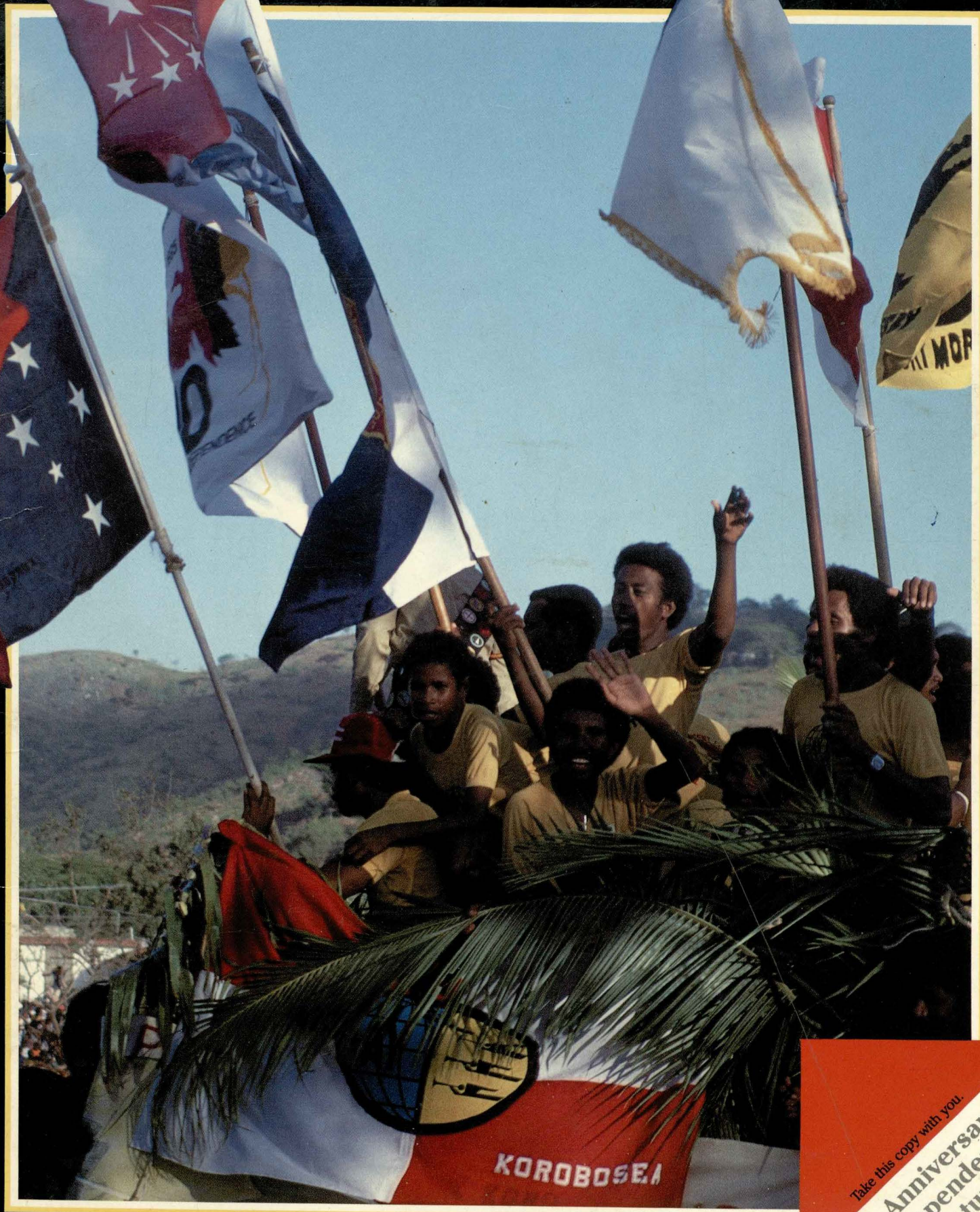


paradise

in-flight with Air Niugini



Take this copy with you.

10th Anniversary of
Independence
feature

Cacharel

Anais Anais



paradise

No. 55 Feb 1986
Paradise is published bi-monthly by Air Niugini, PO Box 7186, Boroko, Papua New Guinea (telephone 273542; telex NE22225).

Welcome aboard.

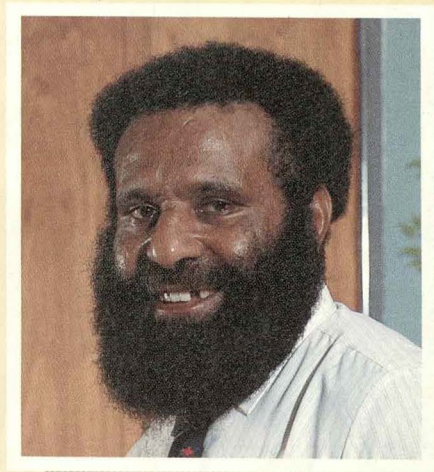
And welcome to this special issue of Paradise for a special occasion - Papua New Guinea's 10th Independence anniversary celebrations.

Our country has come a long way in its first decade with significant achievements in economic, cultural and social developments.

Air Niugini has played an important role in this progress by providing essential and reliable air links to 21 destinations and carrying more than five million passengers.

The airline was proud to participate in the celebrations and looks forward to contributing to a successful second decade for Papua New Guinea.

Masket langalio
General Manager, Air Niugini



IN THIS ISSUE:

5 CELEBRATING THE TENTH BIRTHDAY

Thousands joined in the fun as PNG celebrated its first decade as an independent nation.

13 THE PNG CUP

Boardsailing is one of the world's fastest growing sports. Roger Gunson tells us about PNG's first major regatta.

18 WHAT'S IN A NAME

The origins of Papua New Guinea's name are explored.

23 THE GIRL BEHIND PNG'S FLAG

A flag is a proud symbol of a nation's heritage. PNG's flag was designed by a talented 15 year old schoolgirl.

27 100 YEARS OF POSTAL SERVICES

In 1885 the first known postal article reached Port Moresby by ship. Noel Pascoe traces the history and achievements of communications in PNG.

33 RABAU - MEMORIES OF A COASTWATCHER

An Australian radio operator reminisces about his experiences behind Japanese lines during World War Two.

Above: Mr Masket langalio, General Manager of Air Niugini.

Cover: A flurry of flags and patriotism from this colorful float at the Sir Hubert Murray Stadium during the 10th anniversary celebrations.
Photo by Noel Pascoe.

Editor - Geoff McLaughlin
Consultant - Bob Talbot
Design - Thomas Cooke Associates
Advertising - Maria Campbell

Advertising

Papua New Guinea - Advertising Department, Air Niugini, PO Box 7186, Boroko
Australia - The Horwitz Group, 506 Miller St, Cammeray, 2062 (telephone Sydney 929 6144)
Hong Kong - Progressive Advertising Agency, 11 Kam Ping Street, Kam Ming Yuen, Rm C, 2nd FL, North Point (telephone 5-630145-6; telex HX 65474PPAAE)
Japan - Universal Media Corporation, GPO Box 46, Tokyo (telephone 666-3036; cables 'Unimedia' Tokyo)
United Kingdom - Intergroup Communications Inc., 31 Lyncroft Avenue, Pinner, Middlesex (telephone 01-868 9289; cables Pacom Pinner)

Subscriptions

Annual subscription rates for six airmail issues are:
USA, Europe, UK and Africa Kina 23 (US\$28)
Australia, New Zealand, Asia and South Pacific K19 (US\$24, A\$25)
Papua New Guinea K13
payment by international bank draft, please

Please address all correspondence to Paradise, PO Box 7186, Boroko, Papua New Guinea.

Printed in Hong Kong by Progressive Printing Agency.



Quality in Air Transport

One of the world's leading business advisers has spent the last 25 years in Papua New Guinea.

Admittedly it may not sound an obvious choice, but twenty-five years ago, Coopers & Lybrand realised that this was a place with remarkable potential for development.

In fact, we were the first international accounting firm to open an office here in Papua New Guinea.

Naturally, this gave us a head start into understanding how to make the most of the opportunities and how to avoid the problems.

And today, as the largest accounting firm in Papua New Guinea, we can offer unrivalled knowledge to investors.

We can also help you with everyday services like tax and auditing.

Or we can advise you on industry, whether it is mining, agriculture, manufacturing or fisheries.

Contact us at any one of our ten offices throughout Papua New Guinea.

Or, alternatively, just complete the coupon below and we'll forward you a comprehensive guide to Papua New Guinea.

After you have read it, we think you will want to invest here too.

To: Mr Stewart Naunton, Coopers & Lybrand, Mogoru Moto, Champion Pde, Port Moresby, Papua New Guinea.

Name _____

Company _____

Address _____

Phone _____

Accountants and
Management Consultants.



Coopers
& Lybrand

Celebrating

— the tenth — BIRTHDAY

by Noel Pascoe

Independence comes but once in a nation's lifetime. It brings in every successive year the chance to show pride in that achievement. Papua New Guinea has made an annual event of that demonstration of nationalism.

1985 is the tenth anniversary of that attainment, a decade after the deeply moving ceremony of lowering the Australian flag and the hoisting aloft of the newly recognised PNG flag.

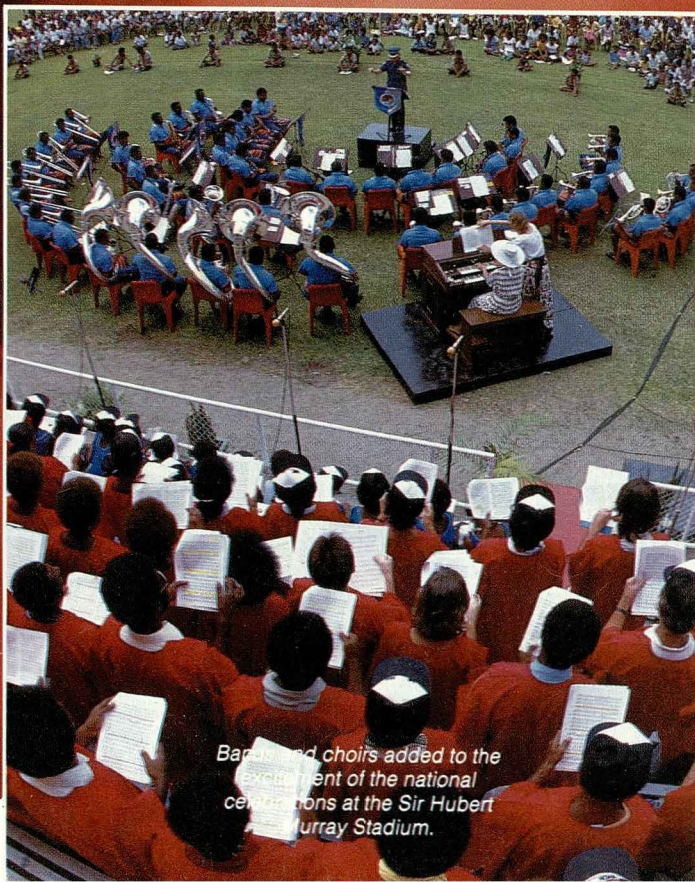
The PNG government decided to make the tenth anniversary an occasion of moment and allocated K1.5 million (about Aust. \$2.2 million) to officials to disburse among the 19 provincial governments and the national committee, which was responsible for co-ordinating the nation's festivities and directly involved in mounting the major ceremony in the capital city, Port Moresby.

It was a day for celebration and also for soul-searching,

for introspection. The celebrations were held in many localities in the diverse terrain of PNG: the carefully groomed playing surface of the Sir Hubert Murray Stadium in Port Moresby, schoolgrounds, patrol posts and sports venues around the nation.

Cute little primary school children were dressed up in their parents' carefully tended traditional costuming and decoration. Village groups of young boys and girls practised for weeks to get the pitch of their songs and the strumming of their guitars just right. They spent many evenings in choir sessions, showing pride in the magnificent natural melodies created mostly on a solid base of Catholic, Uniting and Seventh Day Adventist lyrics.

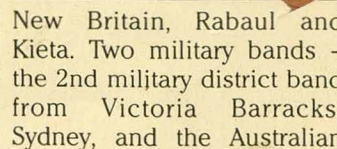
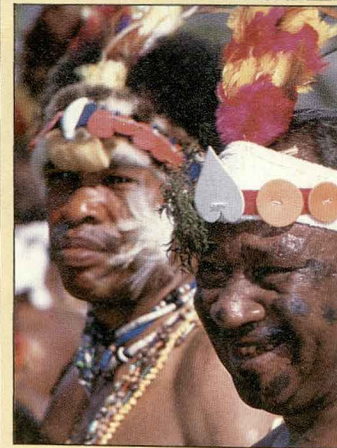
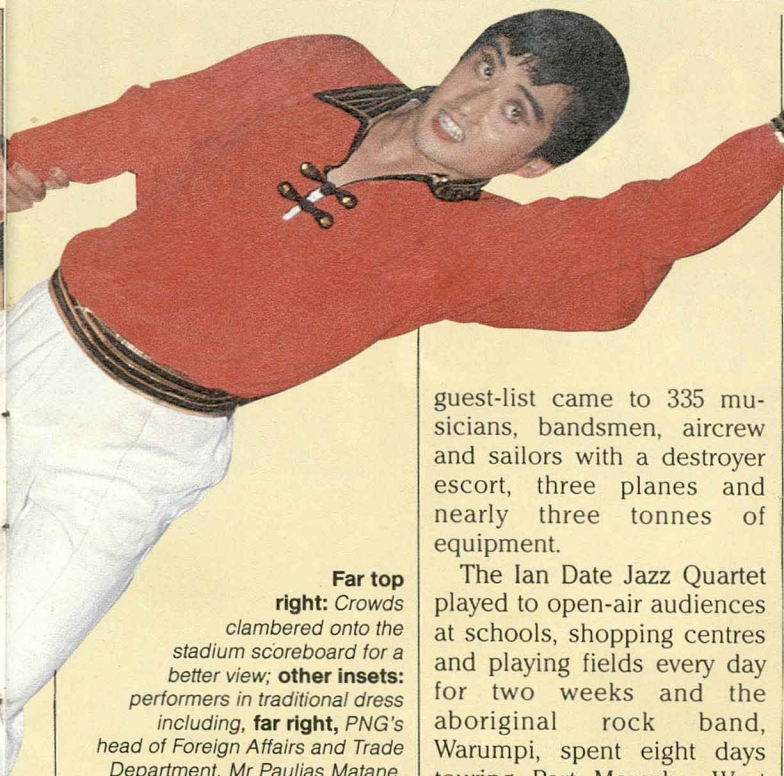
How did it all end up on the Big Day? Indications were that most of the country had pleasant, fun-filled festivities and few recriminations.



Band and choir added to the excitement of the national celebrations at the Sir Hubert Murray Stadium.



Locals take a peek at the Chinese acrobats from Beijing, part of a 10-man troupe which performed throughout PNG.



New Britain, Rabaul and Kieta. Two military bands - the 2nd military district band from Victoria Barracks, Sydney, and the Australian Army pipes and drums from Townsville and Brisbane flew in on RAAF aircraft.

To the many rugby league fans in Port Moresby, the most important Oz gift for the occasion was the visit of an Australian President's Rugby League XIII. The visitors included league big-names such as captain John Ribot, bruising Mario Fenech (little brother and world boxing champion Jeff went along for the ride) and Wally Fullerton-Smith.

Sun-lovers were at the city's public beach, Ela Beach, for the traditional

guest-list came to 335 musicians, bandsmen, aircrew and sailors with a destroyer escort, three planes and nearly three tonnes of equipment.

The Ian Date Jazz Quartet played to open-air audiences at schools, shopping centres and playing fields every day for two weeks and the aboriginal rock band, Warumpi, spent eight days touring Port Moresby, West

Far top right: Crowds clambered onto the stadium scoreboard for a better view; **other insets:** performers in traditional dress including, **far right,** PNG's head of Foreign Affairs and Trade Department, Mr Paulias Matane.

Parades of floats through provincial town streets, local beauty contests and singing and dancing combined with the free spirits of a holiday that stretched over five days including a weekend.

PNG's daily cartoon figure, Grassroots got into the spirit of things with his homilies about the "Hundapants selibratings", including one natter to Hoksy Boi (Australian Prime Minister Bob Hawke) advising against "partying with those T.I. chicks" on the way to Port Moresby.

Gladly, many of the star attractions of the country's celebrations were not confined to the capital city. The organising committee arranged for visits by acrobats and soccer players from the People's Republic of China, a drum and dance team from Japan and traditional dancers from Indonesia and Malaysia. The US government had the stores ship USS White Plains, visiting the city of Lae and Port Moresby for Independence Week.

The Australians, as befitting the colonial power that in 1975 handed over the reins of control peacefully, provided a big range of performers. The Aussies' total

shape with the massive K23 million monument of the National Parliament, the concrete slab structure of the National Court, National Library and sundry government and foreign diplomatic offices nearby.

Tree seedlings were planted in a mass ceremony with many foreign diplomats, heads of State and heads of government taking part. The 1000 seedlings were a gift from the Auburn City Council in Sydney, after a sister city agreement was reached with Port Moresby.

PNG Prime Minister Michael Somare unveiled a plaque opposite City Hall to mark the construction of a new sporting complex to be named Lagani Gwauta, Papuan words for tenth anniversary.

Thousands of the city's

outrigger canoe race, rubber tube raft race and just plain skimming across the waves on windsurfing boards.

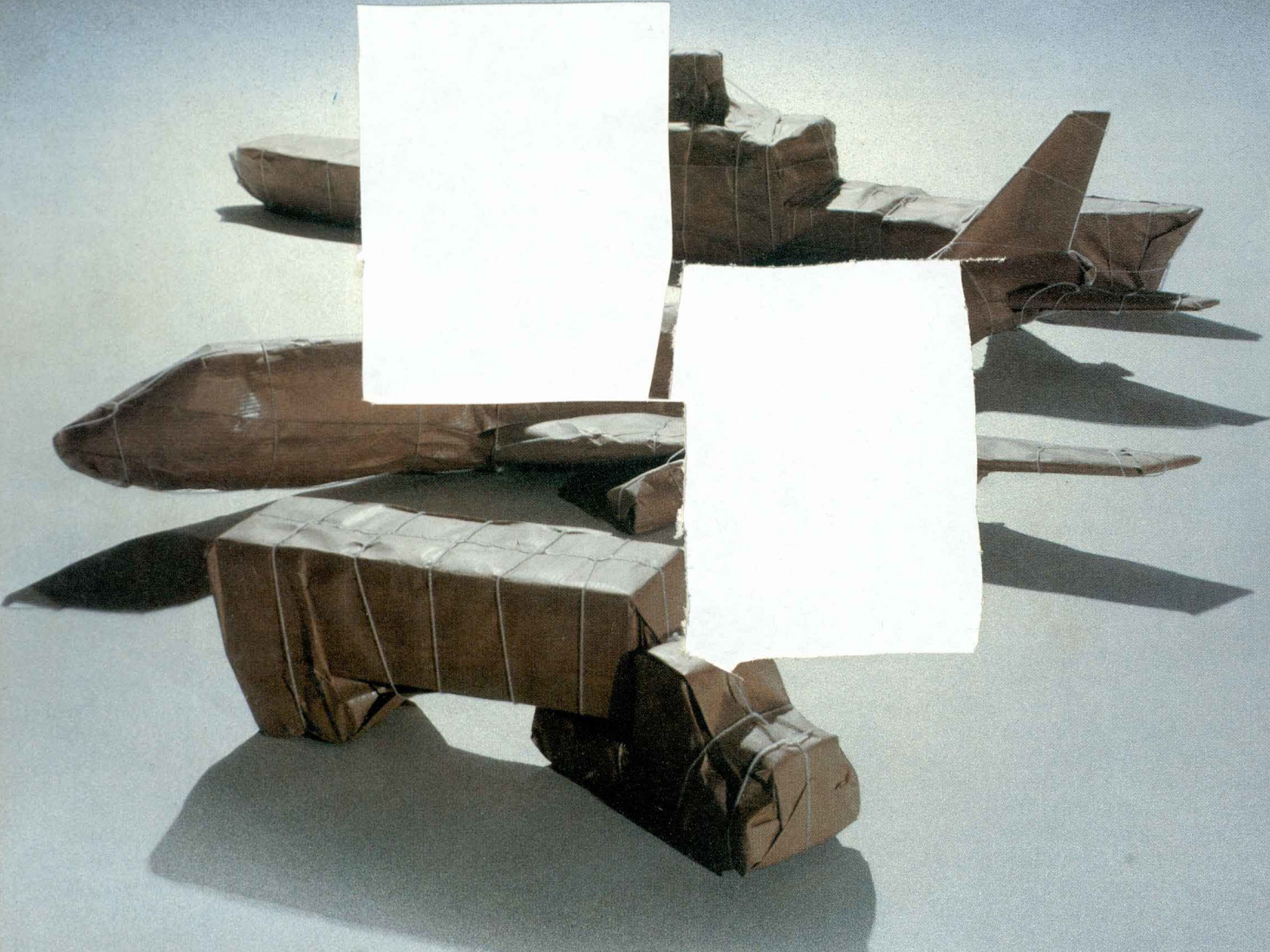
The five days of holidaying were strewn with performances to warm up the feelings of the public. But it was Monday, September 16, that was the climax of the spending and preparations.

In Port Moresby, the day began with the raising of the national flag at Independence Hill, Waigani. Ten years ago, the setting was a series of grass-covered hillocks. On this occasion, the dreams of city planners were taking

Photo Noel Pascoe

Photo Noel Pascoe

We've got it all wrapped up.

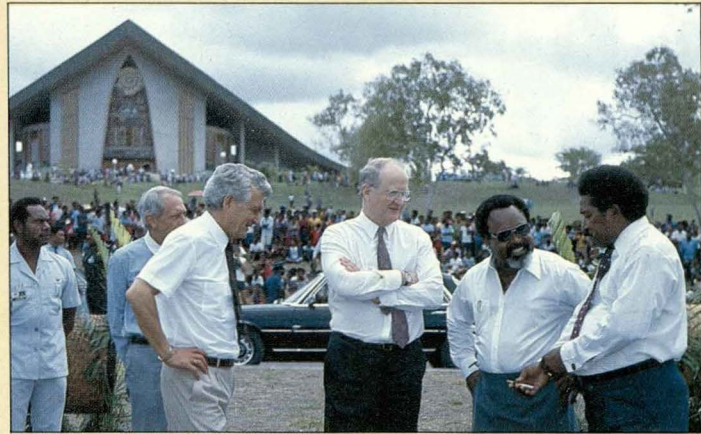
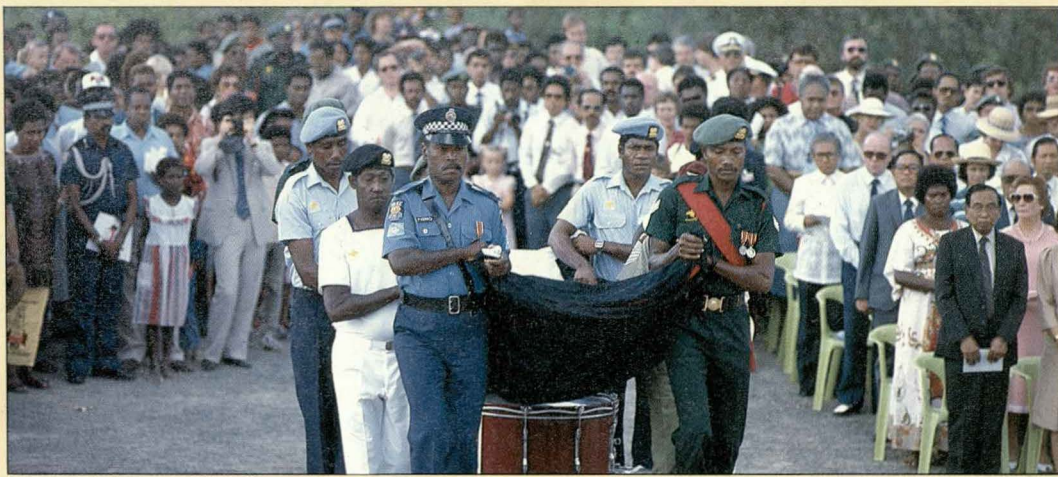


The complete freight handling service requires an organization encompassing a daunting assembly of expertise. Stevedoring, through cargo handling, ancillary shipping and packaging services, road haulage, specialised freight handling equipment, complete container facilities, cold storage, full vessel agency are but some of the essential services required.

The Robert Laurie-Carpenters Group of Companies covers all these and more. In fact so comprehensive is the service offered that you are invited to send for the RLC information folio which describes in detail this complete freight handling service. Whether it's sea, land or airfreight — RLC have it all wrapped up.

Robert Laurie-Carpenters Pty. Ltd.
PO Box 922
Port Moresby
Papua New Guinea

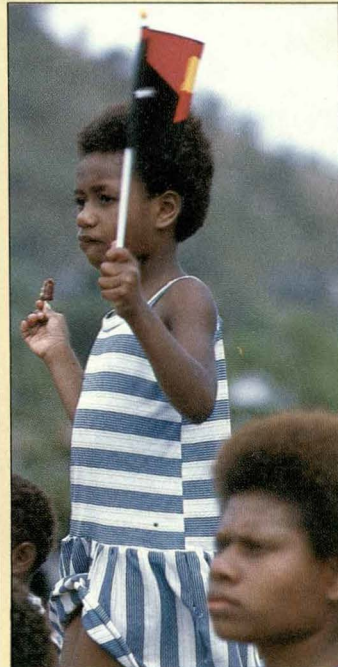
Telephone: 217324, Telex: NE22107
Branches throughout Papua New Guinea



Top: Preparing for the official flag-raising ceremony on Independence Hill; **centre:** Australia's PM, Bob Hawke, chats with Michael Somare; **bottom:** Australian politician, Andrew Peacock learning the drums.



munity's boys and girls demonstrated the well-known bamboo dance and the stirring parade of candles; the Indonesians and Malaysians caught the eye with their beautiful costuming and graceful movements and the Japanese troupe jolted spectators from their seats with the exuberant pounding of drums and leaps into the air. Tolai people from the Gazelle Peninsula of East New Britain whirled around the grass, with the apparently painful "whip dance" and an all-female group performed a rarely seen traditional dance.



One of the drummers accompanying them was the feather-bedecked Secretary of Foreign Affairs and Trade and prolific author, Paulias Matane. The Chinese acrobats spun into action atop a built-up platform and had the crowd of about 20,000 applauding their antics. The military bands stirred emotions with their renditions of songs like Waltzing Matilda and the Stars and Stripes Forever. The PNG Defence Force soldiers added a solid volley of authenticity to the musical performance of the William Tell 1812 Overture. The thundering rolls of cannonfire had kids and grown-ups jumping from their seats in genuine alarm and, belatedly, gasps of admiration.

The United Church choir of the Moresby suburb of

Boroko dressed in colorful robes brought the crowd to silence as it sang numbers like the Hallelujah Chorus.

It was all a fine lead-up to what most in the crowd had been waiting for: Sydneysider Sid Howard's fireworks display! The blaze of colorful fireworks shooting into the sky from a nearby mountainside delighted the crowd more than anything else and sent them home happy. It wasn't just the Monday ceremonies, however. Little segments, such as the Defence Force troops parading through the streets to collect coins and notes for the fight against cancer; the giant figure 10 lit up at night on a 24-metre-high tower on a dominating hillside at the Defence Force premises at Murray Barracks and the joint church service at the stadium, contributed towards the overall significance of the date.

The perpetually stricken Cheshire Home for handicapped children in Port Moresby was a welcome beneficiary of the anniversary. Help was promised from one of the overseas delegations visiting for the week.

Cheshire Home has been on the verge of closing or cutting back on intakes of children for several years due to lack of finance, but Mrs Hoo Nam Chung, wife of the South Korean Minister for Reconstruction, visited the Home and promised to do all she could to extend the buildings. She gave US\$500 immediately as a gesture of sympathy and said she would launch a public appeal on return to Seoul.

Sport-wise, Papua New Guinean fans had plenty to savor. The best of PNG's rugby league players formed a team against the Australians and began well to trail by only a few points at half-time, tackling the comparatively huge Aussies with gusto and forcing plenty of errors. But the effort took its toll. Some of the home town players had competed in five



Top from left: Schoolchildren in the festive mood; traditional dancers in full swing; PNG military band member in action; **bottom from left:** Tolai dancers at the stadium; the giant US Galaxy transport aircraft was a target for eager crowds at the aviation display.



full games within eight days ... they collapsed in the second half of the international match to go down to 62-14 defeat.

On the last night of the holiday, the visiting Chinese national team took on the PNG soccer team. Under the lights at the stadium, China took an early lead with a precise, skillful display of passing the ball and high kicks into the forward zone to make it easy for their taller players to spear in headers. Papua New Guineans, accustomed to seeing their national sides as under-dogs against visitors, were already writing their chances off at half-time, trailing 1-0. But enthusiasm counts for a lot in sport. The Papua New Guineans resumed the attack with vigor and the Chinese

stars began to make a few mistakes. The equalising goal from PNG had the fans leaping into the air with delight. Here was a local team matching it with a world-rated team from China. Such was the excitement infecting the players that two glorious chances for PNG went begging. Result? A one-all draw pleasing to nationalistic feeling.

There were some disappointments. Not all the promised 10,500 Independence medals for distribution to worthy citizens and residents were received from England in time. The Prime Minister's pet project, a write-in contest to suggest a new name for the nation, was not quite completed in time. Thousands of entries from at home and abroad had been

received, but their compilation was not finished in time so it was still Papua New Guinea at the tenth birthday.

Watchers at the Port Moresby stadium ceremonies complained about some aspects, but the consensus throughout the rest of the country was that the occasion was celebrated by most of the people in contented fashion.

It was then a time for reflection and for crystal ball gazing, on a national perspective. Prime Minister Somare and Finance Minister Philip Bouraga took the opportunity to forewarn citizens of the need to pull the belt a little tighter.

Mr Somare told the nation the new five-year plan was aimed at boosting economic growth and the creation of more jobs. To these ends, he said the government would encourage private enterprise to do as much as possible. The government would not try to provide services which could be handled by the private sector. The new principles for development would emphasise flexibility on wages, deregulate dealings in alienated land, remove regulations impeding investment and competition, provide constructive assistance to national investors, and refuse to promote un-economic industries.

A sound philosophy for the second decade of Independence!

Photographs by Rocky Roe, unless otherwise specified.

DIMET

THE FIRST AUSTRALIAN COMPANY TO SELL LIFE INSURANCE BY THE LITRE.

At Dimet, we manufacture protective coatings. Because without our products, thousands of multi-million dollar projects would have died an early death.

Tankers would have rusted. Bridges would have corroded, and all for the want of a few litres of the right kind of protection.

That's why it is our proud boast that Engineers and Architects world wide can trust Dimet when they think of protective coatings.

WE'VE BEEN SPECIALISTS FOR MORE THAN 40 YEARS.

After all, we invented the basis of the modern coatings industry back in 1936, when the world's first inorganic zinc silicate coating was developed in Melbourne.

Today it's franchised and exported all over the world. We didn't stop at zinc silicate.

Our reputation as a high technology company continues to grow as we pioneer new developments in polyurethane, epoxy,

elastomeric, vinyl and other protective coatings.


Our reputation is very important to us because our products are formulated to do their job of protection - long term.

And we take care that they do. They're backed by 40 years of experience, and the backing of assets in Australia exceeding 190 million dollars. And not only in the area of protective coatings either.

Dimet also designs, manufactures and exports a large range of building construction products, plastics and industrial adhesives.

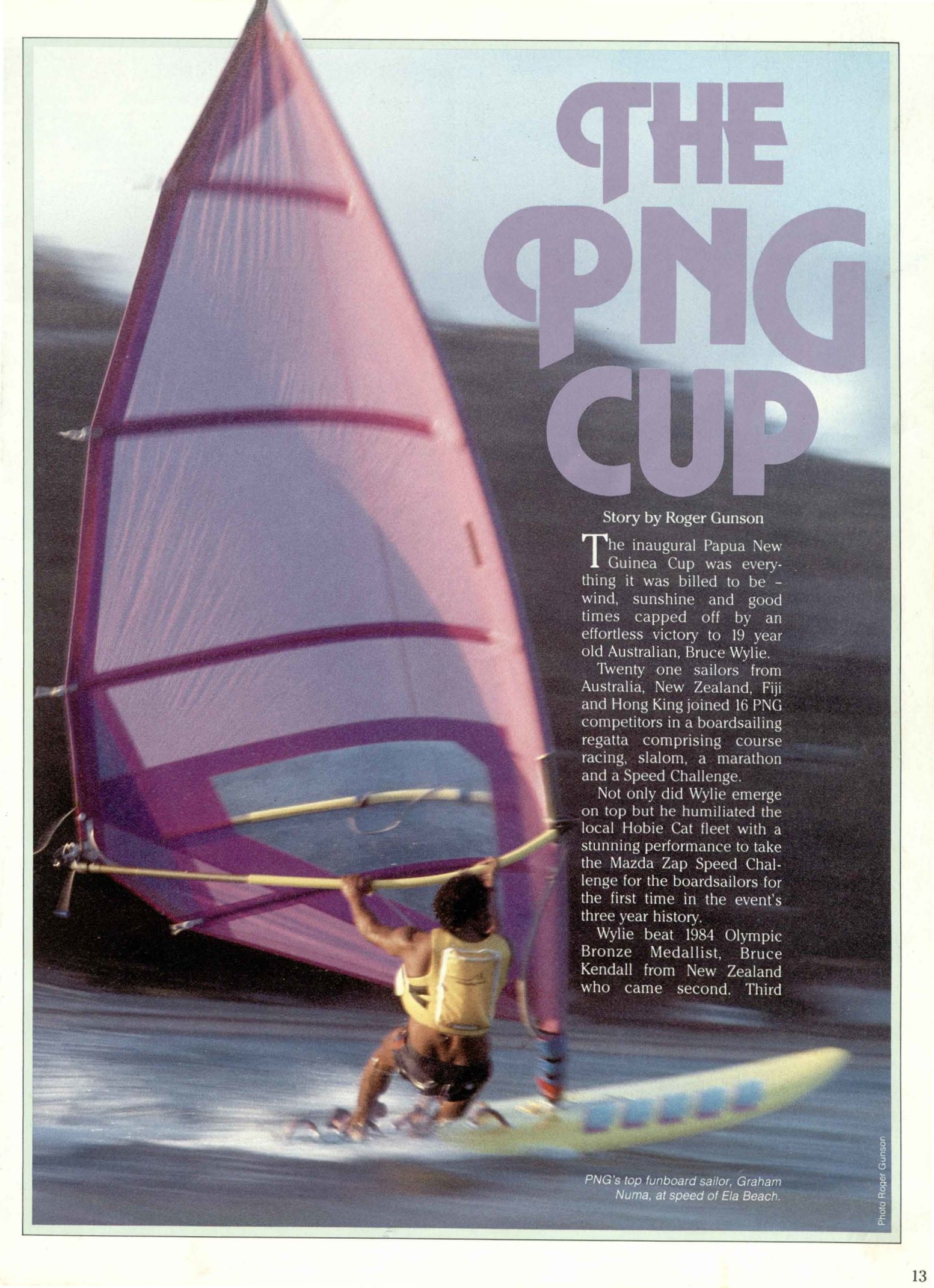
And if we say that a Dimet product is right for the job, we want you to know that you can take the statement seriously.

If you would like to know about our products please contact:-

DIMET INTERNATIONAL, An  Company,
P.O. Box 50, DOONSIDE, NSW, Australia.
Telex No: AA25292
Telephone: (02) 622 1000



"The magnificent 54 metre Yasawa Princess recently built in Suva for Blue Lagoon Cruises. The Yasawa Princess has been treated inside and outside with Dimet high performance zinc silicate, epoxy, vinyl and anti-fouling marine coatings. Application by Maxlane Engineers Ltd."



THE PNG CUP

Story by Roger Gunson

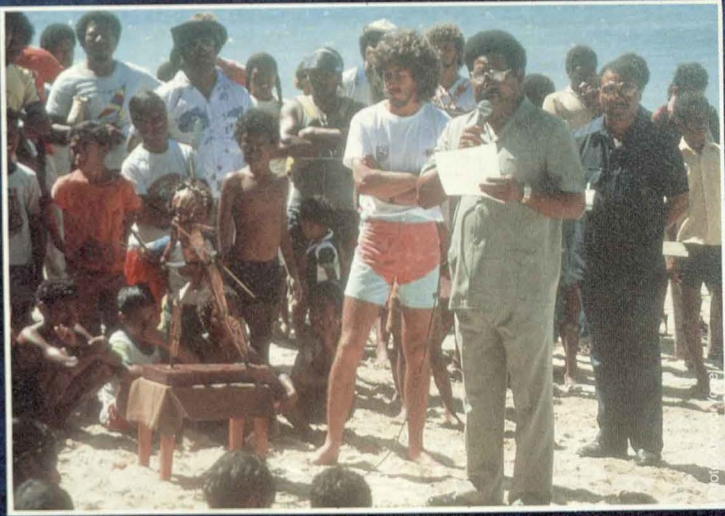
The inaugural Papua New Guinea Cup was everything it was billed to be - wind, sunshine and good times capped off by an effortless victory to 19 year old Australian, Bruce Wylie.

Twenty one sailors from Australia, New Zealand, Fiji and Hong King joined 16 PNG competitors in a boardsailing regatta comprising course racing, slalom, a marathon and a Speed Challenge.

Not only did Wylie emerge on top but he humiliated the local Hobie Cat fleet with a stunning performance to take the Mazda Zap Speed Challenge for the boardsailors for the first time in the event's three year history.

Wylie beat 1984 Olympic Bronze Medallist, Bruce Kendall from New Zealand who came second. Third

PNG's top funboard sailor, Graham Numa, at speed of Ela Beach.



Victor, Bruce Wylie, shows his winning style; **top from left:** PNG Governor-General, Sir Kingsford Dibela, opens the event with trophy on display; sailboards line up for the marathon's start; awaiting the start of the Mazda Zap Speed Challenge.





Photo Arnold Vogel

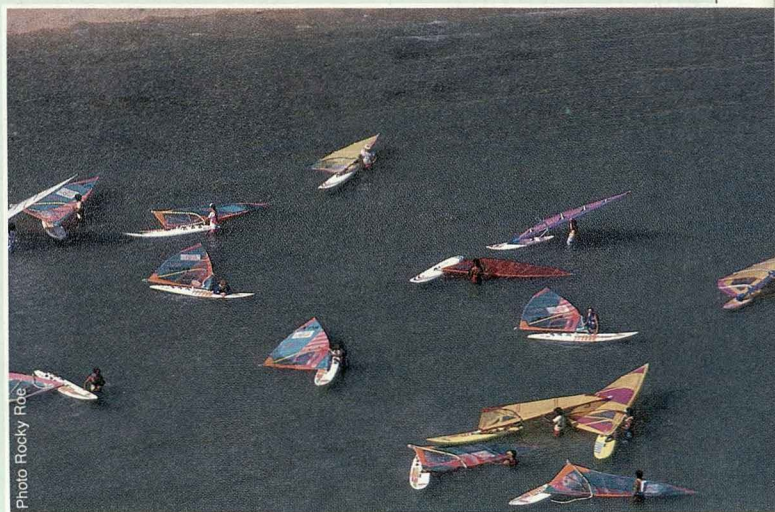


Photo Rocky Roe

place was won by another Australian, Bruce Hodgens.

As with the Olympic Games, it was the first time in PNG that all competitors used identical equipment which was airfreighted in from Singapore by Air Niugini.

The 1985 hull has plenty of volume and the new 6.5 World Cup line Neil Pryde sail was described by all as 'grunty'. As an indication of the popularity of the boards all 45 were sold within two days of the regatta closing.

The PNG Cup was formally started when His Excellency, the Governor-General of Papua New Guinea, Sir Kingsford Dibela, dropped the flag to wave off the marathon on Sunday August 18.

The "Le Mans" start gave an added blaze of color as the 37 sailors headed off on the 25 kilometres course. The breeze increased steadily as the fleet tacked the seven kms to Local Island. The 15 knots at the start became 20 knots when Wylie emerged a clear leader from behind the island 40 minutes later.

There followed 14 kms of reaching to the Beacon at Basilisk Passage, around Snake Island then a great 25

knot blast to Lolorua Island. After Lolorua it was a tight four kms back to Ela Beach where Wylie was treated to a thunderous welcome - from

the thousands lining the foreshore.

Ideal conditions were also present for the course racing on the following two days. Lighter conditions in the morning (12-18 knots) were compensated by the usual afternoon blow (20-25 knots) and the World Cup style courses took the winner 40 to 60 minutes to complete.

Kendall always proved quickest away from the gate but the more the breeze lifted the faster Wylie went.

Kendall often took the lead on the first triangle showing good reaching speed especially in winds under 20 knots but after that had difficulty maintaining control. His gybing let him down and highlighted his funboard inexperience whereas Wylie's all-round consistency was obvious. He only fell once during the regatta - while practising for the freestyle demonstration.

By Wednesday competitors, like the Port Moresby residents, had become accustomed to the always present breeze. The beach to beach slalom course around three buoys was blessed with a constant 15-20 knots and was raced in heats of eight.

The single elimination final saw Kendall finally gybing flawlessly to edge out Wylie. The losers battled through with New Zealand's Tim Gunson emerging through three consecutive heats as victor. PNG's Kevin Pini and Graham Numa

battled likewise. Pini pumped his heart out to secure a dead heat in the losers' final with Australian Richard Healy and so forced a nine-man final.

For the final the wind was holding at 20 knots with Wylie, Healy and Kendall getting a clear start. Kendall had the lead but blew his gybe and Wylie was gone. Shortly after the final mark Kendall again struck trouble and Healy took full advantage to finish in second place.

Technically the PNG Cup for 1985 was over but the Sunday open event was a race with a difference, unique to PNG.

First sailed in 1983, the Mazda Zap Speed Challenge is raced against the Port Moresby Hobie 16 fleet and has been won in varying conditions each year by the Hobies.

Conditions did not augur well on the final Sunday afternoon. Although sunlight glinted off the whitecaps on an otherwise brilliant sea, wind recordings were 15-16 knots. Too light for the boards was the view. The crews of the 19 Hobies lining the beach were quite content. At the briefing they offered the boardsailors a five minute start ... for the future of sportsmanship it was graciously declined.

The Hobies chose to start further to windward than in previous years, forcing the boards into waist-deep water. It proved a blessing in disguise - as the start hooter

Photo Rocky Roe



Right: PNG Cup runner-up, Bruce Kendall from New Zealand; **below:** an enthusiastic crowd welcomes Bruce Wylie after his thrashing of the Hobie Cats in the Mazda Zap Speed Challenge.

sounded a gust bounced off the nearby headland and Wylie was gone. By Local Island on the first reach to the gybe boat about seven kms away Wylie had a 70 metre lead and neither the spectators nor Hobie crews could believe what was happening. The wind filled slightly but never topped 18 knots, yet Wylie continued to forge ahead. Coruba Rum was the nearest Hobie but could not hold him. Kendall was the next board about seven Hobies back.

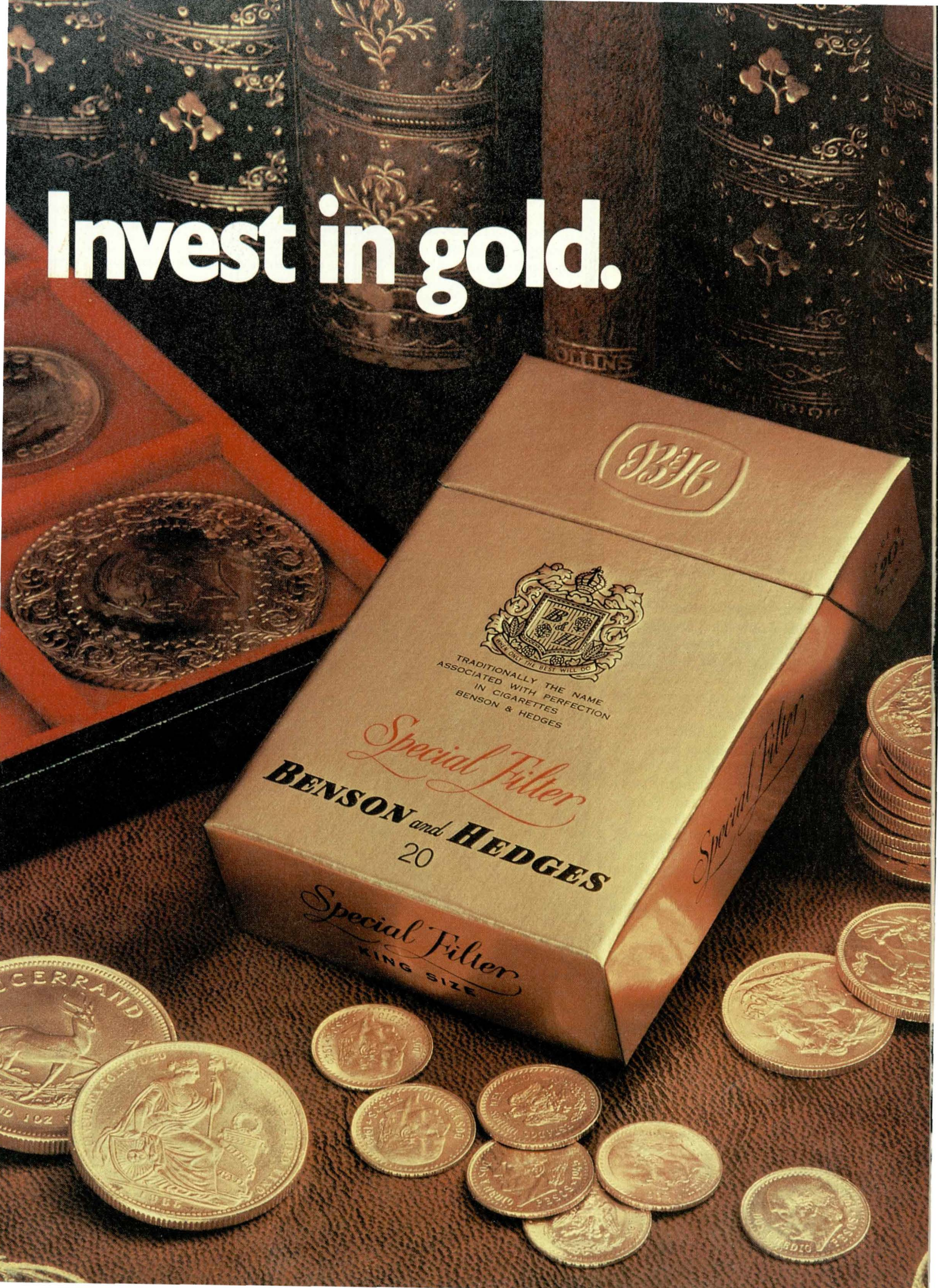
At the gybe yacht Faiwana Wylie was 200 metres clear. From there it was six kms to the finish at Ela Beach. Again thousands were waiting as he hit the beach wearing a grin from ear to ear. In the excitement of Wylie's victory nobody remembered to time the event. Scores of children rushed forward and carried his rig and board off down the beach. As the ant-like swarm hustled the equipment away Wylie had plenty of time to scramble through the throng to register his victory 400 metres clear of Coruba Rum.

It was an incredible win in Hobie weather but Wylie had pulled it off using the smallest board and rig in the fleet. It served to demonstrate the advancement in both board design and construction and sail technology over the past year.

It was a fitting finale to a highly successful week of wind, sunshine, excellent racing, sportsmanship and Papua New Guinean hospitality.



Invest in gold.



B&H



TRADITIONALLY THE NAME
ASSOCIATED WITH PERFECTION
IN CIGARETTES
BENSON & HEDGES

Special Filter

BENSON and HEDGES

20

Special Filter
KING SIZE

WHAT'S IN A NAME

by Professor Michael Smithies

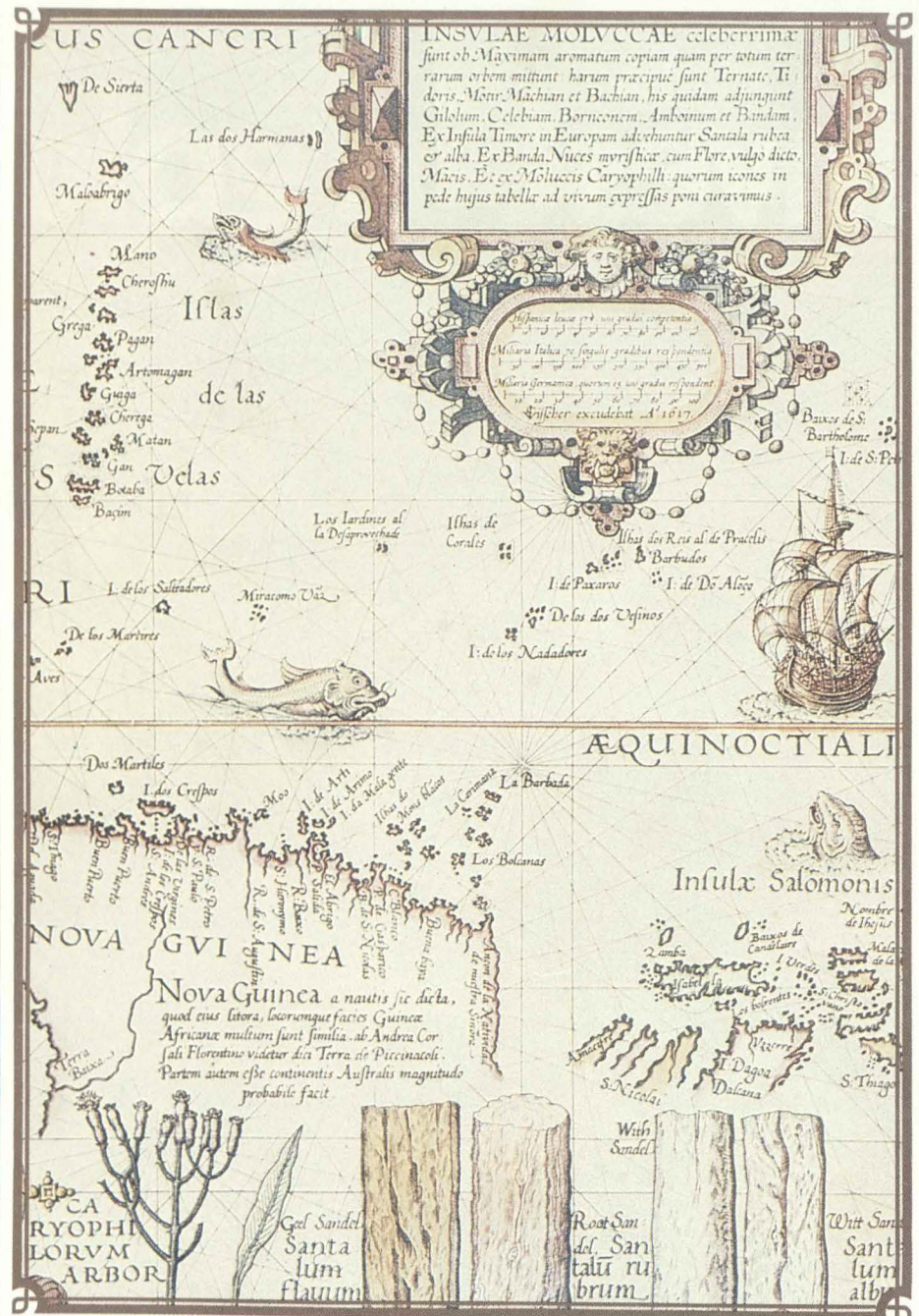
Periodically there has been discussion in Papua New Guinea about changing the name of the country, which many people consider cumbersome and part of the colonial heritage.

Contemporary politics as well as colonial past have associated Papua with the southern part of the country and New Guinea with the northern part and the islands.

The territory of British New Guinea, proclaimed in 1884, was handed over to Australia in 1902. Three years later, Australia officially introduced the name of Papua for the territory with the Papua Act of 1905. German New Guinea, also established in 1884, became simply New Guinea and in 1920 was given to Australia to administer under mandate by the League of Nations. The former territory of Dutch New Guinea, established in 1828 and occupying the western part of the island, is now the Indonesian province of Irian Jaya. However, the names of Papua and New Guinea are both much older than is realised and have very different meanings in terms of historical linguistics.

The Spaniard Ortiz de Retes is credited with the naming of New Guinea, having sailed along its coast in 1545 trying to find a southern crossing from the Moluccas to Peru. Like his predecessor and fellow countryman Villalobos, he had set out from Tidore. This was the southern island of the twin but rival spice island kingdoms of Ternate and Tidore, close to the Indonesian island of Halmahera. The unsuccessful voyages of Villalobos and de Retes convinced people that there could be no southern route to Peru or to New Spain (Mexico). Both explorers were leniently treated by the Portuguese governors in the Moluccas, and the nomenclature of New Guinea died in Ambon in 1546 after receiving the last rites from St Francis Xavier.

Why did de Retes use the term New Guinea? To explain this we need to look at the extent of knowledge about the original Guinea at that time. The geographic term Guinea does not relate merely to the existing country with that name. It was more widely used from the time when Europeans



started exploring the West African coast. Cape Blanco was reached by the Portuguese in 1434 and Dias arrived at the mouth of the Senegal and Cape Verde around 1444-45. The 'Green Cape' was the beginning of the more fertile area after the Saharan wastes of the 'White Cape'. Fernando Po was reached by the Portuguese in 1475. The whole coast tended to be referred to as Guinea - Upper Guinea from Cape Blanco to Sierra Leone, Lower Guinea from Cape Palmas through to beyond the Bight of Biafra.

The Portuguese explored and

Above: Part of Jan Huyghen van Linschoten's map of the Moluccan Islands, showing the coastline of 'Nova Guinea', a Latinised form of New Guinea.

maintained trading links with the African coast; there were, however, incursions of other Europeans, mostly Castilians. Henry the Navigator secured three Papal Bulls between 1451-1456 reserving for Portugal the monopoly of exploration and trade along the West African coast. With the Treaty of Tordesillas between Castile

and Portugal in 1494, Africa was firmly allocated to Portugal. Only the Portuguese maintained a physical footing in West Africa until 1598.

About 1530 the trans-Atlantic slave trade from the Guinea coast started and continued for more than three centuries. Labour was required on a large scale by the plantations and mines of Spanish America and Portuguese Brazil, and West Africa was the principal source of slaves for the American colonies. The geographic term *Guinea* was therefore known in both the Old and New Worlds by the mid-16th century.

An interesting note on the meaning of the word *Guinea* is given by the historian of West Africa, Fage in his book 'A History of West Africa: An Introductory Survey':

"The name Guinea comes from a Moroccan Berber word meaning 'black', the phrase Akal n-Iguinawen having exactly the same significance as the Arabic Bilad al-sudan, namely, 'the land of the blackmen'. It is applied to the southern half of West Africa because it was the name used by the Portuguese who explored the coastline by sea. Earlier Portuguese contacts with Africa having been almost entirely with Morocco. . . they naturally took with them the Moroccan name for Negroland."

The use of the name *Papua*, however, for the black inhabitants of the islands east of the Moluccas predates the naming of New Guinea, and is attributed to the Portuguese Jorge de Meneses, who became a somewhat sadistic governor of the Moluccas. In Sharp's 'The Discovery of the Pacific Islands', he writes that while de Meneses was travelling to take up his command in 1526 he: *"was blown past Halmahera and down to the New Guinea area. He came upon islands judged to be 200 leagues distant from the Moluccas, inhabited by a people called Papuas. In a port named Versija, south of the equator, he spent some time waiting for the wind to change. He then came to the Moluccas . . . in May 1527."*

New Guinea and nearby islands inhabited by 'Papuas', were known as *Ilhas dos Papuas* until this term was gradually supplanted by *Nueva Guinea*. Both were used concurrently in various Portuguese, Spanish, Latin and other forms for some time though, as can be seen in two different Linschoten maps from the end of the 16th century.

The inhabitants of the lands near New Guinea were negroid. According

to Marsden, a distinguished early 19th century linguist, who wrote 'On the Polynesian, or East-Insular Languages':

"By the Malays they are generically termed Papuah, but they have other national appellations in different parts. By the Spaniards, who first made them known to Europe, they were called negritos, and by our own early navigators, New-Guinea negroes. Their numerous languages, varying, as it would seem, with every tribe, bear no radical affinity whatever to that of the lighter complexioned or Polynesian race. . ."

He clarifies the origin of the term *Papua* thus:

"Those people to whom the generic term of Papuah (signifying crisp and curled, in the Malayan language, and applied to certain plants as well as to human hair) particularly belongs, are the natives of New Guinea, New Britain, New Ireland, La Louisade, and other neighbouring islands that are still imperfectly surveyed or defined."

The word *papua* appears in both the recent Malay-English dictionaries of Wilkinson (1959) and Windstedt (1960). Both authors still list the word with the meaning 'frizzled (of the hair)'. Wilkinson derived his dictionary's entries from classical and early Malay literary works as well as from details provided by Malay informants. The word has, however, passed out of contemporary use and, according to experts at the Dewan Bahasa dan Pustaka Malaysia (the Malaysian Language and Literature Institute), *keriting* is the only acceptable word for 'frizzled (of the hair)'. *Keriting* is also listed by Wilkinson, and is the only word used in this context in Indonesia. *Papua* has therefore passed out of use in the language from which it was derived, and is largely of unknown origin and meaning in the place where it has survived.

Guinea therefore appears to derive from a Berber term meaning black man. *Papua* comes from a Malay word meaning frizzled (hair). Both terms relate to the physical characteristics of the inhabitants. To an outsider it seems unnecessary to continue to use both, though more recent historical developments have given the geographic terms different connotations.

Doubtless Papua New Guinea will eventually find a name, if it is going to change at all, that will suit it. There is no shortage of precedents of countries changing from a name inherited from the colonial past; Vanuatu is one of

the more recent. Papua New Guinea's difficulty in finding something more concise lies partly in the historical division of the island; the cultural traditions, flora, fauna and so on are common to both parts. New Guinea alone refers to the whole island and to select Papua alone would not be acceptable because of the emotive overtones arising from the current geographic connotations. A name that was favoured by many correspondents in the Post Courier, the major national newspaper was Pagine, a name already used by at least three business companies. But this in some Pidgin pronunciations has unfortunate associations. Some interesting regional coinings are emerging, for example Sunam, the reverse of Manus. Tanzania was formed of Tanganyika and Zanzibar in 1964, and, like the coining for the state of Pakistan, formed from the names of different constituent provinces. However, in the very open society of Papua New Guinea, obtaining a Melanesian consensus on something as important as the name of the country would not be easy, so the present term, usually abbreviated to PNG by initials, is likely to remain for some time yet.

Michael Smithies was Professor of Language and Social Science at the Papua New Guinea University of Technology, Lae from 1976-82. He is currently Associate Professor in Communication Skills at Nanyang Technological Institute, Singapore.

As part of the 10th Independence anniversary celebrations, the Papua New Guinea Government ran a 'Name the Nation' competition.

The aim was to find a name for the country that more appropriately reflected its history, culture and national unity.

Nearly 24,000 entries were received, comprising about 7000 different names.

While results had not been announced at the end of October 1985, indications showed that the most popular choices were Papua Niugini and Papua New Guinea.

Other popular names were Pangu, Kumul Kundu and Pangu Nation. Suggestions also included United States of Melanesia, Kitopagine, Yumi One Nation and Papagine Chisland.

BENSBACH RIVER

Daru FLY RIVER

Kiunga

Ok Tedi Mine

Tari PORT MORESBY Mendi

Mt Hagen

Kundiawa Vanimo

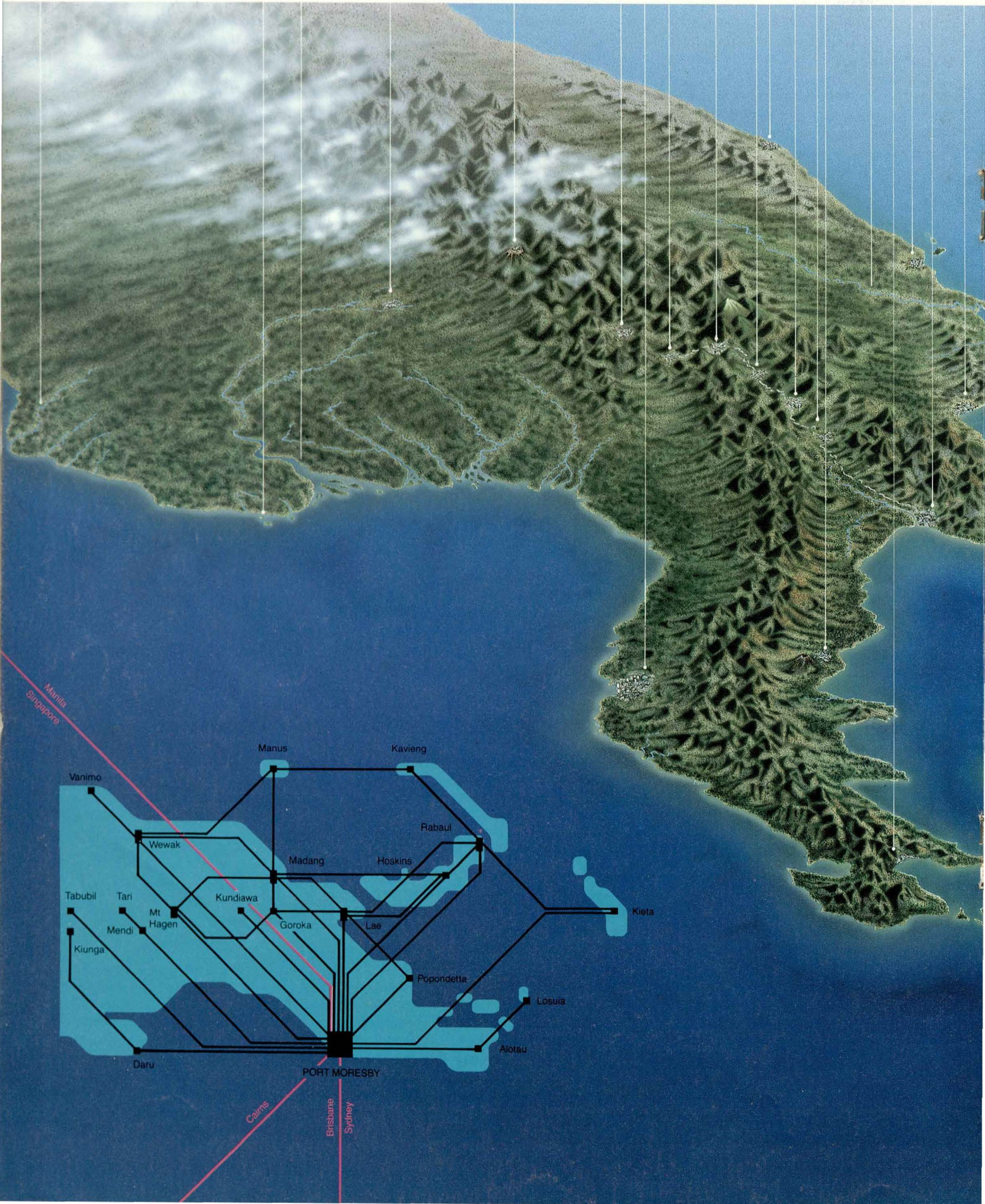
Goroka Kainantu

Popondetta

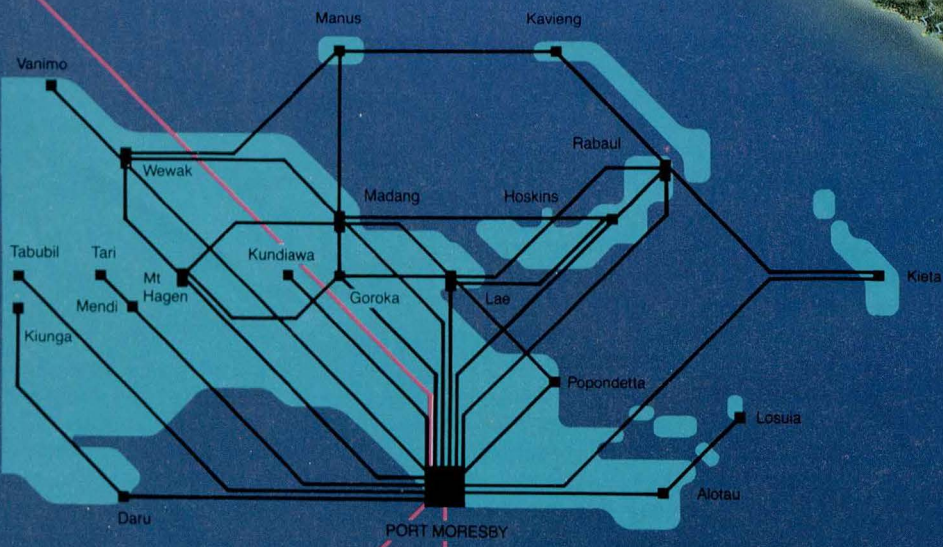
SEPIK RIVER

Alotau Wewak

Lae Madang



Manila
Singapore



Caimes
Brisbane
Sydney

ng

Losuia

NEW BRITAIN

Kimbe

MANUS ISLAND

Hoskins

Lorengau

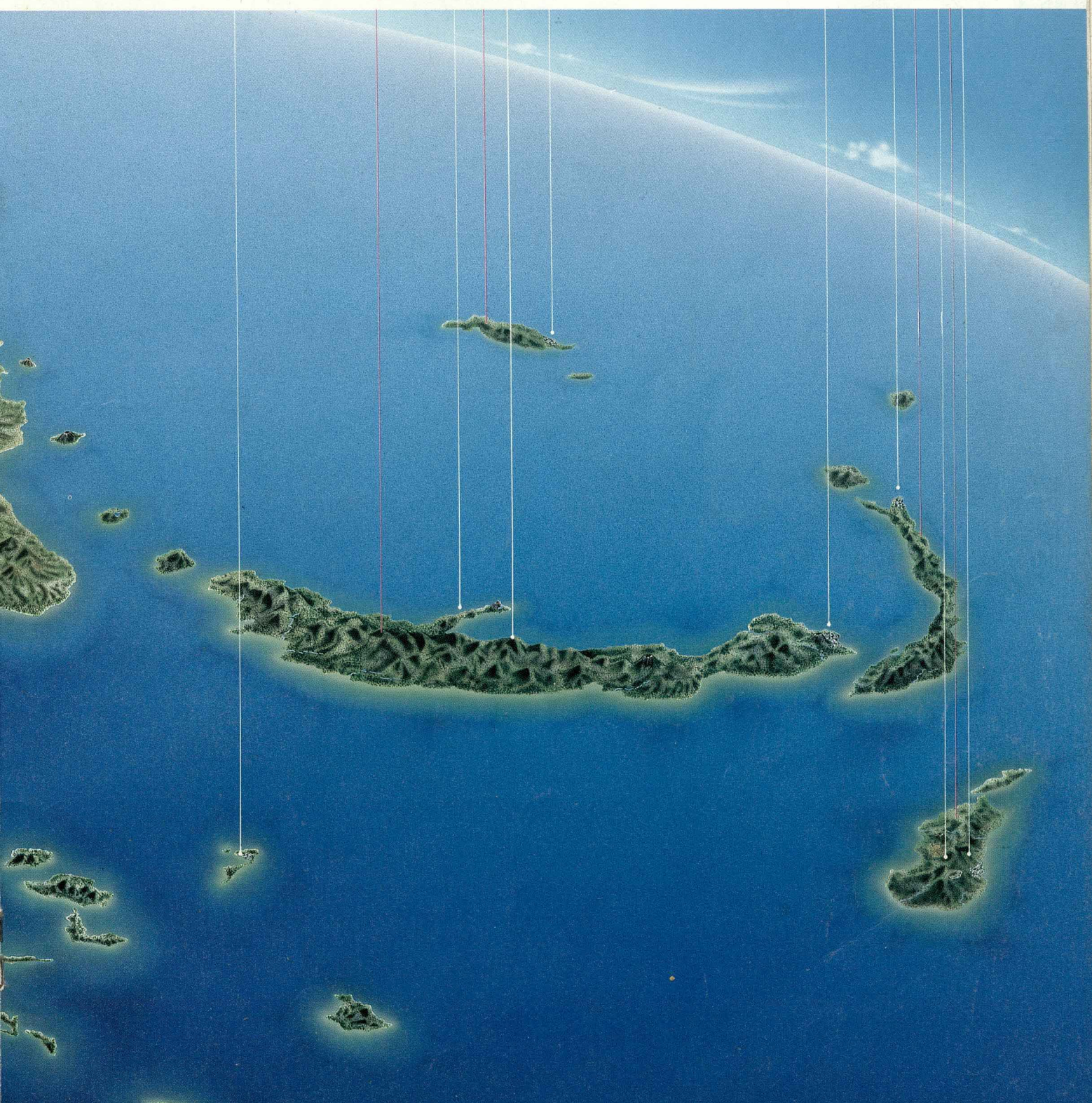
Rabaul

Kavieng

NEW IRELAND

Panguna

NORTH SOLOMONS



Papua New Guinea

Air Niugini Route Network

The New Breed In 4WD



DAIHATSU 4WD ROCKY

The new Daihatsu 4 Wheel Drive goes just about anywhere. Cruises smoothly along sealed highways and tackles off-road rugged country with ease. There is a choice of models with either diesel or petrol engines, fully airconditioned for total comfort, power steering and more. In fact, fittings that we've made standard are extras on other 4 Wheel Drives!

Test-drive Daihatsu Rocky 4WD...You'll be amazed at its performance!

ELA MOTORS DAIHATSU

Just right for you!

PORT MORESBY 21 7036 • LAE 42 2322 • RABAUL 92 1988 • MADANG 82 2188 • GOROKA 72 1844 • MT. HAGEN 52 1888
WEWAK 86 2255 • POPONDETTA 29 7240 • KAVIENG 94 2132 • KIETA 95 6083 • KIMBE 93 5155 • TABUBIL 58 9060

A MEMBER OF THE BURNS PHILP GROUP





THE GIRL BEHIND THE FLAG

Story by Maclaren Hiari

The designer of Papua New Guinea's flag is a down-to-earth housewife who leads the life of a policeman's wife at the Gordon's Police Barracks in Port Moresby.

In 1971 Susan Karike won a nationwide competition for the design of the flag. She was just 15 years old and a schoolgirl.

The design was born on a small desk at the Yule Island Mission School in Central Province, run by nuns of Our Lady of the Sacred Heart. Susan was already a promising student artist who was being encouraged by her art teacher Sister Joseph Mary.

It was Sister Joseph Mary who suggested to Susan that

she enter the flag competition.

"I told Sister that I did not think I could come up with a good design, but she told me 'you try it. God will help you' and so I gave it a go," Susan recalls.

"I looked at the design of the flag proposed by the Select Committee which was green and blue. I thought that it was not unique enough and did not reflect the true colors used by our people in traditional ceremonies and cultural festivities. So instead, I chose red and black which

are popular colors in our country.

"My father was very helpful in guiding me to make the decision of choosing white to represent the lime that our people chew with betelnut. I also chose red and yellow because they represent the colors of many beautiful flowers that grow in various parts of Papua New Guinea."

Asked why the diagonal line was drawn across the flag, Susan recalled that Sister Joseph Mary had told the girls that they were all trying to recolor the flag and

that their efforts did not impress her.

"I then drew a diagonal line across the white paper with red color on one side and black on the other. I kept the Bird of Paradise because it has a lot to do with our people who use its beautiful feathers as a decoration for dancing and singsings. I also chose the five stars of the Southern Cross because it reminded me of my people's legend about five sisters who, a long time ago, had lived and cried for yams when they were hungry. When I finished drawing the flag, I showed it to Sister Joseph Mary who liked it very much."

During 1971 the Select Committee appointed to

Above: PNG's Prime Minister, Michael Somare, introduces Susan Karike Huhume to Australia's Prime Minister, Bob Hawke, after the flag-raising ceremony during the anniversary celebrations.

search for a new flag design toured the country asking people for their views and holding public meetings. Its members visited Susan's school where the girls aired their thoughts on the country's national identity changes.

"During the meeting Sister Joseph Mary told the Committee that the school was submitting only one design of the new flag for its consideration and my design was taken to Port Moresby," Susan recalls.

In presenting its report to Parliament, the Committee said that because many people wanted the proposed flag altered or replaced, it had decided to choose one of the submissions made on its tours. It recommended that Susan's design be adopted.

Although there was heated debate about the choice, many Members of Parliament pledged full support for her design. They said it was a true 'Niugini' flag and that it was the first step towards creating a feeling of nationalism and national identity.

The debate in Parliament ended up with 31 members voting to postpone the report on the national flag, while another 31 cast their votes in favour of the report.

The outcome was decided when the Speaker of the House of Assembly, Dr John Guise made his casting vote in favour of Susan's design.

So Susan Karike's design became the country's official national flag when the Government Gazette published it on July 1 1971.

The national flag, rectangular in the proportion of four to three, is divided diagonally. On the upper part a yellow Bird of Paradise appears on a red background. On the lower part against a black background there are five stars representing the Southern Cross.

Black, red and yellow are traditional colors in PNG. The Bird of Paradise plays an important part in the social and cultural activities of many groups and its plumes



Above: The designer of PNG's flag, Susan Karike Huhume, with her family - husband, Nanny Huhume and three sons, Justin, Joseph and Philip.

are often used as ceremonial decoration. On the flag the bird is shown soaring above the Southern Cross with its display plumes trailing symbolising PNG's emergence into nationhood. The Southern Cross is a constellation notable in the night skies of the Southern Hemisphere. It appears on the flag to signify PNG's historical relationship with Australia and friendship with other nations in the South Pacific.

Although Susan's design was not yet confirmed by Parliament as the national flag, it made its first international debut at the Asian Development Bank meeting in Singapore and at the ESCAFE meeting in the Philippines during April 1971.

On September 15 1971,

Susan Karike officially raised the new flag during the national day celebrations at the Sir Hubert Murray Stadium in Port Moresby. The following May the flag was hoisted onto the summit of PNG's highest mountain, Mount Wilhelm.

"I am very proud to be the person who designed the Papua New Guinea flag," says Susan Karike Huhume, who originally comes from Meii Village near Kerema in the Gulf Province.

She says she was especially happy to see the flag raised in front of 20,000 people at Independence Hill on Independence Day on September 16 1975.

As a promising artist in the early 70s, she held an exhibition of drawings over the Christmas of 1970 in

Melbourne, Australia, which was organised with the help of Sister Joseph Mary.

"That exhibition was quite an experience and it encouraged me to concentrate on establishing myself as an artist. The people who viewed it encouraged me to pursue art as a career," Susan remembers.

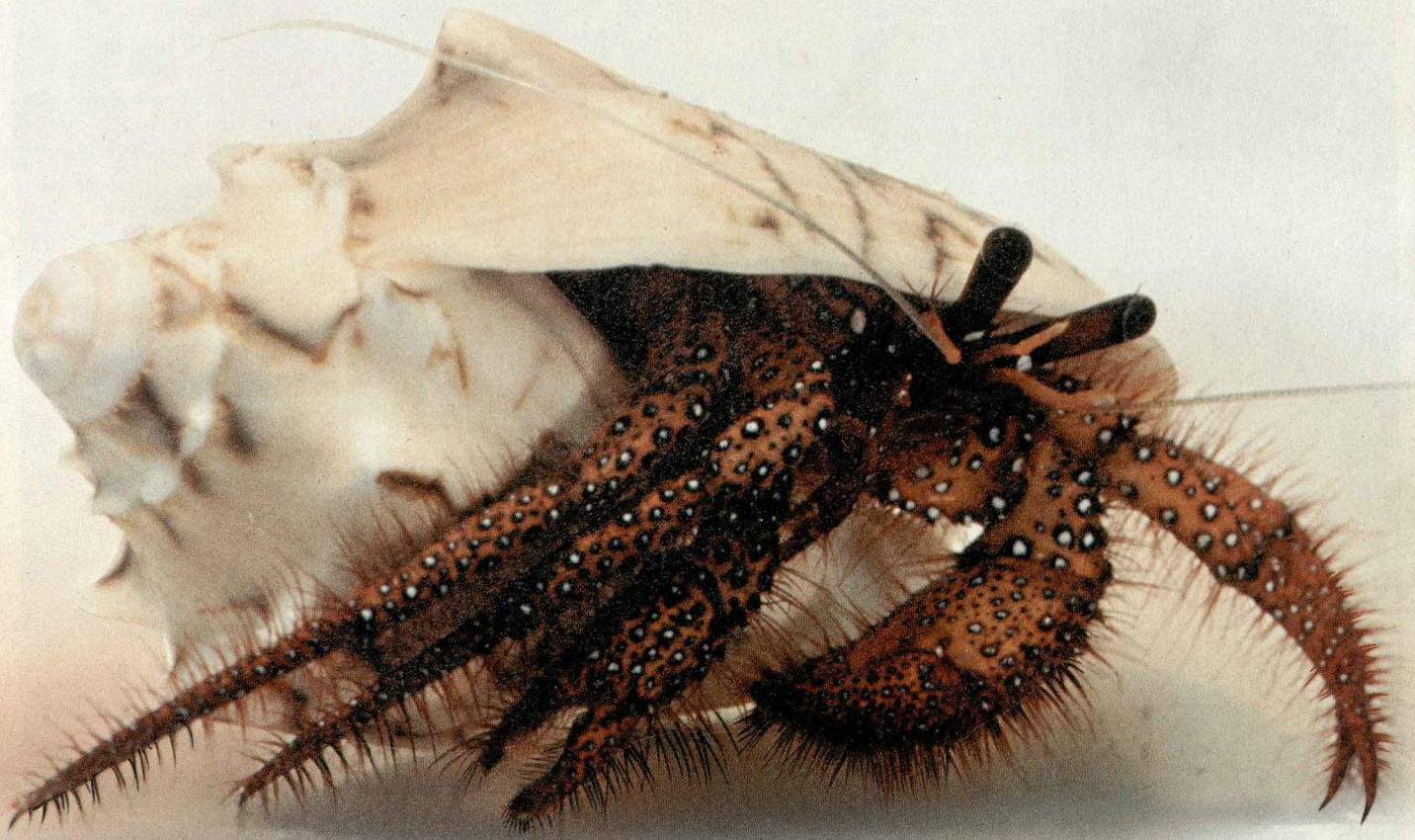
Her work was also exhibited at the University of Papua New Guinea in Port Moresby and with a group of Papua New Guinean artists in the United States. The Reserve Bank of Australia, which later became the Bank of Papua New Guinea, acquired some of her drawings in December 1970.

Now married to Sergeant Major Nanny Huhume, she has three young sons who leave her with little time for doing anything else other than being a mother and housewife.

She said that in the mid '70s she was invited to be a resident artist at the then Creative Arts Centre, now renamed the National Arts School, but did not take up the offer due to her family commitments.

On September 16 1985, when the national flag was raised at Independence Hill near the National Parliament to celebrate PNG's 10th year of attaining independence, Susan Karike Huhume stood proud among the special group of 100 overseas dignitaries and VIPs who attended the ceremony.

As Papua New Guineans celebrate the 10th Independence Anniversary, we salute you, Susan Karike Huhume for designing our national flag, and Sir John Guise, for casting your vote for Susan's design.



Protection need not be a burden

In nature a creature's protection, while no doubt ideal for its own environment, may seem rather strange to us. But then what's insurance to a Hermit Crab is of little help to you. Yet it illustrates the need to have an insurance policy that gives you protection in your particular situation. Niugini Insurance Corporation have the experience in Papua New Guinea that can give you the right insurance protection and it won't be a burden.



NIUGINI INSURANCE
CORPORATION

PO Box 331 Port Moresby Papua New Guinea
Telephone 21 4077 Telex NE 23041 Fax 217898



KARAWARI LODGE

'... located on the Karawari River, a tributary of the Sepik, the lodge is in the tradition of Treetops and other great wilderness hotels.' *Allan Seiden, Travel Agent Magazine.*

'Something like a National Geographic expedition. No roads. Thick jungle. Locals poling dugouts. Crocodiles. You wind up at the surprising Karawari Lodge. All kinds of comfort in the midst of a thousand miles of jungle.'

Robin Kinhead, Chicago Tribune.

'This was the primitive culture we had come to see — the culture so well delineated by (the late Dr) Margaret Mead and National Geographic editors.'

Betty Peach, San Diego Tribune.

'... the silence and peacefulness is deafening to unaccustomed city ears.' *Heather William, Sydney Sunday Telegraph.*

'Perhaps the view from the Lodge alone is worth the effort... but the real attraction could be the people. They have lived as they have for untold generations... storytelling, rituals and music.' *Charles Sribner, Pol Magazine.*



PO Box 371 Mt Hagen Papua New Guinea Tel:52 1438 Tlx:52012

100 YEARS of postal services

by Noel Pascoe

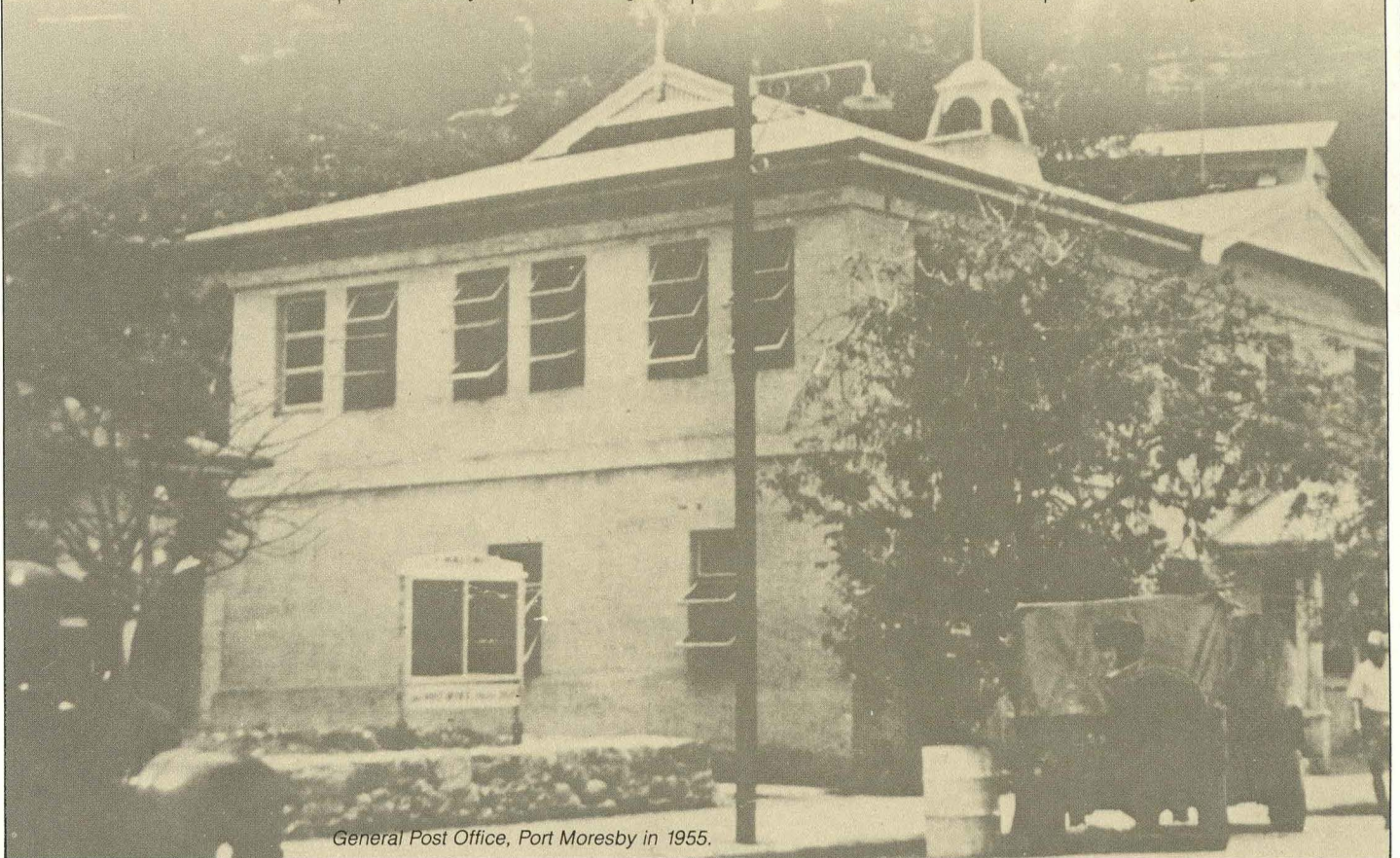


Rain, hail or shine, the mail must get through. In pioneering Papua New Guinea, add to those tribulations untamed tribesmen, poisonous snakes and the wild terrain.

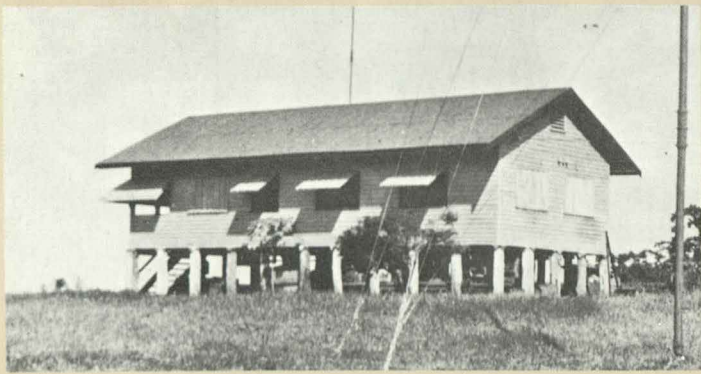
The independent nation of Papua New Guinea has just passed through the tenth anniversary of its indepen-

dence. But 1985 also symbolised another anniversary: 100 years of formal postal service.

It was in 1885 that the first proper arrangements were made for a regular mail service to the budding seaports of Port Moresby and Samarai in what was then called British New Guinea. The



General Post Office, Port Moresby in 1955.



newly-appointed British Commissioner for New Guinea, Sir Peter Scratchley, dropped in at Brisbane on his way to Port Moresby and arranged with the Queensland postal service to allow its stamps to be used on mail to and from New Guinea. Indeed, British New Guinea was regarded as one more far-flung corner of Queensland ... for postal services.

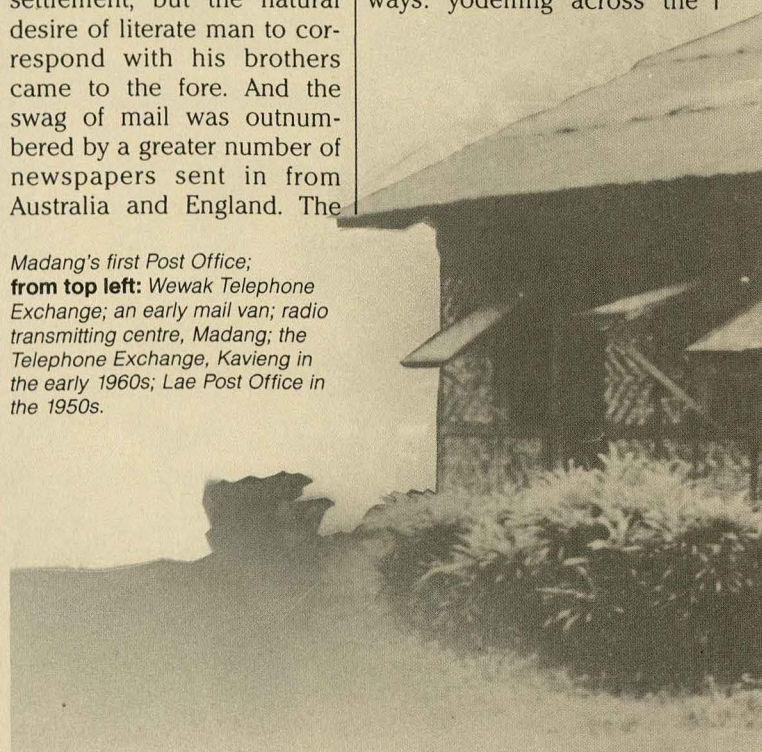
The first post office in Port Moresby was built on the wharf side and the postmaster (along with other chores) was Frank Lawes, son of the famed missionary, W.G. Lawes.

That unimposing office handled about 3,000 letters and 300 parcels in its first year. There was only a handful of whites living in the dry settlement, but the natural desire of literate man to correspond with his brothers came to the fore. And the swag of mail was outnumbered by a greater number of newspapers sent in from Australia and England. The

first mail received in Port Moresby in those years carried Queensland stamps and was post-marked with a black "NG" for British New Guinea.

Of course the embattled missionaries, traders, and beachcombers had not waited for officialdom to take care of the mail. Sunday vessels plying between the tropical island of New Guinea and Australia had brought intermittent mail, among them the tiny supply ships, occasional naval ships and even the disreputable "black-birders". Then there were the island trading ships maintained by the venerable firm of Burns Philp and Co. Of course the native inhabitants had always got their messages across in their own ways: yodelling across the

Madang's first Post Office; from top left: Wewak Telephone Exchange; an early mail van; radio transmitting centre, Madang; the Telephone Exchange, Kavieng in the early 1960s; Lae Post Office in the 1950s.





hill-tops, pounding drums or sending smoke signals had sufficed in their closed world.

The demand for postal services grew rapidly, as settlers, churchmen and government officers pushed inland and further along the coasts to bring their various causes to the people of PNG.

Overseas and coastal vessels were the primary means of ferrying mail in those first days and then the "police runners" came into frequent use in the in-country carriage of postal material. The government patrol officers, or "kiaps" as they were called for many years, went on

regular patrol with contingents of native police under their control. It was the policemen who carried bags of mail across the inhospitable countryside - rugged mountain ridges, insect-infested swamps and flooded riverways - and ensured that the isolated outposts of whites had a semblance of contact from the outside world.

Nowadays, the Post and Telecommunication Corporation has about 34 million items passing through its employees' hands each year.

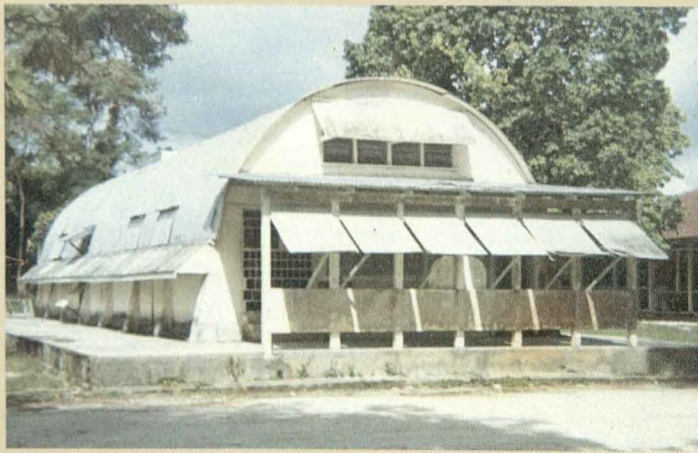
The very basic services of 1885 are transformed in 1985 into a rapidly modernising range of services with electronic transmission a fact of life. The town post office built in 1927, near the site of the original 1885 building, still survives to serve its many customers and its sturdy walls look capable of standing for many more years.

It has been overtaken however by the expanding suburb of Boroko as the headquarters for the nation's postal services. The impressive three-storey building was

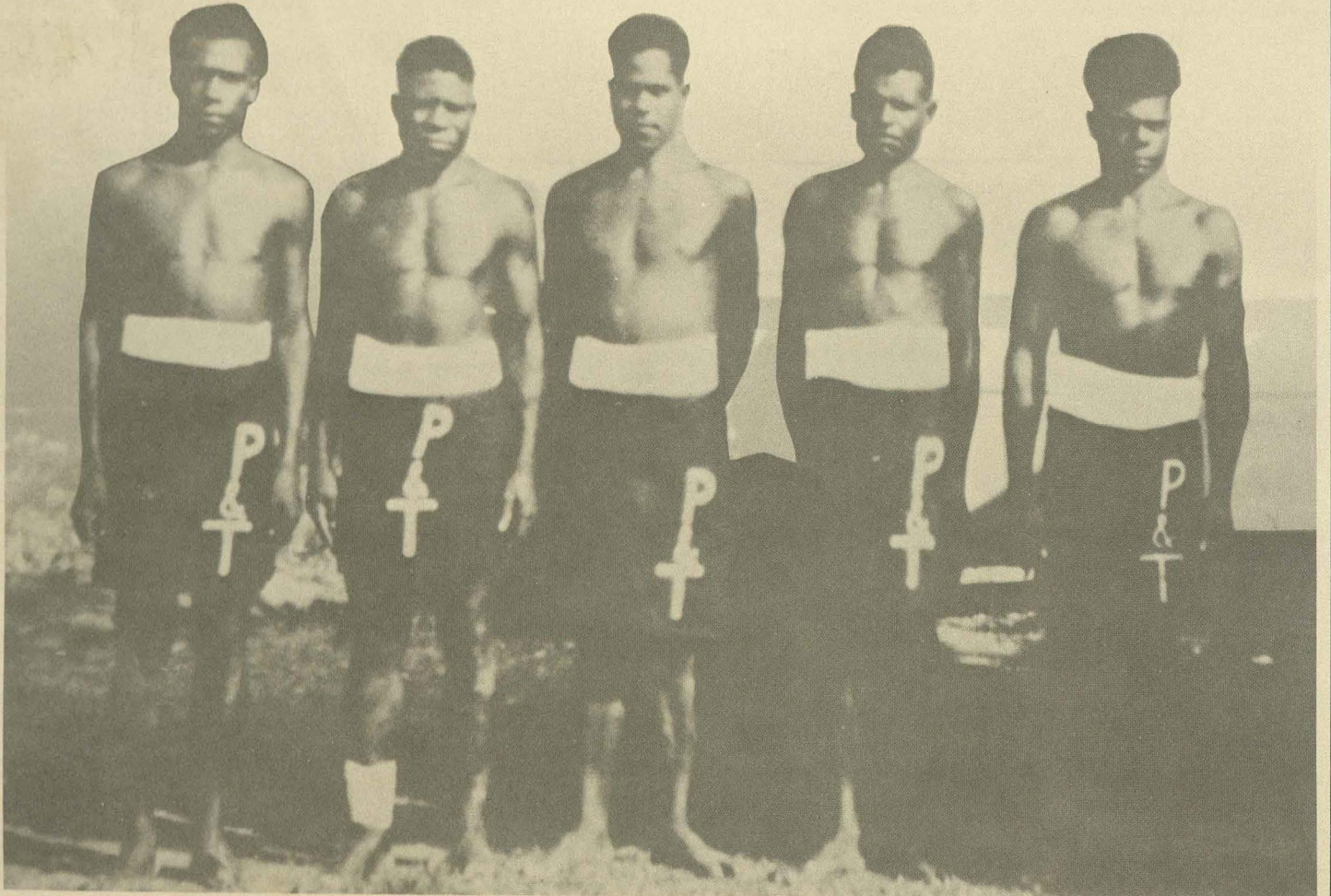
completed early this year. There are more than 7,000 postal boxes at Boroko. The first stamp produced for "Papua and New Guinea", as it was called then, was a half-penny stamp in 1952, portraying a tree kangaroo. In the years since, designs of PNG stamps have become progressively more colorful and sought-after by collectors. The accelerating roll-call of notable steps to nationhood were placed in posterity on the ubiquitous letters.

The self-government stamps of 1973 showed masks of different areas clasped together with a patterned Highlands belt. On attainment of Independence in 1975, a miniature sheet of two stamps portrayed independence with maps, flag and crest. Ten years later, the pos-





Top: the old Post Office, Kavieng **centre:** today's headquarters for PNG's postal services; **bottom:** postal employees dressed in the standard uniform in the 1950s.

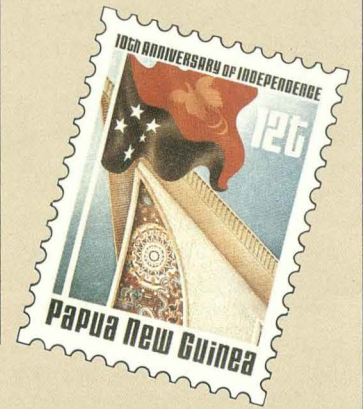


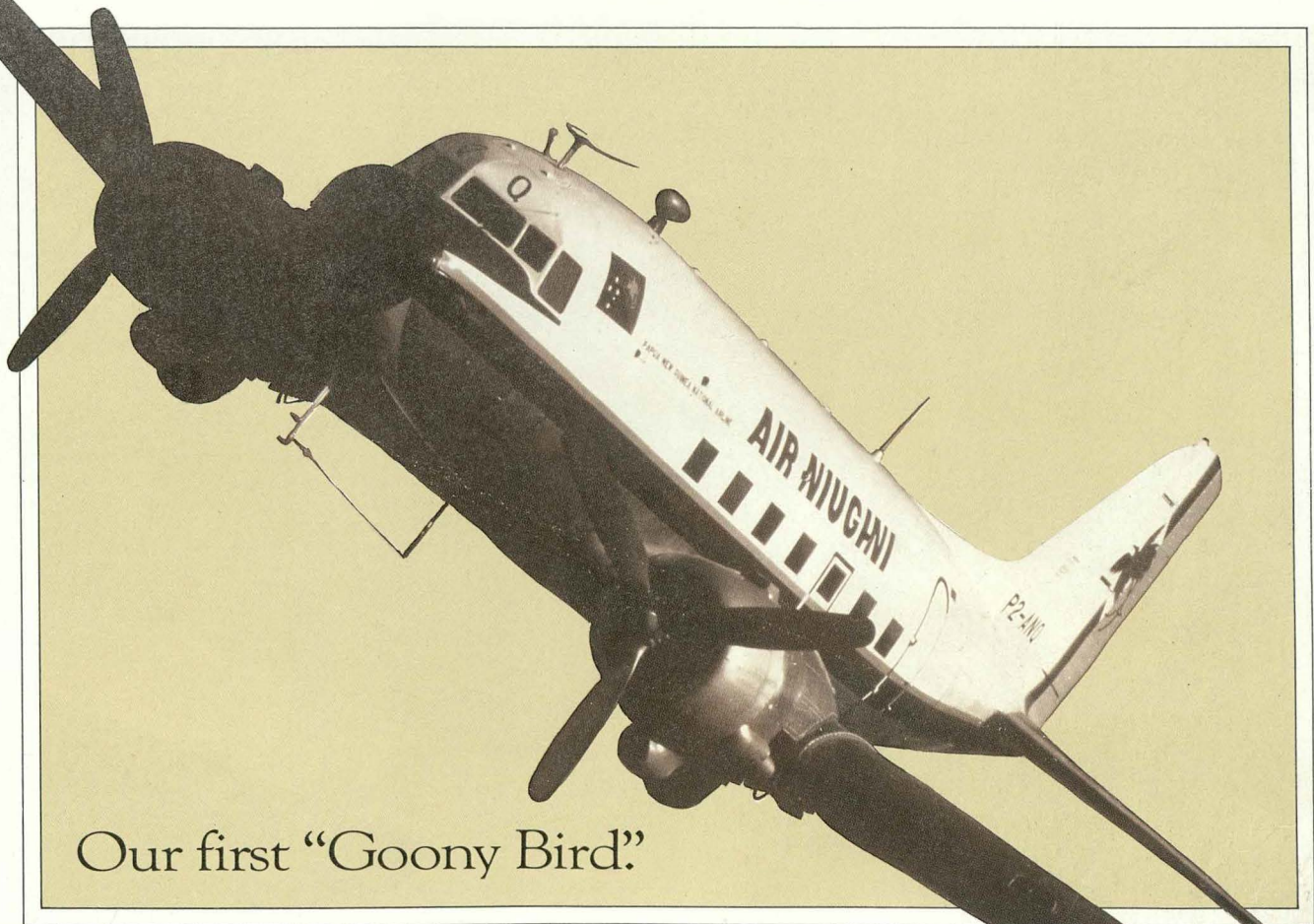
tal service has celebrated its own birthday with a variety of events. PNG has issued a group of four stamps designed by Mr Richard Bates. The 12 toea stamp shows the oldest of postcards and the newest aerogramme. The first stamps used in PNG, Queensland's one-penny Queen Victoria red and a sheet of modern photogravure stamps are bracketed together on the new 30 toea stamp. The 40 toea stamp demonstrates the dramatic change in postal methods: the 1885 coastal boats and now the aircraft of the national airline, Air Niugini.

The 60 toea stamp reproduces a letter dated 1892 and posted in a place called Friedrich-Wilhelmshafen, known to us these days as the balmy town of Madang.

Pioneer patrol officer and noted writer and photographer, James Sinclair, has written a history of the PNG postal and telecom-

munications service. It's a typically impressive Sinclair feat of fact-gathering wrapped up in a heavy dose of general PNG history and told in good story-teller vein. His book "Uniting a Nation" was published by Oxford Press. Also following the postal developments is a new film called "So the Message Runs". It was released as part of the centenary celebrations of the postal system. The film retraces the early days of the service, through the two world wars and the recent decades of communication revolution.





Our first "Goony Bird."

Over the years our "birds" have changed considerably, but never our efforts to retain our reputation as a great international airline.

An airline second to none for reliability and friendliness.

An airline to jet you in comfort from a computerized check-in to the world's most primitive bush country.

An airline that symbolises a proud young country.

Our latest "Bird of Paradise."



air niugini

International: Brisbane, Cairns, Jayapura, Honiara, Manila, Singapore, Sydney. Domestic: Port Moresby, Daru, Goroka, Alotau, Hoskins, Kavieng, Kieta, Kiunga, Kundiawa, Lae, Losuia, Madang, Manus Island, Mendi, Mount Hagen, Popondetta, Rabaul, Tari, Vanimo, Wewak.



See Papua New Guinea with Douglas Airways

Within an hour's flying time of Port Moresby we can show you the historic mission at Yule Island, the exciting mountain scenery of Tapini or Woitape, tea plantations and butterfly farming at Garaina, the unique fiords of Tufi, or the never-to-be-forgotten 'jungle' airstrips and villages dotted along the famous wartime Kokoda Trail. Our scheduled and charter flights can take you country-wide in comfort and safety. See us at the Port Moresby Travelodge for further information and assistance on both domestic and international bookings.

Douglas Airways now operate regular public transport and flights in nine provinces in Papua New Guinea and have aircraft based at Port Moresby, Wewak, Vanimo, Kerema, Daru, Popondetta and Alotau. Our aircraft are also available for charter at very competitive rates and we carry freight on all our routes. For further information, contact us at any of our bases.

DOUGLAS
TRAVEL

Port Moresby Travelodge phone 21 2266

DOUGLAS
AIRWAYS

Head Office: Jackson's Airport, Port Moresby
phone 25 3499, 25 3330 or 25 3440



MEMORIES of a COASTWATCHER

Story and photographs by Stephen McKenna

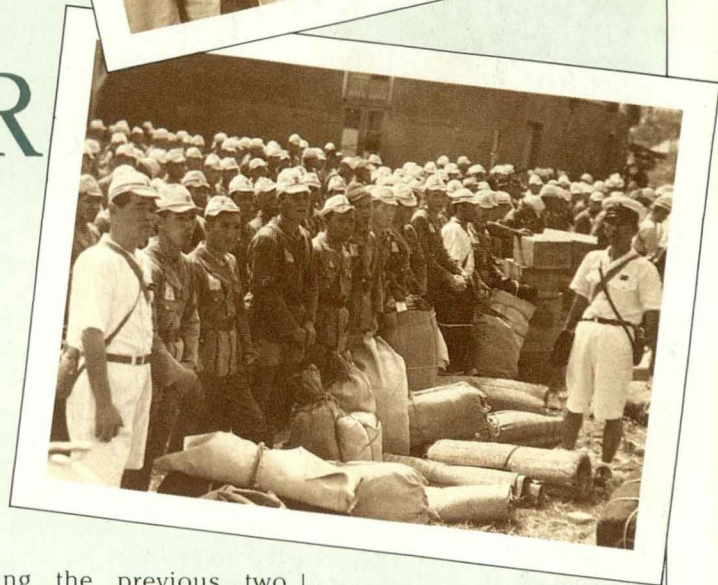
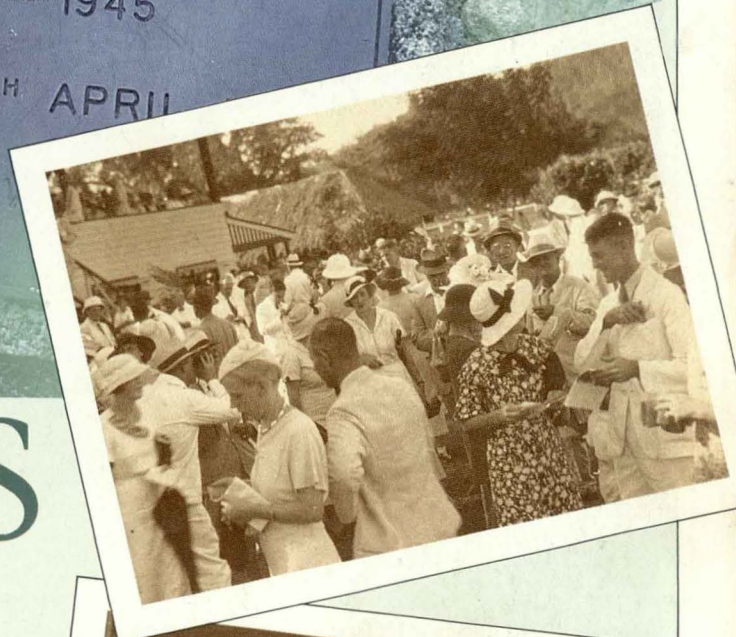
Two months after the Japanese attacked Pearl Harbour they occupied Rabaul for nearly three years until their surrender in 1945. Women and children of the European community were evacuated by the end of December 1941 and the Japanese invasion was heralded by a huge bombing raid on January 22 1942. On the following day the small, poorly equipped contingent of Australian troops was absolutely crushed. Their few heavy guns were destroyed and their obsolete aircraft shot out of the sky or shattered on the ground. Those who escaped, in an

amazing feat of endurance, made their way to the southern tip of New Britain where a flotilla of private craft performed a mini-Dunkirk style rescue mission and saved 400 of the 700 men who had escaped the Japanese. The white civilians who remained at Rabaul were never heard of again. They had been loaded onto a Japanese prison ship, the 'Montevideo Maru', for internment in Japan but the vessel was torpedoed by an American submarine off the Philippines. It sank with all prisoners aboard, including many responsible for the development of the Territory

during the previous two decades.

The Japanese intended to use Rabaul as a major base for their march south, and at the peak of the war nearly 100,000 Japanese troops were stationed in the area.

I met one of the New



From top: Plaque honoring Coastwatchers; expatriates at pre-war race meeting in Rabaul; repatriation of Japanese troops in 1946 (latter two photographs courtesy of C and J Richards).



Guinea wartime Coastwatchers, an Australian, Matthew Foley. He still lives on New Britain where he and his mates operated behind Japanese lines sending radio reports of Japanese land, sea and air movements. In this way Matt and others helped stem the Japanese advance further south ... the Coastwatchers' coded messages gave the Allies time to prepare for an attack from the Japanese.

Matt had been attached to a commando unit stationed at Wilson's Promontory in Victoria, Australia. A radio operator, he was sent to New Britain because of his knowl-

edge of morse code and equipment ... until then the local New Guinea Coastwatcher groups, founded before the war as a volunteer security force, operated with primitive walky-talky gear. The need became apparent for long-range morse code equipment and operators if, in wartime conditions, enemy reportage was to be truly effective.

"In 1943 we formed a party of 15," remembered Matt. "I was among them. We went in by US submarine and landed 60 miles south-east of Rabaul, walked down the coast and split into five parties ... some went to the

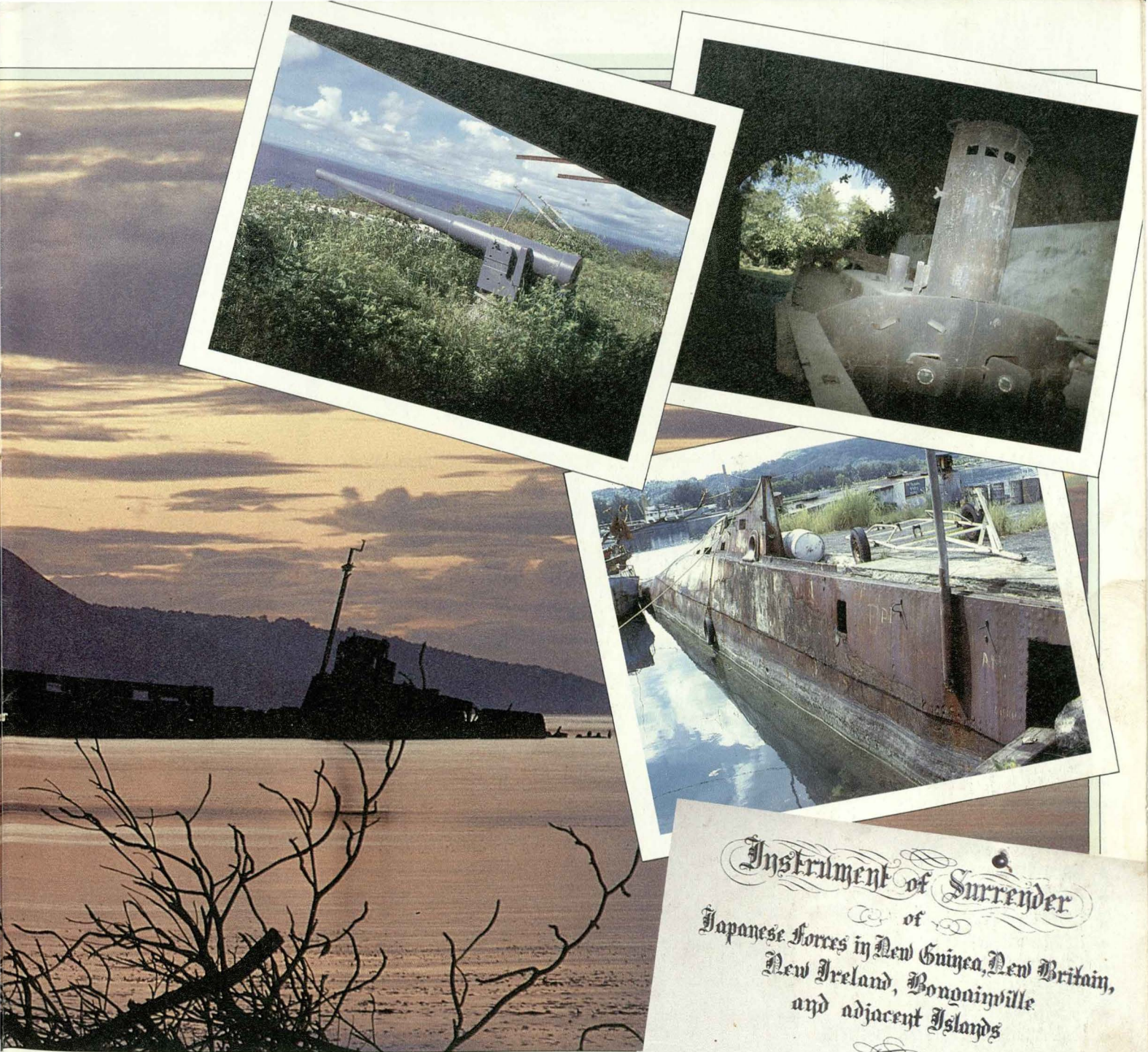
south coast, others to the north. I went to the north at the back of the tallest mountain, Uluwan, the big active volcano."

This spot provided an excellent view of the Japanese air and sea operations. Later, a system of conch shell signals was worked out so that warning of an approaching Japanese force could be sent to all at once. Accompanying the New Guineans was a sorcerer who blew the ashes of a dead warrior's brain in the direction of the enemy, in an effort to blind him.

Matt continued: "Some of us went down to the coast,

one was captured and two were killed." Treacherous coastal inhabitants had reported them to the enemy. The incident drew Japanese attention to the activities of the Coastwatchers and endangered all the parties on New Britain. However, due to heavy Allied bombardment of Rabaul, the Japanese were too preoccupied to carry out a full-scale hunt.

The Coastwatchers were supposed "to keep out of trouble at all costs" because their mission was solely to obtain information. Nevertheless towards the end of the war the Coastwatchers and warriors under their legend-



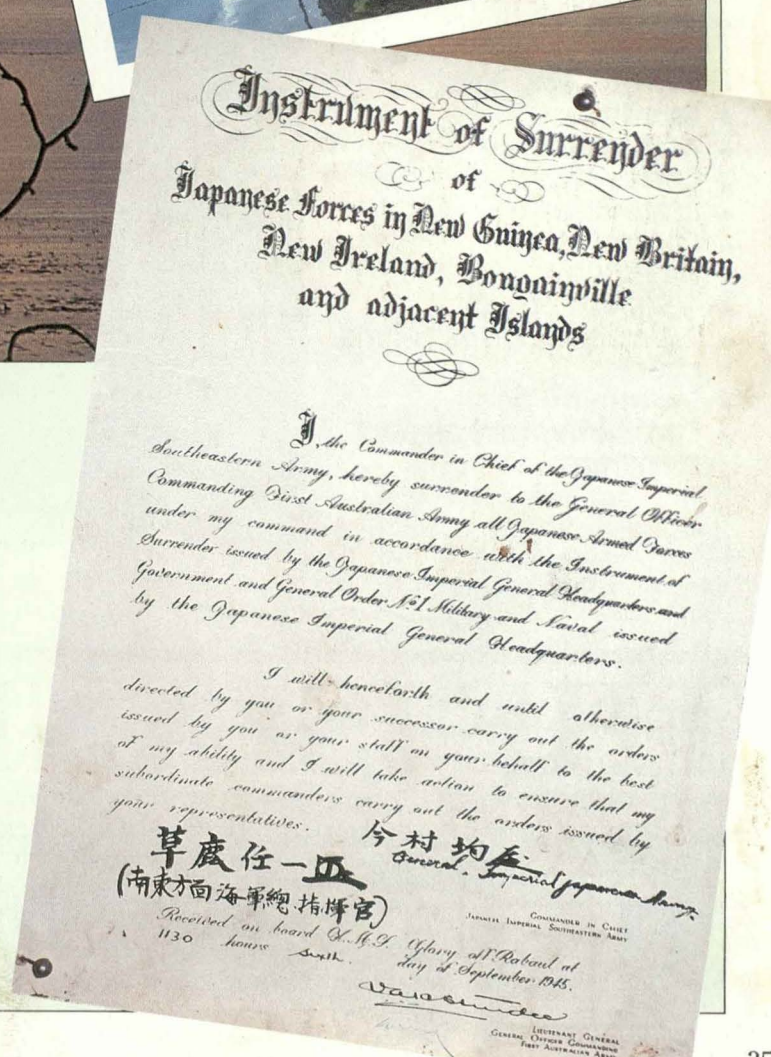
Above: Rabaul volcano and wreck; **insets from top:** Japanese anti-aircraft gun; tunnel with abandoned Japanese barges; concrete-filled Japanese ship serves as a wharf today; facsimile of the 1945 surrender document signed at Rabaul.

ary commander, Malcolm Wright, employed pure guerilla tactics against the Japanese. All in all they managed to assist the airforce in destroying many planes and several ships and barges. After this, the Japanese lost any sea and air supremacy they had.

In February 1944, Matt suffered a severe bout of hepatitis and was treated by radio instructions from a Port Moresby doctor. When sufficiently recovered, he made his way to the coast where he was to be picked up by an American PT boat.

It was night. At the pre-arranged spot Matt flashed a

message with a hurricane lamp to what he thought was the American boat. The response came instead from a Japanese barge which had been moving at night to avoid Allied attack and also looking for stranded Japanese servicemen. Luckily, Matt's native companion spoke Japanese and shouted that there were none there. The Japanese on the barge ac-



Instrument of Surrender
of
Japanese Forces in New Guinea, New Britain,
New Ireland, Bougainville
and adjacent Islands

I, the Commander in Chief of the Japanese Imperial Southeastern Army, hereby surrender to the General Officer Commanding First Australian Army all Japanese Armed Forces under my command in accordance with the Instrument of Surrender issued by the Japanese Imperial General Headquarters and Government and General Order No. 1 Military and Naval issued by the Japanese Imperial General Headquarters.

I will, henceforth and until otherwise directed by you or your successor carry out the orders issued by you or your staff on your behalf to the best of my ability and I will take action to ensure that my subordinate commanders carry out the orders issued by your representatives.

草鹿任一 今村均
(南東方面海軍總指揮官) General, Imperial Japanese Army

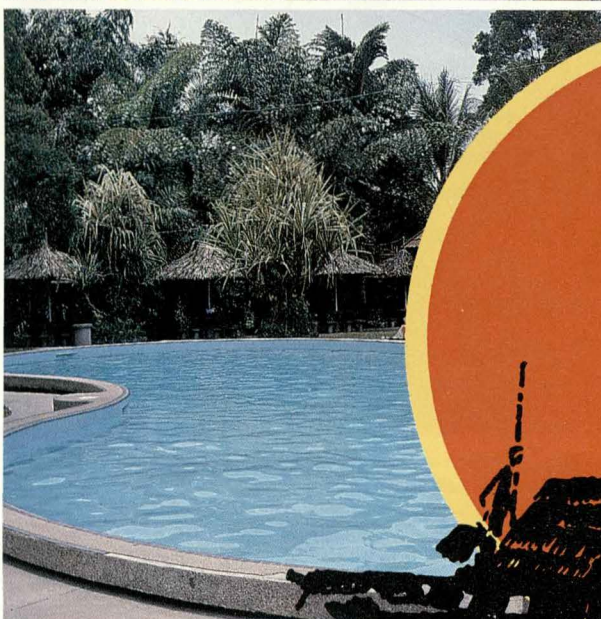
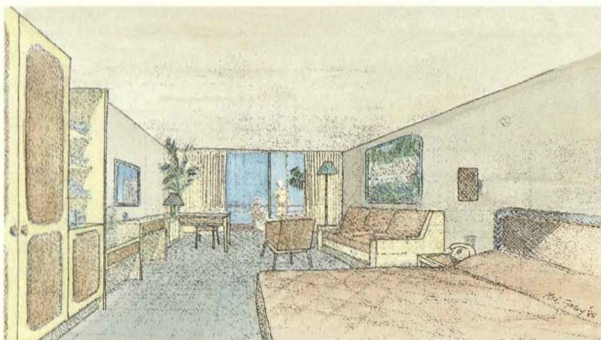
Received on board H.M.S. *Glory* at Rabaul on day of September 1945.
1130 hours South.

W. A. S. ...
LIEUTENANT GENERAL
GENERAL OFFICER COMMANDING
FIRST AUSTRALIAN ARMY

Set In 10 acres of landscaped gardens, The Islander is located midway between the airport and the City Centre, within 5 minutes drive of Central Government Offices, Parliament House and the National Museum.

Facilities Include:

- 186 Deluxe Rooms and Suites.
- Direct-dial telephones with computer modems.
- Colour TV and in house video.
- Complete secretarial services.
- Conference & banqueting facilities to 400 people.
- Duty-free shop.
- Travel agency.
- Hire car service.
- Hairdressing salon.
- Boutique.
- Newsagency.
- Coffee Shop.
- Restaurant.
- Cocktail Bar.
- Nite-Club.
- 4 Squash courts.
- 2 Synthetic grass tennis courts.
- Swimming pool.
- Complimentary airport transfers.



HRD 6534

THE ISLANDER HOTEL

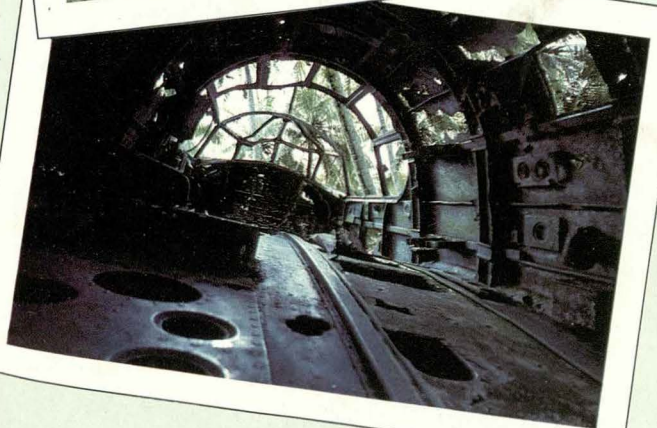
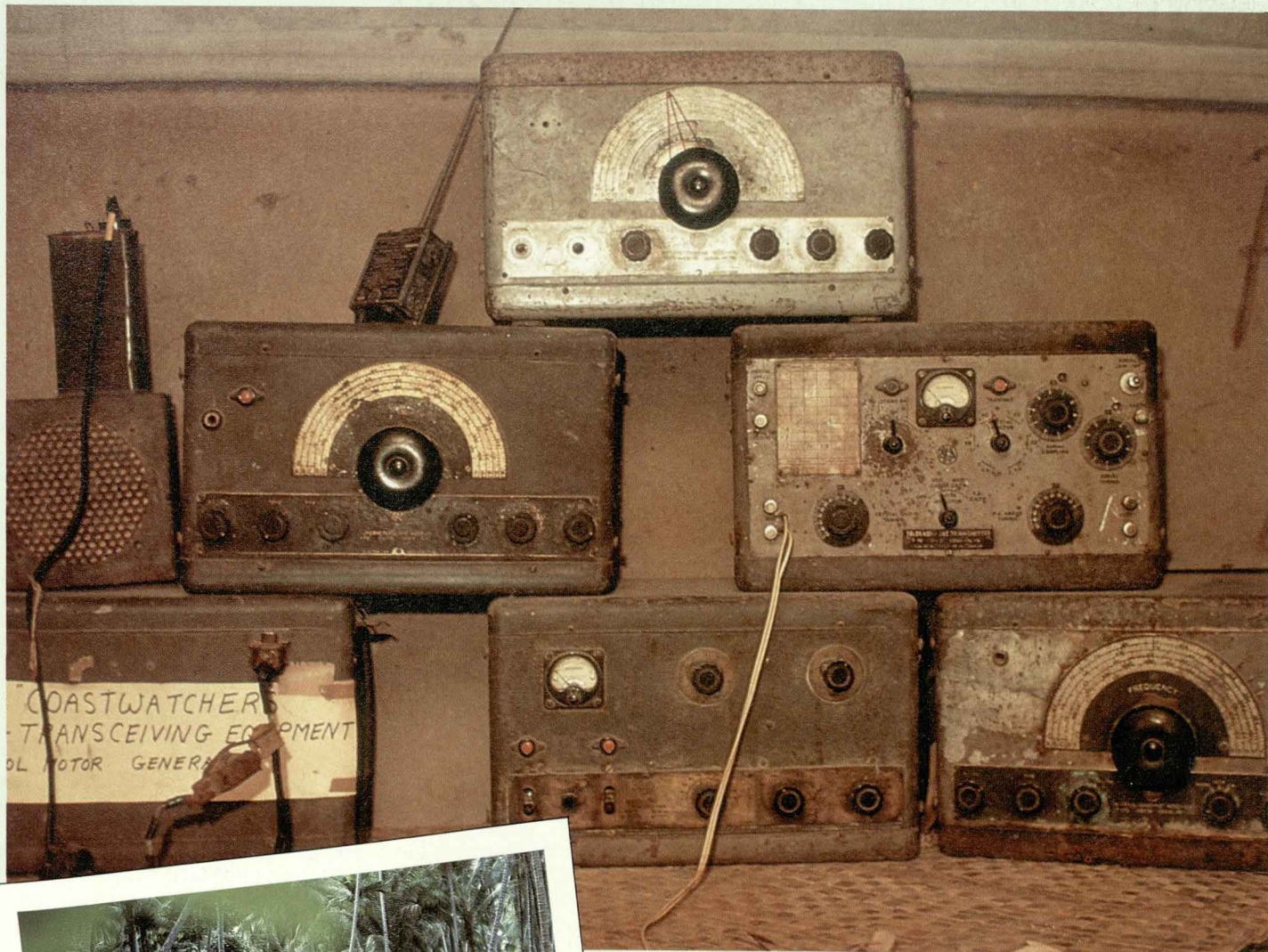


P.O. Box 1981
BOROKO
Papua New Guinea

Telephone: 25 5955
Telex: NE22288
Cables: ISLANDER.

A MEMBER OF THE
DAVARA GROUP
OF HOTELS





From top: Coastwatchers radio equipment; Japanese wreck in coconut plantation; interior view of the wreck.

cepted the story and did not bother coming ashore. Half an hour later, the Americans picked Matt up and took him to safety.

Later in 1944, after some leave back in Australia, Matt was stationed at Jacquinot Bay, on the south coast of New Britain where, today, he runs a successful coconut plantation. However, in those days the Japanese in the Pacific were beginning to sing their swansong. Matt said: "The Americans had them cut off on the north coast; we had a division at Jacquinot Bay where we just sat and waited for them to starve themselves out. They had no communications at the finish and the supremacy of their planes was gone, their ships were nearly all sunk and they were running barges at night. Sickness undermined any determination that was left."

Matt Foley went on: "I left

Jacquinot Bay about a fortnight before the end of the war . . . we were offered a trip to Rabaul to witness the signing of the surrender, the capitulation, but I wouldn't be in it, preferring to return to Melbourne. Some fellows had bad luck at the end . . . I had a mate on Bougainville who was killed on the last day of the war!"

Meanwhile Rabaul had been utterly flattened. Forty ships lay on the bottom of the harbour and it took two years to repatriate all the troops back to Japan. Although, the town soon bounced back to life, the evidence of war can still be seen today. Remnants of barges, cranes, aircraft, ships and guns are common.

I asked Matt about the estimated 450 kilometres of tunnels under and around Rabaul. Some of them I had explored - they resemble rabbit warrens burrowed through the pumice. The



From top: Bunker used by Admiral Yamamoto before his fatal sortie over Bougainville; remains of crane towed by Japanese from Singapore; war cemetery at Bita Paka; **right:** New Britain Coastwatcher, Matthew Foley.

Japanese in this way literally built, or burrowed an entire underground city hoping that it would be an impregnable fortress, safe from the 20,000 tonnes of Allied bombs dropped on the area. One complex exists where the

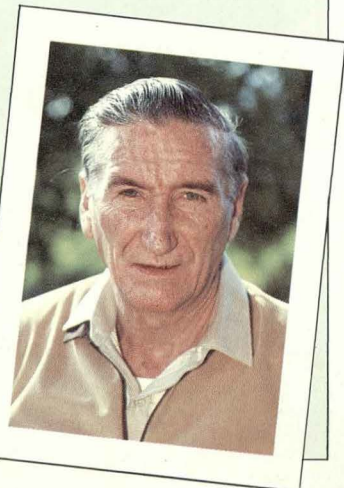
tunnels open to the sea, just above the waterline. There is a sheer undersea drop of 200 metres, making it a perfect choice by the Japanese for their submarine base. Above the tunnels there is a huge, antiquated anti-aircraft gun. Now, all is quiet and extremely beautiful ... thickly wooded volcanic landscape falling sheer to the calm, cornflower blue Bismark Sea.

"I think the Japanese powerhouse is still there," Matt says "under Namanulla, the remains of the old German Residency. There's supposed to be a hospital under there too, but the story is that during an earthquake it all caved in." Another old Rabaul hand told me that subsequent "gurias" or earthquakes sometimes reopen other tunnels.

The volcanoes were relatively quiet during the war, Matt could only remember one fairly big explosion in 1942, the year before his arrival on New Britain. The Allies even took to bombing the Rabaul volcanoes in the futile hope of inducing an

eruption to drive the Japanese out of their tunnels.

Matthew Foley returned to Rabaul after the war, and in 1948 began a transport business which his son, Philip, now runs. Matt busies himself running a coconut plantation 160 kms away on the south coast of the island. A peaceful place, he says, all quiet now 40 years after the end of the holocaust.



WARDS IS THE WAY.

The one sure way of transporting goods or money is with Wards

AIR & SEA CARGO

Whichever way it's to go, Air or Sea, Wards can make it easy for you.

We will handle the problems of pick up and delivery, forwarding of inward and outward cargo, customs clearances, air cargo charters, storage and packing. We can even handle your passport or visa problems.

A telephone call will bring one of our experienced personnel to you, for discussions on your specific problems.

SECURITY

With the Armaguard service, we can offer total security and protection for payrolls. Armaguard lessens the risk of personal injury to your staff, and reduces the danger period of the payroll on your premises. Armaguard offers free on-site security advice, payroll distribution to any site, armoured car hire, banking services, security vault storage, including after hours access, of valuables and computer tapes.

The way to security and peace of mind, is Armaguard, so give us a call.



WARDS AIR SEA FREIGHT SERVICES PTY LTD INCORPORATING ARMAGUARD

PORT MORESBY

Telephone 254333 or 256499

LAE

Telephone 423906

MT. HAGEN

Telephone 521643

RABAUL

Telephone 921802

KIETA

Telephone 951111





The Beer of
Paradise

**The refreshing taste of
paradise, South Pacific
Special Export Lager.
Now available in bottles
and cans wherever fine
beers are sold.**