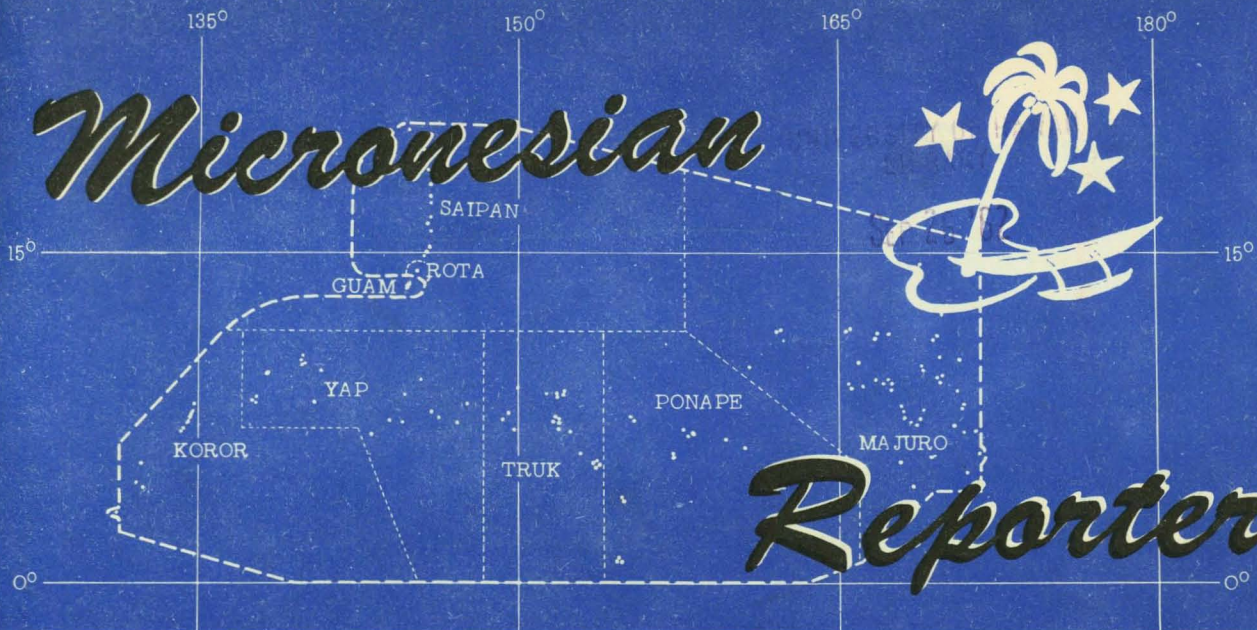


Micronesian



Reporter

PUBLISHED EVERY OTHER MONTH BY HEADQUARTERS ★ TRUST TERRITORY OF THE PACIFIC ISLANDS

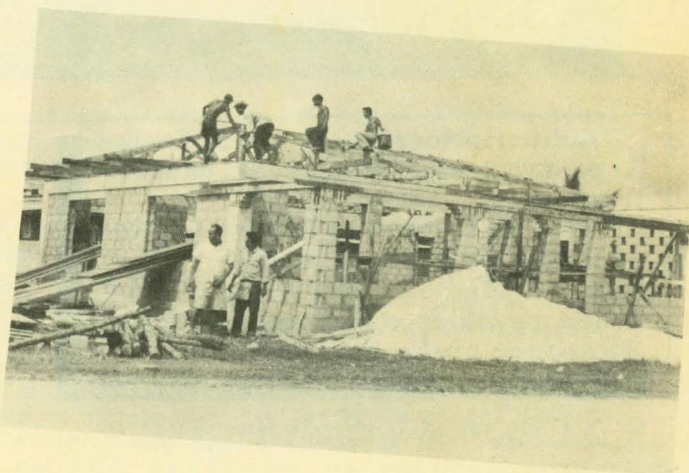
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AGANA, GUAM, M. I.



"Monkey-lady" with a bowl on head.



Saipan Builders busy at work.

The New Bird: DC-4 Aircraft.



Micronesian Reporter

ESTABLISHED NOVEMBER 23, 1951

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Trust Territory of the Pacific Islands

AGANA, GUAM

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COVER PICTURES

UPPER LEFT: "MONKEY-LADY" WITH A BOWL ON HER HEAD. Picture shows three Micronesian co-op trainees looking at samples of Trust Territory handicraft articles prior to their departure to Fiji, where they will attend the Regional Cooperative Training Center. From left are Kasiano Joseph of Ponape, Fermin Liki-che of Truk and Salvador Ongnung of Palau.

UPPER RIGHT: SAIPAN BUILDERS are busy at work. For story and more pictures, see pages 16 and 17.

LOWER PHOTO: THE NEW "BIRD" for carrying passengers to Micronesian isles. The newly acquired "DC-4" aircraft, with capacity for forty passengers plus cargo, will soon be put into service to supplement the present amphibian operation in providing transportation over the Trust Territory.

MICRONESIAN PRODUCTS CENTER, a wholesale-retail store for Micronesian handicraft, IS SOON TO OPEN AT TRUST TERRITORY COMPOUND, GUAM. UPPER LEFT PHOTO ILLUSTRATES TYPES OF HANDICRAFT AVAILABLE.

PICTURE CREDITS: COVER photos, by the Editor; page 1, also upper left, center and lower right, page 2, by M.W. Burmeister; upper right, page 2, Luke Tman; lower right, page 2, by Joseph Sullivan; page 8, by Roy H. Goss, Yap; page 9, Peter T. Wilson, Palau; page 10, upper photo, by Miss Betty O'Connell; page 10 lower photo by the late Reginald Gaines; page 11, by the Editor; page 15, Xavier High School, Truk; page 17, the Editor; page 24 and 25 by Ralph E. Turner, Marshalls; page 27, the Editor; page 28, upper photo by Luke Tman; page 28, center and lower, the Editor.

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TRUK DOCK DIVERS



A LARGE AND VALUABLE PART of the construction of the new Baker Dock marginal wharf at Truk is performed by the Micronesian divers pictured above: Raymond, Fiten, Ichiuo, Hitoshy Senefis and Domingo Borja, in front row, with J. R. Sullivan, leadingman, and Nelson, diver tender, in rear row.

This crew has fabricated and installed approximately 90 tons of steel channel waters, tie rods and turnbuckles at an average depth of 15 feet, operations which entailed a large amount of underwater flame-cutting. These divers often work underwater as much as seven hours a day, coming to surface only enough to change air tanks when their air supply ran low. They also place and move anchors required for the floating equipment, and carry out underwater demolition work.

"We are proud of the safety record of this crew", said M. W. Burmeister, the dock project manager. "The only industrial accident encountered so far was a slight laceration on the thumb of diver Fiten, who was bitten by an eel. We consider this unavoidable, and attribute it to the murkiness of the water at the time, so that the diver and the eel accidentally ran into each other."

Hail to the Trust Territory Divers!

SOON, Truk will have a firm new dock and excellent harbor facilities capable of accommodating large ocean-going vessels.

After Typhoon Ophelia of 1958 knocked out the old Baker Dock, construction of a new one began. This has been one of the most ambitious jobs yet undertaken by the Trust Territory Public Works department - involving the assembly and operation of a twelve-inch cutter-head-type dredge, known as CAMPBELL NO. 1, with total dock-building crew of seven Americans and eighty Micronesians.

In connection with the dock construction, some important, difficult, and at times hazardous work has been accomplished by a crew of Micronesian divers. It is the kind of work that is not spectacular - at least not from a surface view - yet it required precision, careful coordination, thorough knowledge of diving techniques, and close observance of safety rules.

In planning the construction of new dock and harbor facilities at Truk the TT Administration

(Continued on page 3)



DRESSING Diver Raymond, center, in an insulated suit: from left - Fiten, Hitoshy, Sullivan (partly hidden) and Ichiuo.



LEADINGMAN JOSEPH SULLIVAN who organized and supervised training of Micronesian crew of divers for dock project.



PLACING INSULATED HELMET on Diver Raymond, center, are: Domingo Borja, Hitoshy and Leadingman Sullivan.



ASSISTING DIVER RAYMOND out of the water are: Dock Project Manager M. W. Burmeister, Hitoshy and Fiten.

decided to find and prepare Micronesians to perform most of the work - a training project which has involved long periods of patient training in the various techniques of a major construction project.

In June 1959, during the early stages of dock construction, the training of the men for that part of the work which was to be accomplished entirely under water was started. At that time Joseph Sullivan, leadingman, was transferred from Ponape to Truk District to conduct the diving training and oversee the underwater work. An experienced diver from Palau, Domingo Borja, who at the time was working in the Truk District, was hired to assist in this part of the project, serving as general superintendent of the diving operation.

Mr. Sullivan had received his own training in the use of diving equipment from J. R. Campbell of Marianas Divers in Guam, a qualified deep-sea diver, diver-trainer, and diving-equipment specialist. Mr. Borja had acquired extensive training and experience in underwater salvage earlier while working with a metal-collection firm operating in Koror and Truk.

At Truk many men were found who met the rigid physical requirements and were interested in learning underwater work, and a diving crew of eight was selected. The training given these men closely followed instructions contained in the United States Navy Diving Manual, and at times was supplemented by training given by a U. S. Navy Explosive Ordnance Disposal team under direction of Gunner Gray Renegar and Lieut. Jg. Phillips, USN. (Lieut. Phillips subsequently lost his life in a diving operation off the coast of California.)

Two different types of diving equipment were employed in the underwater work at Truk.

SCUBA (the abbreviation for Self-Contained Underwater Breathing Apparatus) - the use of this equipment requires not only instruction in its actual operation, but also demands complete self-confidence on the part of the user, for although two divers almost always work together, they are completely free, unattached, and to a great degree beyond control of the surface crew, hence SCUBA divers can easily become separated from their diving partners. They must be self-reliant, and sure of what they are doing.

Shallow water, or Deep-Sea Diving Gear, on the other hand, not only requires self-confidence and training in the use of equipment, but also calls for most careful teamwork, and complete confidence of each member in the ability of the other members of the team, as the divers' actions and safety are almost completely controlled by the surface team.

Work of the diving crew first consisted of clearing the harbor area of all steel scrap, old cables, logs and any materials which would interfere with dredging operations.

In the harbor area, approximately thirty tons of explosive of various types were used by the divers to break up hard coral formations, to assist the Dredge CAMPBELL in excavating some three to four hundred thousand cubic yards of material.

Oxyacetylene and ArcOxygen cutting equipment was used in cutting underwater steel piling to depths up to seventeen feet below the surface. In this process the use of high electric currents, sometimes up to four hundred amperes, was a hazard factor.

Involved also, were such delicate operations as assembly, placement and tensioning of steel rods of 2 1/2" diameter in various lengths up to 26'. These rods were joined together with large turnbuckles, placed and tensioned at thirty-four points in the dock at an average underwater depth of fifteen feet.

In these placement and tensioning manipulations the water was generally so muddy the divers could neither see each other nor see the tools and materials with which they were working.

The most careful observance of safety rules and the finest teamwork was displayed by the Micronesian divers, according to their immediate supervisor, Mr. Sullivan.

Additionally, Mr. Borja and his crew of divers on several occasions displayed great skill and outstanding ability in inspecting and securing marine equipment in times of storm - the loss of which expensive Trust Territory equipment would have involved several hundreds of thousands of dollars.

The divers also maintained top physical condition, enabling them to perform effectively in critical areas in times of emergency. Mr. Sullivan, Mr. Borja and the diving crew have cheerfully worked under typhoon conditions to the point of complete physical exhaustion, according to their two successive supervisors on the Baker Dock project, first Emmitt E. Blankenfeld, and later, M. W. Burmeister.

Members of the TT diving crew, in addition to Mr. Sullivan and Mr. Borja, are Hitoshy Senefis, Ichiuo, Raymond and Fiten, with Nelson as diver tender. At times Fasios Mesin, equipment operator and SCUBA diver, has assisted in the diving operations.

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Typhoon Names

TYPHOONS are not named by chance, but according to a set formula—and it takes two years, more or less, depending upon the frequency of the storms, for a name to come up a second time. Ophelia 1960, it happens, came one year, 10 months and 24 days after Ophelia 1958.

A four-column list of names, each starting with "A" and ending with "W", is maintained for tropical Pacific storms and typhoons. When the last name on Column Four has been used, the list starts all over again with Column One. (Fleet Weather Central, Guam, names all typhoons and/or tropical storms from 180° West, coinciding with the International Date Line.)

Forward to Saipan

ONE BIG MOVE means numerous small moves and one major change involves various other changes.

So it is that certain reassignments, promotions and additions to the staff have been announced by High Commissioner M. W. Goding in connection with the move of TT Headquarters from Guam to Saipan, the transfer of Saipan District from Navy to Interior administration, on July 1, 1962, and the coincidental formation of the Mariana Islands District combining Saipan, Rota and all other islands of the Marianas except Guam.

The entire Judiciary staff, heretofore quartered at Truk, is moving to Saipan. This includes Chief Justice Edward P. Furber, Associate Justice Paul Kinnare and Court Reporter Florence Shook. Similarly the Headquarters Public Health staff will be combined at Saipan. This includes Dr. H. E. Macdonald, Director, from Guam; Miss Virginia Breaks, Public Health Analyst, from Truk; Nachsa Siren, Director of Sanitation Services, also from Truk; Rokucho Billy, Assistant to Public Health Officer, and Sikpert Louis, promoted to Assistant to Medical Supply Officer at Headquarters, both from Truk. The School of Nursing, now at Palau, is scheduled also to move to Saipan. An exception is Dr. A. A. Jaffe, Director of Dental Services, who remains for the time being in the Marshalls.

New to the Trust Territory but a veteran of twenty years in Government service, is Joseph Flakne, Special Assistant to the High Commissioner. Mr. Flakne comes to the TT with an outstanding record in government and labor relations. He was director of the U.S. Employment Services in Juneau, Alaska, for six years, later became War Manpower Specialist for the U.S. Government in Alaska, and resigned this post to join the Army. (He had difficulty in enlisting because he was "over age". His wife also enlisted - in the WACS - and served in the South Pacific.)

After the war Mr. Flakne became Chief of the Alaska Branch, Office of Territories, Department of the Interior, Washington, remaining there for seven years. After four years as Program Director of the Arctic Institute of North America, he was appointed Labor Relations Officer, Alaska District, U.S. Army Corps of Engineers. He joined the High Commissioner's staff in January 1962, and is among those moving to Saipan.

Also new to the TT Administration is L. Gordon Findley, who is retiring as a captain in the U.S. Naval Reserve after 21 years of distinguished military service to join the High Commissioner's staff as TT Representative at Guam.

Capt. Findley has held various island government posts since 1941. He was Civil Administrator at Saipan from 1945 to 1948, then Island Government Officer for the Commander-in-Chief, Pacific

Fleet, which post he held for five years. He served three years in the Civil Affairs section, staff of the Commander-in-Chief, Pacific, subsequently became head of the Civil Affairs Section in the Office of Chief of Naval Operations, Washington, D.C.

The new Mariana Islands District will be headed by Francis B. Mahoney, formerly District Administrator, Palau. Mr. Mahoney joined the TT staff in 1950, first as Anthropologist for Yap District, later moving into the field of administration with his appointment in 1954 as Island Affairs Officer, Palau District. In 1955 he was promoted to Assistant District Administrator, Palau, which post he held until 1959 when he became District Administrator. He is from California, married, has three children.

Alan MacQuarrie, who entered TT service in March 1962 as Political Affairs Officer, becomes the Assistant District Administrator for the Mariana Islands District. In the interim period before the Headquarters move to Saipan is consummated, Mr. MacQuarrie is official representative of the High Commissioner in Saipan and Officer in Charge of the Trust Territory Group there.

From 1954 to 1961 Mr. MacQuarrie was Government Secretary of American Samoa. Prior to this he was a lieutenant commander with the function of Pacific Planner, Office of Naval Operations, Logistic Plans Division. He is a graduate of Duke University, and holds a M. A. degree from the Fletcher School of Law and Diplomacy. He is married and has one daughter.

A reassignment is that of Dr. William V. Vitarelli from Assistant Director of Education to Community Development Officer on the Program staff. In this post he will coordinate adult education programs, with particular emphasis upon literacy. He will be responsible for establishing a literature production center which will act as a clearing house for TT publications. In addition, he will cooperate with the Staff Economist, Business Analyst and Marketing and Cooperatives Officer in helping Micronesian artists and artisans use their local resources to better advantage and in developing more effective methods of production. He will assist in the establishment of such community programs as museums, libraries, celebrations, fairs and other cultural activities.

Dr. Vitarelli first joined the Trust Territory in 1950 as Educational Administrator at Palau. Prior to that he taught at Columbia University where he was a research associate in Community Education.

Two promotions in the Legal Department are those of Alfred J. Gergely, from District Attorney to Assistant Attorney General, and Richard V. Backley, from Land Title Officer, Marshalls, to District Attorney.

The new Assistant Attorney General received the Bachelor of Law degree from Georgetown University Law School, Washington, D. C., in 1953; was admitted to the practice of law in the District of Columbia and was inducted into the U.S. Army, all in the same year. He served as Specialist in the Office of the Chief of Staff at the Pentagon, Washington, D. C., and was honorably discharged from the Army in 1955. After practicing law briefly in Washington, D. C., he was appointed Assistant to the Chief Counsel of the Trust Territory in 1956, and District Attorney in 1957.

Mr. Backley is a native of Chicago, received his law degree from De Paul University College of Law, Chicago, in 1955. He previously had spent three years in the U.S. Navy. Following his graduation from law school, he practiced law privately in Chicago, later joined the legal staff of Montgomery Ward, and in 1960 came to the Trust Territory in the Land Title post. His wife and children will accompany him to the Marshalls.

Newly appointed as Public Defender is Roger St. Pierre of Rhode Island, a graduate of the Law School of the University of Miami. During World War II he served in the U.S. Air Corps as crew chief aboard a cargo plane flying between Australia and the Philippines. His headquarters will be at Saipan.

Another transfer is that of Emmitt E. Blankenfield, formerly Assistant Director of Public Works, to head the Public Works program at Saipan, for both the Headquarters and district operation. His wife, Edith, also is on the Headquarters staff, in the office of the Director of Education, Dr. Robert E. Gibson.

John E. Welsh, Communications Officer, has returned to the Trust Territory in the top Communications post after serving earlier as Ponape District Communications Officer. After completing his original TT contract, Mr. Welsh became Air Traffic Control Specialist, Federal Aviation Agency, Puerto Rico. Prior to that he was Chief Communications Specialist in American Samoa. Mrs. Welsh was the first TT wife in the new group to become established with family in Saipan.

George Taggart, presently heading the Economic Development staff at Saipan, will transfer to the Headquarters staff. Other transfers newly announced include the following: Heinz Meyer, Educational Administrator, from Palau to the new Mariana Islands District; Thomas Gilliland, Administrative Officer, from Headquarters to Truk; George Davis, Island Development Officer, from Truk to the new district staff; John R. Wilson, transferring from a Government Technical Training Unit at Saipan, to the Public Works staff, Mariana Islands District; Harold L. Forester, Administrative Assistant, Ponape, detailed to Headquarters as Assistant Personnel Officer; Leo C. Delarosa, Administrative Assistant, from the Dock Project, Truk, to Ponape in Mr. Forester's place; Charles S. Bean, Administrative Assistant, Palau, to the same position for the Mariana Islands District; Mrs. Lolita P. Hohnsbeen, Ponape District Finance Officer, to Headquarters as Revenue and Cost Analyst; John

F. Johnson, Agriculturist, from Ulich Special Project, Yap District, to the Mariana Islands District, and Myron L. Powell, Agriculturist, from Truk to Rota District.

Jules M. Henricksen, General Supply Assistant, Yap, will become Procurement Officer, Headquarters, and Wilfred C. Doctor will be promoted from District Supply Officer, Ponape, to Supply Officer, Yap. Travis B. Drennan, Procurement Officer, Headquarters, will join the Guam Liaison staff in the same capacity.

Another reassignment is that of Mrs. Cynthia R. Olson from Reports Officer, Headquarters, to the Guam Liaison staff as Administrative Assistant in over-all charge of student activities in Guam. She will be responsible for immigration matters, counseling and guidance in the student-sponsor program, will handle news and information in connection with Trust Territory activities at Guam, and certain other liaison functions.

Newly appointed to the Headquarters staff are Raymond Ulungchong of Palau, who will join Luke Tman of Yap in the Information section, Program staff at Headquarters, and Konto Sandbergen of the Marshalls, who is assigned temporarily to the Political Development section Program staff, filling in for Leo Falcum of Ponape who is taking a three-month tour in the U.S. and Puerto Rico in connection with his East-West Center (University of Hawaii) studies. Mr. Falcum will join the staff at Headquarters in September 1962. Mr. Ulungchong is receiving his A. B. degree from the University of Hawaii in June 1962. Mr. Sandbergen recently returned from studies in Washington, D. C.

Haruo Willter of Palau, Inter-District Finance Officer, moves with the Headquarters staff to Saipan, and Mrs. Erminia Ngiraked, also of Palau, moves with the Literature Production staff from Guam to Saipan. Remaining at Guam, assigned to the Liaison staff, are Mrs. Rosalind M. Forbes, secretary; Mrs. Cecilia Martinez, clerk-typist; Harumichi O. Kono, clerk; Ellis Taleu, housemaster for students and trainees; Jose T. Castro, janitor and gardener; Jose L. G. Taitano, housekeeper and driver; Joe Lizama, handyman. Swingley Wolphagen of Ponape, Radio and Teletype Operator, also will be assigned temporarily to the Guam Liaison Office.

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CONTRIBUTIONS WELCOME

OFFERINGS of feature articles, news items, stories, poems, pictures, sketches and cartoons will continue to be welcome for printing in the MICRONESIAN REPORTER as it enters a new era of preparation and composition at TT Headquarters, Saipan, it has been announced. Special consideration will be given to contributions from citizens of the Trust Territory, and payment will continue to be made for all materials accepted and used.

Man with a Heart or Rogue without a Conscience?

THERE IS SOME question as to whether or not the notorious Pacific pirate Bully Hayes has been unduly maligned as the years have passed and the tales of his exploits have been repeated. However, there is no disputing that he was the most feared of the roving buccaneers of the eighteen-sixties, and the waters of Micronesia - particularly Yap, Kusaie and the Marshalls - among the scenes of his buccaneering.

An account which appeared in the Sydney (Australia) Herald in 1913 refers to Bully Hayes as not being quite as bad as legend has it. In an article about the author Becke, a fellow of the Royal Geographical Society who died at Sydney in that year, reference is made to his association with Hayes. Becke had served as supercargo on the brig LEONORA, Bully's most famous vessel. Following is a quote from the yellowed article clipped from the Sydney newspaper and preserved by Raymond de Brum of the Marshalls:

"With Hayes," he (Becke) wrote, "my duties as recruiter and supercargo were multifarious - very much so - but I shall always look back upon those days when he and I sailed together throughout the

North and South Pacific as the halcyon time of my life. Sometimes, indeed, I had a desire to give up the wild, restless dream - for I can call it by no other name - and return to see my people. But Hayes treated me well, paid me liberally, reposed the greatest confidence in me. When I even as much as threw out a hint that I would like a change for six or twelve months, he would either give way to a burst of passion and terrify the whole ship's company, or, what was worse for me, become silent, moody and keep to himself. Bully certainly had a temper!

"Becke never would have it that Hayes was the merciless, cold-blooded scoundrel that some writers have painted him. He was a reckless dare-devil, he used to say, full of the kindest impulses. He was a good friend, but let him once find out a man guilty of petty treachery, then the best thing for the man to do was to put a big distance between them."

Other versions, of course, point to Bully as a rogue without a conscience.

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The Cook and the Pirate or the Death of Bully Hayes

There are several tales about how the swabuckling Bully Hayes met his death, and they differ in some aspects. Most agree that the pirate's cook was involved. According to one version, the buccaneer had nailed the cook down in a wooden keg for getting drunk, and when the latter succeeded in releasing himself, the cook (who was doubling as mate) thereupon killed his master.

However, the Marshallese people remember what their fathers told them about the infamous sea captain and how he came to die. According to their legend, it was not on his best known ship, the LEONORA, which was shipwrecked at Kusaie, but on the LOTUS, a later vessel, that Bully met his fate. This is how it happened - in Raymond de Brum's words - as told to him by his father, Joachim de Brum - who heard it from the cook:

"The bully and the cook were alone on the LOTUS on a voyage from the Marshalls to Kusaie. (It was at an earlier date in Kusaie, reportedly, that Bully Hayes was converted to Christianity by the noted Missionary, Reverend B. G. Snow. His conversion apparently was short-lived.)

"The cook was at the helm and the LOTUS was under full sail of wing and wing. Because the cook was the single-handed crew and also because he had sole responsibility for satisfying the pirate's appetite, the cook was tired. Not just a little tired, but very tired.

"While the ship continued running before the wind, one of the sails became loose and was flung over to one side, causing a loud noise and a cracking as it came loose from the mast. The big man down below kept snorting because of the cook's conduct at the helm. He yelled up and told the one-man crew above that it was his last chance. Hayes said he would kill him if he didn't improve his ways. The cook prayed the big man to have mercy upon him, because he was so tired.

"A little later, the sail again came loose and fell over to one side, warning death to the cook. Realizing that the sneering angry man down below would hold to his word, the cook pulled the iron tiller from the rudder and went to the companion-way. Just at that moment, the big man's head appeared - and the barrel of his shotgun was pointing up.

"The cook put all his strength into one giant thrust of the tiller straight at the man below. When the bully fell over, the cook descended the steps - and pushed his master overboard. That was the end of Bully Hayes. It happened on the LOTUS somewhere between Jaluit and Kili Islands in the Marshalls. The cook brought the ship back to Jaluit and told the story."

This is the Marshallese version of the death of Bully Hayes.

THE JOB IS BIG

ECONOMIC DEVELOPMENT IS A descriptive term with a large meaning.

In the Trust Territory it means helping the islands produce enough food for all to eat - with a goal of exporting as much or more than is being imported.

Also in the Trust Territory, it means increasing income - through production, manufacture and general business activity - to enable the island residents to live comfortably, with basic modern conveniences such as radios. (Radios are important in the TT where the distances are vast - they enable the listeners on distant atolls to know when field-trip ships may be expected to pick up the copra they have made, and to keep in touch with the world - the world of their own groups of islands, and the world at large.)

Economic Development also concerns local and district governments, increasing their revenues for application to education, health and other public interests.

Temporarily assigned to the Trust Territory, on loan from the Department of the Interior in Washington, is a specialist in the economic field - Dr. Gilbert White - who is taking an overall look at Micronesia, its raw products and its potential industries. John E. deYoung heads the Program staff for economic, political and social development. Noel L. Haas, Business Analyst, is engaged in market research, while Dr. William V. Vitarelli, Community Development Officer, is helping to start cottage industries and assist in design as well as production. The development of cooperatives is a particular responsibility of Ernest Milne.

Within the districts, production and industry are being assisted by local staffs and economic development boards. Among the local staff men are three who were selected to attend a regional training session in cooperatives at Fiji under joint auspices of South Pacific Commission and the Food and Agriculture Organization of the United Nations. They are Salvador Ongrung of Palau, Fermin Likiche of Truk and Kasiano Joseph of Ponape, all engaged in economic projects on the local level. A fourth delegate to the training session is Mr. Milne.

Mr. Ongrung, from Ngaraard in Bebelthuap, is the Acting District Economic Development Officer. He formerly worked for a trading company, and has had nine years' experience in the district administration office. "In Palau," he said, "fishing is our main hope for the present, but we also have land which can be planted for cash crops - pineapples, for instance. Also we hope to have tourists in the future - our present problem is the need of roads for land transportation. We have beautiful scenery on Babelthuap, and I am confident, when we have suitable roads, this will be a tourist attraction."

Mr. Likiche is from the island of Lukunor in Truk. He has been assisting George Davis, Truk District Island Development Officer, as Advisory Assistant, with particular attention to cooperatives.

"Our under-developed islands need cooperatives," Mr. Likiche stated. "Non-profit organizations should help our people get a start."

Mr. Joseph, Community Development Officer in Ponape, is devoting his main interests to credit-union formation, assisting in development of by-laws, and such matters. He also is optimistic about the future for Micronesian industry.

GOOD NEWS: THE 54th IS BACK

IN FORMER YEARS, the famous 54th Weather Reconnaissance Squadron, assigned to Andersen Air Force Base, Guam, did valiant service in spotting and tracking typhoons over the Trust Territory area, frequently flying into the "eye" of a storm in order to "read" it accurately.

Later, Detachment 1 of the 56th Western Reconnaissance Squadron, with reduced manpower and aircraft, carried on typhoon spotting and provided other vital weather information, operating from bases in the Middle Pacific area and from Australia.

Now the 54th has been reactivated, and the squadron again is providing round-the-clock, daily storm and typhoon reconnaissance information to residents of the Pacific area.

All Trust Territory citizens will hail the news, and be glad that the full 54th Weather Reconnaissance Squadron again is flying the weather route over Micronesia.

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YAP HOSPITAL PERSONNEL in new white uniforms. From left: Mrs. Emily Sisson Patrick, hospital administrator; Dadgueg, nurse aide; Leegibay, nurse aide trainee; Tinimad, nurse aide; Raphaela Tinan, head nurse; Laaken, nurse aide trainee; Maria Baamlu, nurse aide; Ignatius Gimnang, senior nurse aide; Tamag Toluk, junior clerk; Edwin B. Talley, graduate nurse; Aloysius Dibay, nurse aide (assistant pharmacist); Rikin, nurse aide; Mike Chigal, pharmacist; Joseph M. Ken, storekeeper; Xavier Gasag, storekeeper; Ganangiyen, laundry worker; Jacobus Marmar, junior clerk; John E. Pong, nurse aide; Francis Falanug, X-ray technician; Ambrose Minginfel, X-ray technician; Rocco Bonod, assistant hospital administrator; Maria Ngurun, cook; Moroy, cook, and Gootiningin, laundry worker.



YAP HEAD NURSE
Raphaela Tinan
in smart new
uniform.



YAP DISTRICT SANITARIANS - New uniforms identify them: Francisco Fathagaag, Peter Kaborag and Mark Fanawan.

The Magazine of Micronesia - New Phase

With this issue, the MICRONESIAN REPORTER goes into a new phase in its ten-year history.

Founded in November 1951, the Trust Territory magazine has consistently been devoted to recording the happenings, stories and human-interest features of Micronesia and its people. This policy continues -

but with an editorial staff quartered at the new TT provisional "capital" in Saipan.

The magazine's editor for the past six-and-one-half years, Mrs. Cynthia R. Olson, and the contributing staff, extend greetings and best wishes to the new editors as they enter upon their publication responsibilities.

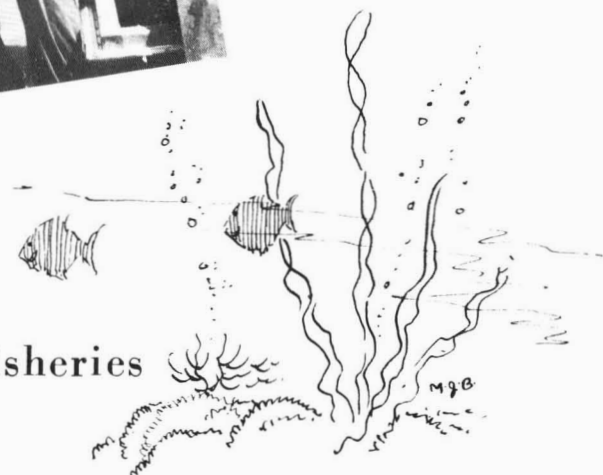


FISHERY TRAINEES learning techniques of large-scale fishing on Fisheries boat, Katsuwonus, at TT School of Fisheries in Palau.

From left, standing: Town Paul, Truk; Orak Bolowaisel, Palau; Masayuki Jiro, Palau; Kimio Aisek, Truk; Wyaan, Yap.

Seated: Amaram Ludwig, Ponape; Mokokir Rebes, Palau; Thomas Buikbelau, Palau; Andres Marcil, Palau. Not shown: Tadashi, Palau.

School of Fisheries



IN OCTOBER 1961, the Trust Territory's School of Fisheries opened its first session in the new school which was erected on the grounds of the Fisheries Development Station on Malakal Island in the Palaus. Ten students from the Trust Territory districts were the school's first trainees. Two came from Truk, one from Ponape, one from Yap, and the remainder from Palau.

Courses of instruction scheduled to be covered in the course of the year's training program include seamanship, safety at sea, proper diving and swimming habits, live bait fishing, skipjack fishing, long line fishing, vessel maintenance, fishing gear construction, fish handling and processing, and various other subjects which are intended to give the students a general background in in-shore and off-shore fishing operations.

Plans have been developed to send the most qualified trainees to Hawaii for intensified training on the live-bait tuna-fishing boats engaged in the Hawaiian skipjack fishery. A start has been made and the following students from the School of Fisheries, also other qualified Micronesians, have been selected to go to Hawaii to become trainees as commercial tuna fishermen:

Mokokil Rebes, Orenge Thomas, Bolowaisel Orak, Thomas Buikbelau, Rikrik Meledang, Ngirad-mab, Tony Imetuker, Siang Rechirikl, Dachelbai Ngirarois, Tiakl Boisek, Kimiuo Aisek, Masauo Siraih, Ansa Philip, and Amaram Ludwig.

During the trainees' absence, tuna boats similar to the type they will be fishing on in Hawaii, will be built in Palau. Once the boats have been completed and are ready for fishing operations, the students and trainees will be brought back to Palau to engage in off-shore commercial tuna-fishing operations.

After departure of the first group of trainees from the School of Fisheries, a new group will be selected for a year's training at the school. They will receive room, board, and living expenses during their year of training, according to Manny Sproat, TT Director of Agriculture and Fisheries.

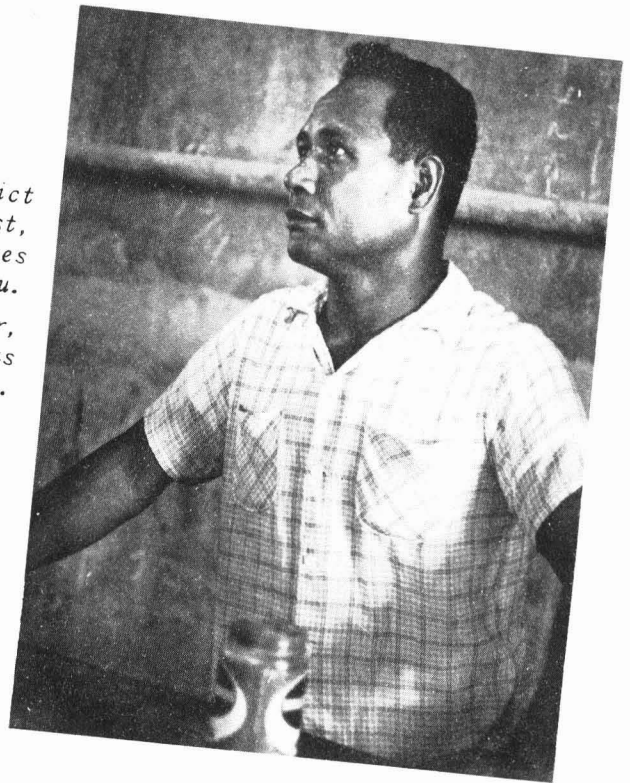
During the school session at Palau, the trainees receive their instruction in the various fishing operations through both lectures and on-the-job training. They put in many long hours at sea on the KAT-SUWONUS which is used as a training ship for the school, and many hard hours of training which is designed to give them a broad background in fisheries work. Micronesians who are used to hard work and long hours, who love the sea and fishing, and are looking for an exciting way of making a good living, may investigate the possibilities of enrolling in the School of Fisheries by checking with their local District Administrators.

The School of Fisheries is directed by Peter T. Wilson of the TT Headquarters staff. His able assistant in the training program at Palau is Toshiro Paulus of Ponape District.

(Continued on next page)

*TOSHIRO PAULUS of Ponape District
Assistant Fisheries Specialist,
conducts class in School of Fisheries
at Palau.*

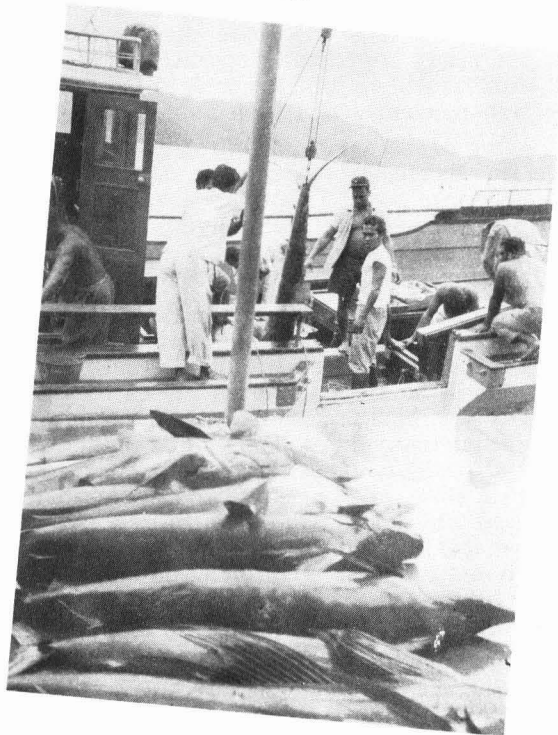
*The school, now in its first year,
is operated by the TT Government, has
10 trainees enrolled.*



SCHOOL OF FISHERIES (Continued from page 9)

The initial group of trainees at the School of Fisheries included Amaram Ludwig of Ponape; Wyaan of Yap; Town Paul and Kimiwo Aisek of Truk; and Mokokil Rebes, Thomas Buikbelau, Andres Marcil, Bolowaisei Orak, Masayuku Jiro, Tadashi, all of Palau.

*MARLIN AND SWORDFISH on dock at
Palau, after fishing demonstration
on the KATSUWONUS.*



Two to Nautical School

IN PROMOTION of the policy that Micronesians may be trained in those fields of service which offer good possibilities for employment within the Trust Territory, two two-year scholarships for nautical training have been designated by High Commissioner M. W. Goding, to be awarded annually.

These scholarships will give the recipients rounded training in various phases of shipboard service, including preparation for positions as deck officer and in ship engineering, at the Philippines Nautical School, Pasay City, Philippines.

First recipients of the scholarship award, who are departing in June 1962 for the Philippines, are Ywao Elanzo of the Marshalls and Denis Dionisio Ngirakelbid of Palau. The former is a 1960 graduate of the Pacific Islands Central School in Ponape, and the latter attended Xavier High School in Truk from 1957 to 1960. Their selection was made by the Headquarters Scholarship Committee on the basis of interest in the subject and scholastic standings.

***** § *****



HANDSOME CARVINGS and hand-woven objects are shown on table in office of Deputy High Commissioner Jose A. Benitez, who is explaining legend of a Palauan storyboard to Mr. and Mrs. Robert H. Parham, center, and Dean Bush, left.

FIRST BONA FIDE TRUST TERRITORY TOURISTS

WHEN THEY LEFT DALLAS, Texas on January 15, 1962, Mr. and Mrs. Robert H. Parham had no thought of touring the Trust Territory - but, as it developed, they did a thorough job of visiting the islands of Micronesia - and thereby became the first bona fide Trust Territory tourists.

Although before World War II visitors from Japan may have visited the area as tourists, since the war transportation and housing facilities within the Trust Territory have been so limited that general tourism has not been feasible.

As, gradually, travel and housing facilities improve it is anticipated that increasingly tourists may be accommodated, and in fact some day in the future, the islands of Micronesia may become a popular resort for visitors seeking locales off the long-beaten path.

Be that as it may, one group of tourists - the Parhams to be exact - have had their tour - and these brief remarks which they made at TT Headquarters in Guam give some idea of their reaction.

"Each place is beautiful beyond anticipation - and each is different.

"Our visit in Micronesia has opened utterly new worlds to us.

"We think that all the people - including the U. S. personnel and all the Micronesians - are wonderful. They were kind, generous and hospitable to us. There is no way to ever repay them for their kindness."

The Texans left their home town of Dallas in weather 8° above zero. The contrast in climate - the soft, refreshing breezes constantly blowing in the Trust Territory during their seven weeks of travel there (the very nicest part of the year is January and February, many people say) - contributed to the enjoyment of their trip into Micronesia.

Just before leaving Dallas, the Parhams met a friend (Mrs. Eugene Link), who told them about the Trust Territory, and, in fact, mentioned that her cousin (Capt. E. A. O'Neill II), was skipper of one of the Trust Territory ships (GUNNERS KNOT). From that time on, the Parhams set their sights on the islands of Micronesia

(Continued on next page)

1962 Judiciary Conference

Honored by the presence of High Commissioner M. W. Goding, Rear Admiral John S. Coye, Jr., and the Associate Solicitor of the Department of the Interior, Gordon R. Bennett, the 1962 Trust Territory Judicial Conference convened at Truk from January 15 to 22, 1962, with Chief Justice Edward P. Furber presiding.

Present were the Presiding Judges and Clerks of the Courts of the Trust Territory - all Micronesians - also Associate Justice Paul F. Kinnare; Attorney General Robert K. Shoecraft from TT Headquarters; Alfred J. Gergely, Assistant Attorney General for the Trust Territory; Jack P. Raker, District Attorney for the Saipan District, and Andon L. Amaraich, Truk District Representative of the Public Defender.

Principal subject of the conference was "How Best to Expedite Trust Territory Court Business".

A set of 27 resolutions was adopted by the Conference as recommendations to the High Commissioner. All but five were adopted unanimously by the 18 participants, the five by majority vote. (Chief Justice Furber, presiding, did not vote.)

Certain amendments to the TT Code including actions designed to expedite court business in the Territory were included in the resolutions. Other resolutions recorded appreciation for the hospitality and assistance given the TT judiciary representatives by Associate Solicitor Bennett, High Commissioner Goding, Rear Admiral John S. Coye, Jr., and the other Headquarters and District personnel.

The conference expressed its gratitude and indebtedness to Judge Arthur J. McCormick for his past efforts to advance the administration of justice in the TT, and extended best wishes to Judge McCormick for continuing improvement of health.

FIRST BONA FIDE TRUST TERRITORY TOURISTS (Continued from preceding page)

Arriving in Honolulu, they went to the Pacific Far East Lines, and here learned that this steamship company also operates the Pacific Micronesian Line - the small fleet of Trust Territory ships, one of which is the GUNNERS KNOT with Capt. O'Neill as captain. The Texans then secured the necessary bookings and clearances - and soon were on their way, arriving in Guam on February 19, 1962. Here they were assisted by Dean H. Bush, manager of the Pacific Micronesian Line, in arranging onward passage.

After arrival in Guam and before leaving for Truk on February 27, Mr. Parham was able to visit Angaur and Ulithi, making the trip by Coast Guard plane. This part of the tour Mrs. Parham missed. Arriving at Truk by plane, they met Capt. O'Neill and caught the GUNNERS KNOT en route to Ponape. They described their routine thus: "We lived on the ship and spent our days inshore."

Islands visited in the course of the GUNNERS KNOT voyage included Ponape, Pingelap, Majuro, and Eniwetok. Later the Parhams made stops at

Rota, Saipan, Yap and Koror before their final departure from Guam on Friday, April 20.

Mr. Parham grew up in the newspaper business. His family published the Norman, Oklahoma, Transcript. He has worked for the United Press in Oklahoma City and other places, and served as a UP bureau manager, later was on the UP executive staff. He also has been a contributor to the Saturday Evening Post. During World War II, Mr. Parham was a colonel in the Air Force. Later, he was associated with the General Electric Company in New York, but left there in 1951 for Texas where he is presently engaged in the real estate business. Mrs. Parham is a native Texan; her husband, an Oklahoman.

The Parhams continued their travels upon leaving Guam, proceeding to Saigon, Hong Kong, Manila, Taipei, Tokyo, then Honolulu, and back home to Dallas, but the greatest and most memorable part of their entire journey, they declared, would always be that portion spent in Micronesia.

THE RESCUE OF THE CREW

as told by Alejo A. Mendiola of Rota

It was a quiet afternoon on the Island of Rota, Thursday, February first, 1962. No one there dreamed that stark tragedy was about to be averted through heroic efforts of two men in their midst.

The M/V PRINCESS, a 45-foot boat with open deck, was making its weekly trip to Rota from Guam carrying a cargo of rice, canned goods and general supplies to this isolated island of the Marianas.

Aboard were the skipper, Jim Norris; Le Roy Black, TT quartermen refrigerator mechanic from Guam on an official visit; Sam Tsusumi, the engineer, a Japanese citizen of Hawaii; and Javier M. Atalig, a Rotanese deck hand who was making his first trip.

As usual on the five-hour trip, the PRINCESS radioed that she would dock at West Dock (Sasan-haya Dock) at five o'clock - approximately thirty-five minutes from the time the message was sent.

It had started raining about four, and the seas were getting heavy.

As it grew late, G. W. Tewksbury, TT Representative at Rota, and a group of Rotanese people were at the dock, anxiously awaiting the arrival, unaware that at 5:30 p.m. the PRINCESS had sunk one mile off Taipingot Point.

The primary cause of the sinking was a broken oil line which necessitated operating on one engine. The one bilge pump in operation could not keep out the water which the rough seas dumped into the vessel. The boat was too heavily loaded to permit bailing water by hand.

The ship sank stern first. The men were able to inflate the rubber life raft and get into it - but had no time to save any cargo on board with the exception of a tin of crackers, which Mr. Black clutched. Thirty minutes after the boat sank, a suitcase floated into view and was grabbed from the water. It proved to contain clothes, papers, and one two-cell flashlight with batteries so weak it gave off only a feeble light. This flashlight, however, was a life-saver.

They were now adrift in the open sea with darkness rapidly approaching, and no way to signal for help.

OF THE M/V PRINCESS

and written by Mrs. Juleff C. Tewksbury

Meanwhile on the dock, Mr. Tewksbury was growing more and more apprehensive. The weather was getting worse, the rain had increased, and darkness would soon fall.

Hoping that he was doing the right thing, he asked the crew of the M-boat - Alejo A. Mendiola, who has been its skipper for three years, and Santiago F. Lifoefoe, engineer with five years' experience - to circle the area near Rota. (M-boat is short for LCM - Landing Craft Mechanized.)

Mr. Mendiola who is also the Government supply officer is a hard working, modest young man in his early thirties. He was born on Rota as were his wife and six children.

"Sam" Lifoefoe, the boatman, a middleaged man, was born in the Truk area, but has been a resident of Rota for many years.

They departed from East Dock at 6:25 p.m.

Prundencio Manglona, assistant to the Administrator, was now standing by at the radio in the Administration building on an emergency alert. But no ship or station could be contacted.

At the same time Fidel Mendiola, skipper, was operating the radio of the small M/V SAN FRANCISCO at West Dock - Sasanlago - also with no success.

Tension rose on the dock as time went on. No sight of the M/V PRINCESS, and no return of the M-boat.

In the meantime, the M-boat was circling the area two and three miles from the shores of Rota but without sighting anything.

Darkness was rapidly approaching; the rain had turned to a slight mist, and the seas were getting heavier.

When the M-boat reached Taipinguac Point about one mile from Rota, it was already dark. The men aboard could see no boat, but they kept circling.

Suddenly they sighted a small light - very dim - about a quarter of a mile away. It was the light from the rescued flashlight.

(Continued on next page)

(Continued from page 13)

The skipper and engineer of the M-boat opened the spotlight on it, thinking it was probably a fishing boat - surely not the M/V PRINCESS since she would have shown red and green running lights.

They waited ten or fifteen minutes at the point, but the light came no closer.

It was now raining hard, and windy, and the seas were very rough.

So in complete darkness, with no compass, guided only by the wind direction, Messrs. Mendiola and Lifoefoe on the LCM headed for the tiny light.

It took perhaps twenty minutes to reach the light. The boat drew up alongside the small raft, which was heavily loaded down with its four shipwrecked passengers.

The raft had already drifted two miles from where the M/V PRINCESS sank, and the current was carrying it rapidly westward. To increase the difficulty, it was leaking badly and kept filling with water from the high waves. The men were bailing with their hands.

Because of the seas, it was hard to get the men off the raft - the danger of swamping it was another hazard. Finally the M-boat crew of two threw them a rope and pulled each one aboard. The raft was tied on behind, where it stayed for a few minutes until the rope broke and it was lost.

The whole rescue, fraught with danger in the enveloping darkness, took about five minutes. The first question Alejo asked was, "Is everyone accounted for?" "Yes," said Mr. Norris. "No one is missing."

With that, the M-boat turned toward Rota, with its barefooted, sunburned, wet survivors still garbed in their life jackets.

When the spotlight of the M-boat was finally seen by the people on the dock, a deep feeling of relief and thankfulness arose among the spectators.

The crowd now was swelled with the relatives of the M-boat operators, Father Canice and Brother Pat, as well as friends of the PRINCESS crew.

The survivors and their rescuers arrived on Rota at 8:25 p.m. - ending two fateful hours of apprehension, filled with a knowledge of the dreadful toll an angry ocean can take of human life.

By a strange coincidence, just as the M-boat docked, the flashlight burned out!

Words at a time like this always seem inadequate, but as they stepped from the boat, Mr. Norris said softly, "Thanks very much for the rescue."

Another said, "You men did a fine job."

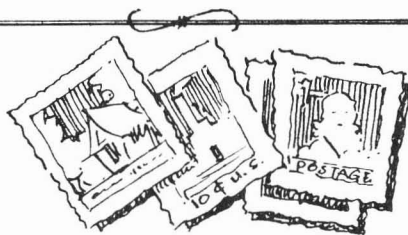
And a third said, "Another fifteen minutes, and it might have been too late!"

"The seamanship of the two men on the M-boat was superior," said another of the rescued men.

The men were soon provided with dry clothing, and fed and housed by Administration personnel.

Javier remained with his family in Songsong Village, and the other three returned to Guam by Navy plane the next day.

—Juleff C. Tewksbury



any old stamps - really old?

Long-time residents of the Trust Territory may find among their old letters, some stamps of interest and value.

Edward H. Dutcher of 1596 Westmoreland Avenue, Syracuse 10, New York, is interested in

corresponding with someone in the islands (Caroline, Marianas or Marshalls) who would be in a position to furnish him with some of the old German stamps of date prior to World War I. He also is interested in other stamps from the Pacific area of years back.

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Aloysius Azuma of Palau, member of Xavier Radio Club at Truk, sits at his amateur set, Station KC6XA.

In February 1962 Aloysius Azuma, a second-year student of Xavier High School, received his General Class Amateur Radio License after one year of membership in the Xavier Radio Club. According to the records in the High Commissioner's office, he is the second Trust Territory citizen and the first member of the Xavier Radio Club to obtain such a license.

It is not easy to obtain a General Radio License. But, once obtained, the holder of the license may set up his own station. The applicant is required to pass a Morse Code test at the rate of thirteen words per minute, both sending and receiving. He must also pass a written examination in basic radio theory and regulations.

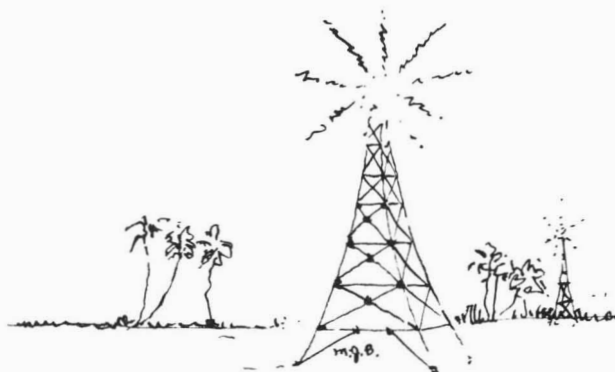
Aloysius is from Palau. He entered the Xavier Radio Club at the end of his first year at Xavier High School. Since then he has been active in repairing radios. He also has put together two PACO meters and a Heathkit receiver. At present he is working on a Heathkit DX-40 transmitter which he hopes will be in operation soon. He has been given a Heathkit transmitter by the Radio Club, and is planning to set up his own station in Palau if he can get a powerful enough receiver.

Second

Trust Territory Citizen

Receives

Amateur Radio License



The Radio Club was opened by Father Thomas McGrath, S. J., under whose direction and teaching Aloysius acquired his first knowledge of radios. Aloysius didn't learn all he wanted to know because Father McGrath was called back to the seminary for further study. Fortunately, Aloysius was able to complete his training under the guidance of Father John Walsh, S. J., who replaced Father McGrath in directing the Radio Club.

Aloysius is using the call letters KC6XA only while he is at Xavier High School; at home in Palau during the summer, his call letters will be KC6BF.

Most of the equipment and technical aid put into the Radio Club have been donated by generous people in the United States as well as in the Trust Territory. The Radio Club received this help by writing to these people asking for the equipment needed. Without such benefactors the Radio Club would not be a reality.

—Valerio William

Editor's Note: Kodep R. Iyong of Palau in 1954 became the first Trust Territory citizen to receive an amateur radio license, which he still holds.

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SAIPAN BUILDERS

SCATTERED here and there in Chalan Kanoa and other sections of the island of Saipan are a number of modern concrete homes - small dwellings, but adequate for a family of fairly good size, most of the houses having three bedrooms or more.

These homes are occupied chiefly by Saipanese residents, and were erected for the owners by the several local contractors - for Saipan has at least three builders who have become well established in their business, so well established, in fact, that they have been able to bid successfully for construction of some of Saipan's major new Government buildings, as well as for private owners.

Dean of the Saipanese contractors is Albert S. Camacho, a lean, smiling man of forty who has been engaged in building, or learning to build, since 1933. Other leading builders are Joe Santos and Jose Cabrera. Still another is 28-year-old Ignacio A. Manalo, who only recently returned to Saipan after nine years in construction work in Guam. Mr. Manalo engages Mr. Camacho as architect and consultant on his building projects.

Mr. Camacho is credited with being the first private contractor to build a concrete block house in Saipan - a two-story structure erected in 1953. This was the year he "graduated" from carpenter-craftsman to architect-contractor.

Mr. Camacho's many years of training and apprenticeship have prepared him well for the work of a private contractor. He attended the School of Carpentry and Drafting at Palau under the Japanese Administration, from 1933 to 1936 - entering at age of 12. After that he served as apprentice in Saipan, working for the Japanese military in construction. After the Japanese left Saipan in 1944 as the war neared its climax, he worked for four years as a draftsman for the U.S. Navy. During this period he also drew up plans for Saipan's imposing Mount Carmel Catholic Church. From 1948 to 1953 he worked at private jobs as a carpenter and in drawing plans.

The second job which Mr. Camacho took under contract was the Tenorio Store in Chalan Kanoa. This is a two-story building, 40x60 feet, of reinforced concrete, built in 1953 at a cost of approximately \$9,000. Labor costs to the owner were \$6,000, and for cement, approximately \$3,000. The house includes living quarters as well as a place of business.

Mr. Camacho next put up the Villagomez Store, a two-story reinforced concrete structure. Another

building to his credit is the concrete home of Dr. Manuel M. Aldan, dental practitioner on the Saipan District staff.

Mr. Camacho has constructed a number of other homes and business, including a dwelling for himself. A small concrete block home in Chalan Kija 42x32, was built for his uncle, Vicente Guerrero. It has three bedrooms, living room, dining room, kitchen and bath, built at a cost of \$2,100 for labor. The materials were supplied by the owner.

Another Camacho-built home, situated opposite the Saipan Country Club, is owned by the contractor's brother-in-law, Francisco Guerrero. This is 60 x25, of reinforced concrete, completed at a cost of \$6,000. It is identical to the one Mr. Camacho built on his own property, except that the latter has a sun roof with railing all around the top.

Still another is the house the contractor built at Garapan, Saipan, for his brother, Vicente Camacho. This T-shape structure, 20x60x54, covering 1,304 square feet, has four bedrooms, kitchen, dining room and bathroom, all with concrete partitions. It cost the owner \$5,000 - approximately \$2,500 for labor and a like amount for materials. Recently the garage was closed in and remodeled to serve as a store adjacent to the dwelling part of the house, and this addition is used for a small retail business conducted by the owners. Flowers and bushes add to the attractiveness of the home setting.

Two contractors shared in the building of the Admiral Herbert G. Hopwood Intermediate School at Saipan - Contractor Albert Camacho and Contractor Jose Cabrera. The former built four increments, the latter, one. The fourth and fifth of these five are scheduled for completion by July 1962.

The first increment was dedicated on February 3, 1961, in special ceremonies. Plans for the school's five units were provided by the staff of Commander Naval Forces Marianas, and the Navy also supplied the building materials. Each increment, 164' by 35', is of concrete block construction. The first, second and fourth are classrooms, with toilets and store-room; the third (Cabrera-built), offices, book store, library and health room, and the fifth, a multi-purpose building including a small auditorium, laboratory and storage. Total estimated cost of all increments is \$130,000.

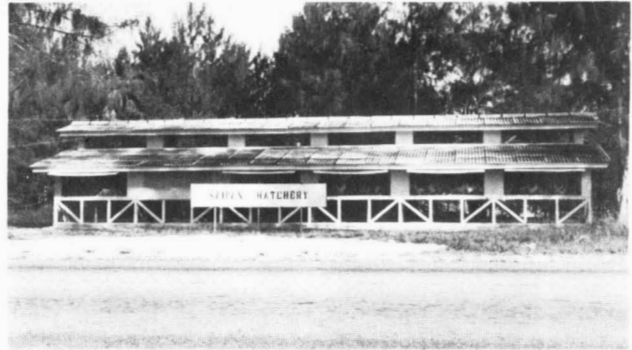
Among other structures built by Mr. Cabrera is the concrete home of Dr. Juan C. Reyes, dentist, which includes a dental office.

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Saipan Construction by Local Builders



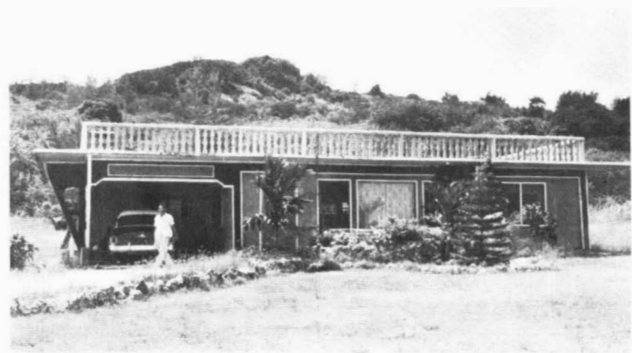
UNIT of Saipan Intermediate School.



HATCHERY - built by Contractor Camacho.



DE BRUM RESIDENCE - Jose Santos, builder.



HOME - Albert S. Camacho, owner-builder.



VILLAGOMEZ STORE - Mr. Camacho, builder.



OFFICE-HOME, Dr. Reyes; Joe Cabrera, builder.



RESIDENCE - Dr. Aldan and family.



DISPENSARY - modernized by Jose Santos.

Marshallese Navigation

By RAYMOND de BRUM (as told to Cynthia R. Olson)

WE OLDER MARSHALLESE people navigate our boats both by feel and by sight, but I think it is knowing the feel of the vessel that is the most important. The skipper who understands the motion or feel of the boat can sail in the dark as well as in the daytime.

There are many different kinds of waves. When a man understands them, they will help him find his way over the ocean in any kind of vessel. First, he is guided by the feeling he gets as the boat moves along; then the look of the waves verifies what he has learned from the vessel's motion. The slightest difference in the movement of a boat has significance in indicating proximity to land and the direction where it lies.

By the boat motion and the wave pattern a Marshallese sailor who has been trained in this kind of navigation may know if he is thirty miles, twenty or ten, or even closer, to an atoll or island. He also will know if he has lost his way, and by looking for a certain joining of the waves, he will be able to get back on his course.

In the olden days when a young man wished to become a good navigator, he would seek instruction from among his elders. But Marshallese navigation was a closely guarded secret in those days, and it was necessary to obtain the permission of the ruling chief of all the Marshalls before a young man could be taught. The art of navigation was restricted to a chief or some of his close relatives. In the German times it was seldom that a "common man" was allowed to learn navigation. My own father had a difficult time in obtaining permission, but as he spoke fluent English and some German, and hence was a "go-between" for the Marshallese and the German Administration, he finally was given permission to be taught.

This is how a young man learned in those days. Naturally, he would ask those who were considered the best seamen to teach him. These elder skippers, first of all, would take the younger man out to the ocean. They would be in a boat, but they would lay the young man in the water, on his back, and tell him to float and relax so that he would get to know the feel of the waves as they came along.

They would lead him away from the land and go out in different directions, so that the learner would know how it feels to be on the north side of the atoll, or on the south or east or west - and how the water acts at different distances from land. In this way he would learn to recognize the different movements of the sea and what they mean. A boat would get the same rocking and rolling, and pitching and pushing, as that felt by his body. Later the older men would teach him to identify waves by sight.

Now, Marshallese men are becoming accustomed to the modern instruments and guides for sailing so that there are not many left who understand and can make use of the old methods of sailing by feel and by sight.

Navigation As My Father Taught Me

These are some of the things my father taught me about sailing. He learned the secrets of Micronesian navigation from some of the best Marshallese skippers. He was not only a good seaman, but he was a boatbuilder, and whenever he finished a boat he asked me to take it out and test it. This is why I have sailed so many boats and why I love the water. I stay on land only so long - then I always go back to the sea. I will tell here the most important "secrets" of Marshallese navigation as I have learned them from my father. These are the secrets that have been closely guarded for many years.

Each Wave Has Its Name

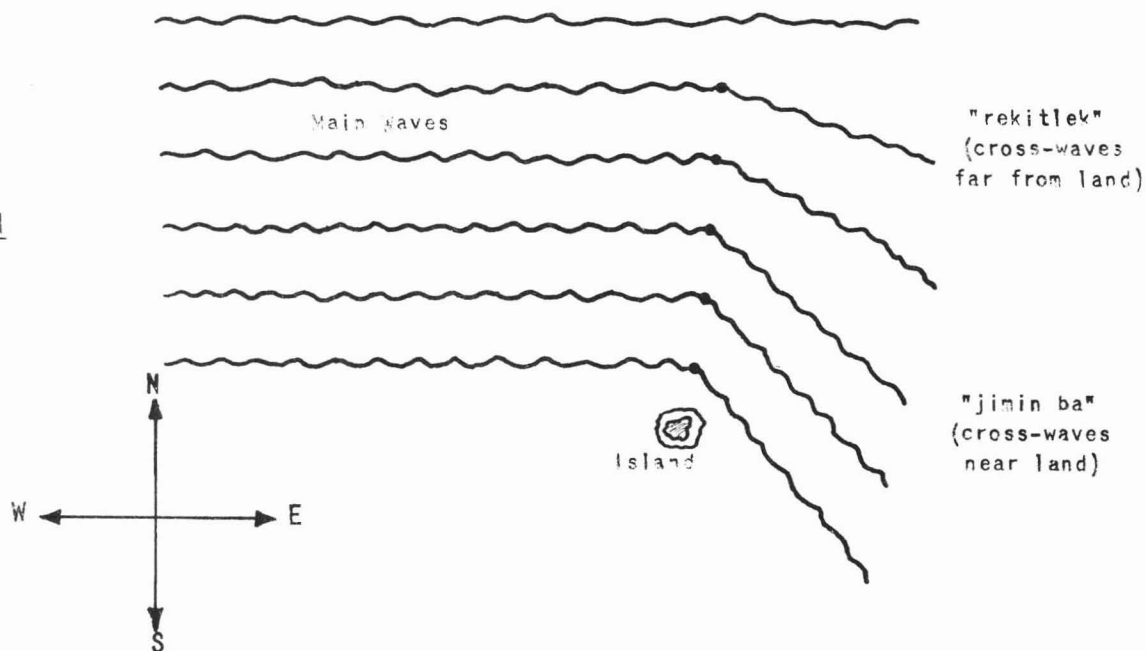
Each different kind of wave has its own name in Marshallese. First of all, there are the long easterly "main waves" which cross from one atoll to another. They are known as "steady waves" because they do not break into shorter waves. These long, even swells are known in Marshallese as "non rear". The "non rear" are associated with the motion of the earth, and normally do not change their easterly direction. This type of wave is famous. Every Marshallese sailor knows about the "non rear".

Then there are the shorter waves which cross the long waves at certain points out from an atoll. These are known as the "spinal waves", deriving their name from association with the spine or backbone of a body which connects the head with the extremities. They cross from one atoll to another. In Marshallese they are called "drilep". The "drilep" change direction according to the location of each atoll. This is why it is not easy to identify them, and even good Marshallese sailors will sometimes mistake a "drilep" for a "non rear".

Near an island or atoll the "drilep" cross the longer waves at an angle of about forty-five degrees - on both sides of the land. The point where the "drilep" and the "non rear" meet is called "buoj", which is Marshallese for "knot". There will be a "buoj" on each side of the island. It is at the "buoj" that the waves are seen fighting each other, so it is easy to recognize a "buoj". This is the point where one goes to find direction if he is off course or lost. He reaches a "buoj" from following a cross-waves which come from the south are called "buntok rok", and those from north, "buntok ion". All of these shorter cross-waves come under the general term of "drilep".

ILLUSTRATION

No. 1



Going out from one atoll in a ship or smaller vessel, one meets many cross waves coming in to land. These "coming-in" waves are called "jim in ba". Those going out toward another island are called "rekitlek".

The farther the boat goes away from the land the more nearly parallel the shorter waves ("drilep") get to the main wave ("non rear"), but as the sailor comes near to another atoll, the cross-waves come closer to making a forty-five-degree angle with the main wave. So as the boat approaches the atoll or island, the skipper knows both by the

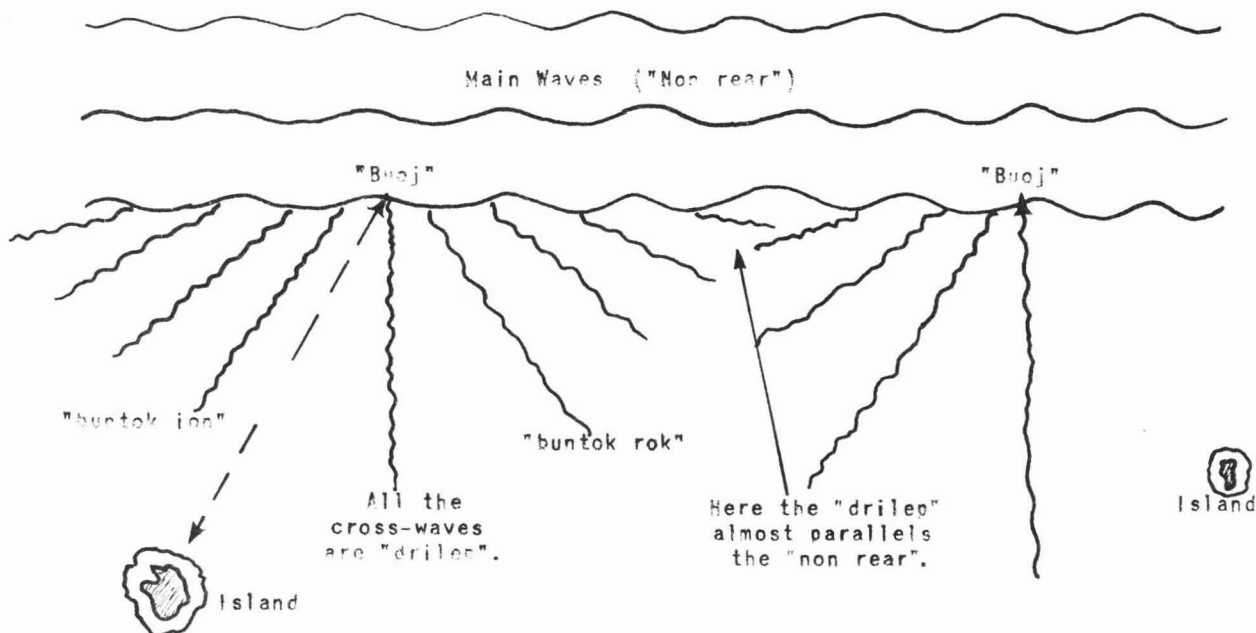


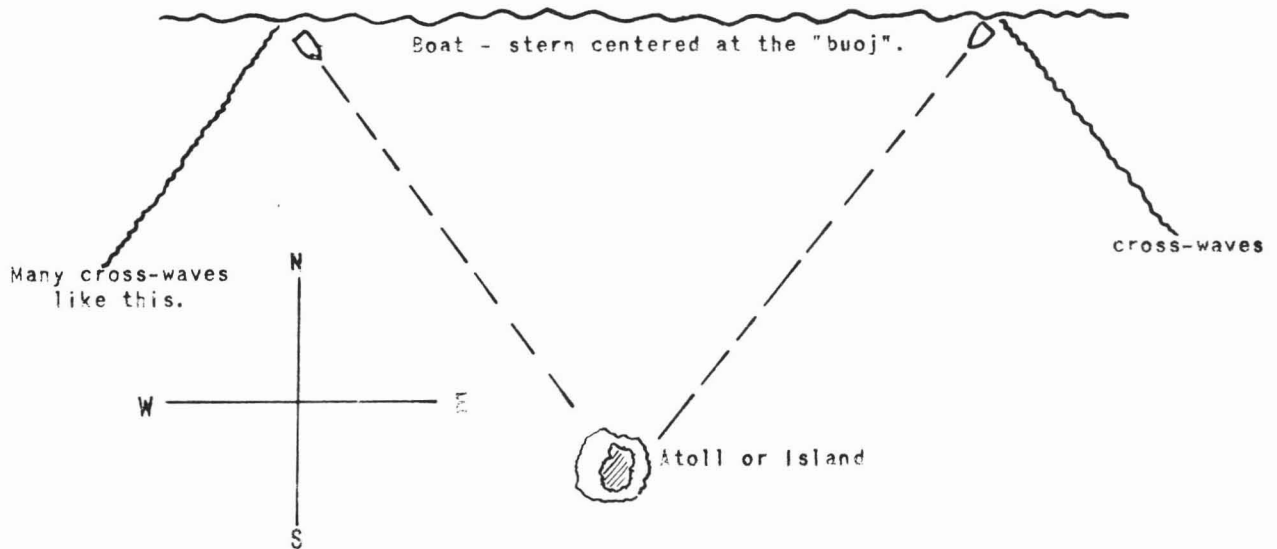
ILLUSTRATION No. 2

direction of the waves and by the feel of the vessel, that an island is near, because the main wave is bouncing his boat over toward land and the cross-waves are pushing it toward the island also. (Continued on next page)

The Weather Side

ILLUSTRATION No. 3

Weather (east) Side of Island

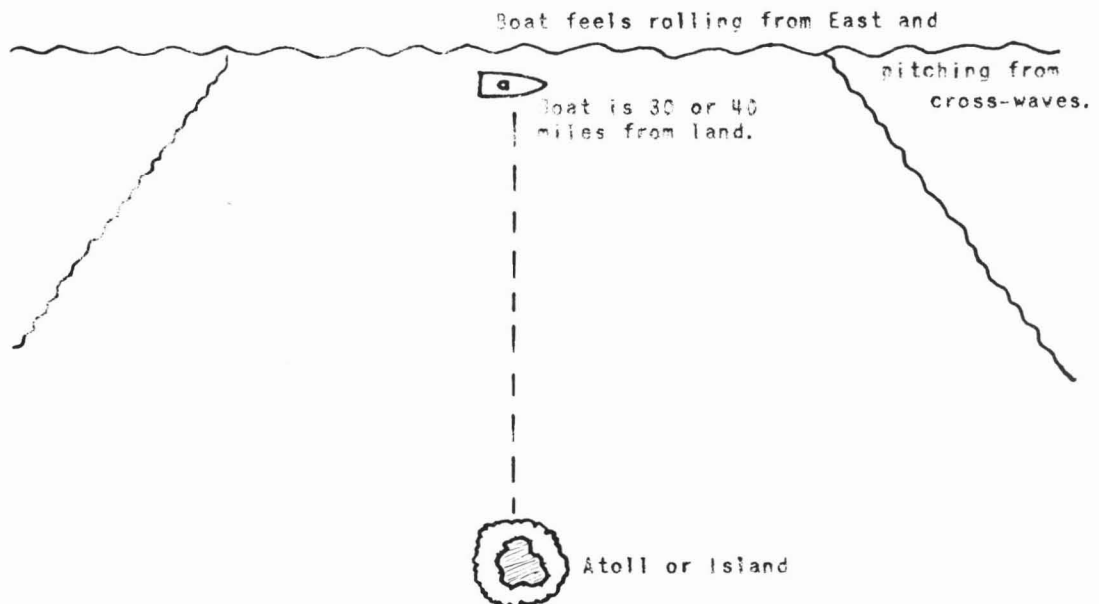


The prevailing winds in the Marshalls are easterly. If a sailor is on the "weather" (eastern) side of an island, he will meet the cross-waves coming toward him, and he will have a "pitching" feeling, bringing him in toward land. At the same time there will be a big side-rolling, caused by the main wave - the steady swell ("non rear"). If the

motion from the east is stronger than from the south, he must tack - turn about and follow the cross-wave until he locates the "buoj" - and then put himself in its inside corner, and head directly away from that corner. If he sets his stern so that he gets an even angle to the "non rear" and the "drilep" as they come into the "buoj", and then heads directly out, he will get a true course to land.

ILLUSTRATION No. 4

Thirty or Forty Miles Out



If the boat is thirty or forty miles east of the island, the man in it feels a rolling from the east side (direction of the land), and also a little pitching coming from the cross wave. When the boat is closer, there will be a bigger rolling.

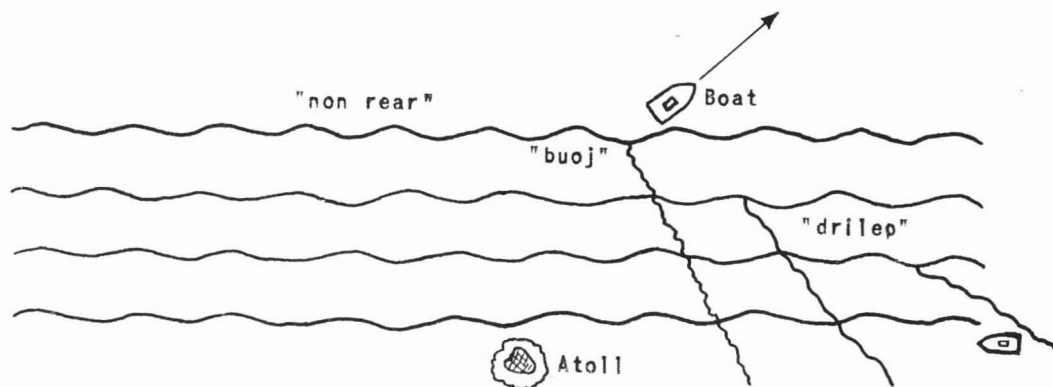
The Lee Side of the Island

On the lee side (west) of the island, where the two cross waves come together to make the "buoj",

the water is choppy and the boat dips and rises abruptly. If the boat is, say, ten miles from the middle of the atoll, the man in charge of the boat will notice a decided side-roll and also a pitching forward of the vessel toward the land. Farther out, twenty-five miles for instance, he will not have much rolling from the side, but he will still feel a pitching which causes the bow of the boat to go up, and a little feeling of being pushed toward land. If the boat is forty miles west of the shore, the seaman still feels a slight motion of being pushed toward the land, but no pitching.

ILLUSTRATION

No. 5



Going still farther out - fifty or sixty miles from land - one feels the waves coming from the south, with a still slighter motion of side rolling. As the vessel goes still farther out into the ocean away from an atoll, if the skipper continues to feel the pitching, he may know he has lost his way. So

he must tack or turn and come in with the cross wave ("drilep") until he meets the main wave ("non rear"). He then proceeds to get outside the angle (since he does not wish to go back toward the atoll, but away from it to a distant destination), and heads away from the knot.

ILLUSTRATION No. 6

When one starts to go away from the land, the waves look like this:



Later, farther away, they look like this:



Then they get more like this:



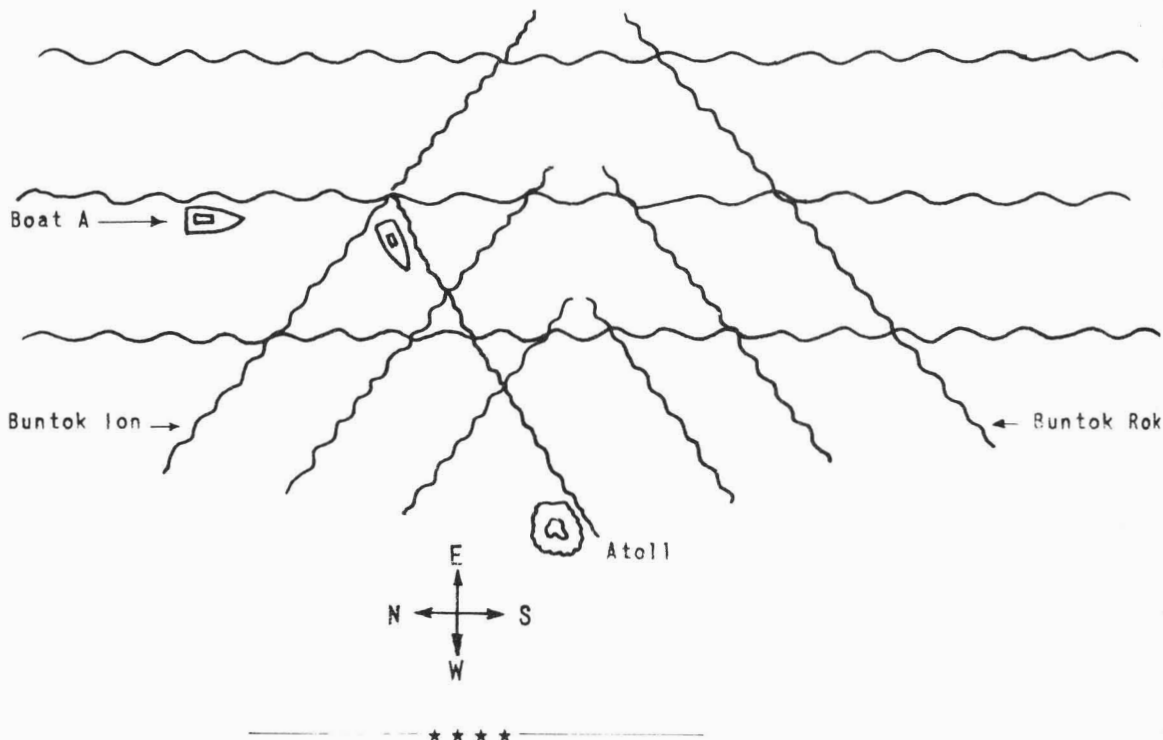
You first meet a cross-wave at a forty-five degree angle to the main wave. This is close to shore. As you go farther out, the cross-wave will be at a forty degree angle to the main wave, then gradually, at a twenty-five degree, then less, and finally, the cross-wave disappears when one gets fifty or sixty miles out from land. Thus if the man

at sea encounters the cross-wave (and also feels pitching) when he should be fifty or sixty miles from land, he may be sure he is off course. This is when he tacks and comes in with the cross wave toward the "buoj". Then it is that he sets the stern of the boat flush with the knot and heads out diagonally.

For Example

ILLUSTRATION

No. 7

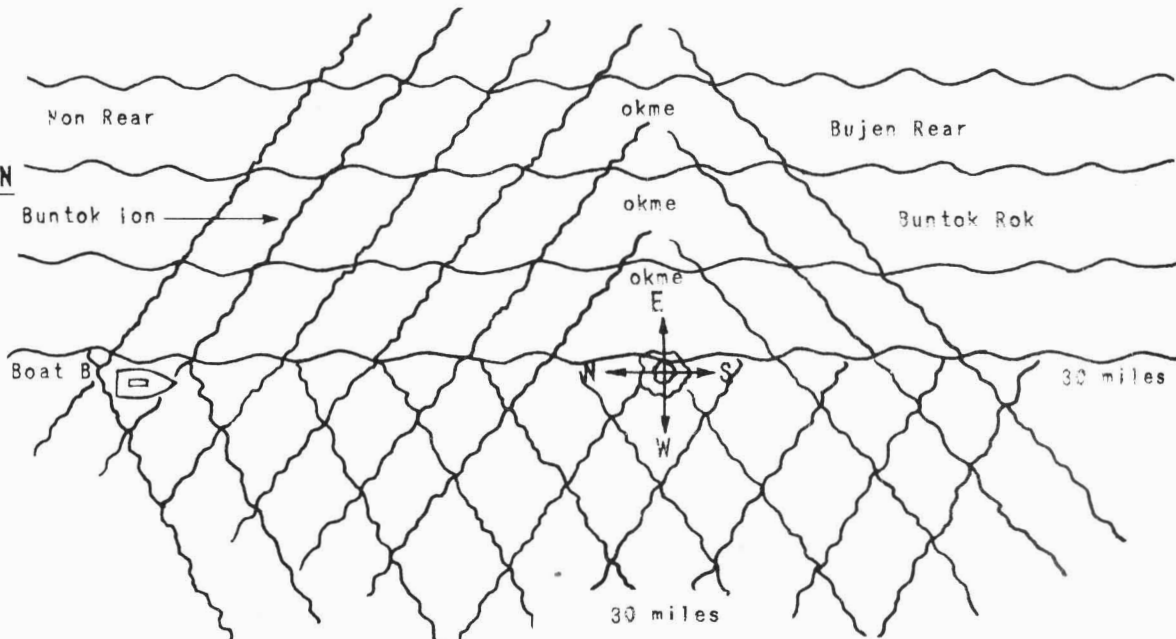


Coming into land - let us first follow Boat A. From the motion coming from the east and from the stern of the boat, the skipper will know that he is a little too far out from the land. By mistake he has followed the main wave instead of the cross

wave. So he makes a thirty-degree turn toward the island, putting the stern of the boat right into the knot. When he gets the feeling of being pushed toward the land, he will know he is back on course.

ILLUSTRATION

No. 8



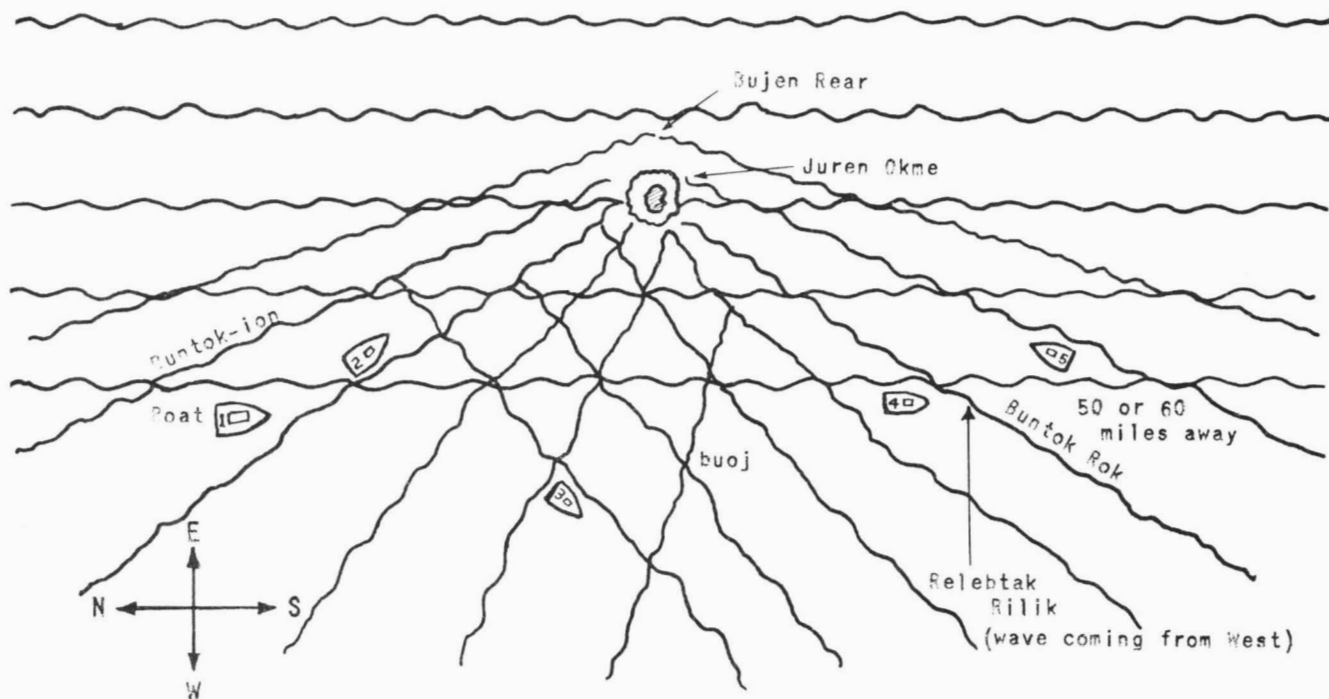
Now to follow Boat B. It will have a slight motion from both the east and west as it comes toward the land. Thirty miles from the land, the skipper gets a pitching feeling which is a result of the cross-wave. This is just a little pitching, with movement toward the island. This pitching with the small feeling of being pushed, is called "juk ai". This informs the sailor that he is about thirty miles from the land.

Coming closer to land, he feels a harder pitching, also a strong push from the back. He knows,

then, that he is about twenty miles from the island, and gets a feeling of motion from the cross-wave as well as the pushing from the main wave - toward land. This type of pitching is called "jelat ai".

As the pitching gets stronger, the boat is getting closer to the land. When it is ten or fifteen miles away, the sailor will feel extreme pitching and will see whitecaps coming from the land; then he knows he is near the island, even if he does not see it. This particular pitching which one gets about ten miles from land is called "jeljelat ai".

ILLUSTRATION No. 9



Now for illustration #9 - BOAT ONE will miss the island if she keeps sailing with the parallel main wave from the east. But she will meet a motion as if her stern is being pushed to leeward, whereas her bow will be pushed toward the land. This guides the skipper to know he should take the Buntok-ion wave, which will take him straight to the island.

BOAT TWO: The one who is an expert in sailing, after he feels the pushing from the west on the forward bow, will alternate his course and bring his bow about until he feels the boat is in line with the "buntok-ion" (northern wave), and will sail parallel with it.

BOAT THREE: The one who is not a skilled navigator will bring his bow parallel with the wave coming from the south (buntok rok), which, because of its height, looks like the eastern wave. If he does this, however, he will soon find out his mistake, because he will meet the "rolok" - the cross-

wave from the south. This tells him he has missed the land. It is easy to mistake the long swell for the cross-wave.

BOAT FOUR: This boat already has missed the island, but when the skipper sees and feels the "kelebtak rilik" (wave coming from the west) and feel a pitching from the south (from the buntok rok) - then he knows he must tack, and sail in parallel with the wave from the south or the "buntok rok" until he feels the pitching, which will grow greater and greater as he comes closer to land at the leeward.

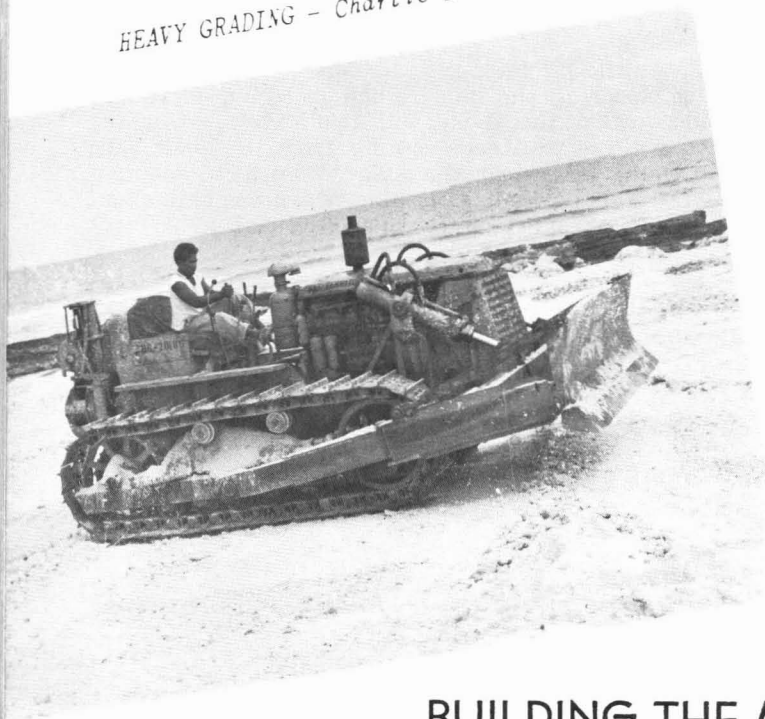
BOAT NUMBER FIVE is on course - following the buntok rok into shore.

Another Problem

At the leeward, the cross-wave is not as strong as on the weather side. Going farther out, all the cross-waves on the leeward of the island will be

(Continued on page 27)

HEAVY GRADING - Charlie Enoch at controls.



TRACTOR attacks mound of sandy fill.

BUILDING THE MAJURO ROAD

THE MAJURO ROAD isn't quite finished—but it's well along—thanks to practically EVERYONE'S help.

The tremendous task of uniting by road and causeway the two islands of Laura and Dalap in Majuro Atoll is being accomplished through some thousands of hours of toil and sweat on the part of Intermediate School students, business men, Administration personnel—executives, laborers and public works crew—in spare hours, long hours, day hours and even some night hours.

When District Administrator Peter T. Coleman made his first inspection of the road under construction, he wrote to High Commissioner M. W.

Goding enthusiastically. Excerpts from this memorandum of October 31, 1961 follow:

"The progress of the Laura Road Project is so impressive that if you were to visit us on the next plane you would find achievements and dedication by the people so amazing that it startles me.

"Marshallese are working overtime without regard for overtime pay. The community has set up teams to work, and fishing teams to feed the workers. Families have been designated their turns to supply food. The whole student body at Intermediate School (175) has volunteered labor after school hours and during weekends . . ."



Around the Corner

(From Palau Vocational School Bulletin, March 1962.)

Shsh, Can you hear that? It is a bulldozer working (for the first time) this morning at the site of our long awaited new school building! I'm all excited and shaking! It means that the start of the construction is just around the corner!

Funny, I have never heard the sound of a bulldozer so welcoming.

—Gustav Ksau

THE WOMEN again on their way—George Knight assisting.



LIBER AND SEIKO on motorcycle get stuck on incomplete Majuro Road.



This particular road is important because at Dalap it connects with an already-built highway from Dalap to Uliga Island—and it is on Uliga that the district administration headquarters are located.

The work has been going on some nine months now, and the dedication marking completion of a really gigantic task accomplished has been set for an early date. In the meantime, the road is being used to carry coconuts, bananas and various other items from productive Laura to the district center island of Uliga.

Of course, sometimes the trucks get bogged down—or stuck in the sandy fill—but a handy tractor not far ready, soon pulls them out when this happens.

When completed the Majuro Road will be one of the longest in the Trust Territory, if not the longest—about 35 miles. Certainly it is the longest in the Marshall Islands. One advantage the builders have had—no hills to grade—for there is no place in the road more than ten feet above sea level. However, grading of the road itself, spreading the sandy foundation fill, was a major task.

Originally the project was termed the Laura Road, but after consultation among local leaders the name Majuro Road was considered more fitting. So now it is officially the Majuro Road—a demonstration in community cooperation.

ebeye's proud new school

ALL OVER the Trust Territory, there have been many examples of residents of a community cooperating in the erection of schools and other public buildings.

The building of the new school at Ebeye, Kwajalein Atoll, in the Marshalls is an example of such a coordinated effort. This time, however, it represented not only the joint work of the residents of the area, but also the assistance and cooperation of Government agencies and firms under Government contract including the Trust Territory Administration itself.

Today the school stands proudly at Ebeye. Its teachers and pupils are enjoying their attractive new, cool, well-equipped modern school building—all a result of this complete coordination.

When the Ebeye school was dedicated on Thanksgiving Day, November 23, 1961, District Administrator Peter T. Coleman, on behalf of High Commissioner M. W. Goding, paid tribute to Capt. Holmberg, the PMR Commanding Officer, also to the Transport Company of Texas, and their respective staffs, as well as to the fathers and leaders of the community and the Kwajalein Council, for their splendid cooperation in the building of the school.

The dedication ceremony was attended by Judge Kabua Kabua; the District Educational Administrator, Dwight Heine; the President of the Marshall Islands Congress, Amata Kabua; Capt. Holmberg and Construction personnel of the Transport Company of Texas, as well as the District Administrator and a large crowd of parents and pupils from Kwajalein Atoll where Ebeye is situated.

THIS IS A STORY that teaches the people of Yap about love. Everytime my grandmother told me this story, I cried because it is very sad. Perhaps the way or the tone which she used made it so sad.

Long, long ago there lived a very beautiful girl named Buneney. Buneney is a kind of bird, a crane. At this time in Yap, human beings could transform themselves into whatever kind of creature they wished to be. This girl usually transformed herself into this kind of bird, a buneney, or a white crane.

There were many young men who came to ask her to marry them. One of these young men was Kou. Kou is also a kind of crane but its color is grey rather than white.

Kou is not particularly handsome. It isn't found everywhere. The only place Kou is likely to be found is near the shore fishing.

Kou came to ask Buneney to marry him. Buneney flatly refused him by saying, "Me, marry you? Where did you get such an idea? Why, I would not marry you if you were the last man on this island." Kou with a broken heart went away. Buneney laughed at his face.

After Kou had left Buneney, Molob came along. Molob is a handsome kind of black sea bird that always flies up high in the air. This kind of bird is hardly ever seen near the surface of the earth. Molob came to ask Buneney to marry him. Even though a girl is supposed to refuse a man at least three times before she says that she will marry him, Buneney did not refuse Molob, for he was such a handsome young man. "Yes, yes, I will marry you," she said eagerly.

Buneney and Molob flew away into the wide, wide sky. They flew and flew and were very happy. However, the very next day, Buneney inquired about the food and about their home. "Where is your house?" she asked Molob.

"This is my house," Molob said.

"This nothingness, your house?" she asked eagerly.

"Yes, this is my house," Molob said.

"Where is your food then?" Buneney asked.

"We are flying in our food," he said.

"I can't see your food," she said.

"Well, you just face toward the north and open your mouth," Molob said. Buneney did so but nothing happened. She was still very hungry.

"I am still hungry," she informed her husband.

"Face the east now and open your mouth," her husband said.

She did so but she was hungry still. "Face the south now," Molob said. She was still hungry. "Face the west now," she did but still was hungry.

"Well, that's all I eat," Molob said.

"You mean you just open your mouth and you become full?" she asked.

"Yes, you see I eat nothing but air," Molob said.

"Well, I eat fish and taro," Buneney cried.

"Those things you are mentioning are very strange things to me," he told his wife. Buneney begged her husband to take her down to earth. Molob and Buneney then flew down toward the earth. When they reached the shore of Buneney's village, Molob left Buneney on the beach and flew away. Buneney was too weak from hunger to walk very far. She was about to give up when she saw some fish on the ech. Ech is a fish trap with an arrow shape, built with stone. She walked toward the ech and whom do you think she found there? There on the ech sat Kou chewing betel nut.

Kou pretended that he did not see Buneney. He went about his business. Buneney snatched a fish and ate it.

"Why are you stealing my fish, whoever you are?" Kou asked.

"Please, Kou. I am very hungry," she pleaded.

"I thought you did not like me," Kou said.

"I am very sorry I said that, Kou. Please, give me some fish and I will marry you now," she said.

"Well, since you are in no position to do anything else, I will give you some fish to eat. But first I want you to know that the wind does not always blow from the same direction," Kou said.

"I know that now, Kou," she was crying when she said this.

Kou gave her taro and fish, and when she had finished, he gave her a coconut to drink and a betel nut to chew. After that they went home, to Kou's home. Up to the end there was not a single day when Buneney had to go without any fish or taro, for Kou usually provided her with all these.

This is a story that teaches the young people, especially the young girls, although it can be applied to the boys too, that they should not let their emotions lead them in love. They should use their judgment. I remember that after a story like this my grandmother usually told me I should not let a beautiful girl of the kind we call pidorang, one who is pretty but lazy, overwhelm me.

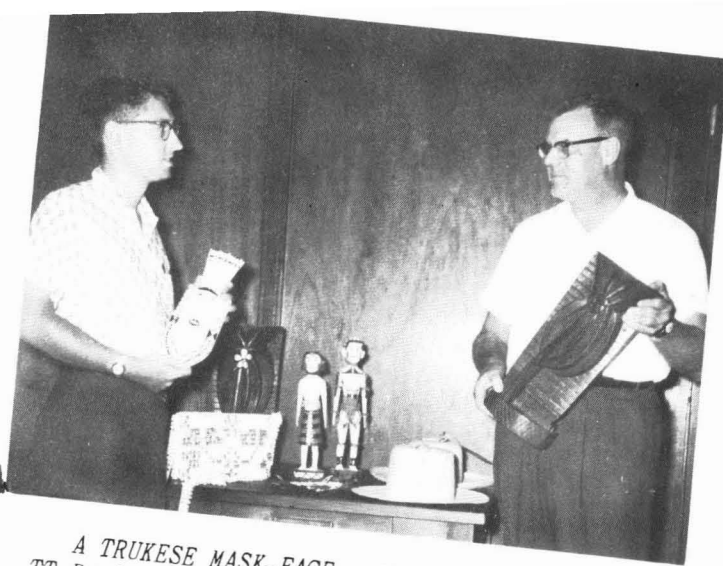
"Marry, but not a pidorang, and she will be always yours, Mangefel," she would say.

Kou and Buneney: Two Birds

by John Mangefel



ADMIRING MICRONESIAN HANDICRAFT. Vice-Admiral W.A. Schoech, Commander U.S. Seventh Fleet, right, admires Micronesian handicraft, as he calls upon Deputy High Commissioner Jose A. Benitez, center, at TT Headquarters, Guam. Vice-Admiral was accompanied by Rear Admiral John S. Coye, Jr., Commander Naval Forces Marianas, left.



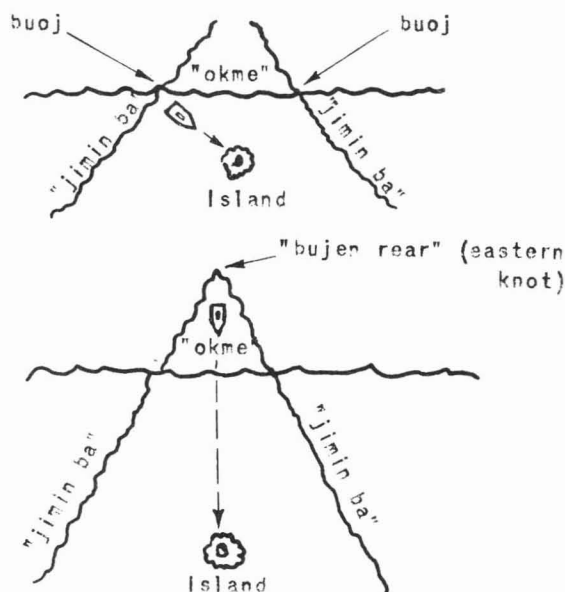
A TRUKES MASK-FACE smiles at the camera as TT Business Analyst Noel Haas, left, shows Micronesian handicraft objects to High Commissioner M.W. Goding, right, holding a piece of book-end in his hands. Other articles on display are carved figures from Yap, Ponapean hats, and shell hand-bag from Saipan.

MICRONESIAN HANDICRAFT

MARSHALLS NAVIGATION (Continued from page 23)
smooth, but, then, there arises another problem. Still a different cross-wave will be coming from the south. This is called the "bungtok rok" or "bungtok rok". With experience a sailor learns to know this one, too.

An Example

ILLUSTRATION No. 10



We might take Aur Atoll as an example, and see how the waves act in its vicinity. It is approximately sixty miles from Majuro. On the eastern side, the waves look like this. The short parallel wave in this case is known as the "okme". The waves bending off from it to either side of the atoll are the "jim in ba" or elbows. The elbows are mainly on the northeast and northwest sides of an atoll, as they are at Aur. The skipper may use the elbow

to guide him in. When he comes to the meeting place of the "okme" and the "jim in ba", he must put the stern of the boat exactly into this "buoj" and head out in the opposite direction. This will take him straight to land. But if he rides the elbow out still farther from the "okme", he will encounter the eastern knot, which is called the "bujen rear". Setting his stern to this and heading in, also will lead him to land.

Sailing Through a Narrow Pass

No Job for a Man with Unsteady Equilibrium

One of the hazardous features of sailing in the Marshalls as well as other parts of the Pacific is entering an atoll through a narrow pass. Since most of our islands are situated in atolls, and the best places to land are inside the lagoon, we must often enter through an opening in the reef.

As the skipper approaches a pass, he will feel the waves dying out. Where the waves are least, it is the deepest, and it is also the center of the entrance channel. He sails in where the waves are the smallest and where there is the least motion. But now he must be careful not to get too close to one side of the pass or the other, or he will get into trouble. He concentrates upon his boat. A slight roll from the left side will tell him he is getting too close to rocks or shore on that side, and a slight roll from the right side. If he feels not the slightest rolling, he knows he is dead center and proceeding safely. This is no job for a man with unsteady equilibrium.

There are a few skippers who can come in through a narrow pass on a dark night, guided only by the feel of the ship. My brother Foundihon de Brum is one of them. I prefer to wait outside for morning.



AFTER PRESENTATION
of certificates. From
left: Capt. Edward E.
Hogan, Hospital
Commanding Officer;
Dr. Alexander Panuelo,
Dr. Ymao Akitekit,
Capt. K. V. Kaess,
Dr. Rousingang Yalap,
Dr. Henry Samuel and
High Commissioner
M. W. Goding.



IN HOSPITAL WARD. From left:
Lieut. Lois Butler, Navy nurse;
Capt. Wilfred McDonald, former
TT ship captain; Lieut. R.S.
Lowe, Naval Hospital medical
officer; Dr. Ymao Aketikit of
Truk and TT Nurse Namiko K.
Camacho of Saipan.

TT MEDICS AT TUMOR BOARD
meeting in Naval Hospital.
From left: Capt. K. V.
Kaess, Dr. Yalap, Capt.
E. T. Byrne, Dr. Samuel,
Dr. Akitekit, Dr. Panuelo.



JUST AS SCIENCE doesn't stand still, but constantly progresses to new discoveries, so the training program of Micronesian medical men is in a continually advancing status.

Recently completed at the Naval Hospital, Guam, were two series of training sessions, one a rotating nine-month internship schedule, the other a six-month course in anaesthesia. Soon to start is a new schedule including both rotating internships and anaesthesia training.

Trust Territory Medics at Naval Hospital, Guam

Favorite Foods of Micronesia

This is breadfruit season in the Trust Territory. The following methods of preparing breadfruit are quoted from Trust Territory Working Paper No. Eight, issued by the Office of Anthropology, Trust Territory of the Pacific Islands.

Methods of Preparing Breadfruit

Cooked Breadfruit

Most of the breadfruit in the Marshalls is picked for cooking when it is in the mature, firm stage just before the fruit begins to ripen. The breadfruit at this stage has a bland flavor. The ripe breadfruit is sweet and not considered as good as the unripe fruit for cooking.

Kwonjin

Perhaps the most popular way of cooking breadfruit is that known as Kwonjin. A shallow pit is made and coral rocks which are heated red hot are placed in it. The green breadfruit is laid over these hot rocks and roasted for approximately two hours. It is then removed from the pit and the burn outside rind is scraped off with a shell scraper (Jukke).

Ainbat

In this method the breadfruit is cut into halves and placed in a large pot of hot water. It is boiled for approximately an hour or until fairly soft. The cooked portions are then left to cool and are eaten with other foods.

Kobjar

In the method known as Kobjar, a pit about a foot deep is dug and coral rocks placed in this pit. The Marshallese call this an "Um." The coral is heated and the whole breadfruit is placed on these rocks. Dry breadfruit leaves are then placed over the breadfruit. An old mat is placed

Breadfruit seeds and flowers

Seeded breadfruit is usually cooked in an underground pit over hot corals. The cooked seeds are also eaten. Another method is to take the core out of a ripe breadfruit, fill it with coconut juice, and bake it in the earth oven. This gives added flavor to the breadfruit seeds.

The flowers of the breadfruit tree (Ielme) are not eaten by the Marshallese.

over the dry leaves and covered with sand. The fruit is left in this ground oven for about two hours. It is then removed and left to cool before being eaten.

Breadfruit cooked with other ingredients

Jakkob

A green breadfruit is cut into small pieces with the rind and core removed. The slices are placed in boiling water and cooked until soft. They are then mashed and mixed with the juice of grated coconut meat.

Boljei

A mature breadfruit (immediately after it starts to ripen) is taken and the core and rind removed. The hole left by the core is filled with thick coconut juice. The fruit is placed in an underground pit and baked for about an hour, after which it is removed and cooled before being eaten.



In an early group of medical officers to leave the territory for refresher training were Dr. Ngas Kansou of Truk, who took his internship at Hilo Memorial Hospital, Hawaii, and his anaesthesia training at the Naval Hospital, Guam. Also in the early group were Dr. Trigar Ishoda of the Marshalls and Nurse Walder Simiran of Ponape.

(In the early days of the TT medical service, the Micronesian practitioners took their internships in Hawaii; recently this training has been transferred to the Naval Hospital, Guam.)

In 1959 Dr. Yuji Mesubed of Palau began the course in anaesthesia at the Naval Hospital in Guam. Then, in 1960, two other medical officers arrived for their "rotating internships": Antonio Golbuu of Yap and Burton Jano of Ponape. Dr. Golbuu, following this course, went home for a brief period, then returned for his anaesthesia course.

Next came a group of four for their internships: Drs. Alexander Panuelo of Ponape, Henry

Samuel of the Marshalls, Roisingang Yalap of Palau and Ymao Akitekit of Truk.

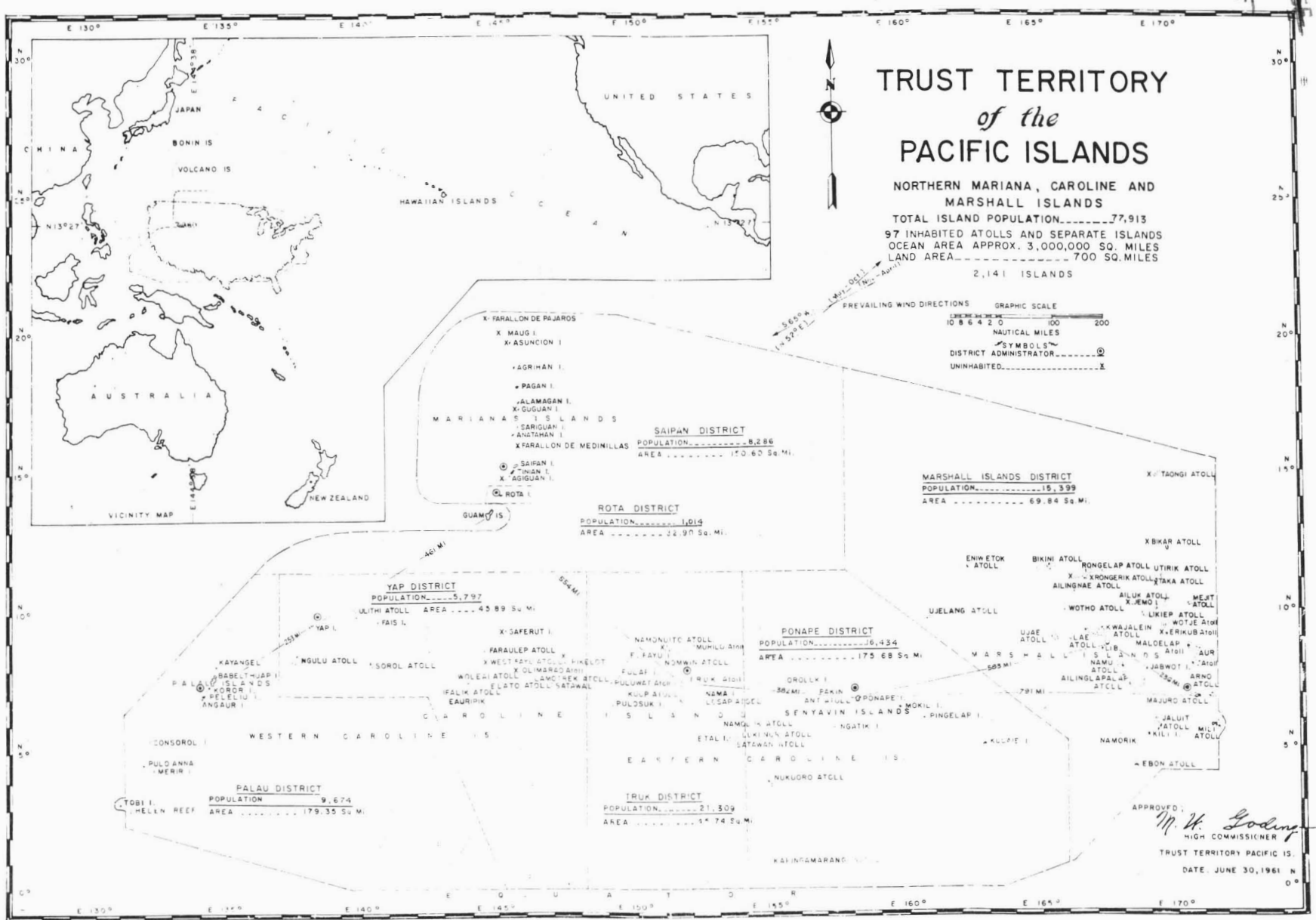
Newest medical staff member to receive specialized training is Lisen Candle, a nurse from the Marshalls, who is presently engaged in a six-month course in anaesthesia at Palau. His instructor is "Dr. Yuji" (Mesubed), the original anaesthesia trainee in Guam. This is a case of a Micronesian training another Micronesian in a highly specialized field—a process likely to be repeated many times in the future.

In May 1962 a selected group of TT nurses was beginning a concentrated course in administration and other techniques at the Naval Hospital in Guam. This is the second such group to receive this type of training.

They are Raphaela Tinan of Yap; Totha T. Arelon of the Marshalls; Engracia A. Johnson of Saipan; Denita Bossy of Truk; Libong J. Tewid of Palau; and Maria Weilbacher of Ponape.

23th Mar 04 E. 1m
24th Mar 04 E. 1m
25th Mar 04 E. 1m

TOTAL ISLAND POPULATION-----77,913
97 INHABITED ATOLLS AND SEPARATE ISLANDS
OCEAN AREA APPROX. 3,000,000 SQ. MILES
LAND AREA-----700 SQ. MILES
2,141 ISLANDS



Navy-PP0, Guam