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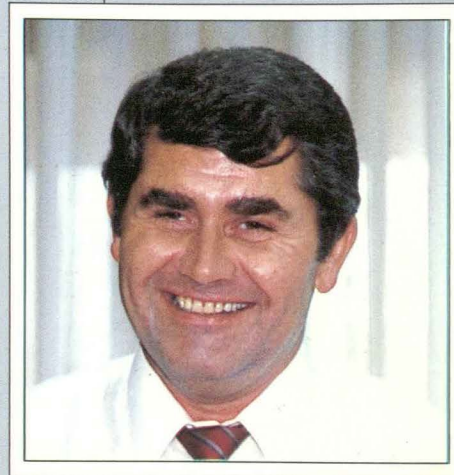
Welcome aboard!

A Hong Kong resident, Mark Graham, provides us with a brief history of the famous Star ferries that commenced operation across Victoria Harbor between Hong Kong and Kowloon in 1898. Despite the mass transit railway that joins Kowloon and Hong Kong Island under the ocean, Star ferries still carry thousands of commuters and tourists daily, marvelling at this amazing island city.

A group of undergraduates from Oxford University recently travelled to Papua New Guinea to study the habits of the Huon tree kangaroo. Read how they trekked through forest 2,000 metres above sea level to continue their research of these rare mammals.

Have a pleasant flight.

Dieter Seefeld
Chief Executive & General Manager
Air Niugini



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

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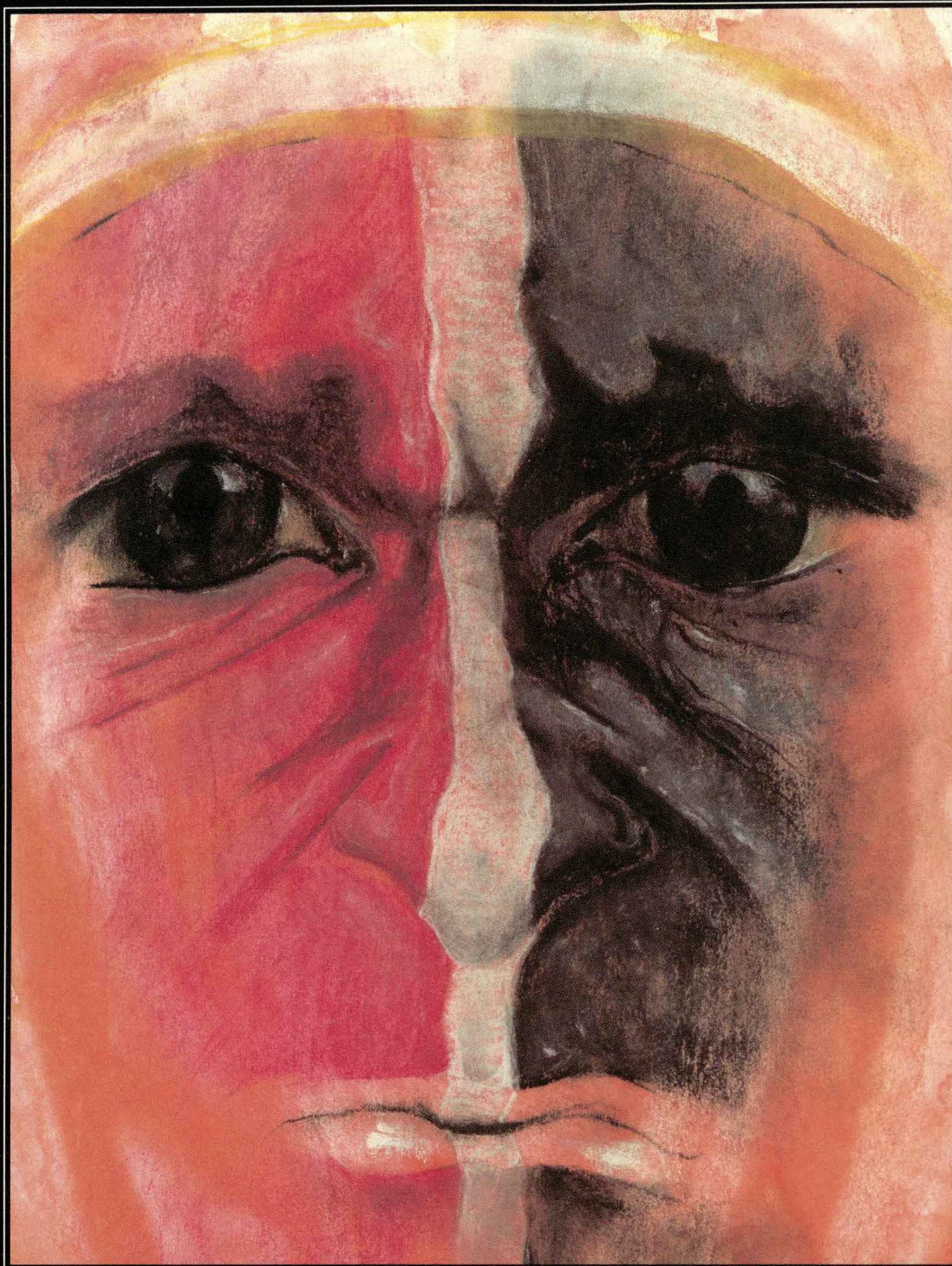
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THE FACE



An extract from the 1992 Shell Collector Series Calendar. Artist: Bob Kain.

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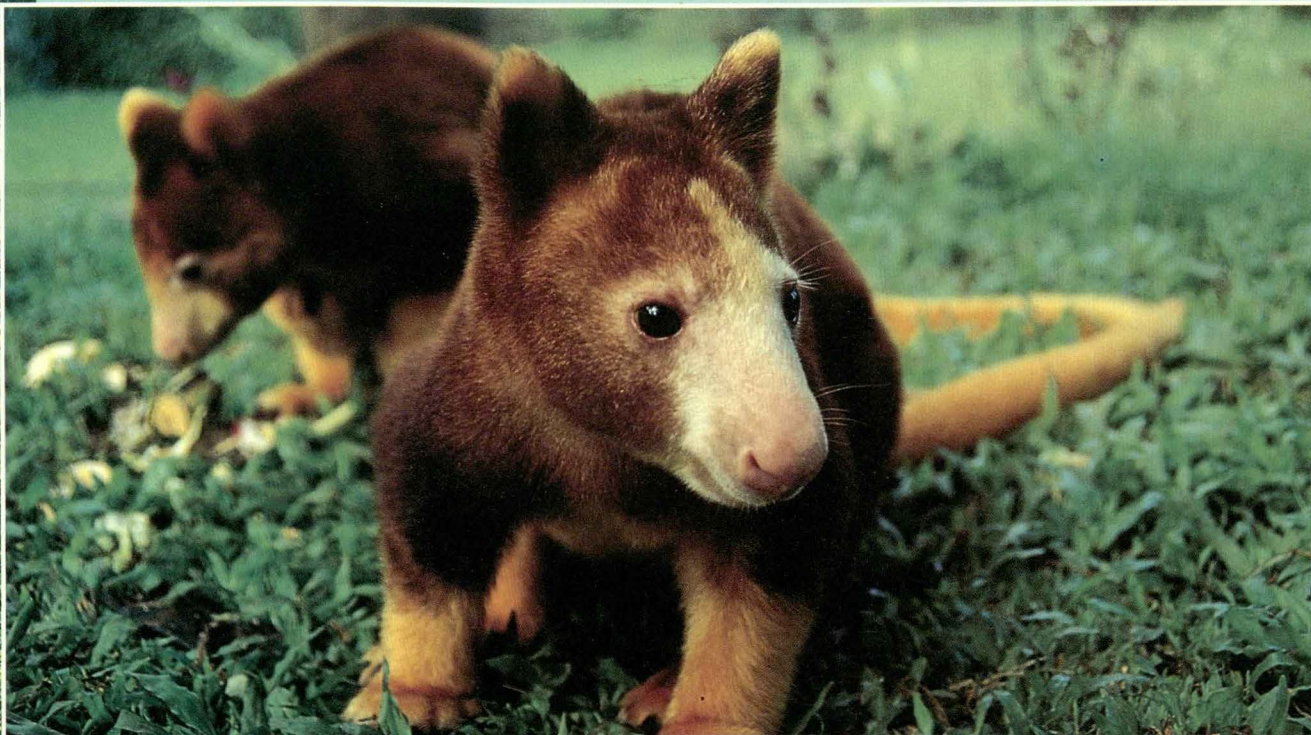
HUON TREE kangaroo

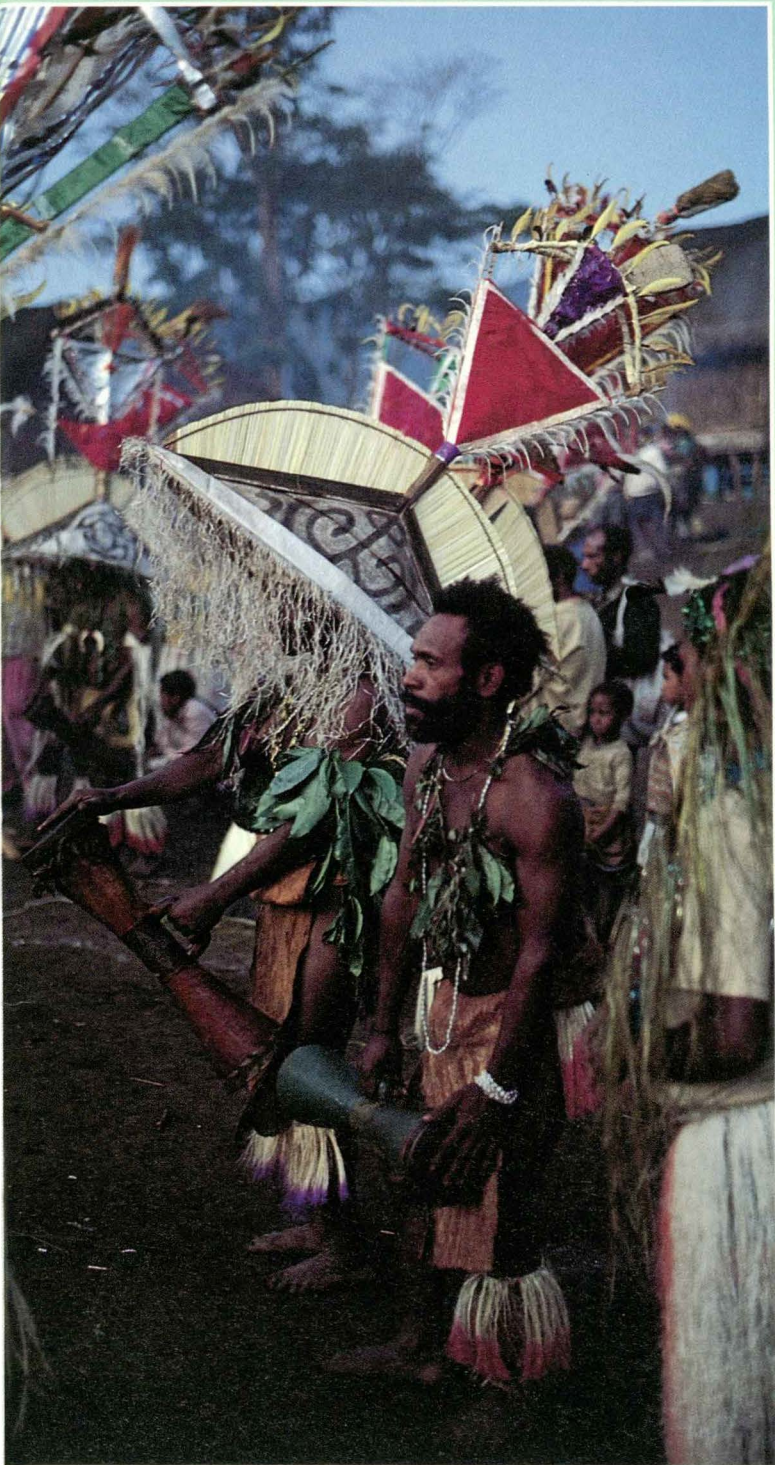
Story and photographs by Liam Stirling



Above Young Huon tree kangaroos are easily tamed and kept as pets. **background** Moss-forest habitat favored by the 'sivam', the Huon tree kangaroo.

Below Young 'sivam' kept as pets by villagers. **bottom** Komba hunter who helped track and trap wild specimens. **right** Komba singsing drummers.





“Radio-tracking tree kangaroos is arduous and fraught with difficulties,” wrote Dr Tim Flannery in a note which greeted our arrival in Port Moresby. It was the same story people had been telling us over the two-year period we had been preparing the expedition. And Dr Flannery, a leading expert on the mammals of Papua New Guinea, was the person most qualified to offer opinion.

PNG is home to seven species of tree kangaroo, all of which remain obscure to science. This is highlighted by Dr Flannery's discovery, in 1985, of the rare Scott's tree kangaroo, which lives in the Torricelli Mountains of the West Sepik. We had travelled from England, as an undergraduate expedition from Oxford University, to study the Huon tree kangaroo. This animal was first described to Western science in 1907, since when it has continued its life in the montane forests of Huon Peninsula, largely unreported.

Whatever our misgivings, they were soon displaced by the warm hospitality of the people who helped contribute so much towards the success of the expedition. In Port Moresby, Lester Seri, head of the PNG Wildlife Department, introduced us to Sam Antiko, who was to join us as a technical officer.

The Huon Peninsula has the nickname 'the champagne cork' from geologists, due to the rapid rate at which its mountains are growing. Rapid development of isolated mountain regions accounts for much of the diversity of fauna on mainland PNG.

From the air, this geologically young mountainscape is a spectacular panorama of dissected ranges, treacherous slopes and landslide-scarred mountains. Despite its scenic majesty, the landscape is one of the most challenging environments

possible for both researchers and equipment.

Tree kangaroos are called sivam in the local Komba language. Due to the expansion of village populations, with its inevitable increase in demand on the tree-kangaroo population through hunting and habitat pressures, sivam are no longer found close to the villages. The older inhabitants speak of days when their fields were raided by the plentiful forest animals. But now the tide has turned and the future for this unique creature is in the balance.

Fortunately, the locals are well aware of the value of their environment. Traditionally the forest holds immense economic and spiritual wealth. The threat to the tree kangaroos is held in check by the periodic hunting bans that the villagers voluntarily impose to allow recovery of the breeding populations. Giant sivam, the papa bilong bus, or mira maring, are said to oversee the welfare of the forests. These creatures cannot be hunted and while they remain to guard the land, it will not die. But they are seen less often these days.

To find the animals in the wild, involved a trek up to the mossy cloud forest, more than 2,000 metres above sea level. With the assistance of two village youth groups, we managed to haul our eight-weeks' worth of supplies to the vast natural amphitheatre of a hidden valley.

The forest is broken up occasionally by large areas of kunai grassland. These were formed by forest burning and are still maintained in the traditional manner. Originally, burning provided a means of driving game in the hunt, but now the sharp-bladed grasslands play host to their own wildlife populations. We pitched camp in the kunai and spent our first night in the wilds, slung out in our hammocks, listening to the songs that bounced back and

Below Pet 'sivam' is relaxed with human company. **centre** Villager who helped the expedition find its quarry. **bottom** Hunters with captured and sedated 'sivam.'



forth across the valley as the boys and girls of the youth groups taunted one another to a background chorus of nocturnal insects

Six hunters stayed with us and their skills over the next 10 days surpassed everything we could have hoped to believe. As well as collaring and releasing seven live tree kangaroos, a previously unparalleled feat, they helped us to build up an inventory of the little-studied mammal fauna of the region. Without their help, most of the information we collected would have remained inaccessible to us.

In days when game was more plentiful, the hunters used pitfall traps to catch animals. Now that the wildlife populations have fallen, dogs are relied on to locate the quarry. Sivam spend most of the day resting in trees, coming down at night to feed on the young shoots of the giant ferns that carpet the forest floor.

In the early morning, as the hunters stalk through the mossy silence of the forest undergrowth, encouraging the

dogs forward with a quiet urgency, a kangaroo will sometimes be disturbed on the ground. If this happens, the animal will seek refuge in a tree, leaping up the trunk with incredible speed and agility. More often, the dogs will follow a scent to find the tree in which a sivam is resting.

When a kangaroo has been cornered in a tree, the hunter will then climb the tree, armed with a stick with which to push it from its perch. Often the animals do not require this extra incentive to move and launch themselves towards the ground, sometimes a drop of over 30 metres.

Branches and saplings slow the falling animal, whose recovery on landing is almost instantaneous. Our net, a football goal net, proved unsuitable in restraining the kangaroos on all but one occasion, the mesh being too coarse.

In the ensuing scramble, to the incessant howling of the tethered dogs, the skills of the hunters would become apparent, as they tackled their fleeing quarry before it could once more find refuge. Once the animal had been sedated, it was weighed and measured, before being fitted with a radio-collar and released.

The radio-collar contains a low-powered transmitter operating on a specific frequency, allowing the positions and periods of activity of the tree kangaroo to be monitored from a distance. Without this aid to locating the animals, study of such an elusive animal would never have been possible. However, the radio-tracking program was not an unqualified success. We were using new techniques in a new field, with heavy limitations of time and resource. But we achieved more than we had ever been told was possible. And in leaving the radio-tracking equipment with Sam Antiko, we were able to help further the study of PNG's wildlife.



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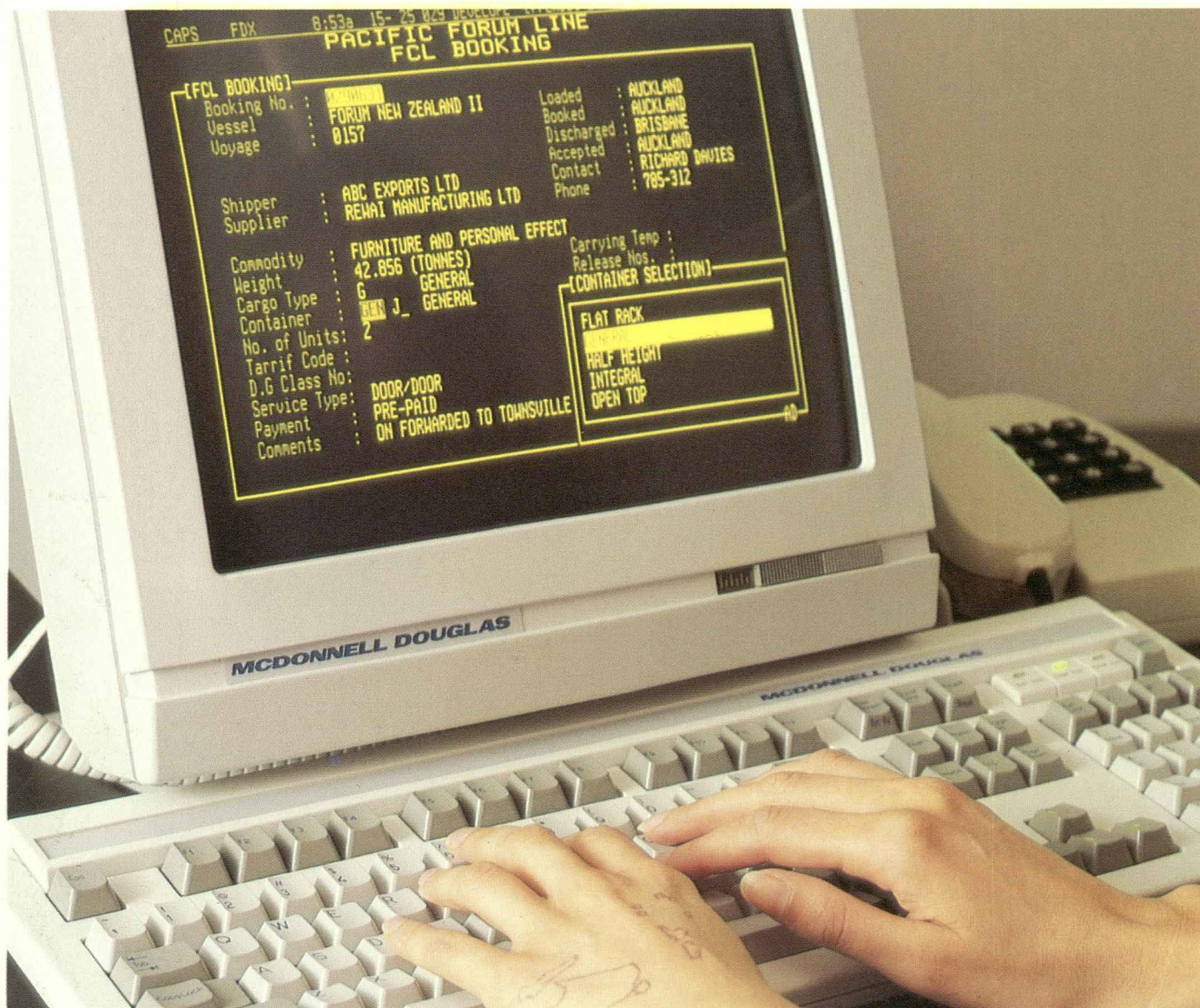
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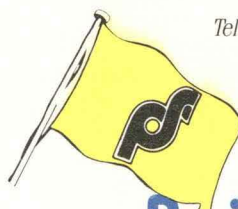
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GOLD COAST GRAND PRIX

Story and photographs
by Brian Cassey

Above Main straight of the
Gold Coast Indy Car Grand
Prix circuit

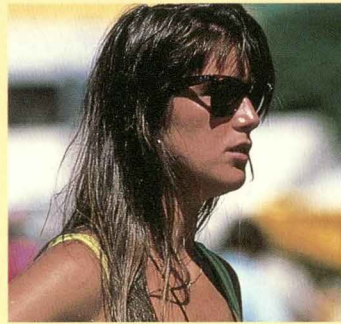
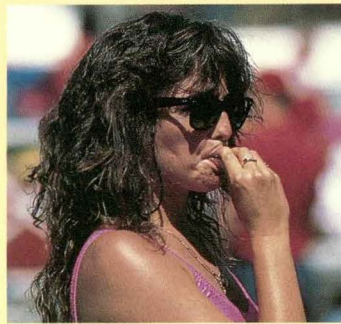




Left Veteran Eddie Cheever. above 1992 winner, Emmerson Fittipaldi, a former Formula 1 world champion. right Legendary Mario Andretti, also a former Formula 1 world champion.

Thunder in paradise! Not the thunder of storms rumbling through Papua New Guinea's Highlands, but the thunder of turbo-charged engines under the clear blue skies of another paradise, Surfers Paradise in Queensland, Australia.

Surfers held its second Gold Coast Indy car grand prix following the success of the 1991 inaugural race, the first outside North America. In a four-day carnival of color and sound, Surfers Paradise played



Above Action kept spectators enthralled.

host to 24 of the world's premier Indy car drivers, their back-up teams and pit crews, all intent on victory in the event which heralded the start of the 1992 Indy Car World Series.

To the uninitiated, Indy cars look remarkably similar to their more famous (outside North America at least) Formula One grand prix cousins. A closer comparison reveals extensive differences. Indy cars are bigger, heavier and stronger, using a construction of aluminium and carbon fibre to house the 800bhp (600kw)

Below Driver Mike Groff.





Above John Andretti, winner in 1991, was fifth in 1992. right Bobby Rahal speeds into a turn.

2.65-litre, V8 turbo charged engines. At an all-up weight of 700kg, the Indy car is 200kg heavier than its Formula One counterpart. Although Formula One cars have a larger 3.5-litre engine, it is not turbo-charged and Indy cars outspurt them in a straight line with a potential top speed of about 350kmh. Indy cars use methanol as fuel, in contrast to the petrol 'cocktail' used by Formula One. Methanol is a clean burning resource which can be produced easily from many materials including wood and

even garbage. Although Indy racing has been confined previously to North American circuits, it has a much longer pedigree than Formula One. The first Indy race, the Indianapolis 500 Mile Sweepstakes on Memorial Day 1911, was won by Ray Harroun at a then startling average speed of 120kmh. Since that historic race, Indy has kept the bulk of its audience inside the American continent but it is now fast becoming a world-wide spectacle. Top drivers hail from USA, Brazil, Canada,

Monaco, Belgium, the Philippines, Switzerland and Japan. The British have a stranglehold on chassis design with the Lola, March and Penske marques. On average, 150,000 spectators file through the turnstiles for each of the 17 races of the Indy Car World Series, for a total yearly attendance figure of just over 2.5 million. An estimated international audience of 450 million watch the Indy World Series on television. The acknowledged highlight of the

Indy World Series is still the Indianapolis 500, the world's largest one-day sporting event, attracting a mammoth 400,000 people on the one day to the aptly named 'brickyard' track. It was to gain this sort of exposure that prompted Queensland to bid, against a dozen other countries, to stage the event. Queensland and the Gold Coast signed a contract to run the race for the next five years with an option for a further five. The event was planned as much more than a motor race, more of a



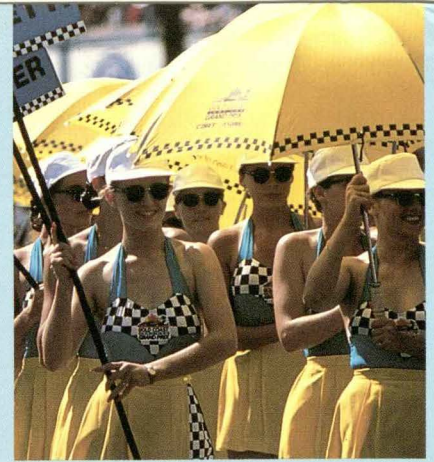
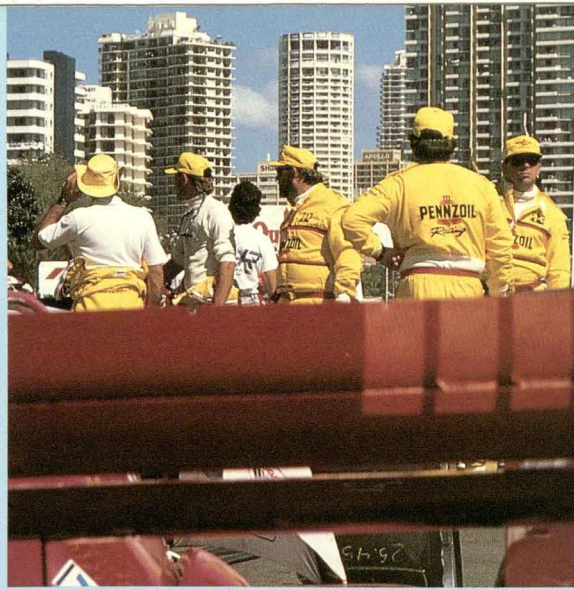
Below John Andretti after his 1991 win.



Left Yet another Andretti, Michael, 1991 Indy Car world champion.



Above Dutch driver Arie Luyendyk.
right Pit crew surrounded by Gold Coast high-rises.



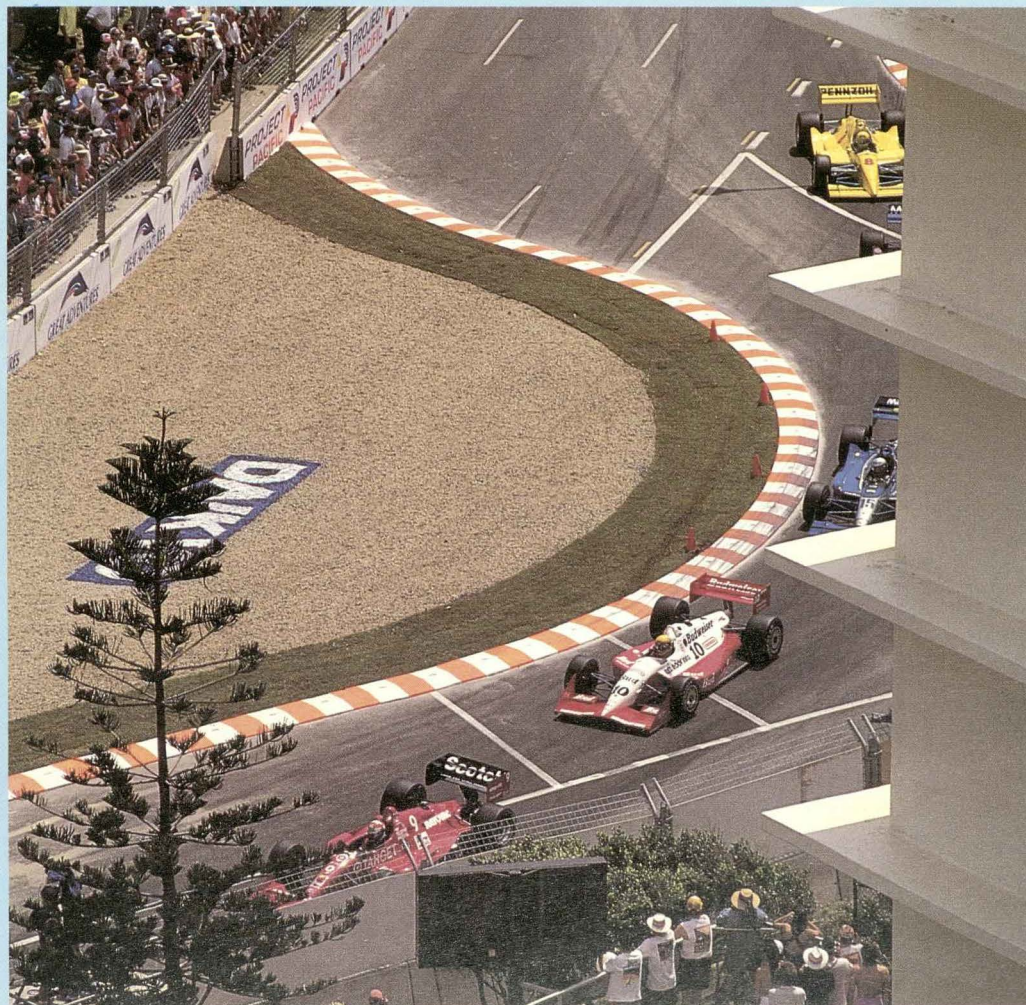
Above Sun shades for drivers before the start.

week-long non-stop party! Off track happenings were more numerous and at times more frantic than the action in pit row - gala balls, fashion spectacles, cabarets, mardi gras, ethnic food festivals, champagne breakfasts and numerous impromptu parties battled for attention with off-shore power boat and sail races, aerobatic displays and air races, car and boat shows, jet ski races, aerobatic displays and air races, car and boat shows, jet ski races, parachute drops and spectacular displays

by armed forces helicopters. The grid for Australia's 1992 Indy race was packed with legendary drivers. One was legend of legends in Indy racing, Mario Andretti, who has won at all levels of competition. He was World Indy Car champion in 1965, 66, 69 and 84. His Formula One world championship win was in 1978 and he won the coveted Indianapolis 500 in 1969. Mario's sons Michael (last year's Indy Car World Champion) and Jeff, and last year's Gold Coast Indy grand

prix winner, nephew John Andretti, were also starters. So too was Brazilian Emerson Fittipaldi whose two Formula One world championships were in 1972 and 1974, and who won the Indy world title and Indianapolis 500 in 1989. 1992 was to be Fittipaldi's Indy Gold Coast. In a win that he described as the most exciting of his career, Fittipaldi stormed home in his new Penske-Chevrolet, in front of team mate Rick Mears in an event that had everything; high speed action, cars slipping and

sliding after a sudden torrential downpour and pit row drama. The downpour occurred with eight laps to go and caused havoc with cars aquaplaning at speeds as low as 35kmh. At the restart, Fittipaldi was fifth but used the few remaining laps to carve his way to the front to take the chequered flag and \$200,000 prize money.

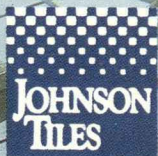


Left Drivers traverse a chicane.

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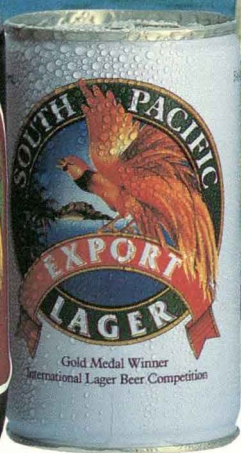
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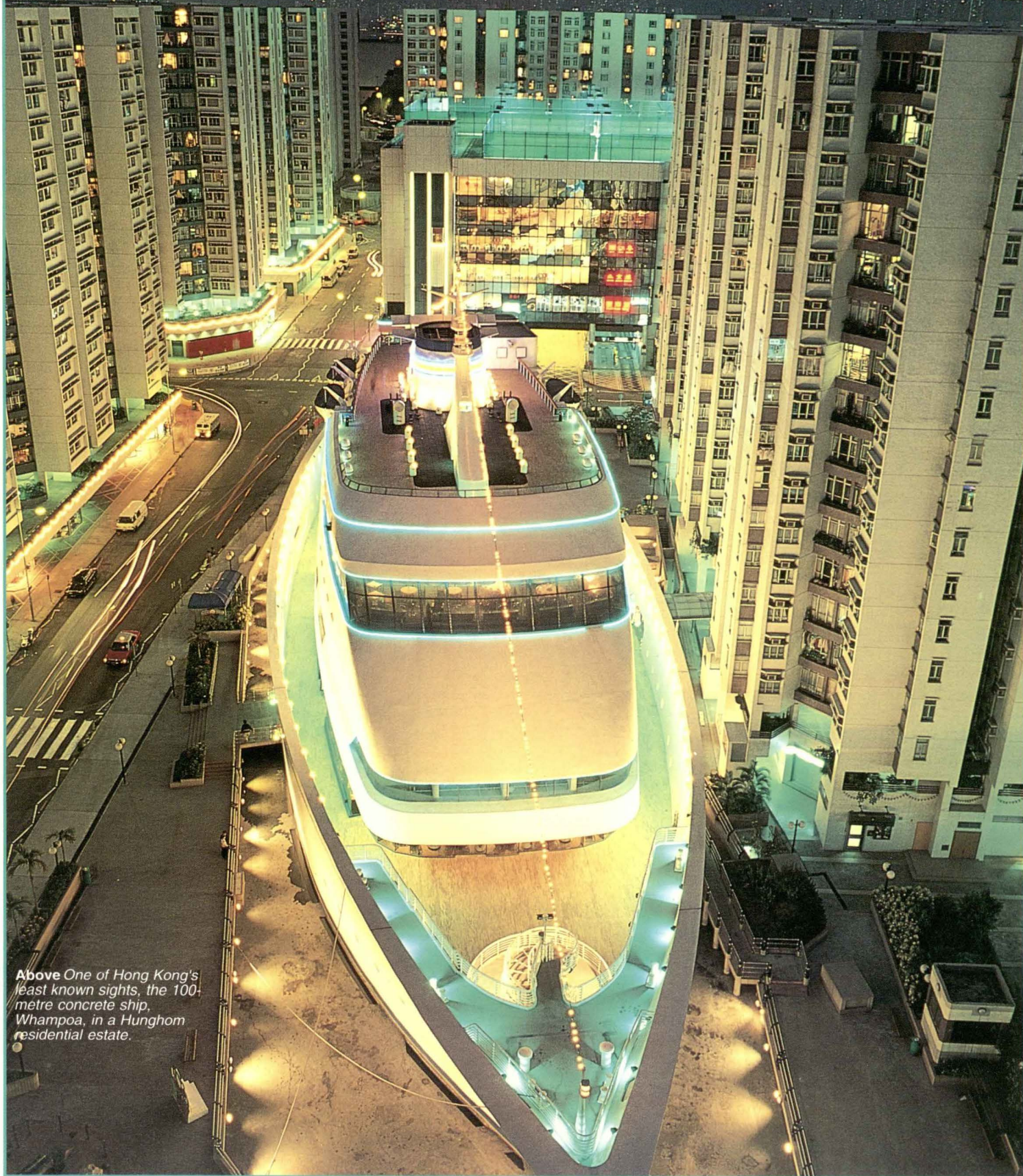
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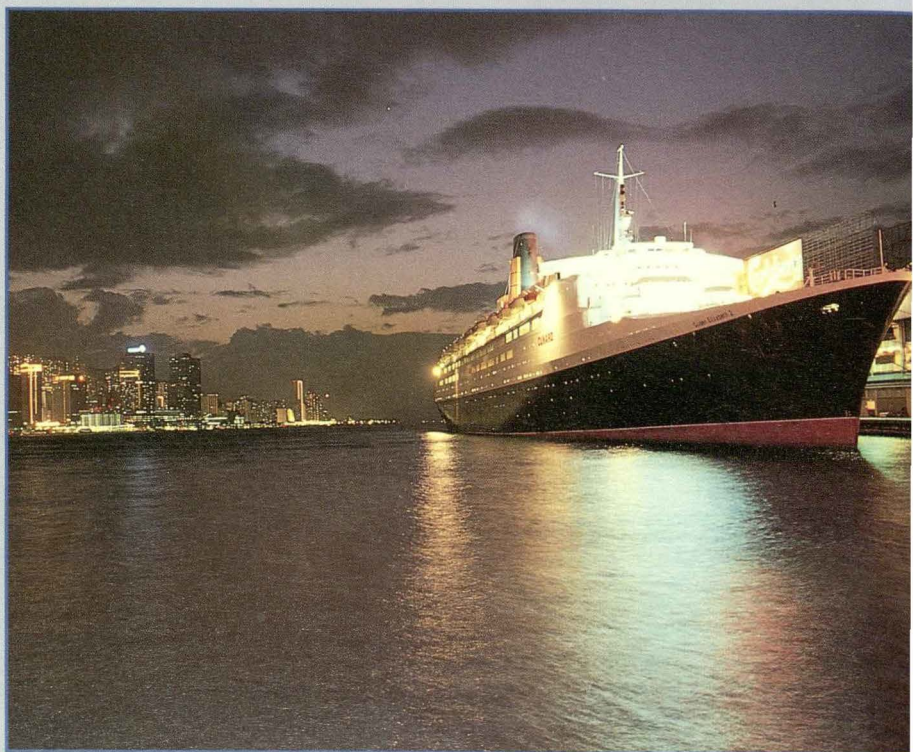
Above One of Hong Kong's least known sights, the 100-metre concrete ship, Whampoa, in a Hunghom residential estate.

Every year, 40 million people choose to cross Hong Kong harbor by a slow, outdated form of transport, enjoying a romantic atmosphere and the spectacular views from the Star Ferry. Quicker forms of cross-harbor transport have been available for many years; hovercraft whip regularly across the water, an underground railway whisks passengers under the ocean in mere minutes.

Despite new-fangled competition, the Star Ferry holds its own comfortably. Indeed, new ferries have been added to the Hong Kong-Kowloon route to cope with the demand. It is easy to understand why people prefer to take the slow boat across the waterway. The price is right at about 15 toea for a one-way ride on the upper deck. But the main reason people opt for the five-minute ferry ride is its sheer magic.

At dusk, the green ferries offer an unrivalled view of the spectacular Hong Kong skyline, a magical cluster of skyscrapers which sparkle and glow. The triangular Bank of China, at 71 storeys and K600 million, stands tall and dominant, a symbol of capitalist Hong Kong which will be handed over to communist Chinese rule in 1997. Close by the bank is the futuristic-looking Hong Kong and Shanghai Bank; the Greco-Roman extravagance of the former Bond Centre; and the twinkling glass frontage of the Hong Kong Convention and Exhibition Centre. All are testimonies to the commercial vibrancy which drives this crowded port city.

The ferry, in fact, is something of an oddity in Hong Kong terms as few things in the ever-changing metropolis can be classified as vintage. The rumbling Star Ferry is one of the few antiques. It began taking people across Victoria Harbor in 1898, when the skyline and waterline were radically different. In that era, the city was low-rise and land reclamation efforts had yet to make much of an impact on the harbor's natural width.



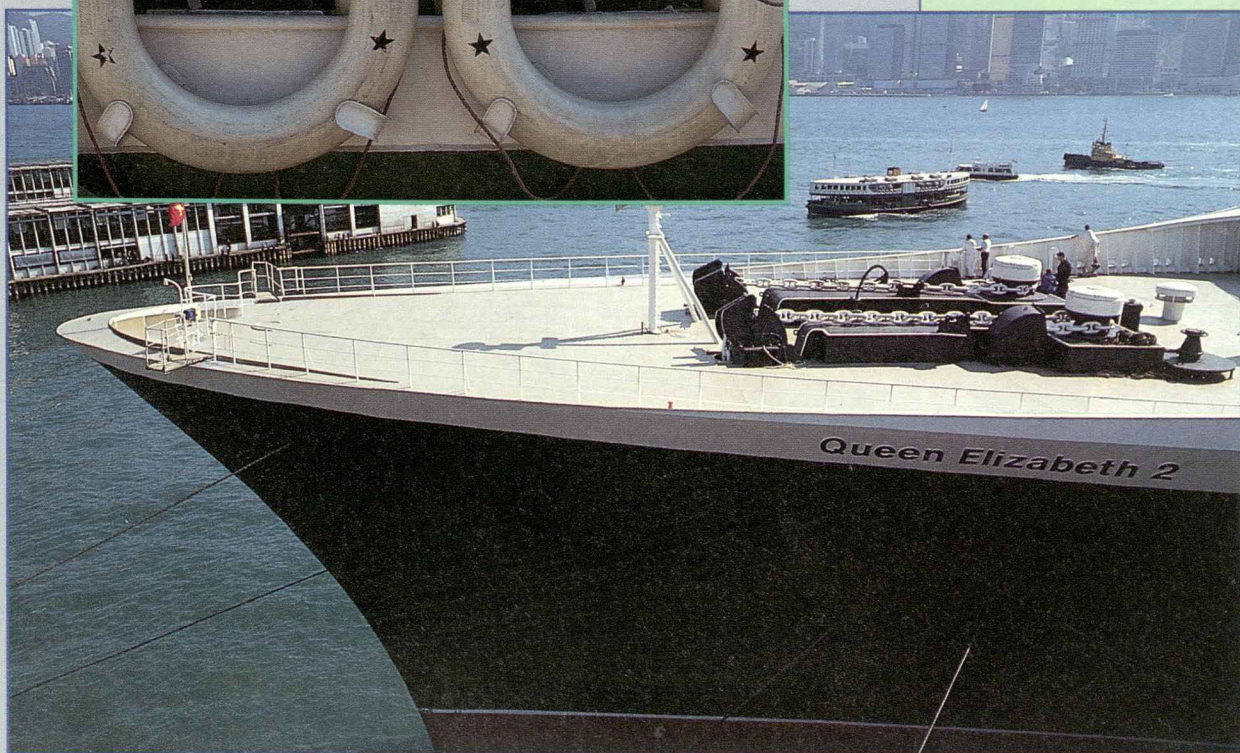


Passengers were different too. Victorian ladies, dressed in traditional British colonial garb, were escorted by their stiff-upper-lipped menfolk. All would have made their way to the ferry docks by rickshaw or sedan chair in imperial style. On board the ferries, not much has changed. Travellers still sit on simple wooden seats and listen to the steady throb of the engines as the vessels ease into the main channel.

Skippering the boats nowadays is a much harder task than in days of yore. Hong Kong harbor is one of the world's busiest and the Star Ferry cuts right across its most congested part, where cruise ships as large as the QE11, pleasure yachts, tankers and tiny sampans all vie for limited space. The Star Ferry captains have become adept at manoeuvring nimbly through traffic, heaving to if necessary, or taking a roundabout route to reach the final destination.

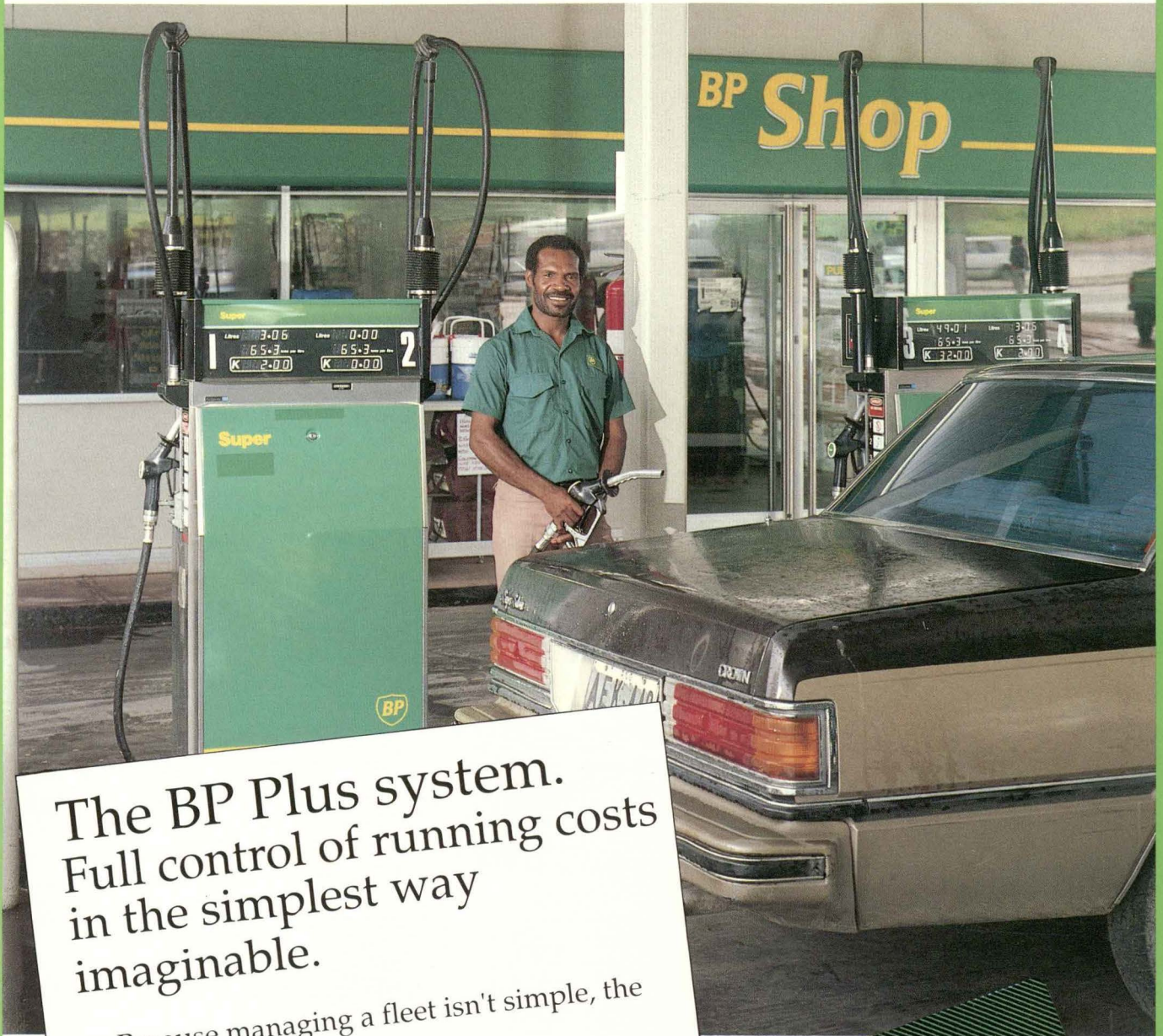


Top Day Star, one of the 'work horses' of the fleet. **far left** Cunard liner QE11 in port. **below** Star Ferry is dwarfed by QE11's bow. **inset** Life-buoys line the guard rails.





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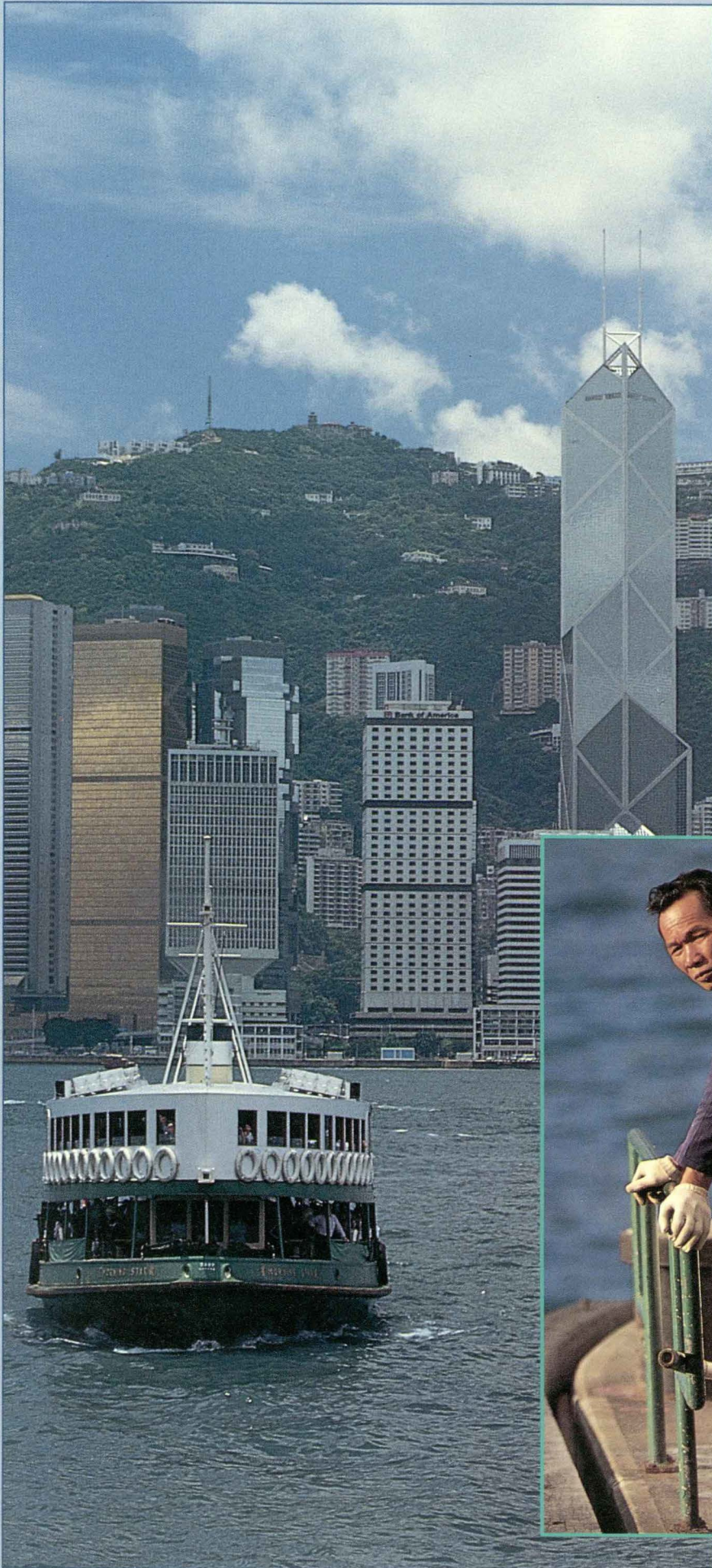
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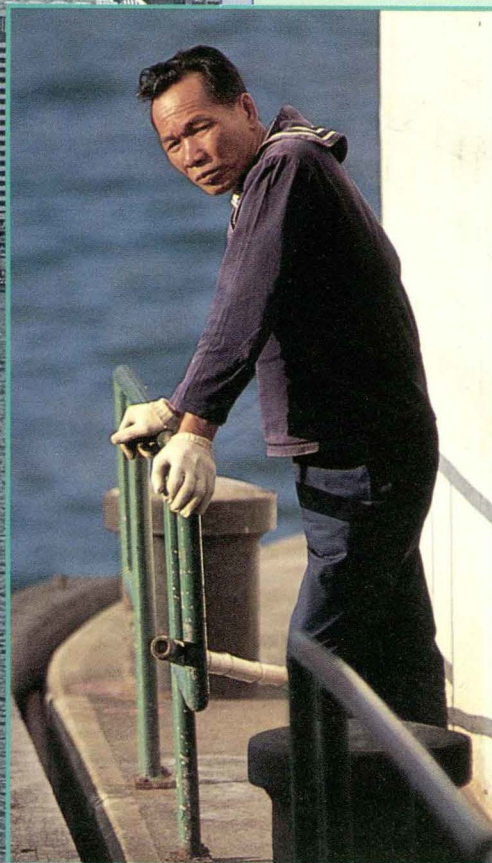
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In recent years, the fleet has been revamped, at a cost of up to K2 million per vessel, and new routes added. One of the most interesting rides is from Central to Hunghom, and the opportunity to see a broad sweep of the Hong Kong nautical panorama.

Hunghom has one of the city's most amazing and least well-known sights, the good ship Whampoa. The 100-metre-long concrete ship was built in the middle of a housing estate as a novelty item for residents of the towers of flats. Its upper deck is a children's playground and the lower areas are occupied by restaurants, shops and cinemas.

The Hong Kong-Kowloon route remains the busiest, carrying more than 100,000 passengers every day, locals and tourists. The sailors all wear trim navy blue uniforms and many are long-serving employees. The chief coxswain on the 11-strong fleet is Wong Kam-cheun, who has spent 40 years working for the Star Ferry, witnessing typhoons, occasional on-board mayhem and an ever-changing

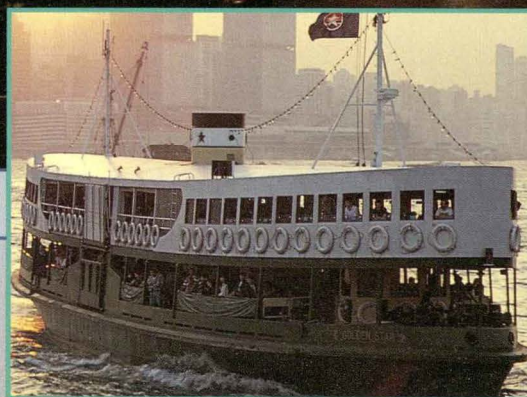


Far left A star ferry heads towards a skyline dominated by Bank of China building. left Ferry sailor waits to cast off mooring line.

skyline. He met his future wife on board, a chance encounter which resulted in their 30-year marriage.

The Star Ferry formed a backdrop for a meeting between a young European artist and Hong Kong's most famous fictional character. Bar girl Suzy Wong, whose name is invoked by many drinking establishments in Hong Kong and elsewhere, first appears at a ferry pier in 'The World of Suzy Wong'. Many books and numerous television series have commandeered a Star Ferry as an exotic prop. The ferry has come to symbolise Hong Kong, a place where the old and the new are juxtaposed excitingly.

Hong Kong trams have also survived through to the 1990s, rumbling on pretty much as they have always done along the length of the Hong Kong waterfront. They are cheaper - at about 13 toea - but a seat on board is far from guaranteed. On the Star Ferry, up to 550 passengers on every sailing are assured of a seat and a view which is unsurpassed anywhere in the world. And all for a bargain basement price.



Top Fireworks add to the spectacle of night skyline.
centre One of the ferries which symbolise Hong Kong.
right A ferry heads across harbor towards QE11.





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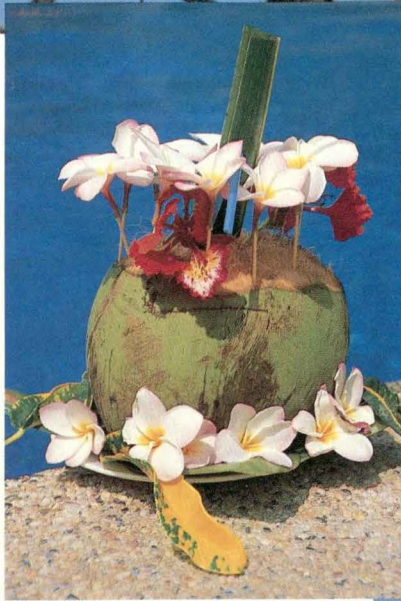
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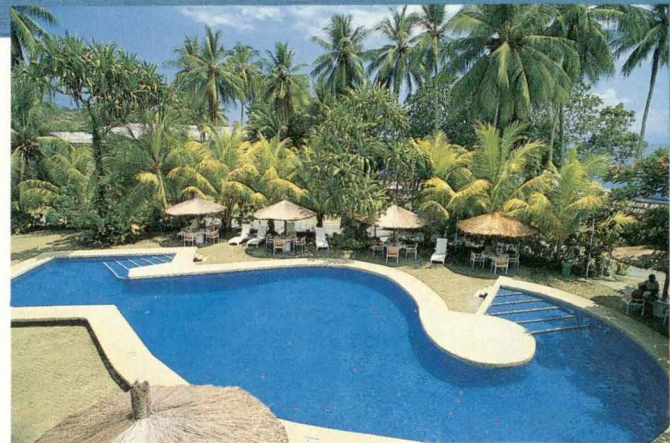
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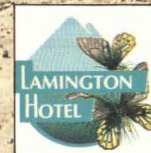
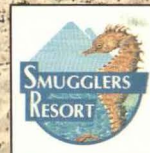
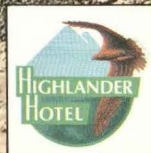
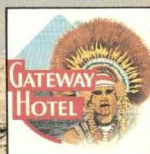
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Gickmai KUNDUN

Story and photographs
by Liz Thompson



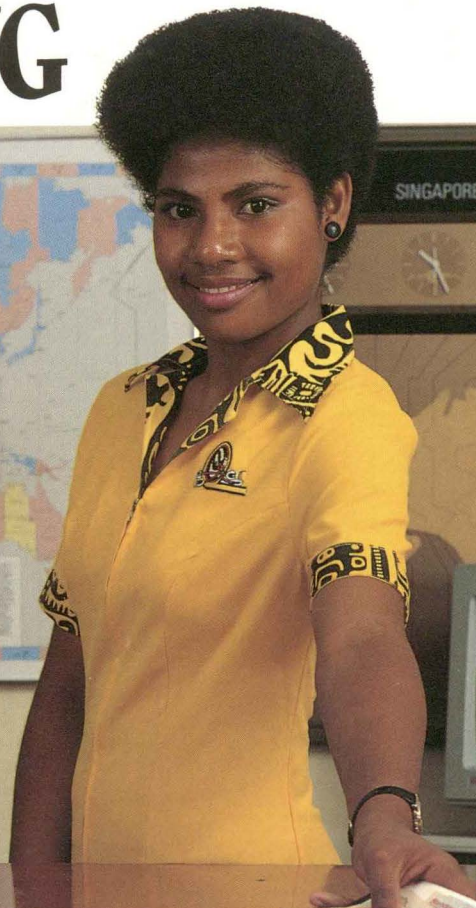
Gickmai Kundun is probably Papua New Guinea's most prominent sculptor. Whereas Melanesian carving from the Sepik River is the usual image associated with the country's artistic output, Gickmai's work is quite different. He uses traditional subject matter but his medium is not wood; it is metal - bumper bars, found rusty objects which he cuts, twists, welds and hammers.

Arriving at the National Arts School in the 1970s with other, now-well-known artists Kuage, Jakupa and Akis, he started out as a painter. Used to the cooler climate of his Highlands home, he kept falling asleep in his lunch hour, in the warmth and humidity of Port Moresby. Working with metals, he says, was initially an attempt to stay awake by doing something more vigorous. Whether this is true or not is hard to tell. Whatever the reason, his work suggests he found his forte.

Poignant and expressive, the images etch themselves in the mind. The strength and decisiveness of the medium

Left 'Tribal Fight, One Down' by Gickmai Kundun.
inset Sculptor Gickmai Kundun.

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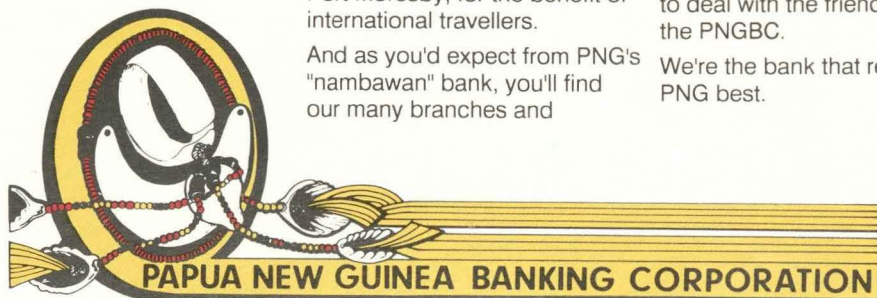
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Left 'Tribal Fight' (foreground), 'Sanguma Pisin' and 'Wara Wagi Bris' (background). right 'Tribal Fight'.



"There's a big club, people drink beer. When I was there, there were no clubs, no beer. People are going after money and a lot of people are losing their culture."

By depicting cultural events in a modern medium, moving these issues into the contemporary art area, his images also serve, he hopes, as a form of education. For a young urban generation which has no experience of village life he relays traditional events and practices. "When things are changing so fast, it's very important to retain an idea and understanding of your culture."



Left 'Sanguma Pisin': this bird calls your name if you hunt it at night. below Simbaiku tribesman.

lend them force. There is no attempt to hide the struggles involved in their creation. Joints are left uneven, metal is ripped, scratches and bumps are not smoothed. "It's all part of it," says Gickmai. "I don't like polishing or varnishing my work, making it shine. It's natural you know and I want to leave it. A lot of people say I should paint it or sand blast it but I don't like that. I want to leave some mark, so people can see it, see that someone has been working on it, that it's produced by hands and not by machines."

Concerned primarily with depicting traditional practices, he is saddened by what he sees as the disappearance of much of PNG culture. He talks freely about his great enjoyment of village life as a child, hunting birds and insects, dressing up for singsings and celebrations. Now, a highway cuts through his village. "The place has changed," he says. "You hear noise, there is pollution, you see roofing iron and cars.





**NEW GUINEA
MOTORS**



He occasionally strays from traditional themes. In a recent exhibition at the National Arts school, there was a piece called Nuclear Testing In The Pacific. When I asked him about this, he said that describing his feelings through his work was not the only reason for its production. He hoped that if contemporary art continued to develop, it might serve in some way to remind the developed world that people still live on these remote islands.

"We try to say, this is where we live, this is our environment. There are people out there who continue to test their nuclear bombs, throw their nuclear rubbish. That is what I'm trying to do in works like Nuclear Testing In The Pacific. By putting out contemporary art I let them know there are still people out there."

Gickmai's work has travelled overseas quite extensively, so his views and his people's views about such issues are communicated through his images. He won a Commonwealth award for the Pacific region, along with four other artists from other countries. As a prize, each artist was permitted to choose to travel and work for six months in any country in the Commonwealth. Gickmai chose India, fascinated by Indian art and culture. Based 160km outside Bombay, he worked and studied Indian art and new techniques for six months, culminating in an exhibition in Bombay.

He produced some work with what he calls an Indian flavor and learned a lot. Many Indians liked his work but had no idea where PNG is. He provided a map and brief geography lesson. In these instances it was the contemporary art movement which introduced people to the existence and location of a place many had no idea of. "Others on hearing I was a sculptor, immediately assumed that I was a wood carver and that I came from



Far left 'The Policeman'; left 'Wara Wagi Bris'.



Right 'Who done it?': the headman changes a boy into a bird for making his daughter pregnant. below 'Wara Wagi Bris': about the cane bridge over the river.



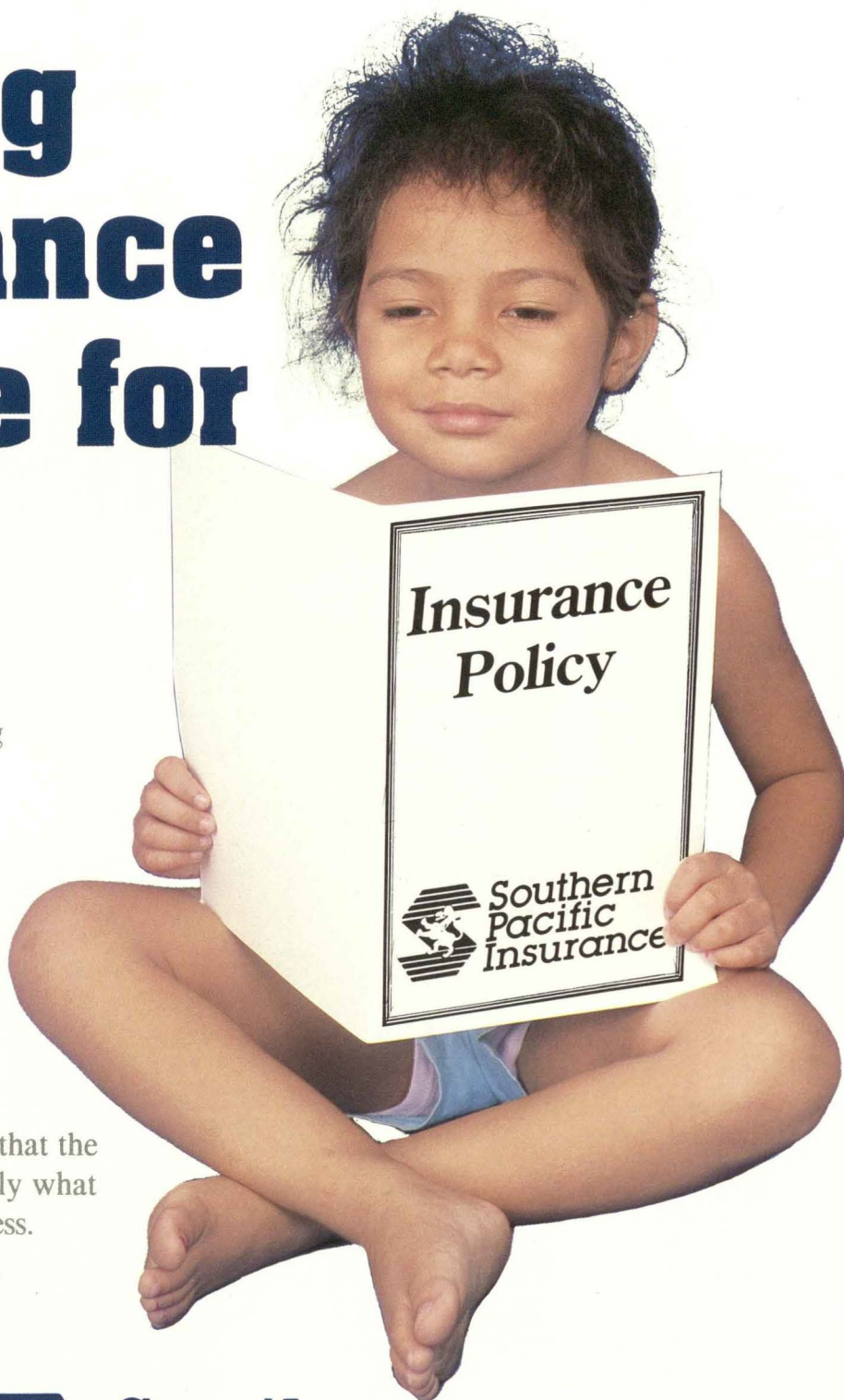
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Below 'Tribal Fight' and 'Sanguma Pisin'.
centre Simbaiku tribesman. bottom
'Who Done It?'



the Sepik. I had to say, 'no, no, I'm from the Highlands and I'm doing something quite different'. Then they'd say 'Oh can I see your work?' so I'd show them my work and they'd say, 'Oh did you do all this? Where did you learn this?' A lot of people are surprised to see that art in PNG is coming up, that contemporary art is actually developing and it's important that they're introduced to it."

Gickmai won an Australian Arts Council award which involved travelling to Australia, visiting art schools and meeting other artists. He also accepted an invitation to Sydney's 1985 Biennial, the first PNG artist to do so. His work is being recognised on an international basis.

It remains hard to make a living at home. Because of limited promotion due to inadequate funds, contemporary arts do not have a particularly high profile and there are not many buyers. Markets overseas are potentially far larger but the cost of organising such outlets is beyond the capacity of the art school.

Gickmai subsidises his income with a teaching post at the National Art School but finds his work is frustrated by continuous interruptions. He hopes one day to move to his own studio and work more consistently.

Gickmai Kundun can be found at the National Arts School in Port Moresby where it may be possible to purchase some of his work.



Right and below
Details from 'Who Done
It?'



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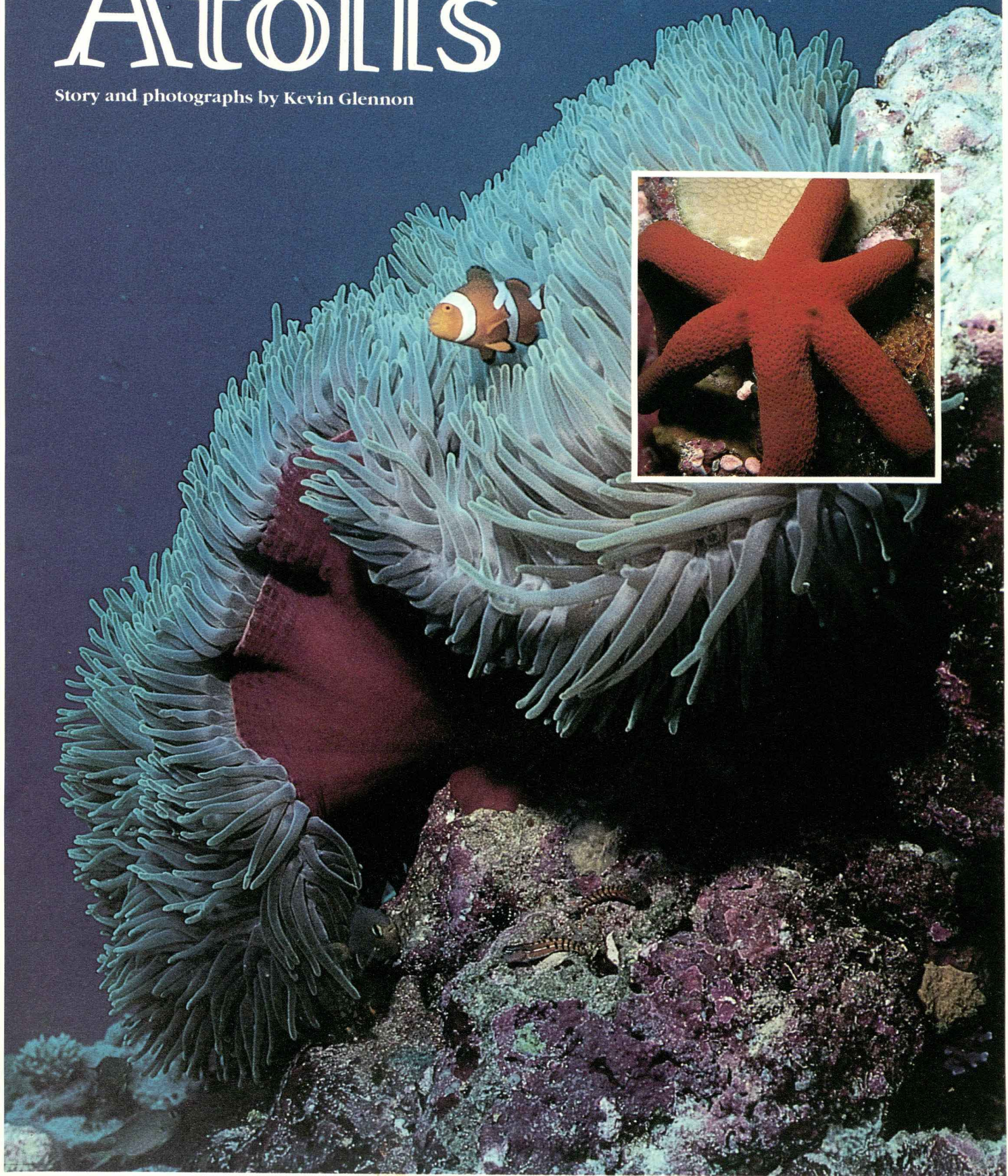
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A M O N G T H E

Atolls

Story and photographs by Kevin Glennon

Below Clownfish and its protective host, a poisonous anemone. inset Brightly-hued starfish.



Above us, bursts of bubbles filled with silver light wobbled to the surface; below us, black volcanic sand. The light of the bubbles combined with the darkness of the sea floor created an eerie atmosphere. Along the gently sloping bed, thousands of small eels emerged upright out of their holes in the sand and swayed in rhythmic dance. The sand bed was bare except for isolated clumps of soft coral and the dancing eels. This memorable dive was the last of our trip.

Our first dive had been a week earlier at the south-eastern tip of the Papua New Guinea mainland, East Cape on the outer end of Milne Bay. The first day had set the scene; diving in warm tropical waters, then weighing anchor to move to another patch of palm trees sand and coral. During the week we cruised the archipelagoes off the coast of the PNG mainland, working our way slowly towards Madang on the north coast.

Although the mainland plunges into the sea at East Cape, the central mountain system does not end there. It continues to the south-east as a submerged mountain range with the larger peaks appearing above water levels as land masses.

Water depths also vary tremendously throughout the region. A broad continental shelf known as the Woodlark Ridge extends from the mainland out to Woodlark Island and beyond causing shallow water in this region. Between the Trobriand Islands and the D'Entrecasteaux Group the sea bed is generally less than 200 metres below the surface, while in the New Britain Trench to the north, depths of over 900 metres have been recorded at Planet Deep.

Vibrant, related cultures are superimposed over this diverse geographical setting. The region, and specifically the Trobriand Islands, is famous in anthropological

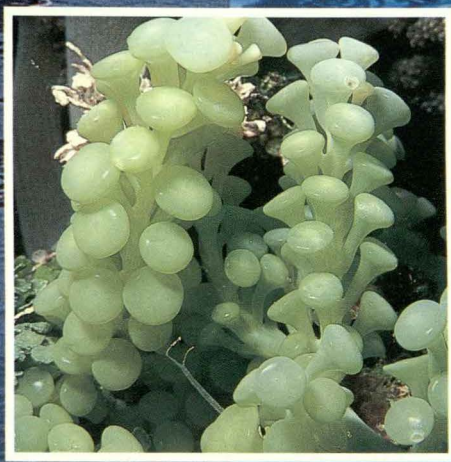
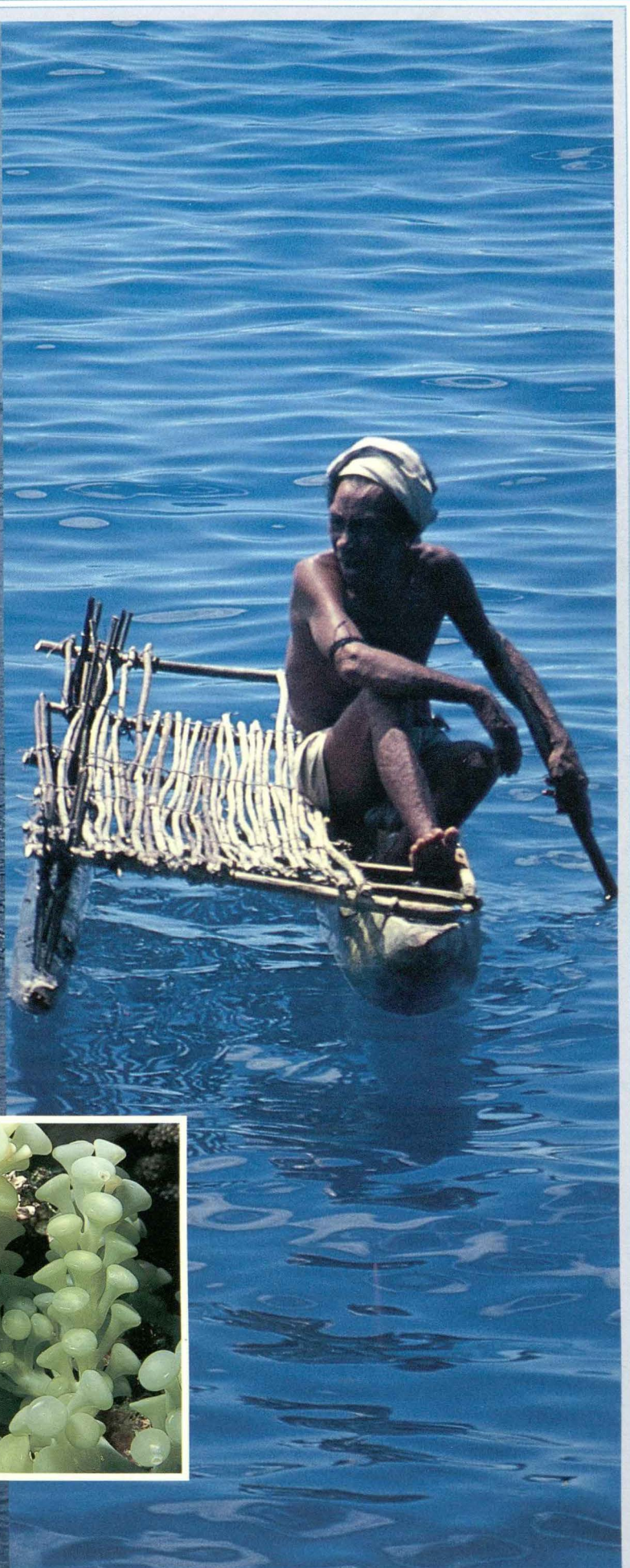
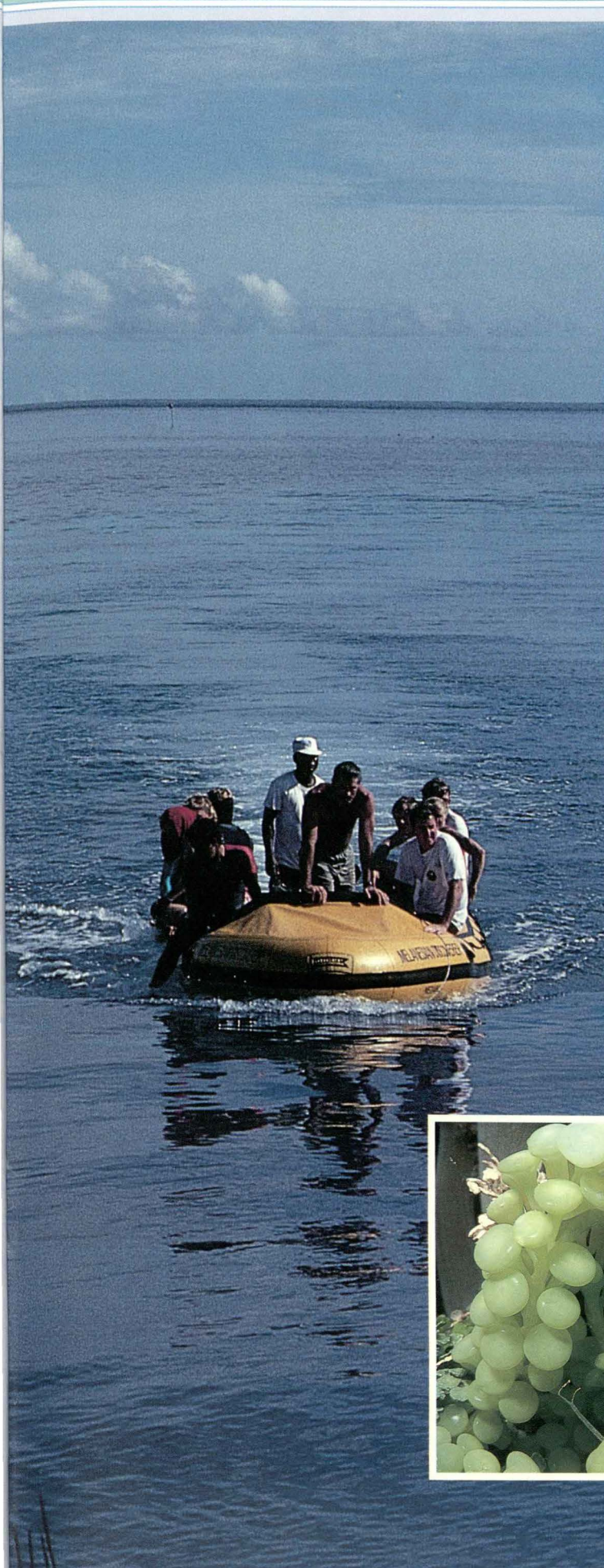


Left Two animals of the reef, feather starfish and purple-tinted hard coral. **facing page, left** Inflatable tender carries diving party. **facing page, right** Milne Bay one-man outrigger canoe. **inset** Sea grapes, a form of algae.



Above Sand spit is most easterly point of PNG mainland. **right** Nudibranch, a shell-less mollusc, searches soft coral for sponges or sea squirts to eat.





circles through the work of Bronislaw Malinowski. Having lived in the Trobriand Islands between 1915 and 1918, Malinowski is regarded as the pioneer 'live-in' anthropologist residing at length in the host community, learning its language, and eventually gaining some detailed insights into the culture. He gave modern social anthropology a strongly empirical foundation which it still maintains today.

Malinowski described many facets of Trobriand Islands life, from overseas trade to mortuary ceremonies. Trade was, and still is, an important means of improving the quality of life. From the time of original human settlement, many regions of Australia and Melanesia developed extensive trading networks. In the archipelagoes of Milne Bay, regular and systematic patterns arose.

Stone for making axes was imported by the Trobriand



Islanders from Woodlark Island to the south-east while the special sand to polish them was imported from Ferguson Island in the D'Entrecasteaux Group to the south-west. Pottery was traded from the Amphlett Islands and sago from Dobu Island. Smaller island communities not self sufficient in food were especially dependant on trade.

The extraordinary feature of this Milne Bay trade was the ceremonial gift and counter gift between regular trading partners. The gifts are traditional valuables, not regular trade items, necklaces of red shell discs called soulava and armbands of white cone shell called mwali. In an almost classical arrangement, both types of valuables are circulated in opposite directions around a ring of islands. The soulava are circulated clockwise from island to island while the mwali are circulated



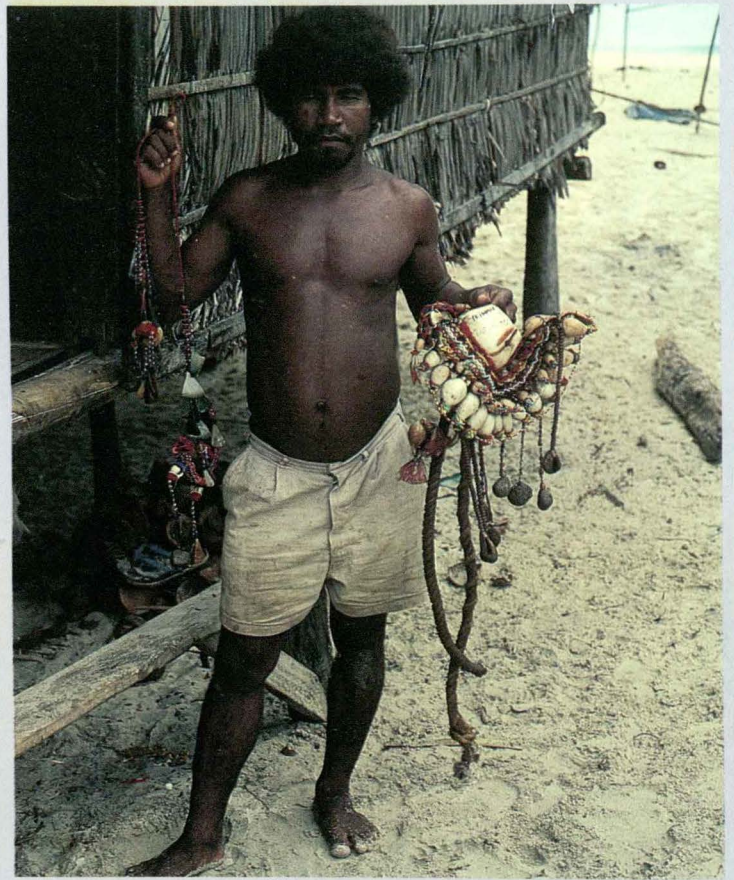


anticlockwise.

The men of each island in the ring make two overseas expeditions each year, one to the island in the clockwise direction to receive the armshells and one to the island in the other direction to receive the necklaces. All giving of these valuables is carried out at home and all receiving abroad. The kula ring, as it is known, includes the island of Woodlark, Misima, the Trobriands, the Marshall

Facing page, top Kula canoe becalmed near Kilaiva Island. **bottom** Yanaba Island at Egum Atoll. **inset** Christmas tree worms.

This page, above Big-eye trevally. **right** Egum Atoll islander and his kula armshells and necklaces.



Bennetts, the Amphletts, and parts of the D'Entrecasteaux Group as well as other smaller islands.

Much magic and ritual is also associated with the exchanges. In *Argonauts Of The Western Pacific*, Malinowski summarised its overall impact in the following terms:

"The kula is thus an extremely big and complex institution, both in its geographical extent, and in the manifoldness of its component pursuits. It welds together a considerable number of tribes, and it embraces a vast complex of activities, interconnected, and playing into one another, so as to form one organic whole."

The diving highlight of the cruise was off an island of upraised coral limestone out in the Solomon Sea. Uninhabited, except by colonies of seabirds, the small island has a thick cover of vegetation due to nutrients deposited by the birds.

As we dived near the shoreline, massive schools of big-eye trevally swarmed up and over a broad ledge at 10



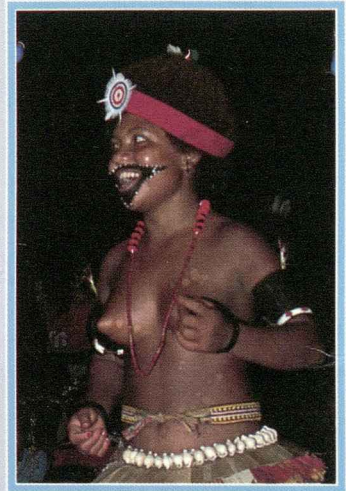
metres depth. Set in among coral growths on this ledge, a giant tridacna clam with a beautiful mantle of blue and green was filter feeding, while over the side of the ledge in depths of 30 metres and more, medium-sized graceful whaler sharks and the occasional silvertip shark cruised along the vertical wall. The clearness of the water was simply staggering.

The only comforting thought on leaving this particular piece of underwater paradise was to realise that it

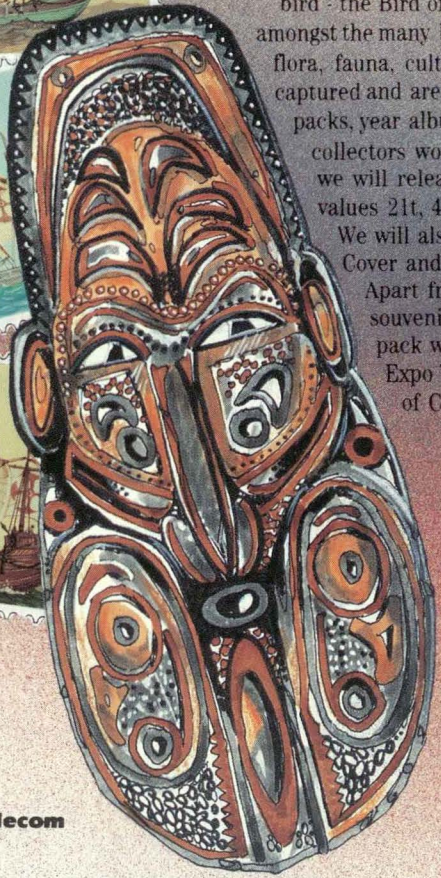
will remain intact, untouched and untamed, in all its natural wildness. An insignificant dot out in the middle of the Solomon Sea which holds for at least one shipload of divers, pleasant and exhilarating memories.



Above Tourist parties go ashore in inflatables. *right* Kitava Island dancer. *below* Kitava Island male dancers.



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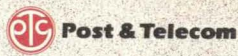


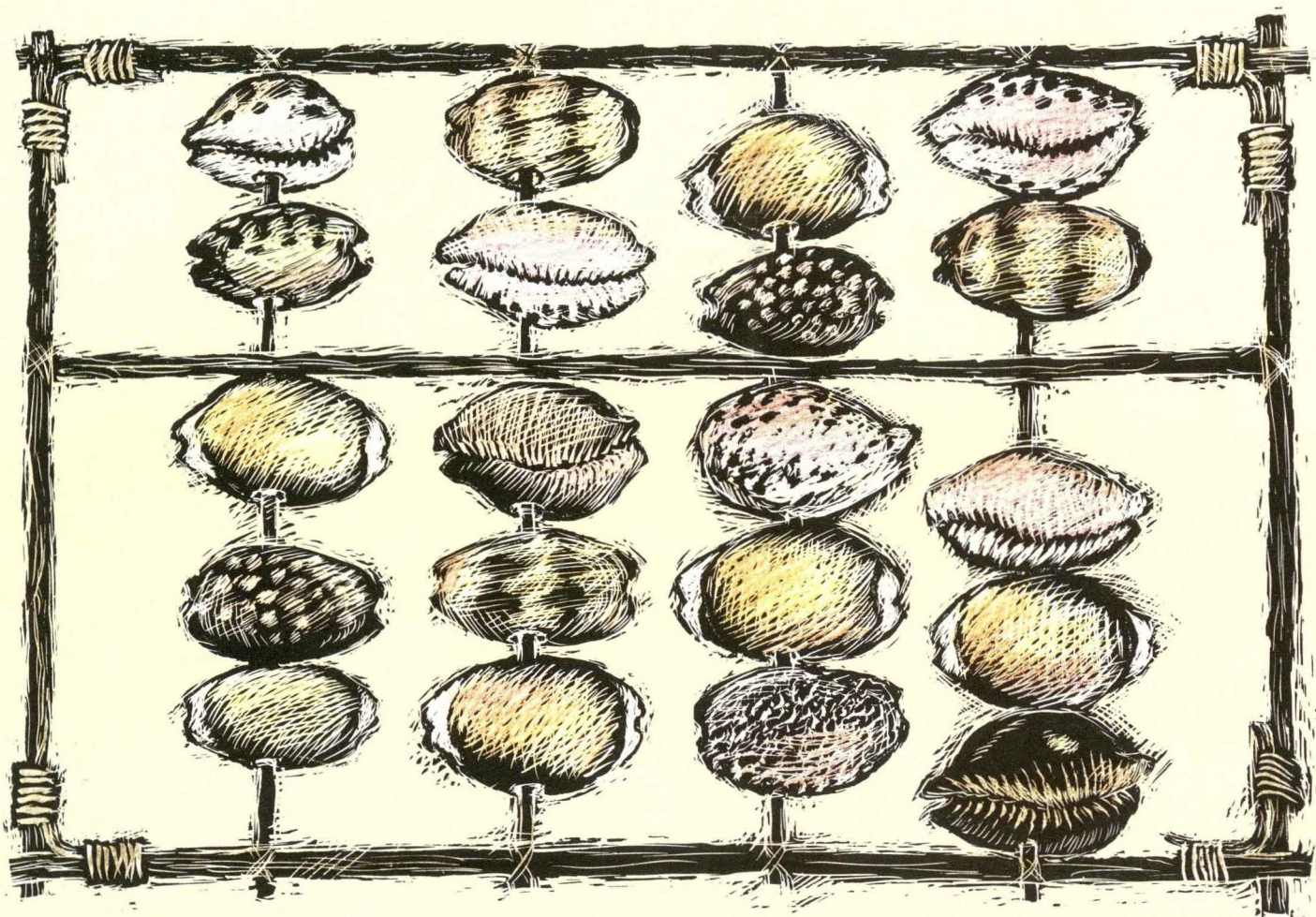
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heaviest of the 29 attacks was on 18 May when 34 medium bombers protected by 15 Zero fighters attacked Seven Mile (now Jackson International Airport) and Bomana airfields.

Thousands of kilometres to the north, the decisive Battle of Midway was fought by Japanese and American naval forces near the island of Midway, between 4 and 6 June. The Japanese lost four aircraft carriers, a cruiser and a destroyer. The American forces lost a destroyer and an aircraft carrier, Yorktown, the surviving carrier from the Battle of the Coral Sea. This allied victory at Midway was perhaps the turning point of the Pacific War, although it certainly did not stem the Japanese advances in the Southwest Pacific and the Asian mainland.

Kokoda Trail, July-September, 1942

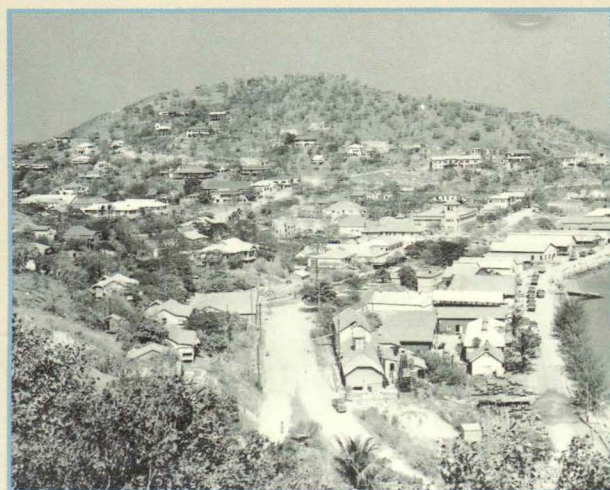
Part of the Australian 39th Battalion, the vanguard of the defensive build-up on the north coast, left Port Moresby on 7 July, to march overland to Buna staging supply dumps across the Owen Stanley Range as the force proceeded. Using more than 600 Papua New Guinean carriers, (who were ultimately to be a key factor in the success of the Australian operations throughout the Kokoda Trail Campaign), they reached Kokoda eight days later.

Soon a Japanese convoy arrived from Gona, near Buna and following heavy naval shelling, landed 2,000 troops, supplies and over 1,000 conscripted Tolai carriers. The ships came under attack from American aircraft, when a solitary B-17 Flying Fortress and five B-26 Marauders bombed the two transports, the latter causing mortal damage to one ship which was run aground. With no ground opposition, the Japanese Forces moved inland.

Top Squadron Leader Peter Turnbull, killed in the Battle for Milne Bay. **left** Port Moresby in July, 1942.

MAINLAND INVASION

Story and color photographs by Bruce Hoy



The withdrawal of the Japanese invasion force to Rabaul in early May 1942, following the Battle of the Coral Sea, brought little relief to the defenders of Port Moresby. Air attacks throughout the next three months damaged the airfields surrounding Port Moresby and several attacks were aimed at shipping in the harbor. One attack sank the MV Macdhui and the wreck is now a familiar sight. The

By July 23, with the bulk of the Australian forces still some three days march away, the Japanese ground forces, marching south towards Port Moresby, met their first resistance, a patrol from the Papuan Infantry Battalion which had prepared defensive positions. About 4pm, Japanese soldiers were seen coming down the road from the coast, some on foot, others on bicycles. The PIB patrol opened fire, but return fire from the Japanese was instantaneous from machine guns, mortars and a small field run. The PIB soldiers withdrew, some continuing a 'cat and mouse' game with the invaders, others joining up with the Australian forces. This was the first engagement carried out by PNG soldiers in the defence of their homeland.

Despite intensive allied aerial attacks and desperate fighting on the ground, the Australian and PIB forces were slowly forced back to Kokoda. The Japanese advance was relentless.

Additional troops landed at Buna brought the total of Japanese ground forces to 13,500. By 26 August, the Japanese had almost reached the foothills of the Owen Stanleys. As soon as the morning fog had lifted, the Japanese mounted a large-scale attack on the defenders on the track, using mountain artillery and mortar fire.

Isurava village fell to the Japanese on 29 August following intense fighting during which Private Bruce Kingsbury was awarded a posthumous Victoria Cross for gallantry, the first such award granted in the Southwest Pacific area. (Six days later a further posthumous Victoria Cross was awarded to Corporal J. French in action at Milne Bay.) The next day, Alola village came under intense fire, forcing the defenders to withdraw once more.

On the morning of 16 September, the Japanese attacked Australian positions,

and once more, the weary and demoralised Australian troops pulled back, to make one last stand on the heights of the Imita Ridge, the last major obstacle protecting Port Moresby.

Throughout the following 10 days, the Japanese did not carry out a major attack, but instead established defensive positions until the situation on Guadalcanal in the Solomons, had improved whereby the advance on Port Moresby was then to continue. Even after a bombardment by heavy artillery, manhandled to Owers Corner by Australian soldiers, the Japanese remained inactive apart from clashes between patrols from both sides.

On 27 September, the Australians started their advance, and by nightfall had reached the elaborate fortifications prepared by the Japanese. The next day, the Australians moved into Iorabaiwa, finding a connecting network of weapon pits and command posts all empty; the Japanese had withdrawn taking with them their weapons and equipment.

Due to the worsening situation on Guadalcanal, the Japanese High Command in Tokyo had ordered their forces in the Owen Stanley Mountains to withdraw to Buna until conditions had improved, whereby their forces were to gain advance

over the mountains. But for the moment, the Japanese were in retreat, the result being the terrible battles soon to come to Buna, Gona and Sanananda on the shores of the Solomon Sea.

Milne Bay, June-September, 1942

On 25 June, a small Australian force landed at Milne Bay followed four days later by American Engineers whose job was to build airfields in the area. Towards the end of July, more Allied troops had landed, building up a small, but formidable force.

In August, the Japanese landed a large body of troops, tanks and equipment on the northern shores of Milne May under cover of night and steaming rain.

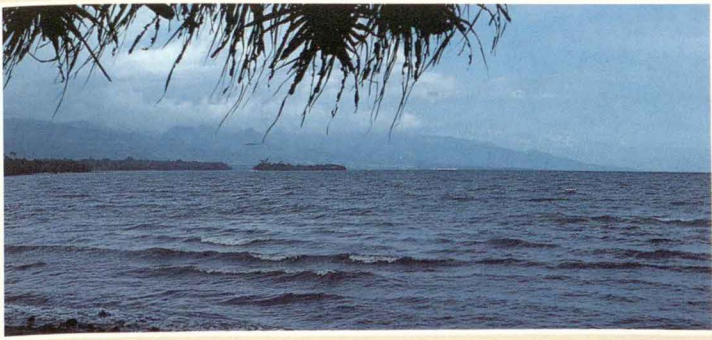
Milne Bay, on the southeast tip of PNG, guarded the sea approaches from the Solomon Sea to the southern coast which included the one major town and harbor, Port Moresby. The Japanese had not moved along the coast below Buna, but it was logical to expect that for the protection of the left flank of their forces at Buna, an attempt to occupy Milne Bay would be made. The Allied forces had already started the build-up in men and equipment, and the construction of two airfields.

On August 24, Japanese barges were sighted travelling past Porlock Harbor having come down the coast from Buna. The following day, seven landing barges were found beached on the west coast of Goodenough Island.

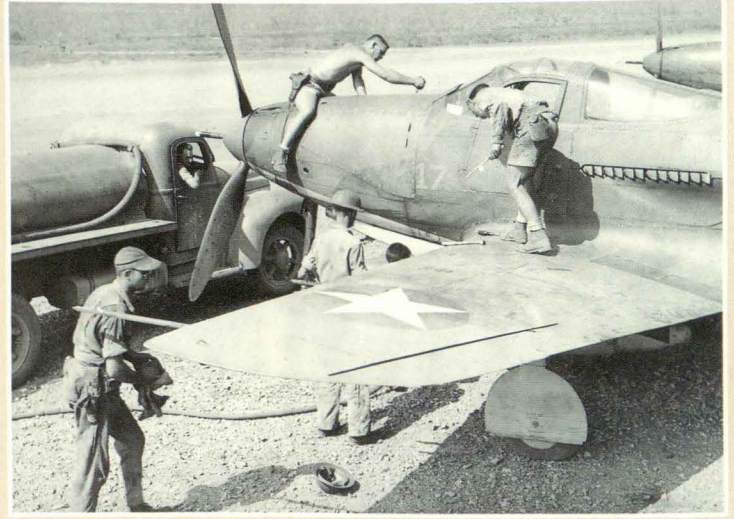


Top left Memorials to fallen soldiers near Gurney airstrip, Alotau. left Rusting remains of Japanese landing barges near Buna.

Facing page, right Bofors anti-aircraft gun crew scan the sky as Kittyhawk lands at Milne Bay. facing page, centre left Japanese landing barges destroyed by air attack. centre right Ground crew service American Airacobra at Seven Mile strip, Port Moresby.



Far left Peaceful Milne Bay was fierce battleground in World War 11. left Air Niugini Dash 7 at Gurney airfield, Alotau.





Below Simple sign marks graves of Japanese attackers at No. 3 Strip, Milne Bay. centre right Alotau today. bottom The site of the present international airport at Port Moresby after a Japanese air raid in 1942.

The Japanese were apparently surprised by the forces opposing them, as only some 2,000 men had been landed. Facing the Japanese were 7,459 Australians and 1,365 Americans, of which 4,500 were infantry combat soldiers. Though few in number, the Japanese were jungle-trained and well equipped for the task, including tanks fitted with wide tracks and blinding searchlights.

Outnumbered, the Japanese pushed on towards their goal, the airfields at the western end of the Bay. They hindered daytime counter-attacks by leaving small groups of snipers in concealed positions to harass the Australians from the rear. By the 27 August, the Japanese had reached K B Mission, near the present day township of Alotau, and after heavy fighting, continued their advance.

In the early hours of 31 August, the Japanese launched an assault on No.3 Strip, later to be named Turnbull Airfield, but were repulsed by Australian and American defenders, the latter being engineer troops who were constructing the airstrip. That afternoon, the Australian offensive started and by mid-afternoon, K B Mission had been re-taken.

By nightfall of 5 September, the Japanese appeared to have vanished, apart from isolated pockets of resistance, and in the early morning darkness of the next day, Japanese warships again entered Milne Bay as they had done so at night throughout most of the campaign, shelling the wharf at Gili Gili and sinking a ship.

About 1,300 of the estimated 2,000 Japanese who had come ashore, were evacuated by the warships and returned to Rabaul. Isolated Japanese soldiers continued to harass the Australian forces for many days afterwards until they were either killed or attempted the long walk up the coast to their comrades at Buna. The Battle of Milne Bay was the first ground defeat of the Japanese in World War II and for the first time, the invincibility of the Japanese forces had been broken.



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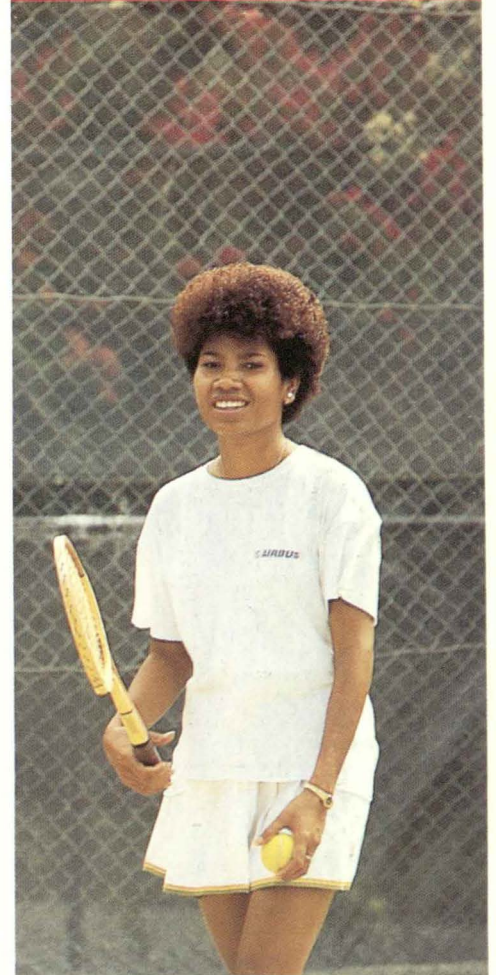
Nestled on Rabaul's waterfront with sweeping views of Simpson Harbour is the Rabaul Travelodge.

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

Rabaul Travelodge
Mango Avenue, Rabaul.
P.O. Box 449, Rabaul, ENB.

Ph: (675) 92 2111
Fax: (675) 92 2104
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 full size tennis courts, four squash courts, garden pool and gymnasium.

The Islander Travelodge
Waigani Drive, Hohola
P.O. Box 1981, Boroko.

Ph: (675) 25 5955
Fax: (675) 21 3835
Telex: NE22288

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