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Once again Paradise gives you a glimpse of the huge variety of attractions in our country for tourism – both for visitors from overseas and for everyone living here.

For divers, a trip from Kavieng in New Ireland to Kimbe in West New Britain will offer some of the best diving in the world. The clear blue water hosts a wondrous volume of exotic marine creatures and plants.

Go to Balek Wildlife Natural Habitat just out of Madang to see unspoiled forest and turtles, eels, crickets, butterflies, orchids, wild flowers and a cave with a secret inside.

Wewak, the capital of East Sepik Province is a great place for beachcombers, collectors of tribal art and for amateur war historians.

Any visitor to Port Moresby, Lae or Rabaul-Kokopo will find the war cemeteries fascinating to visit – I wonder how many residents of these areas have actually visited these interesting historical sites?

Agriculture and industry also feature in this issue – the new rage crop, vanilla; grassroots farmers in Madang, Tambil and Goroka; and the amazing story of airlifting 200 tonnes of plant and equipment from Port Moresby to the oilfields in Moro.

Take a holiday, and enjoy your Air Niugini flight en route!

Hon Vincent Auali, MP
Minister for Privatisation
& Corporate Affairs

Cover: A magnificent tree outside the Kokopo War Cemetery
Photograph: Mahendra Blackman





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Kavieng to Kimbe Bay

World class diving

Story and photographs
by Darryl Leniuk



The massive school of jacks moved along the reef top, out into the blue water then back towards me. Their steely bodies packed so tightly they seemed an impenetrable fortress of fish. They eclipsed the sun as they passed over me, creating huge dark shadows on the reef. Their movements were mesmerising.

Suddenly there was a thunderous explosion — the shockwave shook my whole body. The jacks were now less than a metre from my face. Instinctively, I dived into the reef for protection. Looking up, I saw two big, grey, reef sharks (*photo below*) — they had charged the jacks causing them to dive towards me. My right hand began to burn. In my panic, I had grabbed a rock covered in corallimorpharian — a painful stinging coral.

Above: Restorf Island, Kimbe Bay

Right: School of barracuda





I was diving on Lama Shoal, an open reef situated between the islands of New Ireland and New Britain. Four days before we had left Kavieng aboard the *MV FeBrina* for a 10-day live-aboard journey to Kimbe Bay.

Near Kavieng we made several excellent drift dives along walls covered in huge fans and black coral trees. At one of the sites we found the elusive pygmy seahorse (*photo above*). This tiny creature — barely larger than a grain of rice — was so well camouflaged on the fan, I'm amazed it was ever discovered.

On the third day, as we were about to leave Kavieng for the journey south, several local women in outrigger canoes paddled out to the boat. One lady had a young child with curly blonde hair. In this part of the country some children have blonde hair; as they grow older, their hair darkens. Their canoes were loaded with bananas, papayas, grapefruit and fresh fish. The women bartered with our crew in Tok Pisin, and a trade was made: their fruits for rice, canned meat and powdered milk. According to Captain Alan Raabe, much of the food for each trip comes from local villages. In return, the locals get supplies they are otherwise unable to attain.

A system of 'reef fees' also benefits the landowners. For every dive made on a trip, a few kina per diver goes into a special fund. This money goes to building schools, clinics and clean drinking water facilities in the villages.

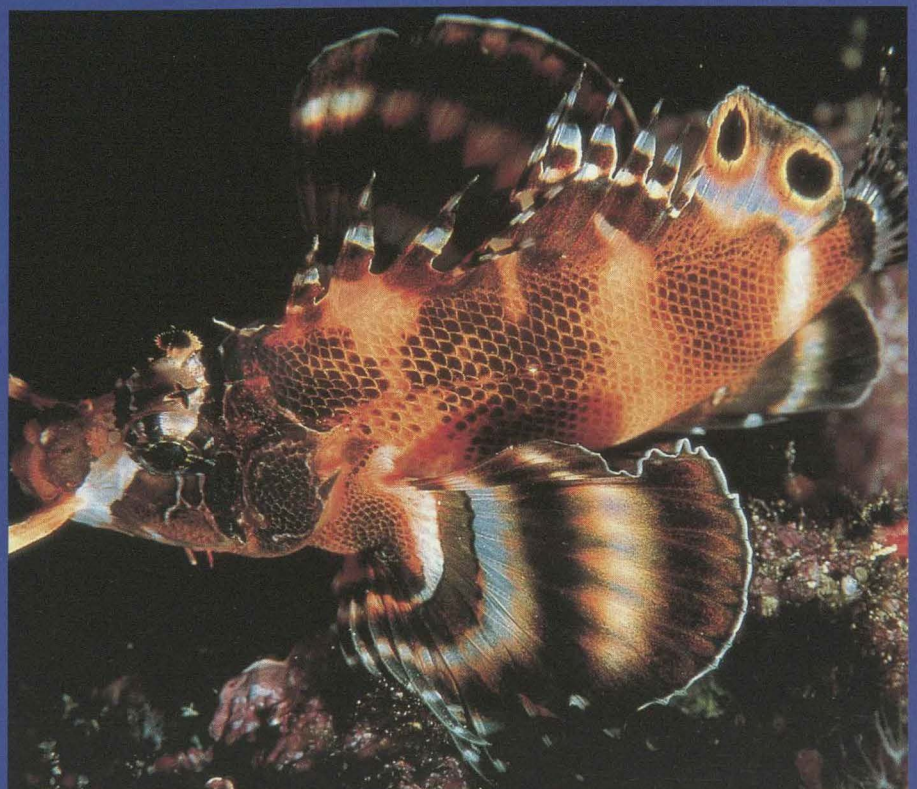
That night, as we steamed south to the Witu Islands, lightening storms silhouetted cones of active volcanoes on New Britain Island. In 1994, the town of Rabaul in East New Britain was leveled by an eruption.

In the morning we dived at Dicky's Place, a black sand bay under a canopy of green jungle and volcanic cliffs on the southwest side of Garove Island, the largest of the Witu Group. Beneath the surface, a small reef gave way to a sloping sandy bottom. Nelson Lisian, our divemaster on the *FeBrina*, led us to several of the cryptic creatures at this site — twin-spotted gobies, pipefish, mantis shrimp, seahorses, panda anemone fish and unusual nudibranchs. His ability to find these animals was uncanny.

Dicky's is a classic 'muck dive.' Unlike coral reefs, these sites are not pretty — patches of rubble, shallow sandy bottoms and eelgrass beds are the norm. The first time I dived one, I thought I was in the wrong spot. 'You have to really explain it to people', says Captain Raabe. 'Once people understand what they're doing, they usually really enjoy this type of diving — this is where you see the rare and the ugly.'

For those with great observational skills — or a great divemaster — these dives are pure treasure hunts. The rewards are those creatures that are never seen on coral reefs. Muck diving was pioneered in Papua New Guinea in the late 1980s. Since then, many new species have been discovered at places like Dicky's.

Twinspot lionfish (Dendrochirus biocellatus)



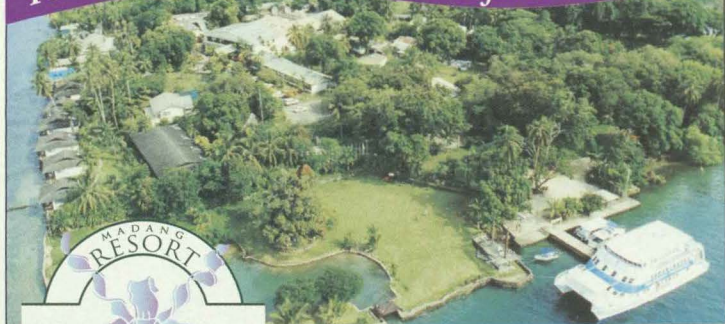


That afternoon, my hand still burning, we dived inside a volcano. It was raining lightly as we entered the caldera of Garove Island (*photo above*), a large bay several kilometers across. On all sides were low forest covered mountains, the crater rims of this ancient volcano. Pockets of mist clung to the dense foliage and the calm turbid water resembled a sheet of jade. It was another muck dive. Here we found several blue ribbon eels and another mantis shrimp in the volcanic sand.

From the Witu Islands, we headed east to the Father's Reefs. Unlike Garove, which is still an island, the caldera that forms Father is completely submerged. The dive sites are along the top of the crater's rim. For the next three days we dived in some of the bluest water I've ever seen. Each reef had resident schools of barracuda and jacks. Big dogtooth tuna and silvertip sharks patrolled along the drop-offs. At one site, a massive school of barracuda was beginning to 'ball' just out from the reef top. I swam underneath. From my viewpoint below, the silhouettes of the barracuda appeared to fly across the white puffy clouds above.

From Father's Reefs, we headed into Kimbe Bay, for the final diving of the trip. Kimbe's reefs were spectacular. Schools of anthias darted in and out of the coral as pyramid butterfly fish and batfish schooled above massive gorgonian fans. One survey found an incredible 860 species of fish including three undescribed species, and 350 species of hard coral in Kimbe Bay.

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Close to shore, in a shallow sandy bay we dived the wreck of a Japanese Zero fighter (*photo below*). The plane, which sat upright on the bottom, had a ghostly appearance in the murky water. The propeller, now covered in coral, thrust out of the sand. The tail was disintegrated, but the wings and fuselage were intact. In the cockpit, the glass gauges could still be read. A small rusted oxygen cylinder was mounted behind the seat.

Given its condition, this was a controlled water landing. On Christmas Day 1943, the American First Marine Division attempted to rout the Japanese from Cape Gloucester in West New Britain. It's likely that this plane went down in that battle. Locals discovered the Zero in January 2000. Two to three new wrecks are discovered each year in Papua New Guinea.

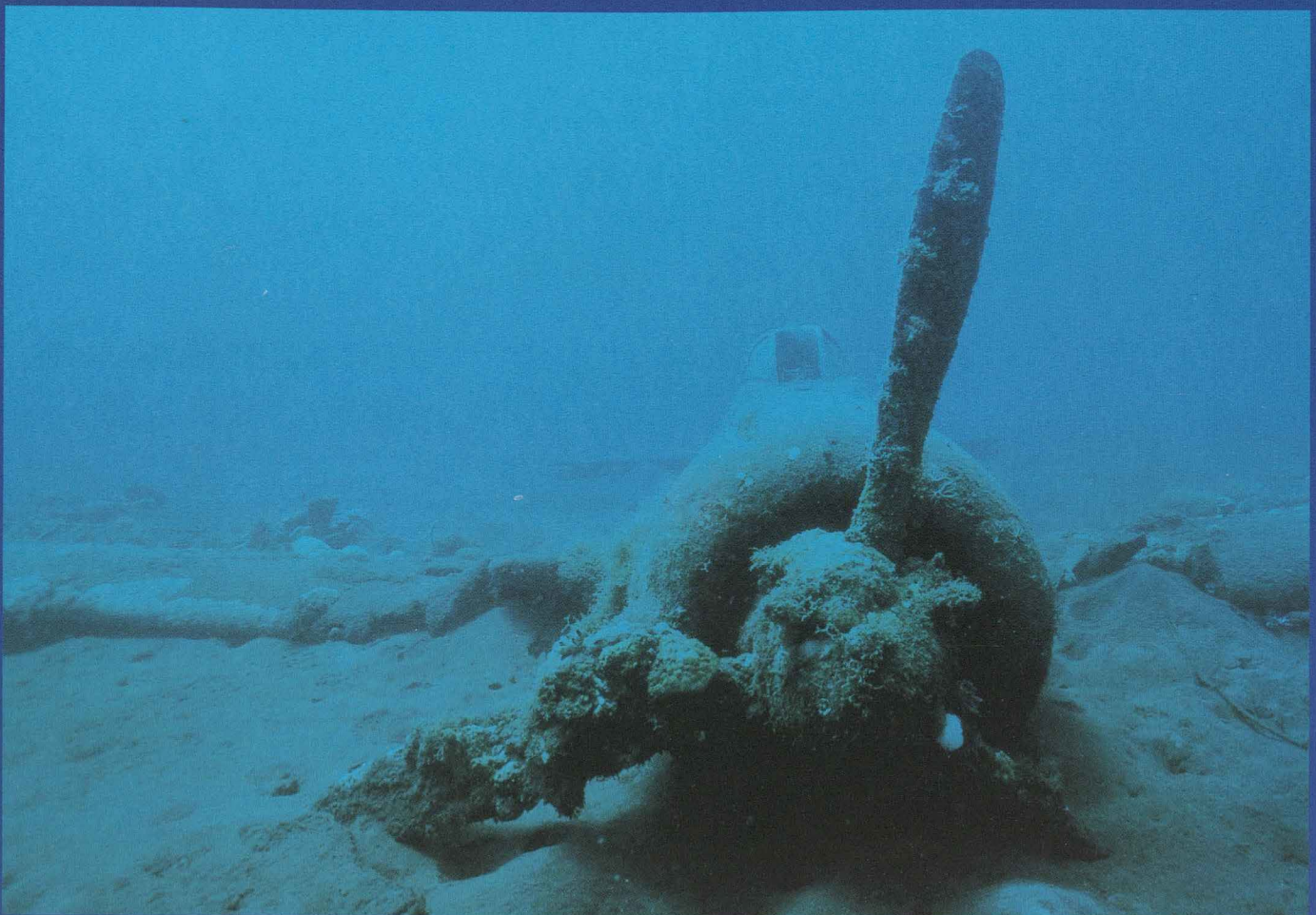
On the final night of the trip, we went ashore to Walindi Plantation. The workers there put on a surprise *singsing* for us. Dressed in traditional costumes, their bodies painted and glistening, they danced and sang in the humid night air. Their chanting had a peaceful, hypnotic rhythm. It was the perfect ending.

For further information:

<http://www.Febrina.com>; alan@Febrina.com



Diver holding a loggerhead turtle



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DHC-8-202 Bombardier Canada	22.25	25.89	2 Pratt & Whitney PW123D	550	7,600	36 pax + bags + 331kg cargo	1,700

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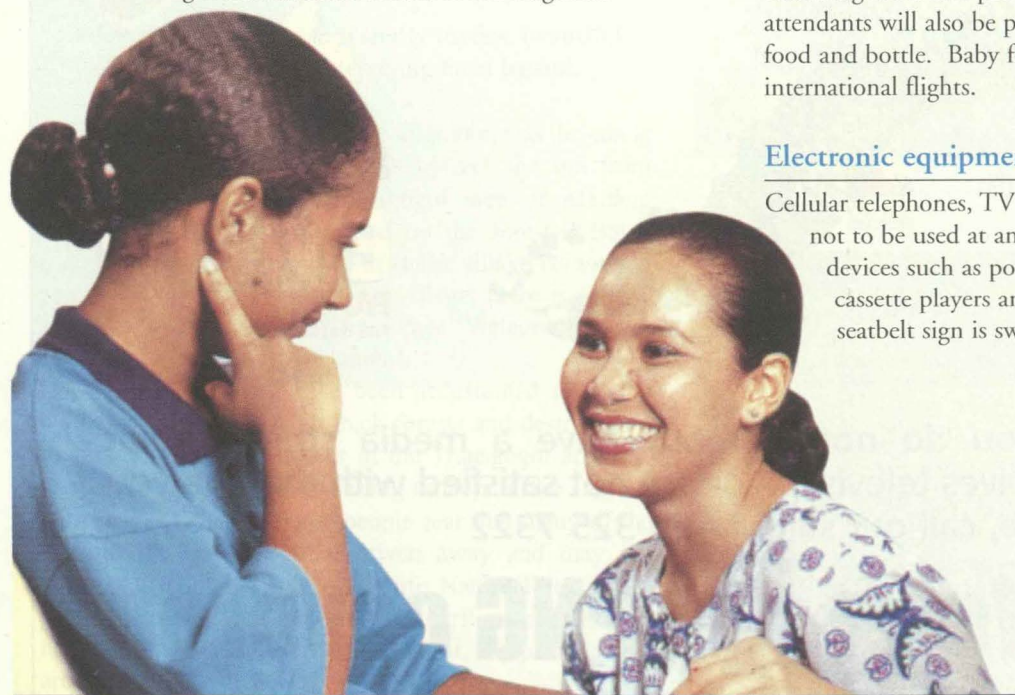
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It's only natural!

Peter Maime discovers a small-scale tourism project that could become a natural choice for visitors.

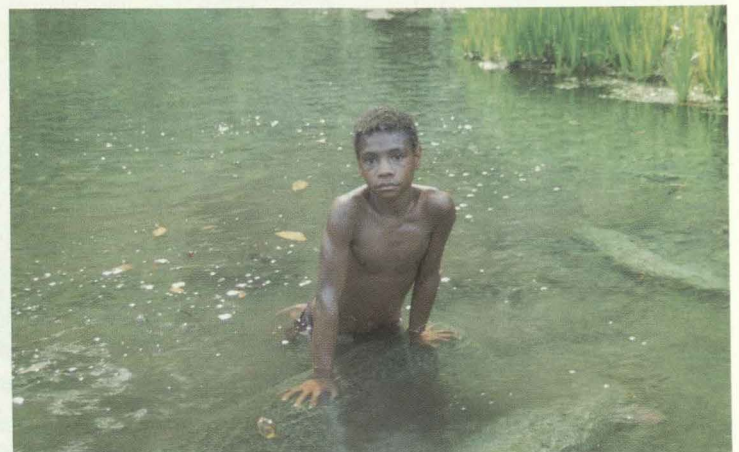
Balek village is home to friendly turtles, beautiful butterflies and an interesting local legend.

It is about three o'clock in the afternoon and the sun is lazily heading west, but you can not see the sun from Balek, a village in the Transgogol area of Madang Province. The sun is shielded by the forested Balek Range, so anyone who stands in Balek village is dwarfed by the range. Just opposite the village, there is a huge signboard proclaiming that the village 'Welcomes you to the Balek Wildlife Nature Habitat'.

People in this area have been accustomed to seeing bulldozers roaring through thick forests and destroying a multitude of wildlife homes in the Transgogol area. A logging company has been felling timbers in the area for more than 25 years. Some people fear that many of the wildlife species have been driven away and may not return. In contrast, Balek Wildlife Nature Habitat is a place that turtles, eels, crickets, butterflies and fish call home. They have the freedom to eat, sleep and move around as if no one is watching them.



Photographs by Peter Maime



Mrs Momois Gutu, daughter-in-law of Wagum Tegil, is washing her dishes at the creek. Mr Tegil is the man in charge of the wildlife habitat. A medium sized eel, in search for scraps of food, swims to Mrs Gutu's washing spot.

She speaks as she is splashing water on the dishes, *Ol i no save pret. Ol i save painim pipia kaikai. Mipela i no save kilim ol. Mipela i save larim ol i raun.* (They do not fear. They normally come and find scraps of food. We do not kill them. We allow them to move around.)

The habitat that Mrs Gutu guides us around is like a small park, lush and peaceful. Two streams run through it before joining together. One is a fresh water stream and the other a sulphur stream. We walk on to the source of the sulphur stream and discover it gushes out of a cave.

This cave, explains Mrs Gutu, has its own traditional significance. It is the home of the 'boss', as Mrs Gutu puts it, referring to a huge snake that is said to live there. She said the cave is not very deep, but the mouth of the cave is small so only slim people can fit inside. Mrs Gutu says the last person to go into the cave was a Japanese tourist. But, she said, before anyone goes into the cave, they must inform the 'boss'. Otherwise they will not be let in.

She explains, *Snek em i stap long dua. Em i no inap kaikaim yupela. Yu i no inap lukim em. Toksave pastaim na go insait. Yu no toksave, em i no inap givim we long yu.* (The snake is at the entrance of the cave. It will not eat you. You will not see it. Inform the snake before you enter the cave. If you do not inform the snake, it will block your way.)

Beneath the mouth of the cave, at the source of the sulphur spring, eight turtles swim round and round. Nature may have not fed them recently. When ripe bananas are mashed and thrown to them, they rush; a few minutes later there is no sign of the bananas.

Biologists would be curious to find out about the lives of these creatures at the Balek Wildlife Nature Habitat. While turtles can make their homes in the sulphur spring, fish stay away from it. You can see this clearly where the fresh water and sulphur streams meet. Where the two waters join, the fish keep their distance from the sulphur stream side.

On the banks of the Balek Creek, breadfruit trees, coconut and palm trees and other bush shrubs are neatly lined, sourcing their life from the waters. There is also a variety of other trees, flowers, orchids and bush plants — some labelled with their scientific name, common name, local name and the uses of the plant or tree.

At the foot of one of the larger trees is a fake 'grave', which was built by a film crew in 1993, but looks realistic enough. This evocative spot featured as the last resting place for Man Friday in the movie *Robinson Crusoe*, which was filmed around Madang.

After being in the habitat area for some time, you notice a sense of quietness. Leaves are swaying in the slight breeze and crickets provide the background music. It's not a large area, but this beautiful spot offers a brief respite from everyday life. In a small way, the habitat also offers an alternative to an area that has experienced destruction to its rainforest and wildlife.

When in Madang put Balek Wildlife Nature Habitat on your list as one of the places to visit.

The habitat is about 20 minutes drive from Madang town and can be found on the left side of the Madang-Ramu Highway, as you travel towards Lae. The signboard is on your right.

A fee of K2 per visitor is charged.

For more information contact: Madang Cultural and Visitors Bureau, Phone 8523320; Fax 8523540.

Oina Bultin, father of Balek Wildlife Habitat (left) with local visitors.



Hope of Living

Sitting on my platform
in front of my house
I tend to question myself ...
Where am I heading to?
Do I have a hope of living?

All sorts of negative thoughts
crowd my mind
giving my eyes a hazy view.
But down within me, there seems to be
a little flame burning
encouraging and urging me
to carry on with my life.

I strive and persevere,
struggling to be recognised and accepted
as a productive citizen.
I look at this life as an opportunity,
an opportunity to leave the world
a better place than when I came into it.
AIDS is not going to steal that opportunity
away from me.

That's what gives me the courage to go on.
I am living my life positively,
And I will continue to contribute my bit
in this struggle against AIDS
that is my hope of living.



My Home PNG

I look all around me in wonder.
I gaze at the beauty of the flowers.
I look lovingly at the blue sparkling ocean.
I watch lazily at the blue clear sky.
And I hear my tribesmen calling to each other
In the quietness.

My home PNG, how I love you.
You are the land of the unexpected.
You are rich in your natural resources.

How come you got yourself mixed up in this
situation?
How did you come to allow this disease,
AIDS into your boundary?
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Or did you buy it overseas?

My home PNG
wake up from your sleep
and let's stop this disease.

From the green mountains to the
blue ocean, let's move
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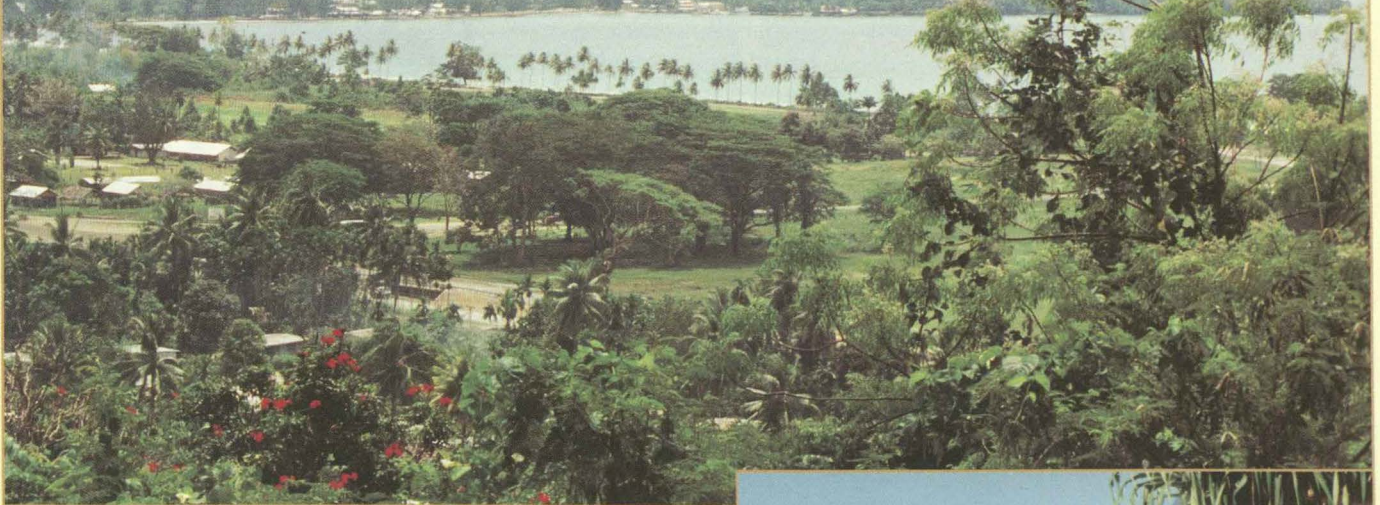
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The whirlwind tour ... continues

Story and photographs
by Mahendra Blackman



Week two and we arrived at Wewak, capital of the mystical East Sepik Province.

After the usual collection of luggage and signing up a hire care for my transport, I was prepared for a drive to the hotel, but guess what? Out of the carpark, cross the road, and I was in the Airport Lodge.

Within minutes I had my gear in the room and my butt in a very comfortable chair at the International Bar, being spoilt by my hostess Margaret (*photo below*). This lady had so many interesting stories to tell that I was still there after a scrumptious dinner, well into the night.

Margaret came to Papua New Guinea in 1969 and took over the lodge in 1993. Nine staff from all around the country (*some in photo on right*) run the ten-roomed Lodge, which has an excellent restaurant, a conference room catering to the needs of groups such as Rotary and the Chamber of Commerce, and a monthly Theme Night.

Breakfast was served on the beach decking surrounded by an aquamarine sea, tropical island views, balmy breezes and soft sunlight. I was at peace with the world, interrupted only by the singing of birds. I kept asking myself, 'How is it possible for this tour to keep getting better and better?'



Margaret volunteered as our guide so we could visit as many places as possible in one day.

First we toured the town, noting the courthouse shaped like a Haus Tambaran and the numerous churches. Passing the old army hospital, which is now New Wewak Hotel, we visited the Anzac Memorial (*photo top right*), the grave of Henry Dunman, a pioneer and explorer (*photo middle right*), and the beautifully maintained Japanese Peace Park.

After Wewak Hill renowned for its honeycomb of tunnels and bunkers, we drove to Boys Town where there is an impressive memorial (*photo below*) — the words on a simple plaque written in both English and Japanese say it all: *In memory of the brave soldiers who paid the supreme sacrifice for their countries Japan, Australia, America and New Guinea during World War 2 from 1941-1945. We sincerely hope that our men will never again engage in war but that a deep spirit of friendship may exist between all.*

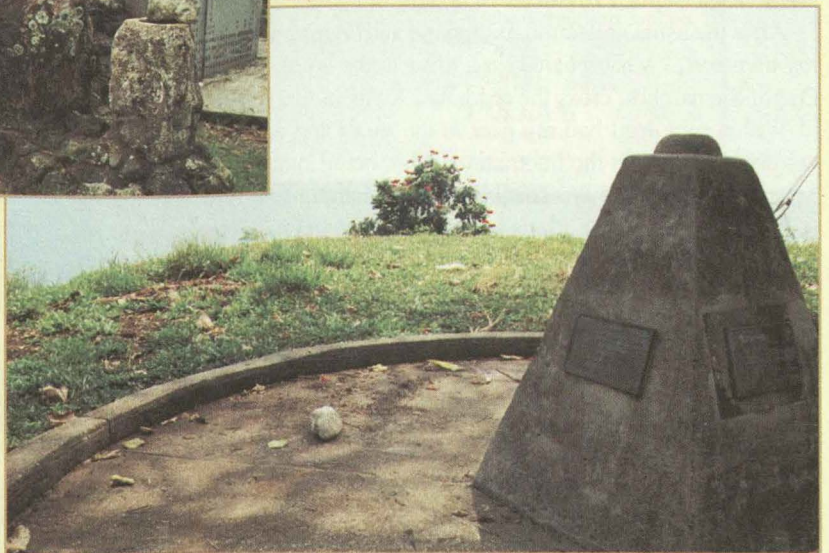


I was compelled to visit Cape Wom Memorial Park where at 10.15am on 13 September 1945, Lt Gen Hatazo Adchi the commanding officer of the Japanese Army in Papua New Guinea surrendered unconditionally in the presence of over 3,000 troops to Maj Gen HCW Robertson CBE DSO Australian Army. This site is now a memorial (*photos on next page*). Although somewhat unkept, it still stirs the emotions.

I don't have any first hand knowledge about the years 1941 to 1945. But since I started this three-week tour, I became very interested and have researched that period, giving me an insight into the horrors which all parties had to endure — a time that brought out the best and worst in mankind. I now can appreciate the memorials, which not only honour our fallen, but also help to remind us not to let this happen again.

Throughout Wewak there is a large drainage project underway, funded by South Korea. It isn't finished yet but already has prevented a lot of flooding.

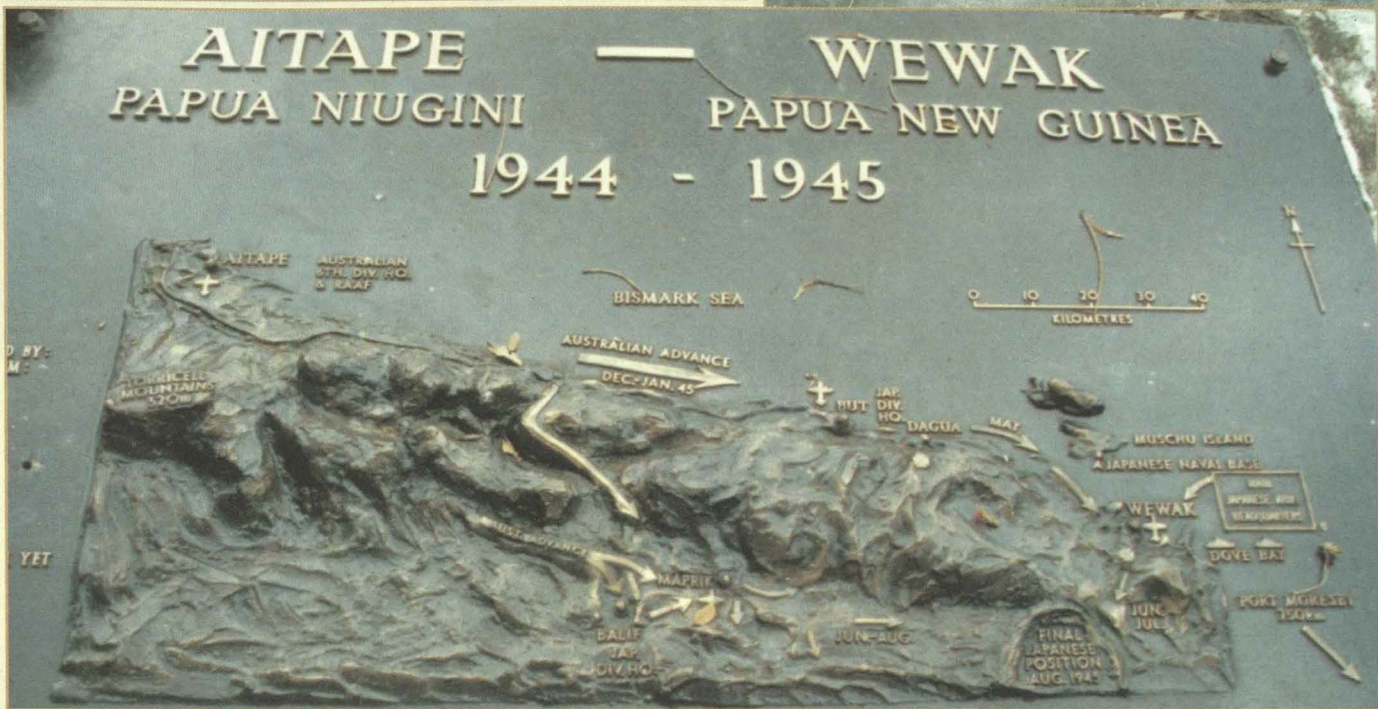

I learnt that Wewak now produces coffee, copra, cocoa and vanilla, as well as exporting rosewood, kwila and walnut timber. Another interesting industry is producing mattresses from the fibre of the coconut. This factory makes its own charcoal fuel from the coconut shells.



For efficiency, this bridge was built, then the river diverted from its usual bed to flow under the bridge.



ON THIS SPOT
 AT 10.45 HRS ON 10TH SEPTEMBER 1945
 IN THE PRESENCE OF A PARADE OF OVER 8000 TROOPS COMPRISING
 DETACHMENTS FROM THE ROYAL AUSTRALIAN NAVY, EVERY UNIT OF
 THE 6TH AUSTRALIAN DIVISION, 8TH AUSTRALIAN INFANTRY BRIGADE,
 6888 AUSTRALIAN CENTRAL Postal Directory AREA, 2ND NEW GUINEA INFANTRY BATTALION
 AND 82ND THE ROYAL AUSTRALIAN AIR FORCE:-
 LT-GEN KATAZO ADACHI, 8000TH JAPANESE ARMY
 SURRENDERED HIS SWORD TO
 MAJ-GEN H.C.M. ROBERTSON, C.B.E., D.S.O.
 C.O. 8TH AUSTRALIAN DIVISION
 AND SIGNED A DOCUMENT OF UNCONDITIONAL SURRENDER
 OF HIS ARMY AND OF THE JAPANESE NAVAL FORCES UNDER
 THE COMMAND OF REAR-ADMIRAL SAITO.
 SENIOR JAP. REPRESENTATIVE PRES. 2ND LT. CHRY. P. HARRIS
 SENIOR NAVAL REPRESENTATIVE PRES. LT. COL. G. J. WOODS





FOR VALOUR

SINCE THE VICTORIA CROSS WAS INSTITUTED BY QUEEN VICTORIA IN 1856, 96 AUSTRALIANS HAVE RECEIVED THE DECORATION. IT IS THE HIGHEST MILITARY AWARD FOR COURAGE IN THE FACE OF THE ENEMY THAT CAN BE BESTOWED.

SIX CROSSES WERE AWARDED IN THE BOER WAR (1899-1902), 66 IN THE FIRST WORLD WAR (1914-1919), 20 IN THE SECOND WORLD WAR (1939-1945) AND 4 IN THE VIETNAM WAR (1965-1975). ALMOST 30% OF RECIPIENTS DIED AS A CONSEQUENCE OF THE ACTION THAT RESULTED IN THEIR AWARD.

ALL THE MEN WHO HAVE BEEN AWARDED THE VICTORIA CROSS DISPLAYED EXTRAORDINARY COURAGE, SELF-SACRIFICE AND DEVOTION TO DUTY IN THE FACE OF THE ENEMY.



PRIVATE EDWARD KENNA, V.C.
 2/4 AUSTRALIAN INFANTRY BATTALION, A.I.F.
 WIRUI MISSION HILL, WEWAK, PAPUA NEW GUINEA

ON THIS HILL ON 15 MAY, 1945 EDWARD KENNA SINGLEHANDEDLY ENGAGED AND OVERCAME TWO JAPANESE MACHINE GUN POSTS THAT WERE IMPEDING THE AUSTRALIAN ADVANCE. HIS LONE ACTION SAVED THE LIVES OF MANY OF HIS COMRADES AND HELPED SECURE A VITAL HILL ABOVE WEWAK AIRFIELD.

FOR THIS OUTSTANDING BRAVERY, HE WAS AWARDED AUSTRALIA'S HIGHEST MILITARY HONOUR - THE VICTORIA CROSS.

LONG DISPELA HAP LONG 15 DEI BILONG MUN MAY 1945,
 EDWARD KENNA EM WANPELA 1945,
 BURUKIM TUPELA MASINGUN BILONG YET I BIN PAET NA
 BIKPELA STPELA MASINGUN BILONG SIAPAN, DISPELA
 WANLAEN STRONG BILONG PAET I SEVIM PLANTI OL
 LONG KISIM BEK MAUTEN ANTAP LONG WEWAK PLES
 BALUS.
 LONG LUKSAVE LONG DISPELA; OL I GIVIM EM BIKPELA
 MEDAL BILONG WAR LONG AUSTRALIA. OL I LOLIM
 VICTORIA CROSS.

During our day's tour I had the pleasure of being introduced to Jeffrey Liversidge, and watched him demonstrate his skills. This person is a character for a movie. In the 1960s he was a crocodile hunter in the Ramu River, exporting the skins, earning enough to feed and educate his 12 children and two wives. Now he is a highly talented carver of crocodile teeth, pig tusks, black ebony and shells producing exquisite jewellery — necklaces, armbands, combs and rings (*photo below*). Like most fathers he is passing his skills down to his children, especially Jeffrey Junior (*photo below*).



Later I had the privilege to be the guest of Laura Josephine Martin (*photo above*) — Mama bilong Sepik, a truly remarkable woman! A citizen of Papua New Guinea, she came to this province in 1949 for a holiday and stayed. A very active member of the community, she is on management boards and supports numerous organisations. She is the Chairwoman of the Hospital Board and Passam National High School, as well as being bookkeeper for three large companies. Her other company interests include transport, sawmills, poultry and building roads and airstrips. Laura was an elected politician in provincial and local government. She is in demand for speeches and writing for the local paper.

A collector of artefacts and bilums, she has knowledge of each village's unique traditional style. Her home has one of the finest private collections I have ever come across, and she has a complete knowledge of each item. I can't figure out how one person can have the energy to do all this. I wanted to stay much longer so I could learn more about the country and its art, but time wouldn't permit.

On the way back to the airport I took the time to quickly explore the Windjammer Hotel. From the front it is a giant crocodile basking in the sun on the beach. Inside was very inviting with friendly staff, dining areas, bars and a wonderful collection of carvings and artefacts (*photo below*).



The same as everywhere else I have been, there was only enough time to get a taste of Wewak, developing a desire to return and experience everything.

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Big Bird lays eggs at Lake Kutubu

Story and photographs
by John Brooksbank



The big bird lands on the limestone surface of the Moro airstrip on the shores of Lake Kutubu.

Like a pregnant goose, the Lynden Air Cargo C-130 slowly settles from the sky. The civilian version of the famous Hercules military transport skims the lake-edge mangroves and touches down in a spray of water and limestone chips at the end of the airstrip.

Once on the ground, the huge craft seems to rush down the strip towards me in a cacophony of noise as its four huge Allison turboprop engines are thrown into reverse pitch to assist in braking. The C-130, with its 40 metre wingspan dwarfs all other helicopters and aircraft at Moro, including an Airlines of PNG Dash-8 that seems almost a model plane beside the bulk of the 'Herc', as it is affectionately known.

Chevron Niugini Limited has leased the massive plane from North American bulk transport specialists to move more than 200 tonnes of large and sometimes delicate plant from Port Moresby to its Southern Highlands field base. The company needs the equipment to fully develop the Moran oil reserves to make up for the declining production from wells in the neighbouring Agogo, Iagifu and Hedinia oil fields. There is insufficient capacity at the Agogo Processing Facility to compress the gas produced with Moran oil so production levels have been limited, or as the oilfield people say 'gas constrained'. To extract the full benefits of the Moran oil field there have to be oil production wells and wells to re-inject gas underground (3,000 metres down) where it maintains reservoir pressure — so as much oil as possible can flow.

The gas compressors are huge machines. The associated Honeywell control buildings are also bulky units. With the present state of disrepair of the Highlands Highway there was unfortunately no way that such equipment would have survived a road journey from Lae to Lake Kutubu in one piece. With a delivery time of over a year there had to be no margin for error in moving the plant from overseas factory to site in Papua New Guinea.

Just securing the plane was an administrative nightmare for Chevron Niugini since almost all of the large transport planes anywhere in the world had been commandeered by the US Army and various aid agencies to shuttle food and other materials into war-torn Afghanistan.

The seven days of Herc shuttles between Port Moresby were the culmination of over a year of careful planning. All the equipment being moved had to be specifically manufactured by specialist United States companies — such as control systems by Honeywell and gas compressors & turbines by Solar Industries. After manufacturing, the machinery had to be assembled in packages that were the correct weight and size to fit into the Hercules. After shipping from the US West Coast to Port Moresby the valuable loads were trucked from the wharf to the tarmac at Jackson's airport.

The manufacturers were so exact in their preparations that on certain loads the outer plywood boxing had swelled slightly and had to be removed in order to provide a clearance of just two cms between either side of the load and the interior walls of the huge craft! Loading at Jackson's Airport required the cooperation of all agencies and contractors involved — AFL Projects and Logistics, Adagold, TNT Air Cargo, Kutubu Transport, Air Niugini and the PNG Civil Aviation Authority.

Despite adverse weather conditions in the Highlands, the Herc and loading crews achieved two shipments a day. In order to meet the tight schedule everything had to run perfectly on the ground at both Moresby and Moro. Also, at a rate of almost US\$700,000 per day no one could afford to have the plane sitting around unproductively.

With such huge loads, just getting them into the cavernous cargo hold of the Herc was no simple task. Equipment was placed on large skids which were then slid off the back of low loader trucks and carefully winched onto rollers on the base of the plane's cargo hold.

The huge loads seem to fill the whole of the cargo bay of the plane.



Easy to say, but with large and heavy loads this was a precision exercise. As shipments were gradually dragged into the belly of the plane, they were watched every moment by the loadmasters. If anything was even slightly out of line a forklift was brought alongside to gently nudge the skid in the appropriate direction. An instruction shouted by the American loadmaster was instantly translated into Motu to ensure the forklift operator understood absolutely what was required.

Once inside and positioned within the fuselage so as to have least effect on the trim of the plane once in flight, the loads were strapped down to the floor with webbing and chains — with something so large any significant movement during flight could spell disaster.

One and half hours out of Jackson's Airport the Herc is 300 kilometres away, dropping through the clouds over Lake Kutubu in the Southern Highlands to line up for a landing at the Moro strip. Here the loading process is reversed with loads being winched from the plane onto a low loader. From afar the workers swarming around the plane resembled flies buzzing about a rubbish bin.

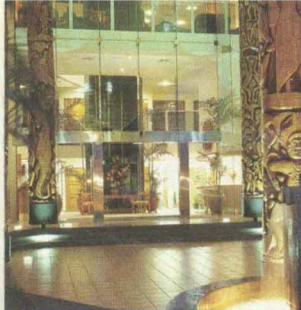
As the loads slowly emerged from the rear end of the Hercules it was almost as if the big bird was laying eggs or somehow giving birth.

Before being trucked up to their final destination at the Agogo Processing Facility in the valley below the Moran Ridge, the loads were separated from their skids with a crane so the skids could be returned to Port Moresby, ready for the next load.

The crew of the C-130 — two pilots, a flight engineer, and four loadmasters — flew eleven trips in just seven days. They and the all important ground crews moved 200 tonnes of equipment worth more than 35 million Kina from the tarmac at Jackson's to the limestone surfaced lay-down area of the Moro airport at Lake Kutubu without any accident, damage or injury. This was a remarkable achievement, testament to careful planning and the safety culture of Chevron Niugini and all other companies that cooperated on this task.

Work over, the Herc crew took a day off to go reef fishing off Port Moresby, before heading back to their home base in Anchorage, Alaska where the climate is distinctly less tropical!





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bamboo/ 11/01



BOOK REVIEW — Tales of Papua New Guinea

Book review by Eric Lindgren

TALES OF PAPUA NEW GUINEA INSIGHTS, EXPERIENCES, REMINISCENCES

EDITED BY
Stuart Inder

RETIRED OFFICERS' ASSOCIATION OF PAPUA NEW GUINEA INC.

Papua New Guinea is often described as 'The Land of the Unexpected'. For those who have lived there, and experienced the magic of the country, this is no superlative. It really describes the experience of a place that is different.

Stuart Inder, editor of Pacific Islands Monthly magazine for many years, has joined with the Retired Officers' Association of Papua New Guinea Inc (ROAPNG) to produce this book of memories, stories, recollections, mainly from people who devoted the better part of their working lives to PNG.

The Retired Officers' Association of PNG was formed in 1951 to look after the retirement benefits of those whose career was spent in Papua New Guinea. That they took their hearts with them is reflected in this book. *Tales of Papua New Guinea* is just that — their tales, in the true sense of the word, gathered from experiences that many just would not believe. Unexpected!

The book is divided into three main sections, The Time Before (B4s), The War Time (Services) and The Time After (Kiaps and others). Among the B4s Alison White tells of her experiences as a child growing up in Kerema in 1923. When her mother innocently said she wished to see the crocodile that had eaten a man she was also shown the half-torso of the man! There are 14 such tales in this section, from names many will recognise — David Marsh, Roma Bates, James Sinclair and others. From a time when expats could be numbered in the hundreds, these are truly stories of a time almost forgotten.


Next, the event that catapulted Papua New Guinea into the modern world, World War 2 brought an invasion of well over a million foreigners. Men, passing through and parading over a six-year period from the garrisons of 1940 to the clean-ups of the mid forties. Here we find 15 tales from David Hand, James Griffin, Pat Johnson — 'The Evacuation of Edie Creek', 'Jack Read, Coast Watcher'. More tell of the upheaval to lives, both white and black, which followed war.

Post-war saw Australia commence taking its colonial responsibilities seriously. There began an influx of people and materials that started the country on the way to self-sufficiency. Thirty stories — Robert Cole, Nancy Johnston, Chips Mackellar — tell of the period building the nation and preparing it for Independence. There are tales of 'First Contact', 'The Life and Death of a Cabbage', and of kiap patrols into restricted areas in the highlands.

Supplementing these historical recollections are a number of stories from modern times. Kiap Alex Zweck revisits Papua New Guinea in 1994; Pat Hopper tells of the Burns Philp 'garage sale' in 1998, Mat Cohen recounts a visit to then-erupting Rabaul in 1994.

Throughout there are phrases which echo the experiences — 'pretty hair-raising stuff'; 'Trobriands so idyllic'; 'we survived (without) counselling, common sense prevailed'; 'three weeks married and I'm coping'; 'I was off-loaded' — which many of us shared, and which made the country zing.

It is good to see the inclusion of contemporary Papua New Guinean stories in this book. Kevin Pamba, with his 'Good Old Taim Blong Masta in Madang', takes the honours with the introductory tale.

Overall, a fine and clean book, spoiled only by the quality of some of the photographs. Some are excusable considering their origins; some are not — Bill Peckover's Birds of Paradise lack the magnificence of the originals. But the stories compensate for these minor annoyances. 

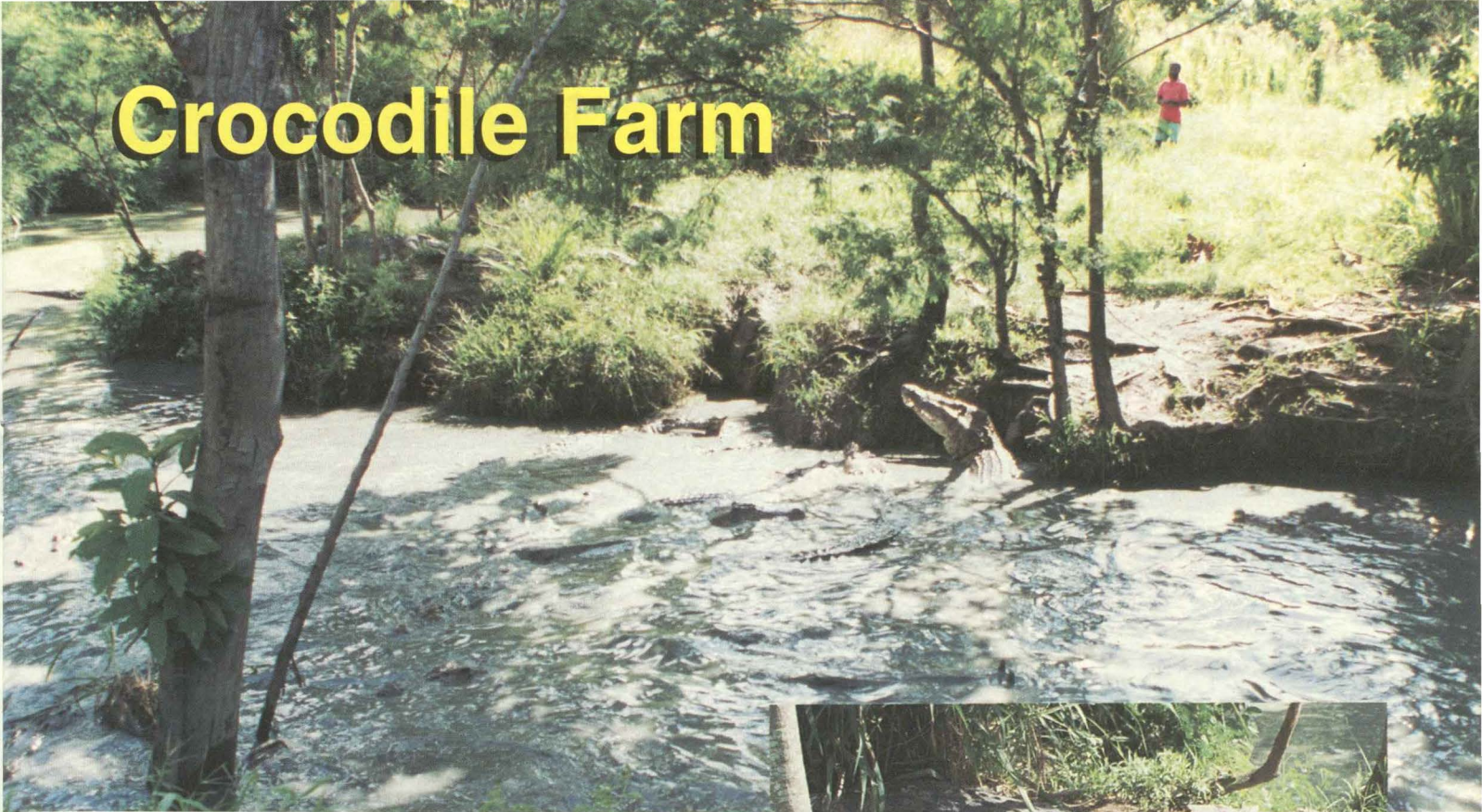
The Retired Officers' Association of Papua New Guinea, Inc is open for membership to all people with an interest in Papua New Guinea, AUD12.00 per calendar year, at the Roseville address. It prints a 32-page quarterly newsletter *Una Voce*, including current news of Papua New Guinea and anecdotes, reminiscences, stories, etc, mainly from people who served in the country at any time past and present. The June 2001 issue of the newsletter includes a 24-page list of members (about 1300 and growing) with contact details.

Tales of Papua New Guinea — Insights, experiences, reminiscences

Edited by Stuart Inder. ISBN 0-9579695-0-3

Published by Retired Officers' Association of Papua New Guinea, Inc. PO Box 452, Roseville, NSW 2069, Australia. AUD37.00 in Australia, AUD42.00 overseas

Crocodile Farm



Mainland Holdings Crocodile Farm has the largest population of saltwater crocodiles in captivity anywhere in the world.

Company buyers regularly charter planes into areas where crocodiles are hunted. This enables people in remote areas to sell their crocodiles without incurring the problems and expense of organising transportation themselves. It also lessens the stress suffered by the crocodiles from the journey and from their introduction into captivity.

Payment to the supplier is made according to the crocodile's total length from the tip of the snout to the end of the tail.

A sustainable management programme has been established whereby people in villages are allowed to trade wild crocodiles whilst having no detrimental effect on the wild crocodile population. The management programme dictates that skins for trade and export must have a belly width measurement of between 18 and 51cm. This protects the younger crocodiles under 18cm, allowing them a greater chance of survival, and those over 51 cm, which are nearing sexual maturity, thereby ensuring a greater chance of natural replenishment. Annual monitoring of the wild population has indicated a stable or slightly increasing crocodile population since 1981.

For small farms or holding pens, location near a river where fish may be caught is sufficient, but often the hunters find it difficult to provide enough food to maintain satisfactory health status for two to three years. This can put the final quality of skin at risk. The largest farms in Papua New Guinea have developed in areas where offal from poultry processing plants is available. Mainland Holdings Crocodile Farm is two kilometres from its sister company Tablebirds. The crocodiles consume two and half tonnes of offal each day.

When the young crocs arrive on the farm they are weighed and measured and their health is carefully evaluated. Both species of crocodile, freshwater and saltwater, are treated similarly. However, on the international market the value of saltwater crocodile skins is almost double that of freshwater species.

One of the consequences of captivity stress of wild crocodiles is failure to eat, so there is a programme of medicinal drenching and force-feeding of all new arrivals. The nutritionally balanced slurry is made of powdered milk, glucose and de-wormer.

Body temperature is also very important. Being cold-blooded, crocodiles do not produce large amounts of internal body heat and rely upon the environment as a source of heat to regulate their body temperature. This in turn affects their appetite, growth and immune system. The target temperature for optimal growth and health is normally 30 to 32°C, so water at this temperature is supplied to the quarantine and hospital pens.


After spending about three months in the quarantine and hospital pens, the young crocodiles are transferred to indoor pens where 'swimming' water is maintained at 31°C and underfloor heating uses 50-60°C reticulated water. When the reptiles reach one kilogram they are transferred either to the concrete block indoor pens or directly to the outdoor pens, depending on stock numbers.




These enclosures can be easily and routinely cleaned. Crocodiles of the same species and same weight are stocked at the correct stocking density and left for a period of between six and nine months before re-sorting or culling takes place. Growth performance and quality of skin depend directly on the stocking density and availability of feed during the period the crocodiles are in these finishing pens.


The Mainland Holdings farm also produces hatchlings derived from its own captive breeding colony. In pens with earth ponds surrounded by natural vegetation, females and males are fed weekly with dead chickens from Tablebirds. The crocodile breeding season is from September through to February/March. As soon as eggs are laid they are harvested and then incubated at 32.4°C. Research shows that incubation temperature determines hatchling sex. It appears that although the incubation temperature varies from 28 to 33°C, males are more likely to be produced between 32 and 33°C. Over recent years, the number of eggs harvested has been increasing steadily, with 60% of the total eggs laid now reaching hatchability.

After the eggs have been hatched, the hatchlings are allowed to stay in the egg trays for one or two nights until they emerge and detach completely from the eggshell. This also allows some drying of the umbilicus.




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Then they are moved to small pens within the incubator for several days. During this time, absorption of the yolk material into the body tissue is usually completed. They are then moved to the environmental pens and food is offered immediately.



Photo Competition

Send a **photograph** on any subject to **Fotofast Photograph Competition, PO Box 1267, Port Moresby**. The photograph should be viewed in portrait shape, like the winning photo on page 55, not in landscape shape like the photograph above this paragraph. A winning photograph will be published in each issue of Paradise. The winner will receive K100 cash from Paradise and a K100 **Fotofast** voucher to be spent at any **Fotofast** outlet in Papua New Guinea. The decision of the judges is final.




Approximately 100 crocodiles are skinned each day over a six to eight week period, several times a year. The skins are salted and graded before being stored at 18°C in a specially designed coolroom, where they are held until they have been inspected by Government officers, and then packed for shipment overseas.

The skinning shed is a government licensed meat works. Each carcass of meat is inspected by a government meat inspector before being deboned, defatted and packed onto either 500g or 1kg trays. The meat is then blast frozen and stored until sold. Most of the meat is exported to Australia.





The two species of skins, which are highly valued in the fashion leather industry are exported mainly to Japan, although significant quantities are also sold to Paris, Singapore and the USA. Because of the high value of saltwater skins on the world market and the good quality of skins that Mainland Holdings farm produces, their products are in high demand internationally. 

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Singapore offers a whole world of shopping in one fabulous city.

CHINA TOWN

In this crowded colourful network of streets & alleyways, Chinese merchants trade traditional delicacies such sea cucumber.

ARAB STREET

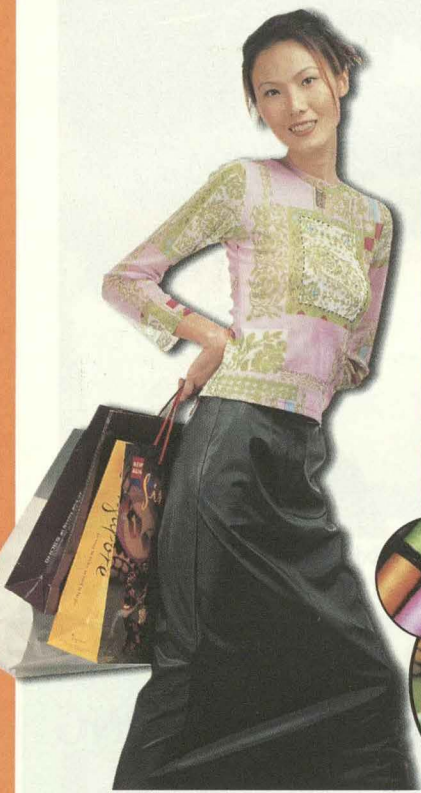
The real glory is the textiles, but you can haggle to your hearts content and come away with delight bargains.

LITTLE INDIA

From handicrafts & Kashmir silk to peacock feathers and flower garlands, Serangoon Rd is where the locals shop.

ORCHARD ROAD

Contemporary shopping complexes captivate visitors for hours with their dazzling international selections, comparable to Fifth Ave & Champs-Elysees.



SHOPPING TIPS

Be firm but polite when haggling on price

Shop around for the best exchange rate

Check that guarantees on electrical equipment covers your country

Always try shoes before you but and don't forget clean socks

Keep your fluids up! Drink plenty of bottled water

Remember that you will be charged for excess baggage on your return

FOOD GLORIOUS FOOD

Singapore is famous for fabulous food. Visitors with a stomach for it can eat all day, enjoying meals from top class hotels or even from street hawkers.

In the restaurants you are able to have anything from sushi to sauerkraut. But the best place to savour Singapore's flavours is in the hawkers markets. Singapore street food is safe, delicious and cheap.



WHAT TO DO WHEN YOU GET THERE



Singapore is full of alternatives to shopping. It is a destination that can not wait to be discovered. Nature Parks, off-shore islands, landmarks, museums, theme parks are some of the many places to visit and explore.



Singapore Zoological Gardens is always a top tourist attraction. It is an open concept zoo which is home to more than 2000 animals. Next to the zoo is the **Night Safari**, built to view animals at night.



Sentosa Island offers a variety of water sports for sun and sea lovers. Along with many other attractions like **Underwater World**, an exciting way to get a fish eye view of the world.

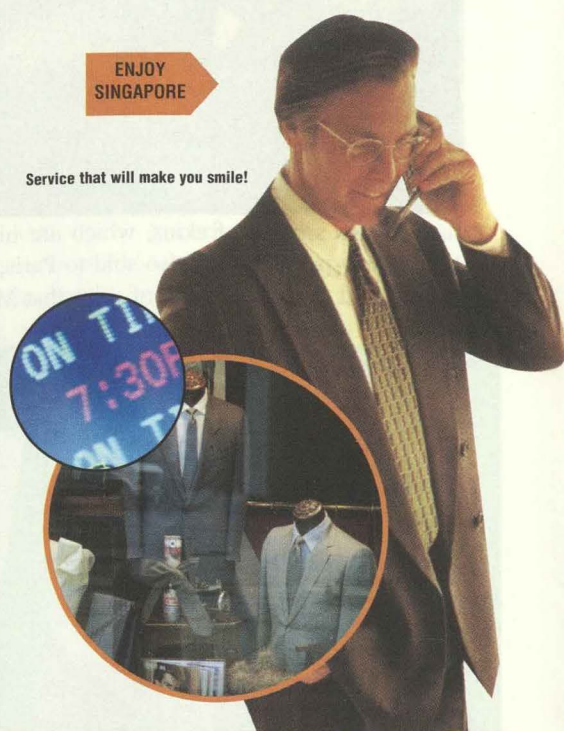
Singapore has amazing temples, and festivals all year round. It truly is the city of entertainment.

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Medical Information

Your Health In-Flight

At Air Niugini we care about your comfort and safety. We have included the following information about your health in-flight that we hope you will find helpful and useful. When you are flying you can be seated and inactive for long periods of time. The environment can be low in humidity and pressurised up to an altitude of 2240 metres above sea level. Unlike other forms of transportation, air travel allows for rapid movement across many time zones, causing a disruption to the body's "biological clock". Although these unique factors do not pose a health or safety threat to most passengers, there are guidelines you can follow that will improve your comfort level, during and after a flight. We hope the following recommendations will help you have a more pleasant flight today and in the future.

Blood Circulation/Muscle Relaxation

When you're sitting upright in a stationary position for a long period of time, several things can happen:

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:
 - increasing age above 40 years
 - pregnancy
 - former or current malignant disease
 - blood disorders leading to increased clotting tendency
 - personal or family history of DVT

- recent major surgery or injury, especially to lower limbs or abdomen
- oestrogen hormone therapy, including oral contraceptives
- immobilisation for a day or more
- dehydration
- heart failure
- trauma
- varicose veins
- obesity
- tobacco smoking

Recommendations:

- If you fall into any of these categories or you have any concern about your health and flying, Air Niugini recommends you seek medical advice before travelling.
- While inflight, move your legs and feet for three to four minutes per hour while seated and move about the cabin occasionally, if conditions allow.
- Doing light exercises as depicted in the sketches below may be effective in increasing the body's blood circulation and massaging the muscles.

Jetlag

The main cause of jetlag is travelling to different time zones without giving the body a chance to adjust to new night-day cycles. In general, the more time zones you cross during your flight, the more your biological clock is disturbed. The common symptoms are sleeplessness, tiredness, loss of appetite or appetite at odd hours.

We recommend that you:

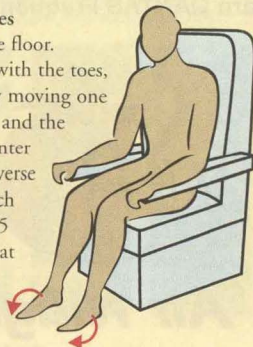
- Get a good night's rest before your flight
- Arrive at your destination a day or two early, if possible, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time, when possible. This allows you to relax more upon arrival.
- Leave your watch on home time if you're staying at your destination less than 48 hours. Also try to eat and sleep according to your home time.
- Change your watch to the local time if your stay is longer than 48 hours, and try to eat and sleep in accordance with the local time. On longer stays, try to prepare in advance for your destination with its different

Inflight Workout

These exercises are designed to encourage a safe way to enjoy movement and stretch certain muscle groups that can become stiff as a result of long periods sitting. They may be effective in increasing the body's blood circulation and massaging the muscles. We recommend you do these exercises for three or four minutes every hour and occasionally get out of your seat and walk down the aisles if conditions allow. Each exercise should be done with minimal disturbance to other passengers. None of the following should be performed if they cause pain or can not be done with ease.

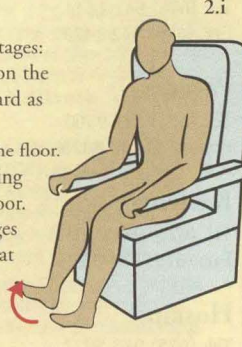
1. Ankle Circles

Lift feet off the floor. Draw a circle with the toes, simultaneously moving one foot clockwise and the other foot counter clockwise. Reverse circles. Do each direction for 15 seconds. Repeat if desired.



2. Foot Pumps

This exercise is in three stages:
 (i) Start with both heels on the floor and point feet upward as high as you can.
 (ii) Put both feet flat on the floor.
 (iii) Lift heels high, keeping balls of the feet on the floor.
 Continue these three stages with continuous motion at 30 seconds intervals.



Medical Information

time zone; adjust your meal and rest times to be closer to those of your destination.

- Try some light exercise - go for a brisk walk, or do some reading if you can't sleep after arrival at your destination. It generally takes the body's biological clock approximately one day to adjust per time zone crossed.

Cabin Humidity/Dehydration

Humidity levels of less than 25 percent are common in the cabin. This is due to the extremely low humidity levels of outside air supplied to the cabin. The low humidity can cause drying of the nose, throat, eyes and it can irritate contact lens wearers.

We recommend that you:

- Drink water or juices frequently during the flight
- Drink coffee, tea and alcohol in moderation. These drinks act as diuretics, increasing the body's dehydration.
- Remove contact lenses and wear glasses if your eyes are irritated. Use a skin moisturiser to refresh the skin.

Eating and Drinking

Proper eating and drinking will enhance your comfort both during and after your flight.

We recommend that you:

- Avoid overeating just prior to and during the flight. It is difficult to digest too much food when the body is inactive.
- Drink coffee, tea and alcohol in moderation. These drinks act as diuretics, increasing the body's dehydration.

Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health. Cabins are pressurised to a maximum cabin altitude of 2440 metres. It is the same air pressure as if you were at an elevation of 2440 metres above sea level. The cabin pressure and normal rates of change in cabin pressure during climb and descent do not pose a problem for most passengers. However, if you suffer from upper

respiratory or sinus infections, obstructive pulmonary diseases, anaemias or certain cardiovascular conditions, you could experience discomfort. Children and infants might experience some discomfort because of pressure change during climb and descent. If you are suffering from nasal congestion or allergies, use nasal sprays, decongestants and antihistamines 30 minutes prior to descent to help open up your ear and sinus passages. If you have a cold, flu or hayfever, your sinuses could be impaired. Swollen membranes in your nose could block your eustachian tubes - the tiny channels between your nasal passages and your middle ear chamber. This can cause discomfort during changes in cabin pressure, particularly during descent.

Recommendations:

- If you have a pre-existing medical condition that warrants supplemental oxygen, you can order from us. Please give at least seven days notice before travelling.
- To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalising pressure between your middle ear chamber and your throat.
- When flying with an infant, feed or give your baby a dummy during descent. Sucking and swallowing will help infants equalise the pressure in their ears.

Motion Sickness

This ailment is caused by a conflict between the body's sense of vision and its sense of equilibrium. Air turbulence increases its likelihood because it can cause movement of the fluid in the vestibular apparatus of the inner ear. If you have good visual cues (keeping your eyes fixed on a non-moving object), motion sickness is less likely to occur.

Recommendations:

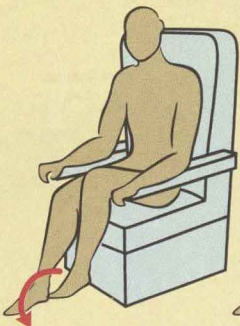
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

With thanks to Qantas and the Boeing Corporation for allowing us to reproduce this material.

Inflight Workout

3. Knee Lifts

Lift leg with knee bent while contracting your thigh muscle. Alternate legs. Repeat 20-30 times for each leg.



4. Neck Roll

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and back holding each position about five seconds. Repeat five times.



5. Knee to Chest

Bend forward slightly. Clasp hands around the left knee and hug it to your chest. Hold stretch for 15 seconds. Keeping hands around the knee, slowly let it down. Alternate legs. Repeat 10 times.



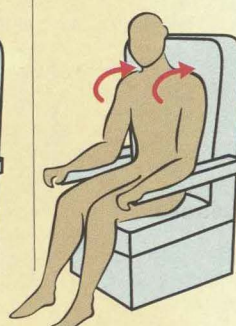
6. Forward Flex

With both feet on the floor and stomach held in, slowly bend forward and walk your hands down the front of your legs toward your ankles. Hold stretch for 15 seconds and slowly sit back up.



7. Shoulder Roll

Hunch shoulders forward, then upward, then backward, then downward, using a gentle circular motion



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CHEMICA AND GRASSROOTS FARMERS GROWING TOGETHER

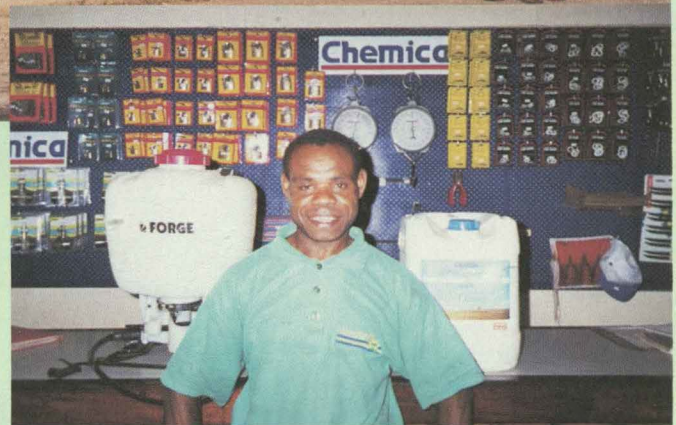


It seems almost daily the newspapers tell tales of the plight of the economy and the stormy times that appear to lie ahead of us.

In such times people can adopt a pessimistic attitude. They can also do quite the opposite and seek inspiration from those who have felt adversity and have endeavored to rise above it. In Papua New Guinea, one does not have to look too far to be inspired.

Salome, Terema and Allen have much in common, despite the fact that they live in different parts of the country, speak different tok ples and have never met one another.

Their common bond is their skill in providing for their families' basic needs through raising crops or livestock.

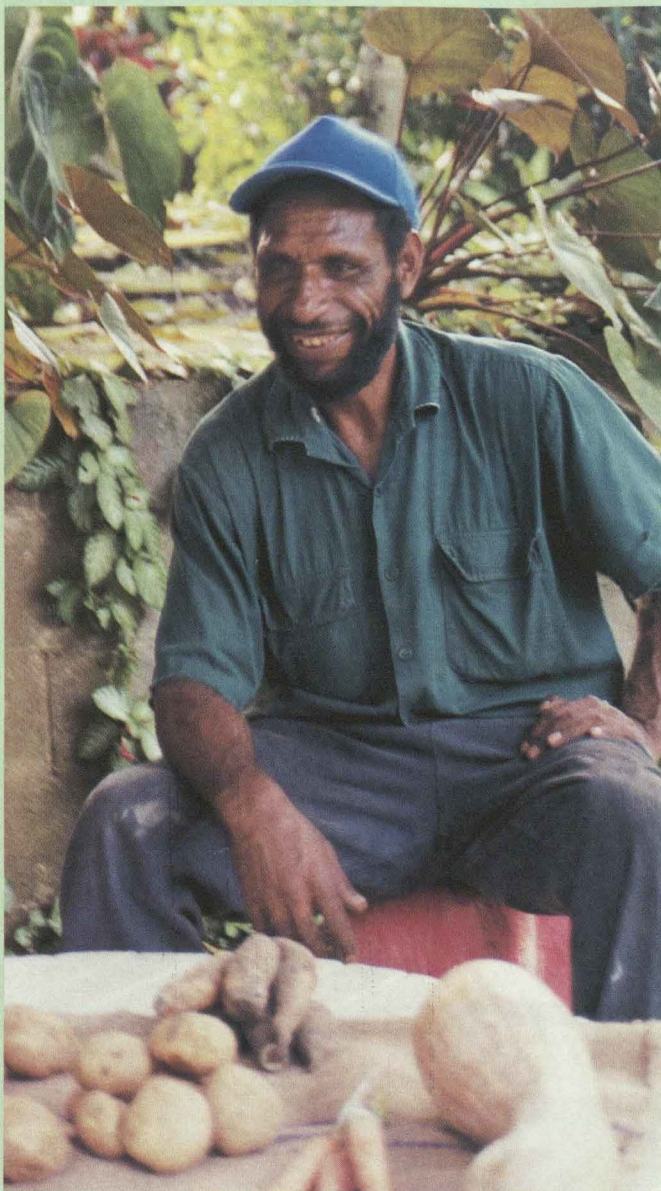


Salome (*photo below*) is from the North Coast road in Madang Province. Every few weeks she travels to town to purchase a carton of Day Old Chickens from her local Chemica store.



For her to successfully raise the birds she must use her best animal husbandry skills. If she fails to feed the birds properly, keep them warm and out of draughts, she could easily lose many and therefore would lose her livelihood.

The Madang Chemica store is convenient for her because she can buy her hardware, stock feed and drinkers and other products required all at the same time. Salome raises the birds to maturity in 7-8 weeks and sells them live. Her customers agree that Salome's birds have a much better taste than the frozen ones from the store freezer.



Terema (*photo above*) lives in Tambil district of the Western Highlands where he ekes out a modest living growing vegetables. He has a small garden but the soil is good and he is rewarded for his sweat and toil by producing top quality products which he on-sells to Alele Produce in Hagen.

The Chemica stores in Hagen provide him with everything he needs to be successful — seed, top quality fertilizers, insecticides, gardening tools and fencing materials. Being an astute entrepreneur, Terema knows that good inputs lead to a much greater chance of producing a quality product.

Allen is a small coffee grower from outside Goroka. Even though the prices he receives are low, as the world price for coffee right now is poor, his quality product always attracts a better price than that of his neighbours who paid little attention to their coffee garden last year.

Allen bought fertilizers and pruning gear from Chemica Goroka. At the time, buying these things was a burden but now he has reaped the benefits of his hard work and commitment by managing his block properly.



There are literally thousands of success stories like Salome, Terema and Allen found scattered over all the provinces of Papua New Guinea.

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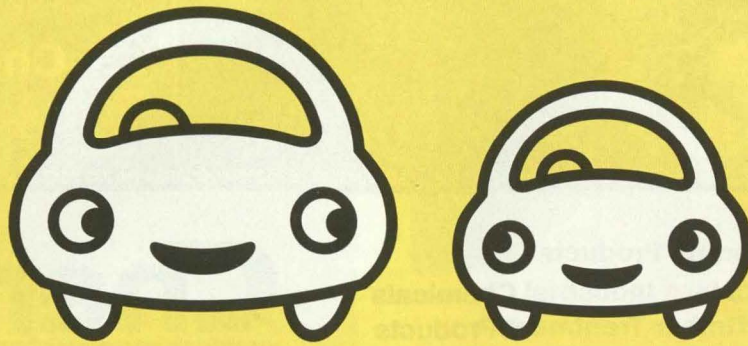
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The Mystery of Amelia Earhart

Story by Rick J Smee

Through the dark cloudbank on the horizon the rising sun began to poke the first tendrils of life into the gloomy sky. The time was 6:15 am (GMT 1745), the date 2 July 1937. The romance of aviation's golden age was coming to an end.

The thrumming roar of the Lockheed Electra's twin 550hp engines droned on. With each passing moment the glare from the east increased, the advent of dawn had not provided the reassurance the pilot had hoped for. Tired and nauseous she attempted to scan the indistinct ocean ahead. The navigator of Aircraft NR16020 estimated its position to be approximately 200 miles from Howland Island. That barren speck of coral and scrubby vegetation lay about halfway between New Guinea Island and Hawaii in the vast emptiness of the Pacific Ocean. The only problem for Amelia Earhart and her navigator Fred Noonan, apart from rapidly diminishing fuel, was that Howland Island was not where their map indicated it to be.

Earhart's chart showed Howland Island at Latitude 0 deg 49:00 North; Longitude 176 deg 43:09 West. However, a survey prior to her departure corrected this position to Latitude 0 48:06 North; Longitude 176 deg 38:12 West, a discrepancy of about six miles. Combined with poor visibility that fateful day, the incredible cartographical error may have had disastrous implications for NR16020 and its crew.

The US Coastguard cutter *Itasca* had been standing off Howland for some days in order to act as radio contact for NR16020. Repeated attempts to establish radio contact with Earhart had been less than satisfactory, but at 6:45am *Itasca* received the following message: PSE TAKE BEARING ON US AND REPORT IN HALF HOUR - 0645. I WILL MAKE NOISE IN MIC-ABT 100 MILES OUT.

Itasca Log: 'Earhart signal strength 4 (strong) but on air so briefly bearings impossible.'

For unknown reasons the *Itasca* kept two, possibly three radio logs. The words 'about 100 miles out' appear to have been added by the operator sometime after the original entry. A certain amount of confusion seems to have reigned onboard the cutter. Messages were transmitted on incorrect frequencies at precisely the same time Earhart was due to transmit, causing both parties to be blocked out. At 7.42am the following message was received by *Itasca*: KHAQQ CALLING ITASCA WE MUST BE ON YOU BUT CANNOT SEE U GAS IS RUNNING LOW BEEN UNABLE TO REACH YOU BY RADIO WE ARE FLYING AT ALTITUDE 1,000 FEET.

Itasca tried frantically to reach Earhart, ITASCA TO KHAQQ. RECEIVED YOUR MESSAGE SIGNAL. STRENGTH FIVE (strongest). GO AHEAD PLEASE.

Finally Earhart was heard again at 8.43am: KHAQQ TO ITASCA WE ARE ON THE LINE 157 337 WE WL REPT MSG WE WL REPT N ES S.

The operator had just typed in his notations 3105 (frequency), A3 (Voice), S5 (Strength), when Earhart suddenly transmitted: WE ARE RUNNING ON 43 LINE 43. (This has traditionally been interpreted to mean: 'We are running North and South'.) The *Itasca's* resultant log entry proved to be illegible. Whatever they meant they were the last words that *Itasca* heard from Amelia Earhart.

The next day *Itasca* sighted green flares northeast of Howland Island and the words that the world had waited for went out: EARHART FOUND.

Amelia Earhart and Fred Noonan during their fateful around the world attempt — photograph supplied by Terry Gwynn-Jones



Thousands of miles away one of Earhart's former aides crushed the hope of millions by stating that NR16020 had carried no flares! Yet Earhart's husband George Putnam told the New York Herald Tribune on 3 July 1937, 'There was a two-man raft, lifebelts, flares, a Very pistol and a large yellow signal kite.' Later astronomers announced there had been a shower of meteorites at precisely the time the flares were sighted and the public began to wonder.

Over the ensuing years questions began to be asked. Experts have wondered why the search was conducted North West of Howland Island, when Earhart's last message seemed to indicate that we are 'on the Line 157 337 North and South'? Why was the *Itasca* unaware that Earhart could not communicate on 500 kcs? Why was *Itasca* drifting and not underway to create a wake which would have been visible to an oncoming aircraft? Why did *Itasca* claim to have made black smoke, 'visible for 20 miles or so' when the vessel could only make white smoke? In the prevailing conditions white smoke would have been visible no further than eight to ten miles away. Why wasn't Earhart provided with weather reports before she left Lae? Why did it take until 5 July before *USS Lexington* began its 4,000 nm voyage to join the search, arriving in the area on 13 July? Why were the radio signals believed to be from the lost plane never satisfactorily investigated or explained? Why was the antiquated *USS Ontario* 1,000 miles southwest of Howland Island and Earhart's only help between Lae to Howland, not notified of AE's departure from Lae? And why just two hours after she was due to pass overhead (although *Ontario* did not know it at the time) was *Ontario* ordered to return to port? Were any Japanese vessels operating in the vicinity?

The many questions about the Earhart mystery still wait for credible answers.

Even today the quest for what really happened to Amelia Earhart continues. Each unanswered question spawns even more disturbing queries and doubts. In 1991 parts of a woman's shoe dating from the mid 1930s was found on Nikumaroro (Gardener) Island, (formerly part of the Phoenix Group) now part of the Republic of Kiribati.

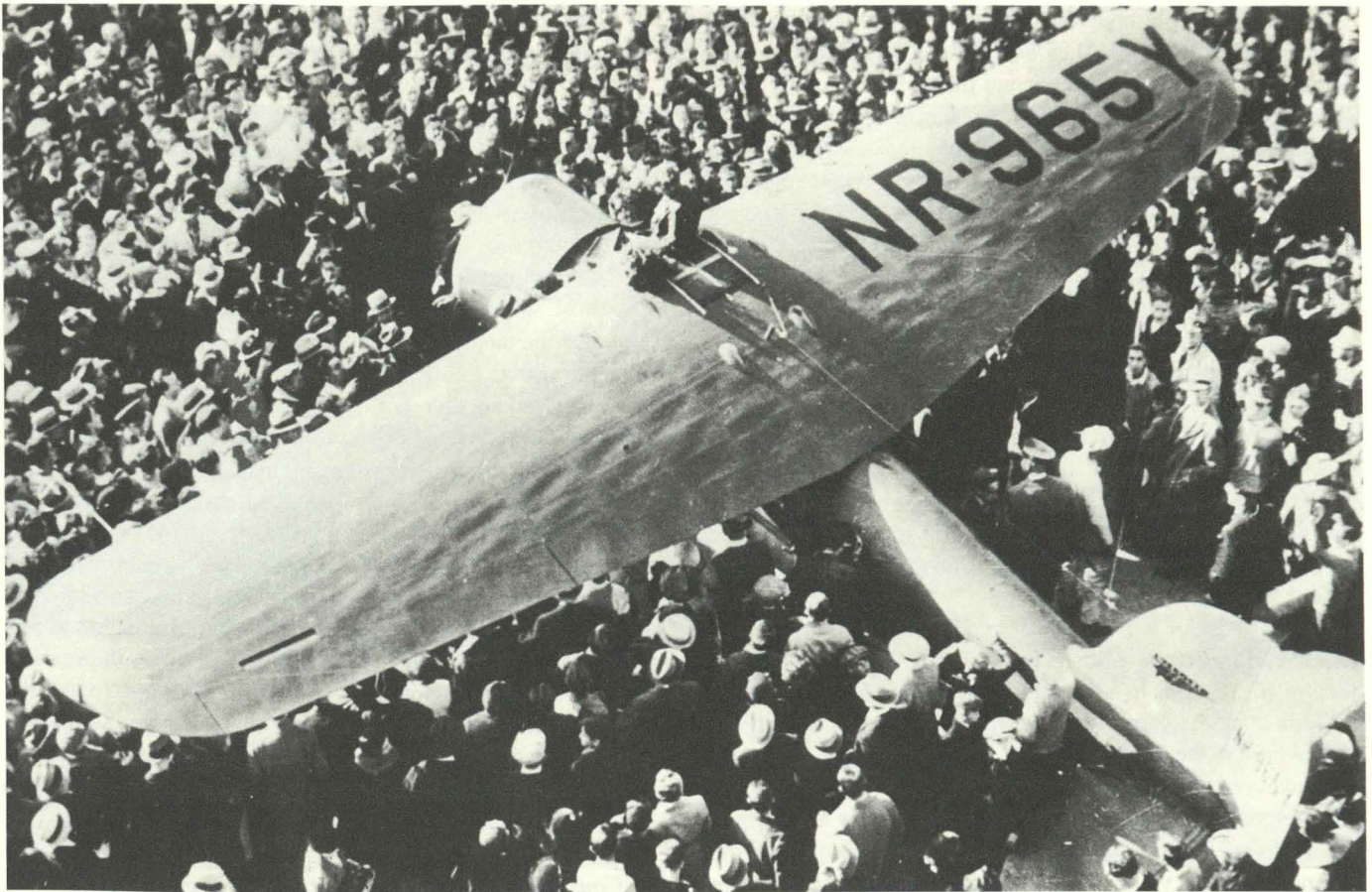
Nikumaroro was uninhabited in 1937 and remains so today. In 1940 bones were discovered on this remote isle, together with part of a woman's shoe, a sextant box and a Benedictine bottle. These artifacts were sent to Fiji in late 1940 for analysis. The British Colonial Administrator of the area, Gerald B Gallagher advised his superiors in Suva that the bones appeared to be those of a woman and that the shoe was a woman's size 10. (Identical in size and style to that worn by Earhart.) He was directed by the Western Pacific High Commission to keep the matter 'strictly secret'.

America's most famous aviatrix Amelia (Millie) Earhart was born in Atchison Kansas on 24 July 1897. By 1921 the irrepressible Millie was flying. On 3 June 1928 she became the first woman to fly the Atlantic. Although only a passenger the remarkable flight was enough to fire her imagination.

By early 1932 only Charles Lindbergh had flown the Atlantic. On 20 May 1932 Amelia Earhart became the first woman to fly from America to Europe when she touched down near Londonderry in Northern Ireland. In 1934 she flew from Hawaii to California — a route that had already cost ten pilots their lives. President Roosevelt sent Amelia his congratulations saying, 'You have shown that aviation is a science which cannot be limited to men only'.

Amelia and her shiny new plane and Cord roadster — photograph supplied by Terry Gwynn-Jones





In August 1932 Earhart flew solo from the West coast (USA) to the East coast, knocking nearly ten hours off the existing record.

1932 was a landmark year for Earhart. She was awarded the Distinguished Flying Cross by the US Congress, the Cross of Knight Legion of Honour by the French Government, the Gold Medal of the National Geographic Society (and presented by President Herbert Hoover) and Honorary membership in the National Aeronautic Association.

By 1937 Amelia Earhart was a household name across the United States, and in many other parts of the world, where her feats of daring, courage and enterprise had lifted her to the pinnacle of universal admiration. After crashing on 20 March 1937 at Luke Field near Pearl Harbour, Hawaii in her first round the world attempt, Earhart and Fred Noonan finally boarded Lockheed Electra NR 16020 on 1 June 1937 at Miami, Florida for the second attempt.

Amelia wrote to her husband George Putnam: 'Please know I am quite aware of the hazards ... I want to do it because I want to do it. Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others.'

Initially the flight headed south to San Juan, Puerto Rico then to Caripito, Paramaribo and Fortaleza in South America before heading east to Africa, on to Massawa then down the Red Sea to Assab in Eritrea en route for Karachi on the sub-continent. On 17 June NR16020 took off from Karachi for the flight to Calcutta. Deluged by a tropical monsoon the field was sticky and dangerous.

With more rain forecast Earhart and Noonan paused only to refuel before departing for Akayab (now Sittwe) in Burma. Earhart wrote, 'That take-off was precarious, perhaps as risky as any we had. The plane clung for what seemed like ages to the sticky soil before the wheels finally lifted, and we cleared with nothing at all to spare the fringe of trees at the airdrome's edge.' By then flight NR16020 had been en route for 18 days.

Amelia arrives in Los Angeles after crossing from Hawaii — photograph supplied by Terry Gwynn-Jones

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From Akyab the epic flight roared on through unceasing rain squalls to Bangkok, then on to Singapore, Bandoeng and Surabaya in Java where illness and maintenance to NR16020 delayed their departure. Earhart and Noonan finally arrived at Darwin, on 27 June 1937. Further maintenance was carried out and at Earhart's direction the parachutes were unloaded and shipped back to the US. Amelia Earhart and Fred Noonan reached Lae, New Guinea on 29 June having successfully negotiated the 1,200 mile flight from Darwin in seven hours and 43 minutes.

Amelia wrote, 'Not much more than a month ago I was on the other shore of the Pacific, looking westward. This evening I look eastward over the Pacific. In those fast-moving days which have intervened, the whole width of the world has passed behind us, except this broad ocean. I shall be glad when we leave the hazards of its navigation behind us.'

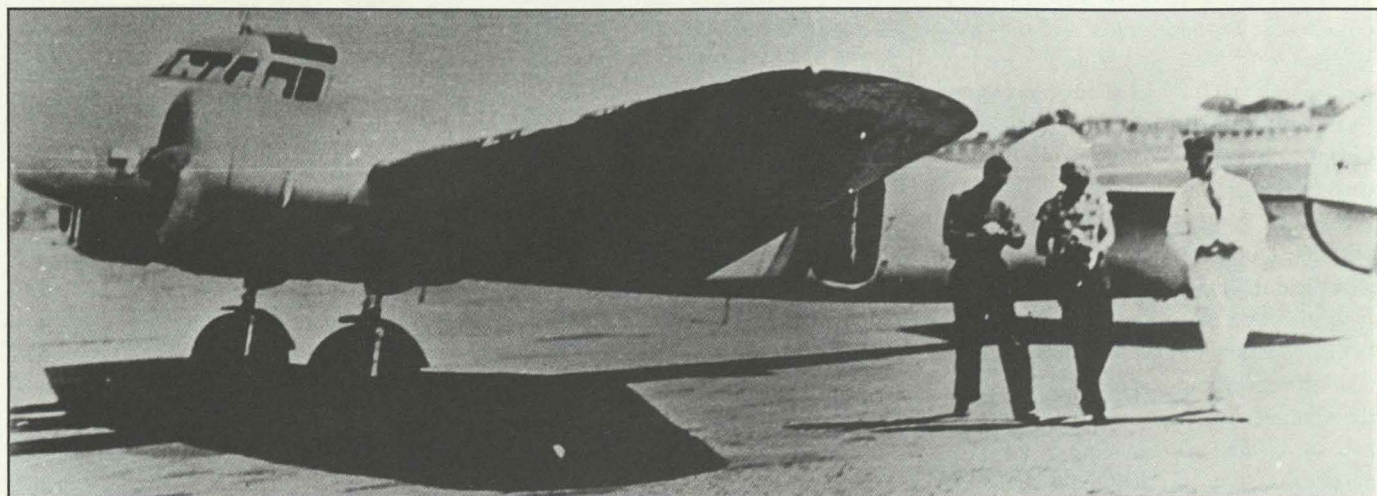
The events that followed NR16020's take-off from Lae have been the catalyst for an explosion of theories — some valid, some absolutely crackpot. Fantastic conjecture included, 'Earhart was in fact Tokyo Rose', 'Earhart is alive and well and living in Boston', 'Earhart's aircraft, Lockheed Electra NR16020 is in a hangar on the island of Saipan' and at the same time 'lying camouflaged in a remote canyon somewhere in the western US'.

However, some theories cannot be discarded so readily. Hundreds of islanders from the Marshall Group and Saipan reported seeing two Caucasian aviators taken prisoner by the Japanese, one of whom was a woman. Many natives were shown pictures of Amelia Earhart and asked if that was the woman. The answer was invariably 'Yes'. Rumours of Earhart's imprisonment in the Japanese Mandated Islands became so intense that immediately after the war the US Navy Department formally denied that Earhart had been involved in any military activity during her round the world flight.

As distant war drums began to beat more loudly, many theorists suggested that the search conducted to the Northwest of Howland Island was merely an excuse to snoop on the Japanese mandated islands.

Questions about confusion aboard the *Itasca*, and whether it really was Amelia's photo album found later on Saipan were raised.

Amelia and Noonan with Customs official immediately after landing at Darwin, June 1937 — photograph supplied by the Northern Territory Library - Cyril McGrey Collection



Questions about Amelia's competence, questions of 'sightings', questions about Noonan's alleged alcoholism, questions of fuel consumption and the aircraft's true position, questions about Japanese vessels operating in the area.

Despite the absence of hard evidence one way or the other, one single question still demands an answer, 'What happened to Amelia Earhart?'

Is it possible that the answer to this perplexing mystery rests at the bottom of the vast Pacific Ocean, like a single grain of sand lost somewhere beneath the waves? Is it to be found amongst the tangled vegetation of some isolated tropical atoll, or is the answer known to only an esoteric few who have taken their secret to another world? Many years after her daughter's disappearance, Amy Earhart told reporters that Amelia had been on a government mission and that she had been captured by the Japanese. 'Amelia explained that there were some things she could not tell me.'

Speculation about the Earhart flight was ignited when the following passage appeared in the Australian magazine *Smith's Weekly* on 3 December 1937. 'With the world situation as it is today, and with Australia's neglect to defence over the years, it was an opportunity not to be missed for Australia to ask the United States Navy to reconnoiter the Japanese South Sea mandate territory. There has been an understanding between America and Australia regarding the matter of this nature.'

*Courage is the price that Life exacts for granting peace,
The soul that knows it not, knows no release
From little things;
Knows not the livid loneliness of fear,
Nor mountain heights where bitter joy can hear
The sound of wings
How can Life grant us boon of living, compensate
For dull grey ugliness and pregnant hate
Unless we dare
The soul's dominion? Each time we make a choice, we pay
With courage to behold the restless day,
And count it fair.*

Amelia Earhart 1927

DESTINATION - Living history in Cairns



As each heavy gleaming axe bites into the log and large chips fly, one senses this wood chopping contest exists to keep alive nostalgia for the days when tough, sun browned Aussies laboured in the bush with axes and cross cut saws. Oldsters' minds drift back 50 years and more to scenes in the Australian bush with its unique blue haze permeating the backdrop of distant hills.

Story and photographs by Keith Briggs

Smoke spiralled up from campfires where billies boiled; yoked bullock teams stood in the shade clinking their chains. Clearings were filled with the smell of freshly bruised wood and crushed eucalyptus leaves and the scent of newly disturbed earth grooved by the logs as the teams snigged them to waiting timber jinkers at the road.





These are some of the fond reminiscences of those watching the members of the North Queensland Axemen's Association in action near the Pier in Cairns (*photo above*). These men are from the Atherton Tableland where, despite the closure of most sawmills, yarns are still spun of the good old days of axemen, logging, saw milling, bullock drivers and the marvellous feats they performed in the era before chainsaws and bulldozers.

This wood chop event marks the start of the Reef Festival in Cairns each year. As the bushmen hone and oil their revered axes, there is feverish activity at the other end of town as enthusiastic groups prepare colourful floats ready for the opening parade along the Esplanade (*photo below*). The float competition in 1999 was won by the Combined Churches. Their five imaginatively decorated floats depicted the Scripture story from Genesis to Revelation, with the culmination of the ages being portrayed by girls dancing among white balloons at the Heavenly Party.



Cairns, to most, is the Barrier Reef, the islands, the excitement of bungy jumping, parasailing, water skiing, restaurants, shopping and the innumerable tourist attractions.

While Cairns does exude this holiday air, the local people are still busy earning their livelihood in relatively mundane pursuits.



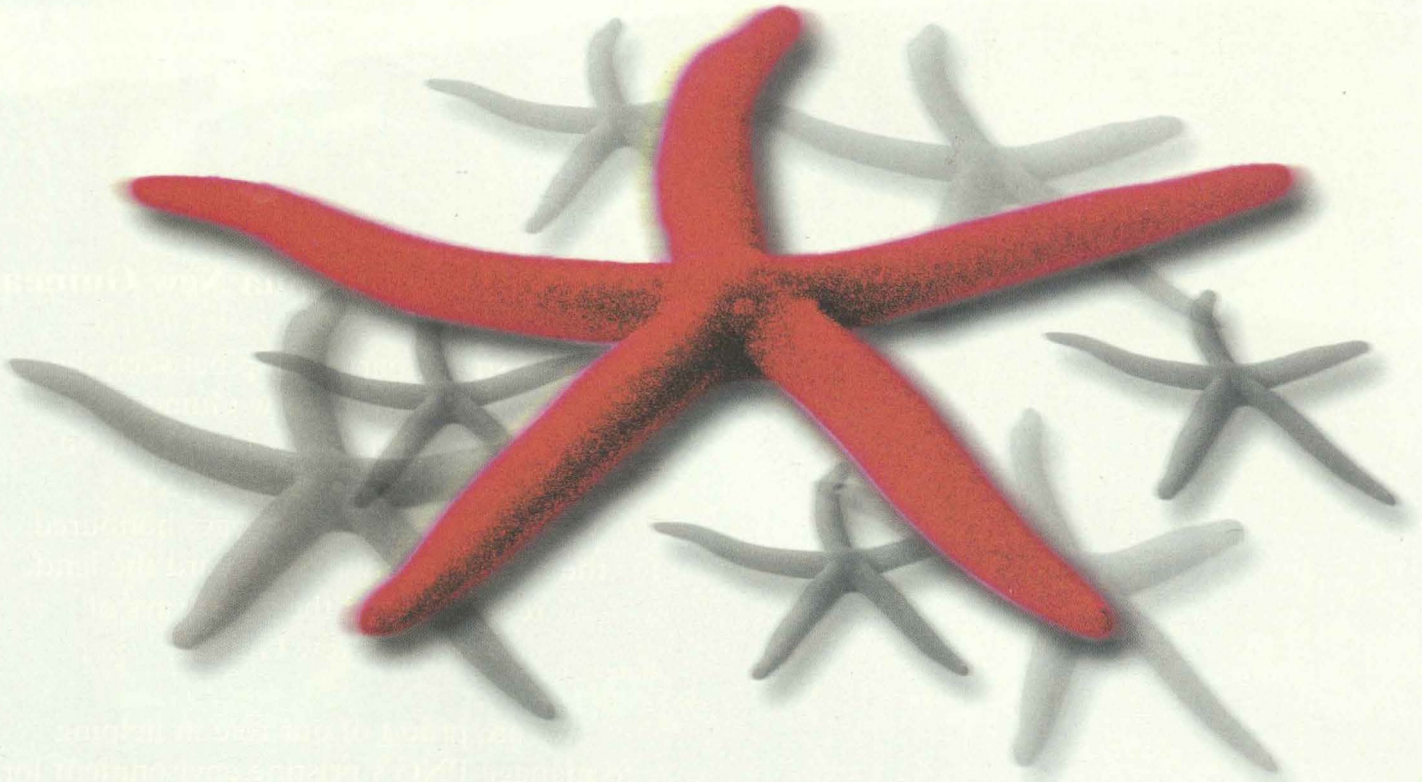
Mechanical cane cutters (*photo above*) can be seen harvesting this multi-million dollar crop right on the outskirts of town. Factories to which the cane is transported and processed can be visited in guided groups. While the nostalgia of the back breaking work of manual cane cutting does not yet feature in the Festival, the giant, efficient steam engines that still power some of the mills are a delightful glimpse of the past to those who glory in such machinery.

Away from the dazzle of the light and the excitement of the Festival are the quiet tropical hills behind Cairns, bringing peace and contentment to those picnicking in the park so beautifully kept for visitors.

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Adventure Building Tourism in Morobe

Story and photographs by Maine Winny

In March 2001, a group of young teachers from the US, Ireland, Canada, UK and Australia, all teaching in Japan, visited a remote part of Morobe Province. They were in Waria Valley to help build houses for the local community. The group — 14 females and 5 males — were on their first visit to Papua New Guinea. As they had heard it was the Land of the Unexpected, the visitors were not too sure what to expect on their arrival at Nadzab Airport in Lae.

The group, part of Habitat for Humanity Global Village team, volunteer on their vocation to help build sustainable, affordable and comfortable houses for local communities around the world. I was part of the logistic team that accompanied the visitors.

The adventure trip began from Lae on two banana boats destined for Waria Valley, 60 kilometres south. Departure was from Voco Point waterfront, the meeting and departure site for all local boats coming from the coastal villages of Huon Gulf into Lae. People were excited to see the tourists in large numbers, especially seeing them get into the banana boats, so popular among locals.

The boat sliced through the Huon Gulf brown waters coloured by the outflow of the Markham River, to its brief stopover at Salamaua Point, 45 minutes from Lae. This place is filled with remnants of heavy fighting during WWII.

Kamiali Training Centre and Guesthouse is nestled in a Wildlife Conservation Management area of Lababia village, the stopover for the night. The guests were welcomed at Kamiali. After dinner a few guests with guitars enjoyed singing and strumming to the peaceful rhythm of nature. They commented on how quiet and peaceful the place was.

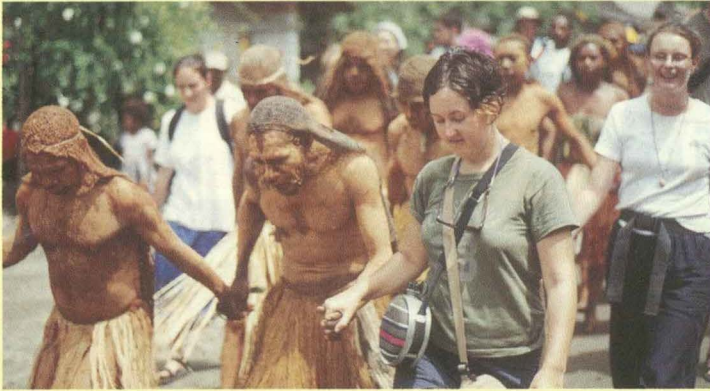
Next morning the team set off for Waria Valley, stopping over to rest on the white sandy Jawani Island for fresh drinks of coconut straight from the palm tree. At about 11 o'clock we were met and escorted into the mouth of the Waria River past Zaka Lutheran Mission Station. Eventually we arrived at the newly established Unu Resource Centre and Guesthouse. This was the base for the team for the next five days.

A traditional *singsing* was followed by introduction of the team to the community. A feast of fresh fruit of *kulau* (young coconut), watermelon, pawpaw and other fruits were laid out. Every one shared the food before retiring for the night at the Guesthouse.

The Guesthouse is set at the foot of Mt Unu at Saigara village. This site was the ancestral fortress of the Zia tribe of the Waria Valley. The Zia tribe has four major clans — Yewa (bird of paradise), Bego (pig), Sakia (fish) and Wapo (eagle). The team had the privilege of having four clan chiefs brief them on the culture and traditions of the tribe. Then the team was divided into four groups who became part of the four clans. They joined with their clan to build a house.

Other activities at Saigara village included a night of fellowship where the local Lutheran Pastor preached on the importance of looking after the environment. The guests swayed and clapped their hands to the rhythm of the guitars and singing of the youth from Dona village.





On another night, when several fires were set in the middle of the village, everyone gathered to watch the spectacular traditional dancing of Sia. Their white cockatoo feathered headdresses glittered in the fire light throughout the night. Members of the team joined in and danced the night away.

Reforestation was another activity the next day. The team all in their new adopted clans were ferried across the Waria River from Zare-Aingse village to participate in a tree-planting exercise. It is a tradition for Habitat for Humanity PNG that for every tree felled for a family house to be built, ten trees must be planted for the next generation.

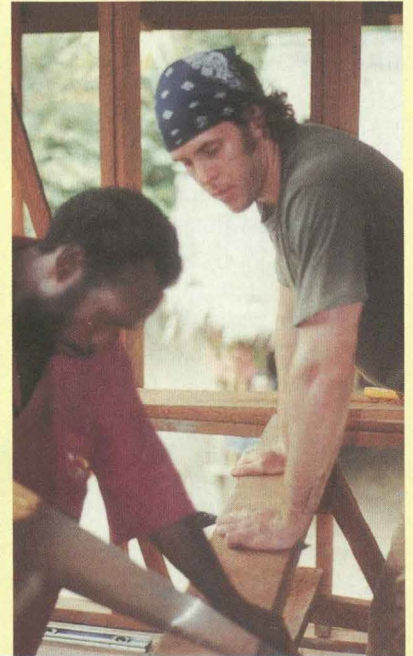
The team were very impressed with this concept. Many expressed great satisfaction at the idea of going to a foreign land and planting trees as a contribution to the good of mother earth and its ecosystem.

On the fourth day the team had a day off from building, so we went up the river to Pema village for a cultural festival — the annual Nange Cultural Festival. We travelled in a banana boat and a dugout canoe fitted with an outboard motor.

It was exciting to see rows of children waving and singing to the visitors. People from the villages along the river came to see them going up the river. Word spread quickly about this special day. At Pema, four clan chiefs stood along the river waving their bullroar with their haunting sound echoing through the valley. They were welcoming the visitors.

The atmosphere was filled with excitement, feasting and celebrations. There was an artifact display where the team bought gifts for their families and friends back home. A pig was killed and prepared especially for the tourists. When we departed Pema on traditional rafts built from bamboo and dried logs, the rapids and twirls on the river were such a thrill.

Down the river at Siu village was another festival hosted for the guests by the energetic Woiwa Community Theatre. Although the feasting, dancing and entertainment continued, the team had to return on the boats to Zare-Aingse and then Saigara villages.





Because Habitat for Humanity is a Christian housing ministry, it was part of the programme to have a dedication ceremony for the completed houses as they were given to their owners. The homeowner is given a Bible for the house. During the period of their stay, the team developed a special relationship with the local clansmen, women and children. Gifts poured in from members of the families and clans to their new friends. It was a moving experience for everyone.

In the Zia language there is no word for 'thank you'. The word is substituted by good deeds, so the visitors experienced Zia hospitality and were given gifts.

The evening of the dedication ceremony, the guests departed to overnight in Kamiali, then to Lae and the flight to Japan via Port Moresby.

For the team, it was an adventure to remember.

Maine Winny works in the Eco Enterprise Department of the Village Development Trust (VDT). VDT is a Lae based national NGO involved with integrated conservation development in Morobe Province and Papua New Guinea. It is a technical partner to Habitat for Humanity PNG in the Village Housing Programme. Contacts for community based Eco-Lodges along the Huon Coast of Morobe Province can be made through Email: vdnterprise@hotmail.com or visit the website Vdt@global.net.pg

Habitat for Humanity PNG is an Ecumenical Christian Housing Ministry dedicated to the eradication of poverty worldwide.

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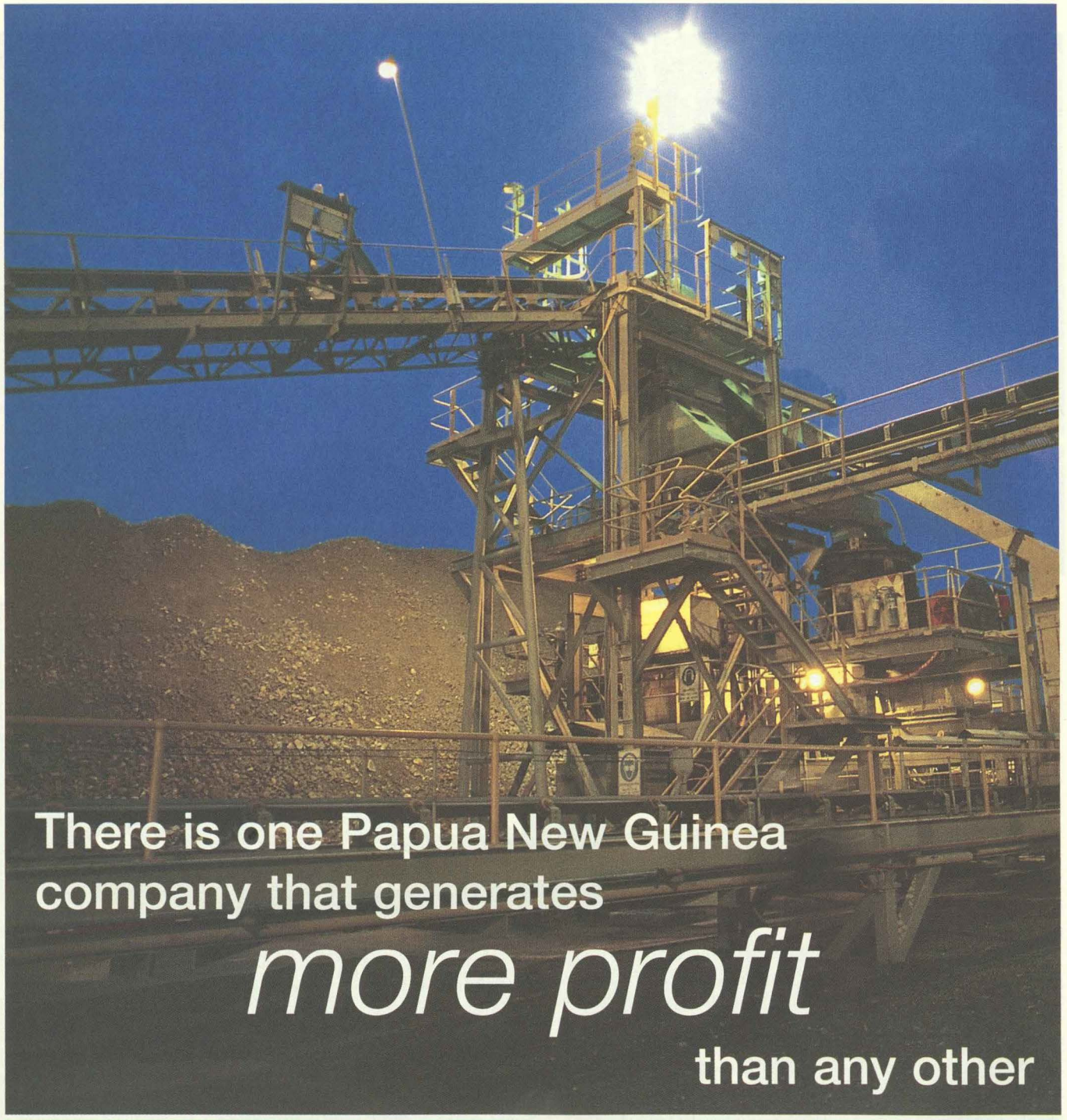


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Gardens of Tribute

Story and photographs
by Mahendra Blackman

Generally a cemetery is a place to avoid, unless of course it is the resting place of a loved one, and then only visited on special occasions.

But there are three War Memorial Cemeteries in Papua New Guinea which are very important. Not only do they pay respect and honour those who have made the supreme sacrifice for their people, they also serve as a reminder that war kills, not just a few, but hundreds of thousands, and on all sides. These cemeteries offer an opportunity to create goodwill amongst all the living so that the same tragedies may not be repeated.

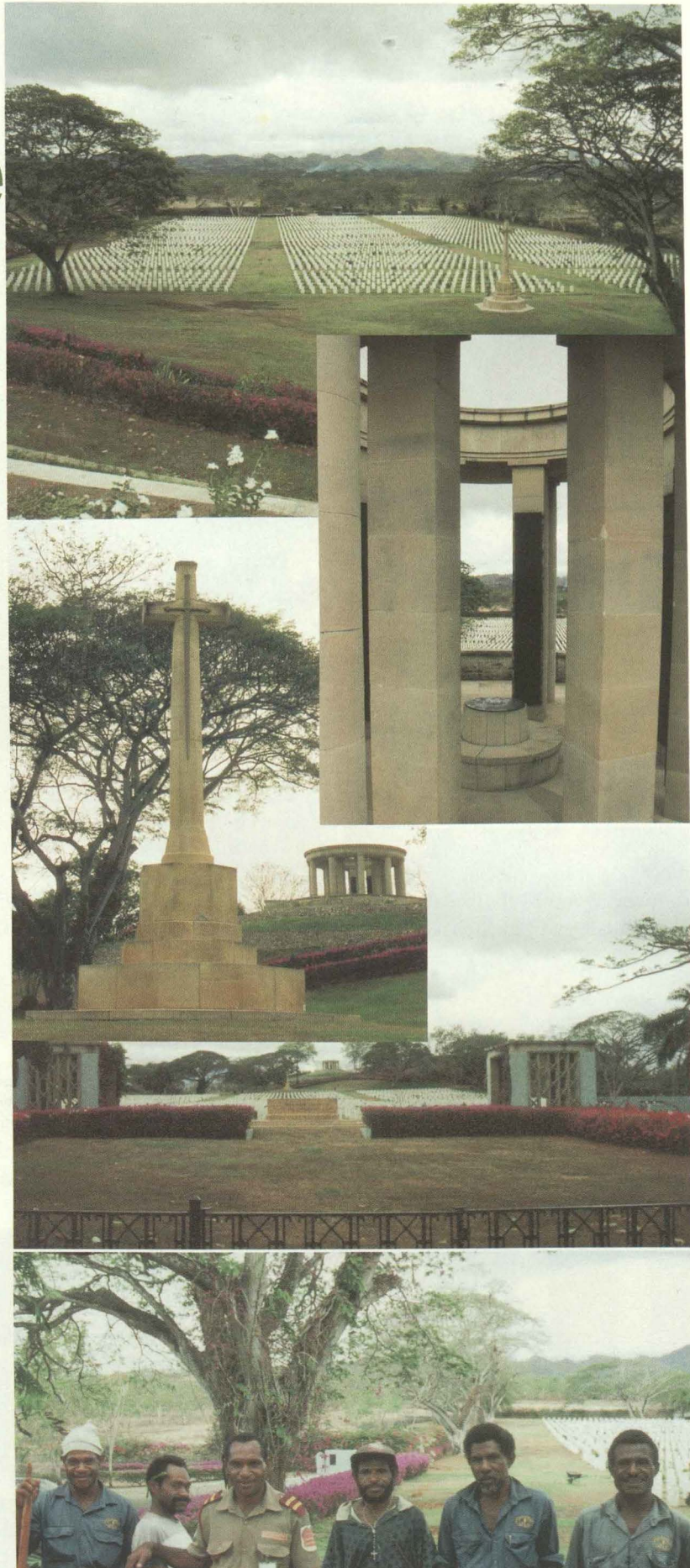
The three cemeteries, which promote strong feelings of sacredness, tranquility, spaciousness, peace and beauty, are all immaculately maintained by devoted staff.

Bomana War Cemetery, Port Moresby commenced 1942 (*photos this page*).

A driveway lined with shady trees, flowering shrubs and lawns leads from the main gate to the carpark where there is an overall view of the cemetery. To the left and down a gentle slope are the white headstones guarding the 3,779 graves of those who died fighting in Papua and on Bougainville. Among these are 438 unidentified soldiers of the United Kingdom Forces captured by the Japanese at the fall of Singapore, who died in captivity in the Solomons.

At the far end (the old entrance — *photo on right*), lies the Remembrance Stone of richly grained pink sandstone. Slightly to the right, on a knoll stretching its arms over all the graves stands the Cross of Sacrifice. The Memorial is higher up to the right on top of the hill dominating everything. A rotunda of cylindrical pillars encloses a circle of square columns. Their inside faces bear bronze panels engraved with over 800 names of men who lost their lives in operations in Papua and who have no known graves.

The whole area is a scene of bright flowering shrubs, green lawns, shady trees, pink sandstone monuments and white headstones. Peace and tranquility reign.





Bitapaka War Cemetery, Kokopo commenced 1945 (*photos this page*).

This cemetery, rectangular and level is shaded by massive trees and entirely covered by closely mown grass. Entry is through wide bronze gates. Inside stands an open colonnade building containing the register and visitors' book. On the other side is an avenue of bronze-paneled stone pylons, which form the memorial for those 1,225 men who lost their lives in New Britain and New Ireland, and who have no known grave.

AD MAJOREM DEI GLORIAM
 IN THIS PLACE ARE RECORDED
 THE NAMES OF OFFICERS
 AND MEN OF THE BRITISH
 COMMONWEALTH OF NATIONS
 WHO DIED DURING THE
 1939-1945 WAR IN THE NEW
 BRITAIN AREA, ON LAND, AT
 SEA AND IN THE AIR, BUT TO
 WHOM THE FORTUNES OF WAR
 DENIED THE KNOWN AND
 HONOURED BURIAL GIVEN TO
 THEIR COMRADES IN DEATH

At the end of the avenue are steps up to the Cross of Sacrifice, which is the focus point of the graves of the 1,108 men who lost their lives during operations in the area or as prisoners of war. Because the area is subject to earthquakes, a bronze plaque on a low concrete pedestal marks each grave, instead of traditional headstones.



PAPUAN NEW GUINEA
INFANTRY

1 PAPUAN INFANTRY
BATTALION

LANCE CORPORALS

ATITONA
EVOA
KORI

PRIVATES

BAGAWI
ERE
FRANK
GOSI
HEORE
IMCHE
KILO
NAROMAI
NUPUGI
OGANOWA
SIMORA

1 NEW GUINEA INFANTRY
BATTALION

PRIVATES
AGI

2 NEW GUINEA INFANTRY
BATTALION

CORPORALS
ESTROM
TANGOLI

LANCE CORPORALS

PAPRIKO
PRIVATES
EBIL
WILLI

3 NEW GUINEA INFANTRY
BATTALION

PRIVATES
KATIN-GORI
LOKANGURU

AUSTRALIAN NEW GUINEA
ADMINISTRATIVE UNIT

CORPORALS
KOKIMARA

PRIVATES
BEKA
ERIWELI
KOKAE
MOUKI
NABUOI
NANKO
WANBUMAMINI
WAWORO

PACIFIC ISLAND
REGIMENT

PRIVATES
BRANIMU
KARMUN
OMBOLA
TOMINIT

NEW GUINEA
POLICE FORCE

SERGEANTS
LUS
MAS
SAPLIA

CONSTABLES

BAILI
DAROK
JULIAM
KALAMPSI
KEU
KUNDI
MO
PALIAU
PERI
SAUMAN

AUSTRALIAN
IMPERIAL FORCE

HEADQUARTERS
WARRANT OFFICERS II
STRUDWICK R. B.



AD MAJOREM DEI GLORIAM

1939

HERE ARE RECORDED THE
NAMES OF THE OFFICERS, MEN
AND SERVICEWOMEN WHO DIED
IN NEW GUINEA ON LAND AT SEA
AND IN THE AIR BUT TO WHOM
THE FORTUNE OF WAR DENIED THE
KNOWN AND HONOURED BURIAL
GIVEN THEIR COMRADES IN DEATH

1945

Lae War Cemetery commenced 1944 (photos this page).

This War Cemetery maintains the graves of 2,804 men who lost their lives during the Japanese southward drive, including Kokoda Trail, Buna, Gona and Salamaua from 1939 to 1945. The number also includes 426 unidentified soldiers of the United Indian Army who were taken by the Japanese during the fighting in Malaya and Hong Kong. They were recovered between But Airfield and Wewak.

The Lae Memorial commemorates 348 men of the Australian Army, Australian Merchant Navy and Royal Australian Air Force who have no known graves. This memorial takes the form of engraved bronze tablets fixed to the walls linking the end columns of the colonnade.

An avenue of cameraria trees lead to the wide open gates suspended between two large pillars and lattice works of stone, hedged with flowering hibiscus, with a wide forecourt of lawn and surrounded by lush tropical trees, shrubs and flowers. Rising from the forecourt is a wide imposing flight of steps leading to a flat-roofed colonnade, housing the register and visitors' book. Its central opening frames a view of the Cross of Sacrifice, which is actually in the centre of an expanse of beautiful lawn studded with the bronze plaques that mark the graves. Enclosing this whole area is a thick jungle of vividly coloured trees, shrubs and avenues of lawns and hibiscus.

When in Port Moresby, Rabaul or Lae, please find the time to visit these gardens of tribute, it is a remarkable experience — *Lest we forget!*



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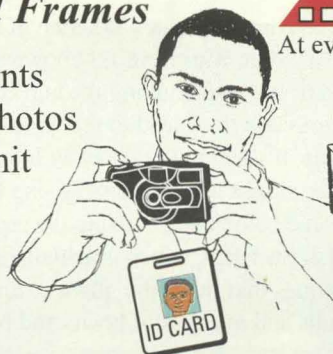
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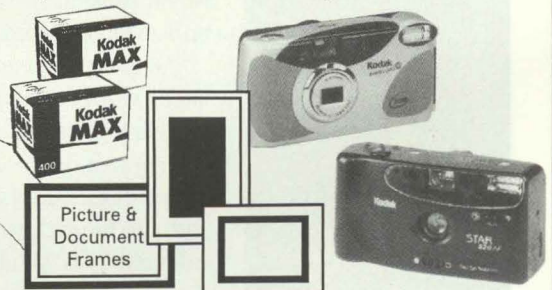
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Marii Tai — winner of the Photograph Competition
Sticky Boy from Tolu Point, Banz, Western Highlands Province

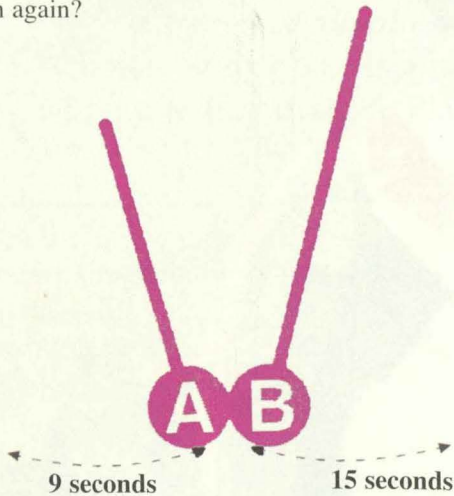
Puzzles

Answers on page 58

PENDULUMS

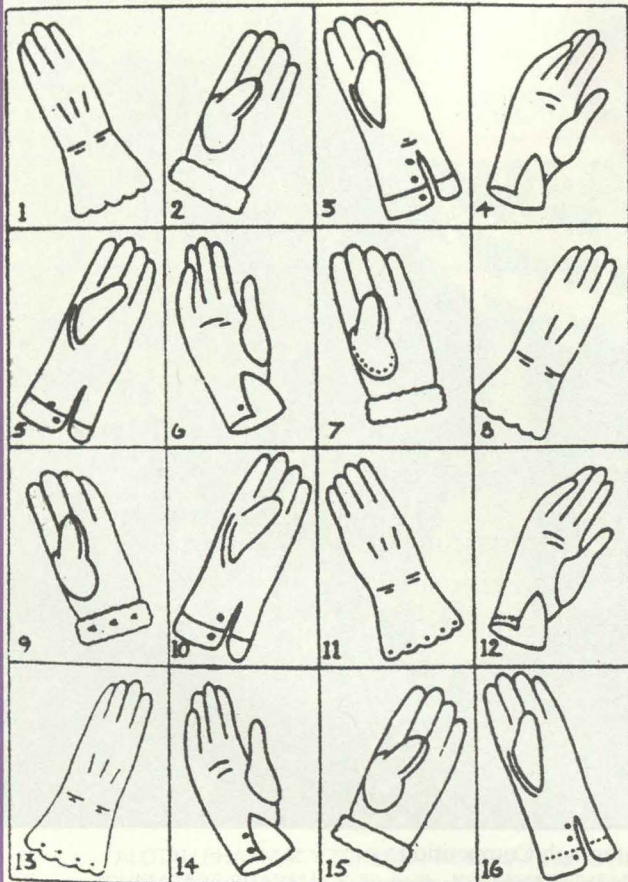
These two pendulums are just touching. Pendulum A takes 9 seconds to swing to and fro, whilst Pendulum B takes 15 seconds for one cycle.

Assuming the air resistance doesn't slow their motion down, how long would you have to wait to see them touch again?



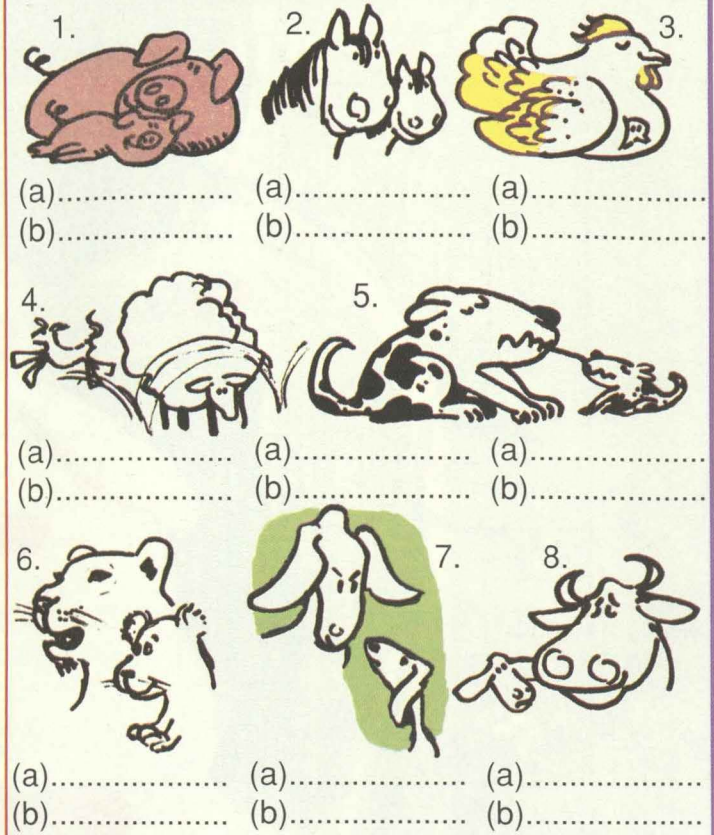
PAIRS

Only two of these gloves are exactly alike. Can you find them?

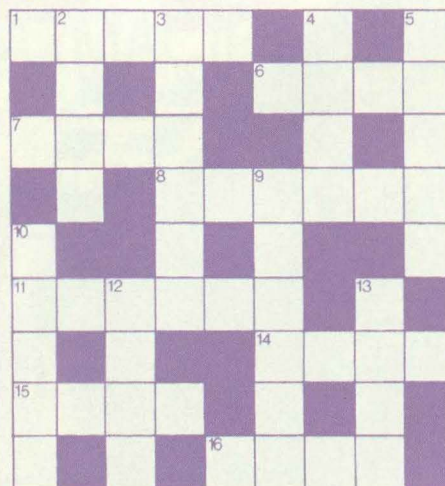


MOTHERS AND BABIES

Write what the mothers (a) and babies (b) are called.



CROSSWORD



Down

- 2. Prediction
- 3. Lively
- 4. Farm building
- 5. Calm
- 9. Get
- 10. Fundamental
- 12. Footwear
- 13. To anger someone

Across

- 1. Colourful gem
- 6. Rabbit-like animal
- 7. Hit
- 8. Sneering or taunting
- 11. Away
- 14. Opposite of alkali
- 15. Measurement
- 16. Part of the leg

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CLASSICAL

Channel 5

Romeo and Juliet - Montagues and Capulets (Prokofiev)
Oslo Philharmonic Orchestra
Conductor: Mariss Jansons
EMI

Turandot: 'Nessun dorma' (Puccini)
Andrea Bocelli: tenor
Moscow Radio Symphony Orchestra
Conductor: Vladimir Fedoseyev
PHILLIPS

Daphnis and Chloe: Daybreak (Ravel)
London Symphony Orchestra
Conductor: Andre Previn
EMI

Lullaby (Brahms)
Charlotte Church
SONY CLASSICAL

Ave Maria (Caccini)
Andrea Bocelli
Orchestra e Coro dell' Accademia
Conducted by Myung-Whun Chung
PHILLIPS

Symphony No 5 (Finale)
(Tchaikovsky)
London Symphony Orchestra
Conducted by George Szell
DECCA

Theme from Angela's Ashes (Unknown)
Orchestra conducted by John Williams
DECCA

Sleeping Beauty: Waltz (Tchaikovsky)
Stevan Pasero: guitar
INTERFUSION

The Four Seasons: Concerto No 1 in E 'La primavera' - III Allegro (Vivaldi)
Nigel Kennedy: violin & director
English Chamber Orchestra
EMI

Meditation from 'Thais' (Massenet)
Takako Nishizaki: violin
Jeno Jando: piano
NAXOS

Sinfonie Di Concerto Grosso No 2 (Scarlatti)
I Musici
Philips

Carmen: Habanera (Bizet)
Maria Callas: soprano
Orchestre National de la R D F
Conductor: Georges Pretre
EMI

Maria (Bernstein-Sondheim)
Jose Carreras
Orchestra & Chorus Conducted by Leonard Bernstein
Deutsche Grammophon

POP

Channel 6

The World's Greatest
R. Kelly
JIVE

Will I?
Ian Van Dahl
BANG ON

Caramel
City High featuring Eve
INTERSCOPE

Fly
Dante Thomas
ELEKTRA

Dance With Me
112
BADBOY

Don't Let Me Get Me
Pink
ARISTA

Brown Skin
India Arie
N/A

I Do!!
Toya
ARISTA

Catch
Kosheen
ARISTA

Girls, Girls, Girls
Jay-Z
ROCAFELLA

We Thuggin
Fat Joe
ATLANTIC

Freeek!
George Michael
POLYDOR

Break Ya Neck
Busta Rhymes
ARISTA

Let's Stay Home Tonight
Joe
JIVE

Always On Time
Ja Rule featuring Ashanti
DEFJAM

Breathe In Now
George
MUSHROOM

EASY LISTENING

Channel 7

Embraceable You
Liza Minnelli
ANGEL

Many Rivers To Cross
Toni Childs
A & M

If Leaving Me Is Easy
Phil Collins
ATLANTIC

Stuck On You
Lionel Richie
MOTOWN

Heartbreaker
Bee Gees
POLYDOR

The Day You Went Away
Wendy Matthews
ROOART

Love ... Thy Will Be Done
Martika
Columbia

I Got You Babe
Sonny & Cher
EMI

Baby Can I Hold You
Tracy Chapman
N/A

Everytime You Go Away
Paul Young
COLUMBIA

Move Closer
Phyllis Nelson
COLUMBIA

Somewhere Out There
James Ingram and Linda Ronstadt
Warner Bros

Lost In Your Eyes
Debbie Gibson
COLUMBIA

In The Wee Small Hours Of The Morning
Frank Sinatra
CAPITOL

Love Changes Everything
Michael Crawford
ATLANTIC

The Look Of Love
Anita Baker
ELEKTRA

PAPUA NEW GUINEA

Channel 8

Kobiai
Mailu village (Magi)
Central Province

[Panpipes]
Gomri village (Chimbu)
Chimbu Province

Sore Mama
Rock band by Cicilia 'Zenna Greg'
Morobe Province
Chin H Meen Recordings

Uuyambe
Kilalum village (Sulka)
East New Britain Province

Awalif
Ilahita village (South Arapesh)
East Sepik Province

That day is coming closer
Sonoma Adventist College Choir
Recordings by TCPNG

Kaapaumma
Iraabo village (Usarufa-Auyana, Usarufa dialect)
Eastern Highlands Province

'Iabuti'
Irelya village
Enga Province

Papa Paulo
Harahara Band of Miaru Gulf Province
Walter Bay Company Recordings

Kanipu ivi
Karurua village (Purari)
Gulf Province

Gunal
Gohe village (Mawan)
Madang Province

Vuvu Ialire
Rock Band by Narox
Pacific Gold Studios Recordings

Kasama
Kepara village (Hunjera)
Oro Province

Wakuwko
Malasanga village
Morobe Province

Pipa Man
City Hikers Stringband of
National Capital District
Kalang Recordings

Tatarore
Waidoro village
Western Province

Gawa
Walere (Huli)
Southern Highlands Province

E Pain Ta
Riwo Bamboo Band of Madang Province
Kalang Recordings

Sawo
Kwomtari village (Kwomtari)
West Sepik Province

Twigul 'Vasu korekore'
Voniskopo village (Hahon)
North Solomons Province

Iurusalem
Gospel Band by Exiles Gospel of Rabaul
Pacific Gold Recordings

Leleki
Patsui village
Manus Province

Audio Entertainment

Relax and enjoy the flight...

COMEDY

Channel 9

Golden Days
Benny Hill
SEQUEL

Chocolate Cake for Breakfast
Bill Cosby
MOTOWN

The Dentist
Bill Cosby
CAPITOL

Hot Water Burn Baby
Adam Sandler
WARNER BROS

Oh Mom
Adam Sandler
WARNER BROS

Wedding Presents
Victoria Wood
BBC

Northern Film
Victoria Wood
BBC

Star Names
Benny Hill
CONTINUUM

Excerpt from 'The Best of Comic Relief 2'
Steven Wright
RHINO

Why Fish Wear Socks
Steven Wright
EMI

King Tut
Steve Martin
WB

I'm Feelin' It
Steve Martin
WB

Embarrassing Moments
Ellen DeGeneres
ATLANTIC

Children
Ellen DeGeneres
ATLANTIC

Moving On Again
Benny Hill
SEQUEL

COUNTRY

Channel 10

Girls Night Out
Gina Jeffreys
ABC

Margaritaville
Alan Jackson and Jimmy Buffett
ARISTA

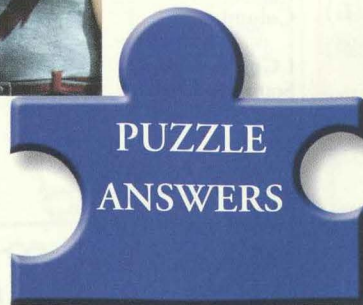
Just Let Me Be In Love
Tracy Byrd
BMI

Not Pretty Enough
Kasey Chambers
EMI

The Gambler
Kenny Rogers
WARNER



Benny Hill



MOTHERS & BABIES

PAIRS

2 and 15

1. (a) sow, (b) piglet
2. (a) mare, (b) foal
3. (a) hen, (b) chicken
4. (a) ewe, (b) lamb
5. (a) bitch, (b) pup
6. (a) lioness, (b) cub
7. (a) nanny goat, (b) kid
8. (a) cow, (b) calf

PENDULUMS

45 seconds — A will have swung 5 times, B will have swung 3 times

CROSSWORD

Across

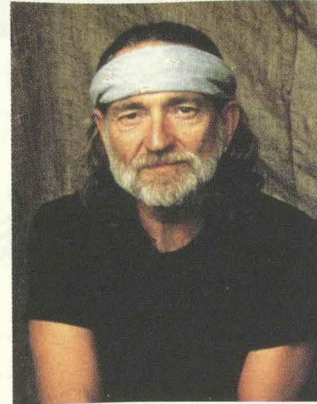
1. topaz
6. hare
7. beat
8. ironic
11. absent
14. acid
15. inch
16. knee

Down

2. omen
3. active
4. barn
5. peace
9. obtain
10. basic
12. sock
13. rife

COUNTRY

Channel 10



Willie Nelson

Blessed
Martina McBride
RCA

Lonelyville
Lee Kernaghan

Too Much Stuff
Delbert McClinton

Love Hurts
Emmylou Harris with Gram Parsons
COLUMBIA

Fire & Rain
Willie Nelson

Does My Ring Burn Your Finger
LeeAnn Womack

Clear Across America Tonight
Alabama

The Valley
James Blundell
EMI

Easy For Me To Say
Clint Black with Lisa Hartman Black
RCA

Long Story Short
Shanley
BMG

Sailing To Philadelphia
Mark Knopfler
MERCURY

CHILDREN'S

Channel 11

Elmo's Song
Elmo from Sesame Street
ABC

Sparky and the Talking Train
Henry Blair
CAPITOL

Mr Vation to You
Agro & Band
CBS

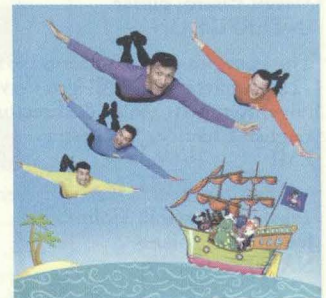
How the Rhinoceros Got his Skin
Jack Nicholson and Bobby McFerrin
WINDHAM HILL

The Hokey Pokey
Little Richard
DISNEY

The Happy Prince
Bing Crosby & Orson Welles
MCA

Gerald McBoing Boing
Dr Seuss
CAPITOL

One Little Coyote
The Wiggles featuring Human Nature
ABC



The Wiggles



Air Niugini
em i PNG!

INFLIGHT Films

International Flights

May

THE LAST CASTLE



Drama
PG
Dreamworks

The Castle — the unlikely last stop in the brilliant career of three-star General

Irwin. Court-martialed and stripped of his rank, Irwin is sentenced to a military prison, which is run with an iron fist by its warden, Colonel Winter. Winter can't help but respect the once-legendary general but it isn't long before that respect turns to resentment and then open hostility as Irwin continually confronts the warden on his methods. Setting out to break Irwin by whatever means necessary, the colonel's tactics only fuel Irwin's defiance and galvanize the other prisoners to rally behind the general in his new mission: to seize control of the prison and remove Winter from his command. The men imprisoned in The Castle have been told they are no longer soldiers ... but they prove they can still fight a war.

Featuring: Robert Redford, James Gandolfini, Steve Burton, Delroy Lindo
Director: Rod Lurie

K-PAX



Drama PG-13
Jaguar

Prot, a mysterious patient at a mental hospital, claims to be from a distant planet called K-PAX. While his psychiatrist, Dr Mark Powell, is baffled by this cheerfully confident man, Prot's descriptions of life on a planet 7000 light years away awaken a sense of possibility among the other patients. When Prot says he's going back before the summer ends, all the patients on the ward vie to go with him. As the days before Prot's announced departure from earth race by, Dr Powell struggles with questions of science versus faith and wonders about his own ability to distinguish reality from delusion.

Featuring:
Kevin Spacey, Jeff Bridges, Alfre Woodard, Mary McCormack
Director: Iaian Sofley

June

JOE SOMEBODY



Comedy
PG-13
FOX

Joe is a divorced, corporate 'Everyman' whose dead-end personal and professional lives are turned around after the office bully publicly humiliates him in front of Joe's daughter. As Joe trains for rematch, and gives himself a makeover, he begins an unexpected ascent up the corporate ladder. Eventually, Joe realises he doesn't need revenge or to become someone else to earn his daughter's respect and win the heart of co-workers.

Featuring: Tim Allen, Julie Bowen, Kelly Lynch, Greg Germann
Director: John Pasquin

GOSFORD PARK

Mystery, Comedy, Drama
R Captive Ent

It is November, 1932. Gosford Park is the magnificent country estate to which Sir William McCordle and his wife, Lady Sylvia, gather relations and friends for a shooting party. They have invited a countess, a World War I hero, the British matinee idol Ivor Novello and an American film producer who makes Charlie Chan movies. As the guests assemble in the gilded drawing rooms above, their personal maids and valets swell the ranks of the house servants in the kitchens and corridors below-stairs. But all is not as it seems: neither amongst the bejeweled guests lunching and dining at their considerable leisure, nor in the attic bedrooms and stark work stations where the servants labour for the comfort of their employers.

Featuring: Maggie Smith, Ryan Phillippe, Kristin Scott Thomas, Stephen Fry
Director: Robert Altman



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VANILLA – Agriculture's new green gold

Story and photographs by Simon Peter



Vanilla growing in garden and close-up of vanilla vines

I have recently become addicted to the sweet aromatic smell of vanilla. In fact, I have kept a neatly wrapped kilo of vanilla an exporter gave me as samples in my office and it keeps the office smelling vanilla all day. I have recently become more acquainted with vanilla due to my work in assisting exporters to find markets overseas.

Vanilla is fast becoming a buzz word in many parts of the country, especially the coastal regions. Until a few years ago, very little was known in Papua New Guinea about the significant potential of vanilla.

The global demand for vanilla for high quality flavoring is estimated to be about 2,000 tonnes per year. The United States accounts for around 60 per cent of the world's vanilla consumption. With severe problems experienced in the traditional suppliers of vanilla, in particular Madagascar and Indonesia, resulting in low supply of vanilla beans, international companies are looking elsewhere to source their raw supply. Papua New Guinea has the opportunity to take advantage of this.

Those who cultivated vanilla in the mid 1990s are now enjoying the monetary benefit of selling their crop to local buyers or exporting directly to overseas markets. The current price of vanilla is on average US\$100 per kilo. With the traditional suppliers unable to rebuild their vanilla industry, Papua New Guinea has a good opportunity to become a major supplier.

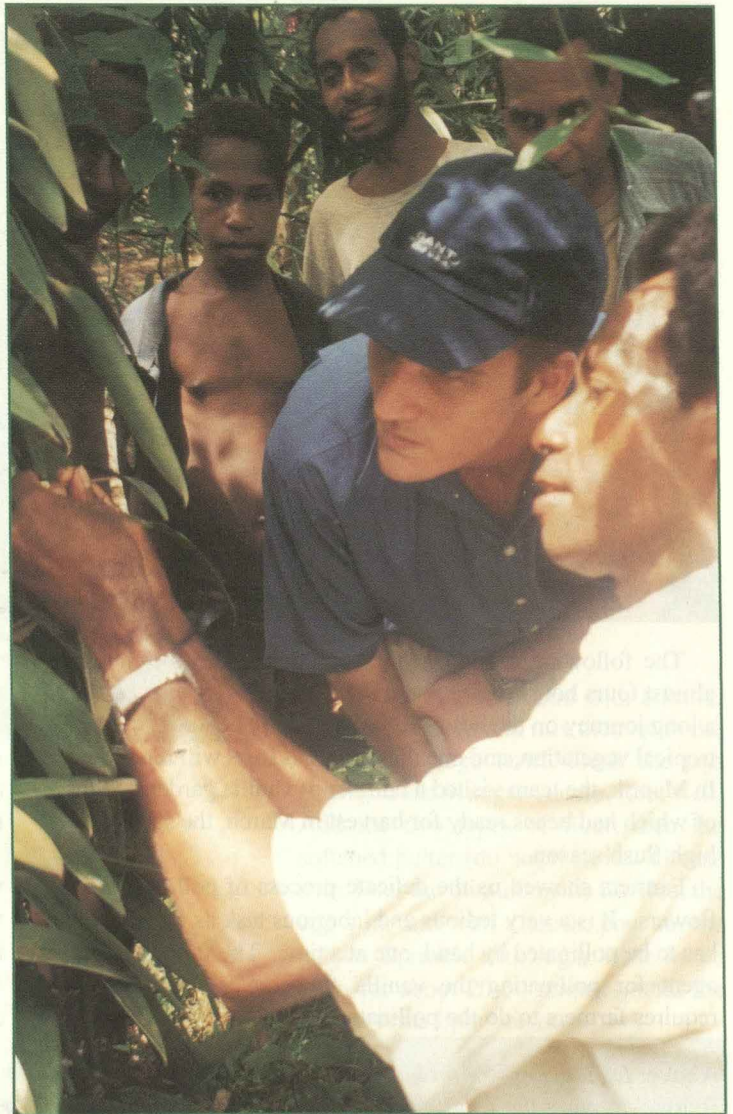
East Sepik Province is currently leading the country with production of vanilla. The vanilla plant was first introduced to the people of Dreikikir and later spread into Maprik area in the 1990s. Since then vanilla cultivation has taken on in a major way, beating traditional cash crops such as coffee, cocoa and coconut. People, ranging from small children to old people are all busy planting and attending to their vanilla gardens.

The vanilla epidemic has become the topical conversation amongst many farmers and with the current price level, it is now termed as PNG agriculture's new green gold. The demand for vanilla cuttings has become high and sale of vanilla vines in major markets has become a common sight. Vines are often sold within 30 minutes of display. Prices vary according to the length of the vines/cuttings, starting from K1.00 up to K5.00 per vine.

Australia is also becoming a major destination of PNG vanilla exports. The Investment Promotion Authority (IPA) has been assisting local exporters to ensure that they meet the international market requirements in so far as quality and regularity of supply are concerned. The IPA facilitated an Australian importer, Queen Fine Foods on an expedition to East Sepik Province in January 2002.

Ross and Sam Himstedt's family business has manufactured essence products including vanilla for over 100 years. Their travel to Wewak was to meet vanilla farmers and growers, and discuss the quality aspect and supply of vanilla beans to Queen Fine Foods.

The first day in Wewak we spent organising our trip up the highway and meeting some of the growers to discuss possible business arrangements. The team also met with Valentine Kambori, Director General of National Agricultural Research Institute (NARI) and also Chairman of the IPA Board, who took the team to visit some vanilla gardens along the west coast area. We spent the night at the beautiful Windjammer Hotel and enjoyed telling stories on the beachfront.



Above: Anton demonstrating to Sam how to pollinate a vanilla flower

Below: Vanilla beans drying in the sun





The following day the team left for Maprik, which took almost four hours of driving along the Sepik Highway. It was a long journey on the beautiful but bumpy road across the lush tropical vegetation, and one that Sam and Ross will remember. In Maprik, the team visited a number of vanilla gardens, many of which had beans ready for harvest in March, the start of the high flush season.

Farmers showed us the delicate process of pollinating the flowers. It is a very tedious and laborious task as each flower has to be pollinated by hand, one at a time. There is no natural agent for pollinating the vanilla flowers, and therefore it requires farmers to do the pollination.

Vanilla grown in Papua New Guinea can be classified organic and can attract premium prices on the international market, as no chemicals are used in the cultivation. However, as Ross stressed, the manufacturing industry demands a high quality vanilla bean and farmers have to pay a lot of attention to the drying process and transport of their beans.

The farmers were happy to meet with potential buyers and we all thoroughly enjoyed this sharing of experience and views on how to develop the vanilla business further. Since then I have joined the vanilla farmers and organised to have my garden planted by the end of this year and enjoy some extra income in a few years time ...

Above: *Displaying vanilla beans ready for export*

Below: *Meeting the vanilla farmers, growers and exporters of Turubu, west coast area*



LOCAL CUISINE — Vanilla

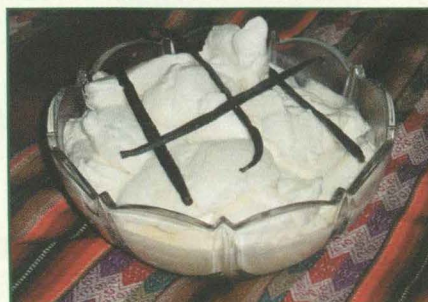
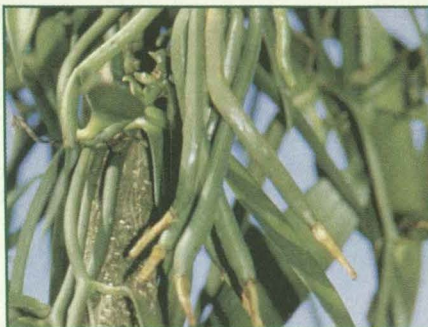
By Céline Peter



Vanilla is a favourite flavouring

for cakes and desserts. You can use either the vanilla beans, or the vanilla extract, which is easily found in shops. The recipes presented here are very traditional French desserts, where vanilla has long been used as a

spice in cooking. Even vanilla ice cream is not difficult to make, and so much better when it is home made! Bon appétit!



Galette

125g butter
125g sugar
2 eggs +1 egg yolk
1 vanilla bean
125 plain flour
125g plain wholemeal flour
Preheat the oven at 200°C.

Split the vanilla bean and with a knife, remove the seeds and mix them with the sugar. In a large bowl, break the two eggs, and stir in sugar/vanilla. Beat well. Add the two types of flour, then the softened butter (do not melt it). Grease a tin. Pour the mixture in the tin. Beat the egg yolk and with a brush, pour on the galette. Sprinkle with sugar. Bake in the oven for about 20-30 minutes, until the galette turns light brown.



Vanilla Ice Cream

1 cup water
1 tbsp of gelatin
4 tbsp of sugar
1 tin of evaporated milk
 $\frac{1}{2}$ litre of milk
2 vanilla beans

Split the vanilla beans into two pieces and boil in milk. Let the milk cool to room temperature and remove the beans.

Boil the water and mix the gelatin. Add gelatin/water to the evaporated milk, milk and sugar. Beat well. Place in the freezer.

Remove in the morning and whip the mixture well to soften. Place in trays or bowls, freeze and enjoy!



Vanilla Flan

$\frac{3}{4}$ litre milk
1 vanilla bean
2 strips of lemon rind
3 eggs +1 egg yolk
60g sugar
60g flour
40g butter

In a saucepan, put the milk, vanilla bean and lemon rind and bring to boil. Remove the saucepan from the heat, cover and leave for 15 minutes. Strain the milk and let it cool completely.

Preheat the oven at 200°C.

Put eggs, sugar and a pinch of salt in a bowl and beat well. Add flour and then add the milk gradually.

Pour in a greased tin and bake in the oven for 30 to 35 minutes.

Floating Island

5 eggs
 $\frac{1}{2}$ litre of milk
1 vanilla bean
200g sugar

Split the vanilla bean into two pieces, put the pieces in the milk and bring to boil. Remove the vanilla bean. Separate egg whites and yolks. In a large bowl, beat the egg yolks and 150g of sugar until the mixture gets smooth and whitish. Pour the milk very gradually on the mixture while stirring constantly. Put the mixture back in the saucepan and cook on low heat for a few minutes until creamy. Make sure that the milk does not boil again. Keep on stirring off the heat and allow to cool to room temperature.

Beat the egg whites with a pinch of salt. When they are stiff, beat in 50g of sugar. In a saucepan, bring water to boil. Scoop some egg whites with a large spoon and dip into the boiling water. After 15 seconds, turn on the other side and let cook for a few more seconds (less than a minute in total). Remove from the saucepan and reserve in a strainer. Repeat the operation until all the egg whites are cooked.

Pour the cream in a large bowl. Put the egg whites on top of the cream and store in the fridge for a few hours. Serve cold with some biscuits, such as the galette or some caramel on top.

Welcome

Getting Around

At Jackson's Airport, which is 11km from the centre of Port Moresby, there are rental car counters, a bank and duty free shops. Major hotels have a courtesy bus to and from the airport. Taxis have meters. Within the city, PMVs (public motor vehicles) cost 50 toea per journey. Elsewhere, PMVs, taxis and hire cars are available.

Useful Port Moresby Numbers

Air Niugini Information **327 3480**

Reservations & Confirmation **327 3555** (Domestic)

Reservations & Confirmation **327 3444** (International)

Police **000**

Ambulance **325 6822**

Currency

Papua New Guinea's unit of currency is the Kina which is divided into 100 toea. Exchange your money at Jackson's Airport or in banks which are open from 8.45am to 3pm, Monday to Thursday and until 4pm on Friday. Credit cards are accepted in leading hotels and shops.

Customs and Quarantine

Adults over 18 have a general allowance of new goods to the value of K250 and are allowed duty free:

- 200 cigarettes or 50 cigars or 250grams of tobacco
- One litre of alcohol
- A reasonable amount of perfume

Drugs, pornographic literature or video tapes, firearms and weapons are prohibited. Food items, seeds, spices, live or dry plants, animal products and biological specimens such as cultures and blood need special import approval.

Languages

Although over 800 languages are spoken in Papua New Guinea, English is the language of education and commerce. Tok Pisin is widely spoken and Hiri Motu is common in Papua.

Time

Papua New Guinea is 10 hours ahead of GMT, in the same time zone as Eastern Australia. There is no daylight saving.

Communication

ISD, STD and facsimile services are available in most areas. Large towns have public telephones. Phone cards can be used in some. Many rural areas have radio phones.

Driving

Drivers' licences issued in other countries are valid for 3 months after arrival. Vehicles travel on the left side of the road; speed limits are 60kph in built-up areas and 80kph out of town.

Electricity

Electricity supply is 240 volts AC 50 Hz. Some hotels have 110 volt outlets for shavers and hair dryers.

Health

Water quality is within WHO standards in most towns. Bottled water is available. In rural areas it is advisable to boil water. As malaria continues to be a health risk in the country, anti-malaria tablets should be taken two weeks before arrival, during your stay and for 4 weeks after departure. Use insect repellent and wear long-sleeved shirts, trousers and shoes in the evening. Dentists, doctors and hospitals are in all major centres. Rural areas have health centres and aid posts staffed by trained health workers.

Dress

For most occasions, dress is informal. Thongs and shorts are not allowed in some bars and restaurants. Lightweight clothing is suitable for coastal areas but a sweater or jacket will be needed in the highlands.

Restaurants

Western cuisine is available in hotels, restaurants, guest houses and lodges. Port Moresby has several Asian restaurants. Some hotels especially in the provinces serve local food such as roast pork, chicken or fish with sweet potato, taro, yam, pumpkin, banana and greens cooked in coconut milk.

Tips

Tips are neither expected nor encouraged.

Shopping

Large stores and artifact shops offer a variety of goods for sale. Saturday is a half day for most shops and nearly all are closed on Sunday. Artisans sell their craft beside the roads or in markets. All markets sell a wide range of fruits and vegetables.

Cultural Events

Celebrations of traditional culture include:

August - *Mt Hagen Show*, September - *Hiri Moale Festival Port Moresby*, *Goroka Show*, October - *Maborasa Festival Madang*, *Morobe Show*

Export Rules

Many artifacts, historical and cultural objects are prohibited exports. Others require a permit from the National Museum. Export permits for wildlife and animal products are issued by the Nature Conservation Division of the Department of Environment and Conservation.

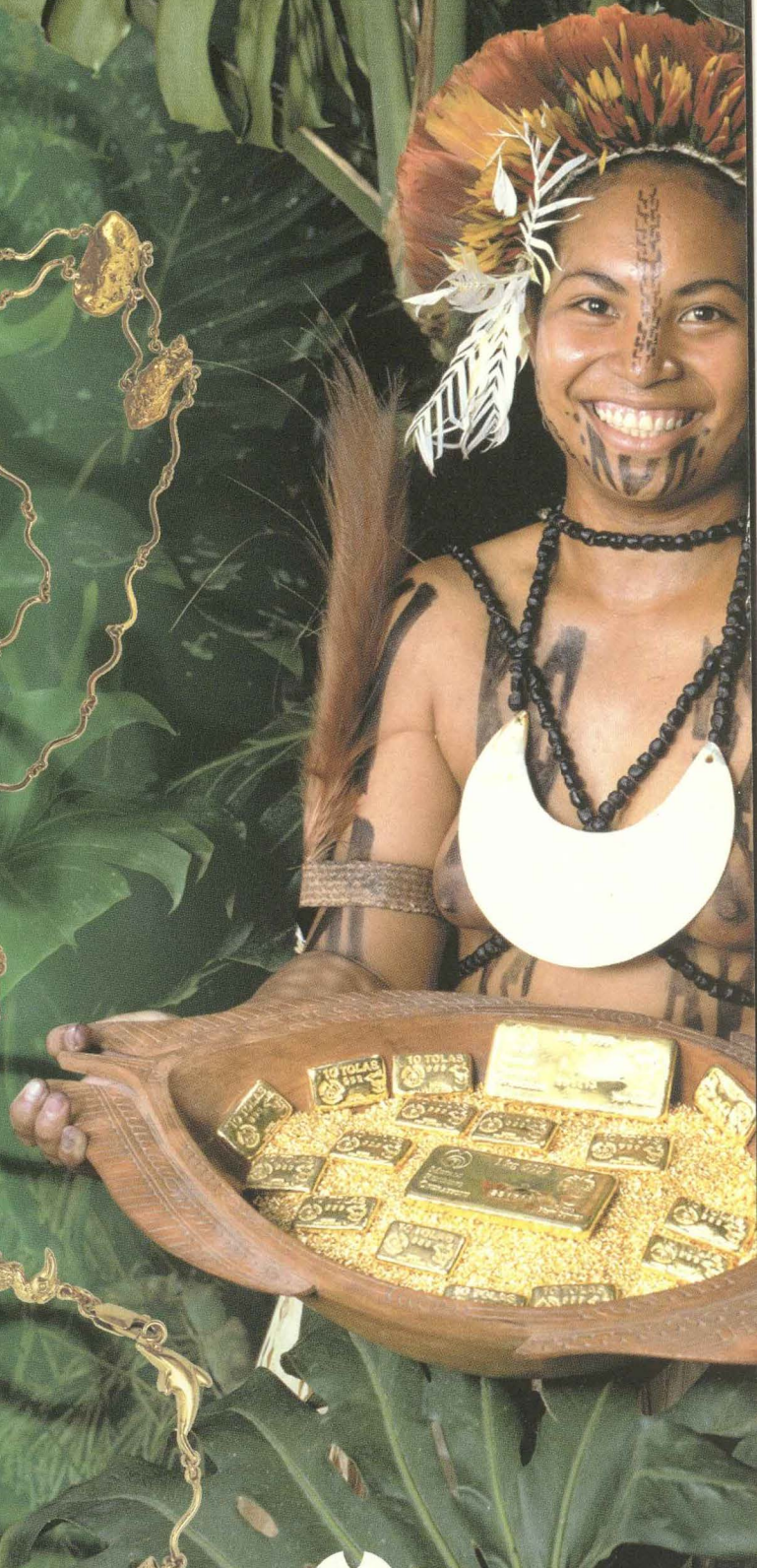
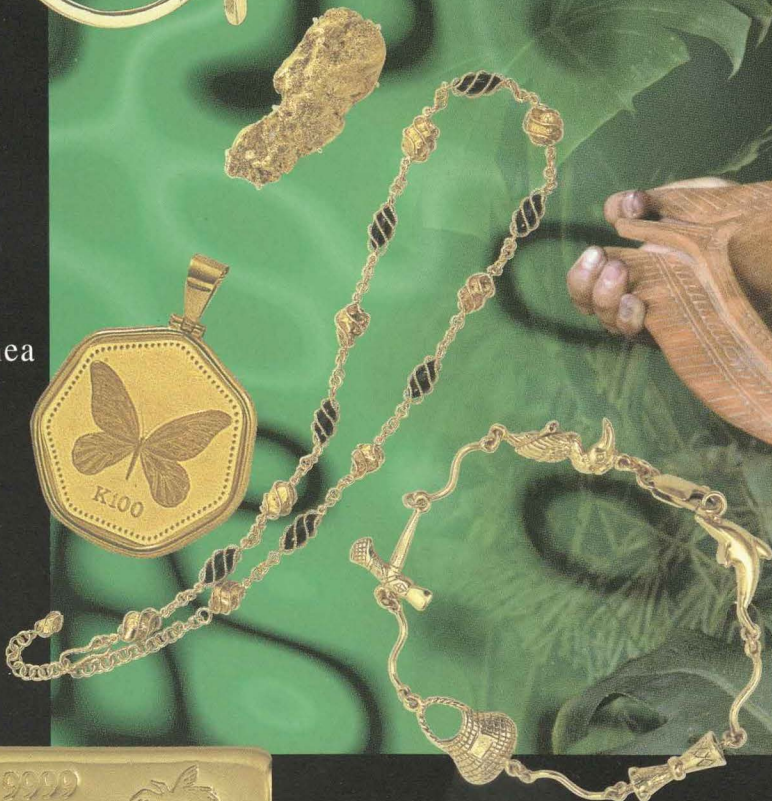


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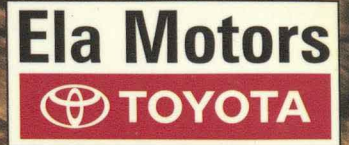


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