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Welcome aboard!

Discover with us an array of beautiful islands. The Melanesian Discoverer will take us to the world's last paradise: the Trobriand Islands of the Milne Bay Province.

The volcanic soil of New Britain appears perfect for the cultivation of vanilla orchids. Danielle Amyot describes the farming of this species of orchid which makes one of the world's most popular flavorings.

In this issue we also mix history, rainforest spiders, traditional body decoration and sea-going outriggers with an article on Hong Kong's wonderful tramcar system.

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Cover: Bush spirit recreated by Highlands Show dancer (see page 33). Photograph by Liz Thompson.

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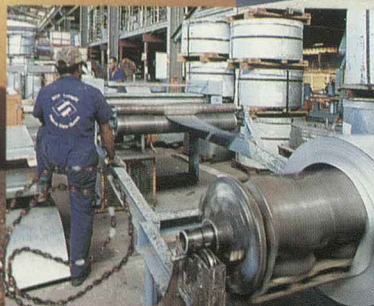
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Story and photographs
by Danielle Amyot

Below Shape of the vanilla flower
reveals it is a member of the
orchid family.



Some of us keep a bottle of vanilla extract for baking. The black liquid's essence adds flavor to cakes, puddings and desserts. It is also in ice cream, chocolate, carbonated drinks, pharmaceuticals, cosmetics and tobacco.

Vanilla drinks have been around for a long time. The Aztecs had been drinking xocoatl, a chocolate beverage flavored with vanilla, for centuries before Montezuma offered the Spanish conqueror Hernando Cortez a taste from a golden goblet. The Spaniards thought highly of the new spice, and brought the beans back to Spain in 1510. The Franciscan monk Bernardino de Sahagun published a recipe for the cocoa-vanilla beverage in his scripts of 1560.

Vanilla was introduced elsewhere in Europe at the beginning of the 17th Century. It was appreciated as a rare and precious commodity in the courts of Louis XIV of France. The apothecary at the Court of Queen Elizabeth I, Hugh Morgan, was the first to suggest the use of vanilla as a flavor in its own right.

Vanilla is now being grown in New Britain, at Numundo Plantation near Kimbe, and in Rabaul.

Vanilla plants are orchids and of the 110 species of vanilla growing wild throughout the world, only three have any economic value. *Vanilla tahitensis* is native to Oceania, and is less vigorous than *V. fragrans*, the native Mexican species which is cultivated more widely.

Vanilla plants thrive only in subtropical climates where temperatures average 25 to 28 degrees, and with a period of high rainfall followed by a dry season to reduce the vegetative

The Reluctant Spice

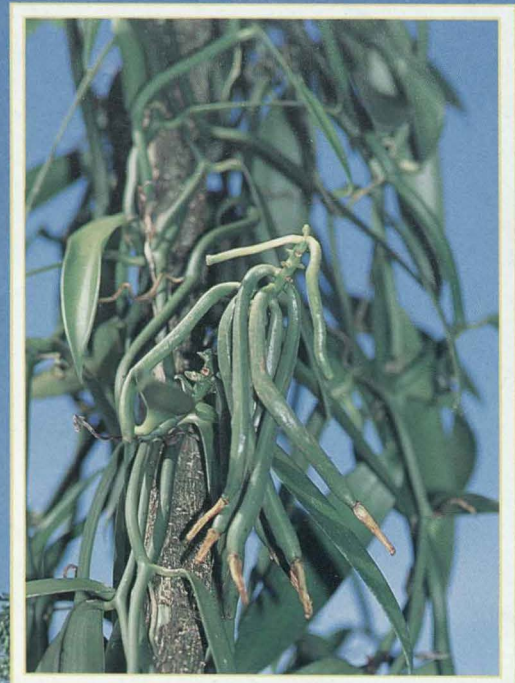
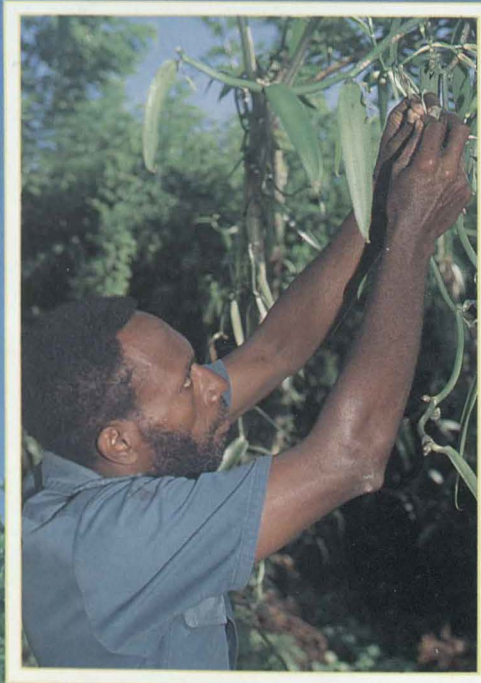
growth and induce flowering. The soil must contain humus and allow water to percolate through, as the roots cannot endure permanent moisture. For this reason, the volcanic soil of the New Britain lowlands appears perfect for cultivation of vanilla. But growing vanilla is far trickier than meets the eye.

Orchids are climbers that reach a height of 10 to 15 metres on a support plant. The support plant will also protect the crop from excessive wind and will provide shade.

Propagation of the vanilla crop is by cuttings. The stems are fleshy and have knots every 15 centimetres. A young shoot with about three knots is planted in the soil, with the air-roots attached to its future supporting tree. The best time to plant is at the end of the dry season, as the rain helps the plant take root.

Bob Wilson, group Manager at Numundo Plantation, took pride as he showed me the fruits of the workers' labors. Like other pioneers, Numundo Plantation is experimenting to find the best cultivation methods to produce a crop new to the area. Four hectares are dedicated to vanilla production. The plants were spindly in the beginning, until the plantation began mulching them with coconut husks. Now the plants grow large and strong, and experiments in some plots are being done to determine the effect of mulching with oil palm bunches.

After 18 to 24 months, the young vanilla tree puts forth its first flowers. They are large and sweet smelling, with waxy greenish yellow petals. They cannot self-pollinate because the pistil and stamen are separated by a membrane, and external



pollinators are required. Nature has taken care of this. In Central America, a tiny bee performs the task. In Madagascar, it is the hummingbirds. In Papua New Guinea, where the plant is not native, there are no natural pollinators and manual fertilisation is required.

To complicate the process, every vanilla flower blooms only for one day. It opens before dawn and fades in the early afternoon. During the blooming season, plantation workers must check every plant daily to fertilise the short-lived blossoms, for flowers on the same tree never blossom on the same day.

Pollinating is most effective between 6 and 8am. The membrane is slit and the pollen of the stamen is deposited on the pistil with a small stick. Only six to 15 flowers on each plant are fertilised, though a healthy shrub will produce many more. Individual selection of flowers ensures the plant does not weaken or become susceptible to parasites, and that the harvest produces the largest and strongest fruit possible.

In four to six weeks, the bean will reach its final size, about 15 to 20 centimetres. It is deep green at this stage, but will turn yellow at the lower end as it matures. After eight or nine months, the bean is harvested. Timing is important for this event, too. If the beans are picked too early, they will yield a lower vanillin



Inset, top left *Kapinias Kateu* pollinates a vanilla orchid. **inset, top right** Ripe vanilla beans. **inset, left** Mulch of oil palm and coconut husks protects vanilla vine. **main picture** Numundo plantation, West New Britain.

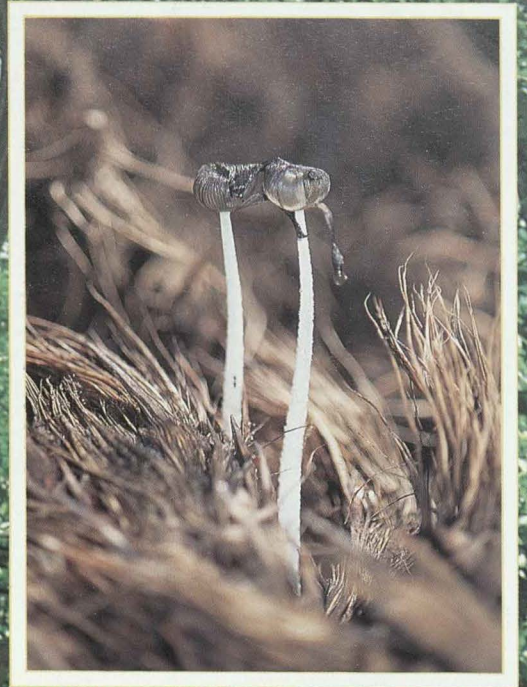
content (the chemical responsible for the characteristic aroma) and the beans will be susceptible to mould. If they are picked too late, the beans will burst. In this case, the vanillin content is high, but the beans are unattractive and can only be sold for extracts and essences. After harvesting, the vine is cut back.

The vanilla beans have no aroma until they are cured. The fermentation process begins by scalding the beans in hot water, then allowing them to perspire while wrapped in woollen blankets on trays. As they ferment and become dark brown, vanillin crystals secreted in the lining of the pod ooze through the oil which surrounds the seeds.

The beans are then dried in the sun for five hours at the hottest point of the day. While still hot, they are again wrapped in blankets and brought indoors to maintain the ideal temperature for the fermentation enzymes. This is repeated every day for 10 to 15 days until the beans appear oily, then the exposure is reduced. They are then aired indoors to dry slowly.

Then finally, the vanilla beans are ready to be sold in stores and markets.

Right Plantation workers keep weed growth to a minimum between rows of the crop. **inset** Fungi sometimes take advantage of the mulch.



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Streetcars of Hong Kong

Story and photographs by Roger Hunter



from the one place to another, or as a novel way of viewing life along the island's northern coast, is an experience not easily forgotten.

From Shau Kei Wan in the east to Kennedy Town in the west, these old electric streetcars have been serving the travelling public in one form or another, since 1904. Today the 163-strong fleet carries around 334,000 passengers a day along 30 kilometres for a mere one Hong Kong dollar a ride.

Their distinctive advertising themes and clanging bells make them conspicuous along the island's crowded streets. All types of consumables — oyster sauce, cameras, motor oil, coffee and holiday destinations — are emblazoned across the panels of these mobile billboards.

On November 20, 1902, the Electric Traction Company of Hong Kong Ltd was incorporated in England and seven months later construction of the tramway started. The first service began on July 30, 1904, using a single deck 'toast rack' type car seating 40 passengers.

This new form of transport was enthusiastically embraced by the residents of the colony. However difficulties were experienced with some of the population who did not appreciate that the trams had a fixed path, resulting in accidents with those who failed to get out of the way in time! Records also tell of a typhoon on September 18, 1906 (no early warning systems in those days) that struck the island "wrecking three trams with one being blown into a house".

The first double-decked tram operated in 1912 sporting an open top. Complaints soon erupted from first-class passengers that the



Top Advertising is eye-catching on Hong Kong streetcars. **above** Upper deck passengers on passing cars.

Facing page, top The Kennedy Town streetcar has right of way at the turn. **bottom** At the Shau Kei Wan terminus.

A small boy struggled to the top of the cramped spiral stairway, a school bag over his shoulder and a bottle of water clutched in one hand. The tram lurched forward as it left a stop on Kings Road, the sudden motion causing the boy to tumble back down the stairs to the lower deck.

He soon reappeared at the top of the narrow staircase, apparently unharmed from his ordeal, and joined other schoolboys at the front of the top deck.

A ride on one of Hong Kong's vintage trams, whether getting





top deck was unusable in bad weather. Canvas roofs and roll-down side curtains were added, giving increased protection from the elements.

Basic comfort has not improved significantly since the early days. When travelling today it makes sense to avoid rush hours and carry as little as possible.

The less adventurous may do it in style and choose one of the organised tours available through the Star Ferry offices. These tours use specially decorated vintage tram cars sporting polished brass fittings and part of the top deck open offering unrestricted views and a running commentary. A calligrapher may be on board to produce a framed copy of a traveller's name in Chinese characters, completed before disembarkation. One tour also



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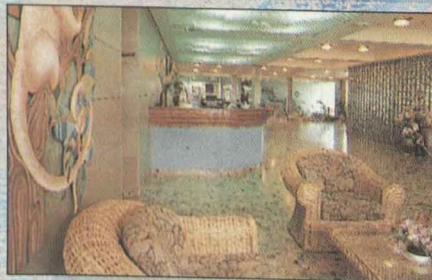
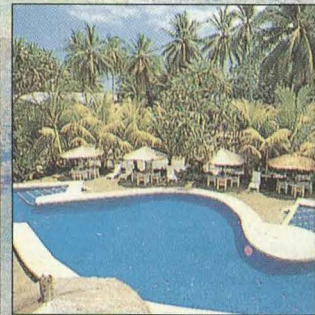
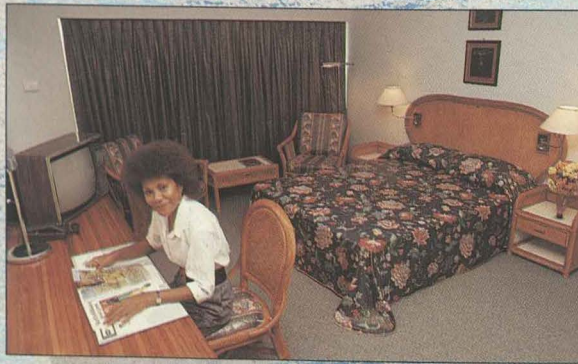


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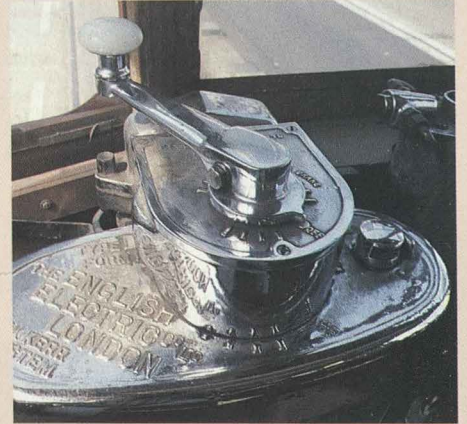
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includes a dim sum lunch and drinks. But one has to ride these rails as the locals do to savor the real experiences of tramping the Hong Kong way.

A good place to start is Des Vouex Road, Central District. With a handful of one dollar coins, catch one heading west with a destination label of Western Market or Kennedy Town. Jump off at Western Markets, the old colonial building with a large granite arch over the main entrance, on the corner of Connaught Road and Morrison Street. Constructed in 1906, the building was used as a fish market until 1989. Following restoration, it reopened with many specialty shops and cloth merchants (formerly of the now demolished Cloth Alley) and a fine restaurant where dim sum can be had as



Above Brasswork on a vintage tourist streetcar. **above right** The controls. **below** Western Market.

well as Chinese provincial home cooking.

From Western Markets continue west on a tram labelled Kennedy Town. After the modern high rise buildings of the business and financial area of Central District, approaching Kennedy Town is like entering a time warp. One could imagine this is what most of





urban Hong Kong looked like 40 to 50 years ago with the older apartment blocks and open shop fronts. Early morning you will find, on the waterfront, a busy market with live seafood.

Heading east, the line follows Queensway through Central and Wan Chai Districts to Hennessy Road and the upmarket Japanese department stores such as Sogo and Daimaru in Causeway Bay. Continue on to North Point via Kings Road where the car bears left at North Point Road and then right into Chun Yeung Street where morning market vendors crowd the tracks. Vigorous bell ringing by the tram driver has sellers scattering from the line only to return after the car passes.

During the summer of 1967, civil disturbances affected services to some areas temporarily but had little effect on the trams'



Top Early morning at Kennedy Town waterfront. **above** passenger view of the Kennedy Town waterfront.

popularity. The system has survived 90 years and there are no signs of the world's last remaining double decked trams lurching to a final halt in the near future.





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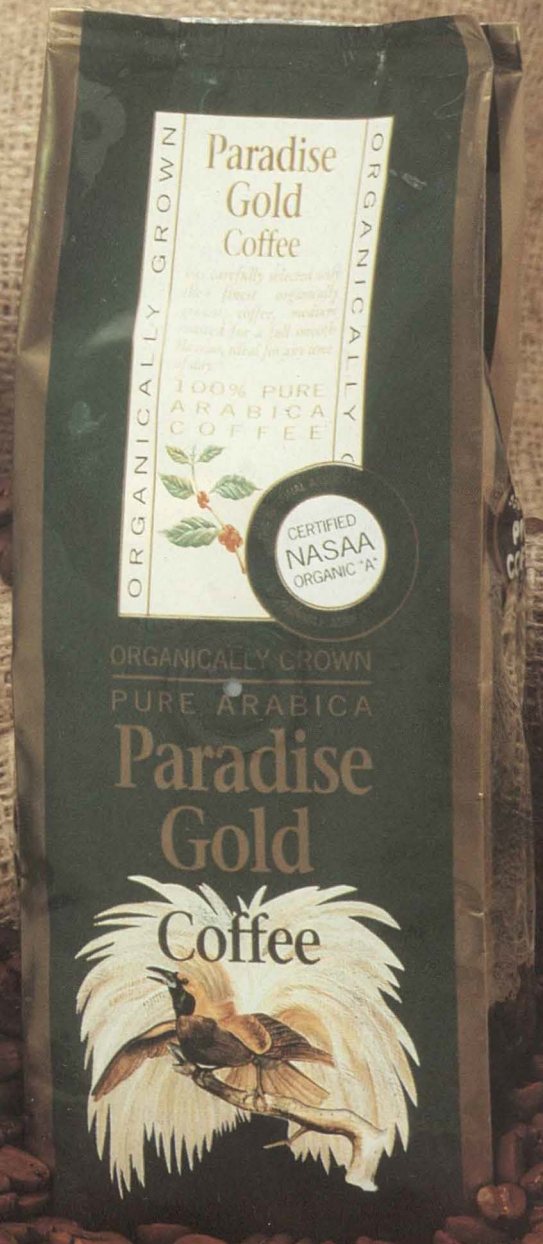
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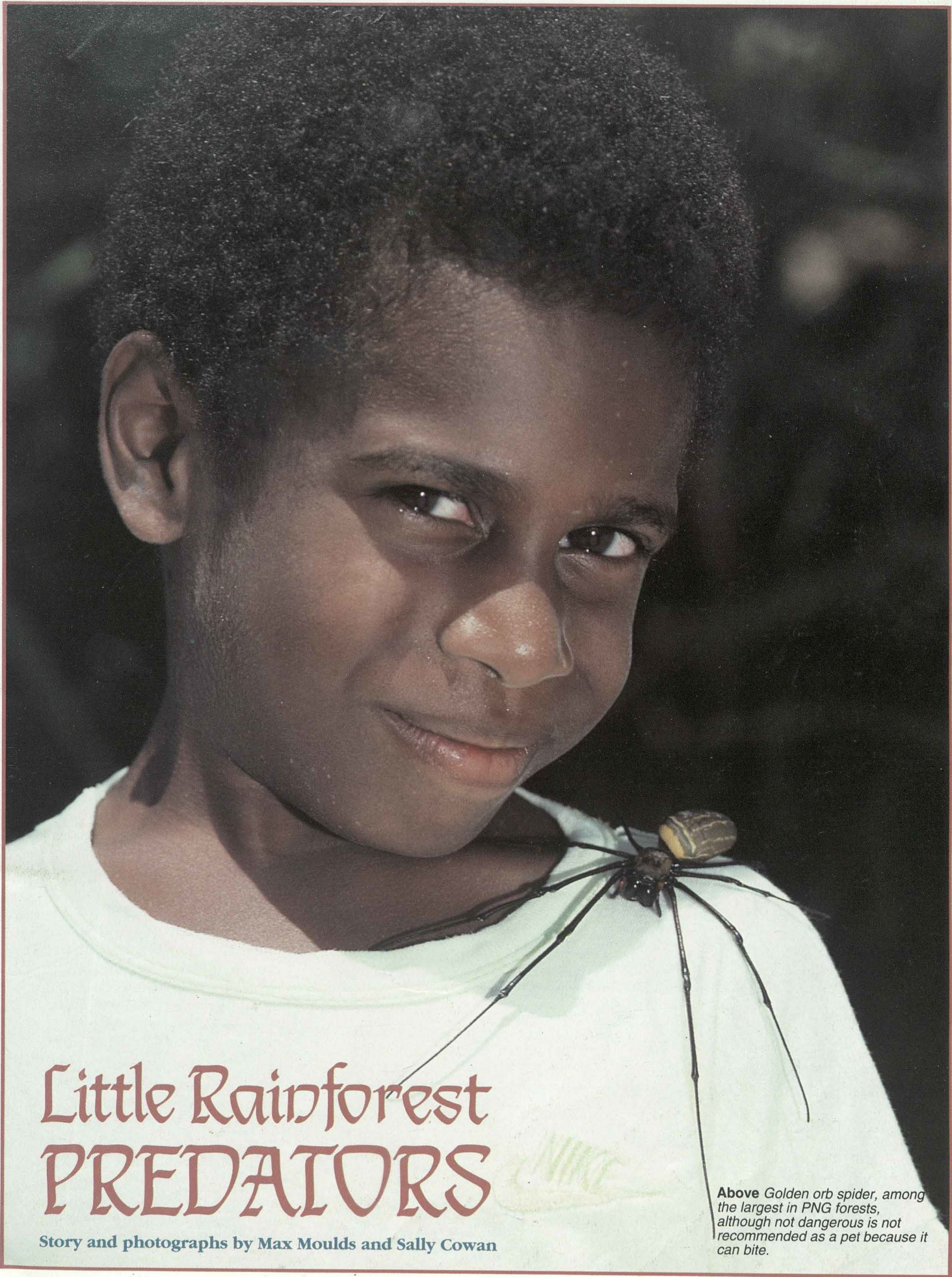
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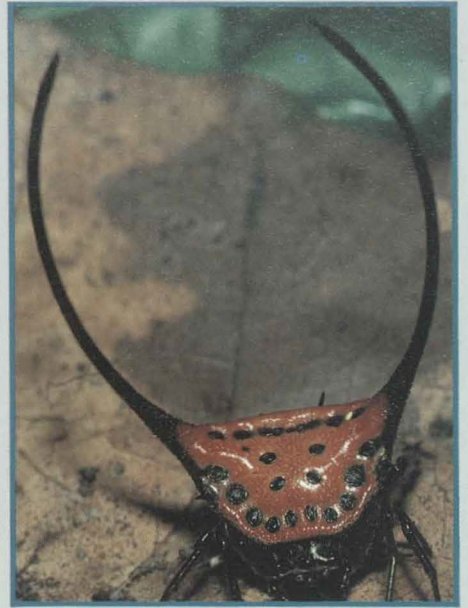
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Little Rainforest PREDATORS

Story and photographs by Max Moulds and Sally Cowan

Above Golden orb spider, among the largest in PNG forests, although not dangerous is not recommended as a pet because it can bite.



When most of us think of spiders we imagine black hairy creatures lurking in dark corners. The thought of one creeping along an arm sends shivers up the spine. Such an image of spiders is not justified. Many are beautiful and most are harmless. Their notorious reputation stems from just a few 'nasty' species known to have killed people.

Tropical rainforests abound with spiders. Of the 30,000 species known worldwide, over half are found in tropical regions. Some of these spend their lives on foliage, others spin aerial webs, others inhabit holes in tree trunks and logs or live in holes in the ground and many minute species live among leaf litter.

Perhaps the most beautiful are the foliage dwelling jumping spiders, often colorful little creatures quite harmless to us but formidable predators in the insect world. They are particularly abundant in the tropics and occur in a seemingly endless variety of colors and shapes. Like most spiders they have eight



Above Branded orb weaver wraps insect prey caught in its web, having paralysed it with venomous bite. *top right* Spectacular horned spiny jewel spider is widespread in South-east Asia.

eyes, but two are greatly enlarged.

Some species of jumping spiders masterfully mimic ants. To add to the deception they often raise their fore legs in the air like a pair of antennae. The reason for this mimicry is not fully understood but most likely it provides a better opportunity to creep up on prey as well as protection against other predators such as spider-hunting wasps.

In the Tabubil region, one species of jumping spider was found that has amazingly modified jaws that act as raptorial legs (probably associated with mating behaviour). Praying mantids are well known for their raptorial fore legs but such structures are rare in spiders. These spiders do not stab their prey with piercing fangs but grasp them in a vice-like grip.

Among the largest rainforest spiders are the golden orb spiders that build aerial snares across open flight ways to trap insects. These magnificent spiders can grow very large with leg-spans reaching more than 20cm. Despite their huge size they are not dangerous to humans. Their large webs are designed to catch flying insects such as butterflies and beetles. Occasionally small birds become entangled but usually they escape before being attacked by the spider.

Other fascinating orb-web spiders are the small and often colorful spiny spiders. These have hard flat bodies armed with three pairs of spines. Usually they are strikingly colored and are



Top Jumping spider guards her egg sac. **centre** Massive jaws are feature of male, ant-like jumping spider. Ant mimicry may protect against predators. **bottom** Spiny jewel spider gets some protection from birds from its body armor.

easily seen clinging to their webs, but some species are camouflaged and resemble bird droppings.

On the rainforest floor, hidden among the leaf litter, live many very small, rarely seen spiders. Some are so small they are barely visible to the naked eye. They often occur in very large numbers and feed by hunting the numerous small creatures that co-inhabit the litter.

Papua New Guinea spiders are not well known scientifically and there is little doubt many remain undiscovered.

In the Star Mountains, north of Tabubil, several spiders were discovered that may be new to science. These included mostly jumping spiders but also some ground and leaf litter species. Naming these species will be a long and time-consuming task that will take several years to complete. Such work will lead to a far better understanding of how PNG spiders relate to their environment, especially to elevation and climate change, important factors for assessing the serious problem of global warming.

Top Large eyes on this tiny jumping spider are supplemented by three smaller pairs, giving complete field of vision. **centre** Distinctive patterns and colors mark spiny jewel spider species. This is *Gasteracantha vittata*. **bottom** Lynx spider is agile hunter which jumps and runs across foliage after prey.



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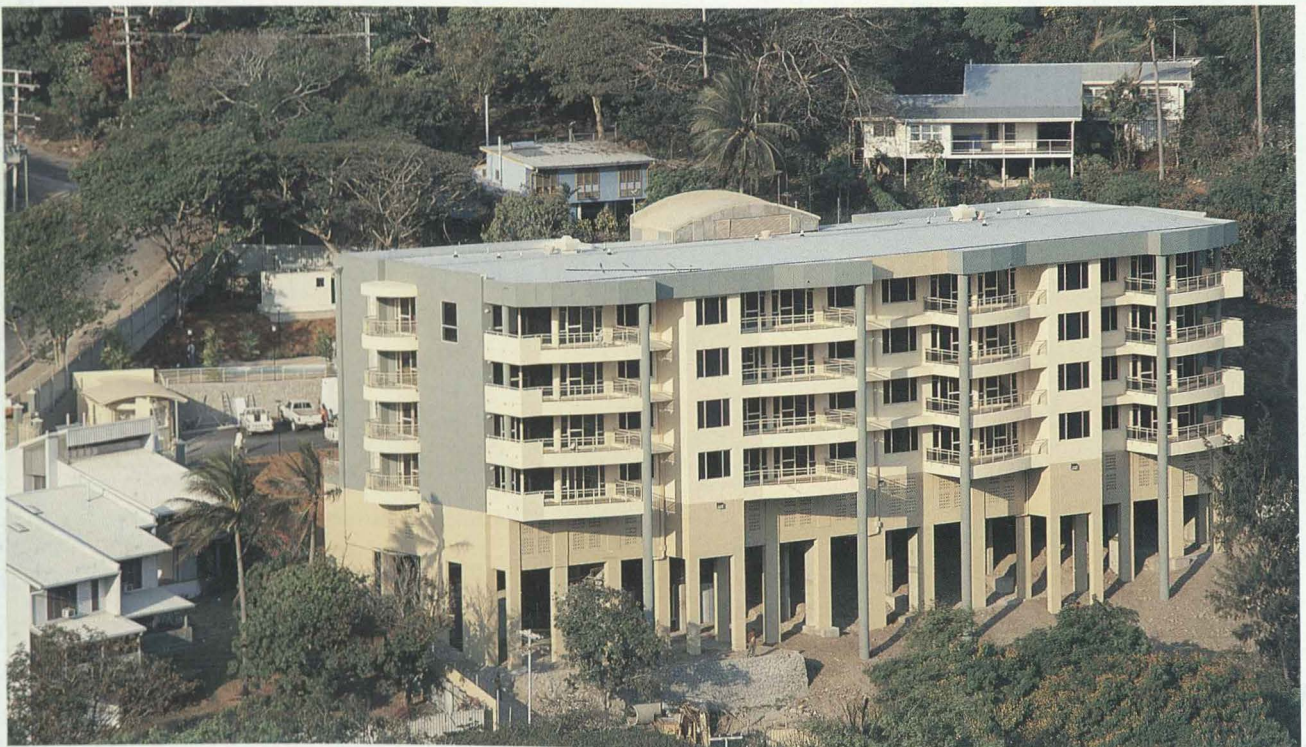
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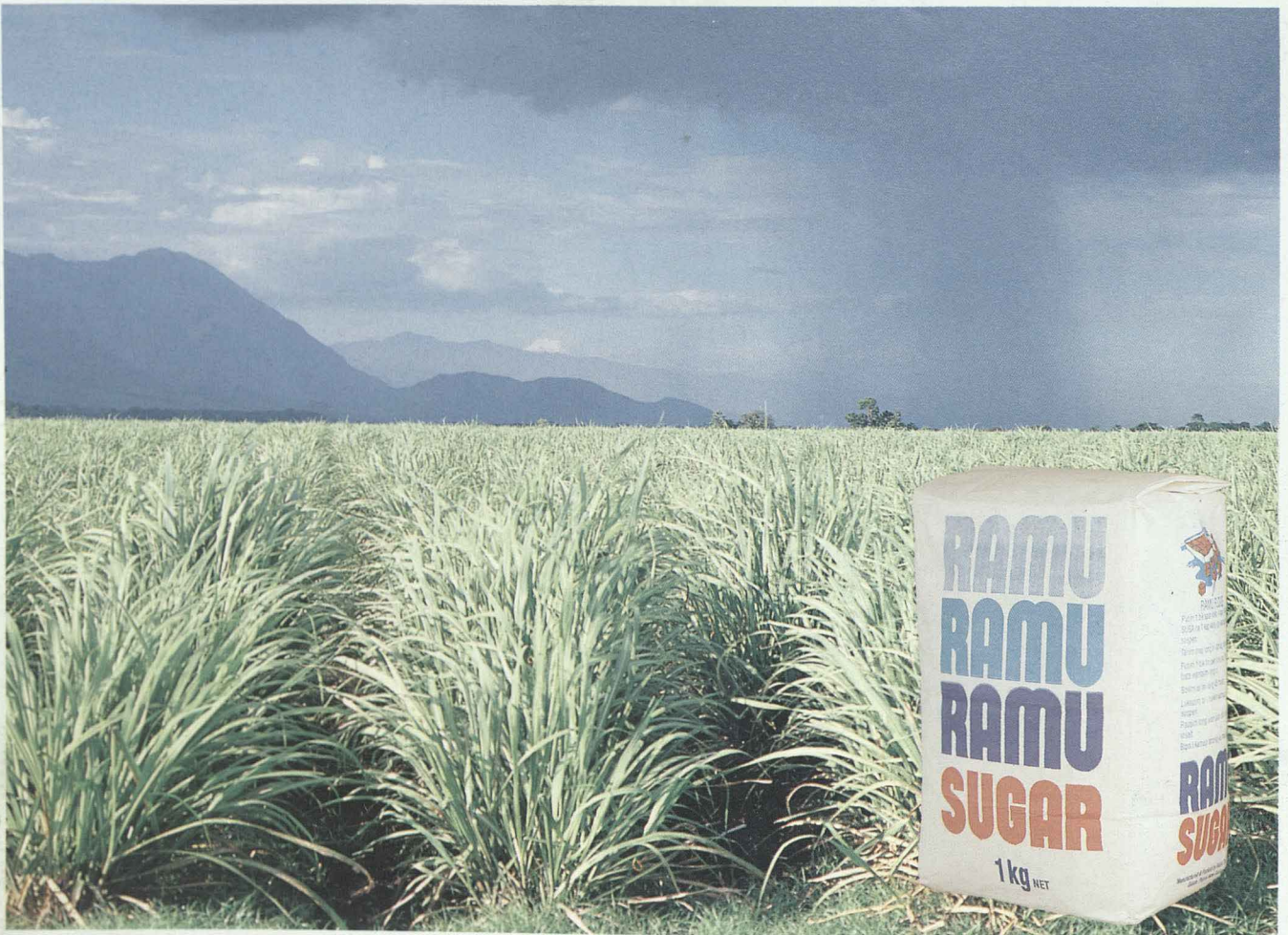


Papua New Guinea



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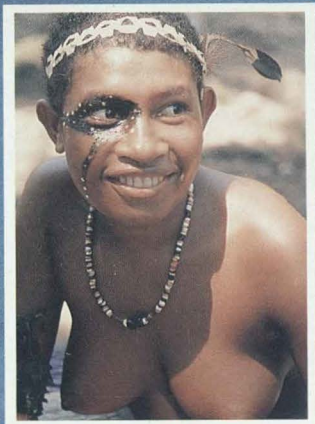
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Above Young Milne Bay island woman. right Cruise boat at anchor in idyllic setting.

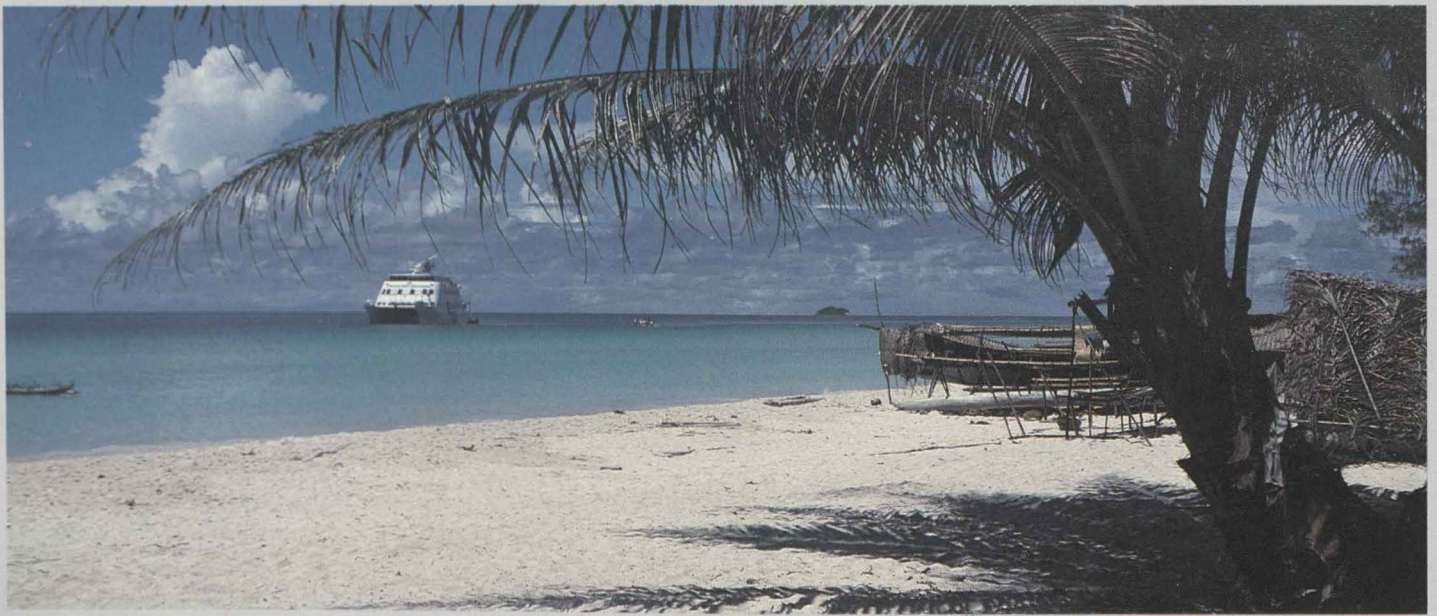
the magic of the ISLANDS

Story and photographs by Catherine Brewer.



Leaving Alotau on our island voyage we travelled through Milne Bay to East Cape, the furthestmost cape on the mainland of Papua New Guinea. D'Entrecasteaux Group, our second stop, is one of the most mountainous island groups in the world, consisting of three major islands, Normanby, Fergusson and Goodenough and many small islands including Wagifa, which we

visited. At Dobu Island, anthropologist Reo Fortune (a one time husband of Margaret Mead) wrote the classic book, Sorcerers of Dobu. We visited Deidei Village to see the thermal springs, then Goodenough Island and Wagifa where the older people entertained us with a singsing. The ship stocked up with fresh fruit and vegetables from the 100 or so canoes that came to meet our vessel, the Melanesian Discoverer.



During that evening the ship sailed overnight to a Egum Atoll and a village called Yaneba mid-way between the Trobriand Islands and the Woodlark Islands.

Nothing could have prepared us for the surprise of witnessing a sunrise at Egum Atoll. A small school of pilot whales were off our starboard, a large school of dolphins, ahead and when we passed over the shallow entrance we saw literally thousands of barracuda below in crystal clear waters. At Yaneba, we swam, strolled through the village, inspected the large kula canoes (traditional sailing vessels) so called because of the kula trading circle which links the Trobriand, Woodlark, Amphlette, Marshall Bennett and D'Entrecasteaux groups together.

As was the case in many other places we visited, the people were provided medical attention by the ship's nurse. Few vessels call at Egum and other remote areas in the PNG islands.

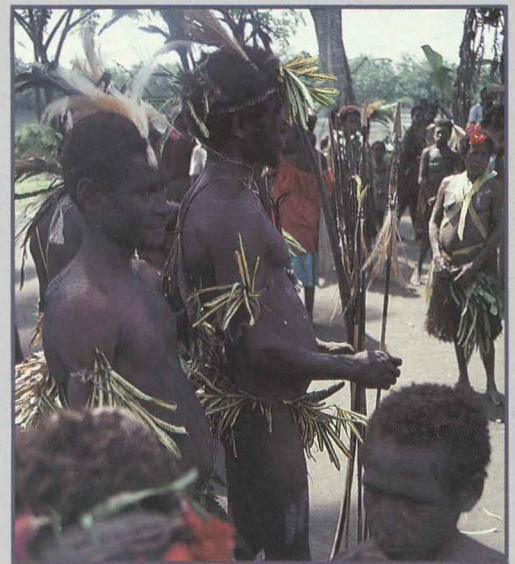
We departed Yaneba for a rock described as Quark Island, home for literally millions of sea birds. It projects vertically out of the water 45 metres. Beneath

was a dive that can only be described as breathtaking, it was here that the Cousteau Expedition filmed underwater life in a documentary on PNG. During lunch we sailed to Iwa, another spectacular island formed by the pressure forcing limestone upwards.

We climbed the cliff to several villages and walked hand in hand with young islanders eager to practice their English. Bargains were offered including canoe prows, model kula canoes, carved bowls and figures, and an assortment of shells. Before returning to the ship, we were entertained with dances by students of the community school. It became evident on this day that while the diving was superb, the divers were becoming discontent when they heard stories from the land lubbers. In some places the divers restricted diving to meal hours so they could do both dives and shore programs.

Our next stop was Kitava, another idyllic island in the Trobriand Group.

The next two days were spent visiting Kiriwina, the main island in the Trobriand Group where passengers bought intricate ebony carvings which were not



Top Typical Milne Bay port of call. **right** Welcoming party. **below** Typical Milne Bay village.





cheap but excellent. We toured some inland villages on Kiriwina, then Kailuena Island where we visited Kuduago Village, then Kyuwa Island where we enjoyed a feast of freshly caught crayfish. At all stops, excellent diving was reported, swimming was superb and people vibrant, friendly and courteous.

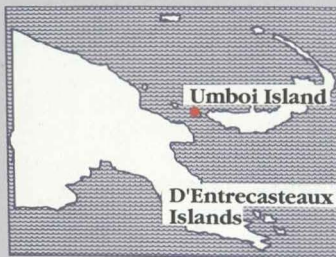
Sadly we left the Trobriand Group and sailed across the Solomon Sea to the island of New Britain. At dawn we entered the Itne River, a small river with barely sufficient water for the vessel to navigate. We sailed 16km through a rain forest where the birders amongst us were in ecstasy. Hornbills, parrots, cockatoos, humming birds and herons were just a few of the birds sighted. We left

the ship by speedboat and visited a cave to see bats and on the way back came across two mating cassowaries. Every stop was a total contrast!

The ship sailed to Siassi, a small group of atolls around the volcanic island of Umboi, formerly shown as Rooke Island on some maps. We visited Aromat, a small island with a population so large, they are reclaiming land. Double-storey houses are built cheek to jowl, and the people cross to the mainland of Umboi for gardening and water where land is plentiful, yet prefer to live on Aromat.

The final stop was at Saidor where a helicopter met the ship in the early hours of the morning for optional excursions into the Finisterre Mountains towering up to 4,000 metres. We flew to Teptep, one of the most spectacular places I have ever seen. Nestled in a valley at elevation of 2,000 metres, it had cool air, awesome valleys, raging rivers and yet another unique culture. The flight took just 10 minutes from the ship and it is 10 minutes I will never forget!

Top Visitors can get close-up views of settlements by helicopter. **above left** Meal break aboard the cruise boat. **left** Islander women and children. **bottom** On the Itne River, New Britain.



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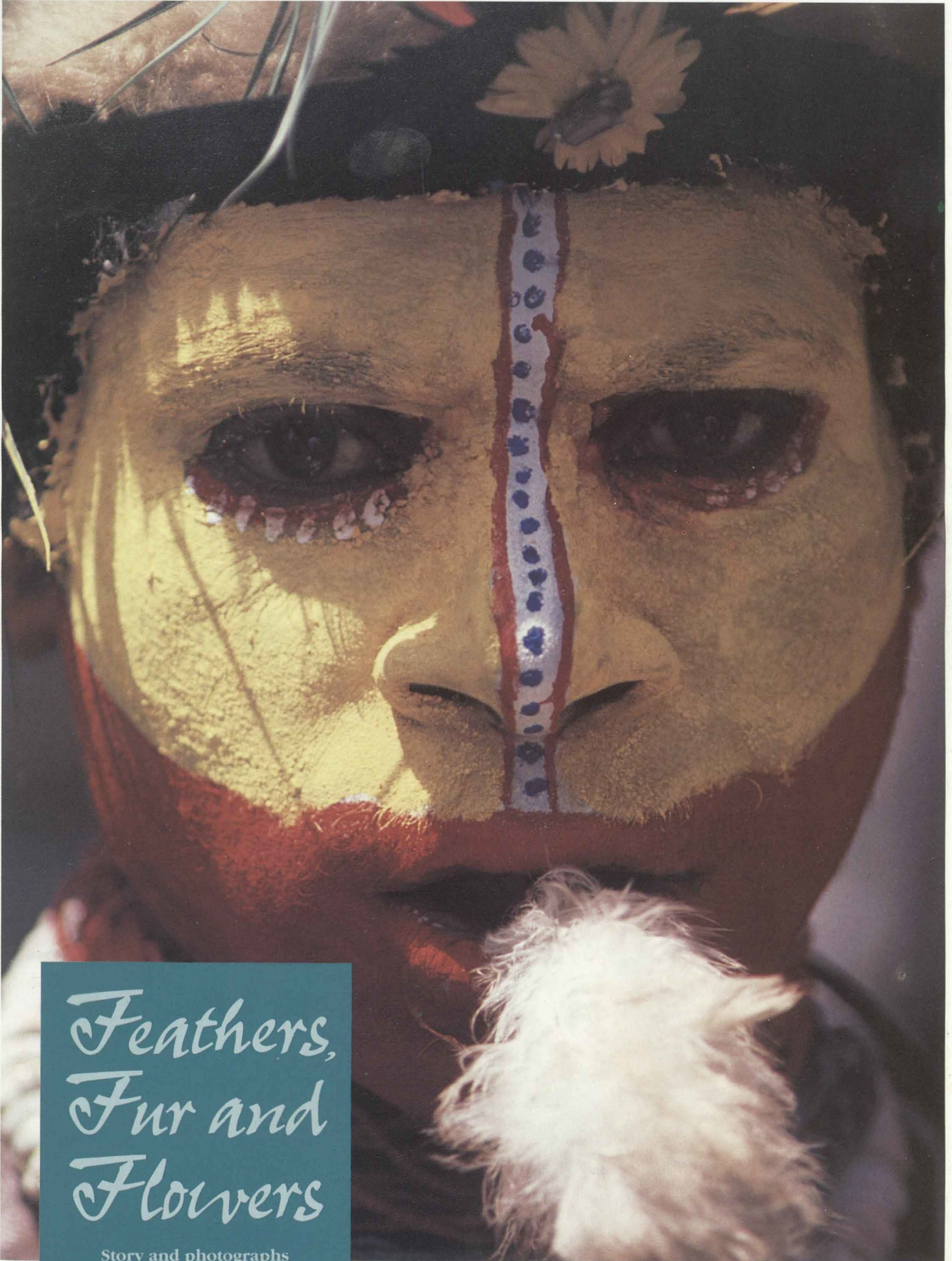
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Below '....renowned and beautiful faces of the Huli wig men.'



*Feathers,
Fur and
Flowers*

Story and photographs
by Liz Thompson

Dust rises from the dry soil with the rhythmic stamping of feet. Lines of men, bodies shining with animal fat, hair decorated with tiny dried daisies, beat snake skin drums. The smell of sweat and pig fat fills the air, bodies sway in time to the drum, the atmosphere is one of building intensity as dancers from many of Papua New Guinea's 700 tribal groups begin a dance that is to continue for nearly three days. An annual event, the dancers are gathered together for the Highlands Show.

Held in either Goroka or Mount Hagen, the show draws tribal representatives from across the country to perform in what must be one of the South Pacific's most spectacular cultural events. It is an experience which provides images to last a lifetime.

The show is in September when the skies are consistently blue and temperatures frequently in the high 30s. As darkness descends on the Friday night of the three-day show, lanterns are lit and preparations begin. Treasured feathers are drawn from their long



bamboo containers, oil stored in coconut shells is prepared, mixed with charcoals and clays to smear on the skin. Necklaces, bones and shell armbands are laid out on fresh leaves. Paint is applied with brushes or with hibiscus twigs which have been splayed at the ends.

Men and women prepare in separate areas, helping apply paint to each other's face. Ochres, red clay, charcoals and white lime are mixed with oils or pig fat. Red clay mixed with oil produces a beautifully rich sheen on the skin. Charcoal, too, is often mixed with oil

Below For body decoration 'ochres, red clay, charcoals and white lime are mixed with oils or pig fat'.






Above A mask of cuscus fur, kina shells and acrylic paint. **below** Yellow flowers stand out against charcoal-smeared skin. **bottom** Cowrie and kina shells in abundance, with a magnificent bird of paradise headdress.



and gives the body a deep blue color.

Many of the dances and performances are derivative of the movements of spirits or animals and birds. At last year's show, men painted half black and half white explained that the decoration represented the half-man bush spirit. This man lives in the bush but he, his children and his wife each have only half a body. They suggest that you can see where the spirit has been walking in the bush because he leaves a trail of only a single foot print.

Some of the most renowned and beautiful faces are those of the Huli wig men, with iridescent blue dots against an almost luminous yellow background. They are called wig men because of their headdresses made from hair cut from the heads of



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children and men. The wigs are a vine framework onto which the hair is stuck. Decorated with powdered ochres and everlasting yellow daisies, these hats of hair are believed to provide a place for the spirits to reside.

As the groups dance to the sound of drums, flutes and hypnotic chanting, high headdresses made of wood and tapa cloth sway above the sea of heads. Others wear crowns of turquoise bird of paradise feathers, a highly prized possession. Bordered with cuscus fur and mottled blue snake skin they are nearly a metre high. Rings of fine bamboo hold hundreds of beautiful green beetles to the rim of the headdress. Cassowary feathers and sprays of frothy yellow and white tail feathers frame the whole ensemble.

Mud men, feigning the dead, wear huge masks of clay all with different expressions. Other dancers



wear crowns of leaves coated in oil or bright red frangipani tucked into their hair.

Necklaces are made from thick, shiny black pieces of cassowary spine, slices of swordfish spine, wild banana seeds, red beans,

Top Dancers painted with charcoal and lime. above Huli wigmens.

store beads and plastics. Pig tusks and pieces of bone are threaded through noses, tortoiseshell and bone through the ears. Occasionally modern implements are used to replace traditional objects; empty film canisters in the

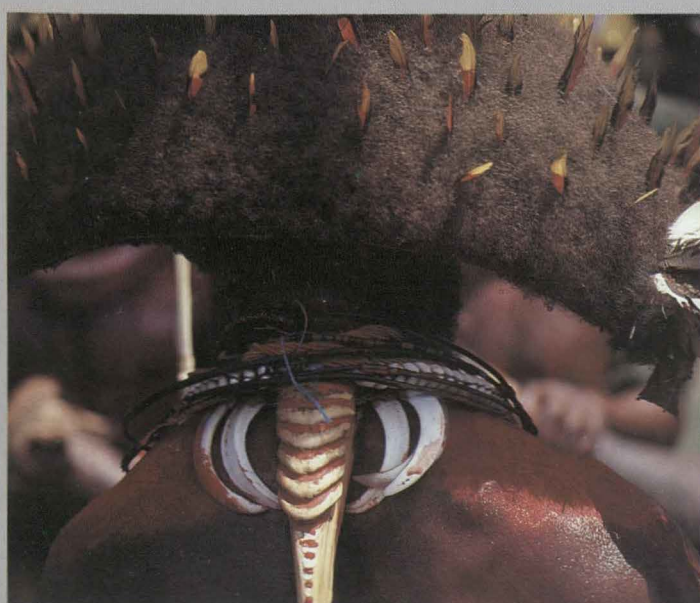
ears, beverage can pull rings, pens, even nail clippers are threaded through pierced nose septums.

Whatever is used, for whatever purpose, there remains an incredible variety of beauty in the art of body decoration in PNG. It continues to be used on occasions when people come together to celebrate, to exchange, to mourn. Ceremony and body decoration continue in the villages, in private as well as in the exotic splendor of the Highlands Show. Traditional dyes, feathers and costumes are still treasured and worn alongside new, introduced elements.

Continuation of tradition in varying forms is a continuation of links with cultural heritage, an important, vital and living part of any developing nation. The intoxicating atmosphere of the Highlands Show and the beauty of the smaller ceremonies which take place on a village level are a tribute to the survival, richness and diversity of PNG's extraordinary culture.



Right '... others wear crowns of bird of paradise feathers.' **below left** Imitating bird spirits of the bush. **below right** Hornbill necklace ornament.



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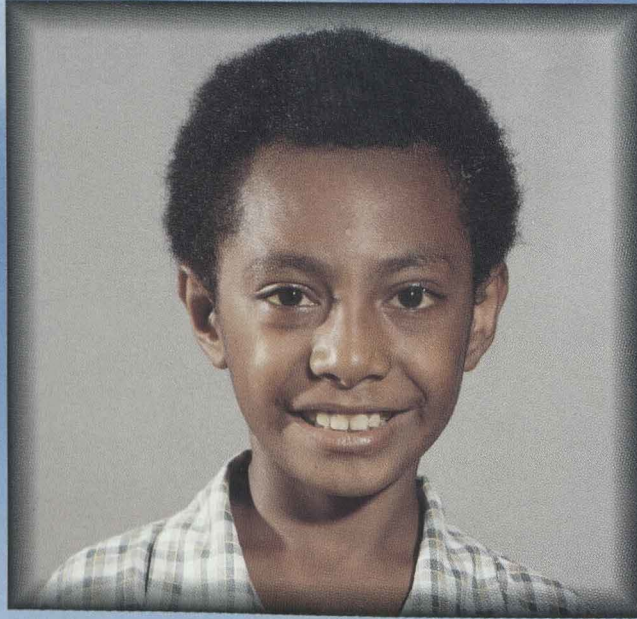
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Top Kiunga, 500km from Fly River mouth, in 1963.
bottom The busy port 30 years later.

KIUNGA

*Then
and
Now*

Story and photographs
by Michael O'Connor



Looking at Kiunga now it is hard to believe 30 years ago its most outstanding feature was a reputation for an annual rainfall measured in metres. One of Papua New Guinea's remote outposts, the settlement, 800 kilometres up the Fly River, had a total population of about 50.

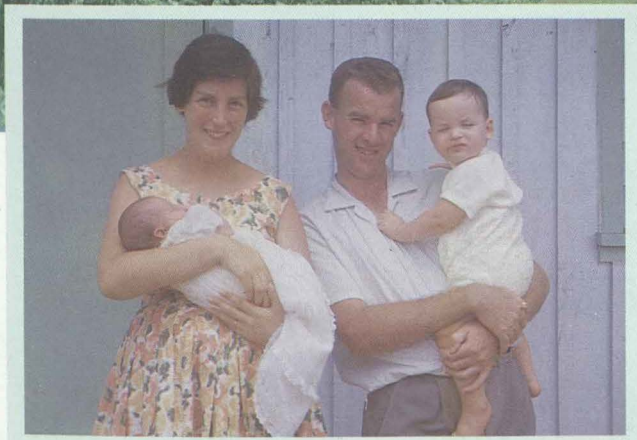
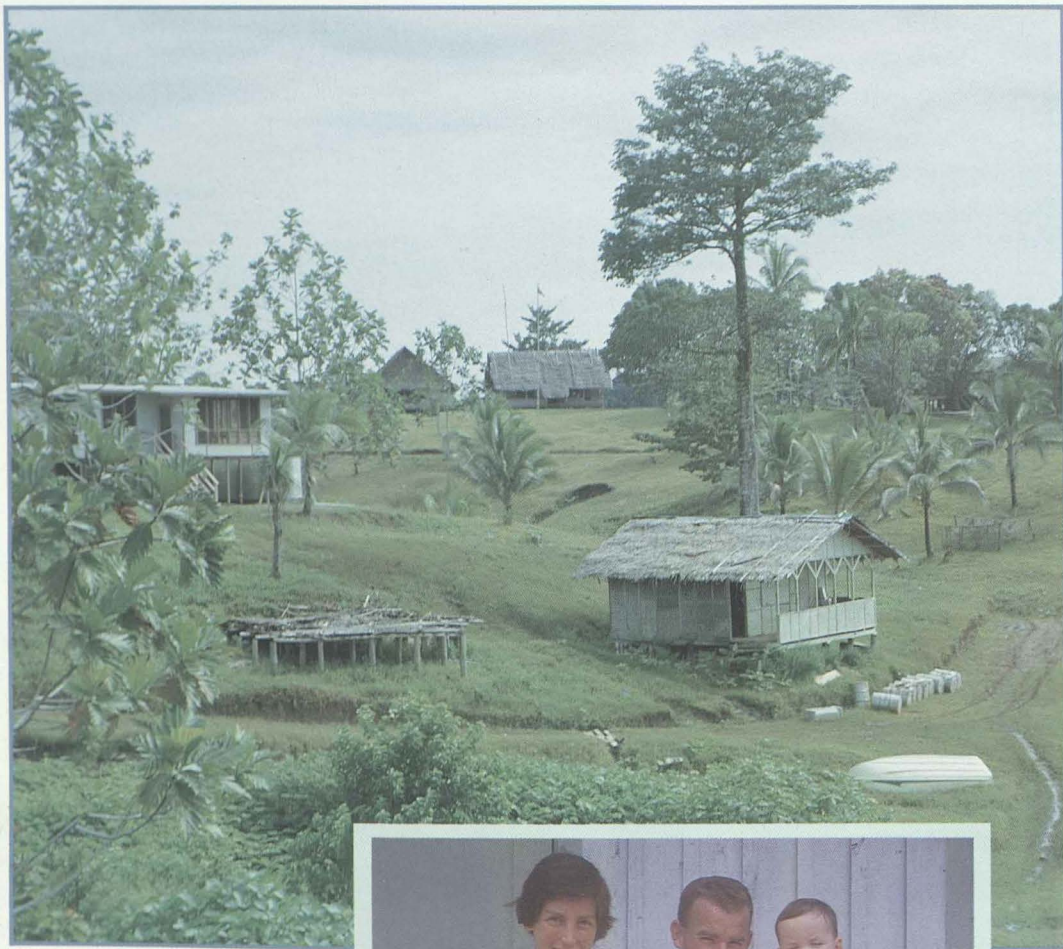
Kiunga had no electricity, no government schools and had a hospital which was little more than an aid post. Communications with the outside world were basic and unreliable — a battery operated radio, an elderly World War II Catalina flying boat service once every two weeks and a three-monthly boat from Daru.

Two missions, the Catholic Montfort priests and nuns from Canada, and the Australian Unevangelised Field Mission provided some basic medical and educational services.

At about that time, Assistant District Officer Des Fitzer, now Central Province Department Secretary, took a patrol into the remote and rugged Star Mountains, in the process discovering Mount Fubilan, the new Eldorado of copper ore capped with gold.

Not too far to the west, the Indonesian government was preparing to take control of Irian Jaya from the Dutch, courtesy of a United Nations temporary administration.

In an attempt to show the flag and develop the border area more, the Australian administration had shipped heavy earth moving equipment to Kiunga to carve out a new airstrip. Arriving at the beginning of the wet season, the bulldozers, scrapers and other big yellow machines spent most of their limited time there pulling each other out of the mud. The job had to be finished with



Above The author's house (left) in 1963. **right** Author and family in 1963. **below** Catalina flying boat served Kiunga in the past.



old-fashioned pick and shovel but the strip was soft and susceptible to closure even after light rain.

Later, Kiunga's first Land Rover, sent up from Daru on top of the boat's hatch cover, had to be driven up the steep Fly River bank because there was no cargo lifting gear.

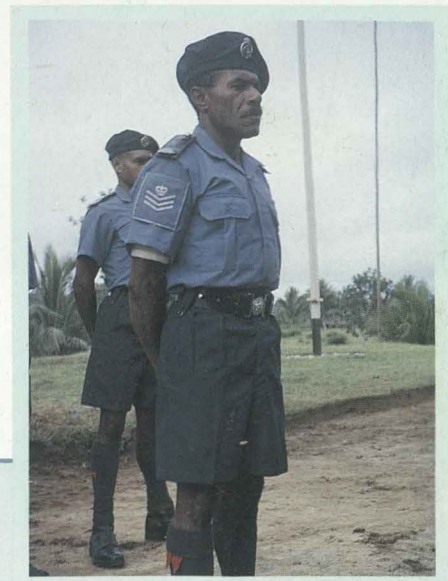
Progress in those days was slow. Villagers lived off the land and had virtually no cash income except for the sale to the government of some food and building materials. At the end of 1964, the first trial plantings of rubber seedlings went in. These were so successful that rubber has become a substantial source of income for the Kiunga region.

Warren Dutton, who came to Kiunga at that time, subsequently left government service and worked hard at fostering the rubber industry. This commitment helped him

into a very successful political career as secretary-general of the new Peoples' Progress Party, a member of Parliament and a Minister.

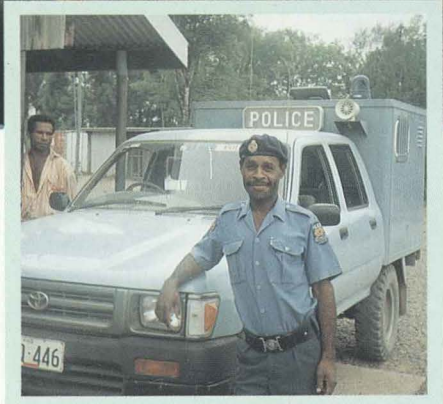
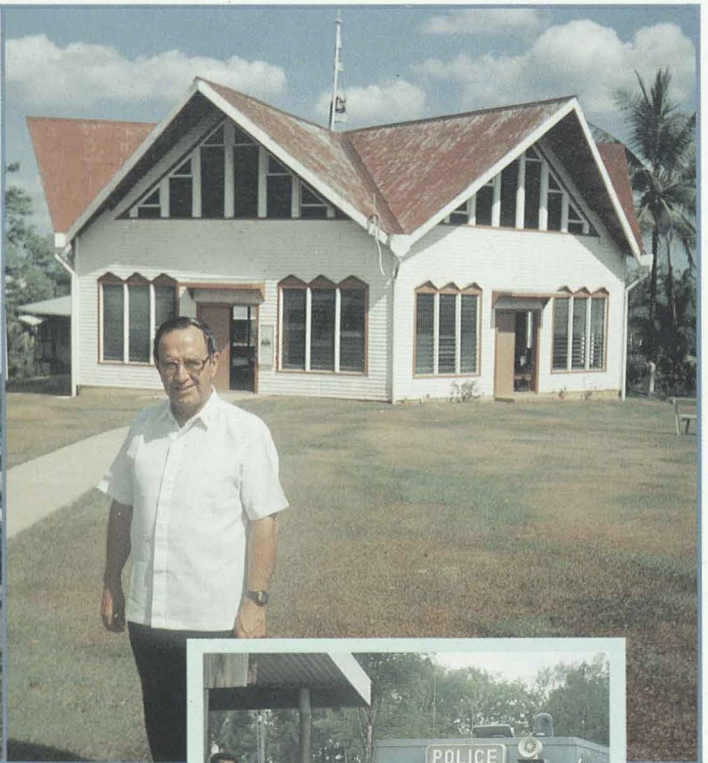
Thirty years ago, Kiunga witnessed the first elections for the pre-independence House of Assembly. The people had to vote for one of a group of candidates they did not know and never saw. It was democracy by guesswork but it laid the foundations for the future parliament and a very stable democratic system.

Now, Kiunga is a boom town, thanks to the Ok Tedi Mining Company. Established as the river port for the copper mine at Mount Fubilan, Ok Tedi's plant each day processes ore slurry piped some 150 kilometres from the north into around 2,000 tonnes of black, powdery copper sulphides. When finally refined into pure copper,



Above Kiunga sub district office and bank. **right** Kiunga police sergeant, 1963. **below** Two planks serve as unloading jetty in 1964.





this daily throughput of ore is worth around K1 million.

Kiunga's population has jumped to around 6,000 and the once tiny outpost of bush timber buildings and muddy tracks now features a wide range of commercial, industrial and government buildings, sealed roads and a gravelled airstrip handling five or six scheduled air services each day.

The town now has a modern hospital and seven schools. The Montfort Mission has built a Boys Town which teaches wood and metal trades to young men as well as contracting to make furniture and other useful items.

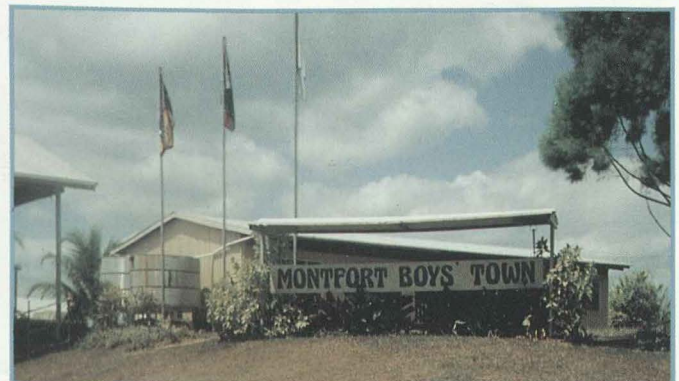
The mine and its supporting infrastructure have generated hundreds of jobs for locals, other Papua New Guineans and expatriates. But the mine has a limited life of perhaps another 15 years.

Rubber will be Kiunga's future. Unlike many of PNG's other crops, the world demand for rubber will almost certainly grow. Rubber does not pay as well as jobs in the mining

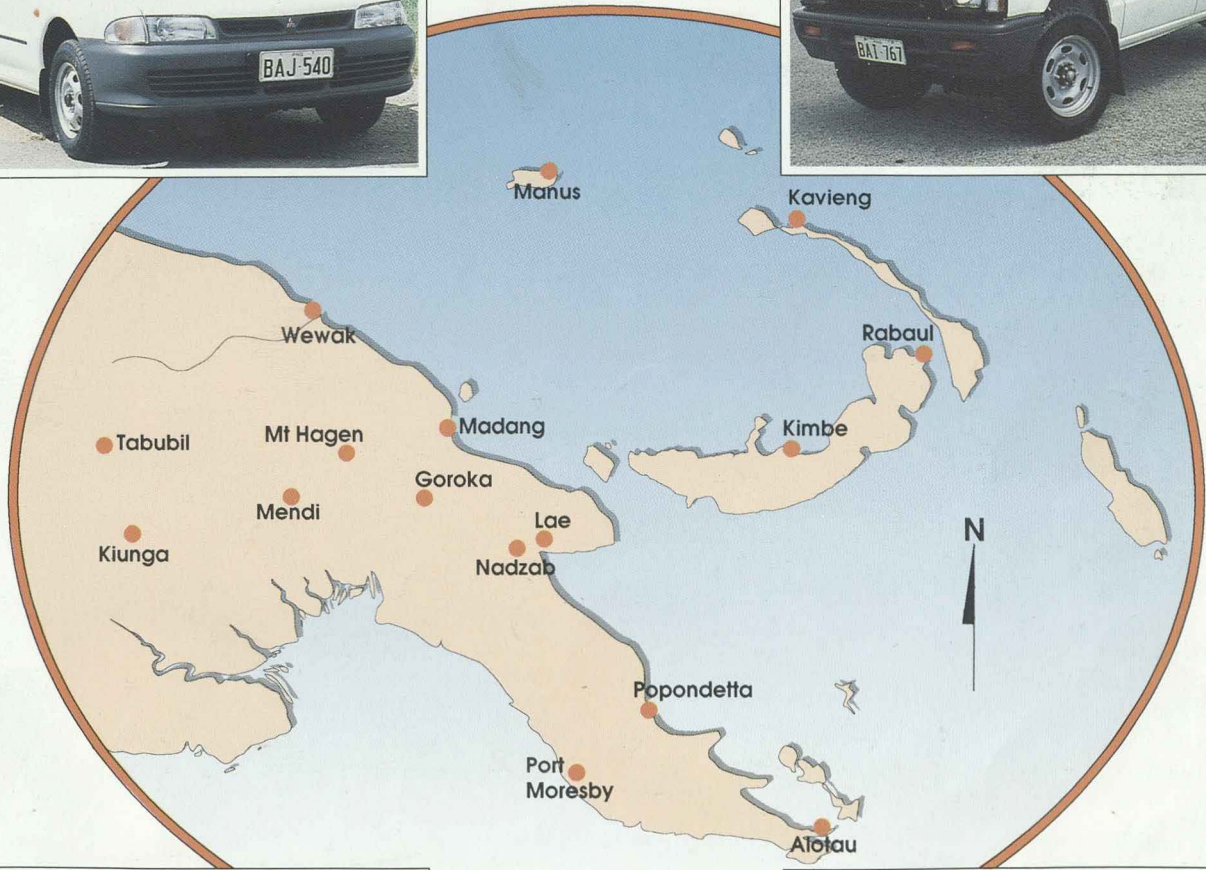
industry but it is a renewable resource. Already there are plans to replace old trees and to develop factories to add value to the crop before it leaves Kiunga.

From a remote, lonely and primitive outpost less than a generation ago, Kiunga is now a dramatic manifestation of PNG's future.

Top left Modern times at Kiunga's gravel airstrip. **top right** Kiunga's Bishop Gerard Deschamps. **inset** Well equipped policed keep law and order. **right** Ambulance serves Kiunga's modern hospital. **bottom right** Boys Town run by Montfort Mission teaches trades.



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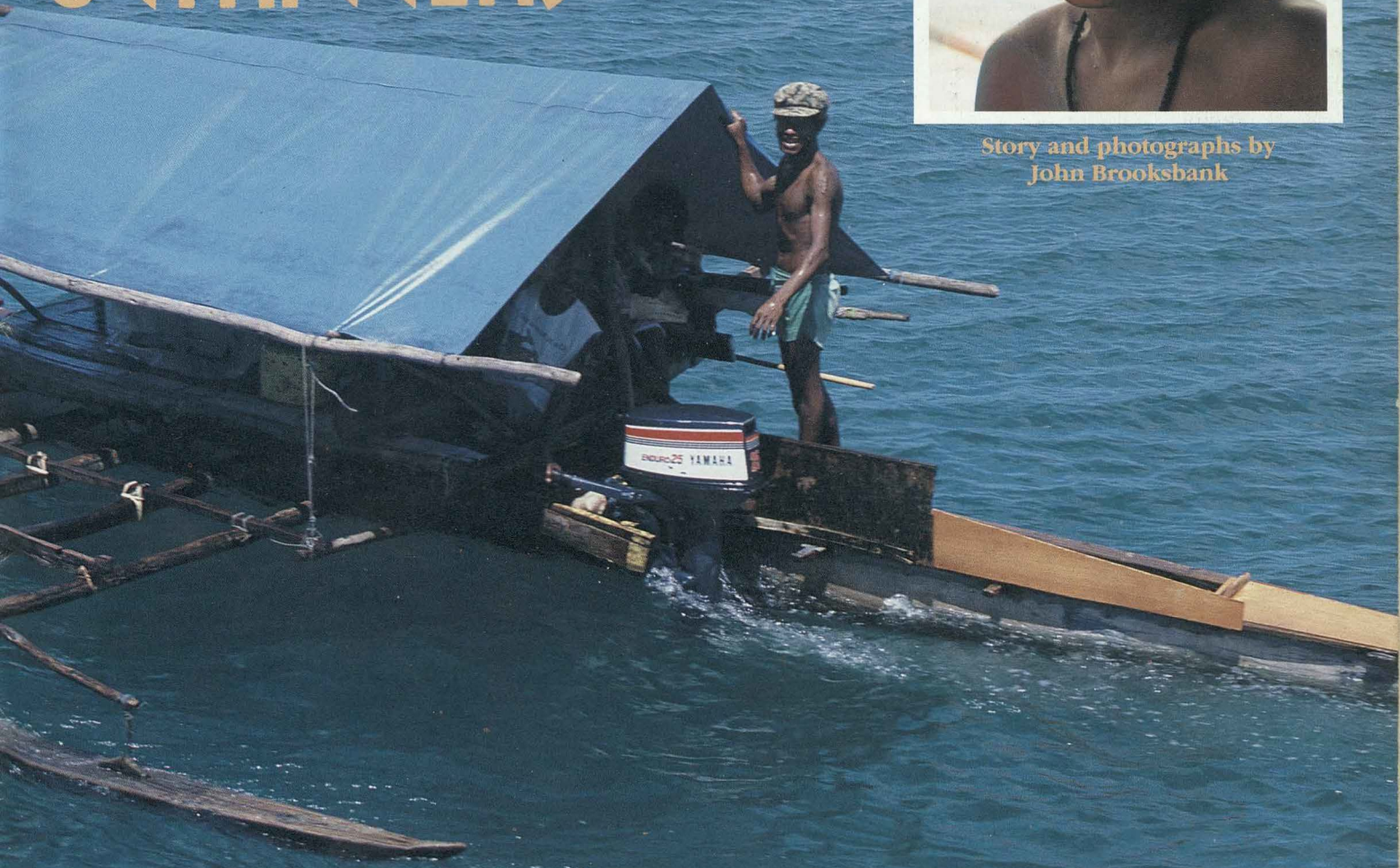
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MANUS OUTRIGGERS

Below Manus outrigger offers comfort and stability at sea. Inset right Young Manus canoe 'captain'.



Story and photographs by John Brooksbank



We were becalmed in the middle of the ocean, which stretched blue and glistening to the horizon. No land to be seen in any direction, just lots of Pacific Ocean everywhere, no sound except the slapping of the waves against the hull. The harsh midday sun beat down on us, the vessel was leaking from a number of vine bound joints, there was no compass and not a breath of wind.

Quite normally for a Manus seagoing canoe, we have stopped to change over petrol tanks.

I look around the canoe, over 10 metres long and superficially very basic in construction. Closer inspection reveals it to be an eminently practical vessel. The Manus single outrigger canoe is undoubtedly the peak of many generations of South-east Asian canoe making.

Manusians learned that single outriggers sail better

with the outrigger on the side, nearest the wind, where its weight counterbalances the wind pressure on the sail. Essentially a dugout log, this particular type is extensively modified with other locally available materials, which adapt it as an ocean going vessel capable of carrying many people and their goods.

The Manus single outrigger is more stable in open sea than more basic dugout or double outrigger

canoes which are limited to inland rivers, lakes or close to the shore. To counteract the asymmetric stress of the waves hitting the single float, the mounting is strengthened by raising the sides of the hull with rough hewn planks. These are attached with pegs or vine and sealed with 'casta', a strong gum from the crushed nuts of the parinarium tree.

The deeper hull also makes the canoe more seaworthy. On top of the



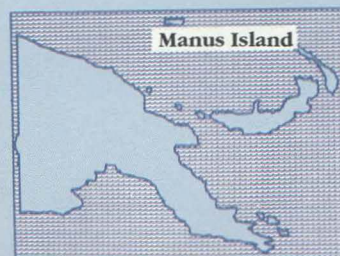
hull and the stiff outrigger float frame is a large deck. This is high-framed enough to allow dry storage under decking planks for water, food, firewood and, I was happy to see, another full container of petrol!

We were soon underway again and it was my turn to jump down into the rear of the canoe to bale water for a while, probably a correct assessment by the villagers of the level of my maritime skills. Standing there I could

just see over the edge of the built up hull, the sea disconcertingly close to my face. There was a rhythmic creaking and groaning as various parts of the canoe flexed and bent as we slid through the waves.

Manus canoes today are modified from traditional designs to incorporate light, powerful outboard motors, taking the place of woven matting sails and large wooden oars that were held in rowlocks either side of the rear of the hull. All canoes still carry a sail, although now of durable plasticised cloth, sometimes used in its traditional role but usually erected as a sunshading tent fly over the decking.

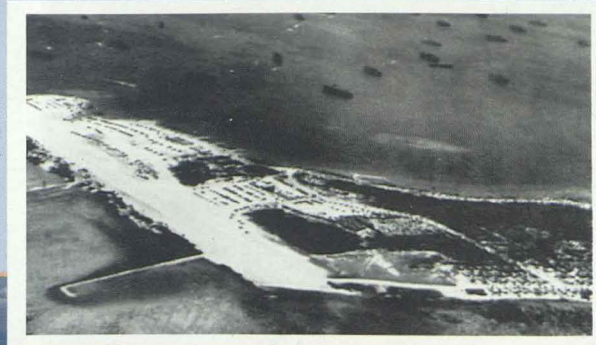
Top Stilt house over water at M'Bunai village, Manus. **centre left** Canoe stored on long ramps above high water at Mouklen village. **centre right** Food source is close at hand on Manus. **below left** Black palm slats bound with cane secure the outrigger.



Within Manus there are three broad groups of people: the inland Usiai, the coastal dwelling Matankor and the seafaring Manus. Traditionally the Manus, usually meaning speakers of the Titan language, had little land and lived most of the year on board their canoes, surviving on the trade of harvested marine products for sago, vegetables and other essentials.

As a result, Titan speaking villages are today found dispersed over a large part of the south of the main island and numerous offshore islands of Manus. Until just a few decades ago, village houses were built over the sea so that at high tide they were completely surrounded by the ocean. The famous American anthropologist Margaret Mead lived with and studied Titan speakers in villages such as Pere during the 1930s.

Studying the canoe I could see the pitched racks on either side of the main decking holding fishing spears, turtle hunting equipment, masts, steering poles, oars, binding cane and other assorted timber for on-board repairs. In the

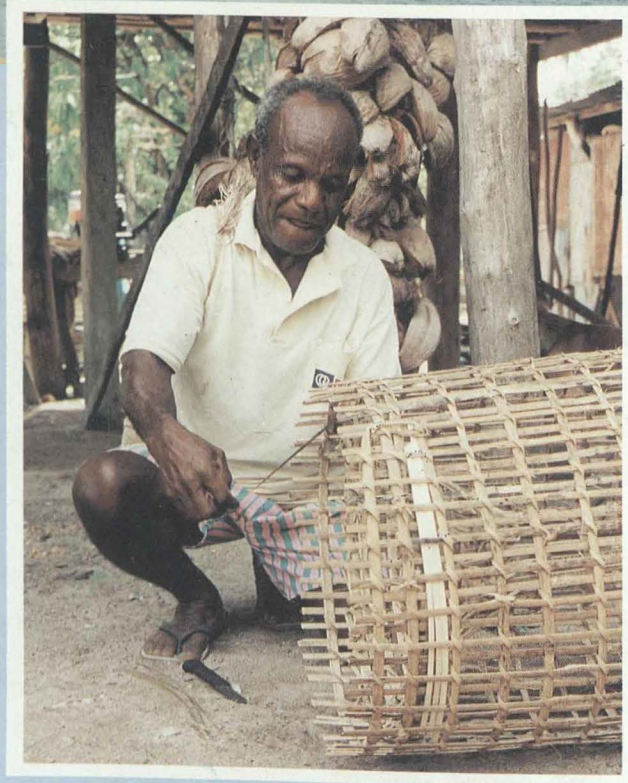
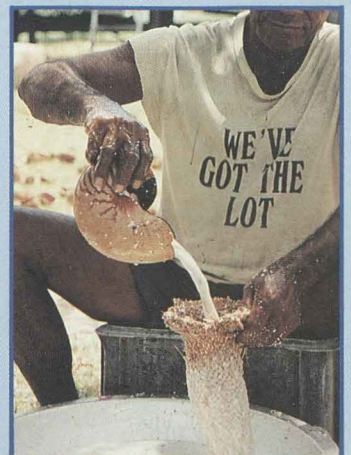
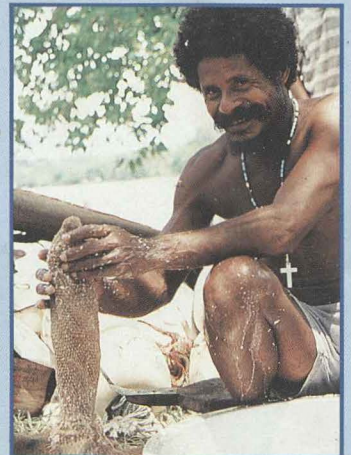
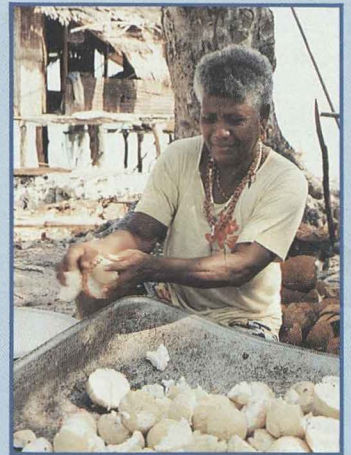
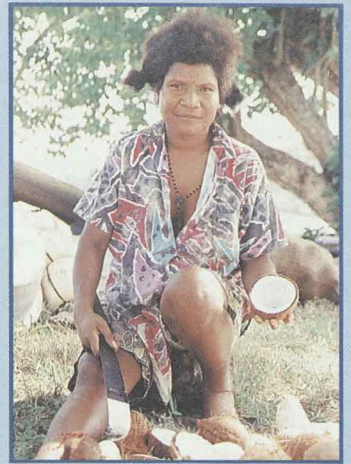


corner of the deck Josepha Manuai, the aging matriarch of the family, sat hunched up next to a flattened metal box that serve as a hearth where water was boiling for a cup of tea - the marine equivalent of meals on wheels! With drums of fresh water, firewood, dried flour, sago and fish stored under the decking, the canoe was a very self sufficient mobile unit.

While on the move there was invariably a trolling line trailing the canoe wake; when anchored for the



Top Arah Sui, an outrigger from Mouklen village, comfortably accommodates a family. **top inset** On-board galley. **lower inset** Wartime Manus Island was the major Allied base in the Pacific Ocean. **left** Manus Airport now at Momote on Los Negros Island.



night, bottom fishing lines dropped from all sides. So there was never any shortage of fish; in deeper water special lures were used to attract more elusive species such as tuna.

If it cannot be consumed or bartered immediately, fish is filleted and dried to hardness over the fire. Such smoke-dried fish, clam shell and squid, keep for a long time for trade, later reconstitution with boiling water, or eaten as is — a delicious sort of smoky marine jerky!

For the Titans of Manus, the canoe is an essential part of life. Their self sufficiency and mastery of ocean navigation meant that relatively long journeys could be undertaken. As such they may have been among the first indigenous Asians to venture into the open Pacific to settle their islands and travel even further afield.

These journeys may have been important components in early wide ranging Melanesian trading networks that saw obsidian blades and lapita pottery from Papua New Guinea found

as far away as Vanuatu and Fiji.

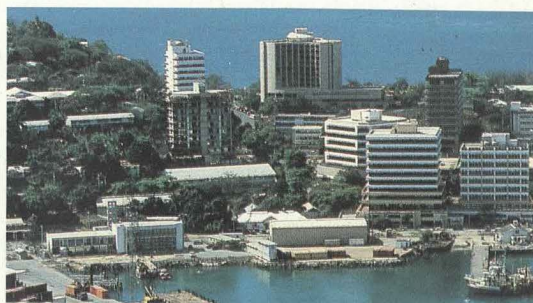
In terms of population, Manus Province, with about 35,000 inhabitants, is the smallest in the country. Due to limited employment opportunities in their home province there are many educated Manusians to be found elsewhere in the country in the Government and the private sector.

Top left Manus Provincial Government vessel, MV Tawi, serves farflung islands of the province. **above** Fish trap gets finishing touches. **right from top** Processing coconuts into cooking oil, Mouklen village.

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