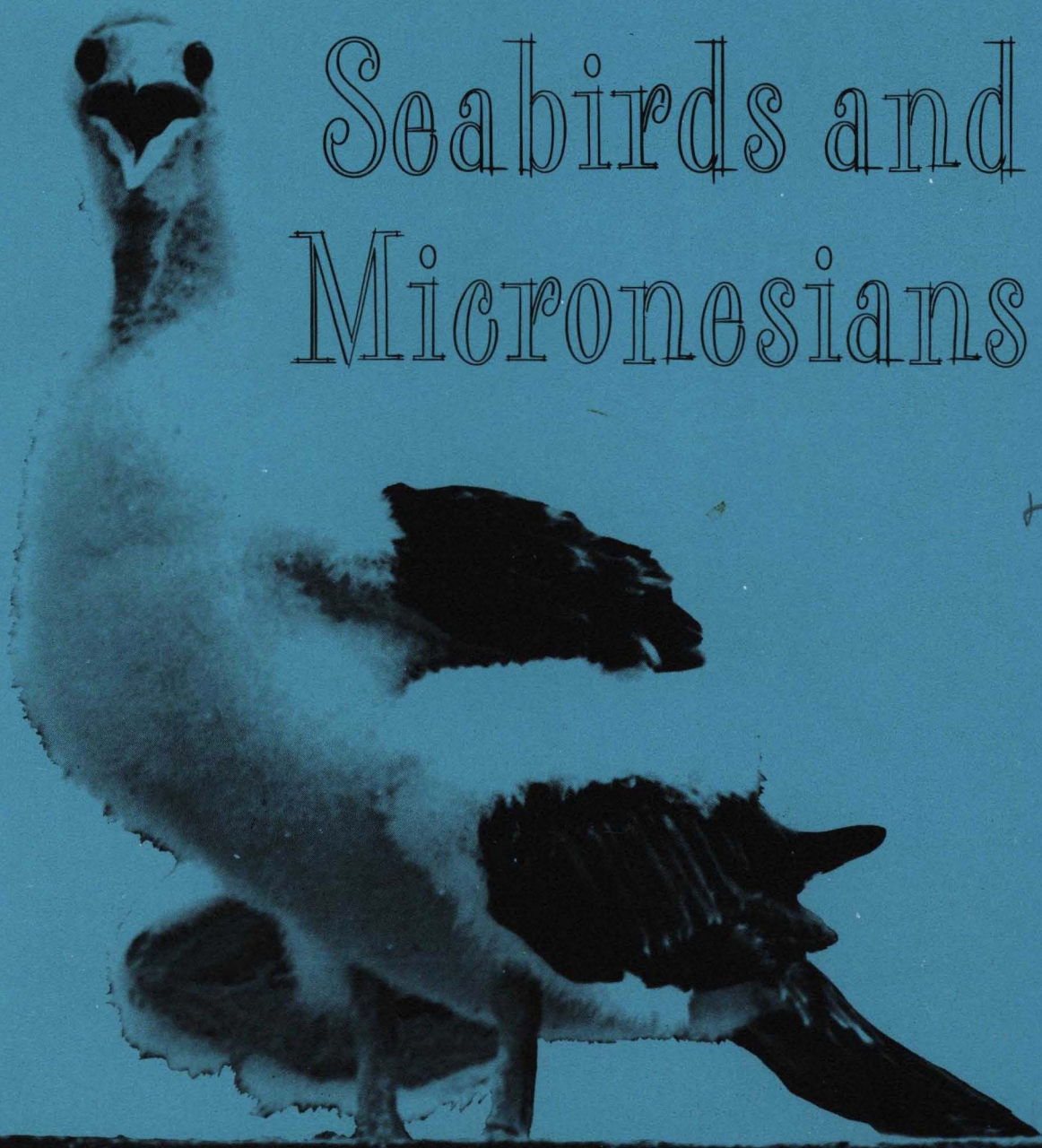


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MicronesianReporter

THIRD QUARTER 1974

Seabirds and Micronesians



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Who's Who

...in this issue of the Reporter

This Quarter's Worth

Reenactment of Historic Voyage

A recent article from the Associated Press said the "Golden Hinde" is presently sailing from Plymouth, England to San Francisco. Shades of the 16th Century, we thought. That's Sir Francis Drake's famous sailing ship, on her way again.

Actually it's an exact replica of the vessel with which the famous explorer sailed the world. A group of San Francisco businessmen built her, at a cost of one million dollars--quite a bit more, we would guess, than the original--using the techniques and materials of the 16th century. Of course, the crew of 16 decided they didn't want to take any unnecessary chances during the five-month voyage, so they have also outfitted the "Golden Hinde II" with modern steering gear, a radio, and an auxiliary engine--just in case.

No one really knows whether Sir Francis Drake called in Palau during his voyage. The records of the trip do not specifically say so, but Harvey Helfand argues that from entries in the logs and position reports the island group sighted by Drake's explorers on September 30, 1579, must have been Palau. Helfand's interesting article on this encounter begins on Page 20. We wonder whether the 20th Century reincarnation of Drake's galleon will also pass close by the Palau Islands.

For the Birds

We often overlook the commonplace things around us, taking little notice of the important role they might play in our lives. Such is probably the case with birds. Seabirds are an everyday fact of life in Micronesia, yet we seldom give a thought to the importance of these feathered creatures in the delicate ecological balance of our ocean world.

Thus we were particularly pleased to receive Erika Wilson's excellent article on seabirds, this quarter's cover story.

Ms. Wilson wrote the article for a University of Hawaii course on "Changes in Micronesia" taught by Professor Leonard Mason, a man well known to many in Micronesia. He suggested that she send the article to us, for which we are grateful. It is this sort of unsolicited manuscript that adds a great deal to this magazine, for the kind of preparation time and research devoted by Ms. Wilson to her article would be difficult, if not impossible, for us to do "in shop" by our staff. If this were a technical publication, we would have reproduced the extensive bibliography that accompanied the article. Suffice to say that Ms. Wilson drew on source material from 26 different books, articles, pamphlets and other publications for her article, more written material than we would have thought existed on the subject.

The author, incidentally, would like to acknowledge the criticisms and advice of both Dr. Mason and James C. Wilson in the preparation of her paper.

We suspect that others of our readers are involved in research on topics that would be of interest to their fellow Micronesia-philis. We would welcome the opportunity to publish these articles. --B.B.

ERIKA WILSON is presently working toward her B.A. in biology from California State University in San Jose, taking the final courses at the University of Hawaii. She is a laboratory technician in the Zoonoses Lab of the Vector Control Branch of the Hawaii State Department of Health, and says her interest in ornithology is based on years of bird-watching, supplemented by appropriate college level courses. She is also the corresponding secretary for the Hawaii Audubon Society.

NANCY HALFERTY is a Peace Corps Volunteer assigned to Truk District, where she works out of the Public Affairs Office. From Portland, Oregon, she has a bachelor's degree from Wheaton College, and has done graduate work in journalism at the University of Oregon. She came to Micronesia in February of this year.

HARVEY Z. HELFAND is also with the Peace Corps, but as an employee rather than a volunteer. He is Director of Peace Corps programs in Palau District. Helfand says his article on Sir Francis Drake is the product of research he conducted on the subject while residing in Berkeley, California about three years ago. An architect by training, Helfand also drew the excellent picture of the famous explorer which accompanies the article.

JOHN J. CONNOR is a U.S. Army Captain who recently began a tour of duty with the 39th Engineer Battalion at Fort Devens, Massachusetts. From July, 1973, to July, 1974, however, he was assigned as project engineer for the U.S. Army Corps of Engineers in Majuro. While there, he took a few days leave to fly with the "Micronesia Shuttle," an experience which resulted in this quarter's article and pictures on the military re-supply mission.

INTERVIEW:

Stanley S. Carpenter

No other Washington official has a closer working relationship with the administration of the Trust Territory of the Pacific Islands than does Stanley S. Carpenter, the Director of the Office of Territorial Affairs (DOTA). A career foreign service officer with the Department of State, Carpenter was detailed to the Interior Department on January 3, 1972 to become the Deputy Assistant Secretary for Territorial Affairs. The designation later became DOTA in a reorganization of the functions in the Interior Department that oversee the administration of America's outlying territories, Guam, American Samoa, the Virgin Islands and the TTPI.

An indefatigable traveler, Carpenter has made numerous trips to Micronesia. The one during which we interviewed him was typical—Enewetak, Kwajalein (where the interview took place), Ponape and Bikini. One week after returning to Washington, he was underway again, this time to Rarotonga, in the Cook Islands, for the annual meeting of the South Pacific Commission, to which he was recently named senior U.S. Commissioner.

Born February 27, 1917 in Boston, Massachusetts, Carpenter was educated at Wheaton College and the University of Illinois, from which he holds both M.S. and Ph.D. degrees. He served as a first lieutenant in the Philippines and Japan during and just after World War Two. We picked up Carpenter's career at that point, as our interview began.

CARPENTER: I entered the foreign service shortly after World War Two, and now have 28 years of service behind me. I served in the U.S. Army for four years during the war and I was a Japanese language officer with General MacArthur's headquarters in Japan during the immediate postwar period. Interestingly, I had been stationed in Osaka with the military under General MacArthur, went with the State Department after passing the examination in Japan, and State immediately sent me back to Kobe, Japan, as my first Foreign Service post. So we spent about five years in Japan then, mainly in the Embassy in Tokyo, three years in the American Embassy in London, and then State wanted me to go back to Tokyo for another five. So all together we spent about ten years in Japan. After that came the Department of State in Washington, the National War College, Copenhagen for two years, then to Okinawa as civil administrator, and then back to the State Department and finally to my present position. As to the latter, Secretary Morton asked me to come to Interior on loan from State for an indefinite period of time.

REPORTER: Did any of your previous



positions relate directly to the kind of thing you are doing now, involving the administration of a dependent territory?

CARPENTER: Yes, the one in Okinawa was a unique job, much like my present position. I was Civil Administrator of the Ryukyu Islands, which, of course, includes Okinawa as the main island. In many ways there are similarities between that type of administration and the TTPI; there are also marked differences. But it was largely because of that experience that Secretary Morton asked the State Department to loan me to Interior for this particular assignment.

REPORTER: When you were in Okinawa, were you the equivalent of the High Commissioner of the Trust Territory?

CARPENTER: No, we had a high commissioner. The Ryukyu Islands were under the Department of the Army, and from the beginning a three-star general was the high commissioner. For a long time, another general was the civil administrator, but in the early days of the Kennedy Administration recommendations were made that the job be put in the hands of a civilian. The first civilian was a political appointee, which didn't work out very well, so they turned to the Foreign Service. One of my very good friends, Gerald Warner, was the first Foreign Service Administrator and I replaced him.

REPORTER: Did the functions of the Civil Administrator in Okinawa include relations with the elected legislature or other elected leaders of Okinawa?

CARPENTER: We had in the Ryukyu Islands a fully operating local government. Over a period of time we had gradually turned over more and more authority to the Okinawan executive. There was also an Okinawan legislature,

and a governor. While I was there we agreed to an elected governor, and Mr. Chobyō Yara was the first elected governor. Governor Yara and myself worked very, very closely. We had meetings on a regular basis, twice a week, and were on the telephone almost every day. Since Governor Yara spoke no English all conversations were in Japanese.

REPORTER: Was their legislature similar to the Congress of Micronesia?

CARPENTER: Yes, very similar. However, there was only one house instead of two. On the American side the High Commissioner had rather complete veto power. During the two years I was there, I don't recall more than one or two instances where that veto power was used, however. In a very real sense, the Okinawans were, by and large, managing their own government.

REPORTER: Was it always the intention of the U.S. Government to eventually return the Ryukyus to Japan?

CARPENTER: No, it wasn't. That was a policy decision that was finally made toward the end of my tenure there. There was great pressure, of course, from Japan to have the islands returned to them, and there were groups on Okinawa who believed very strongly in reversion to Japan. But in the early days of the administration, many Okinawans felt that they wanted to belong to the United States, or retain some link to the U.S. For various reasons, it didn't seem to be a very practical thing. They are a people who are Japanese oriented, speak the Japanese language, and whose cultural ties are all with Japan. So gradually the feeling focused more on return to Japan.

REPORTER: Let's turn to your present job as Director of the Office of Territorial Affairs. What is the nature of your responsibilities with regard to the territories?

CARPENTER: Well, the Secretary of the Interior historically has been the chief administrative officer for the territories. I work entirely under his direction. His basic responsibilities have been largely delegated to my office. Of course, we presently have only four territories remaining, the three permanent territories of the United States, Guam, the Virgin Islands and American Samoa, and the Trust Territory, which is a unique

situation in which we are the administering authority of an area in trust for the United Nations.

REPORTER: Which of these territories occupies most of your time?

CARPENTER: Certainly the Trust Territory, followed by American Samoa, with the Virgin Islands and Guam occupying a smaller percentage of our time.

REPORTER: Is this because those two areas have more local autonomy?

CARPENTER: That's right. Once a territory reaches the political development stage of electing their own governor and delegate to the Congress it is largely on its own. We're there to help them if they want help, but we try to refrain from getting too directly involved in their day-to-day operations.

CARPENTER: Speaking of elected governors, there's a great deal of interest in the Trust Territory in the American Samoa situation. Why, in your view, have the people not gone for the idea of an elected governor?

CARPENTER: Well, we have been trying very hard to encourage them to accept that stage of political development. We went to the ballot three times in eighteen months, which I think is kind of a record, and each time the people turned it down, the last time by a very slender margin, but still a negative vote. A large number of Samoans abstained from voting which indicates a certain apathy on their part. Samoa is a very interesting society, in many ways quite different from a Western society or from that of the United States. From the very early days there we have had a meeting of the American democratic system with the chiefly system, a very finely structured traditional system with the chiefs still maintaining a large degree of influence.

There are various reasons, I think, why they turned it down. One, they are very loyal to the United States—very patriotic, really. A good many of their young people go into the military services, they have great respect for the American flag, and a generally favorable and warm regard for the U.S. And despite some of the press articles that have appeared in the past few years, they've been well satisfied with the administration of Governor Haydon, the retiring American governor.

I think they are rather nervous about making a change. Also there is some feeling, which we time and again tried to overcome, that accepting an elected governor of their own might mean an ending of American financial assistance, or at least a dropping off of such assistance. But I think even more importantly, under the chiefly system those people who would be the logical candidates for the governor's job you could count on the fingers of one hand. No one is considered that outstanding among the others. So there has been some natural resistance among this small number to one of his peers being elected.

REPORTER: Is there any significant movement in American Samoa toward more self-government, decreasing the ties with the U.S. or even becoming independent?

CARPENTER: No, as far as independence there is none whatsoever. And this is rather remarkable since their sister area of Western Samoa has been completely independent for some years, and there is considerable inter-change between the two. The people are all inter-related. But no, there isn't any movement for independence. They are quite happy with their present territorial arrangement. As for commonwealth, or any of these other designations, they do not want an organic act, mainly because their land is all communally owned, and they are fearful that this system if tested in the U.S. courts, might be overturned. So even if they elected a governor, they've made it clear that they want to maintain exactly the same relationship with the Department of the Interior as they have had in the past. They do have an elected representative in Washington. He's not a member of the Congress, however, and he has no official standing in Washington, but he's there to assist the Samoan people, working closely with my office.

REPORTER: Would they like to have an elected delegate in Congress?

CARPENTER: I think eventually they would, yes. But before they have their own elected governor I believe that would seem somewhat premature in the eyes of the Congress.

REPORTER: What is the nature of American Samoa's funding from the U.S.

Congress, and how much is it?

CARPENTER: It's been running, during the last two or three years, in the neighborhood of fifteen million dollars a year. That's a direct appropriation to American Samoa. And then there are other Federal grant programs which amount to about four to five million. They've had a great increase in local revenues, largely from tax revenue from the canneries. There are two canneries which are doing a booming business and have been expanding. I believe their local revenues are in the neighborhood of fifteen to sixteen million dollars, which considering the population of 28,000 is quite a remarkable achievement. So total funding now is around thirty-five million dollars, which per capita is very substantial.

REPORTER: Does the funding from the U.S. go to the legislature?

CARPENTER: No, it goes directly to the executive side of the government. There is, as in the TTPI, a very close relationship on budget preparation between the Fono, (the legislature) and the American administration.

REPORTER: What do you think about the Congress of Micronesia's request for a lump sum appropriation of grant funds from the U.S. Congress?

CARPENTER: I think it's certainly a logical request. I personally don't have any problem with it, but I think there is some resistance in the U.S. Congress to doing it in the total amount. I suspect that the best way to accomplish it would be to work on it in smaller doses. That is, take a portion of the present money as a start and turn that over to the Congress of Micronesia, possibly on a matching fund basis. That type of arrangement would be more acceptable to the Congress as we make the transition. In fact, I recall making this suggestion to the Congress of Micronesia Joint Budget Committee some two years ago. So far we have not received a formal proposal.

REPORTER: Does your office have anything to do with the status negotiations?

CARPENTER: Yes, very much so. We are deeply involved, and work very closely with Ambassador Williams. We are helped in that regard by the fact that their office is located in the Interior Department

building--in fact, it's only one floor down from my office. Ambassador Williams is the personal representative of the President as the chief negotiator. He is assisted by a staff that is made up of people detailed from other departments. At each of the formal rounds he was supported by an inter-departmental group, one member of which is always from our office. That individual, even though a part of my staff, spends actually 90 percent of his time working in Ambassador Williams' office. He reports to me at the end of each day on developments. You really can't separate the status negotiations from the administration of the Trust Territory; they are just too intertwined. Things that happen in the administration might have an effect on the negotiations, and vice-versa. So it's not a separate thing at all.

REPORTER: Do you periodically brief Secretary Morton, or in some other way keep him apprised of what's happening in the territory?

CARPENTER: Yes. I see him from time to time on pressing problems, and he's always very interested and very responsive to the needs of the territories.

REPORTER: What do you see as the most pressing needs in the Trust Territory?

CARPENTER: Well, the most pressing need in the Trust Territory and the principal objective that we all have is the satisfactory conclusion of the status negotiations. I think many of the problems that we have in the TT will not be resolved fully until there is a resolution of the status problem. On other levels, of course, as far as straight administrative problems, the most important need, and it has been for a long time, is the need for economic development. This is something that has been moving very very slowly, because of a combination of factors. I think we're in pretty good shape as far as funding from the Congress, and we expect that total funding to increase somewhat in the years ahead.

REPORTER: Why do you suppose it is that after some 30 years of U.S. Administration economic development has been so slow?

CARPENTER: You have to keep in mind



that for a long part of that period the Trust Territory was operating on a very minimal budget. It wasn't so long ago that the annual budget was six or seven million dollars, only enough to keep a relatively small administration and staff operating. There just wasn't enough money to put into economic development. Because of that budget lag, in recent years we've had to devote a good percentage of our money to building up the basic infrastructure--such things as power, water, airports, roads and so on, and there hasn't been a lot of money remaining to put into economic development. In addition, I think most people are in agreement that there really are three major potential areas of economic development--tourism, marine resources and agriculture. Tourism is coming along, but, of course, that depends on a good, firm basic infrastructure and hotels, and there has been some lack of receptivity in some areas of the TT to increased tourism. But it certainly holds great promise for the future. Marine resources? Here again, I think real development would require considerable expenditures of money. You're talking about tuna fishing, canneries, that sort of thing, and these things come at high cost. Also, there hasn't been that degree of interest on the part of Micronesians generally to engage in marine fishing operations. Many of them, and this is true in Samoa too, are not that inclined to go off for six or eight weeks to catch fish. In agriculture, an area where the Japanese did quite well--of course it was heavily subsidized by Japan--there still hasn't been all that much interest on the part of the Micronesians in farming activities. Rightly or wrongly, most of the young Micronesians would much prefer to work in the administration, in a white collar job, to working out in the hot sun either fishing or farming. We must try to prove to young people that these areas can be lucrative. That just hasn't been demonstrated to their satisfaction yet.

REPORTER: At some point, though, the government is going to have to reduce in size and eliminate some jobs, isn't it?

CARPENTER: I would think that would be true, once the trusteeship is terminated. I wouldn't think that there



would be the same kind of funds available as they've had in the past for continuation of a large administration.

REPORTER: What effect on the administration of the TT by the United States would a separate administration of the Marianas have?

CARPENTER: If that were to develop, I don't think it would have that much effect on our office. The separate area would presumably come under our office, but we would just have a form of separate district administration, and we would have to separate out the funding from the rest of the TT. It might impose some additional problems in budgeting, but I don't see any real problems from an administrative standpoint.

REPORTER: Does your office have any relationships with the Department of Defense, which has a primary interest in this area?

CARPENTER: We have a very close working relationship with DOD. Of course Defense is one of the departments involved in the status negotiations, but there are many other problems on a day-to-day basis that involve liaison with DOD, both in the TT and in American Samoa. A good example is with the efforts to improve transportation in the territory, where we pick up surplus ships from the military, which are loaned to the Department of Interior, and we get involved in signing transfer documents, loan documents and so on. We have also been involved recently with them to try to improve the electric power situation, both in the Marianas and in American Samoa. We are trying to locate surplus generators, and in the case of Saipan we

are looking at the possibility of a surplus power barge. And then in the very specialized, unique area of Enewetak we'll be working very closely with the Defense Nuclear Agency. So almost every day we have close contact with DOD.

REPORTER: What about the current investigation that is going on into the surplus property acquisition practices in the TT? Is there any substance to these rather sensational charges that have been made?

CARPENTER: I don't think there is any substance at all to the charges. This all developed more than a year ago with Mr. Thorpe, who is a scrap dealer out of New Mexico, when he sparked the investigation with some rather serious allegations about corruption in the TT. I recall meeting with Mr. Thorpe about that time when I was on Guam for the South Pacific Commission meeting. We had a long discussion then. His initial problem, really, was in the Palau area, where he was interested in acquiring some surplus generators, and felt that, one, he received mis-information, and two, that the contract with the local Palauan scrap dealer there was not properly handled. At the time I met with him I suggested strongly that if he had a problem in the enforcement of a civil contract he should retain private counsel and proceed to bring suit, which he has failed to do. I also urged him to meet with the High Commissioner or Deputy High Commissioner. Then he heard about the sale of one of the refrigerated barges that the Trust Territory obtained through surplus channels, and he's been making allegations that was not handled properly. We looked into that very carefully through the Attorney General's Office in the TTPI and through our Office of Solicitor in the Department of Interior, and it was legally agreed that the barge was foreign excess and did not come under Federal surplus rules and regulations. Thus, the TT was permitted to dispose of it as they did. I think his most recent allegations have been regarding foreign excess property which TTPI obtains through a representative on Okinawa from the military, and as far as we know there is no proof of any illegal activity. We did review all of Mr. Thorpe's charges, and we've found no evidence of

any wrongdoing, so we'll be very interested in getting the results of the present investigation. If there is any evidence of wrongdoing, we want to be the first to know about it.

REPORTER: What about the charges made by William Penrose with regard to the TransPac situation?

CARPENTER: Well, I've seen what he said. My inclination is that this is further evidence of some of the emotional feelings that seemed to exist between the transportation division on Saipan and the old TransPac personnel. I can't really say whether he's right or wrong.

REPORTER: How do you and your staff keep informed about what's happening in the Trust Territory?

CARPENTER: The principal method is by telephone. We have access to military phone circuits in the Pacific, and almost every day I have a long conversation with either the high commissioner or his deputy, depending on who's present. We normally call late in the afternoon, Washington time, which is early in the morning Saipan time. And then there is a steady flow of cables and other correspondence coming in. In addition, I and my staff travel frequently. I try to keep somebody out most of the time, not always in the Trust Territory but in one of the territories. In addition, people from the territories, Micronesians, Samoans, and others, stop in our office whenever they are in Washington. So we know pretty much what the problems are and what's going on. We seldom have the feeling that we are out of touch.

REPORTER: When decisions are made involving policy in the TT, are these made in Washington or on Saipan?

CARPENTER: I'm not really sure it makes all that much difference. It depends on what kind of decision we're talking about. The High Commissioner is the senior U.S. official in the Territory and, as such, must be responsive to policy guidance from Washington. Day-to-day operational matters are largely handled by the High Commissioner's office. Whenever there are possible repercussions or implications on policy considerations or on the status negotiations, we consult with the High Commissioner, and in that type of decision there is input from Washington. Basically, though, the High Commissioner and his staff have a good

deal of decision making authority.

REPORTER: Do you anticipate any changes in emphasis or policy regarding Micronesia as a result of the recent change in administrations in Washington?

CARPENTER: I don't really. It still is a Republican administration, and I think the whole framework of our policy for the foreseeable future is pretty well tied to the status negotiations, which are an ongoing thing. So I don't expect to see any marked changes.

REPORTER: Do you see any advantage if the Congress of Micronesia were to have a full time representative in Washington?

CARPENTER: At the present time, I really don't see any pressing need for it. I'm not sure what such an individual could do that can't be done now. Members of the Congress do come to Washington quite frequently, either on

budget appearances before our Congress, or on such things as the annual U.N. Trusteeship Council meeting. So there's a continual visitation type of program that goes on. But I really can't see that it would be that helpful at the moment to have a full time representative there.

REPORTER: You've made frequent trips to Micronesia during the time you've been the DOTA. What have been some of your major impressions?

CARPENTER: I'm constantly impressed with the friendliness and intelligence of the people. I think the Micronesians are a wonderful race and I'm very impressed with them in many ways. I think it's always impressive to see progress being made in some of the areas where we are working so hard, that is, better airfields, better hospitals, power, water, and so on--evidence of a slowly rising standard of living generally for the people. And of course, one is always impressed with the vastness of the area. Maybe we visitors notice it more than the people who actually live there, but it is a large area, and each district is somewhat different from the others. One of our basic problems in the Trust Territory has been how to manage an area this large. The transportation system is so vital that any progress we can make in improving shipping to the area is a matter of great self satisfaction. I think we are all interested in the present arrangements for

shipping services. We were involved in the decision to terminate TransPac, and I'm very pleased to be getting reports that the present shipping arrangement is providing better service. Maybe not lower rates--that seems to be a worldwide problem. And the same is true of the communications system. The sheer size of the area always impresses me, and I'm pleased that we've been able to make improvements in the vital areas of shipping and communications. I think, finally, one other impressive thing is the extent to which the administration is becoming Micronized. It's very impressive to visit the districts and find Micronesians holding important--increasingly important--positions not only on Saipan but also in the other districts. This is something that we've been working very hard on, and we are hopeful that in the next couple of years the great majority of the Americans will actually be phased out by qualified Micronesians taking their positions.

REPORTER: Along those lines, there are some 160 civil service employees in the TT, and it's often said that they are the hardest to get rid of, because they are locked into a system of tenure and security and they want to be protected. What is the Interior Department doing to help these people locate other jobs?

CARPENTER: Early in my tenure we began working to encourage Interior to establish a policy whereby these people could go from the TT to a position in the Federal service in the Department of Interior, whether in Washington or in one of the field offices around the States. We are very pleased that recently the personnel authorities in Interior



published a policy of giving priority to Federal employees in the Trust Territory for positions with agencies in the department. I think this is a very significant step, which I hope will be good for morale among the Federal employees, many of whom felt that they had no place to go after leaving Saipan or Micronesia. So this should be helpful to them in making the transition from, in many cases, a long stay in Micronesia to some other position back in the United States.

REPORTER: The purpose of one of your most recent trips to the Trust Territory was to meet with the Enewetak people concerning their return. Could you bring us up to date on what is developing with regard to the return of both groups of displaced Marshallese, the peoples of Bikini and Enewetak?

CARPENTER: Let's take the Bikini situation first because that's much further along. We had hoped to have the Bikini people return this spring. Our rehabilitation program is relatively far along; we've planted a large number of coconut trees, breadfruit, pandanus, and so on, some of which have reached the maturity state. We've finished some 40 residential buildings and more are being completed. At the last moment representatives of the people came to Washington with Congressman Ataji Balos and asked for an ex gratia payment of three million dollars before they will return to their home area. We are very sympathetic to this request. We feel that the people have really endured tremendous suffering and misery during this long period of time, and we are

working hard to have a package to present to the U.S. Congress which hopefully will satisfy this request and thereby result in the people returning. On Enewetak, the announcement was made some time ago by Ambassador Williams and the High Commissioner that Enewetak would be returned to the Trust Territory. The announcement called for the return by the end of 1973, and we were prepared to transfer jurisdiction at that time. But the Micronesian Legal Services people have raised certain

questions about the transfer arrangements which are still under review in Washington. However, we are proceeding very rapidly with the planning and the specific programs for the cleanup and the rehabilitation of the area. We have just completed an inter-agency visit to the area, under the chairmanship of Lt. General Warren D. Johnson of the Defense Nuclear Agency, which will have the prime responsibility for the cleanup of the area, and we are proceeding with requests to Congress, both from DNA and the Department of Interior for the necessary authorization and the appropriation of money. I think the interesting thing here is that Interior is asking for a separate authorization and separate funding from the Trust Territory ceiling money. We learned by bitter experience in Bikini that if you have to try to use TT money for that, rehabilitation takes a long period of time and of course cuts down on the amount of money available for the TT as a whole. So we do have at this time an authorization request for the rehabilitation alone, and we expect to

have a hearing on that proposal soon. The initial reaction in the Congress has been rather sympathetic, and I think we should get that authorization without much trouble. At the same time, DOD is proceeding with hearings before the Congress for money for the cleanup alone. The planning calls for the cleanup to be completed by Fiscal Year 1977, with rehabilitation starting while the basic cleanup is in progress, and it probably will require another year beyond that.

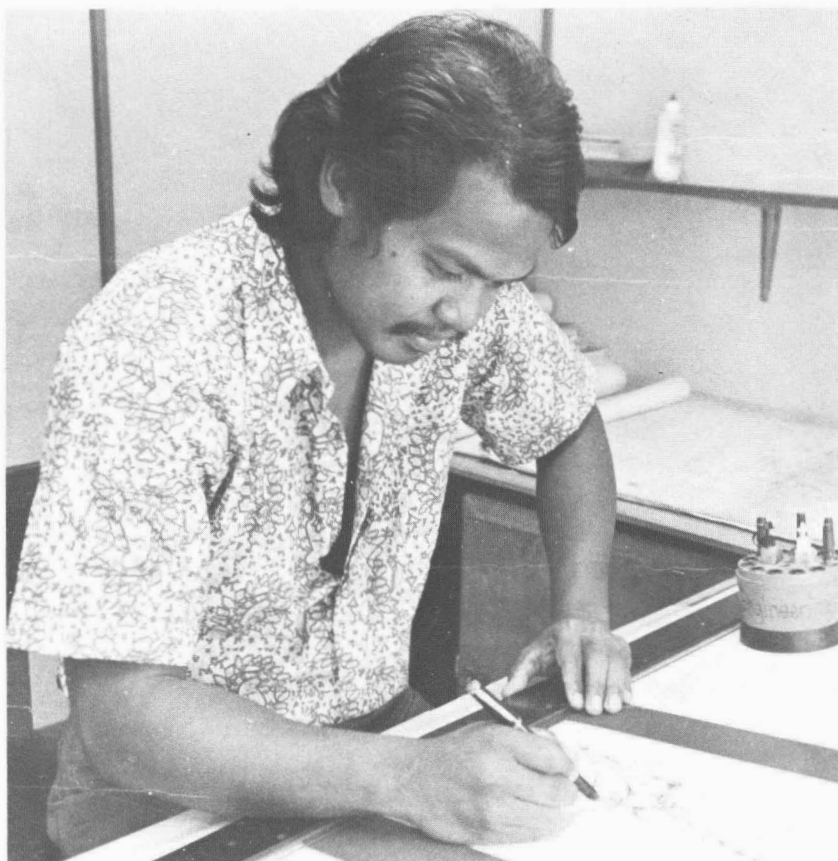
REPORTER: But some of the people will be returning to Enewetak prior to that, won't they?

CARPENTER: Yes. We have agreed to the early return of fifty individuals to the island of Japtan, and we hope that should be done this calendar year.

REPORTER: Do you have any final observations or comments?

CARPENTER: I'd like to express my appreciation to the people of Micronesia, and particularly to the Congress of Micronesia for the sincere cooperation that they've always given to us in the Department of Interior. I know we do from time to time have differences of viewpoint on problems, but I think by and large we have mutual respect, and I hope that type of relationship will continue in the future. I certainly look forward to the day when the Trusteeship is terminated and the people of the Trust Territory start on the path of their own choosing. To accomplish that goal I would fervently hope that all of us, whether Micronesians or Americans, can live together in a spirit of mutual cooperation and good faith.





mark hutchins -- ARTIST IN RESIDENCE

So many people have commented on the fine pen-and-ink design work that illustrated our feature on ESG essay contest winners in the Second Quarter, 1974 edition of the Micronesian Reporter, that we are presenting more of this talented artist's work this quarter.

The artist is Mark D. Hutchins, who works as a draftsman with the Department of Public Works at Trust Territory Headquarters on Saipan. Mark is from Kayangel, the tiny atoll just north of Babelthuap in Palau District. He does his drawing, in charcoal and oils as well as pen-and-ink, during his free time and, he says, "mostly I just give the pictures to my friends."

Mark was educated at the Seventh Day Adventist School and vocational school in Koror, then attended Guam's Trade and Technical High School, where his talent for drawing led him into a career as a draftsman.

He joined the TT Government on Saipan in 1969, shortly after receiving his diploma. For a time he did only blueprint and design work in connection with his job, but

in 1972 Mark began drawing pictures, mostly from memory and imagination, that soon won him praise and recognition from his colleagues and friends. Although his future plans are indefinite, Mark says he would like to attend college to study architectural drafting and art.

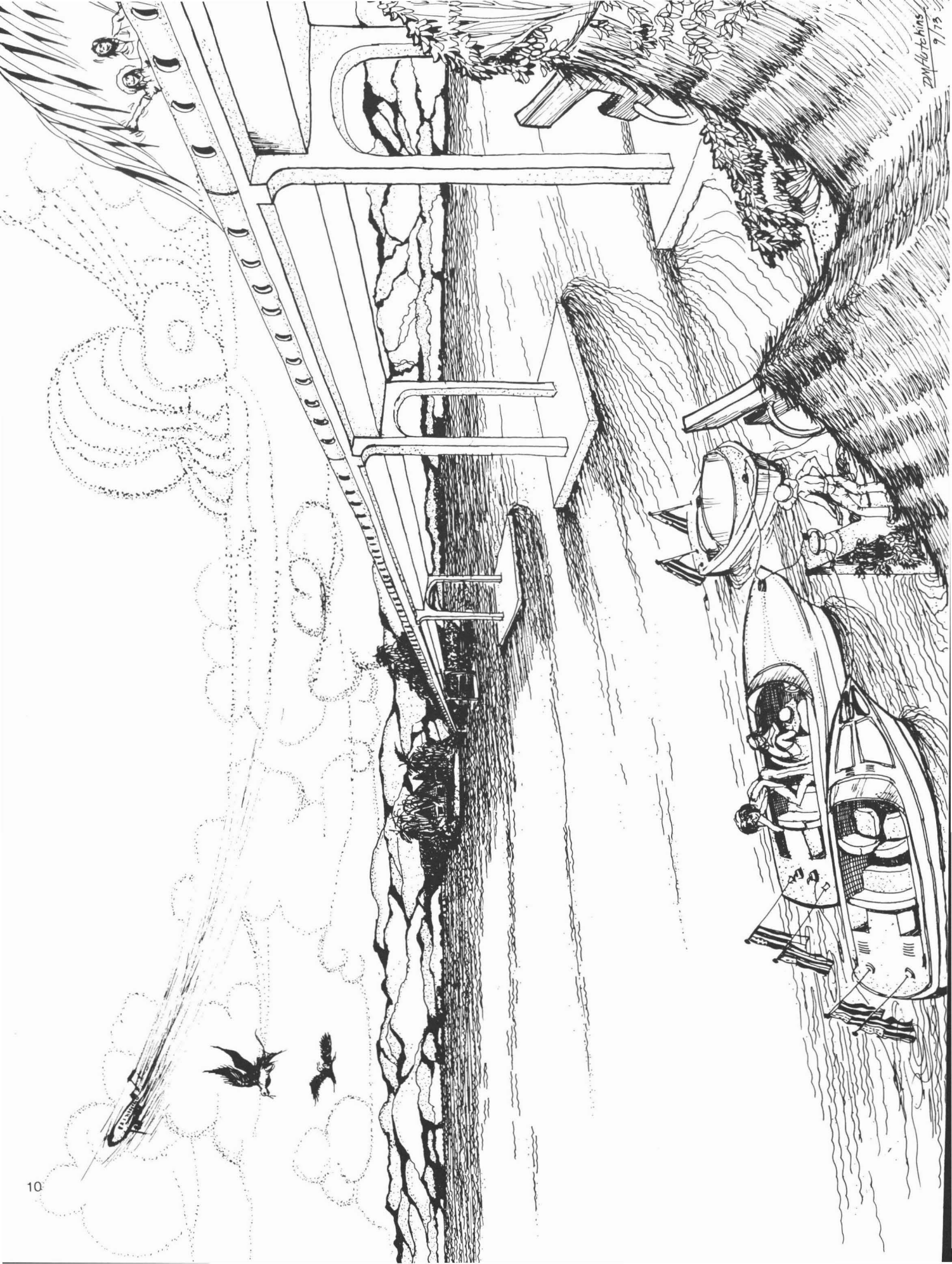
Of the two drawings included here, Mark says: "When I was a little boy, we would go out fishing and I would see these large birds. In Palauan, we call them "Seou," but I don't know the American name. I drew them from memory, with a little help from my imagination.

"As for the other drawing, I heard that they were going to build a bridge between Babelthuap and Koror in Palau. So I took a look at the preliminary plans, and then drew my concept of what the bridge might look like. I don't know whether it will really look like that, but that's what my imagination came up with."

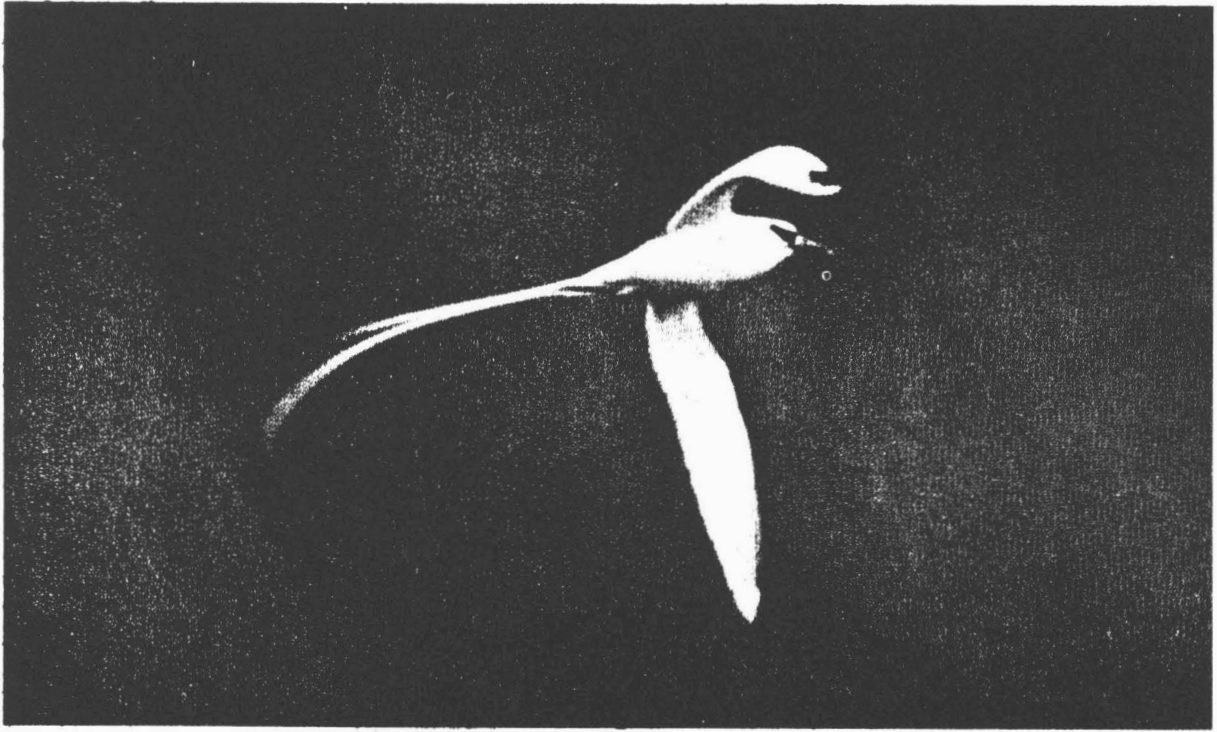
Having an obviously talented artist like Mark Hutchins working next door to our editorial offices in an asset, we're sure you will agree. We hope to use more of Mark's work in future issues.



DMH/CHINS
/73



Seabirds and



Micronesians

by Erika Wilson

This paper is about seabirds and Micronesians—how they live together and how they affect each other. Seabirds are incorporated in the culture, the art, and the daily lives of the Pacific islanders. By studying seabirds, Micronesian sailors and fishermen navigate more safely and find fish more easily than they might were they ignorant of the habits of their flying companions. Micronesian folklore includes many seabird stories, each displaying a sophisticated fund of information about the animals they describe. During food shortages these birds provided a source of protein to the islanders. The people of Micronesia were constrained by the harsh realities of their struggle for existence to be very aware of their environment. Their knowledge of seabirds is a conspicuous example of the depth and breadth of that awareness.

Man's attitude toward nature, including, of course, his attitude toward birds, is usually a reflection of his culture and the level of his technology. The role of seabirds in the lives of Micronesians has changed as the Micronesians have adapted to technological and cultural changes over the last two centuries.

Soaring on narrow wings close to the swell of the Pacific, a single shearwater scans the surface for squid. Some distance away hundreds of terns dive briefly into the water to catch small fish near the surface. Among the terns big boobies plunge vertically into the sea, capturing larger fish feeding on the small ones. A few graceful tropicbirds sail among the others, swooping suddenly into the water and emerging with a meal. Above them all hang the frigatebirds, ever alert for a successful booby or tropicbird. Their seven-foot wing span and sharply hooked beak make the frigatebirds formidable as they harass their smaller victims, forcing them to drop their catch, deftly grabbing it as it falls. The seabirds are an integral part of the Pacific Basin ecosystem. They participate in the massive cycling of minerals, water, and solar energy.

The seabirds of Micronesia are placed in three orders of the class "Aves." Within these orders the seabirds of this area are divided into the following ten families: Diomedidae (Albatrosses), Procellariidae (Shearwaters), Hydrobatidae (Storm-Petrels), Phaethontidae (Tropicbirds), Suidae (Boobies), Phalacrocoracidae (Cormorants), Fregatidae (Frigatebirds), Stercorariidae (Jaegers), Laridae (Gulls), and Sternidae (Terns). Of these the boobies, the tropicbirds, the frigatebirds, and the terns are most commonly seen by Micronesians. The seabirds range in size from the magnificent eleven-foot wingspan of the albatross to the diminutive one-foot wingspan of the storm-petrel. The birds' plumage colors are many combinations of white, black, and brown, but in the facial skin, beaks, and feet a wide variety of colors can be seen, including lemon yellow, pink, red, green, black, blue, and brown.

The feet of seabirds are uniformly webbed for movement in the water. Their beaks, however, have great diversity of form. Many are narrow and pointed, others are thick and blunt. This range of beak structure is strongly correlated with the type of food each species takes from the ocean. Seabirds take seafood of all kinds (fish, squid, crustacea, and pelagic molluscs), garbage from ships, and the nestlings and eggs of other seabirds, but competition for food is almost entirely intra-specific—mixed groups of seabirds do not feed on the same things. Terns feed on small fish fleeing from larger predatory fish which in turn are taken by boobies at one depth or by tropicbirds at another

depth. Shearwaters are mostly surface feeders, relying on floating squid. Only the frigatebirds do not hunt for themselves, but are scavengers, stealing from the boobies and tropicbirds and raiding colonies for unattended nestlings.

Seabirds range over vast stretches of the Pacific; migration is common. About half of the species seen in Micronesia are migratory species. With the exception of the terns and the boobies, seabirds lay one egg each season. The development of the young is relatively slow compared with land birds; the long immature stage is possible because these birds nest in colonies on "safe", inaccessible islands. As well as being slow to mature, seabirds are slow in becoming breeding adults. Most of the larger species are several years old before they begin nesting.

Seabirds figure in many Micronesian myths and tales; the frigatebird is the most common. The unusual flying abilities of this bird are skillfully woven into stories. "The Stolen Wife and the Flying Canoe", for example, concerns Jol, a young husband, who builds a canoe in the shape of a frigatebird so that he can retrieve his wife, Jat. Jol knows that the frigatebird makes long flights without resting, often under unsuitable conditions for sailing canoes. His frigatebird canoe has similar powers.

Another tale which centers around the flying abilities of the frigatebird is "Bunene and the Frigatebird." Bunene, a young, attractive girl, refuses all her suitors, saying she only wants to fly with Molob, the frigatebird. Her desire is fulfilled, but after some hours aloft Bunene complains of thirst and hunger. Molob tells her that he lives on the winds, it is both his drink and his food.* Bunene becomes quite weak and begs to be returned to land. Molob places her on the beach of her home island, nearly dead. In the version collected by Eve Grey in "Legends of Micronesia," the girl dies; her death served as an object lesson to others wishing for the impossible. On the other hand, the version related by John Mangefel in his collection of stories from Yap has Bunene begging for food from a

* This is an interesting concept; the Micronesians knew the frigatebird took fish from other birds, but its source of drinking water wasn't known until recently. Seabirds drink seawater and excrete a very salty viscous fluid from a special gland above the eyes; the secretion drains down the bill.

former suitor; the suitor graciously fills her need and she becomes a model wife. Again, there is a clear moral.

Frigatebirds and terns were also viewed symbolically. For example, in one story a boy is flying a kite which blends into the form of the frigatebird in effortless flight. The boy's deceased mother comes to him as a Black-naped Tern, asking him to go away with her. The story is an involved one, exploring interpersonal and family relationships. In the end the boy goes with his mother, and his father is constantly reminded of the boy by the flying kites (frigatebirds).

The Crested Terns of Ponape take pity on Sakier, a mistreated girl who often wanders sadly. One day they envelope her in their midst and take her away; these terns are called Sakier in memory of the girl.

Mixed groups of seabirds were seen as cooperating in their struggle for existence. The tale of "The Birds and the Eel" from Ulithi is an example of cooperative effort. Eight types of birds deplore the predatory behavior of the eel; the members of each group try to capture him. Two groups, *hori* and *moli*, combine their talents to make a strong rope of coconut fiber which succeeds in holding the eel. This emphasis on cooperative effort has obvious application in a society structured around extended family obligations.

Another seabird group effort is related by the Marshallese. A man-god is quite successful in conquering the Marshall Islands; he decides to also take Bikar, the bird island. The seabirds, however, valiantly protect their island by the force of sheer numbers.

Sometimes the physical appearance of seabirds became the object of a myth. Both the Common Noddy and the White-capped Noddy have white feathers in the crown. The origin of these white caps is explained as follows: A man wishes to give the Common Noddy good luck in the form of *ao*—a white, paste-like substance he obtained from the eel. Just at dusk, however, the White-capped Noddy manages to fool the man into placing the *ao* on his head. When the man discovers his mistake, he places the small amount of remaining *ao* on the Common Noddy as two streaks. Both noddys were then considered good luck signs by fishermen.

Reading the behaviors of seabirds as omens is common throughout Micronesia. Peter Child reports in

his book on birds of the Gilbert and Ellice Islands, that "There is a belief among some Gilbertese that if the cry of this bird (Phoenix Petrel) is heard from the ridge of someone's house during the night there will be a death in that family in the near future." * In *Birds of the Eastern Carolines* there are numerous references to the omens of seabirds. For example, the Lesser Frigatebird is a sign of strong winds; the Dusky Shearwater is an omen of typhoons or disease and it is considered bad luck to watch one. Likewise, the Wedge-tailed Shearwater, a rare visitor in the area, foretells bad news and hard winds. The White-capped Noddy, as previously mentioned, is good luck for fishermen, but its call heard at night indicates the turning away of a lover. The related Sooty Tern is said to bring rain and sometimes bad news, and the Masked Booby is a contradictory fellow, a bringer of typhoons or tuna.

Seabirds figure in another aspect of Micronesian lore—the *sealife* of the navigators. Between any two islands there is a purely mythical *sealife* route which consists of various signs such as the sighting of whales, birds, or fish, according to Tom Gladwin in "*East is a Big Bird*." Included in such *sealife* routes are the terns, boobies, frigatebirds, and tropicbirds, but not, interestingly, the shearwaters. This is probably due to the relative scarcity of these birds.

SEABIRDS IN ARTS AND CRAFTS

Seabirds are incorporated in Micronesian art; however, the motif can be quite stylized, making it difficult to determine which birds are being depicted. The frigatebird's striking silhouette, with its long narrow wings and forked tail, makes it fairly easy to recognize, and the tropicbird's long tail-streamers are also easily picked out.

The careful recording of Palauan decorative art work on houses by members of Thilenius' South Sea Expedition shows that the frigatebird, the booby, and the tropicbird were used as decorative motifs. The frigatebird was also seen as a motif in the Central Carolines by the same German group during their voyages through Micronesia. Gladwin remarks in his

* Since the calls of the shearwaters are often described as terrible moaning and groaning, their supposed evil influence is understandable.

book on navigation that the canoes are always decorated at the ends with a large V-shaped piece of wood "...said to represent the tail of a frigatebird..."

Seabird feathers were extensively used in Micronesian crafts and personal adornment. Peoples of the Eastern Carolines used the feathers of the White-tailed Tropicbird, White Tern, and Sooty Tern to make fans. They also used the feathers of the Dusky Shearwater to decorate fishing hooks, and the feathers of the Red-footed Booby for personal adornment during dancing festivals. The long primary feathers (in the wings) of the frigatebird were used by the Gilbertese for canoe crests by certain clans.

SEABIRDS IN THE DIET

My interest in the relationships between seabirds and Micronesians was sparked by some reading I was doing on bird populations. The late, renowned British ornithologist, David Lack, wrote, "Shearwaters (are) called mutton-birds for food." He was writing about shearwaters which occur off the coasts of Australia and New Zealand, but I thought the practice might be more widespread. In fact, I found references to another shearwater being taken by the Hawaiians in G.C. Munro's *Birds of Hawaii*:

...the natives used the old birds as well as the young for food, netting them as they flew to the mountains in the evening. The young birds were considered a delicacy, kapu to the common people and reserved for the chiefs. The old birds were probably not kapu as their flavor was so strong that they could not be eaten till they had been salted for a considerable time.

The first link to Micronesia came in a Yale University Bulletin about tropical seabirds in which the authors noted:

However, the population of *Ph. rubricauda* may also not be in equilibrium at the present time since this species is subject to sporadic illegal slaughter by Gilbert and Ellice islanders, who apparently consider it a delicacy.

I have since found references to ten specific species of seabirds taken by Micronesians for food; it is

interesting that none of them are shearwaters! This is due, I think, to a lack of nesting shearwater colonies in Micronesia. Most shearwaters are only occasional visitors to the islands and, as noted earlier, are often associated with negative omens such as death or storms.

I did not find any references to seabirds being eaten in the Marianas or in the Palau district. These islands had, however, several species of game birds, doves, and ducks, which were eaten. In general, these are easier to capture than seabirds; they would, therefore, be preferred food items.

From Truk to the Marshalls a lime for trapping sea swallows (terns) made of the sap of the breadfruit boiled with coconut milk was used. Different islanders had favorite ways of utilizing the lime, varying from smearing it on the branches of roost trees to directly applying it to the wings or body of roosting terns. Gilbertese also used bird lime: "...with long lime-sticks the natives took the young of the sea-swallows from their nests in the pandanus-trees."

Other Micronesians took seabirds with nets on long poles, usually in conjunction with decoy birds. On Nauru and Ocean Island, where capturing frigatebirds unharmed was important, the bola was employed, also in conjunction with decoys. And on the island of Ifaluk in the Central Carolines nets on short handles were used to take roosting terns, as reported by E.G. Burnows and M.E. Sporn in their ethnographic study of Ifaluk:

More ingenious, and demanding respectable acrobatic skill, is the method of catching noddy terns. They sometimes visit the islands in great numbers. At such times the men hunt them by climbing at night the coconut trees in which the terns roost, and catching them in large, light nets with short handles and wooden rims.

The authors continue that their informant captured some terns one night and his wife cooked them. The authors found the birds "surprisingly tender and well-flavored."*

The species taken for food in the Carolines include the White-tailed Tropicbird, the White-capped Noddy, the Common Noddy, the White Tern, the Sooty Tern,

* I can't resist suggesting that they were done to a turn.

the Bridled Tern, the Blue-gray Tern, and the Brown Booby. The terns were obviously the preferred type for eating.

In the Marshalls eating seabirds and occasionally their eggs seems to have been more prevalent than elsewhere. May Mural's nutritional study of 1953 lists four species of tern, the frigatebird, and the booby as food items. A few years later Harold Weins reported sailing from Jaluit to a small uninhabited island on the atoll "...where the islanders gathered eggs and captured about 20 sooty terns to take home for eating." This is an interesting observation because it is the only first-hand reference I found of eggs being taken as food by Micronesians. A.B. Amerson notes in his study of Marshallese ornithology that a Utrik native said they gathered birds and their eggs three times a year from Taka Atoll.

In the Gilbert Islands seabirds were eaten, but the Gilbertese were not as fond of seabirds as were the Polynesian Ellice Islanders to the south. Child reports that terns, frigatebirds, and boobies were used for food. The eggs of the Gray-backed Tern and the Sooty Tern were eaten during food shortages. N.P. Ashmole adds the Red-tailed Tropicbird to the list, in a study in the Yale University Bulletin.

On Nauru seabirds were eaten during hard times, but not regularly. There is no mention of frigatebirds being eaten on Nauru, despite the large numbers that were caught for pets.

SEABIRDS AND SEAMEN

Micronesians have limited resources on their small islands, but they have exploited many of these resources to an amazing extent. The Micronesian, prior to the arrival of the Europeans, was keenly aware of his environment; he had to be alert to natural events and be ready to take advantage of them. It is not surprising, therefore, to learn that Micronesians used their knowledge of seabirds as an integral part of their sailing and fishing practices.

The most careful documentation of the use of seabirds in navigation was done by Gladwin in his book *East Is A Big Bird*. To the navigators of Puluwat the sighting of specific birds at sea was most important:

For the Puluwat navigator one technique for homing on an island which is out of sight is so

heavily relied upon that it overshadows all others. This is the observation of the flight of seabirds. (The navigator will) watch for seabirds, some species of which range to predictable maximum distances from land and reliably signal that an island is near.

The birds specifically used were the Common Noddy, the White Tern, and the Sooty Tern which range up to 20 miles from land, and the Booby which is less common around Puluwat but which is a reliable homing bird with a range of 25 miles. At dusk these birds can be seen heading toward land. Frigatebirds, tropicbirds, and shearwaters are considered unreliable indicators of land both in terms of distance and direction. Navigators from the Gilbert Islands also used seabirds as Child notes: "Probably much of the old Gilbertese navigation was based upon the regular flying routes of seabirds."

An equally practical use of seabird behavior, according to Gladwin, was incorporated in fishing: "It is the birds which signal to the fisherman that the fish are running in a school." Micronesian fishermen watch feeding seabirds for indications of bonito, tuna, and other fish. References to this practice are widespread.

SEABIRDS AND LEISURE ACTIVITIES

Frigatebirds around Ocean and Nauru Islands need to be careful because the islanders are well known for their practice of capturing frigatebirds and keeping them as pets. In her book on Nauru, Nancy Viviani states: "...the Nauruan pastime of catching frigate birds with a bolus and training them with tamed birds to eat on command was practiced for entertainment and as a religious rite." In an earlier account of Nauru and Ocean Island I found references to a full-time "falconer" who took care of the king's frigatebirds; although no obvious function for this practice was found.

The frigatebirds were captured by setting out decoy frigatebirds to attract unsuspecting birds. The natives then used a type of bola consisting of a pear-shaped, finely polished piece of tridacna shell (on Ocean Island aragonite was used) with a hole at its upper end through which a long line could be fastened.

The frigatebirds so captured and tamed wander about freely during the day but return at night to roost

and receive special food. These birds were once used to send messages back and forth. A.F. Ellis reports: "A well authenticated record exists of the 160-mile journey (between Nauru and Ocean Island) having been done by one of these birds in two hours."*

Child reports that the Gilbertese used the long feathers of the frigatebird in a game called *Kabune*, but he gives no further details.

PRESENT STATUS OF SEABIRDS

The protection of wildlife is currently a matter of concern in most countries. An increased awareness of the ecological relationships between all living species has discouraged a narrow and exploitive view of nature. The degree of commitment to sound conservation practices, however, varies widely throughout the world.

During the period of expanding population in Hawaii around the turn of the century, for example, Hawaiians eradicated seabird colonies from accessible areas such as Manana Island. On the other hand, the Marshallese have shown considerable insight into conservation practices, as reported by W.B. King in his 1973 study of the conservation status of Birds of Central Pacific Islands:

The Marshallese utilize seabirds and their eggs for food. They recognize the importance of affording protection to seabirds to preserve their populations as a renewable resource. They have traditionally considered Taongi, Bikar, Jemo, and islets of Taka and Jaluit as bird sanctuaries, on which the taking of birds and eggs for food is restricted but not prohibited.

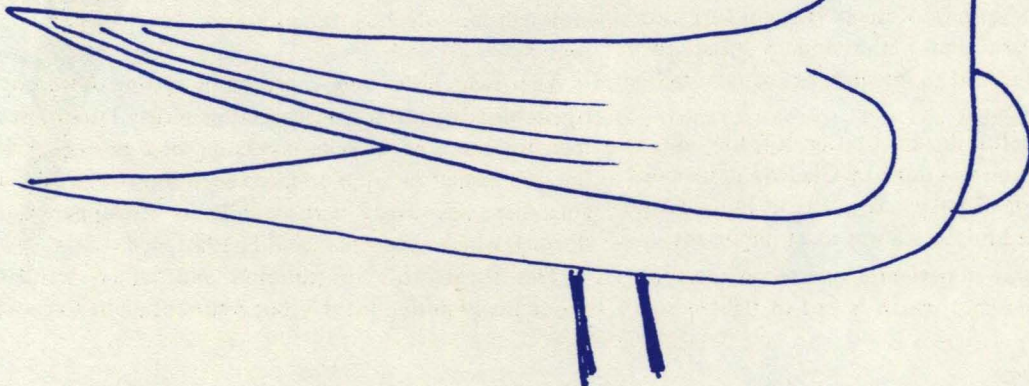
* An average speed of 80 mph is most unusual in any species of bird. I would say that the bird had a good tailwind all the way.

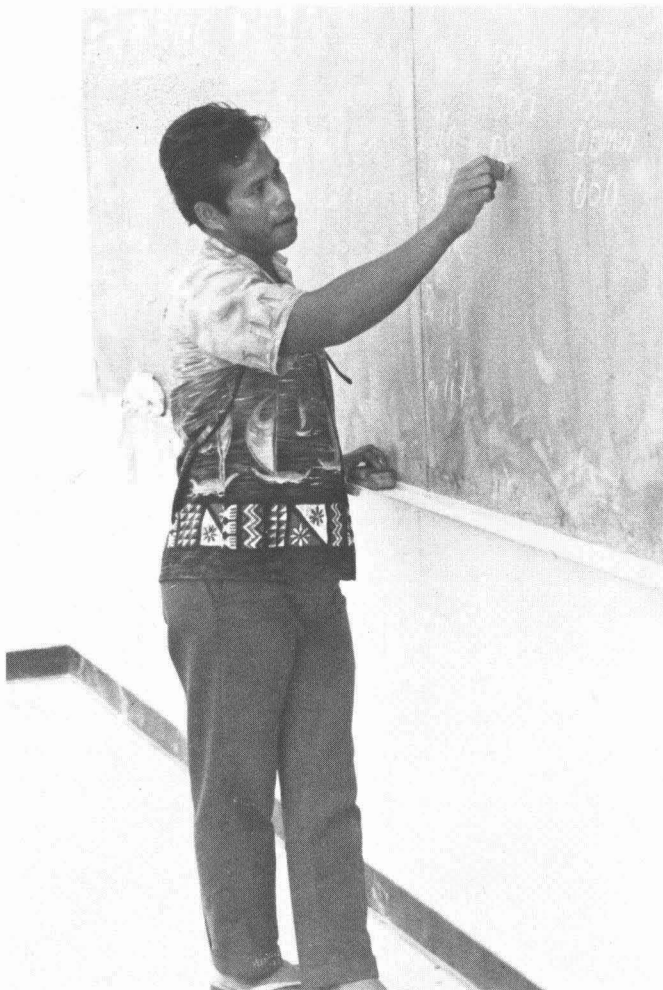
Modern pressures, however, can destroy such policies, as is the case with Jemo Island where the land was cleared and planted with coconuts around 1900. Ready cash from copra production for store goods has made harvesting seabirds unnecessary.

Occasionally colonial governments took steps to protect the wildlife of Micronesia. In the Gilbert and Ellice Islands Crown Colony a Wild Birds Protection Ordinance was passed in 1921.

In almost every aspect of Micronesian life seabirds have decreased in importance. Christianity made the old myths and stories a part of folklore rather than a part of the modern cultural values of Micronesians. People have less time for decorative artwork; modern jewelry replaces the shells and feathers of the past. Certainly the taking of seabirds as a source of food has been drastically curtailed; it is much easier to buy meat, poultry, and fish at the store. The introduction of outboard motors and of the compass has made the observation of seabirds in navigation irrelevant. As an indicator of fish schools, however, birds are still most reliable.

It is my hope that Micronesians will not destroy their ornithological heritage through neglect and exploitation of bird habitat. Too often birds are not missed until they are extinct; the sound of the sea would be less varied if the seabirds were lost, and the damaging effects on the intricate marine ecosystems would be felt if they were gone. Seabirds once played important roles in the lives of Micronesians, in their myths, art, diet, and life styles of island living and inter-island trade. Despite the many changes in Micronesia the seabirds are still there, often in reduced numbers, but still maintaining diversity in Micronesian ecosystems.





Kimeuo Kimiuo taught part of the bi-lingual education course at summer school for Truk's elementary school teachers. He explained the new spelling system to the teachers. Kimeuo developed the spelling system to give written Trukese uniformity.

Bilingual Education in Truk:

An Experiment in Cooperation

by Nancy M. Halferty

"Fantastic!" exclaimed Alton Higashi. That's how Truk's MICAL (Micronesia Cultures and Languages) director described his experiences setting up bi-lingual education in Truk District.

Alton has a reason to be excited about Truk's program, which proposes to teach students better reading comprehension in Trukese and in English. He and his staff, materials developer Kimeuo Kimiuo and their secretary Tanseny, have taken the unique step of involving the Trukese community — mostly Truk High School students — as story writers.

The Truk bi-lingual staff reasons that

students will identify with the emotions and ideas written by other Trukese students. For example, one story about culture change on Moen, by a high school student, explains why Trukese boys wear long hair. This boy said that the hair can hide his face from embarrassment in a touchy situation. Other boys may or may not agree, but they will be able to understand the embarrassment and the desire to hide. Also, through discussion questions the bi-lingual staff will develop, future students will talk with their teachers about the ideas brought up by such a story.

There are two advisory boards for

the bi-lingual program. One is MICAL's Advisory Council. The other group is made up of students from the high school. These two groups give story ideas to MICAL's staff. Then other students write stories and essays on topics ranging from traditional navigation to agriculture practices to alcoholism in Truk to Trukese marriage. These stories will be made into textbooks — some in Trukese, some in English — to be used in all Truk's elementary and junior high schools.

"The success of Truk's bi-lingual program depends on the amount of input from everyone involved," Alton, a native of Hawaii who has lived in Truk

for three years, explained, "and everyone has been really supportive." The stories and essays written up to now have come from several sources. The bi-lingual staff sponsored two writing contests from which several stories were selected. Four junior girls at Truk High wrote on traditional versus modern Trukese marriage customs; during the summer a woman teacher from Dublon wrote a story on bravery. Five work-study students home from college for the summer participated in the program, writing and editing stories.

The majority of the stories written so far, however, are by five junior boys at Truk High. They include Emmanuel Seady of Lukunor, Kerad Reck of Nomwin, Sonis Johnny of Oneop, Wilfred Robert of Lukunor, and Ternis Sana of Namoluk. They wrote approximately 15 stories and essays as part of their school work last year.

The bi-lingual project has helped these boys to express themselves better in English and Trukese. "At the beginning, last fall," explained Alton, "the boys didn't want to write in Trukese. They had only learned to write in English." But Alton insisted that, as a bi-lingual program and as their native language, stories be written in Trukese as well as in English. "Making these boys think and write in Trukese opened up their minds to feelings they couldn't talk about in English," commented Alton.

The boys also learned to overcome their shyness when speaking to strangers. For some of the stories they had to interview members of the community. One boy had to talk to the Director of Marine Resources for his first interview. The boy went to the office and sat without saying a word until the director went out. Then the boy returned to Alton and claimed with relief, "The man was out. I couldn't see him."

This young man finally did conduct the interview, and he was pleasantly surprised at how interesting and easy it was. Thus, these students have profited



Alton Higashi taught the philosophy and background of bi-lingual education in summer school. He demonstrated "how-to-teach" techniques that can be used to teach children to read in Trukese or English.

Alton works with "his boys," as he calls them, in small groups. He is working with Wilfred Robert (curly hair) and Sonis Johnny (long hair and maramar), two of the Truk High boys who are writing stories and essays for the bi-lingual program. Higashi tells Sonis to write a fiction story based on gangs on Moen. "Make it as bloody, gory and violent as you can!" Wilfred's assignment is a biography of a man from Lukunor, Wilfred's home island.

from their own efforts on behalf of the program, just as the bi-lingual program has profited from their work.

Having the Truk High students, Trukese college students, and eventually parents of school children participating in the bi-lingual program fulfills a major goal of Director Higashi and his staff. That is, to develop cultural awareness and appreciation by the Trukese of their traditional way of life.

Said Alton, "I want to challenge the growing idea among young Trukese that American culture is better than theirs."

Many young Trukese want to have American technology, but technology brings with it all the other trappings of the American way of life. Alton said that he wants to question the growing acceptance of American culture by reminding Trukese youth, through the bi-lingual textbook readings, of their own heritage — respect, love, family ties, appreciation for the order of nature.

In the stories and essays that the Trukese are writing, they will pass along their ideas, beliefs and heritage to younger Trukese. While these Trukese are writing the stories throughout the five-year project period, they will have to be considering what it is they want to pass along.

All these ideals would be difficult, if not impossible, to attain, however, if the first problem of the bi-lingual program had not been solved by Kimeuo Kimiuro, materials developer for the Truk program. Kimeuo spent three years (1970-73) at the University of Hawaii's Pacific and Asian Linguistics Institute. When he returned to Truk and started with the bi-lingual program, Kimeuo had to develop a uniform spelling system for Trukese out of the myriad varieties of word spellings that exist now. He also had to get agreement from the Truk community that the new spelling system expressed the Trukese



A group of students in Truk's bi-lingual education program.

language correctly. The next step was to familiarize all Trukese with the new system so that all would use the new spelling.

Last summer was the first attempt to teach the new spelling system. During the summer session for elementary school teachers, Alton, a Peace Corps volunteer on Namoluk from 1966-68, and Kimeuo taught a class to Truk's teachers. They hope to prepare as many teachers as possible for using the bi-lingual reading materials in the schools.

Another problem the Truk program has, which stems from the language difficulty, is that the bi-lingual project has concentrated mostly on Trukese culture and little on a progression of reading skills. A reading specialist, Charles Kerr, has been recently hired to do that job. And, now that the spelling system has been worked out and generally accepted, Kimeuo will spend his time assisting on this important aspect of the program.

The Truk bi-lingual staff would like to see their program in all the elementary grades. The present program is for sixth through eighth grades, the same MICAL program as in the other districts of Micronesia. As of last July 1, Truk also received funds for a first and second grade program. This will include a book of morality stories, much the same as Aesop's Fables, of Trukese origin. The stories will teach first and second graders reading as well as what it is to be Trukese. Again, the Truk community — parents of the children — will be asked to become involved in the education process by contributing examples of stories.

Children who begin a bi-lingual education in the first grade and carry it through the first ten grades should be fluent in both languages. That is the goal of all bi-lingual programs. The Truk bi-lingual program will produce another, far-reaching result. These story books will be the beginning of a body of Trukese literature.

"Many people have written about Truk and her people," stated Alton, "but this will be the first time Trukese have written about their own lifestyle."

The bi-lingual staff can be justifiably proud that they have assisted in the first steps of Trukese literature. Eventually the people of Truk will have their own thoughts and emotions on paper for children and adults.

Eventually many things may happen: bi-lingual education may become a standard teaching system in Truk as well as in the rest of Micronesia. Right now, however, bi-lingual education is an experiment. During the present school year, the reading materials developed by Truk's MICAL program are supplementary to standard texts; the new spelling system is just beginning to show its face to the people of Truk. If the experiment produces good results, as the bi-lingual staff expects, they will come from the cooperation of the people who live in Truk — Americans and Trukese. It will show that people can work together to gain knowledge of one another.

THE PIRATE

Nearly four centuries ago, a British war-ship, destined to become world-famous along with her privateering Captain, sailed into the waters of the Western Carolines, and made contact with what almost certainly was the Palau Islands.

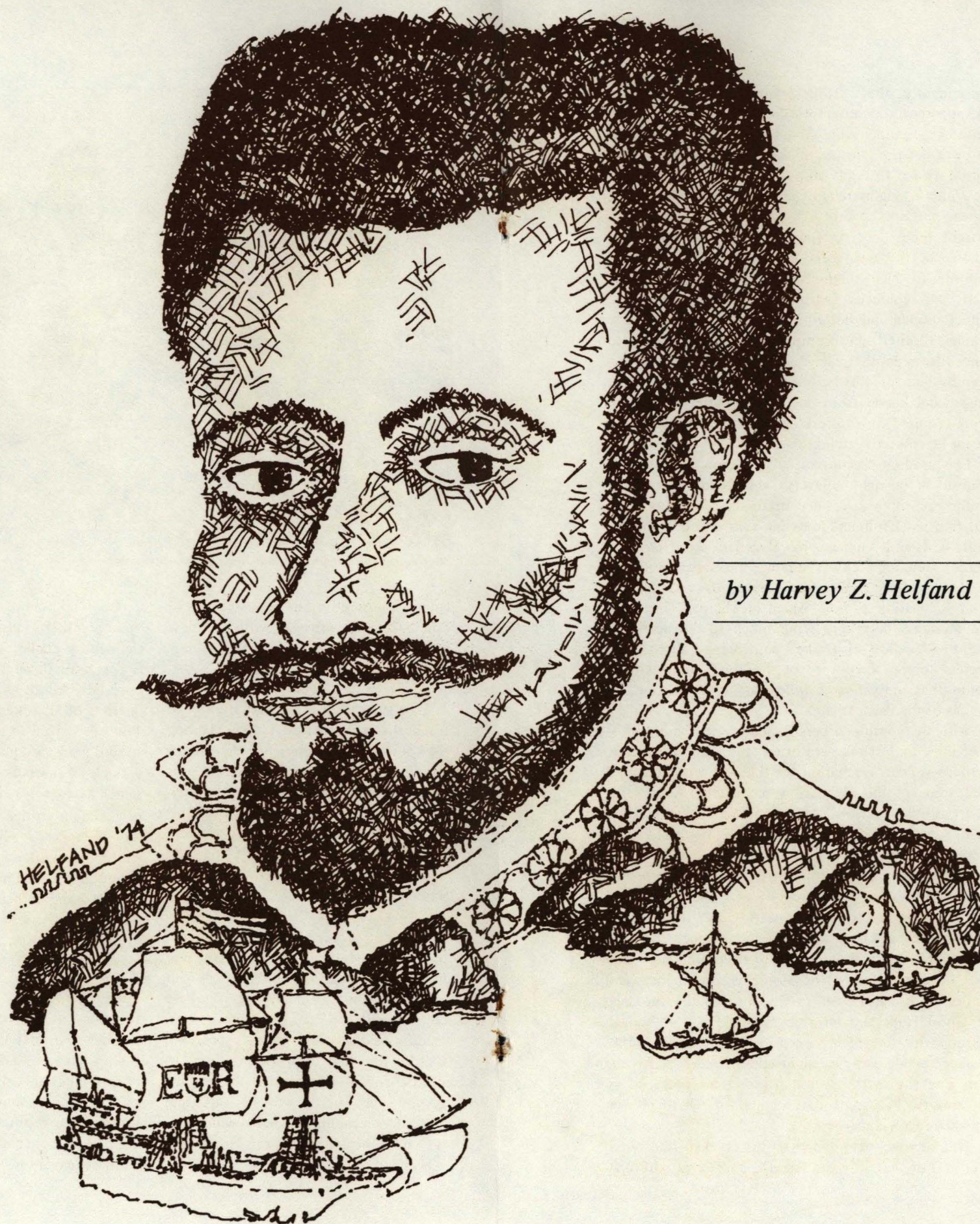
The raising of the Palau group on the 30th day of September, 1579 marked the end of 68 days which the crew endured while "having nothing in our view but aire and sea." The lone ship had sailed a course "through the maine Ocean," across the Pacific, after having laid claim to the west coast of North America in the name of her majesty Queen Elizabeth the First of England.

The ship: the 102 foot-long galleon, the *Golden Hinde*.

Her Commander: Sir Francis Drake, explorer, colonizer, pirate and the most celebrated English seaman of his time.

The interlude in Palau, which was to last but a few days, would mark a brief stop in Drake's three-year circumnavigation of the globe, a voyage which was to yield 50 million dollars in Spanish booty, enough to pay off all of England's foreign debts.

Originally named the *Pelican*, Drake's vessel, in the company of four others, began her voyage from Plymouth, England on the 13th of December, 1577. Almost one year later, three of his companion ships had been lost at sea and one had turned back for England after losing her course; then Drake, in the face of violent storms near the Straits of Magellan off Cape Horn, re-christened his vessel, the *Golden Hinde*. In the belief that a Spanish squadron lay in waiting to intercept the *Pelican* after she rounded the Horn, he chose the new name, inspired by the feature of a hinde (a female deer) in the coat of arms of Sir Christopher Hatton, Captain of the Queen's bodyguard and the



by Harvey Z. Helfand

and PALAU

principle financial backer of the voyage.

Upon entering the Pacific, Drake progressed northward along the coast of South America, damaging Spanish shipping, raiding ports in Chili and Peru, and capturing vast amounts of gold and silver bullion, treasures from the holds of Spanish galleons. Then after stopping for repairs off the coast of Costa Rica and raiding for provisions at Guatemala, the *Golden Hinde* proceeded up the coast of what is now California, and on June 17, 1579 entered an inlet in the vicinity of San Francisco Bay. There Drake went ashore and took possession of the land, calling it Nova Albion, or New England, "by the Grace of God and in the name of her majesty Queen Elizabeth of England and her successors forever." After about a month of cordial and cooperative relations with the California Indians, Drake contemplated his next move. The prospect of continuing up the California coast in search for a northern passage was decided against because of the encroaching cold and foggy weather and the uncertain rugged terrain of the coast. The possibility of returning southward was eliminated because of the Spanish warships which most certainly would be waiting for him and the fierce weather to be encountered off the Straits of Magellan. Drake looked westward. And on the 25th of July, he set course for the Philippines with the intention of ultimately proceeding to India and returning to England by the Cape of Good Hope.

With his ship in good supply of fresh water and provisions of seabirds and seals caught in the Farellone Islands off San Francisco, and full with cargo topped off with rich Peruvian silver taken from the Spanish vessel *Cacafuego* off the coast of Peru in March, Drake resolutely began his bold and long Pacific crossing. Though the master of a trading vessel in Panama had

given him a "sea-card" or chart of a route to the Philippines, Drake no doubt was now reluctant to cross paths with the Spanish 'Manilla Galleons' which maintained routes between the Philippines, Guam and Mexico. It is likely that he set his own course, and accounts from his nephew on the voyage, John Drake, indicate that the *Hinde* picked up the north-east trade winds running between the Marshalls and the Gilberts; then when they felt the Equatorial Current against them, they turned their course towards the Philippines "a degree and a half before coming to the line." This brought them just south of thousands of Micronesian islands, and accounted for their two-months' sailing without the sight of land. Then on the last day of September, Drake and his men came upon "certain Islands, lying about eight degrees to the Northward of the line" as described by chronicles of the voyage — they were seeing their first land since California — the Palau Islands.

As soon as the *Hinde* had broken the horizon men were readying their outriggers to meet the warship, and hurriedly there "came a great number of canowes, having in each of them in some foure, in some sixe, in some fourteene or fifteene men, bringing with them Coquos, fish, potatoes, and certaine frutes to small purpose." The Englishmen described the Paluan outriggers as being fashioned "of one tree, hollowed within with great art and cunning, being made so smooth, both within and without, that they bore a glosse, as if it were a harnesse most finely burnished. A prow and sterne they had of one fashion, yeelding inward in manner of a semi-circle, of a great height, and hanged full of certained white and glistering shels for bravery . . ." Gradually, for the wind was light, the canoes approached the *Hinde* with gestures of friendliness and trade. The Englishmen witnessed the Paluans as having "the neather parts of their eares cut round or circlewise, hanging downe very low upon their cheekes, wherein they hang things of a reasonable weight . . .", and in what was most surely evidence of beetlenut, they observed " . . . their teeth as blacke as pitch, the colour whereof they use to renew by often eating of an herbe, with a kind of powder, which in a cane they carrie about them to the same purpose . . ."

Whereas the ship's company had experienced peaceful relations with the California Indians, they began to sense an uneasiness from the canoes now surrounding their vessel. It appeared that the canoes were enticing the ship to draw closer to shore " . . . that they might (if possible) make the easier prey both of the ship and us . . ." While exchanging of goods had begun, shortly the English found that they were giving without receiving items in return, and


consequently, they withheld any further goods. This was apparently a contemptuous sign to the men in the canoes " . . . and having stones in good store in their canowes, let flie a maine of them against us . . ." This caused Drake to ready one of his eighteen culverins, the *Hinde*'s long-barrelled canons, and " . . . he caused a great peece to be shot off, not to hurt them, but to affright them . . ." At the thunderous report of the canon, all the outriggers rapidly emptied, the men choosing to shield themselves in the water behind their craft, and gradually, with the gun silent again, the canoes refilled and started back towards shore. In time though, "other new companies", probably men in canoes from another village, approached the *Hinde* in a friendly manner. But before long, "one of them puld a dagger and knives from one of our mens girdles, and being required to restore it againe, he rather used what means he could to catch at more . . ."

This head-on clashing of cultures, simplified by the English as outright thievery, led Drake to recall a similar occurrence described more than half a century earlier when Ferdinand Magellan's ships came upon the Mariana Islands, named by Magellan the *Ladrones*. Drake, thinking he was among the same group of islands, translated Magellan's name to describe the *Hinde*'s location as the "Island of Thieves." But with the Marianas definitely lying much to the northeast and the location of Drake's ship being "about eight degrees to the Northward of the line," there is little doubt that the *Golden Hinde* was now being met by canoes of the Palau Islands.

With the continued persistence of the islanders, it is probable that Drake resorted to some aggressive, perhaps violent, retaliation for the voyagers accounted that some of the islanders were made to feel "some smart as well as terror." After repelling the canoes once again, the next day the warship set her sails for a westward course, but not without more canoes in close pursuit. Finally on the third of October they were able to leave the canoes behind along with the verdency of the Palau Islands, now disappearing over the horizon.

Thirteen days later the *Hinde* approached the coast of the Philippines finding anchorage at Mindanao; then she proceeded amidst the Moluccas, on to Java, and across the Indian Ocean, eventually rounding the Cape of Good Hope and returning to England's Plymouth Harbor on the twenty-sixth of September, 1580. Drake, knighted by Queen Elizabeth, was hailed as the first Englishman to circumnavigate the globe, and by crossing the Pacific, to have opened up what had been considered a Spanish Sea.

One of the great voyages of history had transpired, and in a modest way the Palau Islands were part of it.



THE MICRONESIA

SHUTTLE

Cruising in a low-flying C-130 is an ideal way to view the Rock Islands of Palau.

by John J. Connor

People on both sides of the Pacific, specifically in the United States and Japan, are looking to the islands of Micronesia for a unique vacation experience. Comprised of more than 2,000 islands scattered across three million square miles of ocean, this area has been hailed as "the next major tourist destination" by a recent conference of travel industry representatives.

If you've seen one of Micronesia's islands, you HAVEN'T seen them all, for each has something of its very own to offer. Even the topography is varied, ranging from the low coral atolls of the Marshalls, to the rugged mountainous peaks of Ponape, to the scattered rock islets of Palau.

In Micronesia one can witness ways of life little changed through the years in spite of outside influence.

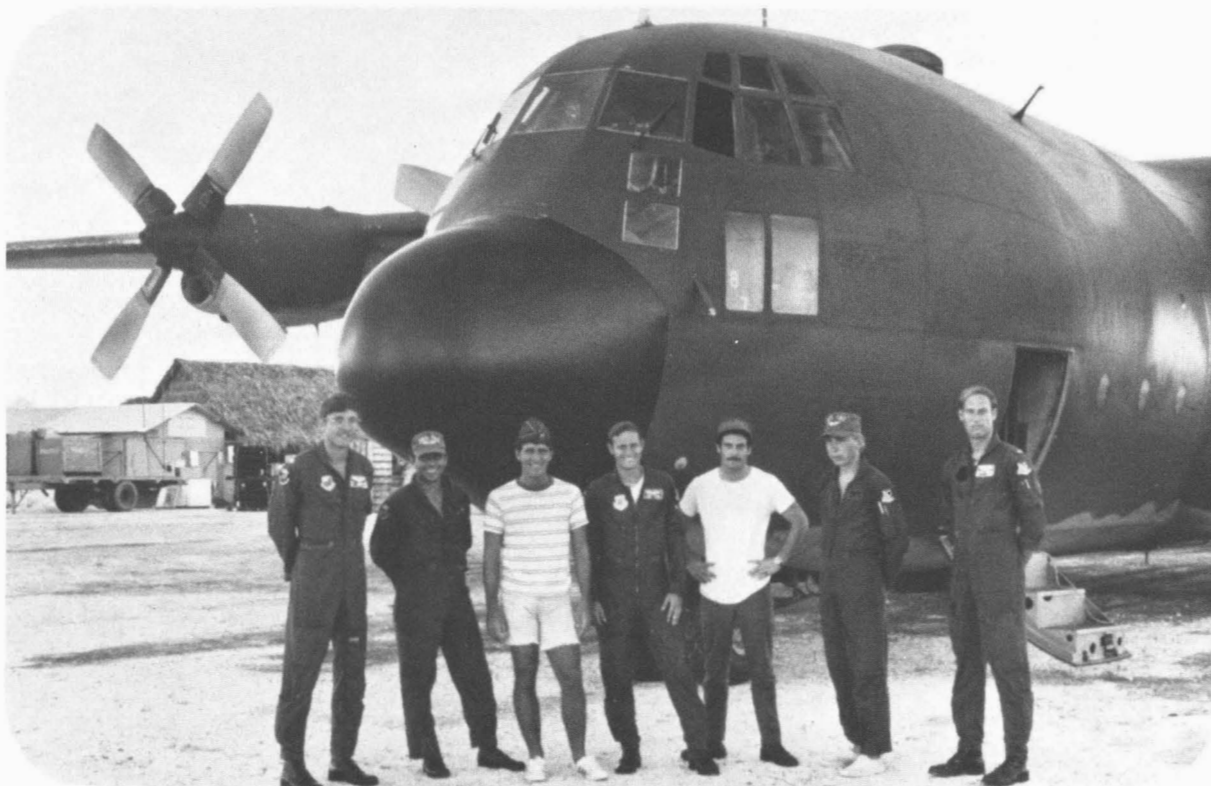
Micronesia also offers a vivid lesson in history, for here four major colonial powers have ruled, and remnants of each of these eras are abundant in the various districts. One chapter of relatively recent global history is well represented in the wreckage of planes, ships and guns of World War II, which cause one to stop and reflect on the awesome power of modern war.

However, the tourism industry — if indeed the word "industry" is even appropriate at this time — is still in a developing stage which is both good and bad news for the potential tourist. First the good news: the area is definitely not commercialized; you can see *real* island living. But the bad news is that it is still a bit difficult (and a bit expensive) to get around.

There is one "tour" of this area, however, that deserves a four-star rating. It's called the "Micronesia Shuttle", lasts two weeks, visits all six districts (including one "remote" island), features all-air travel, and is scheduled once every six weeks. Sounds pretty good! Here's the catch — it's a United States Air Force mission.

The "Micronesia Shuttle" is flown by the 345th Tactical Airlift Squadron which is based at Kadena Air Base on Okinawa. Its purpose is to resupply United States Coast Guard LORAN Stations and Civic Action Teams of the U.S. Navy, Air Force and Army. The mission flies to all six districts of the Trust Territory, with one or more stops at Saipan, Yap, Truk, Ponape, Koror, Anguar, Kwajalein and Majuro. The base of operations for the normal 14-day assignment is Andersen Air Base, Guam.

While their plane is on the ground at Yap, the crew of the "Micronesia Shuttle" pose for a group photo. Left to right: Lieutenant Ed McGann (Navigator), Staff Sergeant Tom Evans (flight engineer), Captain "Chip" Holsworth (Aircraft Commander), Captain Jim Reel (Mission Commander), Sergeant Rick Andreozzi (Crew Chief), Sergeant Randy Deur (Loadmaster), Lieutenant Bruce Cairns (Co-Pilot).



A typical mission, commanded by Captain Jim Reel, was flown from June 10-26, 1974, using the call-sign "Tilly-47". The 7-man crew had already seen a good part of the world, but still viewed this assignment with special interest. In the previous few months they had visited Taiwan, Korea and Australia, and even North Vietnam, but the trip to Micronesia was certain to be a rare and memorable opportunity.

So fasten your seat belt; we're about to take off with them on the "Micronesia Shuttle"!

DAY 1. "Tilly-47", a camouflage-painted C-130 aircraft, made a routine flight from Okinawa to Guam. The crew rested that night for an early take-off next morning.

DAY 2. The mission began on a high note with the first of two visits to Anguar at the southern end of the Palau Islands. It is a somewhat remote island, one the average tourist doesn't get to see. The purpose of the flight was to resupply the 16 men who operate the Coast Guard LORAN Station. (LORAN is an acronym for LONg RANGE Navigation, and provides a way of plotting one's position in a ship or plane by means of radio signals from two stations.)

The current population of Anguar is a scant 277, but this island was on three previous occasions a bustling place. If the island could only talk, it would have quite a story to tell! The ruins of industry and the wreckage of war give silent testimony to a past that was vastly different from the quiet present.

During the German administration at the turn of the century, a major phosphate mining operation was begun on Anguar, and was continued and expanded by the Japanese. The operation included a railroad, conveyors, workshops, and a cantilever device to load the phosphate onto ships. Today, dense vegetation obscures most of the remnants of this complex, but the framework of a few structures is visible above the tops of the trees. The island is also criss-crossed by an extensive network of Japanese-constructed roads that have a crushed coral paving and are still in remarkably good condition.

Anguar also saw its share of World War II and was the site of a large U.S. air base. Only one of the three parallel runways that once buzzed with activity is still useable. Adjacent to one of the abandoned runways, and not far from the Coast Guard compound, is a large collection of crash-landed aircraft, mostly large B-24 bombers. There is also an F-4 Corsair fighter that is nearly intact.



Majuro, Marshall Islands offers many contrasts. This rude dwelling sits less than 50 feet off a modern asphalt road!



Remains of the Japanese Hospital, shown here, and the neighboring prison are the only reminders of the once bustling city of Garapan, Saipan, destroyed during the invasion of 1944.

Of course this was of great interest to the crew of "Tilly-47" who examined and photographed each wreck — tenuous links to comrades of a past era. Some of the men climbed into the cockpit of the Corsair or crouched in the nose-gunner's turret of one of the bombers.

Eleven days later the "Shuttle" made a second trip to Anguar, and the crew paid a second visit to this "natural museum". The return visit also provided an opportunity for some snorkeling, the highlight of which was a head-on encounter with a school of "buffalo fish" by the navigator, Lieutenant Ed McGann.

It was a good thing that the crew returned to Guam before heading for another stop, as everyone had to buy more film after a few hours of sightseeing on Anguar.

DAY 3. This was a very busy day with a flight to Yap in the morning and to Saipan in the afternoon, both trips to resupply LORAN Stations. There was little ground time at either location, not enough to do any sightseeing; but the crew would have a chance for that later in the mission as they would return to Yap twice and Saipan once.

DAY 4. Only one hop was scheduled this day, a round trip to Yap to resupply the Navy Civic Action Team.

This trip afforded a few hours to make like tourists. First stop was for a look at a couple of Japanese Zero fighter planes in a field near the airstrip; next a tour "downtown"; and then some snorkeling.

DAY 5. This day's destination was Truk to resupply the Air Force Civic Action Team.

Approaching the airfield, the pilot, Captain "Chip" Holsworth, flew his plane over the remains of the supply fleet of the Imperial Japanese Navy, sunk in a daring raid by U.S. warplanes in early 1944.

This was the first day on their mission that the crew encountered bad weather on the ground. In spite of the heavy rain, however, they *had* to go snorkeling, if only for a few minutes, so they could tell their buddies back on Okinawa that they had been "diving in Truk Lagoon!"

DAY 6. This day saw the first of two over-night stops. The destination, Ponape, is 830 miles from Guam.

The sight of Ponape's high, rugged, mist-shrouded peaks evoked thoughts of the legendary Bali Hai. The low, slow approach of the C-130 afforded an excellent view of the panorama below: small, simple homes along a sandy beach, with steep, palm-covered slopes towering above them. This was a true glimpse of paradise! It was also to prove to be one of the most enjoyable places visited, described by the flight engineer, Staff Sergeant Tom Evans, as "just a good time."

After unloading the cargo for the Navy Civic Action Team, the crew headed for the reef for more snorkeling. They received a very warm welcome from everyone at Ponape, and were invited to join some of the local government personnel for some diving from their boat. "Spectacular", was the way one crew member described it.

After some early evening partying, the crew bedded down for the night and was off early the next morning for Guam and a free day.

DAY 9. Well rested, the crew headed for its farthest destination, Majuro, more than 1,400 miles non-stop from Guam.

A light rain greeted them upon landing, but it didn't deter them from some sightseeing "downtown". All were impressed by what they saw on Majuro: the most modern airfield in the mid-Pacific, the longest road in Micronesia (30 miles and *paved!*), and several newly constructed government buildings including a courthouse, three 8-unit apartments, a library and a vocational high school.

After a fine dinner at the KITCO restaurant, the crew, outfitted with lights borrowed from the Army Civic Action Team, made their first night snorkeling venture on the shallow lagoon-side reef behind their hotel.

DAY 10. The morning dawned sunny and calm, an ideal day to make a quick trip to Laura on the western side of the atoll for some of the best snorkeling of the trip. Co-pilot Lieutenant Bruce Cairnes came away with two prized horned helmet shells.

The crew's long drive back to the airfield afforded a close-up look at a way of life very different to them. They were warmed by the friendliness of everyone they met; young and old alike waved and greeted them.

This F4U "Corsair" at Anguar (Palau) is a silent reminder of the turbulent period of Micronesian history during World War II.



They saw old men and women preparing copra, and younger men burdened under heavy sacks of coconuts, walking along the side of the road. They saw outrigger canoes bobbing in the gentle waves of the lagoon as solitary fishermen sought food for their families. They saw other men fishing with nets or with snorkels and spears. They saw houses made of wood and tin, and others made the traditional way with palm branches. It was a fascinating ride!

Shortly after noon, "Tilly-47" was back in the air and headed for a quick refueling stop at Kwajalein, and then on to Guam. Upon landing at Andersen, the plane was grounded to repair its brakes and to replace a sensor in one of its engines. Parts had to be flown in, resulting in an unscheduled 3-day layover in Guam. During this time, the busiest crew member was the crew-chief, Sergeant Rick Andreozzi, who tended to the repairs. For most of the crew, days 11 through 13 were spent poolside.

DAY 14. The "Shuttle" was flying again, and on its way to Anguar for the second time.

DAY 15. Two stops were on tap for this day, Saipan and Yap. The late afternoon stop at Yap was in-and-out, just ahead of sunset. Nature treated the crew to a colorful display, as the orange sun fell through various layers of billowy clouds.

By contrast, the morning stop-over at Saipan lasted several hours because of a mix-up in ground support, giving the crew an opportunity to tour the island.

On Saipan, as on no other island in Micronesia, the mark of all four foreign powers that have ruled here is evident: a Spanish church, a German Lighthouse, the ruins of the Japanese city of Garapan, and the headquarters of the current United States administration.

The crew's sightseeing and picture-taking actually began long before the plane touched down. One of the assignments on this flight was to make some low level passes over the LORAN Station so a Coast Guard photographer on board the C-130 could take some official pictures of the installation.

Securely harnessed, the photographer and Sergeant Randy Deur, the loadmaster, stood on the lowered deck at the rear of the aircraft to get a unique view of Saipan. Meanwhile the cockpit crew had a fine

view of several ships resting on the reef and of the construction activities at Isley Field.

Once on the ground, the crew wasted no time borrowing a couple of vehicles and setting out for Garapan. They had been told stories about the Japanese jail where many claim Amelia Earhart was imprisoned.

A vanished city, tank turrets sticking above the water along the reef, rusting guns and an abandoned command post give mute testimony to the violent events on Saipan 30 years earlier.

There was plenty to talk about back on Guam this night.

DAY 16. A mid-morning take-off started the crew's last full day in Micronesia. The final destination was Koror to resupply another Navy Civic Action Team.

"Land ho!" Everyone had been looking forward to a close-up view of the famous rock islands of Palau, and the C-130 offered an ideal viewing platform. The crew couldn't resist making a low circle over the area for a few photos that will be proudly shown back home. At the same time, they were anxious to get on the ground so they could get in a last day of snorkeling in this snorkeler's paradise.

Koror is another place that could tell us many tales of its past. In the 1930's Koror was a bustling Japanese city. From 1930 to 1940, the Japanese population of the Palau Islands grew from 2,000 to 25,000, but today the total resident population of the district is less than 13,000.

Of all the naturally beautiful locations throughout Micronesia, many believe Palau's rock islands to be the most beautiful, and one glimpse tells you why!

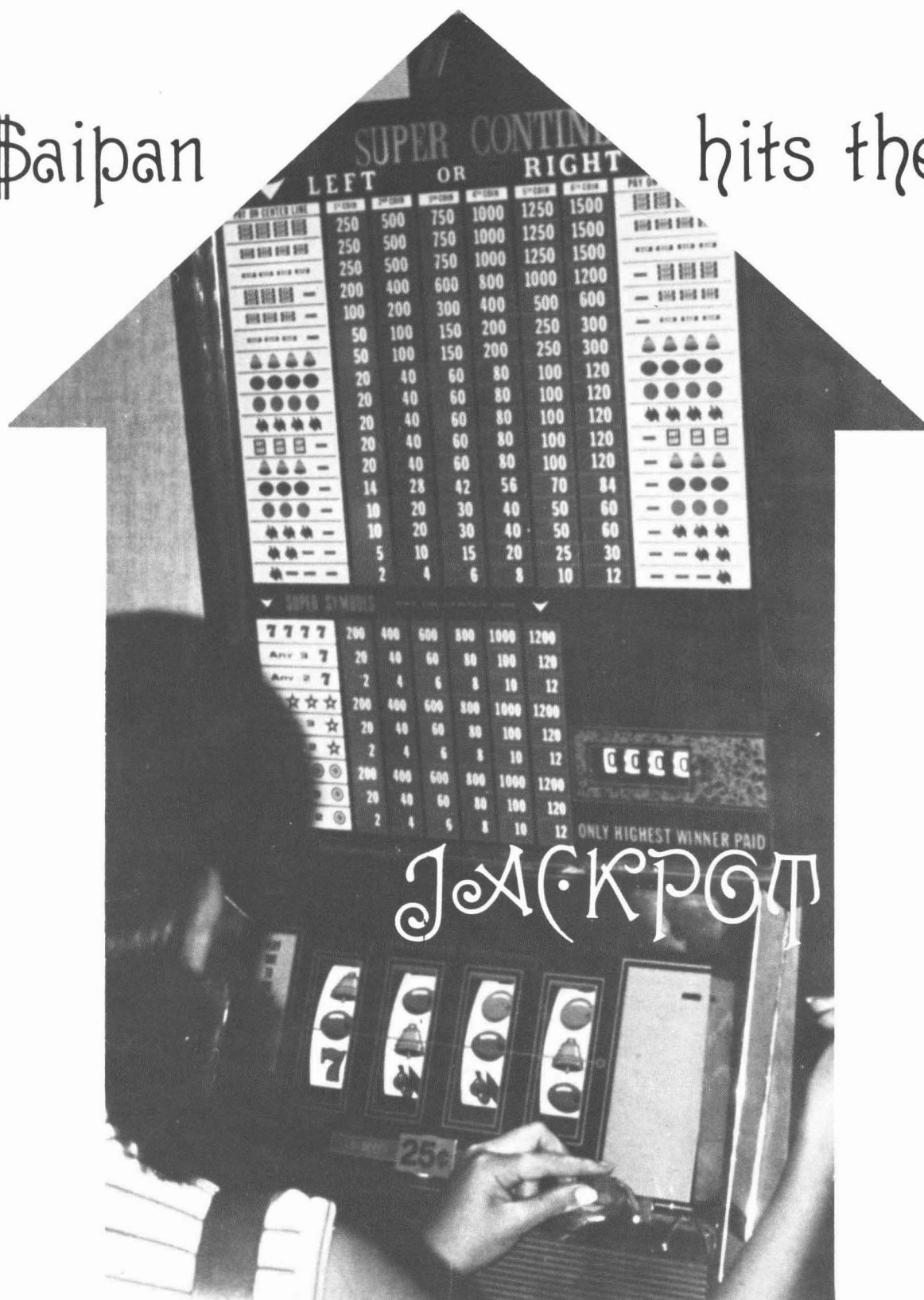
DAY 17. With 15,000 miles of flying already behind them on this mission, the crew of "Tilly-47" set out for "home", Kadena Air Base, Okinawa. They brought back many rolls of exposed film and souvenirs from the various islands where they had stopped — stick charts from Majuro, canoes from Ponape, love sticks from Truk and replicas of stone money from Yap.

They also brought back with them vivid impressions of the people and places they had seen, and many, many stories about their tour on the "Micronesia Shuttle".



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hits the



Photographed by Johannes Ngiraibuuch and Jon A. Anderson

Marianas Cleaners

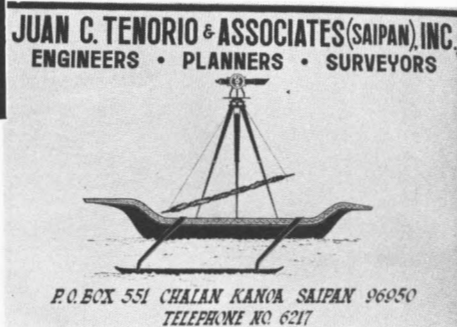
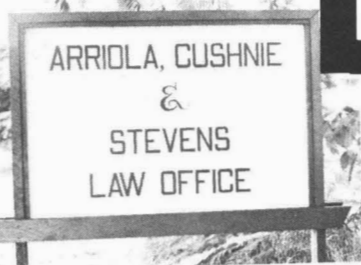


The young lady in the picture on the preceding page may not have hit a jackpot yet, but all over Saipan these days are the signs of boom times—a jackpot bonanza of economic development and construction activity that is rapidly changing the face of the once sleepy “capital” of Micronesia.

Under the impetus of an active tourist commission, an economic development board that grants nearly every permit application it considers, and dozens of businessmen from both within and without the Trust Territory who are willing to back up their dreams with cash, Saipan is going after the dollar with a vengeance unmatched by any other island or district in the territory.

Everywhere the signs of growth abound. Gross business receipts are up. Tourism is increasing, mostly from Japan. The importation of alien workers—a sure sign of increased construction activity—is up. And all available signs point to continued growth ahead, particularly as the renovation of Isley Field is completed and the direct flights from Japan materialize.

On this and the following pages, the Micronesian Reporter takes a look at progress and economic development on Saipan through the eye of our roving camera. Not every construction site, new hotel or other sign of increased business activity is pictured. Moreover, we leave it to the reader to form his own judgement as to the desirability of the kind of rapid growth and development Saipan is undergoing. What we present here is simply pictorial evidence that, economically, Saipan has indeed “hit the jackpot!”





An important key to the future development of Saipan is the new international airport, now under construction at the south end of the island. American International Constructors is renovating one of the old, B-29 bomber strips at Isley Field to accommodate the largest jets, and Duty Free Shoppers, Ltd., has obtained a concession to operate in the new terminal building, also under construction. The target for opening the airport to traffic is mid-1975, by which time direct flights from Japan are also expected.

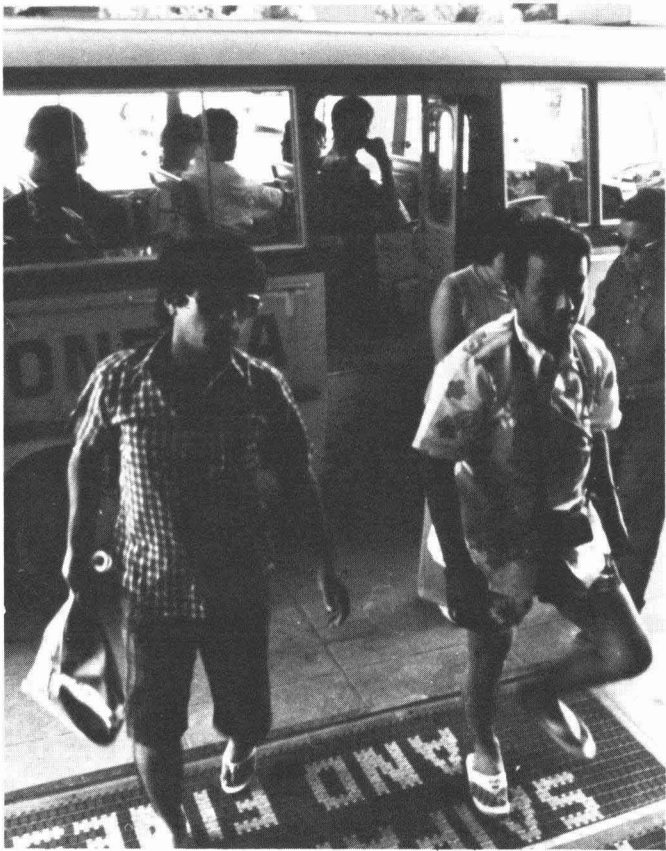




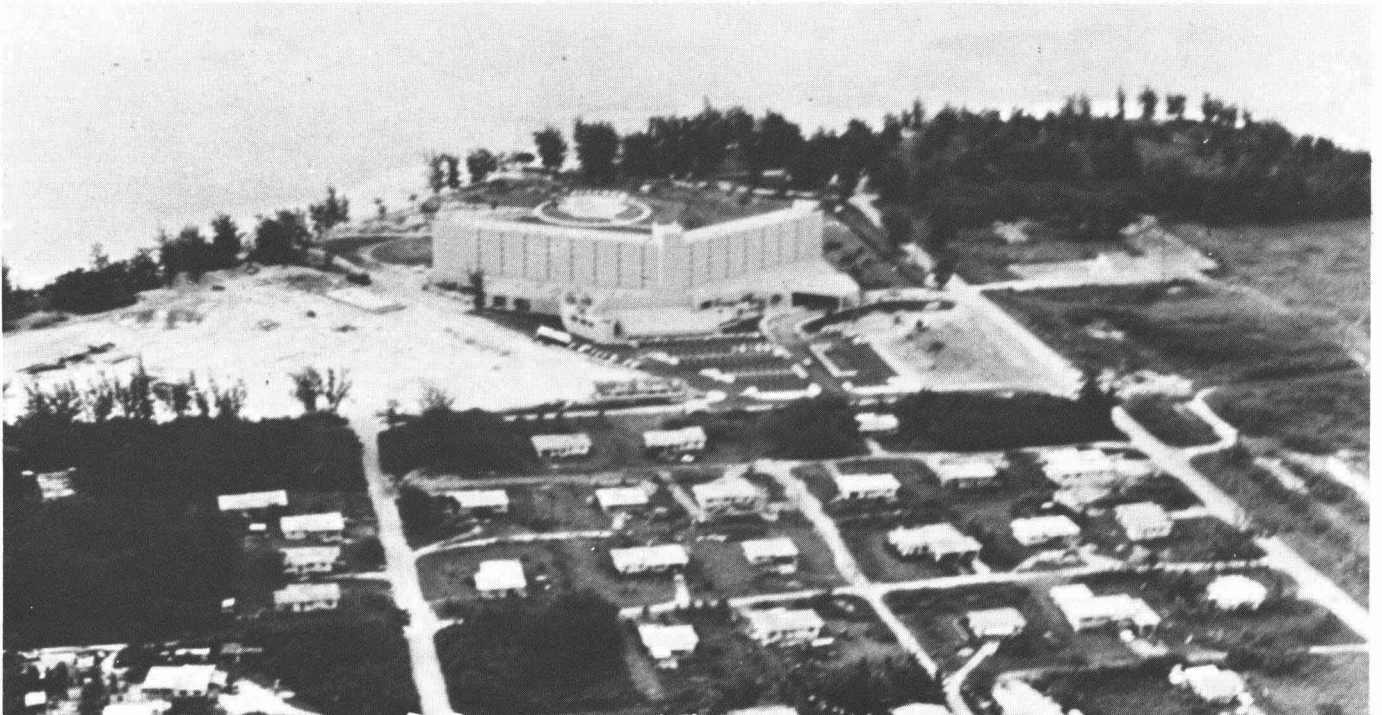


Tourism growth to the Marianas has slowed this year. Through August, some 30,000 visitors had entered the district, most of them from Japan, and more than 50,000 people are expected to visit during calendar year 1974. The majority of these visitors see only Saipan. At left, visitors queue for baggage inspection at Kobler Field, and arrive, above, at the Royal Taka Hotel. At right, a typical group of Japanese visitors, too young to remember much about World War Two, pose for pictures at the Last Command Post, a popular Saipan visitor attraction.

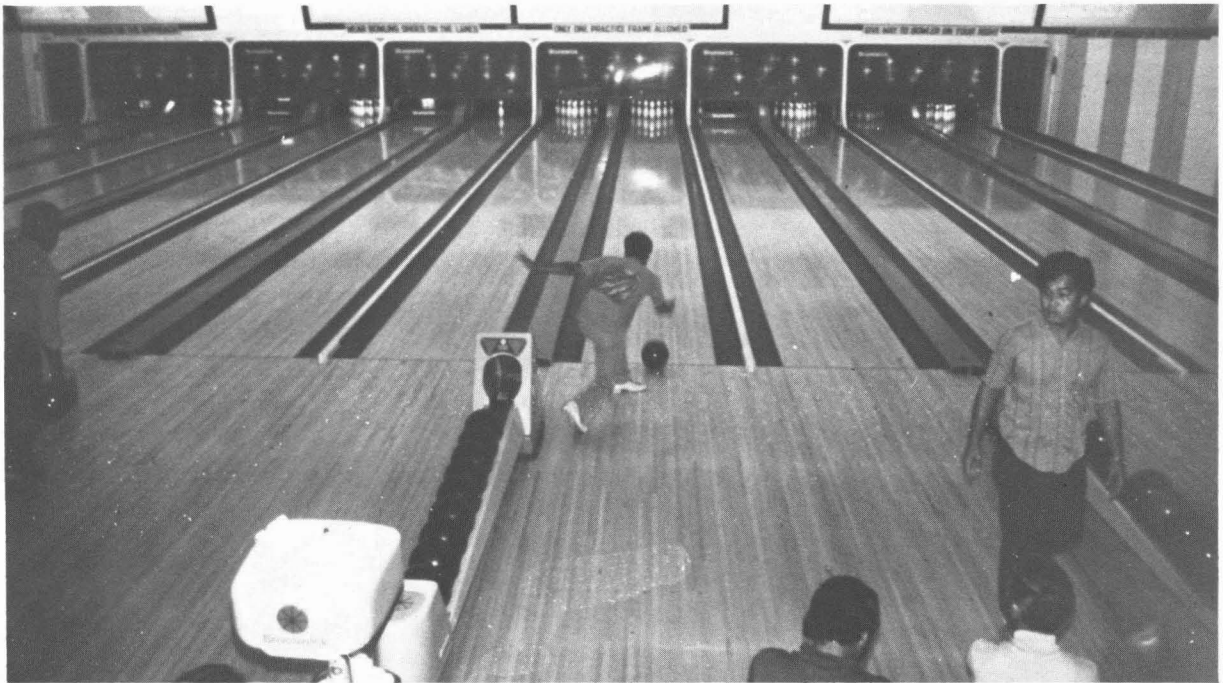




The opening of the Saipan Continental Hotel in March of this year marked the entry of the island into the first-class, luxury visitor trade. The hotel dominates this scene, below, of Garapan and the Micro beach area. To the left of the hotel is the construction site for the InterContinental Beach Inn, also a luxury-class hotel expected to be open in 1975. At left, invited guests stream through the newly cut ribbon as balloons float through the air at the formal dedication of the Saipan Continental in September. On the facing page, three of Saipan's smaller hotels-the Garapan Gardens, Marianas Hotel, and Hafa Adai Beach Hotel. The island now has over 500 hotel rooms for visitors, with several more hotels under construction or on the drawing boards.



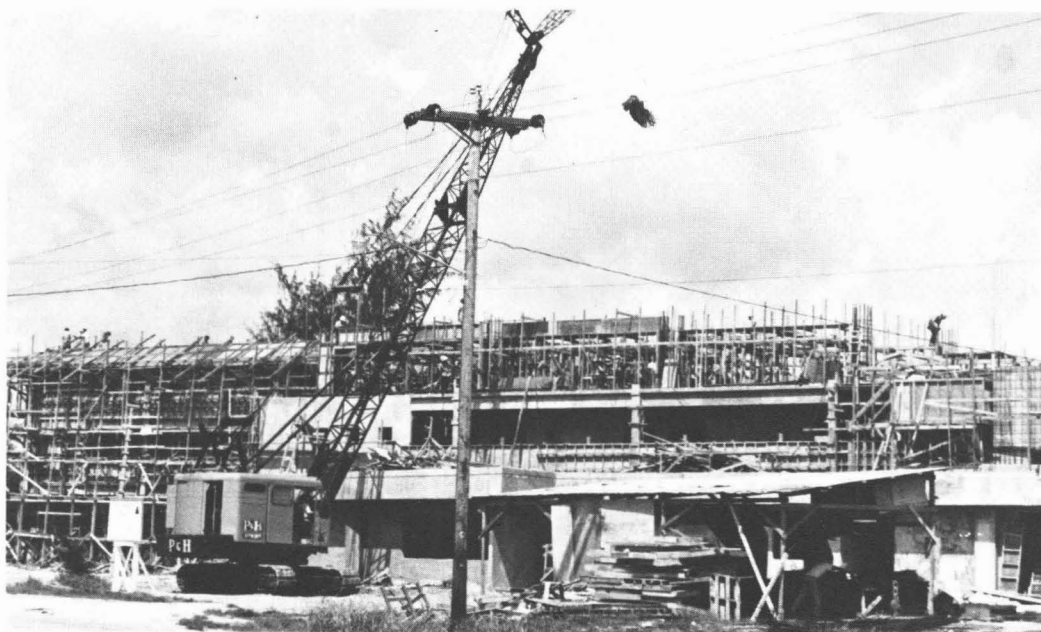






A newly completed, twelve-lane bowling alley, above left, has proven to be a popular attraction for resident and visitor alike. With the growth on Saipan, and a generally increased level of disposable income, has come a dramatic increase in the number of motor vehicles, even causing occasional traffic jams on Beach Road, left.

An increasing need for municipal services has also come with the growth. The islands power and water resources are severely strained, but massive infusions of government money are steadily improving the infrastructure needed to support development of the tourist industry. Two new sewage treatment plants, above, are providing, for the first time, treatment of Saipan's wastewater. Below, the South Seas Hotel--and the construction boom continues.



DISTRICT DIGEST

a quarterly review of news and events from the six districts

Headquarters A special session of Congress of Micronesia was held on Saipan during the quarter. Twenty-three bills were passed, of which 21 were signed into law by High Commissioner Edward E. Johnston. Of the two disapproved, one was the important return of public land bill, which as passed by the Congress did not comply with the U.S. policy on the return of public land issued late last year. The HiCom indicated readiness to take executive action to effect the return of public land upon the request of the districts, provided that the policy is adhered to....The nominations of Hilary Tacheliol as Deputy District Administrator for Yap District, Carl Heine as Deputy Director of Public Affairs, and Philip Chamberlain as Territorial Planner, were made by the HiCom and confirmed by the Congress during the quarter....The High Commissioner again attended the annual meeting of the Trusteeship Council at the United Nations in New York City, during which it was announced that the Trust Territory is now eligible to participate in the

programs and projects of the United Nations Development Programme (UNDP)....Wayne C. Thiessen resigned as Chief of the Transportation Division to return to Hawaii....The TT has joined in a regional news exchange by satellite through PEACESAT. The ground station is maintained in the Broadcast Division by George Callison, Saipan PEACESAT terminal manager. The news from other areas of the Pacific garnered from the exchange is disseminated through Micronesian Broadcasting System and the Micronesian News Service....Alf E. Bergeson succeeded Mary Vance Trent as the Status Liaison Officer on Saipan during the quarter. The office, which serves Ambassador Haydn Williams and the Office of Micronesian Status Negotiations in Washington, also expanded to take in a deputy to Bergeson, David L. Schiele....A special conference of district administrators was held in Ponape to discuss new administrative law procedures....N. Neiman Craley, Jr., the Special Assistant for Legislative Affairs, was named as coordinator between the Executive

Branch and the Congress of Micronesia for all matters relating to the Micronesian Constitutional Convention....John Welch, longtime TT employee, resigned as Chief of the Communications Division and retired from the federal service during the quarter. His place was taken by Victorino Borja of Saipan....The President of the American Medical Association, Dr. Malcom Todd, visited headquarters during the quarter....Bonifacio Basilius, of Palau, was named Chief of the Public Information Division and Editor of the *Micronesian Reporter* upon the resignation of James H. Manke in July.

Marianas The Tinian Municipal Election for mayor and councilmen was held during the quarter at San Jose, Tinian. Territorial Party Candidate Felipe C. Mendiola was elected mayor....The USS Monticello of the U.S. 3rd Marine Division conducted amphibious landing exercises in Tinian on June 20 with about 200 marines

taking part, the first such military exercise to be held on Tinian since the war....The Marianas High School graduation exercise for the class of '74 was held at the Chalan Kanoa School Auditorium, with 180 students receiving their diplomas....District Administrator Francisco C. Ada attended the Saipan airport technical committee meeting in Honolulu in July, to discuss matters relating to the new Saipan International Airport....Marinas District Attorney William Amsbary was replaced by Allan Nicholson effective July 21. Amsbary returned with his family to the U.S....The University of Guam extension summer session on Saipan began during the quarter at Marianas High School in Susupe, with about 100 students enrolled. The session lasted 22 days....Micronesia Day was celebrated on Rota with special entertainment and a queen contest....The new members of the Saipan Municipal Council were sworn into office by Mayor Vicente Sablan....The Fourth Mariana Islands District Legislature convened a regular, 30-day session during the quarter....All public schools in the Marianas officially opened August 26 for the 1974-'75 school year.

Palau The district administrator established the District Task Force on Education for Self-Government with 20 members and 10 advisors. The group has divided itself into three sub-working committees: School Involvement Committee, the Village Discussion Committee, and the Media Committee....Dr. Ulai T. Otobed left Palau to pursue her advanced study in India, leading toward a degree in medicine and surgery....The election for Magistrate of Peleliu Municipality was held. Magistrate Saburo Ngirablai was re-elected for another three-year term....The mayoral election in Koror Municipality also took place, with Jacob Sawaichi running against incumbent Mayor Rubasch Fritz. Mayor Fritz was re-elected....Two

Yapese who were reported missing at sea were rescued by U.S. Navy gunboats and taken to Palau, from where they flew back to their home district....The members of the Trust Territory Environmental Protection Board held a three-day meeting in Palau with regard to the possibility of forming new laws and regulations pertaining to environmental protection. Also, Mr. William Brewer, Staff Marine Ecologist, and Mrs. Yvonne Brewer, Staff Environmental Information Specialist, from Headquarters Health Services, conducted a workshop on water monitoring and environmental protection education....Dr. Helen Jonathan has joined the staff of McDonald Memorial Hospital in Koror. She graduated from Fiji School of Medicine in Suva recently....Abel Suzuki has joined the staff of the district public affairs office as the District Civic Affairs Officer. He graduated recently from the University of Guam with a bachelor's degree in political science.

Yap During the constitutional convention election the following people were elected as delegates from the district: Rep. Luke M. Tman and Samuel Falanruw from Yap proper and Deputy District Administrator Hilary Tacheliol from the outer islands. Sen. Petrus Tun was selected by the Yap congressional delegation and Chief Francisco Luktun and Chief Balarmino Hathilul were selected by the Yap Islands Council as the traditional leadership delegates....A fifty minute rainy graduation was held at Uliithi's Outer Islands High School. Guests of honor included District Administrator Leonard Aguigui, Senator John Mangefel and many other official guests from the district center....The 1974 semi-annual Trust Territory Personnel Conference was held in Yap during the quarter. A total of 19 participants took part from Honolulu, Guam, Saipan and the five districts of the territory other than Yap. Several people from Yap

also took part. Director of Personnel Arthur A. Akina, Jr., gavelled the meeting to order and delivered opening remarks. Distad Aguigui also welcomed the participants to Yap, and Sen. Tun addressed the group with the topic "The Impact of Changes in the Trust Territory upon the Government Structure and its Workforce."....A Korean fishing boat, the 954-ton Painmachi No. 2, went aground at Ngulu Atoll in August. Her crew of 18 was rescued, but the danger of an oil spill concerned environmentalists and district authorities. The ship was fishing for Van Camp out of Palau at the time of the accident....A week-long meeting of the Trust Territory Environmental Protection Board was held in August....Luke Moon was named Yap's representative on the Micronesian Sports Council....Australia's High Commissioner to the Republic of Nauru, L.G. Sellars, toured the district during the quarter....The Rev. Edmund Kalau, pastor with Liebenzehl Mission, arrived in Yap with his new twin-engine airplane, completing a round-the-world flight from New Jersey that took him through Europe and Asia. He was accompanied by Morris Pickard on the flight which began in May and ended in August. Rev. Kalau plans to use the plane for intra-district travel. This is the first time that an airplane of this type has ever been based in Yap.

Truk The pre-convention committee for the Constitutional Convention, chaired by Congress of Micronesia Senate President Tosiwo Nakayama of Truk, visited the district during the latter part of the quarter, holding several meetings with district administrator Sablan and his staff, traditional leaders, legislators, delegates to both the Congress and the ConCon, business leaders and students. A few days earlier the Truk constitutional convention delegation elected Chutomu Nimwes, District Director of

Education as its chairman....Truk had the pleasure of hosting two important workshops during the quarter. One was sponsored by the group known as Social and Economic Life in Asia (SELA), a Jesuit organization. Farmers and fishermen from Ponape, the Marshalls and Truk took part. The other was sponsored by the South Pacific Commission (SPC), and included participants from all six districts of the TT, and from Fiji, Western Samoa, and Papua New Guinea. This workshop dealt with nutrition and food crops....The quarter saw the selection of Truk's three best farmers of the year during the annual Truk District Farmer's and Fishermen's Fair. The three were awarded prizes including a trip to Guam, Rota, Tinian and Saipan for one week....A Russian cruise ship, the S/S Fedor Shalayapin, visited Truk during the quarter, carrying nearly 600 Japanese tourists, who during their four-hour stay on Moen invested more than \$7,000 into the Truk economy. This visit was the first time a large cruise ship has been to Truk since World War Two....A group of Japanese priests and relatives of war dead held a memorial service at the airport in Truk, site of a new Japanese memorial....The first ferro cement boat was launched by the Truk boat building program. Two other ferro cement boats are also ready to be launched through the program, which has taught six Trukese to construct these types of boats. The Congress of Micronesia assisted in the funding of this program....Distad Sablan held meetings with magistrates throughout the quarter. As the part of this effort, he visited several of the outer islands. He and his staff members traveled on the M/V DeBrum to Ulul, Pulap, Tamatam and Puluwat. He talked about the ConCon and the possibility of establishing landing strips for small aircraft on some of the outer islands....Presiding Judge Sokuichi Fritz was sworn in for his second five-year appointment as the district's presiding judge. He was also presented with the Attorney General's award, which he had been unable to personally receive on Law Day, May 1.

Marshalls

The election for delegates to the Constitutional Convention was held, but the turnout was very low, largely due to the expressed opposition of the Nitijela and some traditional leaders in the district to Marshallese participation in the convention. Nevertheless, the Marshalls delegates were certified by the Headquarters as elected. The delegation was not able to organize, however, because no selection of traditional leadership delegates was made, nor was any delegate chosen to represent the district's Congress of Micronesia delegation. The Marshalls thus was not officially represented at organizing meetings of the newly formed preconvention committee late in the quarter....Senator Wilfred Kendall visited officials of the U.S. Army and the Departments of Labor and Interior during the quarter, to discuss the wages paid to Micronesian citizens who are working on Kwajalein....The district's Office on Aging was awarded a \$45,700 grant to establish a multi-purpose center for the elderly in Majuro and on Ebeye. The grant will be administered by the public affairs office in the district....Three district residents underwent treatment at the Cleveland Metropolitan General Hospital in the U.S. for thyroid abnormalities caused by radioactive fallout from Bikini nuclear tests twenty years ago. The three are all from Rongelap Atoll....Committees of the newly-formed Marshall Islands Political Status Commission, chaired by Senator Amata Kabua, toured the outlying islands and atolls of the district during the quarter, discussing recent political developments in the Marshalls....The first kidney treatment facility in the Trust Territory was established in July at the Majuro hospital. The center has three hemodialysis machines for patients who must use an artificial kidney to maintain life....The price paid to producers for copra, the Marshalls' biggest export, reached a record high of \$400 a ton for grade one during the quarter. The high prices have brought a renewed interest in the production of copra despite the hard

work involved....Rien Morris was named manager of the Marshall Islands Fishing Authority.

Ponape

The Lukop Rice Project completed its first phase of construction, done through the help of the Ponape Agriculture Department, the Headquarters Agriculture Division, and some locally hired rice workers. This first phase work included land clearing, digging, drainage, bridge construction and road improvement. The project enabled the first experimental rice planting in the field. An amount of \$143,000 was appropriated by the Congress of Micronesia to defray expenses of the project including compensation of ten laborers and seven rice workers....Forty experts in the Ponapean traditional dance went to Ebeye in the Marshalls to perform. The group was sponsored by the Ponape Old Age Program. This same group also performed dances of traditional styles in Ponape before going to the Marshalls. All funds collected under this fund raising program are to be used by the Ponape Old Age Program as matching funds for federal money, since legislature support of the program has ceased due to lack of funds. All municipalities except Sokehs and the outer islands provided their best dancers to make up the group that traveled to Ebeye....Two men were found on Kapingamarangi Atoll, one alive but the other dead. It turned out the men were from Tarawa in the Gilbert and Ellice Islands Colony. The rescued man, Lebing Lman, was brought to Ponape where he recovered from his ordeal and was sent by plane back to his homeland. The men had gone adrift in a small outboard boat while fishing....High Commissioner Johnston signed a charter creating a non-profit corporation known as "The PATS Education Foundation of Micronesia."

Father Hugh Costigan, Director and founder of PATS, and David M. Sablan of Saipan, Chairman of the PATS Board of Trustees, witnessed the signing. The corporation will place direct operational control of the Ponape school into the hands of a board comprised of 75 per cent Micronesians, and was the result of more than two years of effort....DistAd Leo A. Falcam awarded certificates of achievement to nine adult students who completed the fifth and final seminar of a series of five credit union seminars which have been conducted throughout the TT in the past few months....After several months of planting and cultivation of land crops, the residents of Net Municipality held their first "count" on every land plot. This survey and counting of agriculture crops was made by certain individuals

appointed by Max Iriarte, Nanwarki of Net who had earlier told his people to raise more local food as a hedge against possible shortages caused by shipping problems. The people were able to increase their production of potatoes, yams, taro, beans, cucumber, sugarcane, pineapples and several other crops....Eight Ponape residents have completed the requirements for the Associate in Science Degree in education from the Community College of Micronesia, located in Ponape. The eight were honored at several receptions in the district during the quarter. Seven received elementary education degrees, while the eighth received a degree in secondary vocational teacher education in a program coordinated with PATS, the first such degree ever awarded by the two schools.

District Correspondents:

Marianas, Manuel C. Sablan; Palau, David Ngirmidol; Truk, Noha Ruben; Yap, Wilfred Gorongfel; Ponape, Halvorsen Johnny; Headquarters, Rhonda Holland; Marshalls compiled from Micronesian News Service and the *Micronesian Independent*.

NOTICE: The *Micronesian Reporter* is now available on Microfiche, complete through the First Quarter, 1974. The price for all issues is \$40.00, plus \$2.00 for Air Mail postage. To order or for further information, write to the Publications Division, Trust Territory of the Pacific Islands, Saipan, Mariana Islands, 96950

in the next quarter

THE CONGRESS OF MICRONESIA....

A special report will take note of the fact that in 1975 the Congress of Micronesia is celebrating its tenth anniversary.

KUSAIE: THE STRUGGLE FOR DISTRICT STATUS....

Isamu Abraham, a Kusaie now working with the Health Services Department, will trace the history of Kusaie and the island's ambition, now realized, to become recognized as a separate district.

MICRONESIANS WHO SHOULD BELONG....

Increasingly, Micronesians are marrying non-Micronesians, from the U.S., Japan, the Phillipines, Thailand and elsewhere. Charles M. Sicard takes a look at the problems faced by these people and by their children.