

paradise

in-flight with Air Niugini



Take this
copy with you
**POTTER'S
ART**



TOTAL SUPPLY - TOTAL SUPPORT



When it comes to essential Plant and Equipment, Ela Motors provides the very best. A wide range of excavators, wheel loaders, heavy duty trucks, and a full selection of specialised support vehicles ensures total supply.

FOR QUOTATIONS & TECHNICAL ASSISTANCE CONTACT NORM KEAY PH 229446
FAX 217268 TELEX NE22125 PO BOX 74 PORT MORESBY NCD

Ela Motors

PORT MORESBY 229400 • LAE 433655 • RABAUL 921988 • MADANG 822188 • GOROKA 721844 • MT HAGEN 521888
WEWAK 862255 • KAVIENG 942132 • KIMBE 935155 • TABUBIL 589060 • VANIMO 871254 • PORGERA 508203

EM 4020

A DIVISION OF BURNS PHILP (PNG) LIMITED



paradise

Winner, 1988 PATA Gold Award,
Best Inflight Magazine
Winner, 1989 PATA Gold Award,
Best Travel Story
Winner, 1990 PATA Gold Award,
Best Travel Story



Welcome aboard!

A half-century ago, World War II came to what is now Papua New Guinea. We mark that tragic era in this issue, recalling the first major battles fought on our soil.

On a happier note we travel with the newly enthroned Archbishop of Canterbury, making his first foreign visit to celebrate the Anglican Church's centenary in PNG.

On other pages we go to Australia, to look at Sydney's famous City to Surf mini-marathon and travel on the amazing Kuranda Railway in Far North Queensland.

Enjoy these and other articles and have a pleasant flight.

Dieter Seefeld
Chief Executive & General Manager
Air Niugini

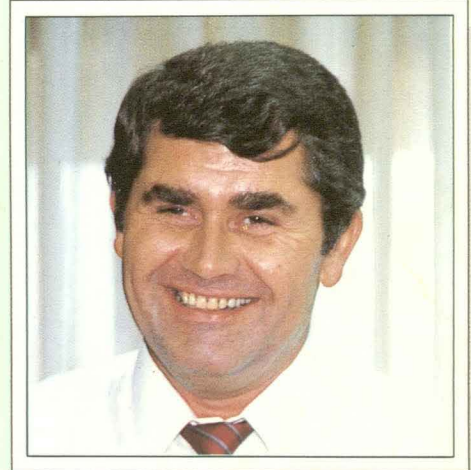
IN THIS ISSUE:

- 5 SYDNEY FUN RUN**
World champions versus thousands of others in an unusual mini-marathon.
- 11 CANTERBURY ARCHBISHOP IN PNG**
After 100 years, the PNG Anglican Church greets its spiritual head.
- 15 KURANDA RAILWAY**
Passengers from around the world thrill to this Queensland jungle railway.
- 23 MARY GOLE**
In a land of fine professional potters, Mary Gole stands among the best.
- 29 RAID ON LAE & SALAMAUA**
Fifty years ago World War II took a dramatic turn at these northern ports.
- 33 SPIRIT JOURNEY**
Travelling the big river and its branches in luxury.
- 40 MALAGAN IN MADINA**
Elaborate rituals honor the deceased in New Ireland.

Cover: Storage jar by potter Mary Gole.
Photograph by Liz Thompson.

No 91 Mar - Apr 1992

Paradise is published bi-monthly by Air Niugini, PO Box 7186, Boroko, Papua New Guinea (telephone 273415; telex NE22225).



Dieter Seefeld
Chief Executive & General Manager
Air Niugini

Editor — Geoff McLaughlin MBE
Consultant — Bob Talbot
Editorial — Ross Waby
Art Director — Robin Goodall
Subscriptions — Maggie Worri

Advertising

Papua New Guinea —
c/- The Editor,
Paradise Magazine,
P.O. Box 7186, Boroko.
Australia —
Samuelson Talbot & Partners Pty. Ltd.
4/312 St. Kilda Road,
Melbourne, Vic. 3004.
Telephone Melbourne (03) 693 1400

Subscriptions

Annual subscription rates for six issues are: NGK30, US\$30, A\$40
Papua New Guinea subscription K15.
(Payment by international bankdraft).

Printed in Hong Kong by
Progressive Printing Agency.
Block C, 2/F, Kam Ming Yuen
No. 11, Kam Ping Street
North Point
Hong Kong
Tel: 563 0145
Fax: 811 1344

While every care will be taken, no responsibility will be accepted by Air Niugini for the return of manuscripts, photographs or artwork.

No responsibility is accepted by Air Niugini for the accuracy of information contained in the text, illustrations or advertisements.

K^{10*} OFF A DAY



YOUR BOARDING PASS CAN GET YOU K10* OFF A DAY

When you fly Air Niugini and book an Avis car before April 30 you can drive away for K10* less a day than you would normally pay on Avis standard rates.

Just present your Air Niugini boarding pass, within 24 hours of your flight's arrival.

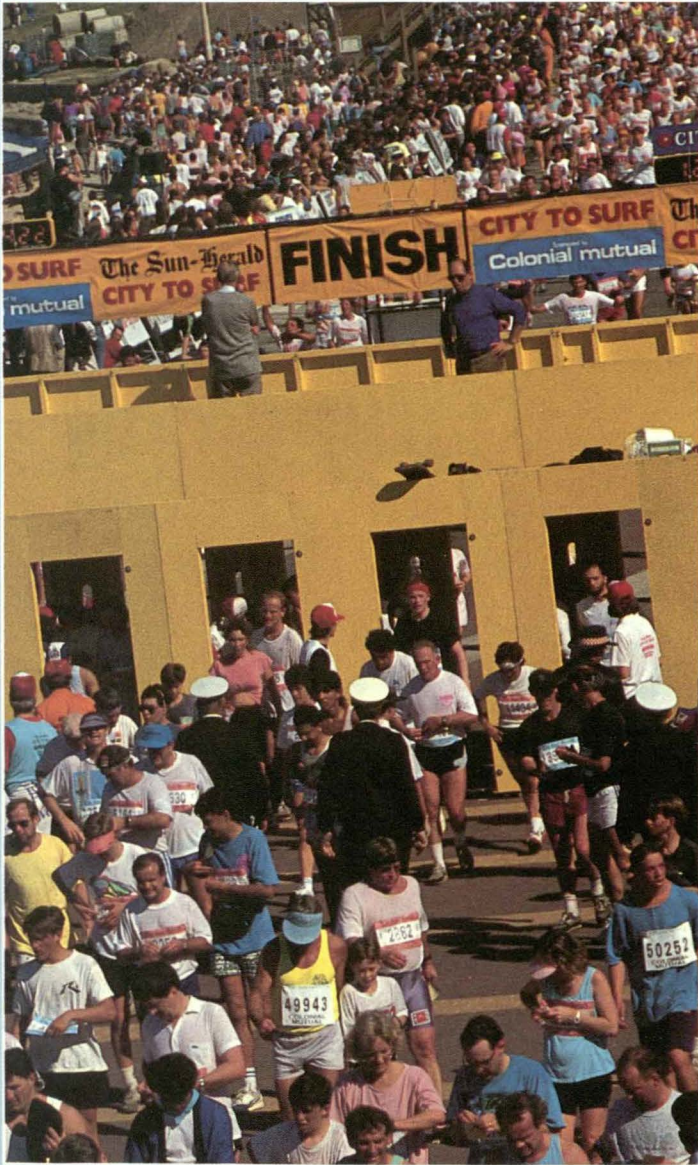
It's all part of Avis' commitment to bring you the very best in car rental deals.

So with K10* off a day wouldn't you rather drive an Avis car?

For Information and Reservations, call 25 8299 or 25 8258.

AVIS
We try harder.

*K10 a day applies to Avis standard rates in Papua New Guinea and expires 30 April 1992. Special conditions may apply so check Avis for full details.



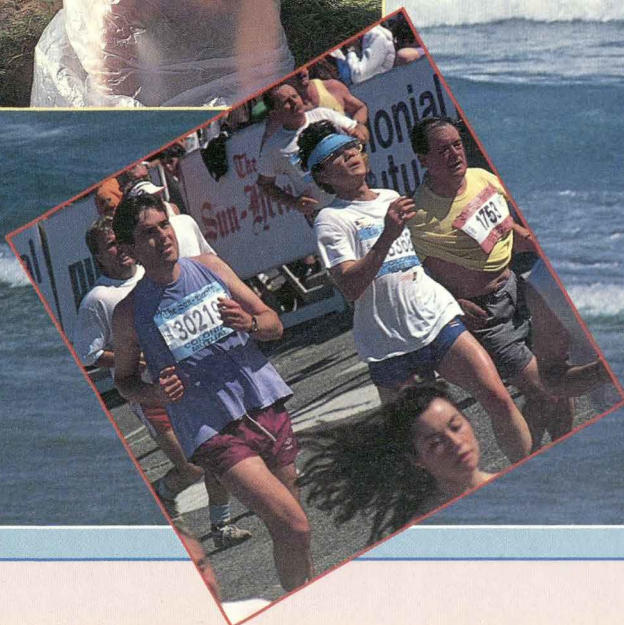
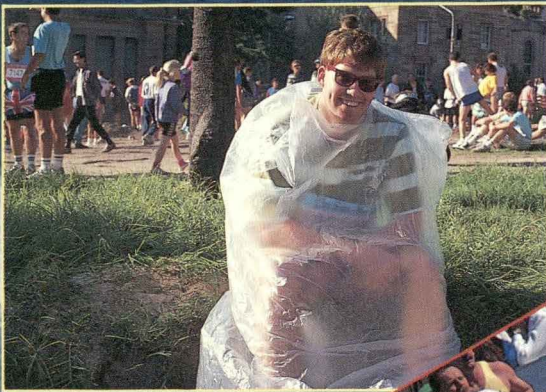
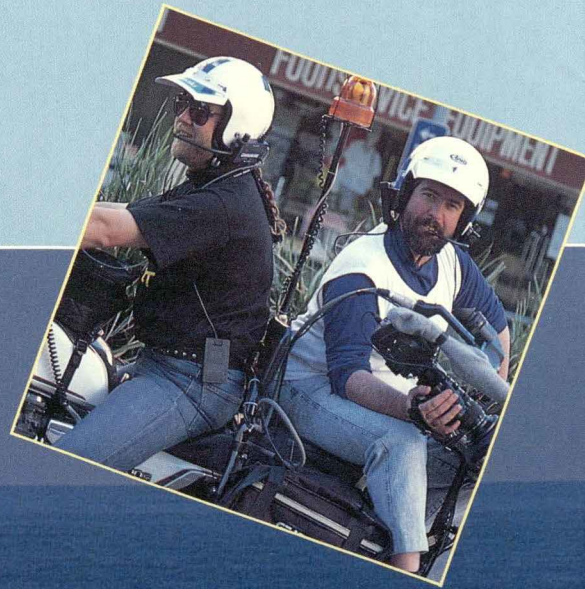
SYDNEY FUN RUN

Story and photographs by Liz Thompson

Not often are people seen wandering around Sydney in large green garbage bags at six o'clock on a Sunday morning. You would be excused for thinking they had had too much to drink and had not been to bed. In fact, on the contrary, they probably went to bed early and they are warming up for some intense athletic activity. The annual City to Surf fun run is growing in popularity;

Left Weary runners stream through the finish gates of the City to Surf. *top* Competitors relax before the start. *above* The hard way, in full military kit.







last year, the 21st birthday of the event, over 38,000 people made their way out of bed in the early hours of Sunday morning. They appeared in garbage bags, gorilla costumes, kilts, face paints, suits and army uniforms complete with guns. Large and small, young and old, abled and disabled, one man completed the course on crutches.

You realise just how impressive that is once you have driven along the 14km route and struggled over the infamous 'Heartbreak Hill' on New South Head Road. It is not an easy course and while there were no serious casualties in 1991, three people died the year before. The expressions on the faces of those coming across the finishing line leave no doubt that it is a strain.

The Sun City to Surf began in 1971, inspired by a newspaper clipping from the San Francisco Examiner which told of a large fun run in San Francisco. The editor of Sydney's Sun newspaper, Jack Tier, decided it was worth imitating and The Sun City to



Surf was born. In 1990, Colonial Mutual became the main sponsor for a 10-year period and in 1991 the race was conducted under the patronage of the International Olympic Committee. In the first year 1,650 runners completed the course and it was won by American Kenny Moore in 44 minutes, 28 seconds. His time was unbeaten for a decade until Robert de Castella broke it in 1981 with a time of 40.08. The women's record was set in 1988 by Lisa Martin-Ondieki who ran

45.47. For the past three years Steve Moneghetti had won the race but had not managed to break the record. He is one of the top marathoners in the world.

But 1991, the 21st birthday, was a special event. Medallions were made for all runners who crossed the line, media were given special bags with t-shirts and fun run socks, a birthday gift. Colonial Mutual offered \$50,000 each to the male and female runners who broke the existing records.

Thousands of people milled around the Park Street starting area from 6am. Three media helicopters circled overhead, 20 television cameras were in use, a specially developed camera motor bike and four broadcast vans competed for the most advantageous view in front of the runners. A large cherry picker swayed precariously outside the Sydney Museum with excited photographers scanning the crowds from on high. From above there was little to see other than sponsors' sunvisors which were handed to all runners as they enrolled, but among the crowd there were some interesting spectacles.

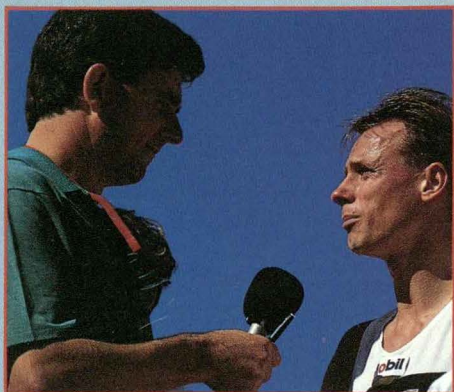
Two runners in black gorilla suits chatted with a young man in a kilt on the kerbside. Their children had apparently always run the race in costumes and their parents, the 'gorillas', were keen to maintain tradition. Young children, with their faces painted walked past a clown and another dressed as a skeleton in a long black cloak. The army was represented by soldiers in full kit, including rifles, rather a strange idea at a sports event in the already 23-degree heat. There was a buzz of excitement as the time crept towards the official start.

Insets, clockwise from top left
Runners not expecting to win; live television coverage; some ran with self-imposed handicaps like gorilla suits; the strain shows midway through; plastic wrap used as disposable warm-up suit.
background Bondi Beach surf where many runners cooled off.
above left A professional competitor as most others saw her.

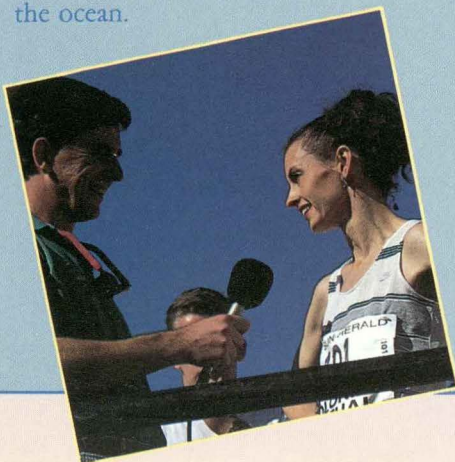
In a cordoned off area for preferred runners, the top athletes warmed up. Occasionally their lithe bodies in shiny, body-hugging running suits crossed into William St, in front of the masses. This year saw an increasing number of top overseas runners including Sergey Rozum from the USSR, the 1989 USSR marathon champion. There were several runners from USSR and teams from Japan and the United States.

When the gun went off and the crowds surged, over 38,000 people started moving. Among them were some of the world's finest long distance runners.

Moneghetti maintained an even pace and gradually eased his way forward. He ignored water stops until close to the end where he asserted a definite lead and came pacing down the hill towards the deep blue and inviting ocean of Bondi. Moneghetti broke through the tape, without another runner in sight at 40.02. He had won the race for the fourth consecutive year and had broken the record.



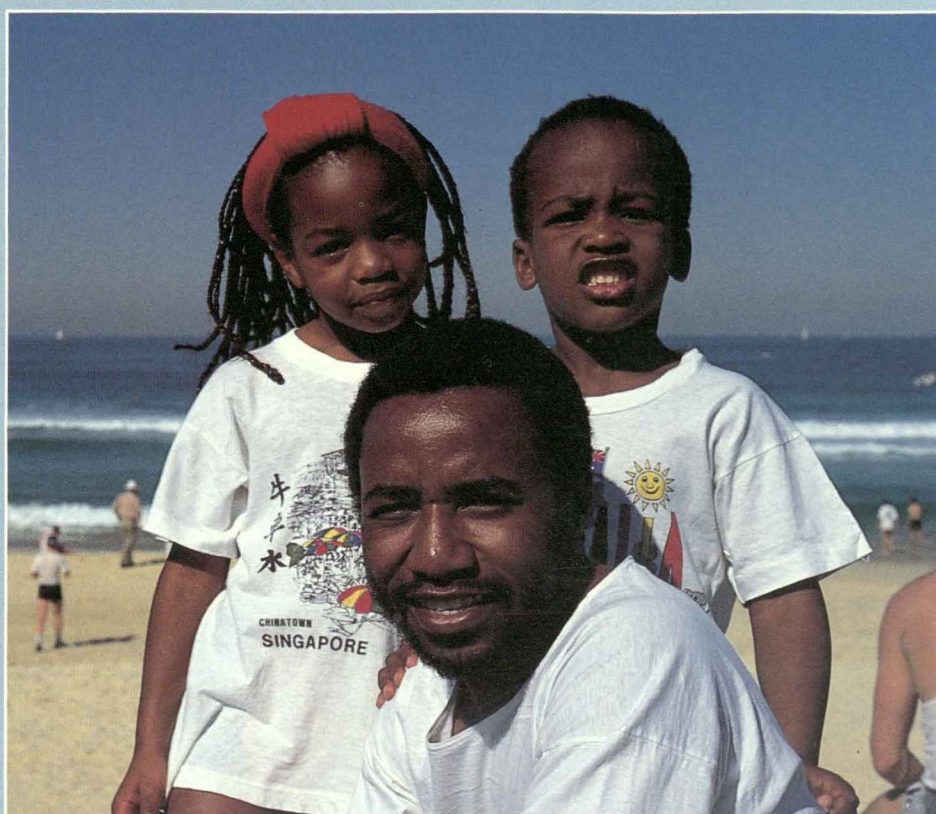
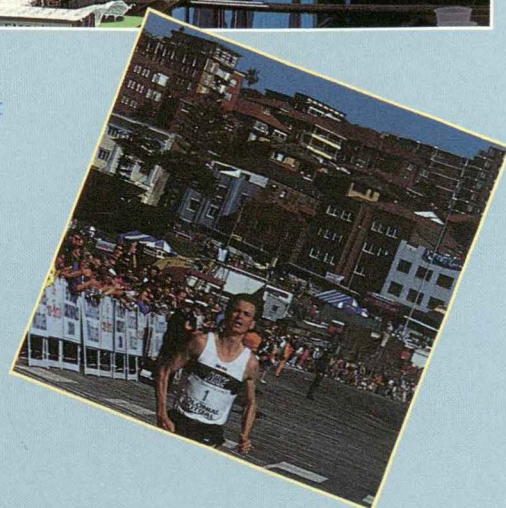
Lisa Martin-Ondieki was the first woman to cross the line but did not break the record. The sun beat down and those who could walk reached for drinks or fell into the cool waves of the ocean.



Left Winner's cup. below Sponsor's fruit juice disappearing at the finish. centre inset Steve Moneghetti is a clear winner. bottom Kenyan family competitors. far left To the winners, the interviews.



Amid the excitement Moneghetti managed to quietly withdraw and start running in the opposite direction. Among the crowds of Sunday sightseers and beachgoers, the children, the ice creams and the seagulls, he disappeared. He ran along the ocean front towards the cliffs, alone, to clear his head, he said. He was back 30 minutes later, smiling, holding his trophy and receiving a \$50,000 cheque. For Moneghetti, and everyone who ran the race, the 21st birthday party was a great success.



The first bank you see in PNG



is the bank that knows PNG best

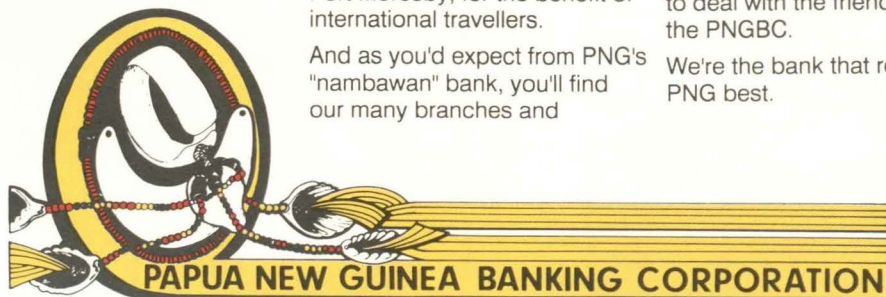
The Papua New Guinea Banking Corporation is the only bank to provide banking services at Jackson's Airport in Port Moresby, for the benefit of international travellers.

And as you'd expect from PNG's "nambawan" bank, you'll find our many branches and

agencies right around the country, no matter where you go.

So whatever your personal or business banking needs, it pays to deal with the friendly staff at the PNGBC.

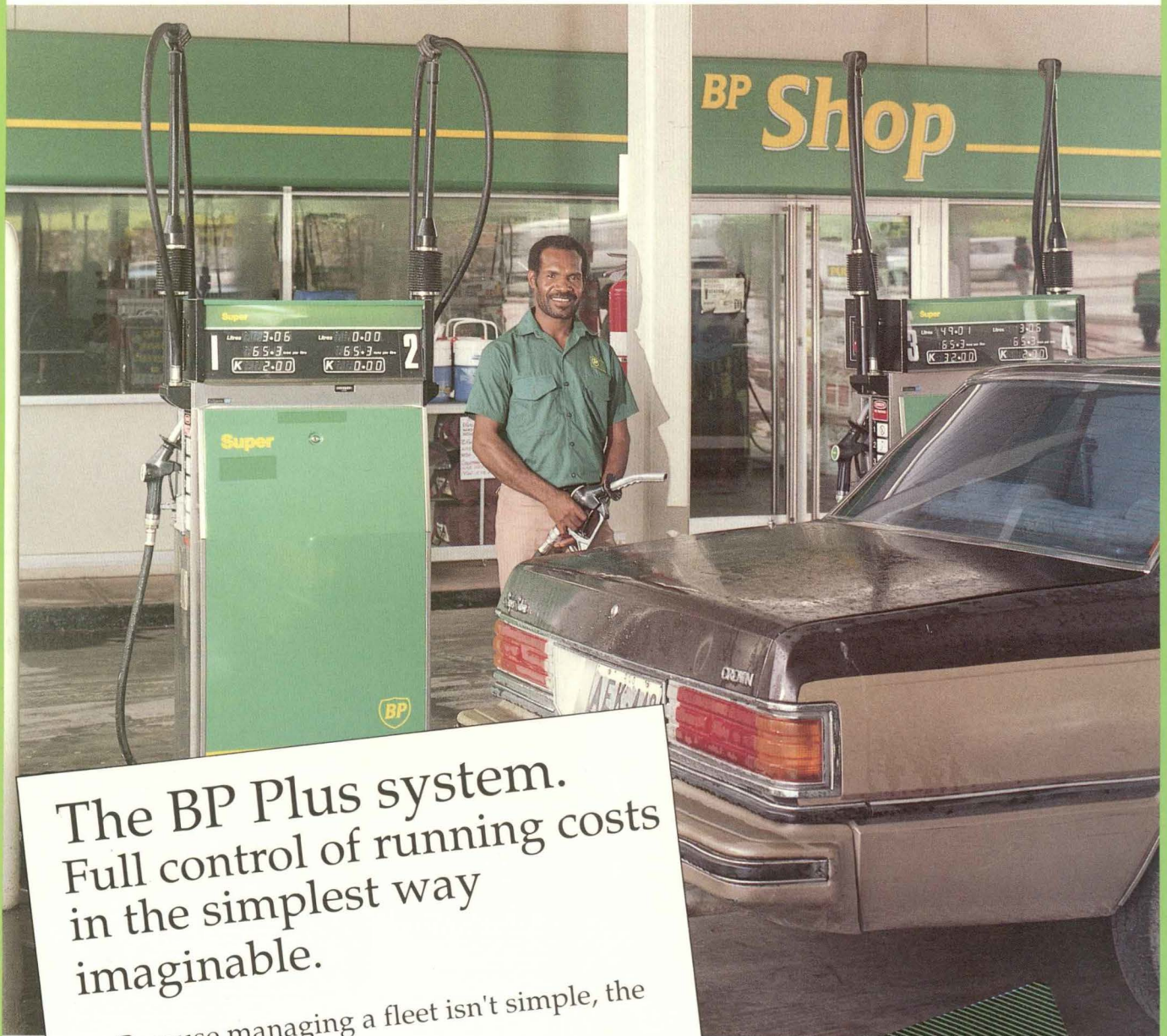
We're the bank that really knows PNG best.



P.O.Box 78, Port Moresby. Telephone 21 1999. Fax 229867 / 211954.



BP PAPUA NEW GUINEA PTY LTD



The BP Plus system.
Full control of running costs
in the simplest way
imaginable.

- Because managing a fleet isn't simple, the BP Plus system is.
- Deciding what to give your drivers is simple.
- Controlling the type of purchase is simple.
- Your administration and management reporting is simple.
- Your drivers will find filling up is simple.
- Paying the lowest price for fuel is simple.
- Obtaining the best service and support system is easy.
- Deciding which fleet management system is the best for you is simple.



BP OIL PAPUA NEW GUINEA AREA MANAGERS

LAE	PH: 42 2200 FAX: 42 3556
PORT MORESBY	PH: 21 1129 FAX: 21 1553
RABAUL	PH: 92 1686 FAX: 92 1918

Yes it's simple to use.

CANTERBURY ARCHBISHOP

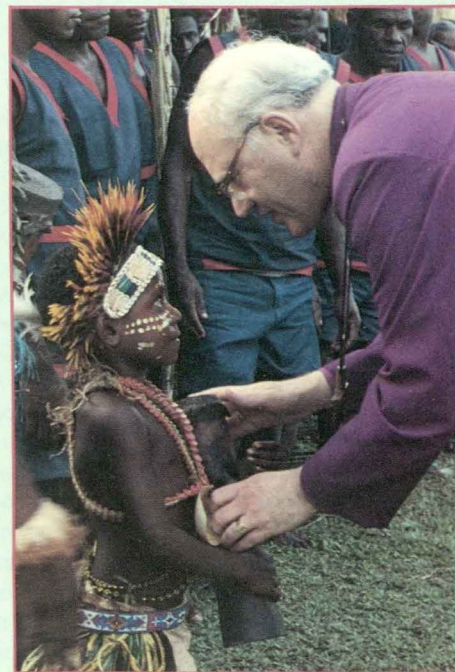
IN PNG

Story and photographs
by Rowan Callick

Papua New Guineans are among the world's most generous hosts. They can be relied upon to rise to the occasion of a VIP visit. The year 1991 saw quite a stream of visitors — including the thousands of competitors and spectators who came for the ninth South Pacific Games; Prince Andrew, who opened the games; one of the United States' most influential politicians — New York Congressman Stephen Solarz — who escaped the turbulent waters of Washington to go white water rafting in the Highlands; and the Archbishop of Canterbury, spiritual head of the world's 70 million Anglicans and, as the man who crowns the British (and also Papua New Guinean) monarch, one of the most high-ranking people in the Commonwealth.

This was the first visit overseas for Dr George Carey as Archbishop — thus PNG is likely to hold especially strong memories for him and his wife Eileen, who accompanied him. He was enthroned at Canterbury in April and flew to Port Moresby in August.

He came to be the chief celebrant at the centenary of the Anglican Church in PNG. The country's 150,000 Anglicans turned on the show of their lives to mark August 10, when in 1891 the first missionaries landed on the northern coast of Milne Bay.



Top Archbishop of Canterbury, Dr Carey (left), at Simbai with his chaplain, Canon Graeme James (right). **above left** Schoolgirls sing greetings at Popondetta. **right** Dr Carey greets warden's child at Popondetta prison.

Dr Carey was not the only visitor. Dozens of missionaries who had served the PNG Anglican Church — some for decades — returned for the celebrations. They also received tumultuous welcomes from those they had delivered, baptised, taught and healed.

The Archbishop of Canterbury flew all over the country, courtesy Air Niugini, to take part in the festivities: to Mount Hagen and remote Simbai in the Highlands, to Popondetta and to Dogura, the church's mother mission station, where the first missionaries came ashore.

His was only the second visit to PNG by an Archbishop of Canterbury. The first was by Dr Donald Coggan in 1977, when the PNG Anglican Church became an independent province, with its own archbishop, separate from the Australian province of Brisbane.

During his 10 days in PNG, Dr Carey visited a squatter settlement in Port Moresby and a prison in Popondetta, spent a night in the bush at Simbai, in the house of parish priest Archdeacon Peter Guime, conducted a eucharist in pidgin, baptised seven children, and took part in an ecumenical service led by the Roman Catholic Archbishop, Michael Meyer, in Mt Hagen. He delivered five major addresses and a dozen other, more informal, talks.

Although the Archbishop saw first-hand something of the problems and challenges for PNG society, and of the church's work in seeking solutions, the mood of the visit was decidedly up-beat.

In Port Moresby, after an open-air eucharist attended by 5,000 people, he blessed a plaque marking the site of the Anglican's first hoped-for cathedral in the capital, facing the national parliament across Waigani valley. "A hundred years of Christianity have made a rich difference to this country," he said. "And it is good to know that Christianity has a special place at the heart of your public life. Christ changes people and

institutions. He never destroys good customs but he refines them and makes them better."

At Popondetta some 10,000 people greeted him, including hundreds in traditional tapa cloth, dancing, drumming kundus and sounding a welcome on conch shells and with bull-roarers, as he drove round the oval at the church headquarters in a tapa cloth-clad Anglican version of a 'Popemobile'.

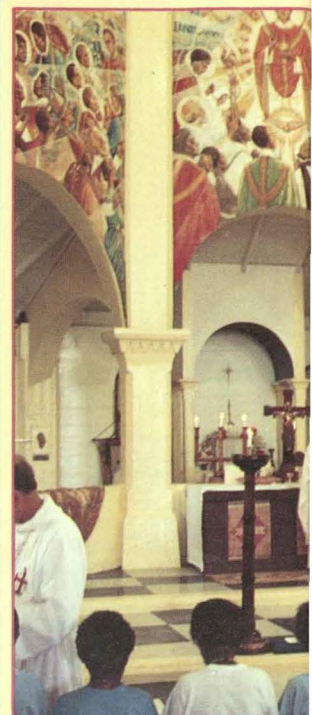
There, he was made a paramount chief of the Orokaiva people, being vested with the otohū — the chief's badge of office, of shells and double pigs' tusks — only presented previously to two non-Orokaivans: veteran missionary Bishop David Hand and Prince Charles.

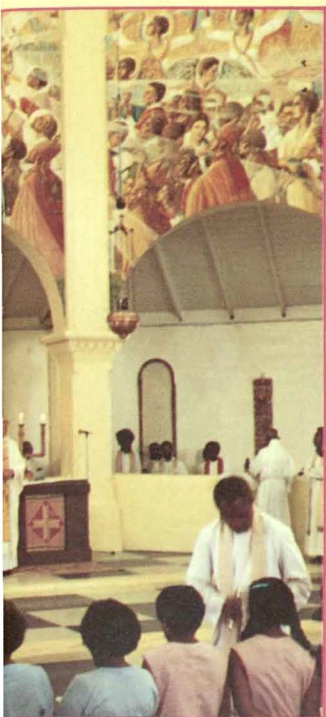
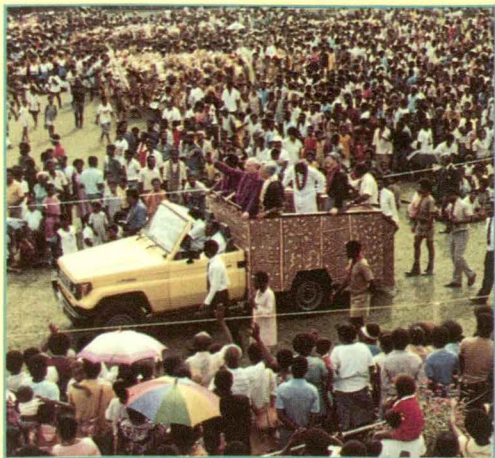
The prince, then 13, received his otohū during his stay as one of a group from Geelong Grammar School in Australia. Tears began to fall down his cheeks when the ceremony concluded, as the tropical sun set luridly, with the singing of God Save the Queen. He explained that the singing had reminded him of his distant 'mum' — prompting mothers in the audience to cry too.

Also in Popondetta, there was one rare moment when Dr Carey's usually ready smile seemed to freeze.

It came when some well-fattened pigs were presented to him, carried upside down, slung from poles. It had been jokingly suggested that he would be expected, as a 'big man' just inducted as a tribal chief, to dispatch the animals with clubs to the head.

Dr Carey may have recalled the incident when his fellow Anglican Archbishop, Sir Paul Reeves, then Governor-General of New Zealand, arrived in another Melanesian nation, Vanuatu, on a state visit. As soon as Sir Paul alighted from the plane, he was presented with a ceremonial club and granted the honor of slaughtering a pig — the prerogative of a ni-Vanuatu chief. The tall Maori hesitated only briefly before going about his duty, to the solemn delight of his hosts. This





Top Simbai dancers welcome the Archbishop of Canterbury. Their priceless headdresses have thousands of green beetle shells. **centre left** Canon Graeme Greene leads Dr Carey's procession at Simbai. **centre right** Dr Carey with 10,000 faithful at Popondetta. **left** Dr Carey leads a service in historic Dogura Cathedral.

did not go down as well back home, however, for as Governor-General he was also patron of the Society for the Prevention of Cruelty to Animals.

Dr Carey, though, was relieved to learn that he merely had to acknowledge receipt of his squealing pigs, which were later shared with the rest of the food offerings — taro, yams and plantains — between the members of his 'line' or clan: the clergy of the local diocese.

At the Highlands Anglican centre of Simbai, accessible only by plane or on foot (Dr Carey and his party flew), the Archbishop was presented not only with sufficient weapons to equip an armoury back at his residence in London, Lambeth Palace, but also with spears to take back for the Queen and stone axes for Prince Charles and British Prime Minister, Mr John Major.

Villagers had walked up to three days to see Dr Carey, who presided in pidgin over an open-air service. "Lod Jisas i stap wantaim yupela," he began ("The Lord be with you"). He had been coached in pidgin at Lambeth. In the Highlands, some described him in pidgin as 'Pop bilong Engliken' — the Anglican Pope.

From the Highlands, Dr Carey flew to the Anglican birthplace in PNG. The first missionaries, the Reverends Albert Maclaren and Copland King, sailed there from Sydney, arriving on August 10, 1891, at Kaieta beach in what is today Milne Bay province. Almost immediately they bought — for two tomahawks, 50kg of trade tobacco, 20 knives, 25 pipes, 24 mirrors, a piece of red cloth and some boxes of matches — a 45-hectare plateau nearby, then used as a fighting platform for settling disputes between mountain and coastal tribes.

Now the huge romanesque cathedral of Saints Peter and Paul, built in time to mark the 50th anniversary of the church, stands on the site, the heart of the Dogura Anglican station.

The Prime Minister, Mr Rabbie Namaliu, said following the centenary service for 4,000

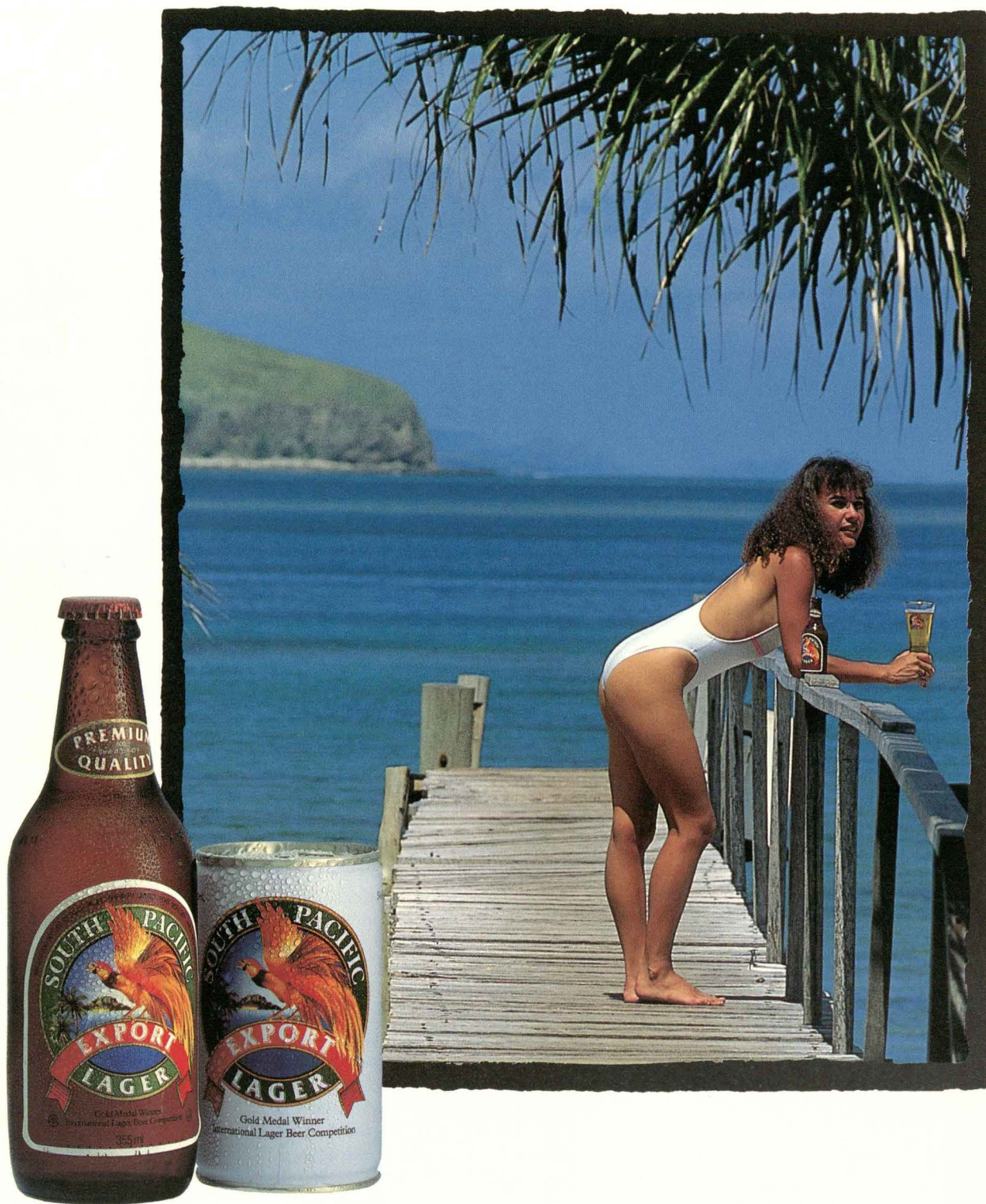
people beneath the coconut palms at Kaieta: "The early missionaries provided many of the basic services the people needed — education, health care, communications and transport."

And now, tough times had taught his government, restructuring the economy, that "we must look to involve the churches more again in providing services, with government funding, but administered with the compassion and commitment they can best provide."

Dr Carey's visit came at a time — recognised by Mr Namaliu — that many Papua New Guineans have turned back to the churches which provided services before the Government recognised such an obligation.

The Archbishop said: "I couldn't have made a better choice for my first overseas visit." The PNG church had 'enviable figures' for attendance, by comparison with those of the English church, which were 'pathetic', he said. "England itself may need missionaries to come to us with the same verve and fervor as they did 100 years ago to this land." And some of those missionaries could well come, said the Anglican leader, from PNG, a young church whose leadership he described as 'vibrant and exciting'.

Rowan Callick is a senior writer with Time Australia magazine. He has been information officer for the Anglican Church of PNG, and travelled around the country with Dr Carey.

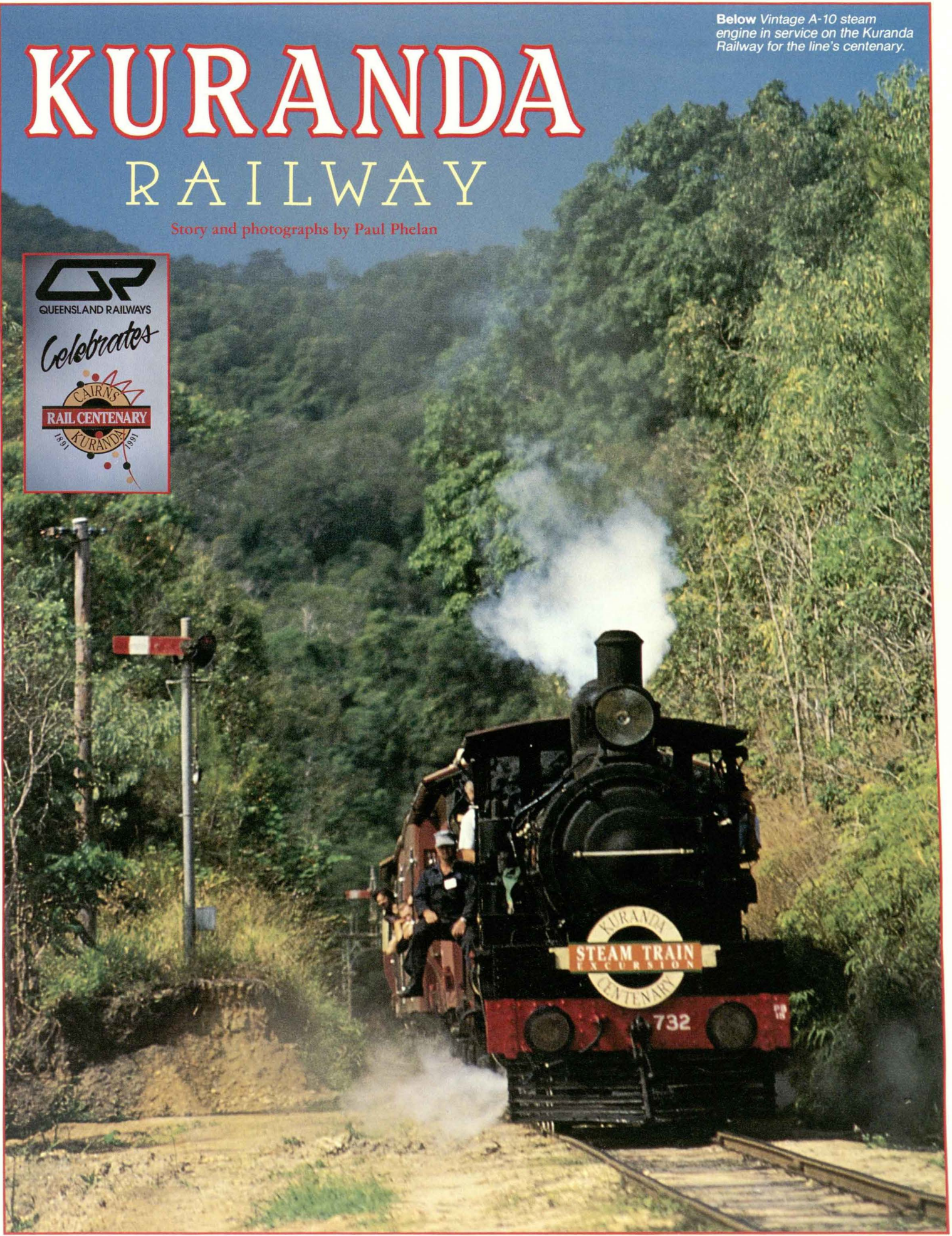


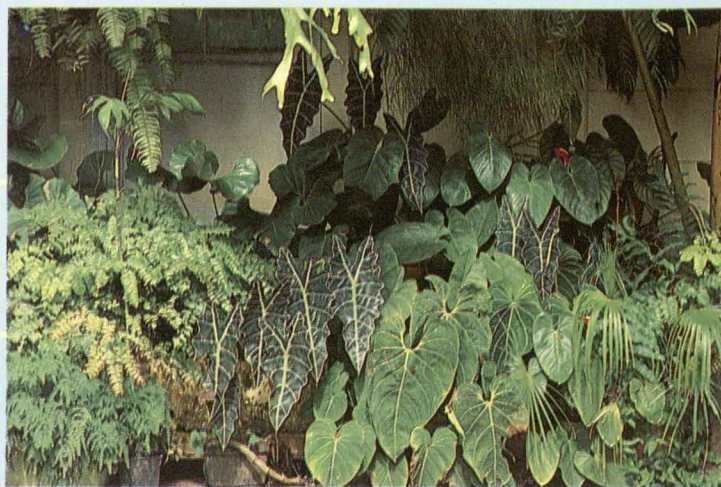
*THE BEER OF PARADISE...
SOUTH PACIFIC EXPORT LAGER*

KURANDA RAILWAY

Story and photographs by Paul Phelan

Below Vintage A-10 steam engine in service on the Kuranda Railway for the line's centenary.





As the elegant 1920s timber carriages clanked around the rain-forested bends at their stately pace, 600 passengers crowded the windows and the inter-carriage platforms for the heightening views across Cairns' flood plain and the sea beyond. A broadcast commentary told the travellers something of the railway's history, as the train slowly crawled across Stony Creek Bridge, certainly the most

Steve, from Seattle, had 'ridden the rails' on the Trans-Siberian, the Orient Express, the bullet trains of Japan and France, the sardine-packed mass population movers of India, the undergrounds in London, Moscow and a dozen other cities. That is how Steve spends his holidays.

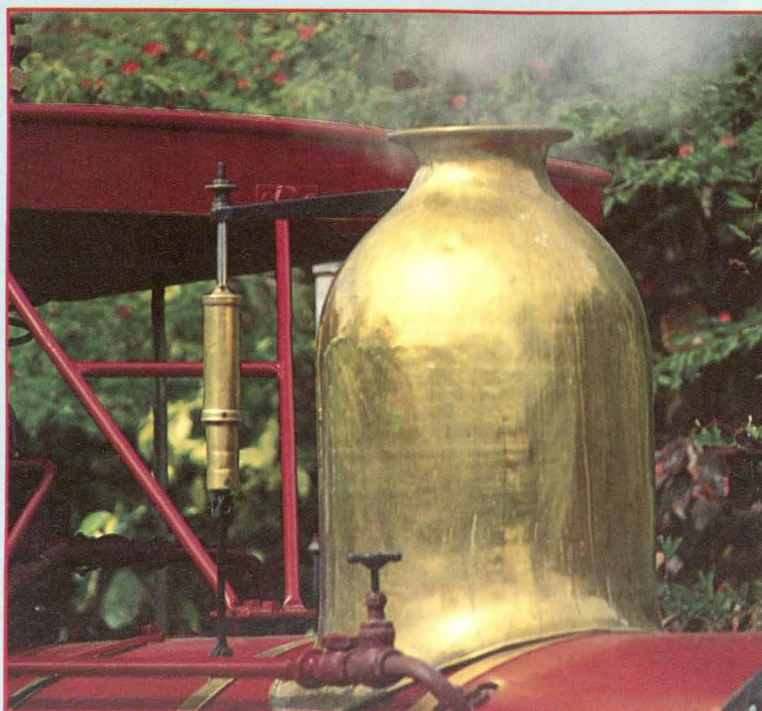
He also spent 40 years as a railway driver — first steam, then diesel, and later electric — in the splendor of the Rocky Mountains. But he was still an enthusiast, with the special fervor of railway buffs world-wide.

"This is as good as the best of them," the railway veteran enthused, as our 15 diesel-drawn carriages snaked into the eleventh of the fifteen tunnels along the 34-kilometre route.

The numbers and nationalities lining the Cairns railway station platform every morning (and only a few are railway buffs in the true sense), are proof the Kuranda scenic railway trip has that special something that sets it aside from the everyday. In our carriage, we met people from Germany, England, Japan, Italy, the United States and a couple from a village outside Rabaul.

Apart from the fact that it is one of few passenger rail services in Australia making a profit, its 'special something' probably has to do with the obvious challenges the railway engineers had to overcome to put it there; challenges that are incredible even today. Much more so, when you remind yourself that every tonne of soil and rock was moved with shovels, picks and wheelbarrows; every metre of tunnel drilled and blasted with the most

primitive equipment, with rock falls, mud slides and tunnel collapses a constant danger.





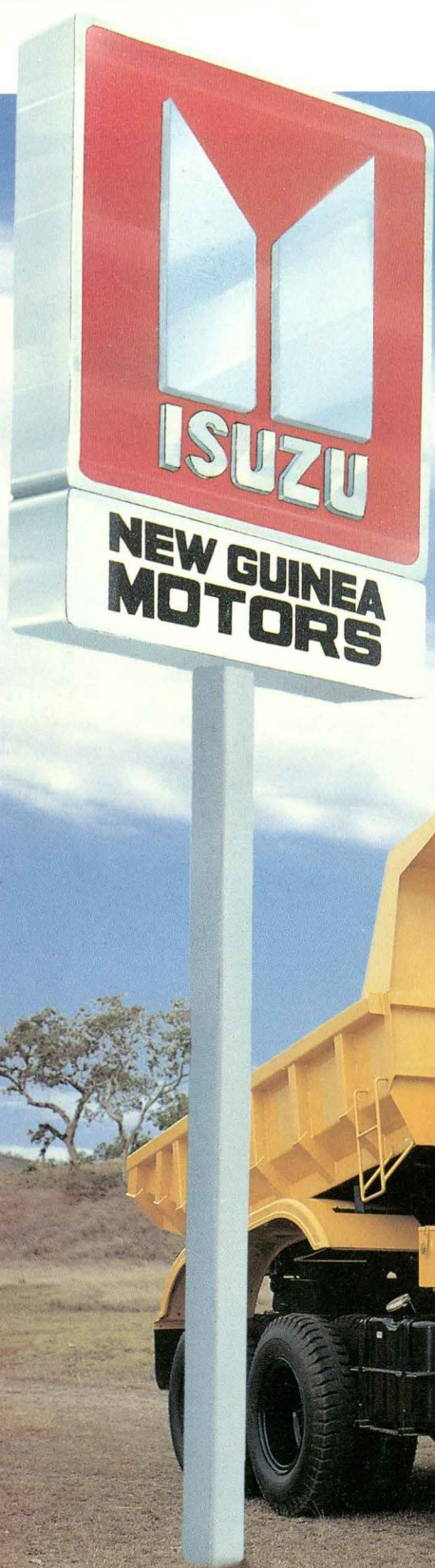
Facing page, top left and right Passengers enjoy the sedate pace of the Kuranda vintage train. **centre** Kuranda station is renowned for its platform pot plants. **bottom** Vintage A-10 locomotive's stack gleams in the sun. **this page, above** A young passenger journeys into the past. **right** Passengers wait to rejoin the train at Freshwater.



photographed railway bridge in Australia, with its magnificent waterfall as a backdrop.

But Steve the railway buff, and others who shared his special interest, were busy taking in the formation of the railway itself: "Just imagine what this would have been like to work in as virgin jungle," he marvelled, pointing out the unstable and almost vertical slopes, the dense undergrowth thick with 'wait-a-while' vine, the jagged rocky ridges. "Surveying the route would have been an awesome job on its own!"

He was right. Nobody knows how many workers died from scrub typhus, snakebite, malaria, as well as falls, tunnel collapses and other accidents. Sweating 'navvies', horses and mules did the work that earthmoving machines would easily do today, much of it quickly undone by the landslides caused by cyclonic rains.



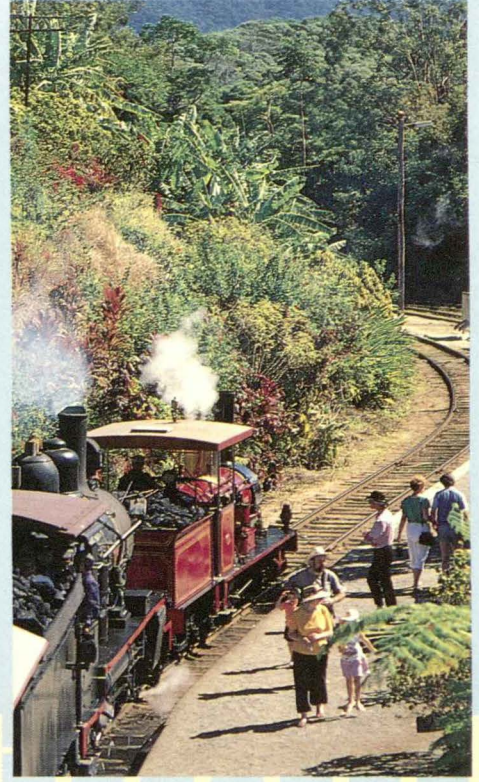
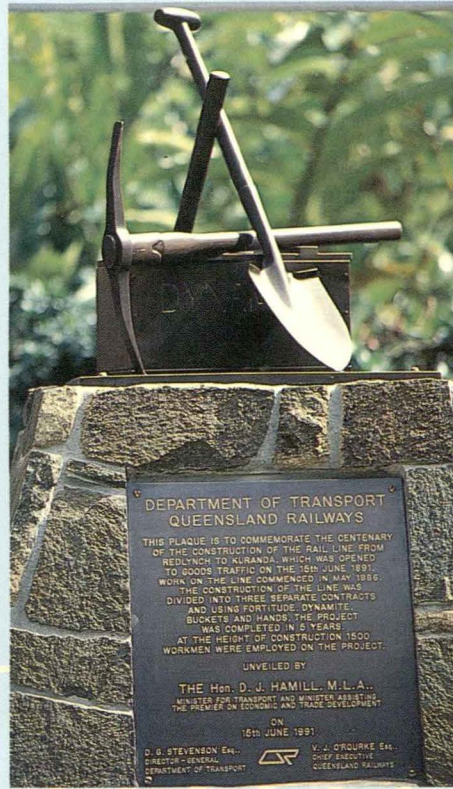
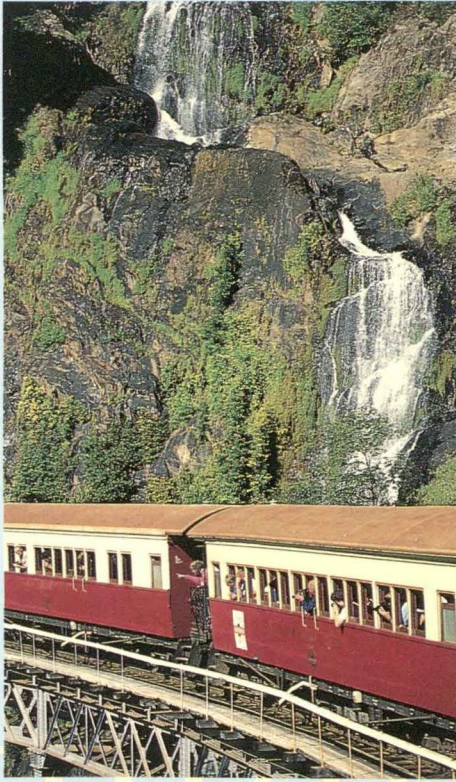
BUILT TOUGH

... that's why Pangia Constructions chose Isuzu heavy duty HTW 6x6 dump trucks for their tough jobs. Isuzu's proven reliability can be seen all over Papua New Guinea from Kutubu, Porgera to Port Moresby. For tough jobs you need tough trucks...ISUZU!



CENTRE:	PORT MORESBY	TELEPHONE:	25 3644	FACSIMILIE:	21 7882
	LAE		42 3477		42 3055
	MOUNT HAGEN		52 1035		52 1503
	RABAUL		92 1022		92 1081
	KIMBE		93 5191		93 5148
	TABUBIL		58 9048		58 9417
	ALOTAU		61 1005		61 1494



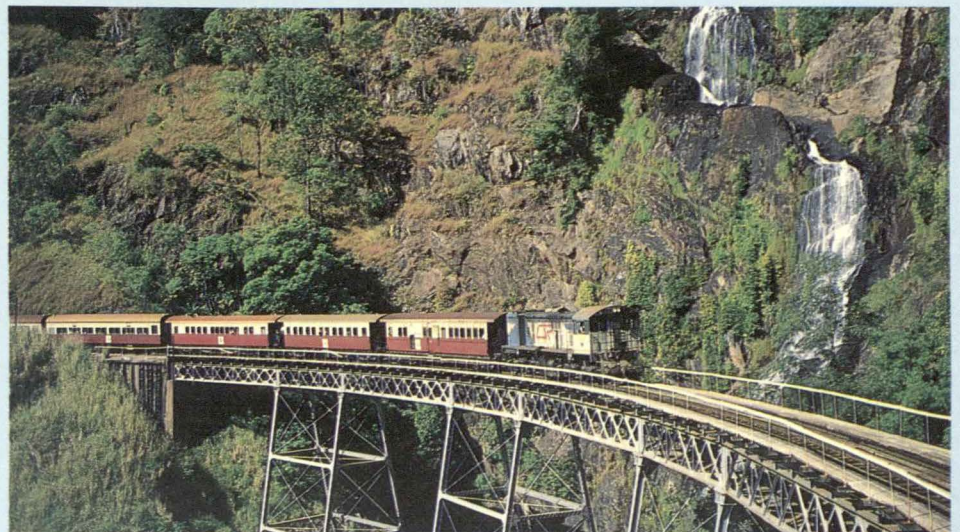


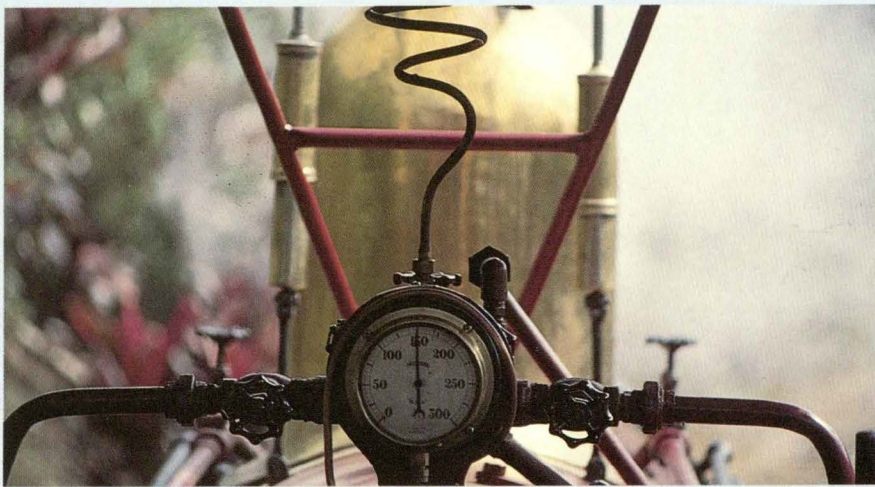
While the first and third sections were relatively easy, the ascent section of the railway, from Redlynch to Myola, was an awesome challenge. It was contracted out for £290,094 to one John Robb, whose navvies were paid eight shillings and sixpence a day, lived in small and rowdy tent towns along the precipitous route, and reached 1500 in number at the peak of construction. At that time there were five hotels at the small village of Kamerunga, at the foot of the range.

But the scarred hillsides have grown over and stabilised, the rainforest has restored itself. The Kuranda Railway, now a monument to those workers, brings a simple pleasure to the modern-day visitor. It is an experience enjoyed by thousands who come to Far North Queensland. The charm of the wooden carriages, the polished woodwork and original red leather seats, the sweeping views, the dignified progress up the mountainside, the unhurried pace of Kuranda township and



Top left Stony Creek falls, top centre Memorial to pioneer railway workers on the Kuranda line, top right Kuranda station, left One of the new breed of railway guards, below Stony Creek falls bridge.





Top left Instrument panel of the vintage A-10 locomotive. **above left** 19th Century elegance of the Kuranda Railway carriages. **above right** Railway attendant admires the passing scenery. **below** End of the line.

its colorful market; all work their magic on visitors. The altitude and the surrounding rainforest make Kuranda's climate just that little bit cooler; the people refuse to be hustled, and there is a restful holiday atmosphere. It all comes together as a relaxing day in a sometimes busy holiday schedule.

There are memorable moments. The train obligingly slows at scenic spots to give passengers time for photographs. It stops above the Barron Falls, where a special station has been built for passengers to alight and enjoy the view down into the gorge.

Today, Steve the railway buff was really in luck. One hundred years to the day after the line was opened, the Queensland Government Railways staged some special events to commemorate the labors of the men who engineered and built this remarkable railway.

That commemoration included the return for 100 days, of a vintage A10 steam engine, the oldest Queensland Railways locomotive in existence. It entered service in 1866 and is the oldest working steam loco in the Southern Hemisphere. As it stood puffing at Kuranda station, the visitors loved it. Children climbed on and off the fireman's platform, helped up by a driver who shared their



excitement. Japanese, Europeans and Americans photographed the little loco from every angle while its driver obligingly released jets of photogenic steam.

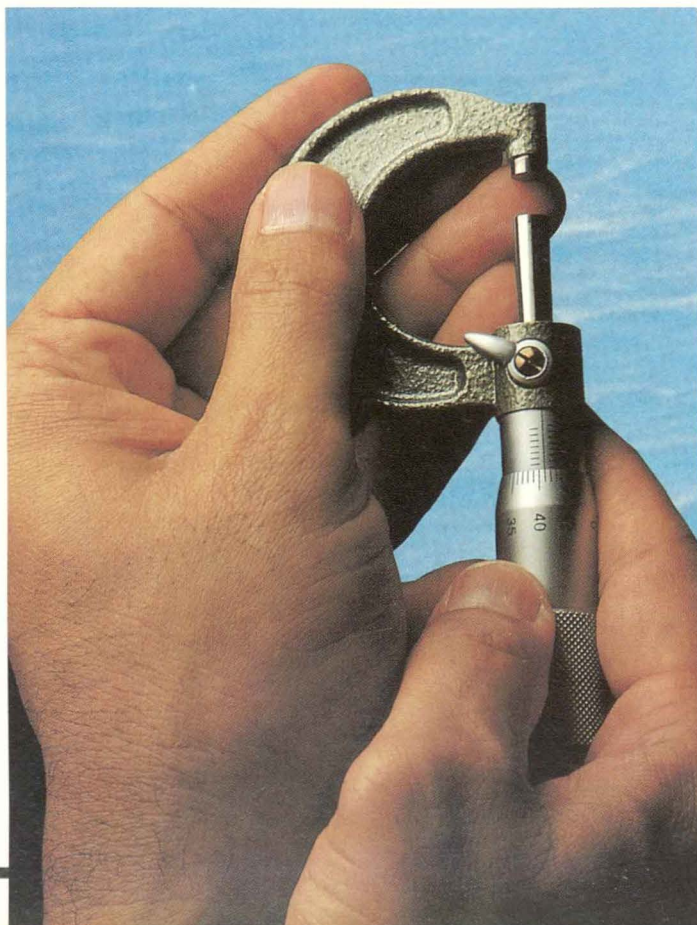
For the truly dedicated, there were real soot-in-the-eyes steam train excursions along the banks of the Barron River, with A10's cheeky little whistle scattering the water birds as the train clattered along the narrow track. Steve was glowing with the simple delight of the enthusiast as he stepped back onto the platform.

Today, the rowdy navvies' camps are overgrown with bush, the graves of the early workers long forgotten. Diesels have replaced steam power and two-way radios have supplanted the railway telegraph. But in the lovingly tended plants on Kuranda station's picturesque platforms, in the special care the railway staff give to the elderly and elegant carriages, in the pride each railway worker on this route shows in the job, there is something, perhaps the best, of the 'good old days'.

KINHILL KRAMER

Professional Project Managers • Consulting Engineers • Architects • Surveyors

Credibility...continuity...
commitment...quality...excellence
are all terms synonymous with Papua
New Guinea's leading engineering
consultant.



PAPUA NEW GUINEA

Head Office - Port Moresby
KINHILL KRAMER PTY. LTD.,
Kinhill Kramer Building
Cnr Islander Drive &
Wards Road
HOHOLA
National Capital District
PO Box 1948, BOROKO.
Papua New Guinea
Telephone (675) 256033
Facsimile (675) 211049
Telex CAMAKRA NE 23050

Telephone (677) 21996
Facsimile (677) 22190

Fiji

KINHILL KACIMAIWAI PTY. LTD.
First Floor,
6-12 Andrews Street, Nadi
Fiji Islands
PO Box 9213
Nadi Airport, Fiji Islands
Telephone (679) 78 0033
Facsimile (679) 78 0131

Australia

Head Office - Adelaide

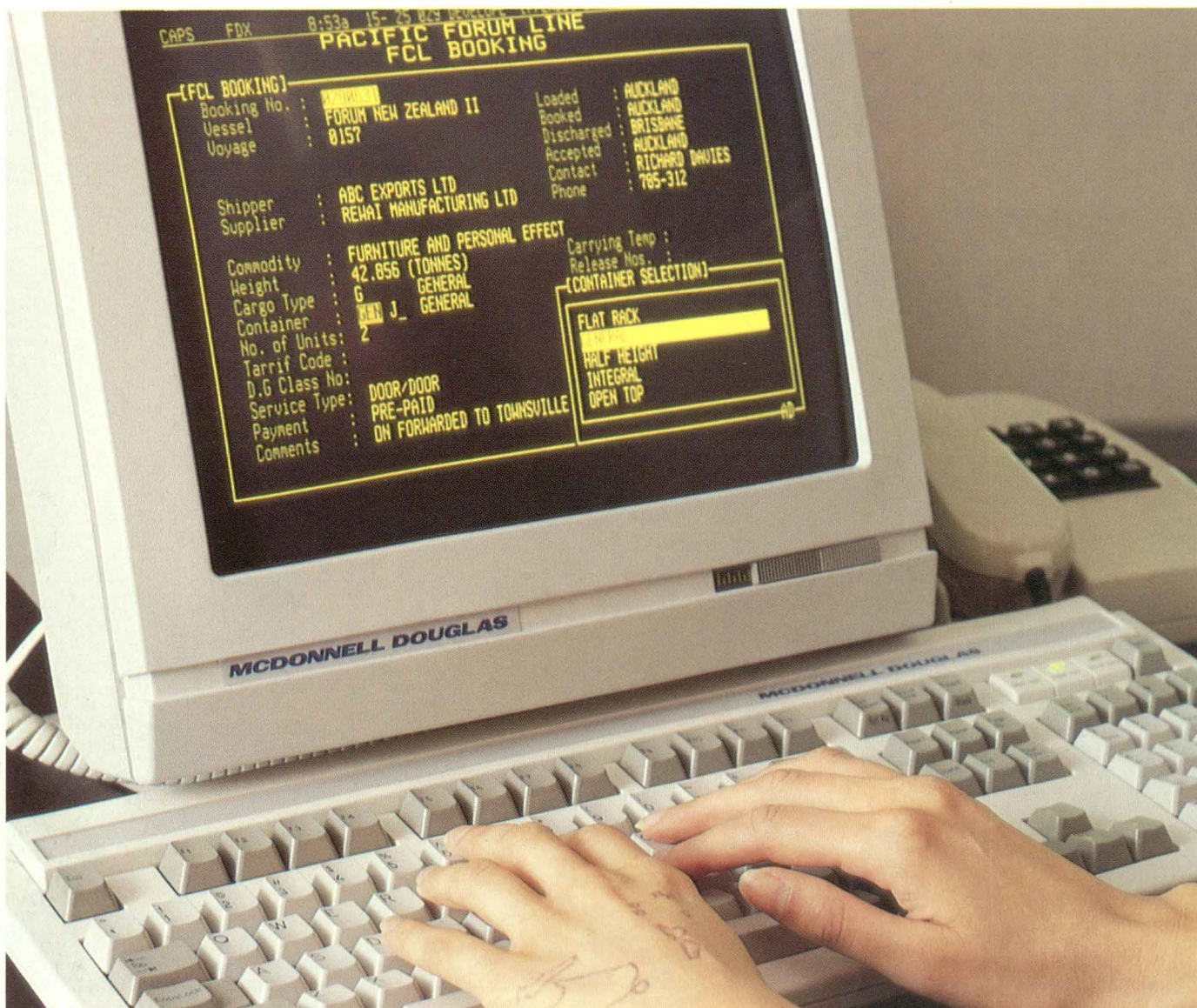
KINHILL ENGINEERS PTY. LTD.,
200 East Terrace,
GPO Box 2702, Adelaide
South Australia 5001
Telephone (08) 223 7011
Facsimile (08) 232 0163
Telex AA82364

OVERSEAS OFFICES

Solomon Islands

KINHILL KRAMER (S.I) LIMITED
Fourth Floor
NPF Building
Mendana Avenue
PO Box 377
Honiara, Solomon Islands

A Member of the **KINHILL** Group of Companies



Wendy Hern has never been to sea but she knows the Pacific like the back of her hand.

Wendy Hern knows how to get your products from A to B, or to be more precise, around the Pacific, in the most economical way.

Like the rest of the team at Pacific Forum Line, Wendy operates the Pacific services efficiently.

Wendy's role is integral to the success of your business.

She works closely with you and the computer, through stormy problems and plain sailing to make sure your goods reach their destinations in good condition and on time.

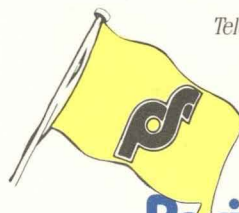
This experience is constantly at your service.

We're proud of Wendy and the rest of the team at Pacific Forum Line, where your business comes first, and gets there first, around the Pacific.

Pacific Forum Line Shipping Services

- Australia
- New Zealand
- Fiji
- New Caledonia
- Tonga
- Western Samoa
- American Samoa
- Tuvalu
- Kiribati
- Papua New Guinea
- Solomon Islands
- Cook Islands

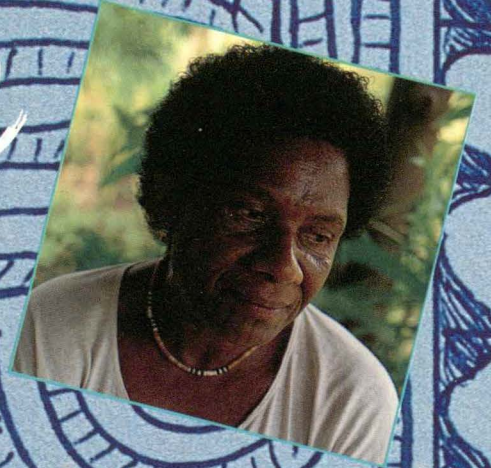
Telephone: Auckland NZ (09) 307-9100
 Fax: (09) 309-2683
 Telex: 60460



Pacific Forum Line
We run the Pacific, regularly.

Mary Gole

Story and photographs by Liz Thompson



Right A storage jar in the unique pottery style of Mary Gole (inset).

Large, fat, rounded coil pots sit on the shelves of Mary Gole's small, home studio. Shiny brown surfaces into which black linear designs are cut; strange, animal-like patterns evoking a sense of ancient stories and fireside legends. Gole is one of Papua New Guinea's many professional potters and one of the most renowned.

A wonderfully, warm-spirited woman, she works from her studio attached to the side of her Port Moresby home. Her face is decorated with tattoos which are mirrored in the designs on some of her pots. Her hands move from water to clay, gently moulding, twisting, building the beautiful pots and objects which decorate most of the available space around her. Gole has her own style which sits unique among her contemporaries.

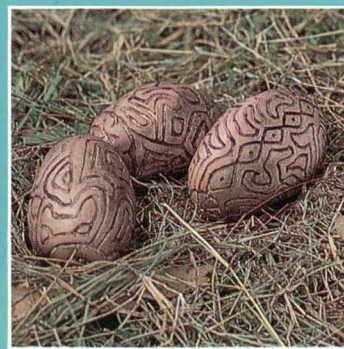
The round pots are particularly beautiful; full, satisfying shapes which invite hands to run across the surface. Using a traditional building method of clay coils, Gole draws on traditional designs and ideas but with a considerable amount of improvisation. She has adapted the clay she uses, working with the locally found material and mixing it with other stronger more durable forms in order that her work can travel. This allows her to exhibit overseas and encourages foreign buyers.

Top Mary Gole in her studio.
below Distinctive Mary Gole storage jar.
centre Instruments of the potter's art.
upper right Decorated clay fruits.
lower right Grass to be used to weave string bags (bilums).



Her mother was a potter but Gole did not immediately make it a family tradition. Married and with children she considers herself to have been a housewife until relatively late in life. By making pots she began a personal course of creative experimentation.

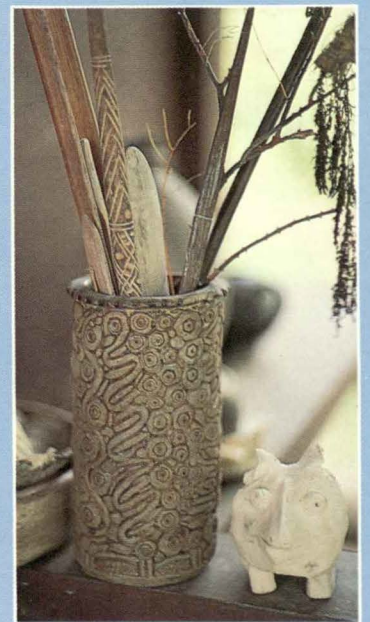
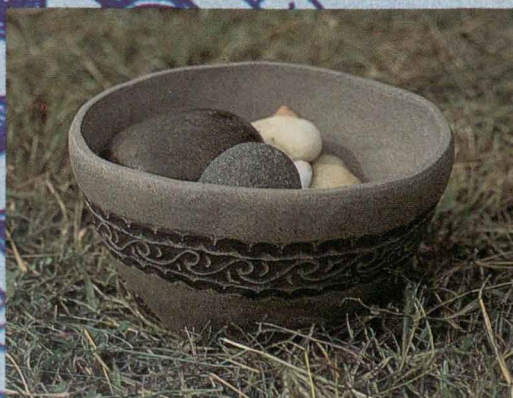
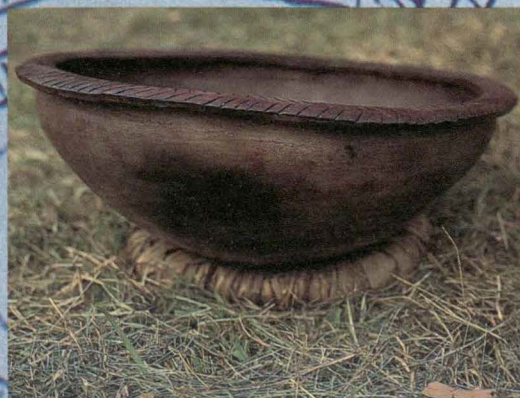
She wears a cotton dress, hand-printed fabric, one of her own designs. On the walls of the house hang bilums she has woven from twisted strands of bark, dyed with the colored residue of boiled leaves. On the shelves, the floor and tables sit pots of all shapes and sizes. Large, water-cooling pots with lids and handles in the shapes of animals. Small cooking pots, long thin clay containers which hold brushes and branches of dried leaves. Broad oval bowls, small round dishes. There are pots with faces etched into their sides, noses and eyebrows which stand out in relief, pots with designs cut deep into their surfaces. Around and alongside all this hang gourds, shells, dried seed pods, pieces of nature which have provided inspiration. Small pieces of dried leaves, round weathered stones, the suggestion of their shapes and patterns subtly being translated into her work.





All the clay work is bisked in a kiln then fired with seaweed, cooking salt and sawdust which leaves a stunning earth colored finish. As the salt melts on the pots it coats and makes them stronger. After firing they are rubbed with coconut oil which gives them a rich, shiny surface. Gole rarely glazes her work, disliking the artificial sense of color, finding it too bright. Only occasionally, on delicate clay necklaces and wind charms will she compromise and use a clear glaze.

While strongly original, the work clearly draws on traditional influences, from her village and from designs and shapes of pottery produced throughout PNG. Margaret Tuxton's book on PNG potters, which illustrates work from throughout the country, is something she often draws from and uses as a source of inspiration. Though her mother made larger pots, invariably plain, with no designs, Gole's work is the opposite. Linear traces draw the stories of animals and legends, of women at work, of day-to-day events, images relating anything in which she finds interest. Strange new developments and the beginnings of new ideas, some to be further explored, some abandoned, lie along the shelves.



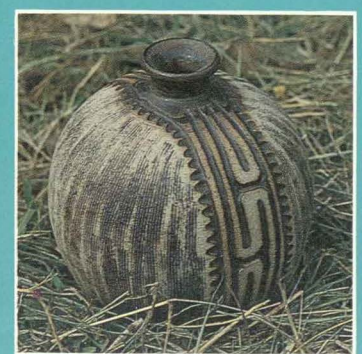
Top A well-used Mary Gole clay pot oven. far left & left Bowls by the artist. above Tools of the trade.



Clay eggplants, clay fruits etched with small circular designs, small clay figures in a variety of positions, many wild and wonderful things. But she draws the line, she insists, at dinner sets, despite having been asked to make them on many occasions.

Involved in the PNG potter society, she also teaches children how to work with clay. At the Waigani Art Centre and the East Boroko School, she teaches children aged from 6 to 14 how to build traditional hand-made pots. Annually exhibiting at the Waigani Arts and Crafts Exhibition, she represented PNG as a potter at the 1988 South Pacific Arts Festival in Townsville, Australia. Along with other potters from the Eastern Highlands Cultural Centre she sold work and demonstrated the kinds of techniques she uses. Several years ago she visited Bangladesh along with 177 other artists for a similar purpose, to show her work and participate in workshops for 10 days.

While most of the work is utilitarian, it is extremely attractive in its own right. Mary Gole is yet another example of PNG's numerous and extremely talented, contemporary artists, who, while producing work based on traditional methods, draw from modern day influences and the diversity of inspiration PNG has to offer.



Top Kiln stacked for firing, **far left** Coil pot with snake motif, **upper centre** Mary Gole with her bilums (string bags), **lower centre** Bowl with elaborate decoration, **above** Small jar.

NO LESS VALUABLE are the efforts of Shell throughout PNG. The benefits only Shell worldwide expertise can offer include:

- Logistical planning advice, when you first need it and throughout the life of your project.
- Storage and distribution assistance, both technical and operational, from planning to implementation. Further, we continually review with you - searching together to constantly improve performance.
- Product quality throughout our range of fuels, lubricants and chemicals.
- Quality technical assistance on both equipment and products.
- Assistance in attaining the highest levels of safety in our valued relationship with you.
- Reliability from day one onwards - in everything we do for your business.

SHELL PAPUA NEW GUINEA PTY LTD.
PHONE (675) 22 8700. FAX 22 8767 OR 21 1842



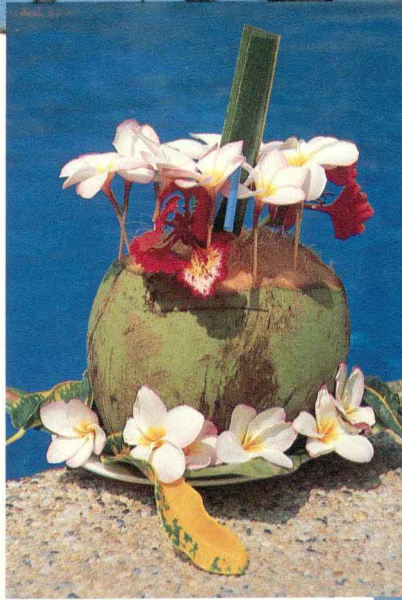
The valuable Kina Shell. Still used in trade and to pay bride price. Kina is also the name adopted for the national currency of Papua New Guinea.

In PNG, Shell is a part of everyday life.



Papua New Guinea's Largest Hotel Group

together with the Premier Car Rental Company



*Check into One of Our Superb Hotels
in any of 7 Unique Locations
Throughout P.N.G and enjoy Friendly
Melanesian Hospitality as well as
access to Top Quality Hire Cars.*

**One number gets
them all:**

CENTRAL RESERVATIONS

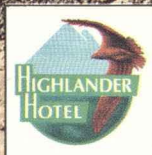
Ph: **25 2612**

Fax: 26 7853



Budget
rent a car

and



Coral Sea Hotels

RAID ON



Above Rear gunner scans the sky as his Devastator from the carrier USS Yorktown approaches Salamaua. *below* USS Lexington seen from USS Yorktown where Dauntlesses await take-off.

LAE & SALAMAUA

Story by Bruce Hoy

Following their attack on Pearl Harbour on 7 December 1941, Japanese forces rapidly advanced into the Philippines, Indo-China and Malaya. To protect their southern flanks they prepared to invade the islands of New Britain, New Ireland, Manus, Bougainville, the mainland of Papua New Guinea and ultimately the Solomon Islands.

As a prelude to the invasion, bombers attacked Lae, Madang, Salamaua, Bulolo, Rabaul and Kavieng during January, 1942. Many Papua New Guineans were killed and much of pre-war Rabaul was destroyed. The bombing raids were followed late in the month by landings at Rabaul, Kavieng and Kieta on Bougainville.

Following their successful invasion, the Japanese quickly

developed Rabaul into a stronghold that remained until the end of the war in 1945. While consolidating themselves at Rabaul, the Japanese launched aerial attacks on Lorengau, Wewak, Madang and Gasmata. On February 3, Port Moresby received the first of 113 air raids. Six days later, a Japanese force landed at Gasmata and started developing its airfield as an important base for their further advances into the mainland of PNG.

To counter this worsening development in the war in the Southwest Pacific, an American Task Force comprising the aircraft carrier USS Lexington, together with supporting cruises and destroyers, under the command of Vice Admiral Wilson Brown, had planned an attack on Rabaul. However, surprise was lost when the Lexington



task force was sighted by a Japanese flying boat. Two flights of bombers were despatched from Rabaul to bomb and hopefully sink the Lexington and some of its supporting vessels. All but two bombers were shot down by the Lexington's Grumman Wildcat fighters. Following these attacks, and with the element of surprise

lost, the American Task Force retired to the southeast without carrying out an attack against Rabaul.

Admiral Brown considered that if he were to again mount an attack, two aircraft carriers would be needed. Fortunately, Task Force 17 with the carrier USS Yorktown had been previously ordered to the South

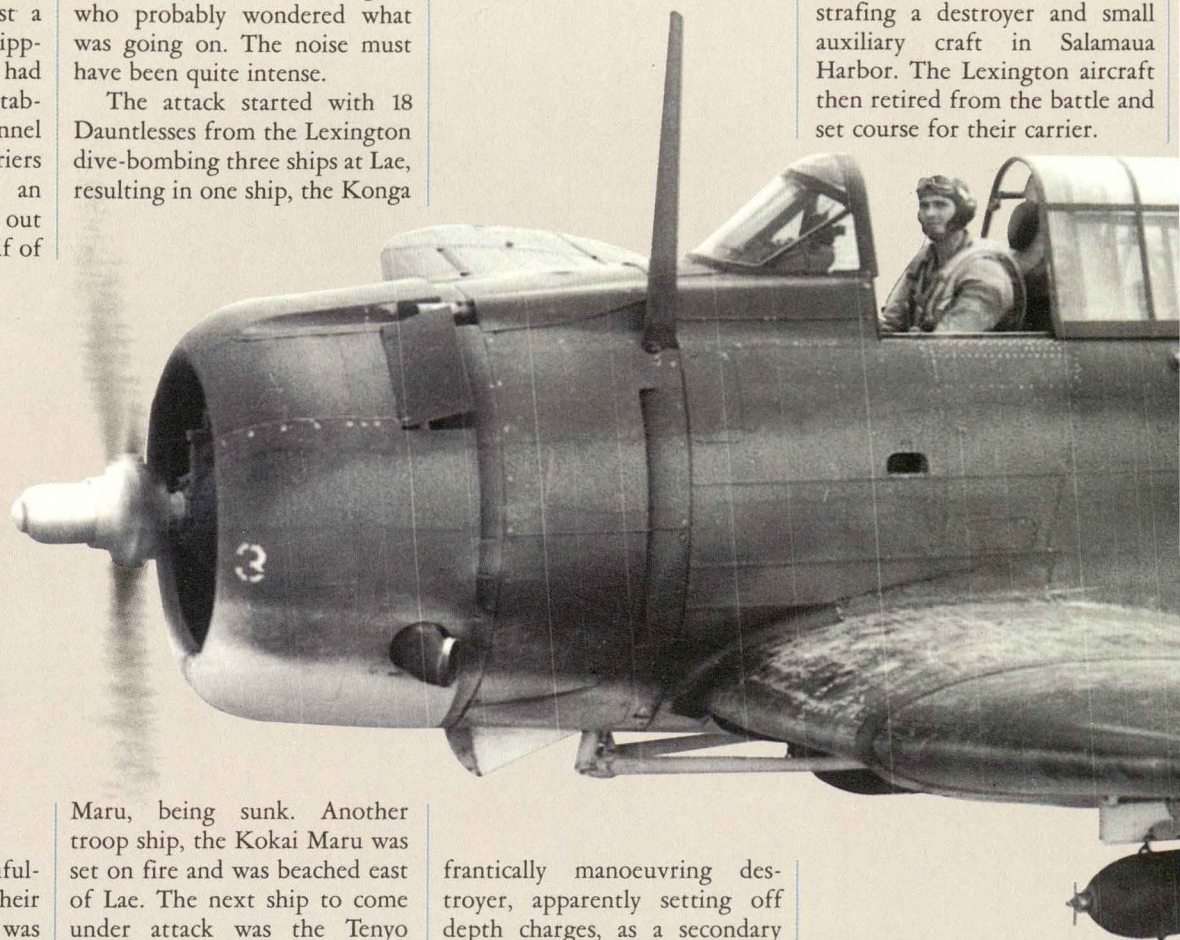
Pacific and it joined with the Lexington Task Force 11. Two days later, Japanese Army and Navy units began occupying Lae and Salamaua.

The Japanese landings at Lae and Salamaua presented the Americans with the opportunity to mount an attack against a strategic target, including shipping, before the Japanese had become well fortified and established. Senior aviation personnel from both aircraft carriers quickly agreed that such an attack could best be carried out from a point within the Gulf of

and coordinating the passage across the mountains of the attacking aircraft until the last had safely crossed the range on the return to the carriers. In the valleys and ridges below, the passage of so many aircraft were noticed by countless villagers, who probably wondered what was going on. The noise must have been quite intense.

The attack started with 18 Dauntlesses from the Lexington dive-bombing three ships at Lae, resulting in one ship, the Konga

Lae and dropped small bombs on the nearby airfield. One single Japanese float bi-plane bravely attempted to intercept the attacking force but was shot down by a Wildcat. With no other aerial opposition, the Wildcats then concentrated on strafing a destroyer and small auxiliary craft in Salamaua Harbor. The Lexington aircraft then retired from the battle and set course for their carrier.



Papua, far from the watchfulness of the Japanese and their surface combat ships. It was acknowledged that this approach presented many problems; an immense one being that the attacking aircraft would have to negotiate the Owen Stanley Range with peaks topping 4,000 metres in places.

Dawn, 10 March 1942, found the two aircraft carrier task forces in position and by 8.40am the entire formation of 104 aircraft was on its way. The attacking force consisted of eight Grumman Wildcat fighters, 31 Douglas Dauntless dive bombers and 13 Douglas Devastators from the Lexington and from the Yorktown, 10 Wildcats, 30 Dauntlesses and 12 Devastators. A Dauntless was positioned over a pass, where it remained throughout the action, radioing weather information

Maru, being sunk. Another troop ship, the Kokai Maru was set on fire and was beached east of Lae. The next ship to come under attack was the Tenyo Maru, a minelayer of 6,980 tonnes, originally built as a passenger-cargo liner in 1935. It frantically tried to dodge the effective bombing but was mortally hit. The captain ran the ship at high speed towards the shore, where it was beached with only its bow above water. The bow of the Tenyo Maru was to become a familiar landmark near the end of the old airport at Lae until finally slipping beneath the waves in the 1960s.

One of the Dauntlesses in the first formation, was shot down by shore-based anti-aircraft fire and crashed in flames into the water off Lae — the only American casualty during this raid. The rest of the formation made additional attacks off Salamaua, hitting a

frantically manoeuvring destroyer, apparently setting off depth charges, as a secondary explosion occurred.

Sixteen minutes after the Dauntlesses started their attacks, the Lexington's Devastators attacked two transports anchored off Salamaua, one torpedo hitting the Yokohama Maru. A second formation of six Dauntlesses coordinated their attacks with the Devastators, hitting two transport vessels including the Yokohama Maru, which sank shortly afterwards. Other Devastators directed their attacks against a light cruiser under way between Salamaua and Lae and the ships hit by the first formation of Dauntlesses.

In the meantime, the escorting Wildcat fighters from the Lexington provided support for the Dauntlesses while others strafed the anti-aircraft guns at

The aircraft from the Yorktown started their attacks, with six Dauntlesses bombing a light cruiser in the vicinity of Salamaua with no direct hits but many near misses. These planes then went on to strafe a gunboat. A second division of Dauntlesses then proceeded to bomb the same cruiser. Three direct hits were observed. A further five Dauntlesses then bombed the same hapless cruiser. Two destroyers in the vicinity also received attention from several Dauntlesses and a number of hits were observed.

The 10 covering Wildcat fighters maintained a combat patrol over the action until it became clear that no Japanese fighters were in the vicinity.

They then proceeded to machine-gun surface objectives including small boats that dotted the area.

While these attacks were under way, a large Japanese convoy was observed about 40 kilometres east of Salamaua and 12 Devastators were directed to attack it.

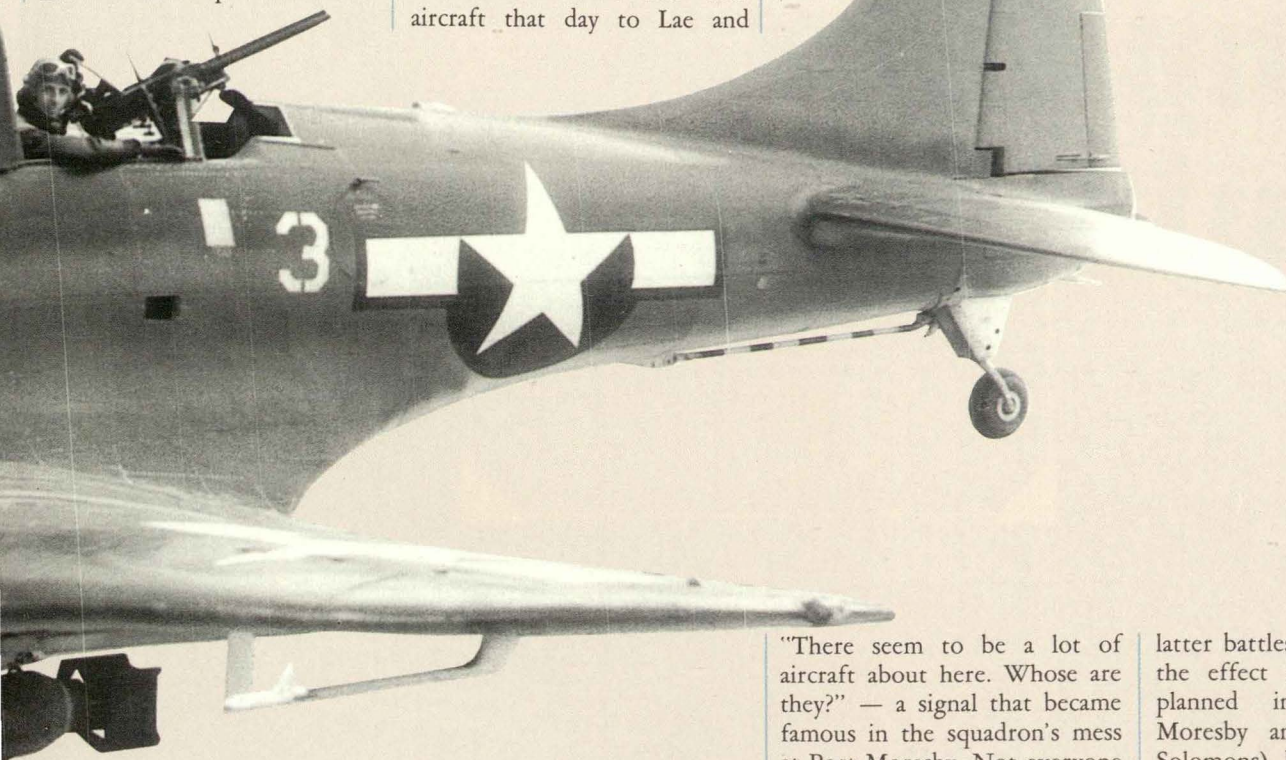
The last group of aircraft from the Yorktown to make their attacks were 13 Dauntlesses. They directed their bombs towards two ships close to the

beach at Lae, scoring at least two direct hits on each.

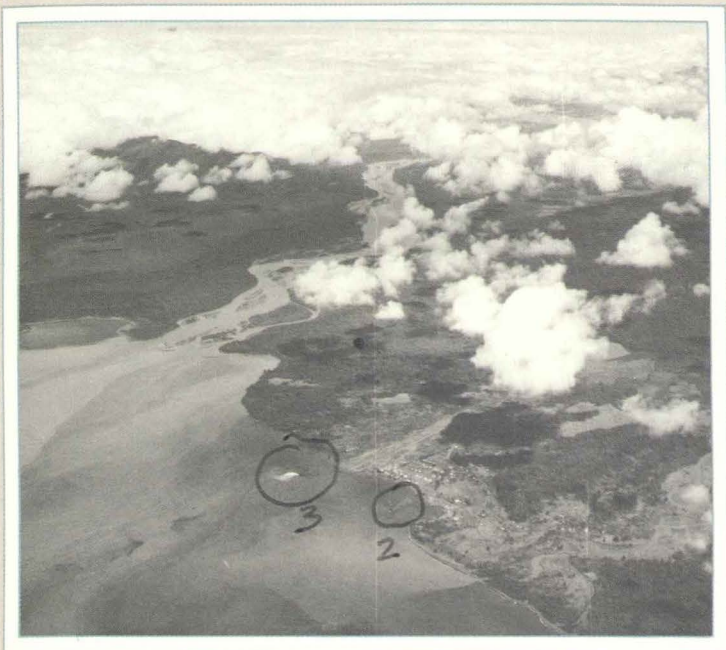
Just as the Yorktown force ended their attacks and started the long flight back to their carrier, a formation of eight B-17 Flying Fortresses arrived over the battle area from their base in Townsville, Australia, and bombed the ships in the harbor at Salamaua, several of the crews claiming hits on a light cruiser and a destroyer.

The Australians also sent aircraft that day to Lae and

Salamaua. A Hudson bomber arrived in the midst of the US Navy attack and the pilot enquired of Port Moresby:



Left US Marine Corps Dauntless before battle. **below** Tenyo Maru (circled left) and Konga Maru (circled right) on fire and sinking at Lae.



"There seem to be a lot of aircraft about here. Whose are they?" — a signal that became famous in the squadron's mess at Port Moresby. Not everyone knew of the carrier attack force, so great was the secrecy. This aircraft went on to make its attack and returned to Port Moresby. In the afternoon two more Hudsons made attacks on the Japanese vessels still in the area.

For the Japanese it was the worst loss in vessels and men in one action since the war began. Resting on the bottom of the waters of the Huon Gulf were the Yokohama Maru, Konga Maru and Tenyo Maru, ships that were intended to support the forthcoming invasion of Port Moresby. Japanese casualties totalled 130 killed and 245 wounded, whereas Allied casualties were only two missing presumed killed. The raid, although small in comparison to

latter battles in the Pacific had the effect of postponing the planned invasion of Port Moresby and Tulagi (in the Solomons) by a month. With the Japanese convinced that these invasions would require the protection afforded by aircraft carriers, the stage was looming for the first major confrontation between the Japanese and American fleets; the first carrier-versus-carrier battle in world history; a battle to become known as the Battle of the Coral Sea.

In 1942, Imperial Japanese forces bombed and invaded Papua New Guinea's northern reaches. This article marks the 50th anniversary of the United States Navy's first retaliatory raid. It was but one of the many sea, air and land battles which followed during the grim days of World War II in the Pacific.

SPI BELIEVES IN...

Making insurance simple for you!

The reason why many people "never get around to" taking out insurance is that they often find the whole thing too complicated.

SPI believes in making every step as easy as possible. This includes writing policies in a simple to understand language that tells you all you need to know so that you are fully confident that the cover you are getting is precisely what you need... no more, and no less.

Simple, practical, insurance for everyone... That's our policy!



**Southern
Pacific
Insurance**

Caring for you!

Offices in:

Port Moresby
Telephone: 21 1388
Fax: 21 1881

Lae
Telephone: 42 4590
Fax: 42 2511

Rabaul
Telephone: 92 2755, 92 2417
Fax: 92 2981

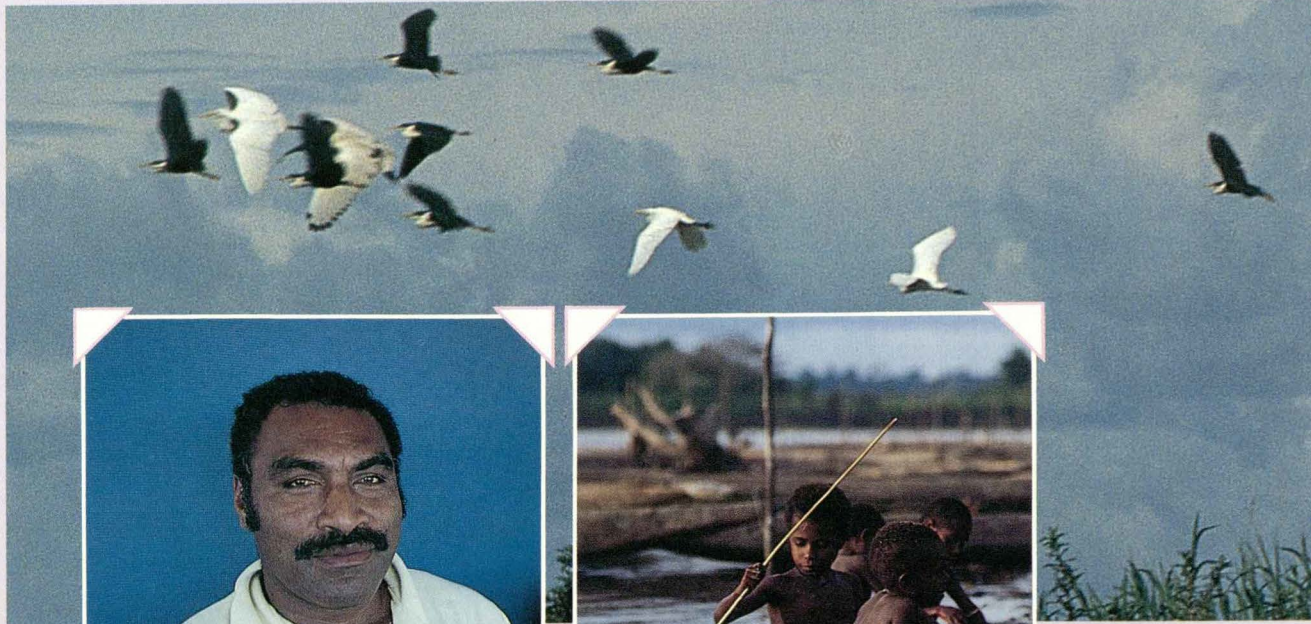
Mt. Hagen
Telephone: 52 1164
Fax: 52 2818

Spirit Journey

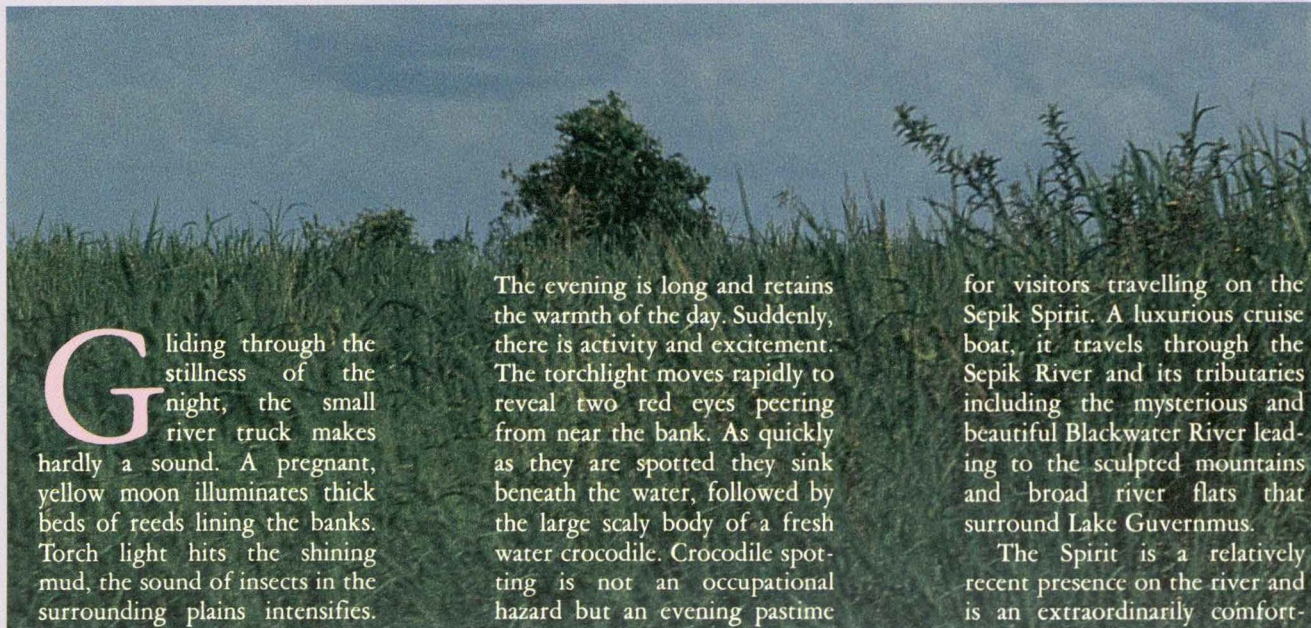
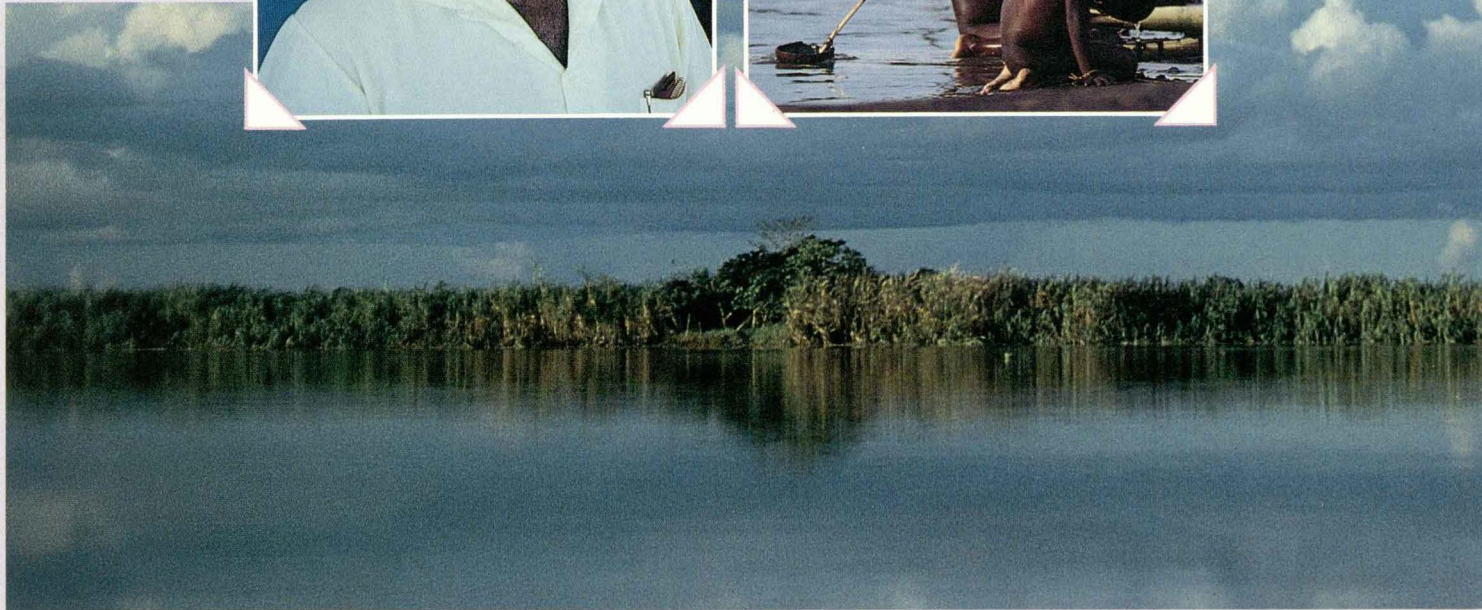
Story and photographs by Liz Thompson



Top Spectacular lines of the Sepik Spirit are now a familiar sight on the river. **above** Cross Meri River scene.



Top Bird life along the Cross Meri River. **lower** Sepik River. **left inset** Sepik Spirit crewman. **right inset** Tambanum Village children at play.

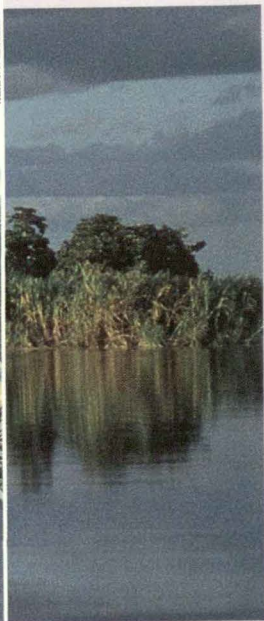


Gliding through the stillness of the night, the small river truck makes hardly a sound. A pregnant, yellow moon illuminates thick beds of reeds lining the banks. Torch light hits the shining mud, the sound of insects in the surrounding plains intensifies.

The evening is long and retains the warmth of the day. Suddenly, there is activity and excitement. The torchlight moves rapidly to reveal two red eyes peering from near the bank. As quickly as they are spotted they sink beneath the water, followed by the large scaly body of a fresh water crocodile. Crocodile spotting is not an occupational hazard but an evening pastime

for visitors travelling on the Sepik Spirit. A luxurious cruise boat, it travels through the Sepik River and its tributaries including the mysterious and beautiful Blackwater River leading to the sculpted mountains and broad river flats that surround Lake Guvernmus.

The Spirit is a relatively recent presence on the river and is an extraordinarily comfort-



Left Tambanum Village carved mask for sale.

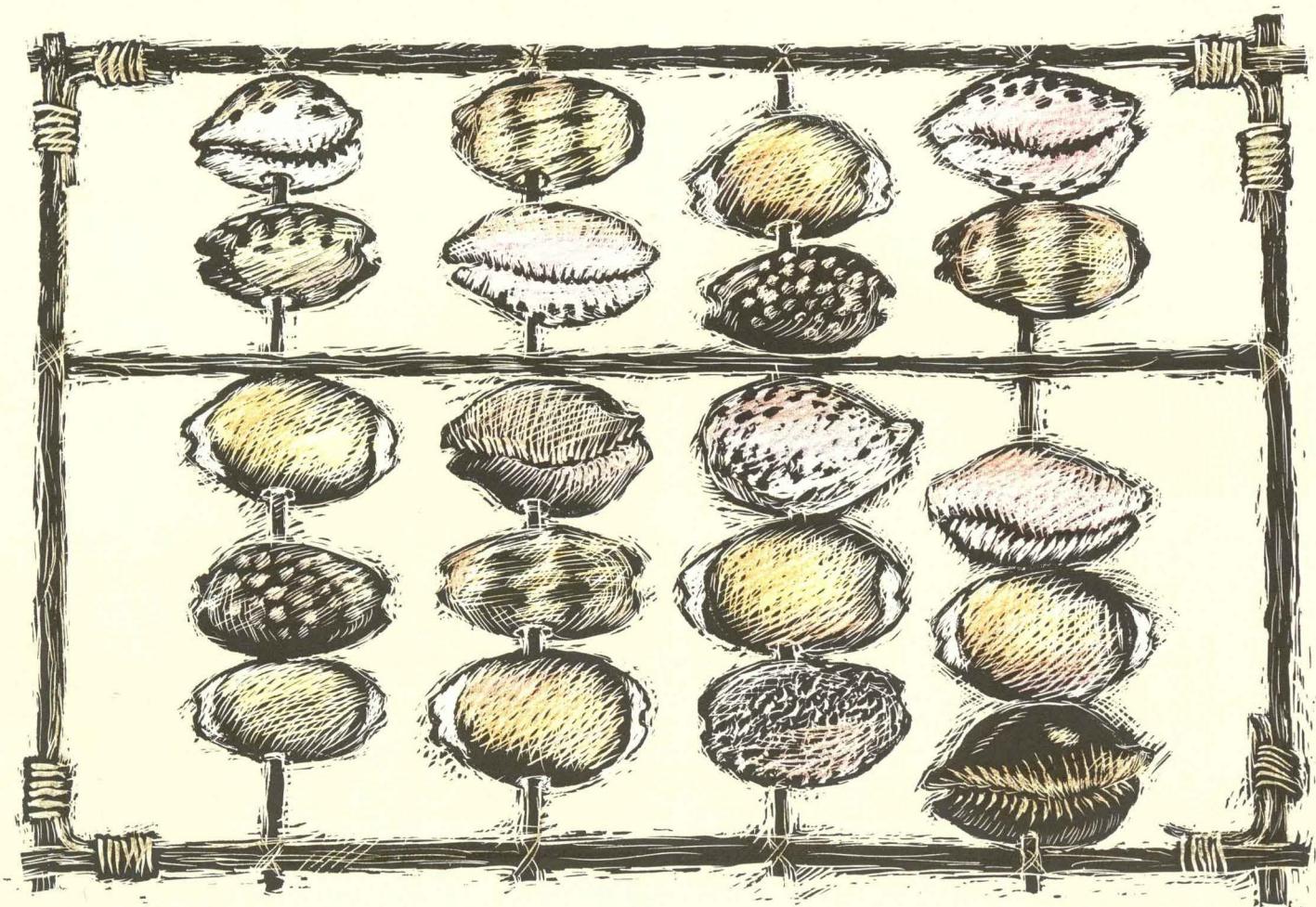
able way to travel. There is an element of incongruity as voyagers step from a traditional village and 35-degree heat into a fully air-conditioned 30-metre long boat carpeted and decorated with carved wooden panels. For many tourists there is no doubt it is a very welcome incongruity.

They join the boat in Timbunke for the Blackwater Cruise. Small river trucks first take them further down the river to Tambanum, one of the

most prolific carving centres. The Tambanums' large rattan houses can be seen through the palm trees. A typical afternoon, and the sun shines white off the flat river surface. Canoes tethered to long wooden poles bake dry in the sun, their prows carved with crocodile heads, the clan totem. Children play in their tiny canoes, paddling ferociously to the opposite banks and walking to the gardens. Women fish, pulling up

corked woven baskets and emptying them of prawns and small river shrimps. Children wander along the village paths, clutching sago pancakes stuffed with spinach. Dogs lie in the afternoon sun, women weave baskets and smoke raw tobacco in long wooden pipes.

Large carvings sit beneath many of the houses. Masks decorated with cowrie shells hang from the rafters. The high carving production makes



After more than three decades in Papua New Guinea, Coopers & Lybrand accounts for more business than anyone else.

Coopers & Lybrand is the largest and most established accounting firm in Papua New Guinea business today.

Our broad range of services covers taxation, finance, auditing, accounting, executive and staff

recruitment, management consulting, and training.

We even assist with work permit and visa applications.

For specialist business advice, call Coopers & Lybrand, the experts in Papua New Guinea.

If you would like more information on doing business in Papua New Guinea, please fill in and return this coupon to:
Barry Hastie, Managing Partner, Coopers & Lybrand, Mogoru Moto, Champion Parade, P.O. Box 484, Port Moresby, PNG.

Name _____ Company _____

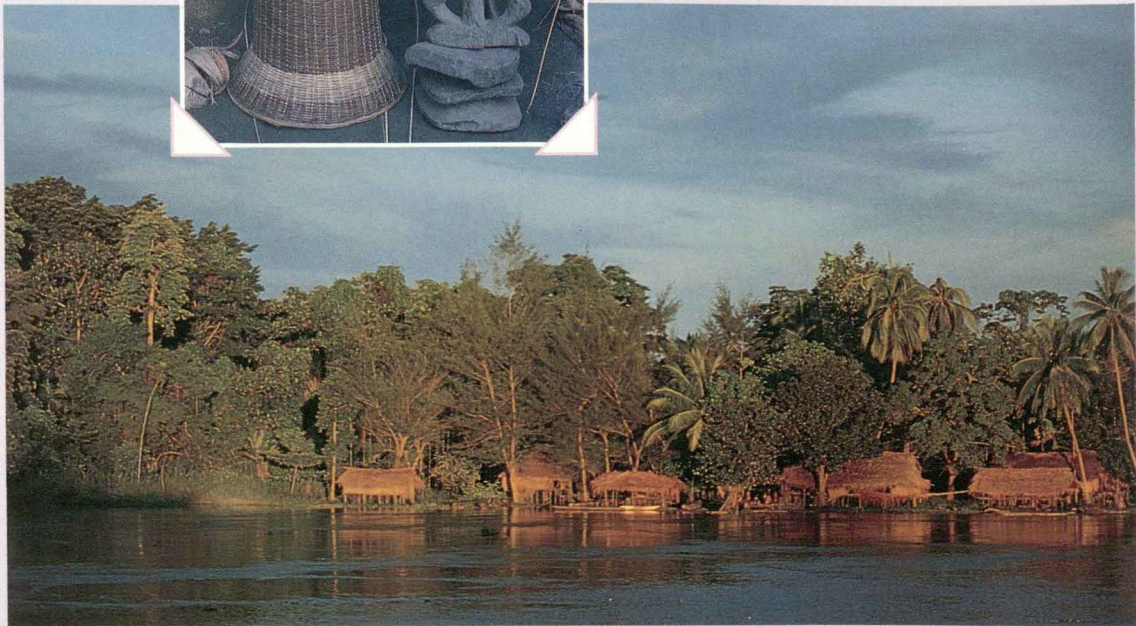
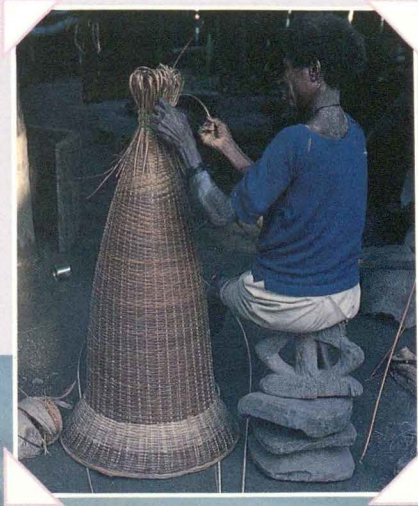
Address _____ Postcode _____

Tick appropriate box: "PNG - Mining & Petroleum Taxation" "PNG - Tax Facts & Figures"

"PNG - Taxation for Foreign Contractors" "PNG - A Land of Challenge and Opportunity"

**Coopers
& Lybrand**
Solutions for Business

Right Tambanum villager completes a fish trap. **far right** Hunting dog helps with the food supply. **centre** Peaceful riverside village. **bottom** Sepik River family.

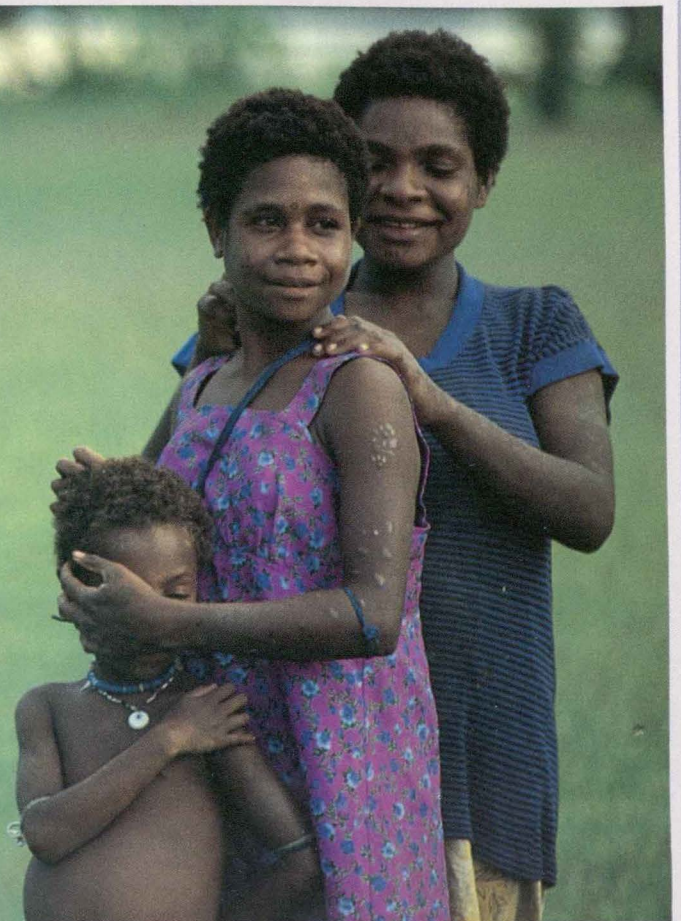


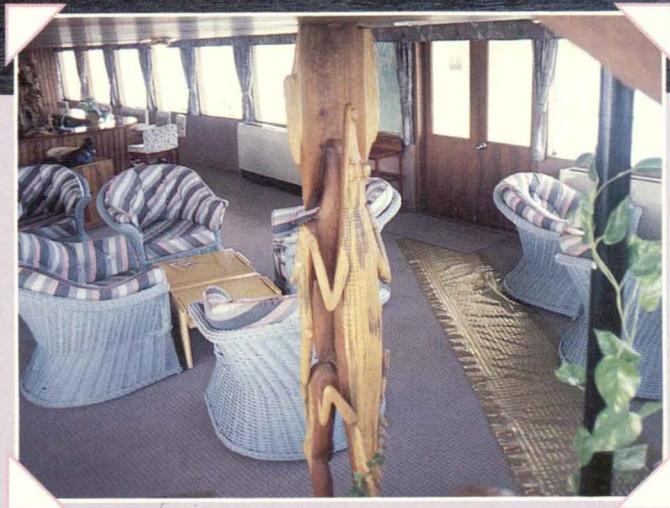
Tambanum a very popular tourist destination. Later that afternoon, the river truck heads back up to Timbunke and we are left to wander in the pleasantly cooling air of late afternoon. Items are for sale inside the haus tambaran — large kina shells, lime gourds decorated with cowrie shells, necklaces of swordfish spine and wild banana seeds, masks and fertility figures. Each village is slightly different. Houses are built differently, carvings vary. In some, haus tambarans are intact, in others they have fallen into a state of decay.

A large observation deck at the stern of the Spirit provides an ideal place to watch the wildlife and experience the subtle changes in light and temperature. Pure white herons dart unexpectedly from the reeds and fall into silhouette against the falling sun and

darkening sky. Birds bed down for the night, their calls carrying across the plains. The bow of the boat is almost totally glass, huge windows providing sweeping views as the boat moves on to the next destination. Occasional dark rain clouds create slate grey skies from which shafts of sunlight pierce intermittently.

We continue up river and turn from the wide meandering Sepik to the narrower Korosameri River. Travelling out by river truck we visit Angriman, Mindimbit and Manmeri villages. In Manmeri, the remnants of an old haus tambaran still stand as the villagers prepare to build a new one. Close by, long garamut drums carved from tree trunks sit beneath the benches of the





Top Sepik Spirit. *above*
Part of the Spirit's lounge
and bar area. **left** Taro
gardeners on the
Blackwater River.

men's house. One young boy picks up a stick and begins to beat the drum. A slow beat travels around the village. An elder makes his way across and takes up another pole and begins to beat out a different rhythm on another drum. The speed picks up and the rest of the village stands by, observing. A third man crosses to a drum and beats out yet another rhythm, faster still and higher-pitched in sound. The sound goes on, hypnotic and constant.

All three men are focused on the sound and the movement of their hands.

Then as spontaneously as it commenced, it is over with a sudden perfectly timed short sharp thud from all three. The poles are laid to rest and the men wander back to their seats, pulling the rolled cigarettes from storage behind their ears.

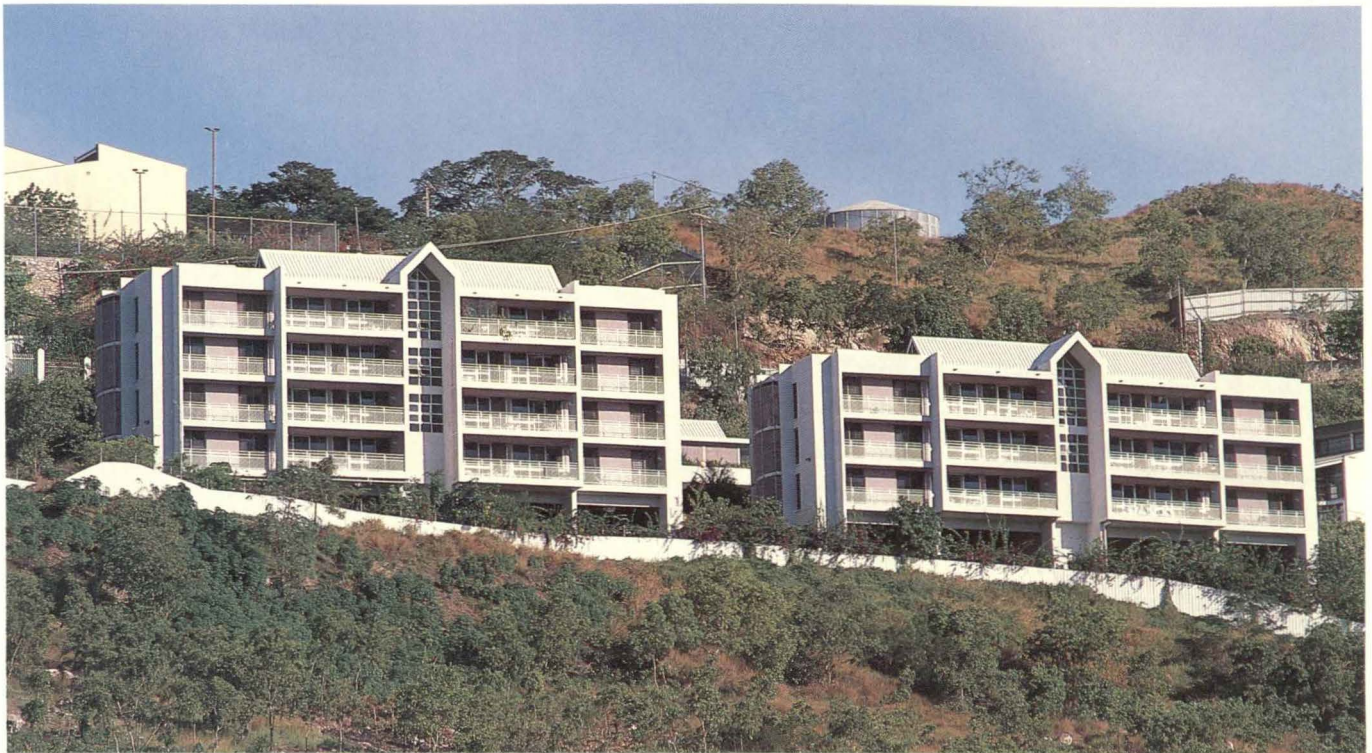
From Korosameri we travel down the Blackwater River and visit Sangriman, Krambit and Governmus villages and sail into

the lake. Large and flat, it provides an element of surprise as the water opens up after the narrow line of the Blackwater River.

The final destination on the Blackwater cruise is the Karawari lodge. A beautiful hotel built at Amboin on the Karawari River, it is based on the design of a traditional haus tambaran. Surrounding villages of Maraba, Marwak and Simbut are interesting and easy to reach from here.

Papua New Guinea's Sepik River and its tributaries are an extremely beautiful and culturally fascinating part of the country. The Sepik Spirit boat journey provides a unique combination. While visiting this remote, relatively untouched part of the world one can travel in great comfort and with a crew who can teach much about the environment, the people and their lives.

**Imagine
where you
can use
Granosite**



Ela Makana Apartments Port Moresby.

Granosite Coatings have a thousand uses. You only have to think of where!

Architects, builders, engineers and developers are continually faced with the problem of choosing a finish which is right for the job. Whether it's an aggregate coating, a bold or smooth texture, or a matt, satin or gloss finish, the decision's made easy with Granosite coating systems. No-nonsense finishes which look good, and allow Granosite's thirty years of architectural experience to provide the long life.

Ela Makana Apartments, Port Moresby is another stunning example of architecture using Granosite

surface coatings. The external surfaces have been coated with 3mm Granogranit, applied by L&A Bricklayers Pty. Ltd. which gives the apartments a top quality finish as well as protection from the harsh environment. Whilst internally GranolImpact Rolana was used to create a stylish and modern interior. Granosite products are marketed in Papua New Guinea and the Pacific region by Rebma Pty. Ltd. Contact Rebma Pty. Ltd. to discuss your next project or to request literature and samples of the preferred products.

Architects: ETS Group of consultants.

Rebma

REBMA PTY. LTD.
(INCORPORATED IN NSW)

P.O. Box 912, Parramatta, N.S.W. 2124, Australia.

Telephone: (02) 481 9399. Fax: (02) 481 9416. Telex: AA25292.

CONSULTANTS AND EXPORTERS OF INDUSTRIAL COATINGS, CHEMICALS AND CONSTRUCTION PRODUCTS

Malagan IN Madina

To many Westerners, the idea of a meeting to remember the dead conjures up images of sombre processions, dark clothes and long faces. Nothing could be further from a malagan celebration in Madina village on New Ireland.

As elsewhere in Melanesia, a person's position in New Ireland society is determined by family and clan ties; their support is necessary for everything from obtaining land to finalising marriage contracts. This support does not stop at death. The departed are expected to intercede on behalf of the living, while the living are expected to show their elders the same level of respect they enjoyed while they were still alive. This respect culminates in a malagan ceremony.

Once every year or so, clan leaders in Madina hold a malagan. Preparations begin months in advance. Special gardens must be planted to ensure there will be enough food for all the guests. Master carvers must be commissioned and relatives in other provinces must be notified in time to arrange holiday leave.

When the date is announced, a fence is built around the cemetery where those to be honored are buried. The master carver must follow traditional patterns depicting ancestral stories. For the Madina malagan celebrated in November 1989, master carver Michael Xomerang carved a viremus malagan depicting three men and a woman whose canoe was capsized and who were taken by a large fish.

Story and photographs
by Craig Volker

Left Graveside mask carved for malagan ceremony, honoring the dead.



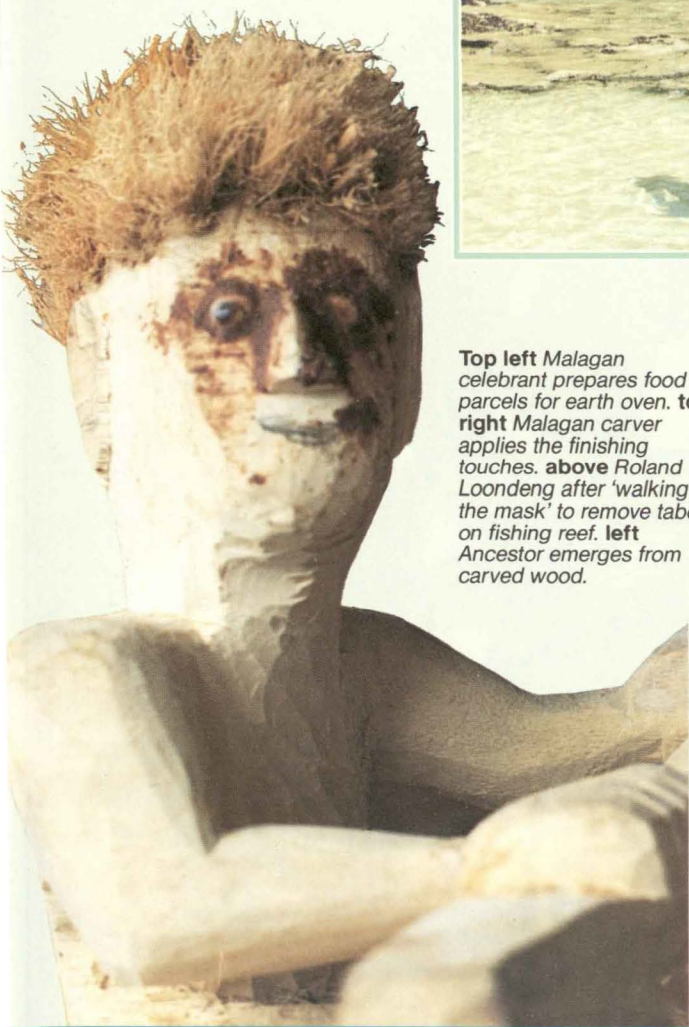
This was the first time this particular malagan had been carved since Xomerang's childhood, so he ensured that several young future carvers helped him. In this way the knowledge of how to carve this malagan would not be lost.

Only specially designated persons are permitted to carve or to train young carvers. Many villages no longer have their own master carvers and they must substitute Western malagans — cement tombstones. Madina is proud that it has never had to resort to using these imported malagans.

Malagans are carved only for a relative's final memorial feast. During the years leading up to this final feast, other acts of remembrance are held. One of these is the walking of masks. Just before the malagan in November 1989, Air Niugini flight attendant Roland Loondeng was the naxol who walked a mask honoring his father's deceased brother.



Top left Malagan celebrant prepares food parcels for earth oven. **top right** Malagan carver applies the finishing touches. **above** Roland Loondeng after 'walking the mask' to remove taboo on fishing reef. **left** Ancestor emerges from carved wood.



Because his uncle had been a renowned fisherman, clan leaders had placed a taboo in his memory over a long stretch of the reef at Madina — a traditional conservation measure. Wearing the colorful maru mask, Roland removed the taboo by walking over the reef where his uncle had fished. As he walked, he paused from time to time to shake shell rattles or strike a spot particularly dear to his uncle.

On the first day of the malagan, there was a steady stream of visitors, some from other villages in New Ireland and others from much further afield. The high level of education in the area has meant a drain of many young people who leave for education or

career advancement. A malagan provides an opportunity for family reunions and for city-born children to establish ties with grandparents and ancestral land back home.

The most important work of the malagan is the exchange of money between clans. Much of this is to repay past debts or to show gratitude for past favors. Some is to purchase land. But most is given in order to build up an elaborate interplay of ever-increasing interclan obligations with the object of making sure that other clans owe more to one's own clan than one's own clan owes to others. The greatest sign of a clan's wealth is the amount of debt owed to it and this can be generated only by persons giving to other clans.

In this way, rivalries between clans can be released by trying to outdo others in displays of generosity — surely a most civilised way to keep up with the Joneses!

Although modern coins and paper currency are used, the preferred method of payment is with traditional shell money strung on strings of various lengths. For this malagan, an

enterprising shell money trader came all the way from Malaita in the Solomon Islands to exchange shell money for kina and toea.

While the purpose of a malagan is to honor the dead, it is also a celebration of life. Nowhere is this more evident than at the bot dance held in the evening before the last day of the malagan. Dancing in a circle

around a steadily beaten garamut drum, young people from different areas, who do not normally have an opportunity to see each other, are able to get acquainted and have a good time. But the bot is not only for the young. Often it is hard to see which generation is celebrating in the moonlight with more abandon — the teenagers or those over 50.

On the last day, as the malagan comes to an end, new clan orators can be consecrated. Sitting high on a platform, the new orator is anointed with powdered lime as he receives his authority from an older orator. This is often accompanied by displays of dancing from various villages. The ceremonies close with the slaughter of pigs and gifts for visitors to take home.

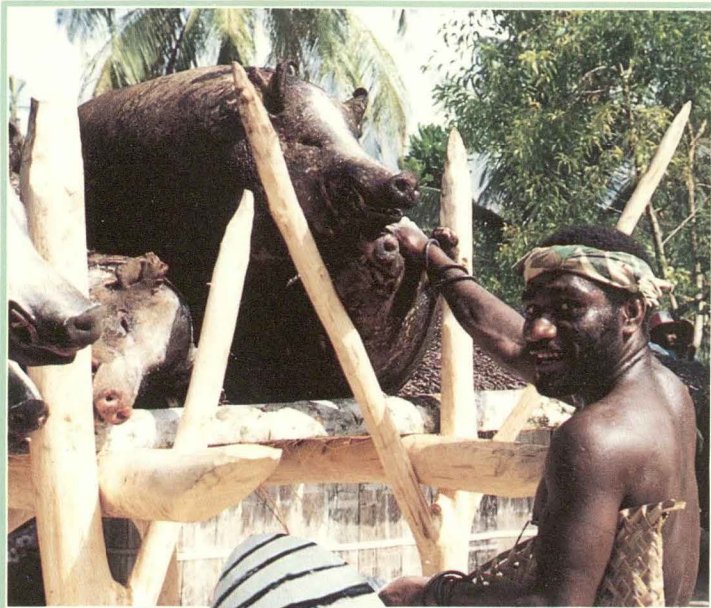
In the past, the malagan carvings would have then been burned. Today they are usually stored for future use or, in a controversial move, they are offered for sale to collectors of Melanesian art. Very old carvings, however, are prohibited by

law from leaving the country.

In any small community, tensions and conflicts arise which can cause great rifts if left unchecked. Certainly the potential for division would seem to exist in Madina. In addition to the ordinary personal conflicts which all communities have, Madina has great differences between young university-educated professionals and their elders who grew up in a colonial society with much more limited opportunities. There are even differences in language, as many younger people today grow up more fluent in pidgin than in the local language.

The need for something to act as a focus for unity was recognised long ago by the ancient New Irelanders. Today the malagan ceremonies they developed continue to bring together different generations and subgroups within the society, as families unite to celebrate the joy of living in Madina by showing respect to those who came before.

Craig Volker is a linguist currently writing a grammar of the Nalik language of New Ireland.



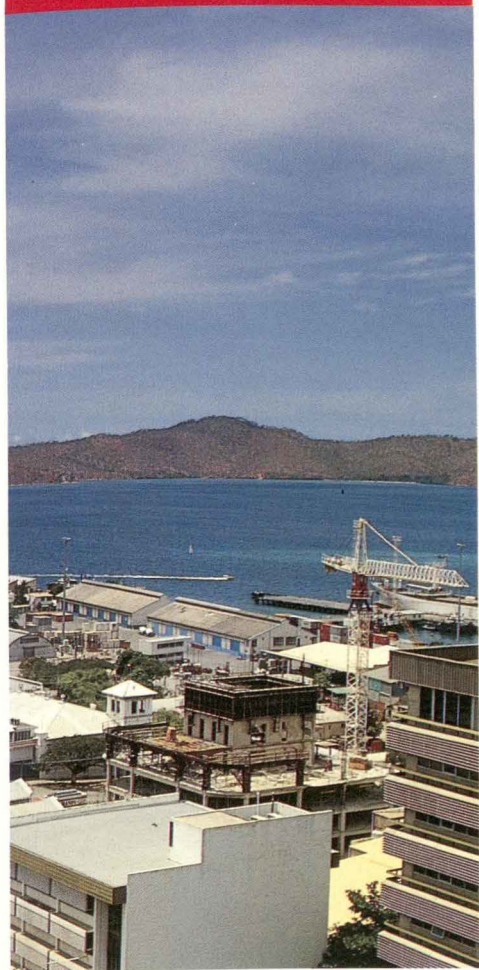
Above Sprinkling lime on whole roast pigs, signifies approval of the gifts. **right** Coconut hair on the carved paddlers signifies men, striped 'scarf' signifies women.



Travelodge
PAPUA NEW GUINEA

Papua New Guinea has three superb Travelodge Hotels.

Port Moresby
Travelodge



business

With panoramic views of the Pacific Ocean overlooking Port Moresby City Centre, the Port Moresby Travelodge is the hub of business and social activity.

A truly first class hotel with friendly and attentive staff that offers everything for the business and tourist traveller.

Port Moresby Travelodge Ph: (675) 21 2266
Cnr. Hunter & Douglas Streets. Fax: (675) 21 7534
P.O. Box 1661, Port Moresby, Telex: NE22248



Rabaul
Travelodge

pleasure

Rabaul is a tropical island paradise with spectacular volcanic ranges, sandy palm lined beaches and deep turquoise lagoons.

Nestled on Rabaul's waterfront with sweeping views of Simpson Harbour is the Rabaul Travelodge.

Spectacular diving or tours of wartime relics make your stay a most memorable experience.

Rabaul Travelodge Ph: (675) 92 2111
Mango Avenue, Rabaul. Fax: (675) 92 2104
P.O. Box 449, Rabaul, ENB. Telex: NE92975

The Islander
Travelodge



recreation

The luxurious alternative for the business traveller or visitor is The Islander Travelodge Port Moresby, situated at Waigani on 12 acres, surrounded by tropical gardens, The Islander Travelodge boasts two fully size tennis courts, four squash courts, garden pool and gymnasium.

The Islander Travelodge, Ph: (675) 25 5955
Waigani Drive, Hohola. Fax: (675) 21 3835
P.O. Box 1981, Boroko, Telex: NE22288

TOYOTA HILUX

Available throughout Papua New Guinea, Hilux comes to you in a choice of 13 feature-packed models, with a selection of 2WD and 4WD, single cab, extra cab, and double cab. Go with the strength, go with Toyota Hilux, the biggest selling one tonne utility Nationwide.



Ela Motors

PORT MORESBY 229400 • LAE 433655 • RABAUL 921988 • MADANG 822188 • GOROKA 721644 • MT HAGEN 521888 • WEWAK 862255 • KAVIENG 942132 • KIMBE 535155 • TABUUL 989066 • VANIMO 821254 • PORBORA 508203