALSHIP Auckland; Compagnie Maritime Polynesienne, Immeuble Franco Oceanienne, PO Box 368, Papeete, Tahiti, Tel 26393, Tlx 258. FP ANSB Taporu, Cable OCEAN Papeete; Kneubuhl Maritime Service, PO Box 39, Pago Pago, Telephone 633-5121; Tlx 782505.



Jim Leahy

In Sydney in December, of a heart attack, aged 72.

James Lube Leahy was an Australian who pioneered the coffee industry in Papua New Guinea. He had retired to live in Australia six years before after spending 46 years in PNG as a goldminer, farmer, planter and businessman.

Jim Leahy, whose Irish-born father came to Australia just before the turn of the century, was the seventh of nine children and was born into a family destined to take an important part in the history of PNG. Two of his brothers, Mick and Dan, were explorers who opened up parts of the New Guinea highlands, and nine of his nephews became associated with land, business and government in PNG.

He was 20 when he went to

what was then the Mandated Territory of New Guinea, following his older brother Mick who had been attracted to the newly-opened goldfields. The brothers worked claims at Edie Creek, but only just made ends meet, and they became increasingly interested in agricultural development.

Jim became the business brains of the family, working from the north coast of the New Guinea mainland as a trader and labour agent. At the outbreak of the Pacific War he became one of the many Australian settlers who saw service with the army in ANGAU, the Australian New Guinea Administrative Unit. His main task throughout the war was the organisation and control of Papua New Guinean workers who played a valuable part in backing up the supply and movement requirements of the troops.

After the war he settled in Goroka, which became the biggest inland settlement in PNG, but then was a remote patrol post linked to the coast only by air services. He established the first sawmill in the

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area, operated a trade store, and took up an agricultural lease. He planted tea on his lease, raised livestock, and in the late 1940s put in an experimental planting of coffee. It was the start of an outstanding success story which led to the development of the coffee industry as PNG's major agricultural export earner.

Jim Leahy extended his own coffee plantings but at the same time played a major role in interesting highland village communities in the establishment of coffee as a cash crop.

The spread of coffee-growing in the highlands was helped by a series of setbacks in other coffee-growing parts of the world. This raised prices for the PNG product, and led to the establishment of a strongly-based agricultural economy.

Jim Leahy became a prominent member of the growing community in Goroka. He helped to found the Goroka Farmers and Settlers Club and the Highlands Show Society, and was an active supporter of rugby league football. After his retirement to Sydney in 1975, he continued to be a frequent visitor to PNG.

Tauaanae Tufuga Fatu

In Apia on December 5, aged 67.

Tauaanae Tufuga Fatu was a veteran of Western Samoa's politics, and was a member of the parliament which brought independence to Western Samoa in 1962. He was educated at his country's Avele College, and like many of his contemporaries who received higher education became a school teacher. He was active in

community politics for many years, and had business interests. He entered national politics in 1954 when he became a member of parliament under his title of Tufuga.

Tauaanae was minister for health in 1962 and 1963, and his services to politics were recognised in 1981 when he was elected to the executive committee of the Commonwealth Parliamentary Association. He led the Western Samoa delegation to the association's annual conference in Zambia in 1980.

He was a prominent member of the Methodist Church, and was chairman of the church's lands development board, in addition to holding a number of trustee positions in the church administration. He was also a director of the Development Bank of Western Samoa.

Jane Hilder

In Currumbin, Queensland, in December.

Jane Hilder was born in Fiji as Jane Freeman, a member of a family well known in that country for many years as banana buyers and shippers. After her father Arthur Freeman retired from Fiji to grow bananas on the Tweed River, in far northern New South Wales, Jane for a number of years had charge of the property, and became an expert in this form of agriculture. Only weeks before her death she published an article on the subject in a specialist Australian banana-growers' magazine.

Jane Hilder survived her late husband Captain Brett Hilder by only eight months. (See obituary of Brett Hilder, PIM Jun '81, p56.)

Ratu William McGregor Bose

In Suva on November 9, aged 79.

Ratu Bose's father, Ratu Ifereimi Qasevakatini, was one of the first Fijians to join the police force in the colonial era. His mother, Adi Senimili Naulumatua of the Qaranivalu family of Naitasiri, was the first grand-daughter of the King of Fiji, Ratu Seru Cakobau.

After service with the police in Fiji and the Gilbert and Ellice Islands Colony (now Kiribati and Tuvalu), Ratu Bose

joined the Fijian Infantry Regiment on the outbreak of World War II in 1939. During his war service he was selected by the US forces to work in Solomon Islands as an adviser, due to his extensive knowledge of the South Pacific region.

He rejoined the police force after the war, staying with it until his retirement. He was at one point recalled from retirement by the Public Service Board and was appointed District Officer in Rotuma.

R. E. Hodgson

In a road accident in Victoria, Australia, on December 18, aged 57.

Mr Hodgson's appointment as Australia's High Commissioner to Nauru had shortly before been announced (PIM Jan p7). His 21-year-old daughter died with him in the accident.

Joseph Flores

In California, USA, on December 19, aged 81.

Joseph Flores was appointed governor of Guam by US President Eisenhower in 1960. He was the first Guamanian to hold the office. Shortly before, Mr Flores had started the Guam Republican Party. He served only one year, before President Kennedy appointed a Democrat to the job.

At one time he was publishing five weekly newspapers in San Francisco, and in 1950 he started the *Guam Daily News*, which in 1970 became the *Pacific Daily News*. Present editor of *PDN*, Joe Murphy, was brought to Guam by Flores to edit *GDN*. Murphy remembers Flores as a good publisher in terms of non-interference, but one who ran a 'tight budget'.

As well as his activity in newspaper publishing, Flores founded a number of successful financial and real estate concerns.

Major Jese Vetiduadua

In Suva on December 12, aged 39.

Major Vetiduadua was one of the Royal Fiji Military Force's few qualified bomb disposal experts. A career soldier since 1962, he was commissioned in 1974 and had three tours of duty in Lebanon.

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