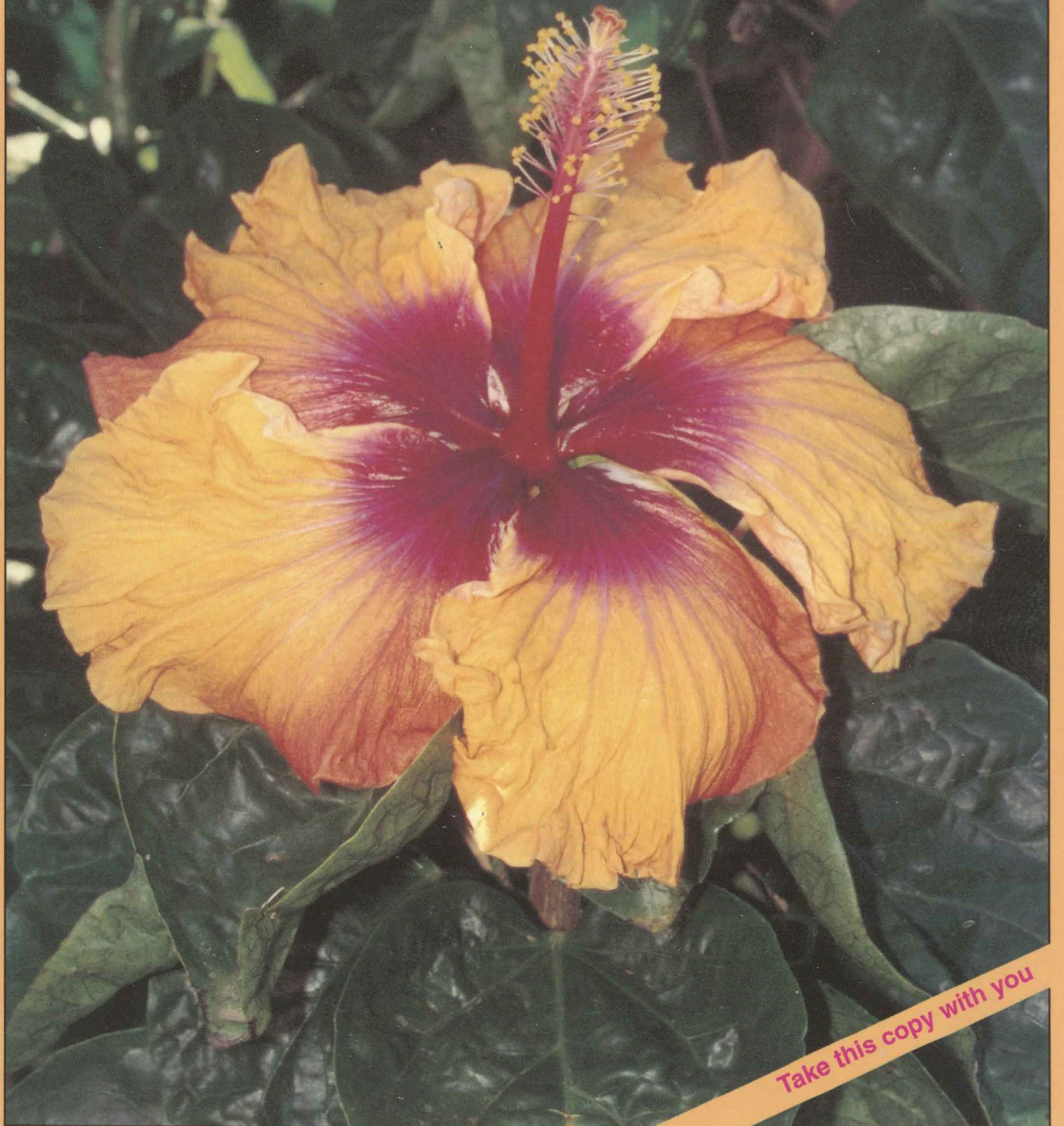


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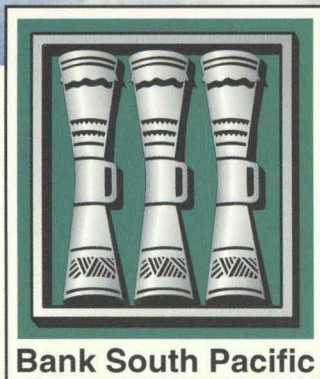
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- 3 KOKODA TRAIL**  
Retracing the steps of the Diggers
  - 13 HIBISCUS PARADISE**  
Hibiscus Heaven
  - 18 TIKI TURTLE**  
Eco Adventure
  - 21 DIVING PAPUA NEW GUINEA**  
Rich biological habitat
  - 25 THE ENVY OF EVE**  
An unusual fashion show
  - 29 PHOTOGRAPH COMPETITION**  
*Snakes alive*
  - 37 NANE'S NONI JUICE**  
Good health and young appearance!
  - 41 CHICKENS**  
Farming in Morobe
  - 45 DESTINATION**  
Rusty's Market, Cairns
  - 49 CREATIVE WRITING**  
*Now people work hard to make sago*
  - 57 A SALUTE TO PT BOATS**  
The Mosquito Squadrons
  - 63 LOCAL CUISINE**  
Kakaruk
- |                                  |                                 |
|----------------------------------|---------------------------------|
| <b>10</b> Fleet Information      | <b>54</b> Have Fun!             |
| <b>11</b> Inflight               | <b>60</b> Jacksons Airport      |
| <b>30</b> Medical Information    | <b>61</b> Map of Boeing 767-300 |
| <b>32</b> Connections within PNG | <b>62</b> Singapore Fact File   |
| <b>34</b> World Connections      | <b>64</b> Tourist Information   |
| <b>35</b> Worldwide Contacts     |                                 |

Cover: *Hibiscus* — Malvaceae: *H. rosa-sinensis*  
Photograph: *Eric Lindgren*

The Kokoda Trail holds memories for many families in both Australia and Papua New Guinea. Last year was the sixtieth anniversary of the Battle of Kokoda, and the Prime Minister of Australia, Hon John Howard visited in August to unveil a monument at Isurava to commemorate all the Australian and Papua New Guinean soldiers who lost their lives on the Trail during World War 2. The Prime Minister of Papua New Guinea, Rt Hon Sir Michael Somare, accompanied Mr Howard to Isurava.

This issue of *Paradise* has a story about the first group in the twenty-first century to retrace the steps of the World War 2 Diggers, their supply carriers and stretcher-bearers. The author quotes extensively from a journal of one of the soldiers as the walkers of New Year 2000 make their trek, recalling the events at different villages and points along the Trail as they occurred 60 years earlier. It makes for poignant reading — a chilling account of the harshness of the environment and the horror of war.

For those interested in war history this issue offers another fascinating story — of the operations of PT boats in PNG territory during World War 2 by the Mosquito Squadrons.

But if modern industry, flora, diving or fashion are your interests, there is also something in store for you in this issue. Or plan your next 'R and R' break at Nusalik Island off Kavieng in the New Ireland Province.

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# Kokoda Trail

Story by Philip Rehder  
Photographs by Peter Savage

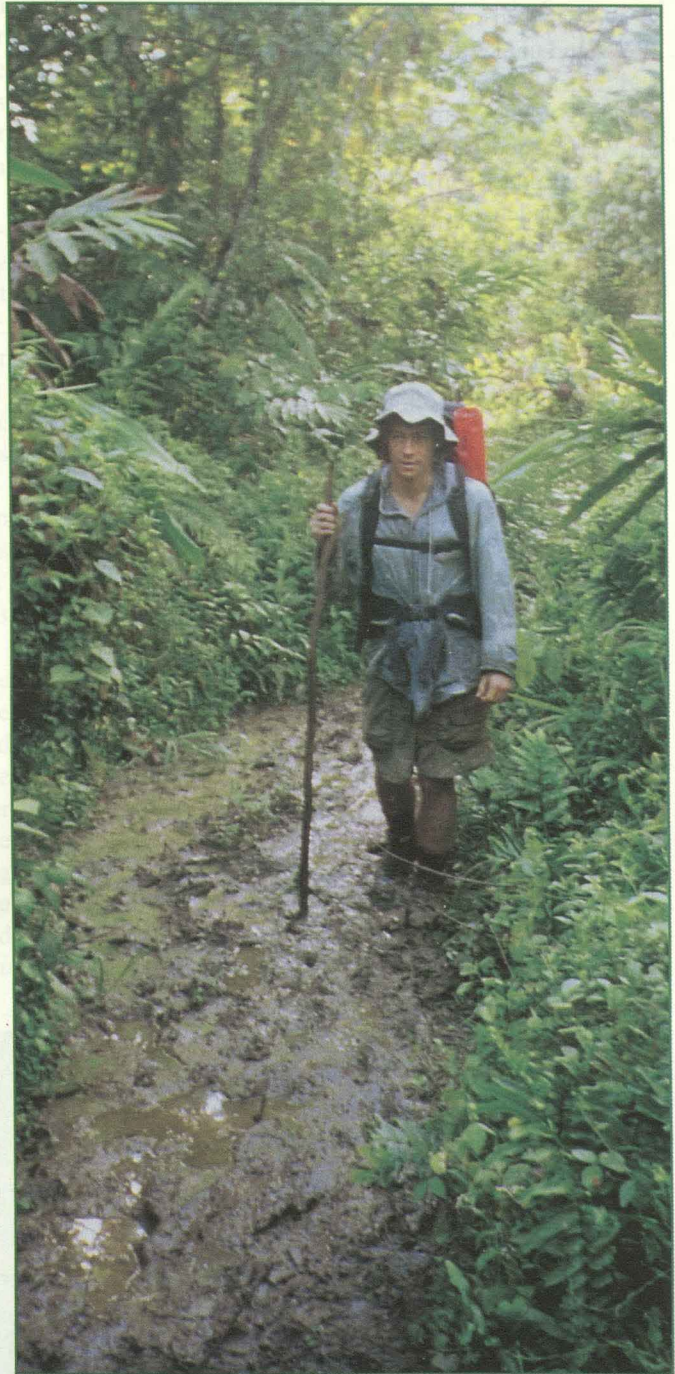
*Gradually men dropped out utterly exhausted — just couldn't go on. You'd come to a group of men and say 'Come on! We must go on.' But it was physically impossible to move. Many were lying down and had been sick ... many made several trips up the last slope helping others.*

An officer of an Australian unit who fought on the Kokoda Trail recorded what happened when his unit made an ascent at one of the many extremely difficult ridges across the Owen Stanley Range. That was during a defence by Australian troops to prevent the vigorous Japanese army's movement towards Port Moresby after they had captured Kokoda in July 1942.

Fifty-eight years later, a small group of us numbering seven from Sydney, Port Moresby and Goroka made the same journey across the infamous Kokoda Trail — the first group to do so in the new millennium. It had been our goal to experience the challenges the trail offered — minus the hardships of the war. The trail was originally a link from the north to the south coast and was first used by miners struggling north to the Yoda Kokoda gold fields of the 1890s. But it was the war which made it famous.

We all came together at Port Moresby two days before the walk to ensure all supplies and material were included and checked. Good preparation was essential. Due to availability of a wider range of products there, the Sydney lads had brought up the food rations and the important first aid kit. We did not plan to travel with a local guide, so expedition coordinator and second time walker, Joe Holloway thoroughly briefed us on the important points of the walk, such as safety, necessary supplies only, proposed camp sites and overall map information. The Police and National Emergency and Disaster Office were notified of the walk including departure and estimated arrival times.

Enthusiasm was evidently high when everyone woke very early on Wednesday morning. Joe revealed he didn't get much sleep. Perhaps he knew something we didn't.



We weighed our backpacks in at MBA [now Airlines of PNG] and unlike the 25 to 30 kilogram of food, ammunition and other equipment a soldier carried, our heaviest bag weighed 18 kilograms. A Twin Otter took us on a scenic flight via Waitape and Yongai in the Koiari hinterland. Staring down at the forbidden mist shrouded mountain ranges below, I quietly wondered how we would manage. The breathtaking landing and take-off at Yongai airstrip raised a few hairs before our foot journey began when we touched down at Kokoda.

Kokoda Station has several large war monuments at the Memorial Park with brief epics of the war and a trail inscription showing names of places and villages where the most significant battles were fought. After signing the register book, we headed along a track towards the first peak in front of us, strolling through gardens and open grassland. At this early stage we realised it was going to be a hard haul, but were prepared physically and mentally. Before leaving we had many ale bets for the first and most falls, and the PNG boys were relieved when a Sydneysider became the first victim who would have to spend his money upon our return.

Day one was short due to flying time from Port Moresby and the climbs were not as long and steep as some other parts of the track, but it provided a foretaste of what was to come. As expected, the rain came in around mid-afternoon and we were pleased to arrive at the misty Isurava village for our first camp. Isurava was the sight where perhaps the most ferocious fighting took place on the trail. Withdrawing Australian troops were on their last legs when the Japanese launched a major attack on 26 August 1942.

*At Isurava the Japanese were throwing everything they had at the Australians who had dug in to hold off the Japanese onslaught. The battle of Isurava was a David and Goliath story. On the fourth day of the battle General Horii decided upon a final massive attack on Australian positions.*

From sunrise to sunset the Japanese attacked in overwhelming numbers. 10 Platoon (about 32 men) 2/14 Battalion commanded by Lieutenant Harold 'Butch' Bisset fought off eleven separate attacks. Afterwards over 200 enemy dead were counted in front of 10 Platoon's position.



A plaque in the village square remembers the four days of nonstop fighting, for which two Privates were awarded the Distinguished Conduct Medal and Australia's highest medal for bravery, the Victoria Cross. [In August 2002 the Australian Prime Minister John Howard unveiled an impressive war memorial at Isurava.] As for us, we slept well at Isurava, but were woken by what sounded like an attack by a chainsaw machine in the guesthouse, only to realise it was one of the Port Moresby boys snoring!

An energy breakfast and an early start were essential for us to accomplish the majority of the next day's walk in cooler conditions and before the guaranteed afternoon rain. Our friendly hosts bade us farewell and we headed for our next destination approximately eight hours away. A saddle on the range provided a superb view back at Yoda Valley, but also an almost disheartening panorama of the thousand mountains beyond, waiting for us.

Our bodies began to settle in as we stepped into a rhythm to maintain a comfortable pace as a team. It was a prolonged wet season and parts of the trail were very wet and slippery. The rain also provided the many creeks and brooks with fresh crystal clear flowing water, which we enjoyed often so as to minimise the weight of water bottles. From a 15-metre log crossing at Iora Creek we climbed through sections of very steep renowned leech infested country, surprisingly without too many hanging on.




We had made good time to Templeton's Crossing No 2 and enjoyed a cool swim while deciding how to cross the swollen river with its fast flowing current. The bridge was washed away, so some inventive ideas worked as we swam, pulled ropes, and joined logs to boulders to help each other across. We were glad to push on after a couple of lengthy hours in the freezing water. With the rain in pursuit, we chose to camp at a small shelter above the river.


Surrounding the camp on the crest of the rise were deep man-made trenches where the Australian troops dug in to halt the enemy attacks. It was also the location for a major Australian supply depot until the Japanese captured Templeton's Crossing on 3 September. Later as the Japanese retreated from Imita Ridge, they made their first major stand against the Australians at this same location. Sleeping in the absence of the comforts of our homes, this unique rainforest wilderness played eerie, but unthreatening night sounds with the river quietly humming below the spur.


We began the next day straight up the crest of the range then scampered the slippery moss covered track downward to Templeton's Crossing. The crossing is named after the popular Captain S V Templeton who commanded a protective force, the 39th battalion B Company. He was ambushed and killed by the Japanese at Oivi.

The log bridge was gone and although we were crossing the same creek again, the streaming white water here looked even more challenging than the first crossing. After some deliberation and aborted attempts at shallow sections, we chopped down a 12m tree with a bush knife. Eventually the tree fell just reaching the other side, its branches resting insecurely on a boulder. One at a time we straddled across a very wobbly log with the hungry rapids pulling at our legs. Accomplishing that, we then had to scale back up almost vertically a few hundred metres over buttress roots and slippery boulders through the jungle density to resume the trail we had moved off while trying to find an 'easy crossing'.




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Reaching the trail wasn't much of a relief — a deluge arrived. Our waterlogged bodies continued the long exhausting upward grade among bamboo thickets and jungle until finally clearing at a saddle on Mt Bellamy. At 2,190 metres, this was the highest point on the trail.

Tired, hungry and shivering from the dreaded cold northeasterly blowing in through the Kokoda gap, we managed to pitch a long tent along the trail on a spongy three metre wide ridge. Recalling the day's events, we all agreed that today was the most physically enduring challenge we had ever had. Furthermore, no fire meant tonight's dinner consisted of hard biscuits and candy washed down with water. However, we stayed cheerful and shared varying lullabies and tallied the individual falls, eventually dozing off to the sound of the rain stabbing at the canvas.





In contrast to the mist covered mountaintop and chilling wind on arrival yesterday, the early morning view from our bedroom window was spectacular. Looking back through the gap towards Kokoda, it was hard to believe such beauty and grandeur could conceal the track that had exhausted and tortured our muscles to the extreme. Still unable to find dry firewood, we immediately broke camp and marched on through what would have been the nicest section of the trail. We followed an easy descent along a large cleared trail surrounded by a beautiful forest with every imaginable tree growing. Gigantic trees laced with exotic orchards and ferns poked through the jungle canopy photosynthesizing on the warm sunrays. Meanwhile below on the ground, bush fowls and wild pigs scraped through dead logs and leaves to feed on the previous night's remnants.

The Koiari people who inhabit these ranges all belong to the Seventh Day Adventist Church and so do not eat pigs, chew betel nut or smoke tobacco. Being Highlanders, Joe and I tried to hunt the wild pigs for supper. But with no success, we had to settle for our light rations.

We broke through the forest accompanied by rain and down a very steep slippery garden path in kunai grass toward Kagi village and Mt Victoria Range ahead in the distance. We picked up pace to peg back the five to six hours spent at Templeton's Crossing, but the wet hampered our efforts. Resisting the slipping and sliding down this treacherous slope was neither good for our knees or boot soles.

A path to the left goes down to Myola, the area used during the war as a drop-off point for supplies. Due to its importance for supply purposes, Australian troops not only had to defend it as a strategic position, but also revert to offensive action. However the relentless attacks by the Japanese and the unsuitability of the terrain for defense positions, the weary Australians were forced to abandon Myola and withdraw to Efogi on 5 September.

After the steep descent to Kagi Gap, a small climb took us into Kagi village, perched on a shoulder of the main range at 1400 metres. Drenched and chilled by the rain, we stayed at the comfortable Kagi rest house with sleeping platforms, running water and a large outdoor kitchen. It overlooks the picturesque Vahume Valley and is the perfect place for healing and repairs.

With an abundance of dry firewood, we boiled vegetable soup, prawn noodles, curry rice and Lindsay even cooked delicious damper. Our host, Mr Gai told us stories about his father and other young village men who were supply carriers for the Australian army during the war.

An editorial in a popular Australian magazine said about the Fuzzy Wuzzy Angels:

*The natives had a willingness to serve the white soldiers with such devotion. We feel too that the heroism and friendliness of our troops have helped to change that willingness to eagerness. But still a debt remains. Many an Australian soldier will come home from the war because a black skinned brother carried him over the Owen Stanley Range. And in any plans for a better way of life when the war is over the New Guinea native must have a place.*

After that good rest and recovery, we started toward Brigade Hill, a hard four hours away. High up from Efogi 2 village the clear morning allowed Peter to take good pictures of Efogi 1 village and the surrounding valleys and gorges. The disadvantage of walking through open areas was the stifling heat from the direct sunlight, making us lose so much fluid through perspiration that more frequent drink stops were needed along the steep ascents. A particularly nasty hill, 300 metres high, added the last straw to the midday exertions before we crossed into the cover of the forest. At times like this, no one spoke a word. Amid sweat and exhaustion, we stayed focused and concentrated on each step trying to ignore the aching pain in legs and shoulders.



Brigade or Butcher's Hill, also known as Mission Ridge because of the abandoned mission building on the ridge, offered the Australians advantages of terrain for the first time in the Kokoda campaign.

*The Australians withdrew from Efogi, as they made their way up the hill and once again entrenched the steep hillside in preparation for battle. With roughly 1000 men against over 6000 Japanese, the Australians held off wave after wave of Japanese attacks. The Japanese commander's objective was to squeeze the Australian perimeter between his reinforced attacks from front and rear until nothing remained. However the Australians' elusiveness and their refusal to acknowledge defeat denied him. In the bitter fighting between 6-9 September, many men from both sides died. If Horii had pressed forward from Brigade Hill, overwhelming Potts and his handful of men, history might have recorded a different sequel to the Kokoda campaign.*

The monument on Brigade Hill is well preserved by the local people. From the summit at 1415 metres, it commanded an unsurpassed view. On every side, extending into the misty blue infinity, rose the peaks and serrated spurs of the main range, all dominated by the majesty of Mt Victoria, its crest wreathed in cloud. At 4040 metres, she is Papua New Guinea's fifth highest mountain. To the southwest stood Hombrum Bluff and Variarata Plateau near Port Moresby, still some three days away.

The track then took a steep tiresome downward course to a big log crossing and into prosperous Menari village. It lay at the junction of two creeks with fertile cultivated gardens on the hill slopes. After some confusion with other garden paths, we resumed the correct track which reared almost vertically up a saddle and pitched downward to the start of the swamplands. By now it was late afternoon and we were four kilometres from today's destination and at the wrong end of the swamp. To drain the last remnants of our exhausted bodies, we pushed on through the waterlogged track and thick pit-pit tunnels hopeful of reaching Naoro village for camp. We moved in a circuitous route looking for a log crossing over the swollen Naoro River 20 metres wide.

Night suddenly fell upon us. The next three hours were the longest and most uncomfortable walk of the trail. Using pencil torches, we slogged through knee-deep stinking mud and crossed numerous logs and waist deep creeks while somehow staying on the path laden with fresh footprints suggesting a nearby village. We stumbled onto a relatively dry spot and decided to set up camp for a rest and reserve our energy to resume the walk in daylight.

Not realising our co-ordinates the previous night, we were merely 30 minutes from Naoro village. We spent a good two hours feasting and washed up ready for the next unrelenting climb up Maguli Range.

Another hot windless day in open grassland drained our water bottles and this particular hill had nine false peaks that cut in and out of forest and kunai grass. A glimpse of the sky through the trees ahead instinctively quickened our steps for a few paces until the spot proved to be a false crest, where the spur turned slightly to continue upward, its top still hundreds of metres above.

Most of us were on our last mouthful of water when we arrived at the refreshing Ofi Creek. From there the one metre wide trail scaled the knife-edged spur hundreds of metres above the ravine. I paused for a moment to envisage how difficult it must have been for the stretchers to be carried up here or for a wounded soldier to push his weary body to the extreme:

*Soldiers were constantly tired, wet and hungry. It was incredibly difficult climbing the narrow, winding slippery track up and down the towering mountains covered in thick forest. Many fast flowing creeks had to be crossed and some soldiers drowned when they lost their footing and were swept away. On some parts of the track soldiers had to crawl on their hands and knees. It rained heavily most of the days and nights adding to the misery. Sometimes soldiers would have to wade through knee-deep mud that could pull the boots right off their feet. Clothes and boots rotted from being constantly wet. It was a test of a man's courage, endurance and fitness to keep going.*



We chose a good camping site under a large rain tree for the last night. While looking for firewood, Tim stumbled across a dozen rusty hand grenades and mortars in the scrub beside the trail. These were some of the very few war relics we saw along the trail. At times as the troops began to withdraw, they would discard ammunition, food and other supplies either by burying or destroying. Over the years since the war, most have been removed from the trail and destroyed by Australian and Papua New Guinean Defence Forces.

On the seventh day our backpacks were much lighter with most of the food consumed or handed over to village folk. We moved on through the abandoned Ioribaiwa village and down to Ua-ule Creek at 300 metres, the lowest point on the track. For the next hour, we followed the creek valley as the trail crosses it ten times before the long tiresome climb up to Imita Ridge.

When the Australian troops withdrew from Ioribaiwa to Imita Range, it had to be the absolute last stand against the Japanese because it was uncomfortably close to Port Moresby and there remained no more ridges which might serve as natural defence lines. A communiqué between Headquarters and the commander of 25th Brigade quoted:

*There won't be any withdrawal from Imita position. You'll die there if necessary. You understand that? ...  
Yes I understand.*

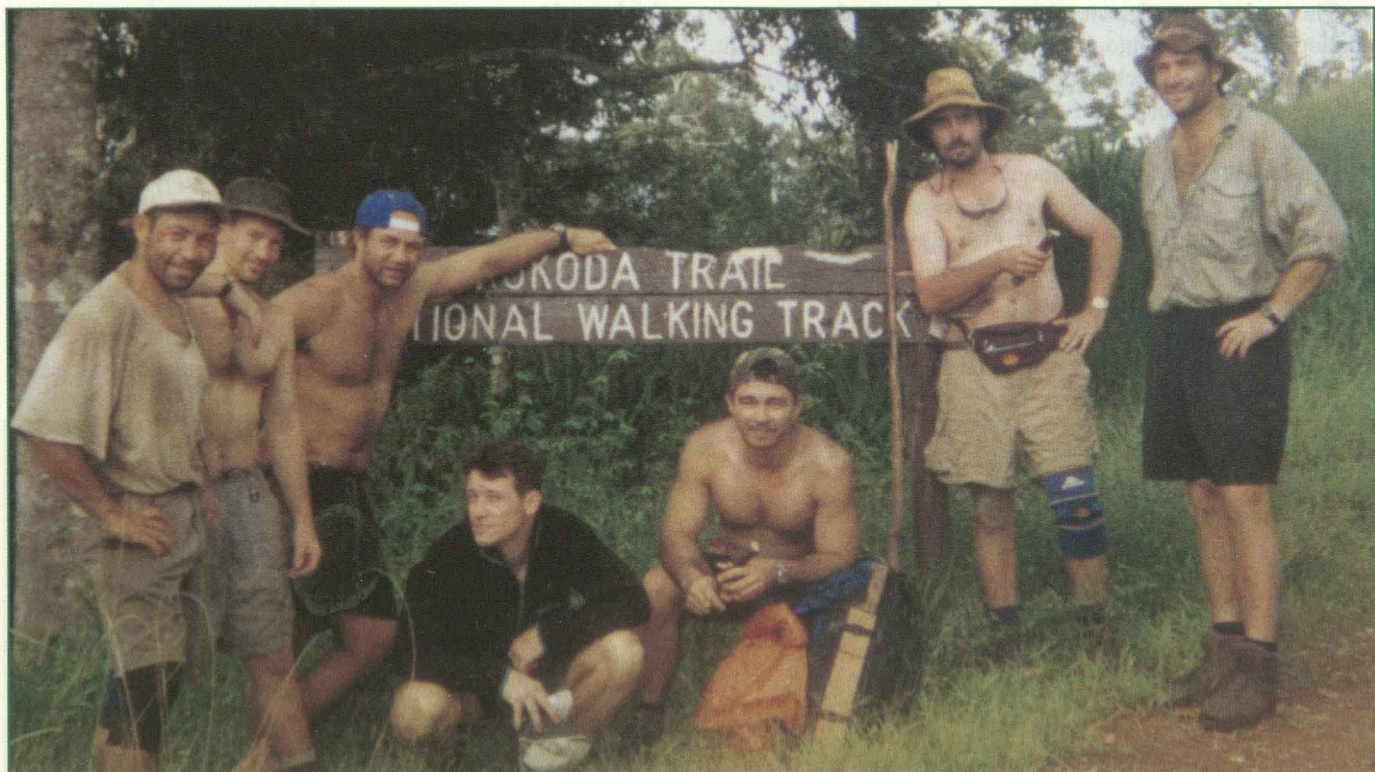
The plunge down from Imita Ridge was known as the 'Golden Stairs'. Wartime engineers cut more than 2000 steps along the 380 metre spur. Unfortunately due to weather and erosion, they no longer exist in their previous famous state. We reached the last river crossing at Goldie River. There were no logs, but the waist high water didn't present any problems. We were all pleased to have a refreshing swim before the last climb to Owen's Corner. A gentle rise, then a steep 300-metre climb and one more false peak before finally arriving at the signpost at Owen's Corner (*photo below*). Our final experience was a PMV ride, which took us safely back to Port Moresby.

Looking back at the walk, it is a proud achievement and a time of camaraderie we will long remember. There were moments on the exhausting hills when we asked, 'Why are we doing this? Why put ourselves through such pain?'

But every hill and every range comes to an end and each day gone by was a day closer to home. We were encouraged by teamwork and the effort individuals put in to help each other along. However, I praise the guys, particularly the Australians, who were able to withstand the varying altitudes and terrain only experienced in Papua New Guinea. They took back fond memories of a world famous trek.

*Kokoda Trail 2000 walkers:*

*Tim Savage, Peter Savage, Lindsay Tytherleigh,  
Ross Gillette, Chris Walker, Joe Holloway, Philip Rehder*

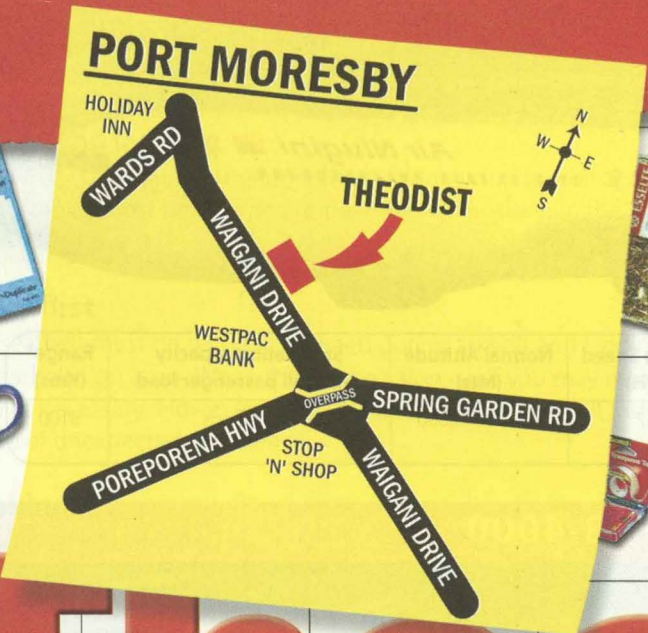


## Photo Competition

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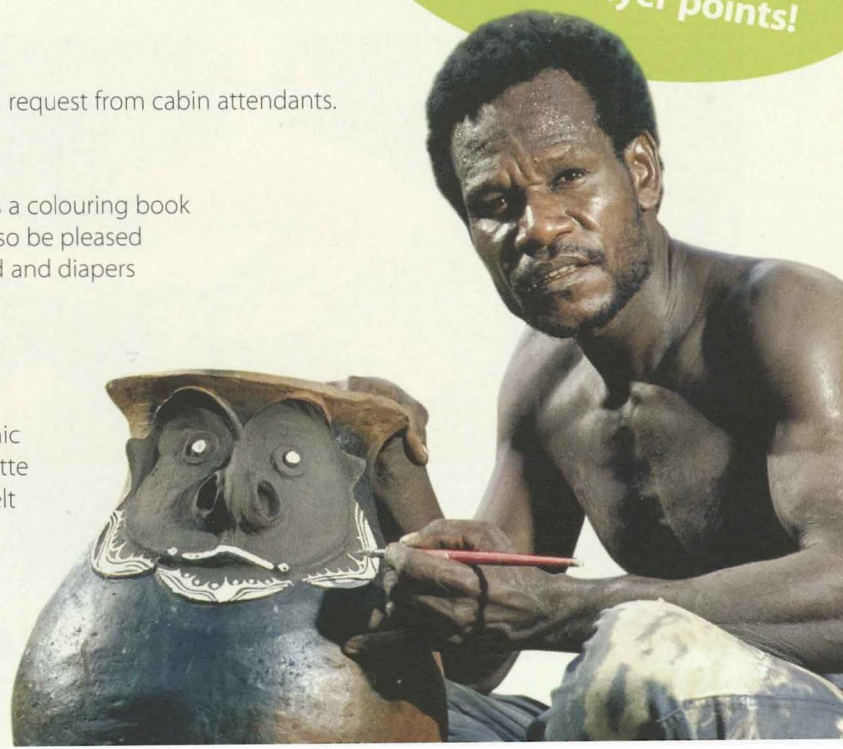
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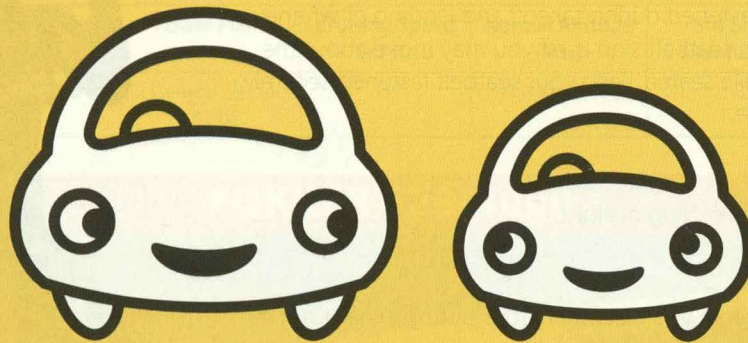
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# Hibiscus Paradise

## Hibiscus Heaven

Story and photographs  
by Matthew Brady

**H**ibiscus flowers belong to the tropics. Worn over the ear, they may adorn a pretty girl's hair. On a platter they entice one to a feast of good food. In the village, their blossoms add colour and the plants are intertwined to form a barrier to wandering animals or to define the village boundaries.

The common species in Papua New Guinea is the one from which the majority of propagated varieties have been developed — the China Rose *H. rosa-sinensis*. This has bright red or pink flowers, about 15cm in diameter and soft, dark green leaves. A second species is also common — the Fringed Hibiscus *H. schizopetalus* from Africa. This has delicately and deeply-fringed flowers which usually hang demurely downwards on long stalks.

I wanted to explore the different sizes, colours and shapes offered for sale by Australian suppliers, so I sought specialist Hibiscus nurseries in Queensland. I found one with an appropriate name, Hibiscus Paradise, just over 30 minutes drive north of Brisbane.

Greg and Julie Lindsay propagate Hibiscus on their property at Rocksberg, near Caboolture. This is Lindsay country, for they live in F. Lindsay Road, near Greg's father, F. Lindsay. In the same area is J. Lindsay Road, W. Lindsay Road, and Lindsay Road. Drivers must mind not their Ps and Qs but their Fs, Js and Ws or be prepared to get lost in no time at all.

*Hibiscus 'Whirls and Twirls'*



*Hibiscus 'Gloriana'*

Hibiscus Paradise lies in the foothills at the southern end of the Blackall Range. Greg and Julie have nearly 230 hectares of undulating country just above the frost line. Here they concentrate on their Hibiscus while their son Kurt grows bananas higher up the slope. Farther on there is a vast area of virgin forest, never logged, which must hold many interesting flora and fauna secrets.

To say the Lindsays grow Hibiscus is an understatement. They have over a thousand plants in their front yard, a bewildering array of varieties and an unlimited spectrum of colour. I asked Greg if there were any colours he did not have. *For years Hibiscus growers have been seeking blue, black and green plants*, he said. *These are the same colours which elude the tulip grower.* However, he does have a number of mauve varieties, such as 'Blue Bayou' and 'Persephone'. The closest I saw to black was a deep deep maroon — take out the red tinge and black would be left. But green, not yet!



Malvaceae: *H. rosa-sinensis*

Not only does colour vary, size does too. Some flowers are small, the miniatures. Others are large. *The largest flower I have is probably 'TisHuge'*, Greg told me. *It grows to 35cm across. It really is huge, a monster which grows to its biggest during the warmer weather.*

Malvaceae: *H. rosa-sinensis* 'TisHuge'



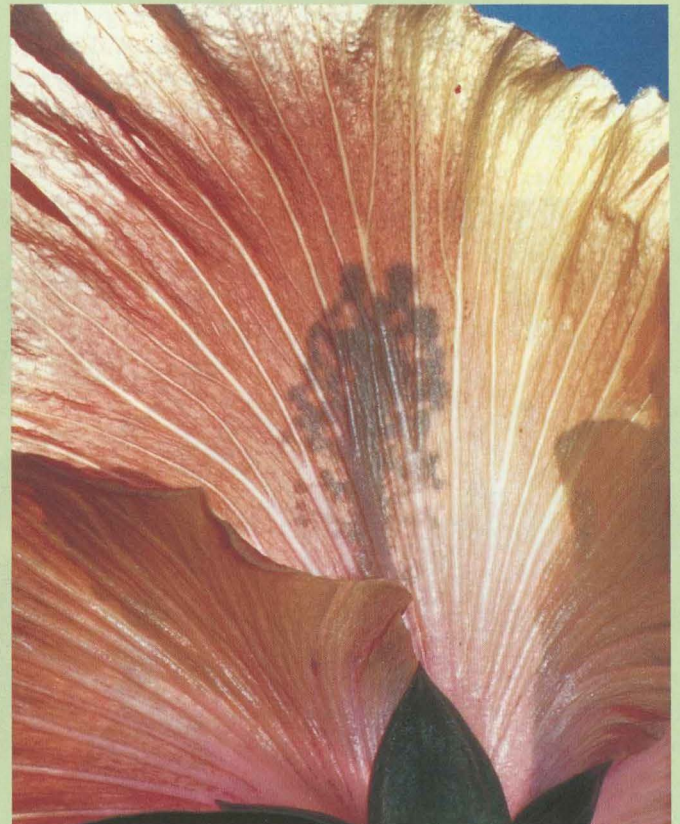
Living above the frost line means Greg only has to worry about the cold west winds, which sweep in over the range from the deserts of inland Australia. *These come in winter and cause leaf fall in many of my plants. Usually we prune during late winter when the leaves naturally begin to dry out. It is important to keep the plants pruned as most flowers form only on the new growth.*

The Sharon *H. mutabilis* from China is notable for flowers that change colour as they age. The Hawaiian species *H. kahilii* comes from the island of Kauai.

The native Australian species include all sizes from miniature to trees. Two species of interest are *Alyogyne huegelii* and *A. hakeifolia*. Originally in the genus *Hibiscus*, these occur in the drier areas of South and Western Australia. With lilac flowers up to 12cm across, perhaps the elusive Blue Hibiscus could be obtained by crossing with these.

A common species in Papua New Guinea is the tall beachside tree *H. tiliaceus*. With its showy red-centred yellow flowers this is common through the tropical Pacific and is known in some areas as Cottonwood. It is used for street plantings in many northern Australian seaside areas.

All the species in the hibiscus family have the typical central spike with the male pollen-bearing anthers patterned around a five-split sticky-surfaced female style (*photo below*). Because of this, nectar-seeking birds rarely cross pollinate the flowers. The nectary is at the base of the petals, well away from the reproductive organs. I saw plenty of Brown Honeyeaters flitting about and feeding on Greg's flowers. *They are no problem*, he said, *because they never get near the pollen. If they did they could really cause havoc with my cross pollination experiments. I would never know whether or not a plant I had treated had been altered by a bird.*



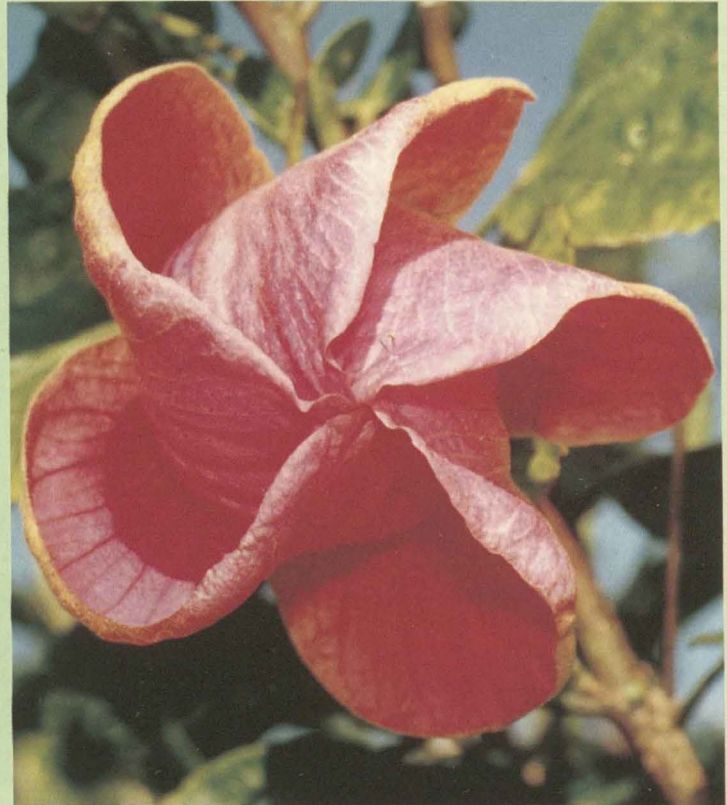
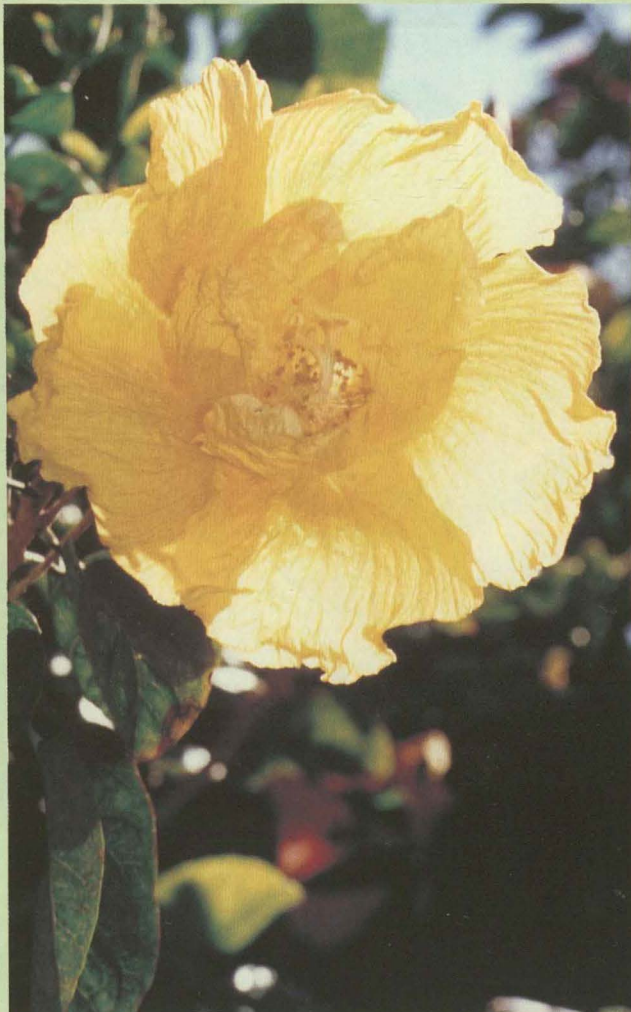


It was nice to see so many honeyeaters in the garden. A successful garden should be a source of pleasure not only for the gardener, but also for the animals and birds which share the world with us.

All the Hibiscus I saw at Hibiscus Paradise are varieties of the common Hibiscus *rosa-sinensis*, known as the China Rose because it originated in China and was introduced to Western gardens about 600 years ago. It has been propagated over the years and now more than 600 varieties are registered with the world authority in Europe. Like in the rose world, a well-established procedure is followed by growers and societies before a new variety can be accepted.

In Queensland the Hibiscus Society of Queensland, Inc (Publicity Officer, PO Box 155, Caboolture, Qld 4515) is the major body with members from all over Australia and many other countries. The Society publishes a small booklet especially for Queensland growers. It is full of practical hints on planting, pruning and fertilising. There are also four colour pages showing 48 varieties in alphabetical order, from 'Anna Elizabeth' to 'Whirlpool'. Recommended varieties include the colours orange, red, brown/grey, pink, white/cream, lemon/gold and lavender/mauve, as well as single or double rows of petals, and miniatures or crested types. Surely enough to make the novice grower jump for joy.

Malvaceae: *H. rosa-sinensis*



Malvaceae: *H. rosa-sinensis*

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Malvaceae:  
*Hibiscus*  
*'Jol Wright'*

For the dedicated grower the best book is probably by Stanley Palmer — 'Palmer's Hibiscus in Colour'. This is a Brisbane production of Lancewood Publishing, PO Box 1105,

Runaway Bay, Qld 4316. Many of the

photos were taken in the Lindsays' garden, including their

own varieties 'Newstead House' and 'New Idea'. Greg is actively crossing varieties all the time for his business. He has potted plants available, both old and new varieties. His plants are grown from cuttings or grafted onto a vigorous rootstock. This means that some of the less hardy varieties will grow and bloom well in the home garden. But also note that cuttings taken from grafted specimens will probably not survive because the efficient rootstock will be missing.

Though Hibiscus Paradise is mainly a wholesale business, their card states: 'Advice freely given; Open Mon-Sat; and Bus Groups Welcome December to July.'

You can contact them at PO Box 1740, Caboolture, Qld 4510.



Malvaceae: *H.rosa-sinensis*



Malvaceae: *Hibiscus*

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# Tiki Turtle Eco Adventures

Feel like being adventurous and doing it in style? Well, here's your chance.

Tiki Turtle Eco Adventures is based on Nusalik Island across the main harbour in Kavieng, New Ireland. Offering cycling, sailing, snorkeling, fishing, sea kayaking, surfing and massage, they cater for Eco Adventurers looking for a holiday with a difference.

The owner-operators of this small but high quality operation are Anita Priadko and Anthony Turner. Anita is a jeweller and Anthony a wooden boat builder. These teachers — Anita majored in languages and anthropology, Anthony in physical education and health — met six years ago, and sailed to Africa soon after.

Back in Australia they spent two years building Tiki Turtle, their 38' Wharram catamaran from recycled and plantation timbers, lashed with rope. Based on the canoes of Polynesia it has heaps of open deck space (26 square metres) for fishing, relaxing and socialising.

After their maiden voyage from Lakes Entrance, Victoria they sailed to Arnhem Land and the Torres Strait Islands where they taught in local schools.

They then sailed the boat to Kavieng, where they set up a small, low impact eco-adventure yacht charter business. They plan to keep the business small, cost effective and sustainable, focusing on sailing rather than motoring, snorkeling rather than diving, offering plenty of fresh foods and cultural input, incorporating cycling and sea kayaking on day and overnight tours. Interested in sharing Anthony's skills as a wooden boat builder and Anita's as a jeweller, they plan to set up workshops for the local community.

On an overnight trip we experienced sailing in turquoise blue waters, the wind on the beam and the sun rising. We saw a small coconut fringed atoll with white sands covered with thick, green forests. After catching a Spanish mackerel, we made the island our backdrop for lunch.



We anchored at the atoll with an abundance of coral and fish of every colour imaginable below us. Before lunch, we took a quick swim and a snorkel along the reef, and soaked in the amazing variety of water life. After lunch, we relaxed on board the boat with its shaded deck and ample space to lie down, snacking on a coconut, fresh fruit and some freshly cooked fish lightly fried in batter.

We pulled up anchor and made our way to another island for the night. We were lucky to have dolphins on the bow and hooked a tuna for dinner. The stars came out and we sat under the canvas tarp on the boat listening to music, feasting on fine fish and a cold glass of wine. In the morning we were awakened by children's voices playing on the beach. Pancakes, fruit and coffee followed a cool morning swim. Do you get the picture?

Tiki Turtle Eco Adventures have a variety of cycling trips you can choose from. One of the most popular is the trip from Kavieng to Dalom, taking about four days to complete the 170km. Highlights of the cycling are the many hospitable villagers handing out flowers as you ride by, fresh water swimming holes, unbelievable coastal scenery, breathtaking views, feeding Kathy's fresh water eels, sampling local cuisine including a traditional mumu, arriving in Dalom, one of the many jewels of New Ireland, where mountains meet the sea and beautiful, flowing fresh water streams run into the ocean.



Trips can be made for individual requirements depending on fitness levels and time, for example cycling down and sailing back.

When you return to Kavieng, Anita can massage you with homemade organic coconut oil while you gaze at the beach from their home on Nusalik Island.

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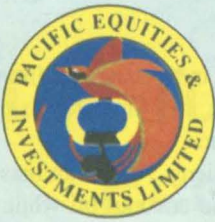


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# Diving Papua New Guinea

Story by Eric Lindberg  
Photographs  
by Linda Cline

Mention Papua New Guinea, and ocean diving is probably not the first thing that comes to mind. This mountainous island was among the last unmapped regions on earth. The complex social structure, combined with more than 800 languages, makes the country an adventurer's dream. Yet an even more elaborate and colourful world lies just offshore.

Papua New Guinea is one of the world's premier dive spots. Located in the tropical Indo-Pacific zone, its reefs contain some of the richest biological habitats on earth. Numerous species living here have yet to be named.

I signed on with 11 other guests for a 10-day trip aboard the *MV Chertan*, a live-aboard dive boat, to explore the reefs and coastal areas of Milne Bay, in the southeast corner of the country. Until now, I've only viewed undersea life as a snorkeller from the surface, equipped with mask and snorkel tube for air. On this trip I plan to take the plunge into SCUBA diving, staying underwater for extended periods with the assistance of an air tank, regulator and buoyancy vest.



Before daybreak, we motor out of Alotau, the main town of the province, and I join Captain Rob Van Der Loos in the pilothouse for sunrise over the Solomon Sea. Rob has lived in Papua New Guinea for almost 30 years. Aided by radar and a computerized mapping system, he will determine our route based on weather and his extensive knowledge of area dive sites.

As we move beyond the bay, flying fish defy gravity, gliding 70m or more through the air before slipping back beneath the waves. Needlefish explode from the sea like torpedoes and skelter across the water. Dolphins race off the starboard bow. The ocean boils as schools of fish feed at the surface, attracting dive-bombing frigate birds.



Three kilometres from shore the engine stops, the anchor splashes down, and the *Chertan* comes to a standstill. Green wavelets lap against the hull. Otherwise there is silence.

'Dive brief!' The captain's voice summons us to the upper deck. In the blue seas beyond the bow a large, luminous area faintly glows.

'This is Sullivan's Patch,' Rob begins. He sketches the reef on a whiteboard, explaining dive routes, current direction, and what to look for. 'Plenty of fish here. There are some large sea fans along this wall, and a nice variety of coral. It's a good spot for hammerhead and reef sharks.'

Moving to the dive deck below, divers squeeze into wetsuits, strapping on weight belts and tanks. One by one, they drop into the water, leaving only a trail of bubbles as they fade from view. I'm left alone on the platform.

With dive instruction yet to come, I'm still limited to snorkelling on the surface. A barely submerged, coral-encrusted pinnacle lies 15m off the bow. Pulling on mask and fins, I adjust the snorkel and slip into the emerald water. Like the splattered canvas of a mad painter, the reef below swirls in dreamlike colours. Butterflyfish, wrasses and parrotfish flutter and dart in a riot of tangerine, lavender and rose. Name a colour and you will find it.

I drift on the surface for an hour, watching intricate behaviours and dramas unfold. Orange and blue anemone fish nestle safely in the writhing tentacles of sea anemones, immune to stinging cells that can kill other fish. A giant moray eel glides between coral heads, its long snout harbouring dozens of needle-sharp teeth. A squadron of barracuda patrols the perimeter. Predators stalk prey, while smaller creatures use camouflage and mimicry to survive.

In the evening, we anchor along a remote shore, where white cockatoos and red parrots shriek above the forest canopy. Lush jungle cascades down the steep mountains and spills onto the beach. At first there is no sign of life, but within minutes dugout canoes appear from the undergrowth and people paddle towards the dive boat.

Six canoes arrive laden with pawpaws, grapefruit, bananas, melons and vegetables. Our chef pays with money or trades rice, sugar, flour and other staples. Floating stores like these will provide fresh provisions during the trip, while supplying locals with income to supplement their subsistence fishing and gardening.





The canoes stay encircled around *Chertan* far into the night as villagers observe our activities and catch fish attracted by the boat's light. Under the shimmering stars of the Southern Cross, their hushed voices mingle with the hypnotic buzz of night birds, frogs and insects drifting from the dark shore.

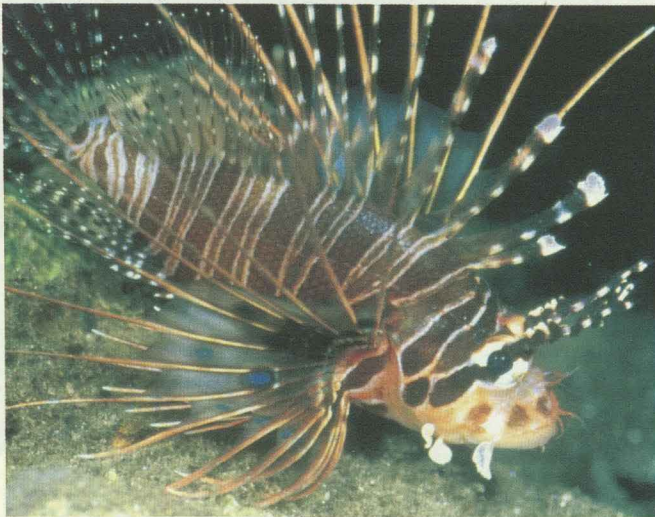
On day three, after several lectures and reviews of the dive manual, I stand waist deep in water, strapped with air tank, buoyancy vest and weight belt, my stomach knotted with nerves. After a few practice breaths and one last glance at dry land, I clamp my mouth around the regulator.

'Don't forget to breathe.'

These final words from Elizabeth, my dive instructor, sound ominous. Bristling with hoses and gauges, I have no time to consider this last piece of advice. Following her, I sink slowly into the Solomon Sea.

Beneath the surface, shimmering bands of sunlight illuminate neon-coloured fish, pastel corals and fragile sea fans. Creatures hover and stare at me. I feel like an alien in a new world.

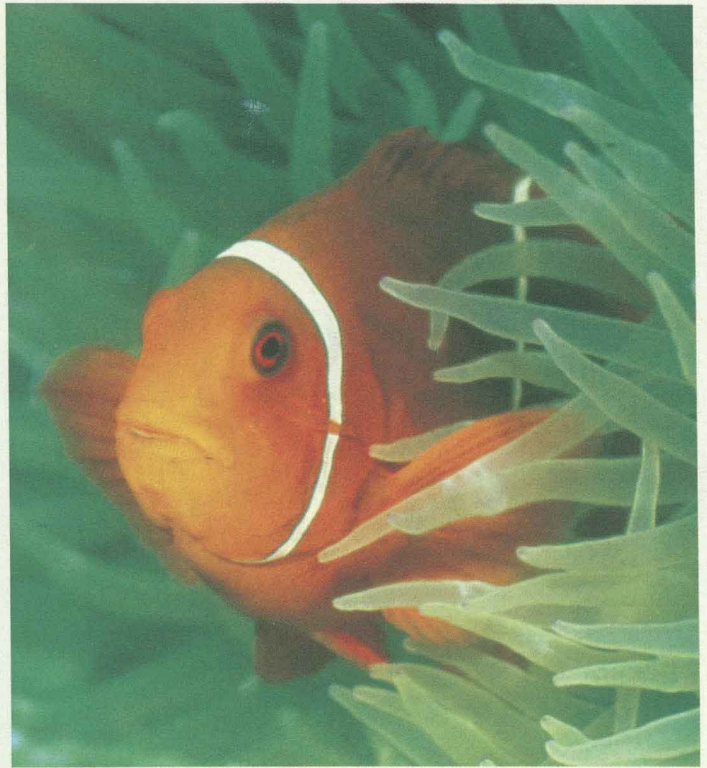
We drop at a dreamlike pace to four metres, then to twenty. My breathing is frantic and shallow as we descend, and I make myself breathe slower and deeper. Psychedelic nudibranches inch across staghorn coral. A red scorpionfish hovers like a spiny blimp, its delicate appearance disguising a predatory nature and venom-filled fins. An octopus ambles warily along the floor. A large green turtle comes close for an inspection before scooting away.



Like watching from the window of a plane, being down below is much better than gazing from above. As an air-gulping novice I quickly use up my supply, and Elizabeth signals for us to ascend. I surface into the world of fresh air and sunshine, buoyed by the thrill of my first dive.

On the final morning, *Chertan* anchors off Gonabara Island, where giant manta rays congregate. Diving to 10m, we sit on the bottom and wait. Within minutes a ghostly, smoke-coloured creature appears out of the green distance, flapping its huge wings and gliding towards us like a spirit. Measuring 3m across, the manta ray circles several times and somersaults before swimming away. A minute later it returns, twisting and undulating like a phantom dancer in the emerald gloom.

Thrilled at our good luck, I flash Elizabeth an underwater okay sign. A silver stream of bubbles spirals upward past my mast. I'm breathing just fine.



Bookings for trips on *Chertan* can be made through Milne Bay Charters, Email [mvchertan@bigpond.com](mailto:mvchertan@bigpond.com), Tel 641 1167 or Fax 641 1291.

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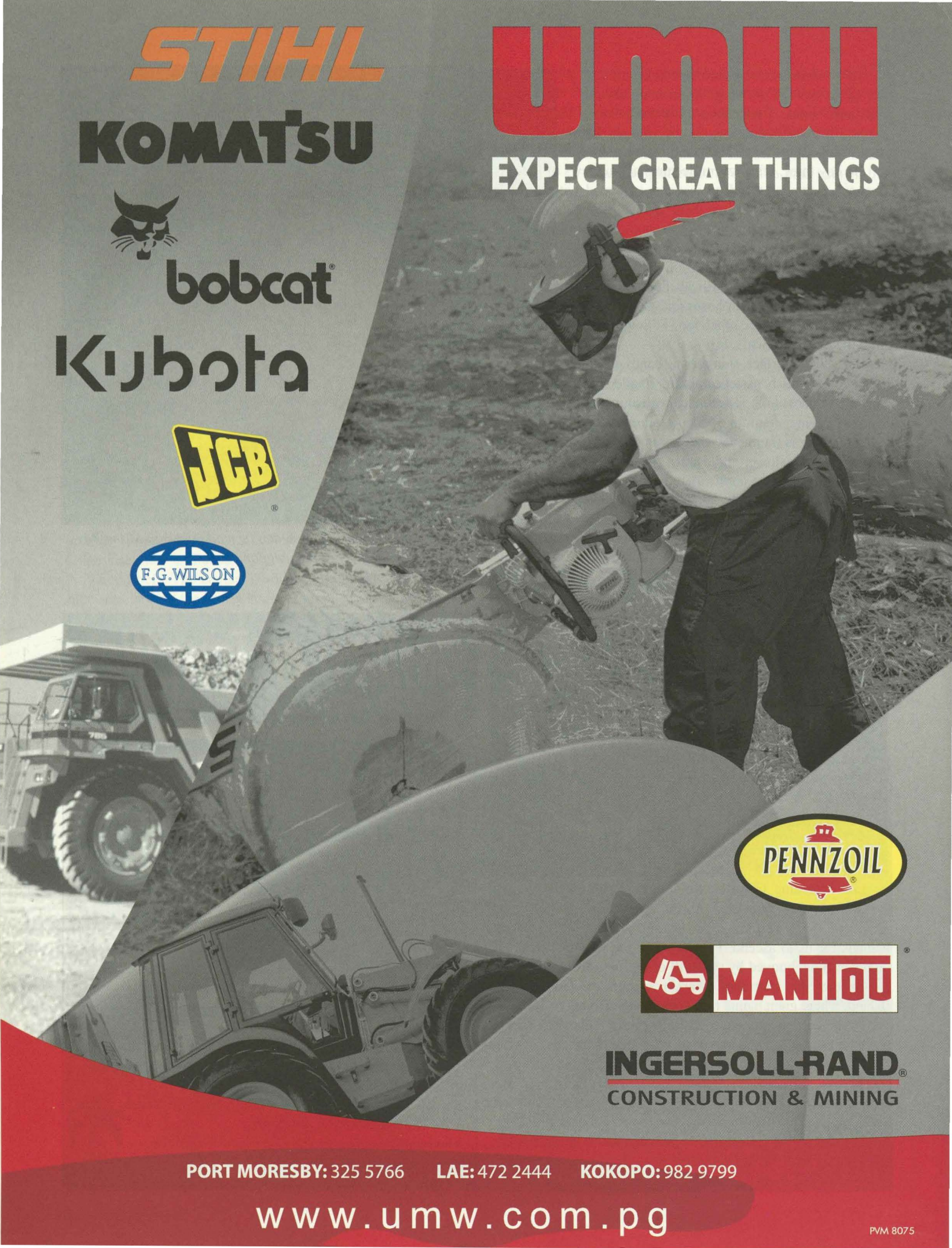
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# The Envy of Eve

Story by Zen de Guzman-Alaluku  
Photos by Morris Alaluku

## How would Eve have felt if she saw her daughters in designer foliage?

In sparse Biblical accounts, she who started it all only wore an apron of fig leaves. Fairly basic covering! Do you agree?

Down the ages, at an unusual fashion show in the lush green surroundings of Alotau in Milne Bay, five of her modern descendants took to the stage garbed in leaves and flowers. Fresh and therefore susceptible to wilting and tearing, these were collected from some of the town's proud gardens. One minute they were simply being themselves — leaves swaying in the breeze, shading a bounty of fruits, shielding secret colours and shapes; flowers brightening the scenery and perfuming the air. The next minute they were outfits.

Right: *Christina in green bridal gown of coconut fronds, pawpaw leaves and ferns with a pawpaw flower headdress and a bouquet of frangipani*

Below: *Modern Eves in designer foliage*





Above: Flora in a blouse made from coconut fibre, belted with woven coconut fronds and pinned with a giant Sexy Pink heliconia brooch over a flared fan palm frond skirt with straps of coconut frond topped by a woven star on her feet

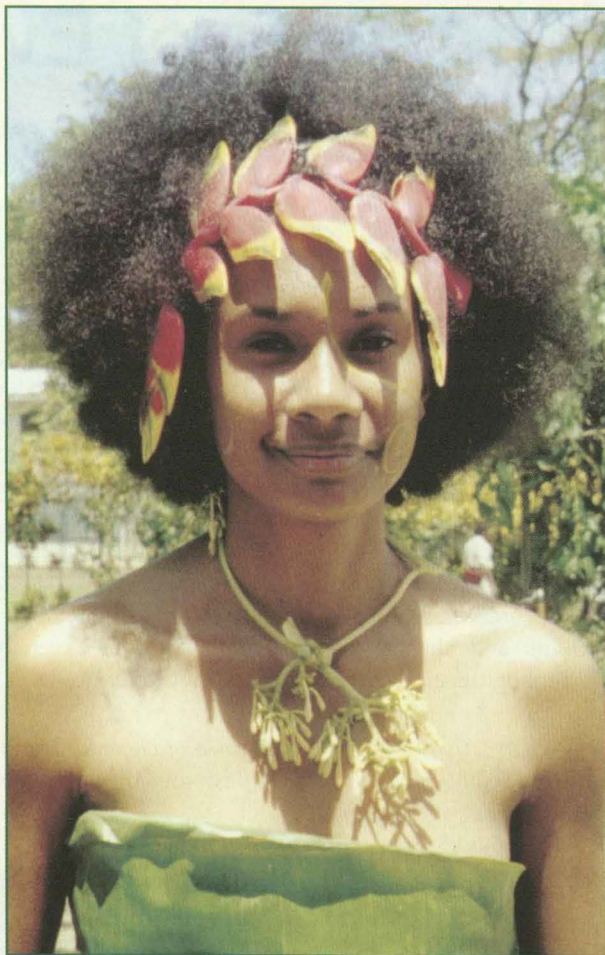
Each one had an individual look — elegant, exotic, funky, with the wearability of five minutes.

Designers Maxine Nadile, a Port Moresby-based Milne Bay artist, and Zen Alaluku, an Alotau resident, used coconut and fan palm fronds, pawpaw and heliconia leaves and flowers, ferns, frangipani and sprays of grey-green flowers of unknown name to create the fashions. The sophisticated styles, if done in fabric, could have held their own on the catwalks of high fashion capitals. Paris, London, New York, Milan, watch out!

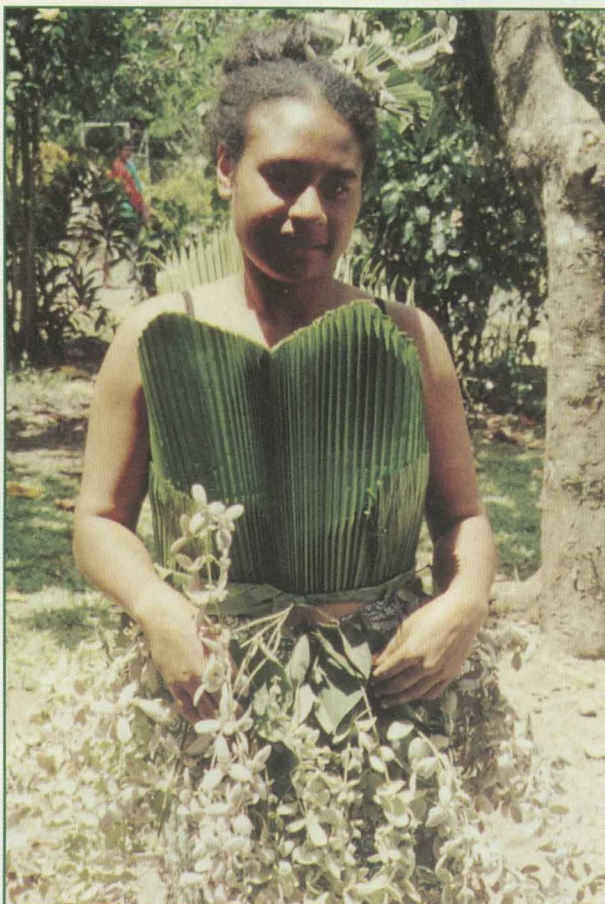
Spectators standing in the midday sun could be forgiven for thinking they were seeing fairies. After all, the models did look like they had stepped out of Shakespeare's *A Midsummer Night's Dream*. But, no, they were real girls who braved the public eye to wear the unwearable and to dare the never-before-done, all for the fun of it.

And Eve?

She would have been envious!



Above: Olive would have danced all night if only her heliconia wrap top and woven coconut frond bell-bottoms could hold together.  
Left: Violet, the Pacific Queen in an all-coconut frond ensemble, complete with a hat  
Right: Judith, a Fairy Princess in a heart-shaped fan palm bodice and skirt of flower sprays



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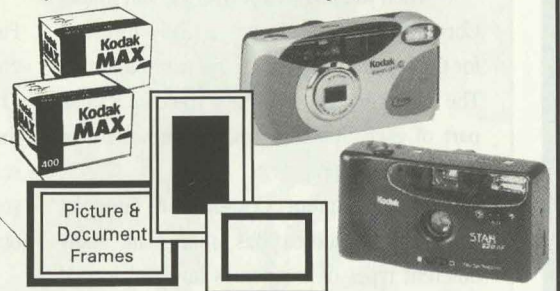
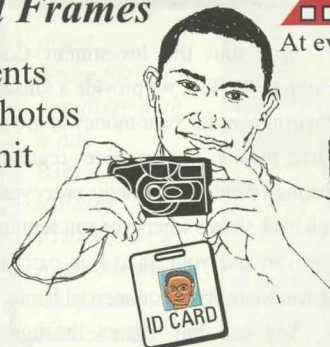
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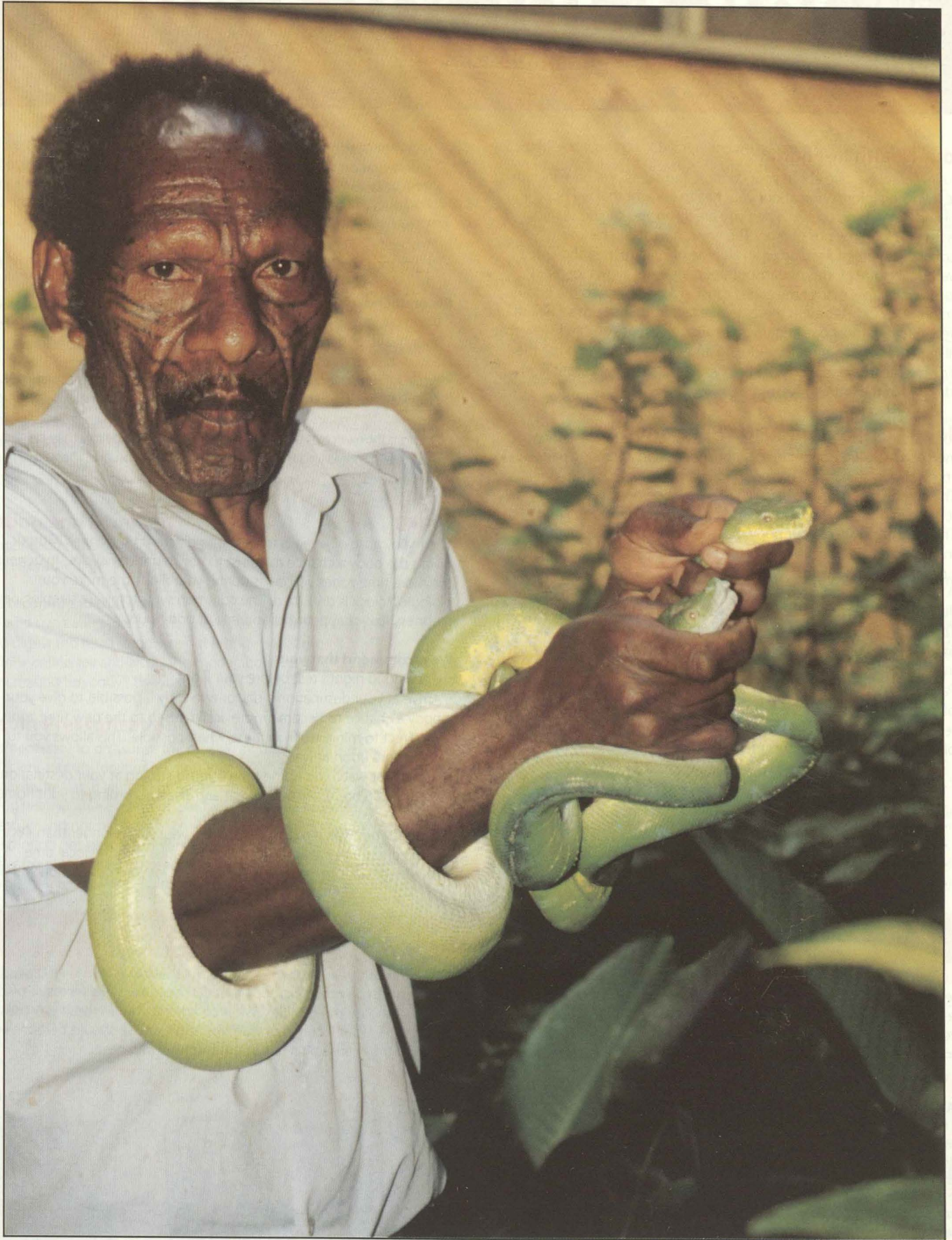


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Nase Paul Metta — winner of the Photograph Competition  
*Snakes alive, Goroka, Eastern Highlands*

# Medical information

Inflight health tips and exercises

## Your Health In-Flight

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

## Blood Circulation/Muscle Relaxation

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

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis).

Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:

- increasing age above 40 years
- pregnancy
- former or current malignant disease
- blood disorders leading to increased clotting tendency
- personal or family history of DVT
- recent major surgery or injury, especially to lower limbs or abdomen
- oestrogen hormone therapy, including oral contraceptives

- immobilisation for a day or more
- dehydration
- heart failure
- trauma
- varicose veins
- obesity
- tobacco smoking

### Recommendations:

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

## Jetlag

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

### We recommend that you:

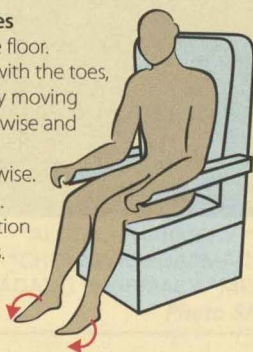
- Get a good night's rest before your flight
- Arrive at your destination a day or two early, if possible, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time, when possible. This allows you to relax more upon arrival.
- Leave your watch on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

## Inflight Workout

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

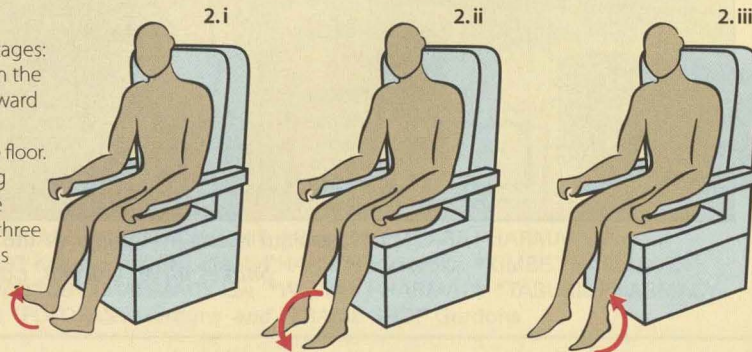
### 1. Ankle Circles

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



### 2. Foot Pumps

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





# Medical information

## Inflight health tips and exercises

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

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

### Cabin Humidity/Dehydration

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

#### We recommend that you:

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

### Eating and Drinking

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

#### We recommend that you:

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

### Cabin Pressurisation

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

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

#### Recommendations:

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

### Motion Sickness

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

#### Recommendations:

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

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

## Inflight Workout

### 3. Knee Lifts

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



### 4. Neck Roll

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



### 5. Knee to Chest

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



### 6. Forward Flex

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



### 7. Shoulder Roll

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



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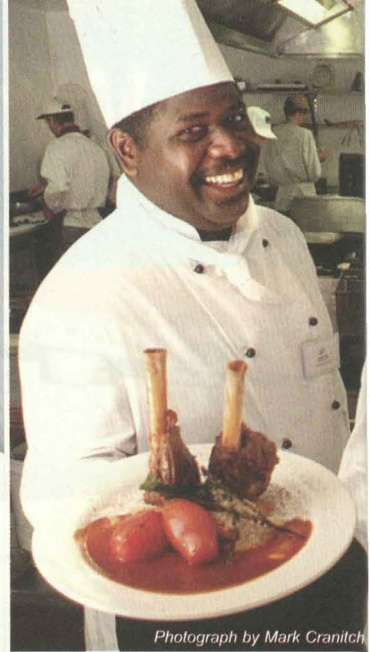
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# Nane's Coffee Shop



## *Nane's Noni Juice*

Story and photographs  
by Mahendra Blackman

On a visit to the Melanesian Hotel in Lae, my curiosity got the better of me and I had to know why the Coffee shop was called Nane's. The answer was simple. It was the name of the woman who had worked in the hotel for 32 years.

The next obvious statement was, 'She couldn't have worked there for that number of years; she looks too young!'

But it was true, and Nane is a grandmother of five children (*photo on left*).

She revealed that her good health and young appearance were the result of drinking a cup of Noni juice once a day. She grows the plants in her garden, boils the fruit for about 15 minutes, strains it and stores it in the fridge.

Nane Paul assured me that Noni improves her sleep, makes her feel younger and since she has been taking the juice, she has been free of the aches and pains that used to give her so much trouble.



I sampled a cup and found it to be very refreshing and oddly pleasant — tasting something like a cross between Parmesan cheese and Cider vinegar.

The Noni plant is also known as *Indian Mulberry* or *Morinda Citrifolia*. In Malaysia it is known as *Mengkundu* and in some other parts of Southeast Asia as *Nhau*.

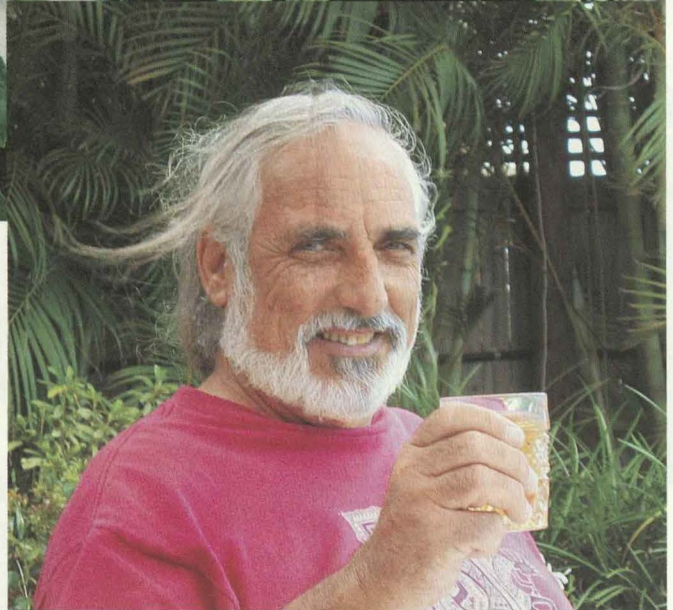
Noni fruit became the staple food choice for people of Raratonga, Samoa and Fiji who ate the noni fruit raw or cooked. Australian Aborigines were also fond of the noni and consumed it raw with salt.

It has been used by Polynesians for thousands of years because of its beneficial health effects. These plants contained the basic foods, construction materials and medicines used by the Polynesian colonisers. Long ago, when South Pacific Islanders made their voyages from island to island, they brought with them sacred plants from their home islands. The Noni plant is known as the Queen of these plants.

During World War II, soldiers based on tropical islands were taught by the indigenous populations to eat the noni fruit to sustain their strength.

The Noni flourishes in lush unspoiled soils, growing to heights between four and six metres. The plants yield year-round fruit that is approximately the size of a potato. The blossoms of the tree are a creamy white colour. When ripe, the green fruit turns yellow then white.

Though the root, leaves and fruit of the Noni plant have been helping people for centuries, it is only recently that scientists have discovered how *Morinda Citrifolia* works.



Author sampling Noni juice made from the plant

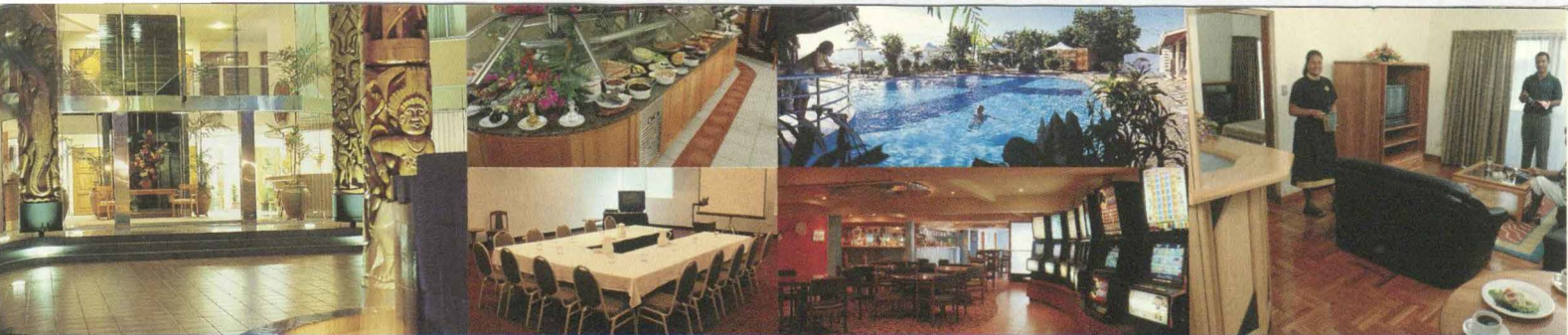
An American biochemist Dr. Ralph Heinicke, while studying pineapple enzymes, realised that an alkaloid which he named 'xeronine' seemed to enhance the ability of body cells to absorb nutrients. Pro-xeronine, the precursor to xeronine, is converted into xeronine in the intestines. Apparently, xeronine allows the cells to be more metabolically efficient, which in turn allows the body to function much more effectively.

Noni fruit has the highest concentration of pro-xeronine of any source known. Noni could thus have a profound impact on our health by allowing our immune systems to function at a much higher level of efficiency.

Thank you Nane Paul. Sharing your wisdom was contagious. Not only did I learn from you, now the readers of *Paradise* can share your knowledge.





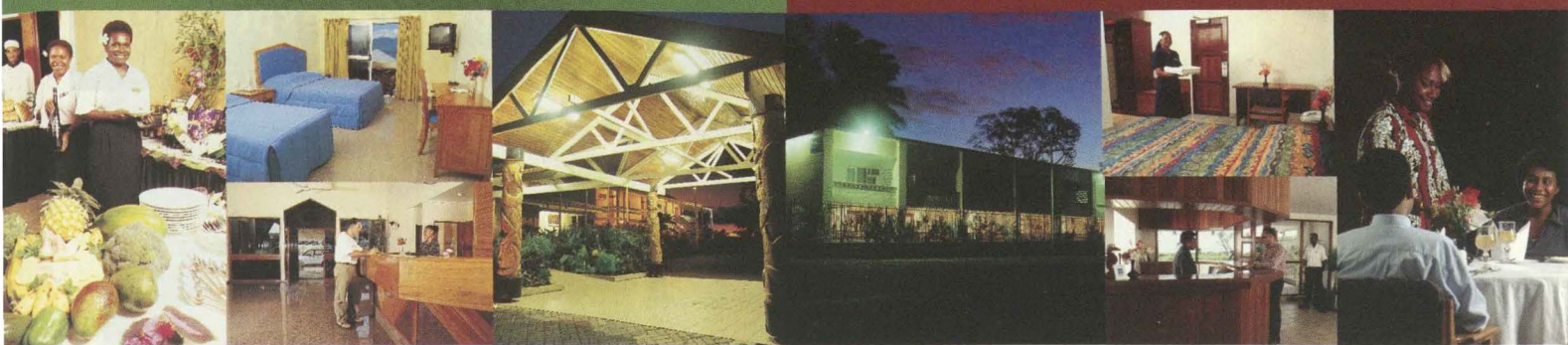


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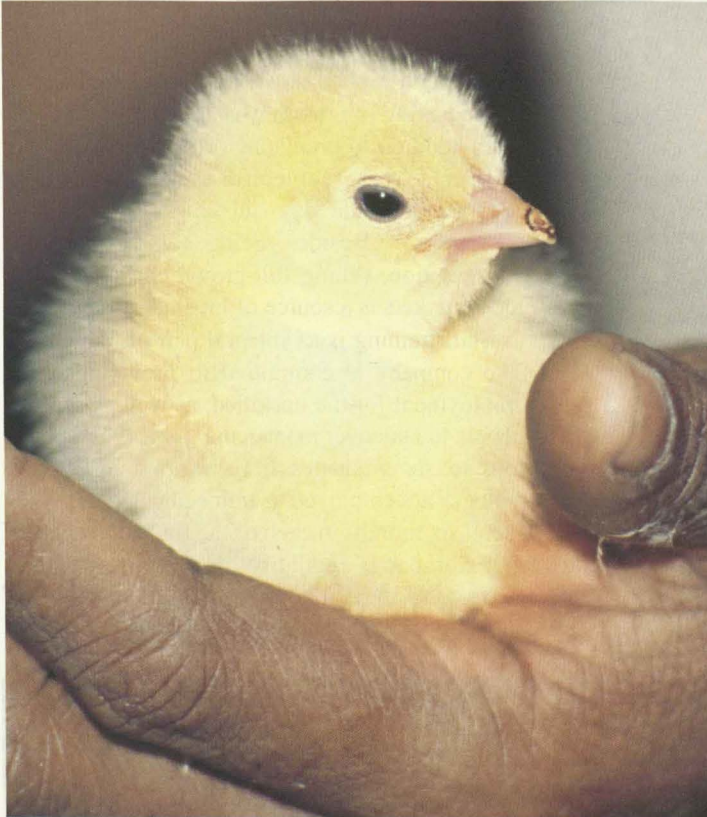
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# *Where do those tasty chickens come from?*

Photographs supplied by Mainland Holdings Ltd



**T**ablebirds, a wholly owned division of Mainland Holdings Ltd, is a 100% Papua New Guinea owned poultry company specialising in the production, distribution and marketing of fresh and frozen chickens, and live day old chickens.

Two breeder farms provide eggs for the hatchery, which is capable of hatching more than 300,000 chickens per week. The grow-out facilities for these day old chickens consist of three company broiler farms, 20,000 contract grower sheds and over 170 smallholder farms, each housing between 2000 and 12,000 birds.

These smallholder projects are located around Lae. Tablebirds' philosophy has been to facilitate its growth through the smallholder concept, which allows rural people the opportunity to participate in the operations of the company and provides them with an income. The company supplies farmers with all their requirements from day old chicks through to feed, transport, management and technical expertise. Extension officers advise and assist the owner in setting up his project, and Tablebirds supplies the farmer with day old chickens once the sheds are ready. Sawdust to cover the floors, feed, any medication or other requirements can be obtained through the extension officer and the farmer then reimburses the company for these expenses when he sells his chickens at the factory door.



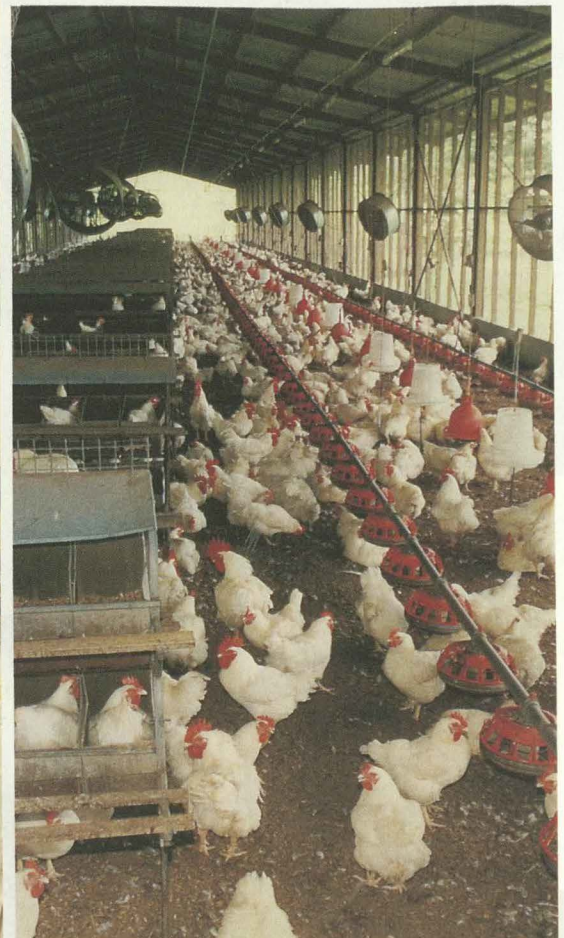


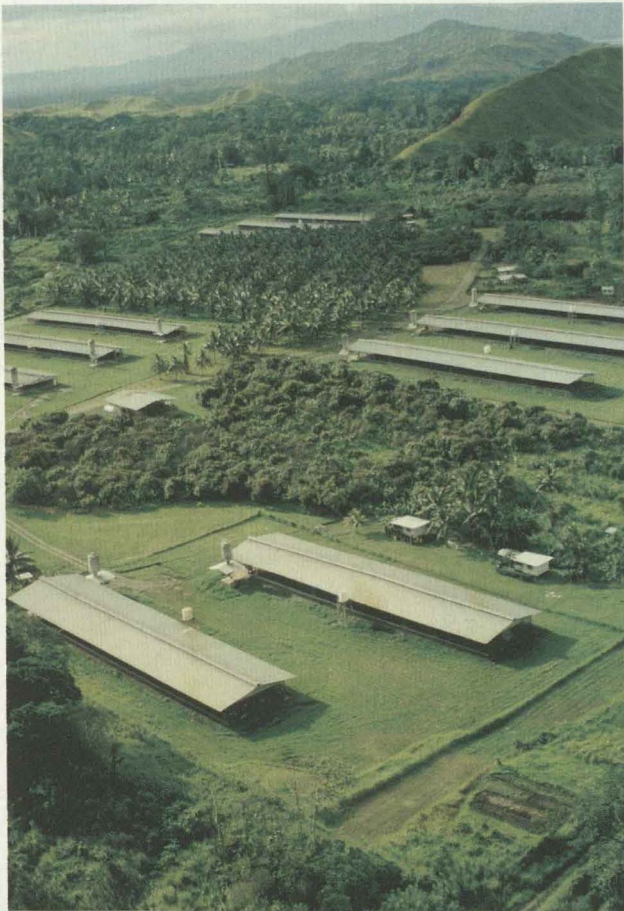
The fully integrated operation encompasses breeding, incubation, hatching, raising, slaughtering and processing of the mature birds. The company then markets and delivers the product using its own resources and equipment.

A processing and freezer plant meets the strictest of hygiene standards and is capable of processing 4000 chickens per hour. The parts of the carcass which are left over after processing go to the rendering plant, where they are heated, cooked and broken down to produce stock feed, thus ensuring minimum wastage.

In addition to producing processed frozen and fresh chickens, Tablebirds sell a significant proportion of the day old chickens to outside customers. Besides being raised for local consumption, selling full-grown chickens in the local markets is a source of income.


Staff training is an integral part of Tablebirds. The company is committed to providing direct employment for the unskilled, as well as training people to take over management roles. Each year four to six graduates from various agricultural colleges are employed as trainee managers. They spend six months in each of the five main areas of the Company, regularly undergoing training courses, so they gain an overall appreciation of company procedures.





In addition to the on-the-job training, each trainee manager must undergo a correspondence course in poultry husbandry, which includes tutorials on and offsite. Two are selected each year to take part in an Outward Bound course overseas. This course not only exposes them to life and culture in another country, but also teaches the participants about teamwork and leadership.

Another two or three members of staff are selected each year to train in poultry companies overseas. This gives them an insight into other companies' procedures and operations, allowing them to keep up-to-date with current poultry practices.

Next time you eat a tasty chicken, you will know that many people have worked hard to make sure it is a healthy meal. 

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# New



## BEER OF PARADISE



# DESTINATION — Cairns



## *A little bit of Papua New Guinea*

**K**aukau, taro, tapiok and aibika — it's all here at the market, not at all a surprising selection anywhere in Papua New Guinea, of course. But this is Australia — Rusty's Market in Cairns on a Friday morning. And yes, there is even *buai* (betel nut), *daka* (mustard) and lime (*photo right*).

Apart from the enjoyment of a diverse range of goods and almost every tropical fruit and vegetable under the sun, people come to Rusty's to catch up with old friends and just chat. In some corners it seems like an unofficial PNG consulate with people from the Highlands, Manus, Sepik and Central either visiting or running their own stalls. Here Tok Pisin is often the language of commerce!

Many Papua New Guineans live in the cool, temperate Atherton Tablelands, inland from Cairns, where the climate and rich soils sustain the growth of a wide range of fruit and vegetables. The trip to Cairns once a week to sell their produce is a welcome break from their domestic and horticultural routine.

Rusty's Market seems to have been in its present location for ever, in fact probably about a quarter century, occupying a prime piece of inner city real estate between Sheridan and Grafton streets, used on all days except Friday and Saturday as a car park. Refreshingly, most stalls are operated by individuals and their families; their own part-time enterprises with, thank goodness, not a commercial T-shirt to be seen anywhere. Some are regular 'marketeters' who are also to be found at the equally well-known Kuranda markets or the monthly gathering on the lawn outside *St Mary's by the Sea* in Port Douglas.

Of course there is the usual range of tropical fruit — mangoes, watermelons and pineapples when they are in season. However, one can also find more exotic Asian tropical species such as durian, lychees, rambutan, black sapote and the somewhat weird purple mangosteens. (*photo below*).



Story by John Brooksbank  
Photos by Lokes Brooksbank





Apart from the huge range of produce there is also an eclectic selection of jewellery, coffee, leathersgoods, seafood, cut flowers, pot plants, curative crystals and books on alternative medicines (*photos on left*). Try an Australian meat pie, or a fresh coconut to quench thirsts brought on by hot and humid conditions under the low roof of the market. A brawny local lad will deftly machete off the top of a green coconut and stick a straw in it for just a dollar or so. Alternatively, at the other end of the market is the 'Pineapple Man', a Kuranda resident who will gladly sell you a frothing, icy cup of freshly devastated pineapple flesh. Creep further beyond the bounds of the market and one will inevitably fall into the bar of Shenannigans — once known as Rusty's Pub, also named after the market's founder.

Rusty Rees, who died in 2000, was an entrepreneur owning the once well-known Trocadero dance hall that fronted Grafton Street. Over the years he acquired other properties in the block bordered by Grafton, Sheridan and Shields Streets including the Commercial pub on the corner, which soon bore his name. This block was more or less on the edge of the old Cairns township and also housed the Chinese joss house or temple, ironically suited about where the Singapore Charlie's store now stands. As Cairns developed and underwent a population explosion during the last few decades, other shops were built, the Trocadero became a motor showroom and the adjacent squash court became vacant.



The markets started as a few stalls in the workshop at the back of Rusty's car and motorcycle workshop about 1977. As more stalls were set up the markets, initially held just on Friday, sprawled out into the open area that had been his used car lot. This is essentially the area it occupies today, especially after the demolition of boarding houses that stood between the Australian Workers Union Building and the Commercial Pub.

Lifetime Cairns resident Annette Baker recalls that the market stalls were always run by individual craftsmen and hobby gardeners selling their excess produce, never by companies or co-operatives. Percy Pavey, one of the original stallholders, still comes to the market every Friday more than 20 years later. As Rusty became frailer with age, the task of wandering around the market to collect the modest stallholders' fees was taken over by his son Wayne until the site was sold. Rusty and his family no longer have any interest in the market or land in the area.

The flux of customers among the stalls is a mixture of tourists and locals. For many residents visiting Rusty's to get the weekly vegies is a regular part of their social calendar. Sometimes the numbers of Asian stall holders and visiting tourists make one think the market is somewhere other than Australia. Occasionally the passing crowds are entertained by buskers. Today a veteran Torres Strait Islander accompanies himself on a guitar crooning old favourites.

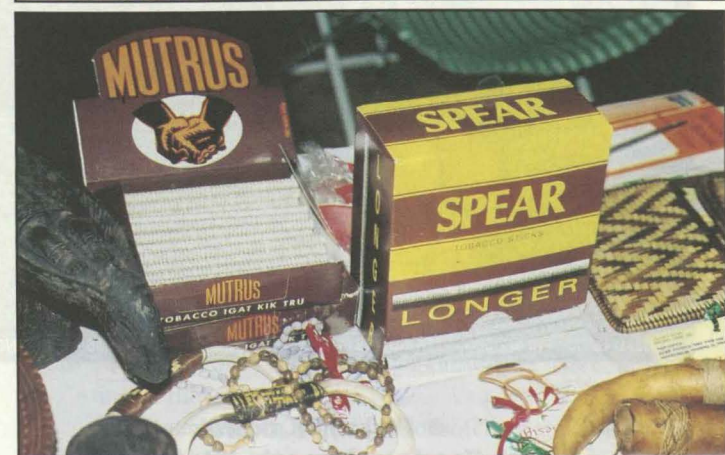
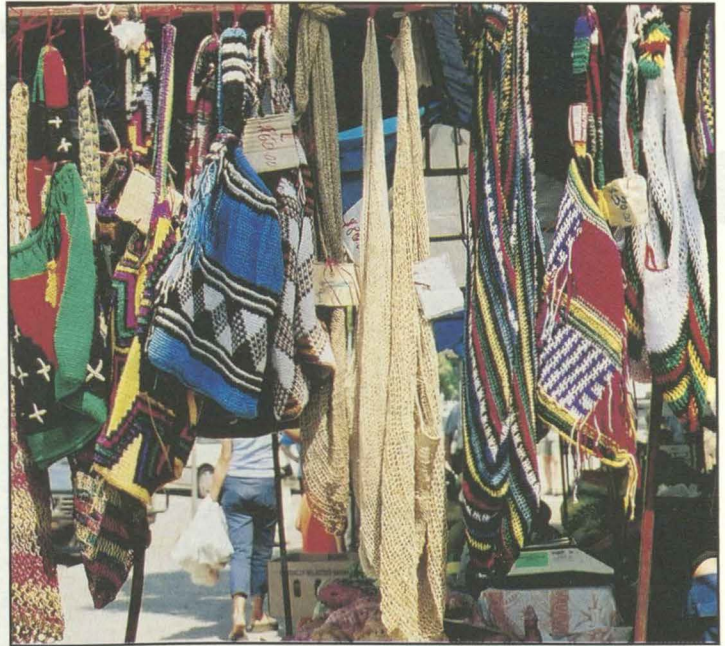
It's only when you visit Rusty's Market or attend the annual PNG Independence Ball in Cairns that the large number of Papua New Guineans who live in this part of North Queensland becomes evident. The estimated 2-3000 PNG 'expatriates' in the region are spread through Cairns residential suburbs and the townships of the Tablelands.

We find Cathy and her 'cousin sister' Teresa from Manus with a table full of locally grown taro. Other Pacific Islanders make a beeline for her stall because they say that her taro tastes better than that from the supermarket.

It is well known that the average Papua New Guinea cannot last long without betel nut and although not plentiful it can usually be found somewhere in the market. On the other hand if it is PNG artefacts you are after, John Wilkinson and his wife Debbie always have a wide selection from the Sepik and elsewhere along with Highlands basketware, cassette tapes of string band music and even the distinctly 'flavoured' Spear & Mutrus smokes from Port Moresby (photos on right) for those with a hardy respiratory system.

As if to reinforce that multiculturalism is alive and well in Australia, two Japanese teenagers sit at the entrance to the market selling clothes and books next to a young Engan girl and her Australian friend selling woven trays from the Southern Highlands.

So whatever you are after — from buai to bangles or bak choi to baskets — you are bound to find it at Rusty's. A little bit of PNG in Cairns.



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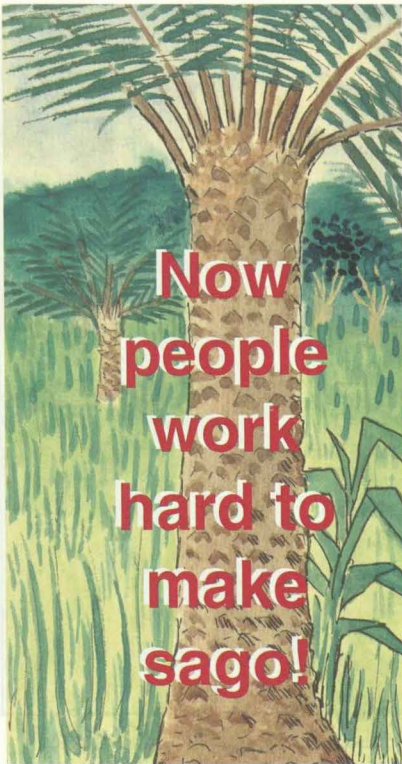
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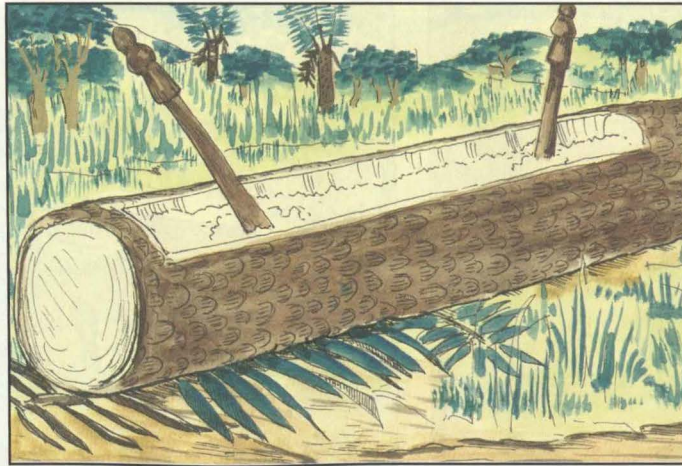
## Chemica



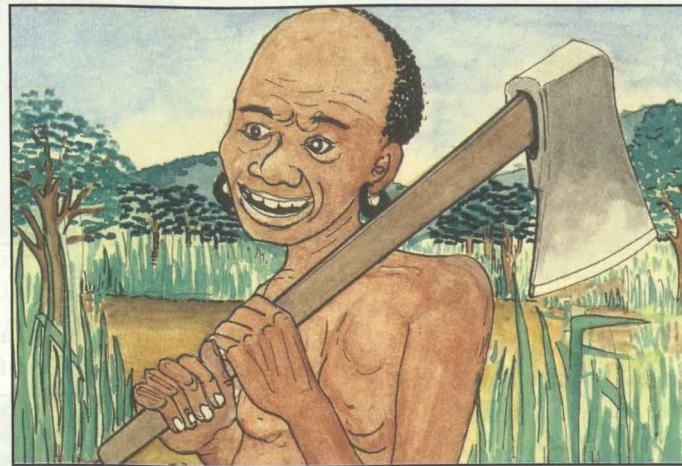
Now  
people  
work  
hard to  
make  
sago!

## A legend from Madang

Illustrated by Kua Simbai

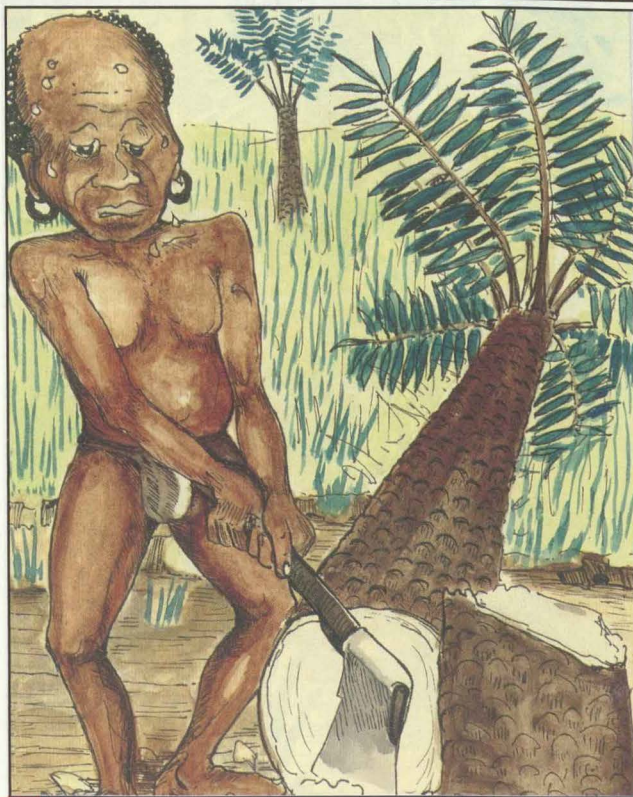


**1** In Madang, long long ago, people didn't work to get sago. They placed Komigis, which are sago-cutting sticks, around the sago palm. The Komigis bit into the palm trunks by themselves to produce sago flour.

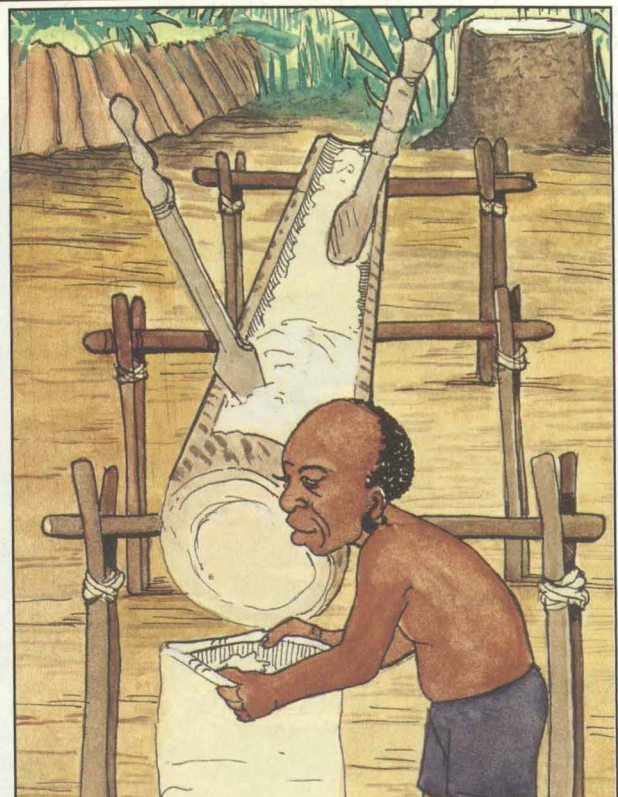


**2** Katamah, an old hard-working man, lived in the village of Bosun. Katamah never listened to anyone, not even his wife.

One day, Katamah woke early and took his axe into the swamp where many sago palms grew.



**3** He looked around until he found a flowering palm that had lost its leaves. When he cut the sago palm down, he opened the bark. Then he put the Komigis beside the tree trunk. *Aria*, (come on) called Katamah.

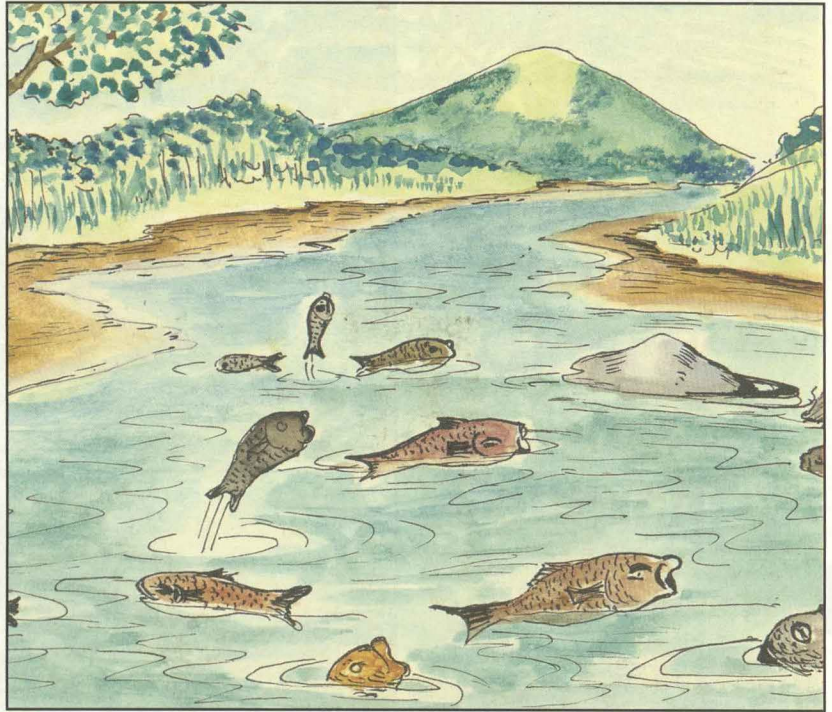


**4** The Komigis worked by themselves. They scraped inside the tree trunk.

Katamah held a bag made of soft bark at the end of the trunk. The Komigis scraped the sago flour into the bag.

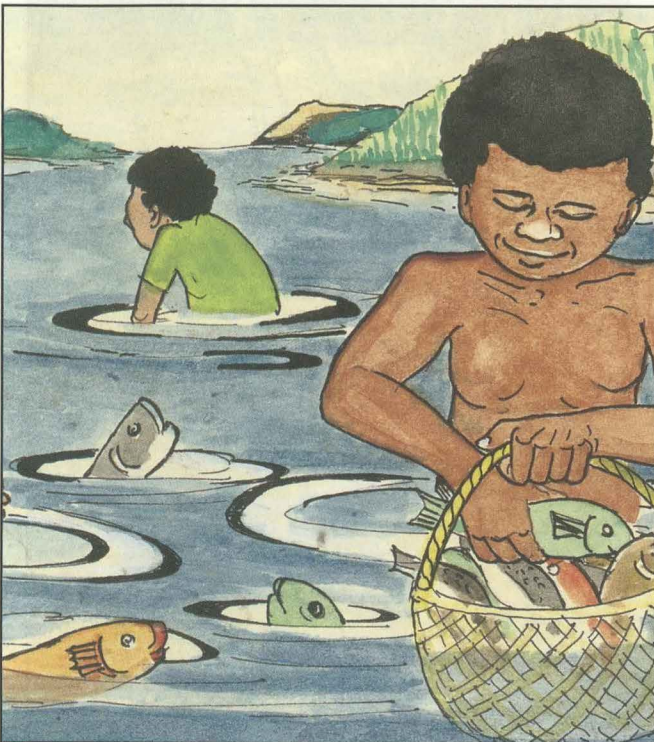


**5** When the bag was full of sago flour, Katamah carried it to the river. After wetting the bag in the river, he squeezed it until all the white water came out. He put the washed sago flour on a palm leaf. Then he went back to the tree trunk to fill his bag again.

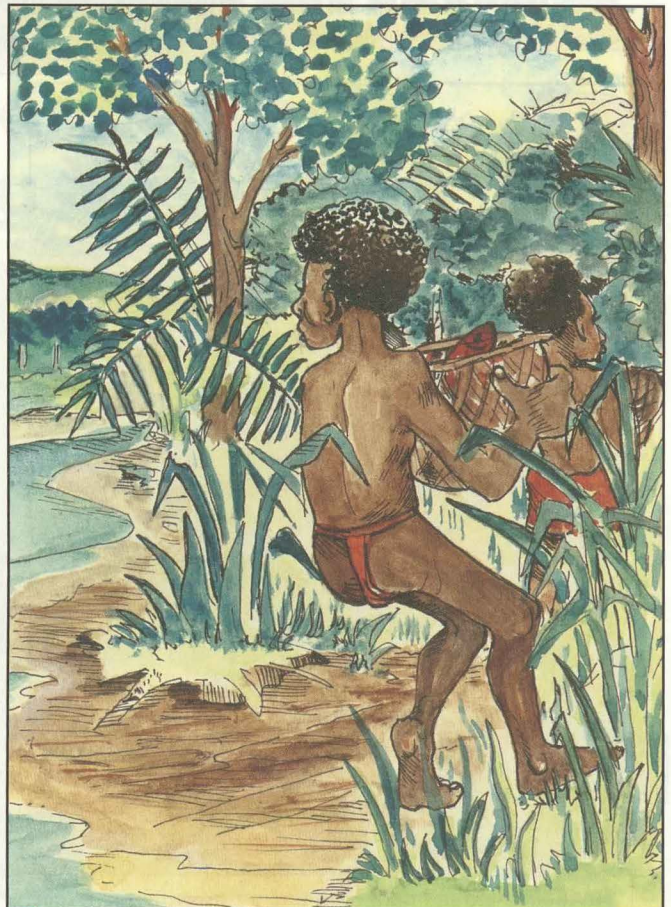


**6** The sago water burnt the eyes of the fish. Some fish died and floated on top of the water.

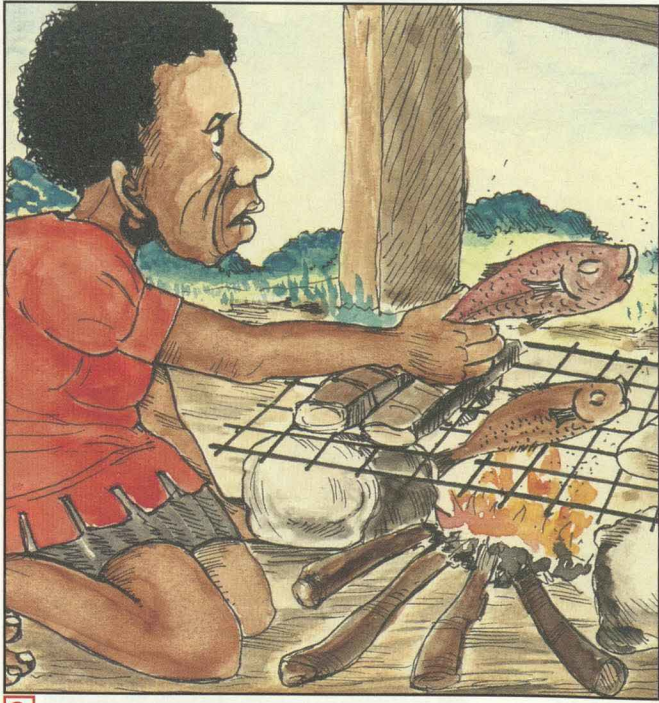
All through the morning, Katamah washed the bags of sago flour in the water. More and more fish died and floated on the water.



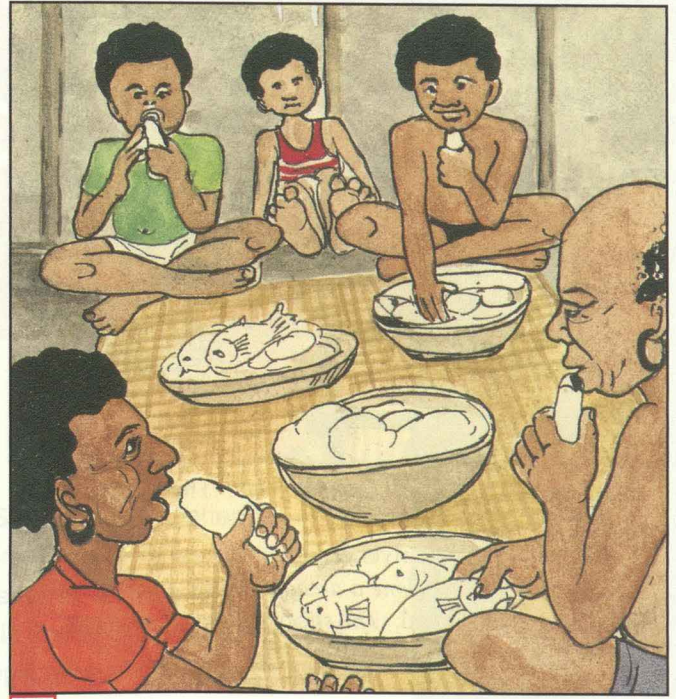
**7** Some of Katamah's sons went to the river. They filled their baskets with the floating fish. It was an easy way to catch fish. They took a basket of fish home to their mother.



**8** Later in the day, the other boys went into the bush. One of the boys took a large leaf of sago flour back to his mother at the house. She made sago cakes.



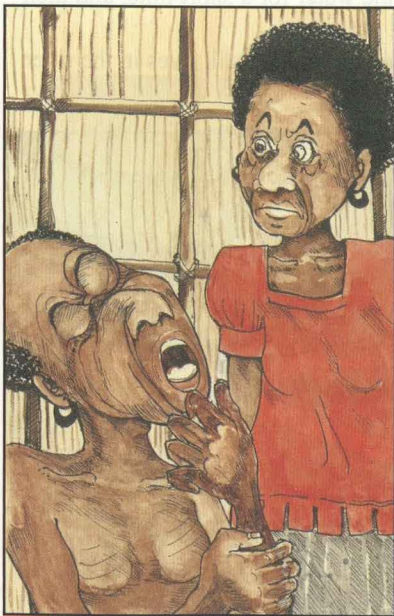
**9** Katamah's wife cooked sago and fish in large pots over a fire. When the food was ready, she called loudly to her family. *Katamah! Boys! Your food is ready to eat.*



**10** When Katamah and his sons sat down to eat their food, Katamah's wife said, *Katamah, you are always putting food in your stomach. You should go and give some sago cakes to the Komigis first. They have done all the hard work.*

*You take them some food, woman, growled Katamah.*

Of course, she could not go. Women were not allowed to go near the Komigis.



**11** *It is your job to feed the Komigis.* The wife reminded her husband.

*Oh, I'm tired. Katamah yawned. You go.*

The secret of the Komigis had been passed down to Katamah, but he forgot the rules.

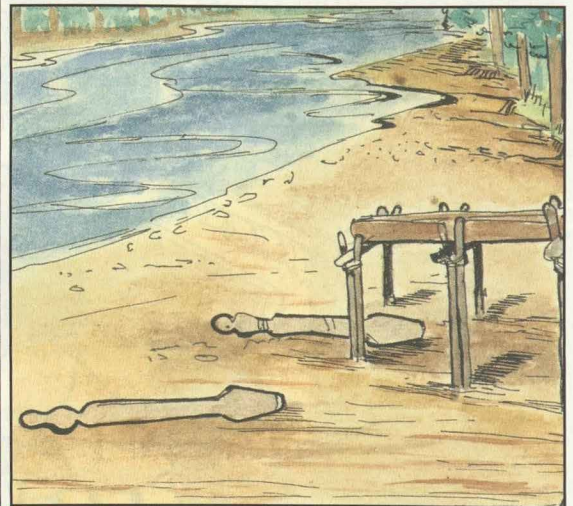
His wife said angrily. *I can't go. You know a woman must never go near the Komigis.*

Katamah didn't listen. He shouted. *Woman, do as you're told.*



**12** *All right, I'll go,* the woman said as she picked up a plate of sago cakes. *I'll give the Komigis some food. But if the sticks fall, it will be your fault.*

*Go away woman. The Komigis do not care who feeds them as long as they get food.*



**13** The woman took the sago cakes to the Komigis. As soon as she came near the tree trunk, the Komigis fell down.

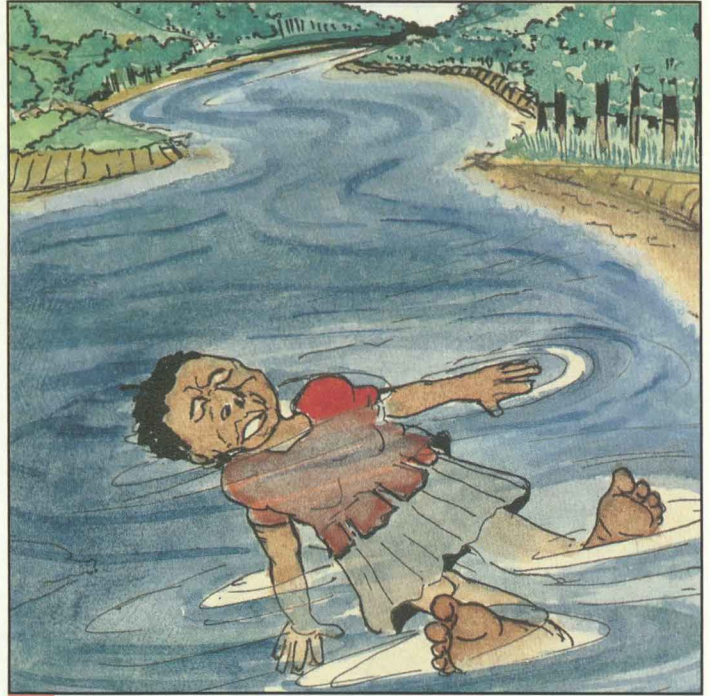
The woman stared at the sticks. She didn't know what to say or do. She put the food down. She tried to stand the sticks in the trunk, but they fell out on the ground again. She rubbed the food all over the sticks. The sticks lay still and silent on the sand.



**14** *Katamah! Katamah! Come quickly!* The woman called loudly.

Katamah ran to the river edge.

*Katamah we have done a dreadful thing. Look at the sticks. The woman cried. The sticks will not work again. Tears ran down her face.*



**15** Katamah swore and cursed. His eyes went red and his whole body shook with anger. He grabbed his wife's throat and choked her.

Katamah threw his wife into the river. She didn't try to swim. She stayed on top of the water for a short time, and then sank slowly to the bottom.

Today, people believe that the woman still lives in the river. The river is named 'Yara' after her.

**16** The Komigis have not worked by themselves since the day the woman took the food to them.

Now people work hard to make sago.



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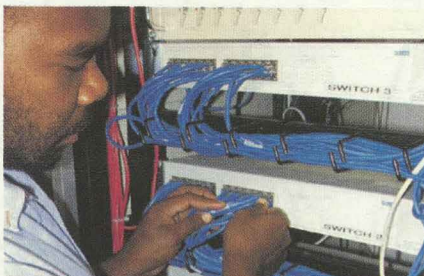
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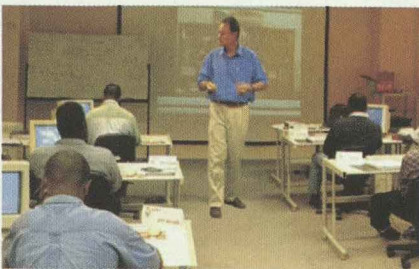
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# Puzzles

Answers on page 59

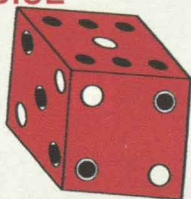
## AIRCRAFT RECORDS



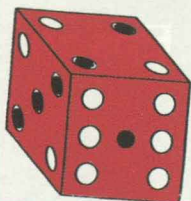
There have been many successful aircraft, such as the Boeing 767 and Concorde, which have set records for speed, reliability, size or length of journeys.

Despite considerable research, there is one class of aircraft that aeronautics has been unable to develop so it can fly a distance greater than 3 kilometres. What class of aircraft is this?

## DICE



This is two views of the same dice. Four of the sides have been shown on the two drawings. Draw the hidden fifth and sixth sides.



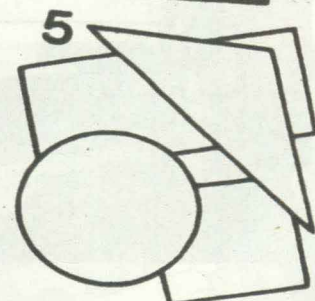
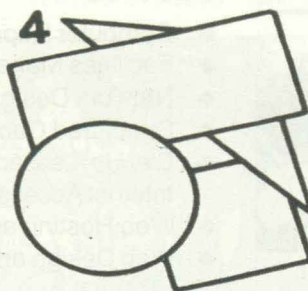
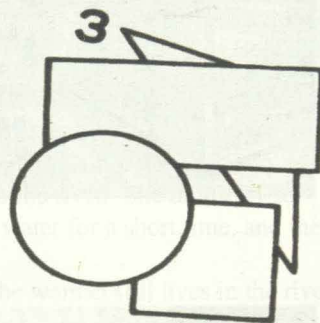
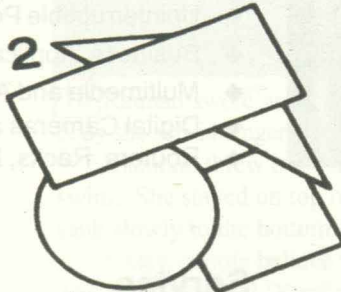
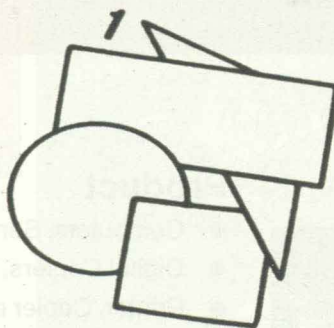
## SUM TOTAL

Use every number from 1 to 9, four times each. The sum of every row of numbers should be 30 across and 30 down. (One set of numbers 1 to 9 are in to start you off.)

				2	
		9			
	7		5		
		1			6
8				4	
	3				

## SHAPES

One of the five numbered shapes has been reproduced with a blue background. This bordered shape is shown from the back. Find its original from the five.



## DOLPHIN HELPERS

When a dolphin is trapped, hurt or sick, her friends will help her. To find the name for this helping instinct, unscramble the alphabet code below.

CODE

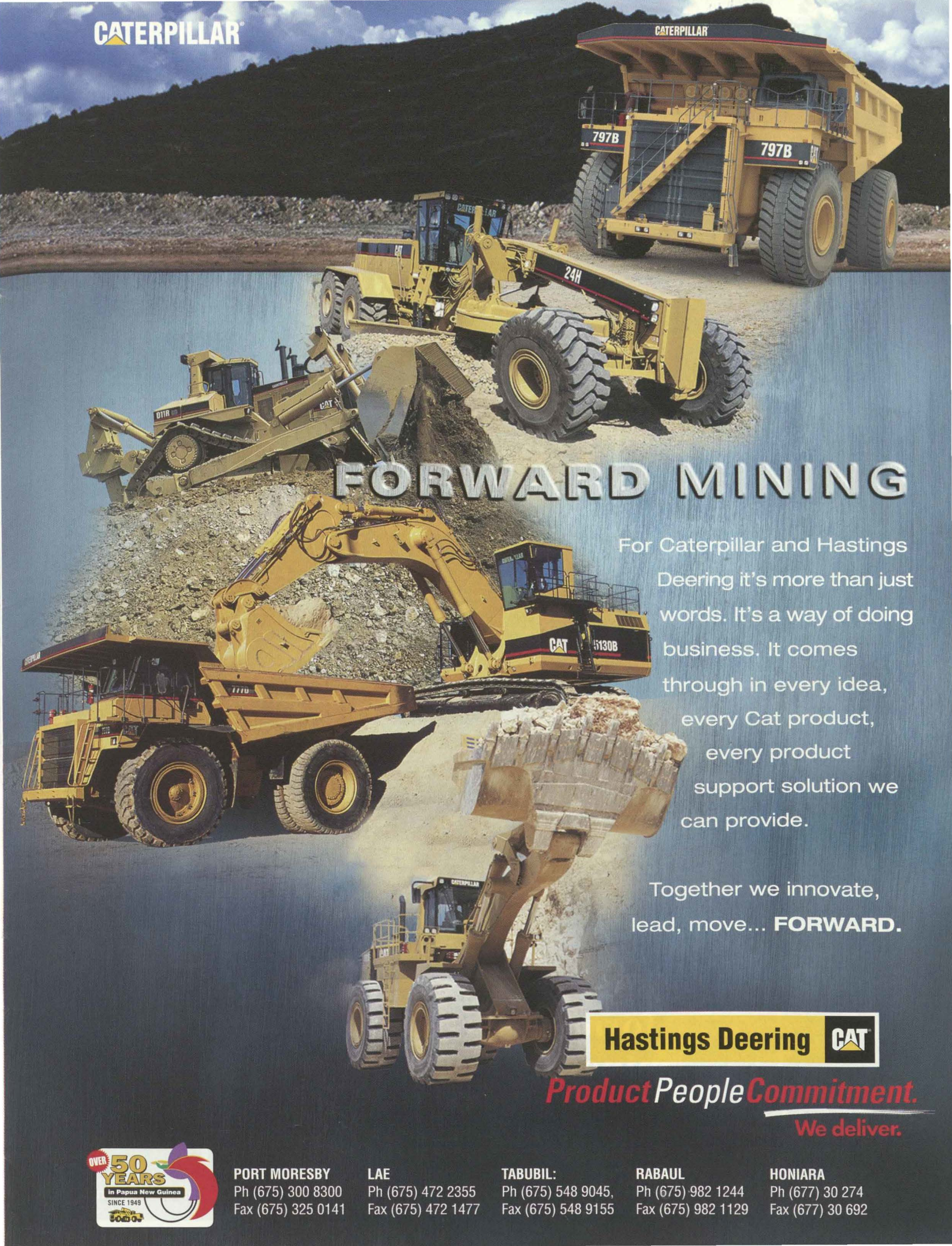
MELCP R B I E E E A O T H I V U  
4 12 6 10 2 19 11 9 3 1 5 7 14 17 8 13 16 15 18



1 2 3 4 5 6 7 8 9 10

11 12 13 14 15 16 17 18 19





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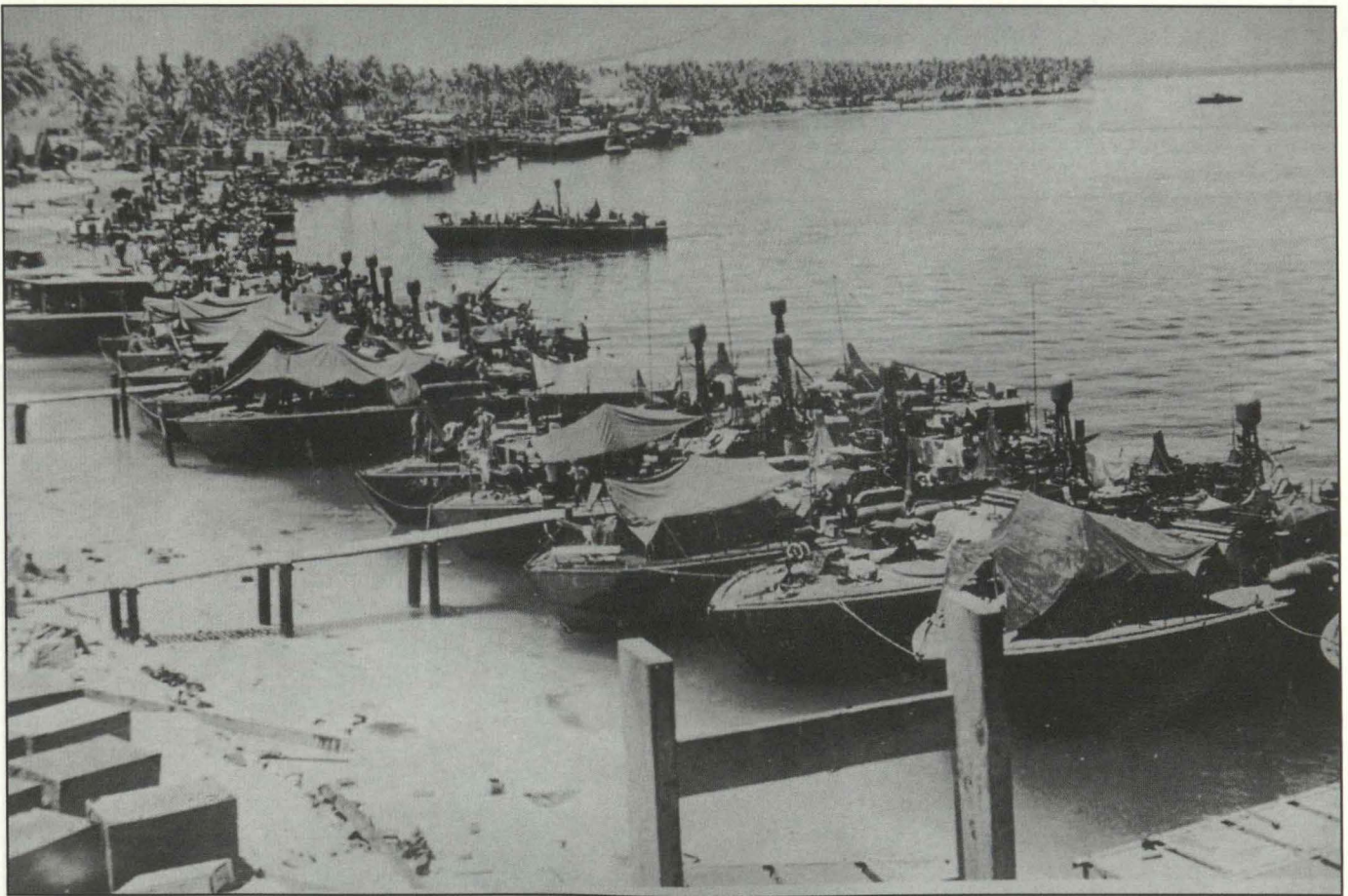
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## A Salute to PT Boats

By Eric Lindgren

*Above: The large PT base at Mios Woendi, New Guinea. Awnings were used on the boats for protection against sun or rain.*

PTs 67 and 119 were refuelling at the jetty at Tufi fjord on 17 March 1943. Suddenly a wall of flames erupted and attempts to move the boats became impossible. The fire rapidly spread to the jetty and on to the storage sheds nearby. Depth charges exploded, the petrol dump was engulfed and almost all structures at the site were destroyed. The two PTs along with a small Australian cargo carrier AS16 burned to the waterline and sank in 30m of water.

These hulks plus a well-worn PNG Administration work-boat from post-war years now form a dive site for experienced scuba divers. It is a decompression dive so is not recommended for sport-divers.

One of the most celebrated PTs in history, PT109, was commanded by a young naval lieutenant assigned to the South Pacific soon after completing his course at the main training centre in Melville, Rhode Island. In April 1943 he was allocated to the central Solomon Islands area of operations. On the night of 2 August 1943 PT109 was patrolling in Blackett Strait, between Kolombangara and Gizo Islands when the Japanese destroyer Amagiri loomed to the side. It was heading directly at PT109 and, though evasive action was taken, the PT was rammed and broke in half. Two of the crew were killed and the remaining eight sailors found themselves in the ocean. They clung to the wreckage of PT109 until dawn, then set off, swimming under the direction of their captain towards Plum Pudding Island, a small atoll 10km away. One, badly burned and broken, was towed by the captain who held the straps of the wounded man's life-jacket in his teeth. The sailors spent six days on the Plum Pudding Island before being found by two local fishermen. A message written on a coconut shell was given to them to take to the nearest naval base. The next day they were rescued.

For his bravery and humane actions in this episode the captain, Lt John F Kennedy, was awarded the Navy & Marine Corps Medal. Later he also received the US Bronze Star.

In 1960 JFK became the 35th President of the United States of America and a PT Boat took pride of place in his inaugural parade.

After WW2 the Plum Pudding Island was renamed Kennedy Island by the British Administration in commemoration of the incident.

Renowned marine explorer Robert Ballard discovered the remains of PT109 early in 2002 and wrote of it in his book 'Collision with History'.

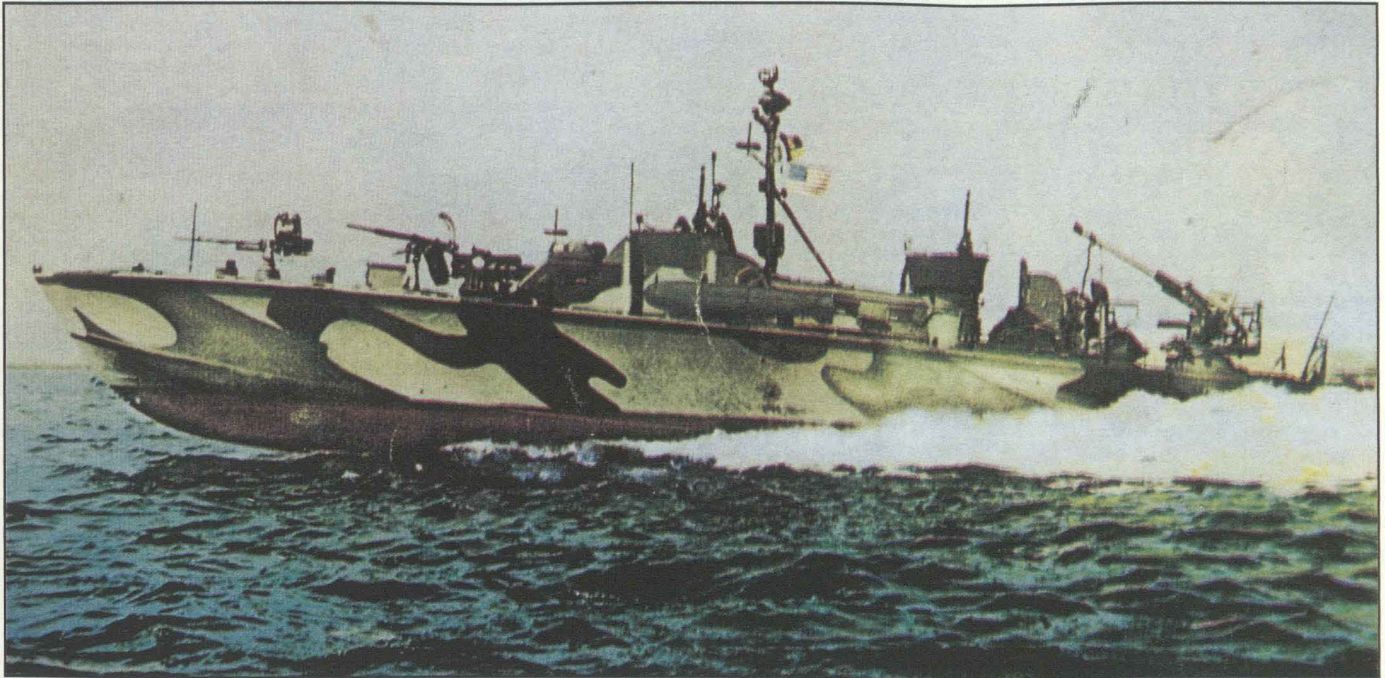
In late 2002 it was proposed that Kennedy's swim should be repeated by some of the world's top swimmers as a major new event in the world's sporting calendar.

Like Allied aircraft, many PT boats carried a distinctive nickname, which helped personify the boat and boost morale. Here is a selection from boats which operated in Papua New Guinea waters.

PT136 New Guinea Krud  
PT342 Logans Demon  
PT148 Fertile Myrtle  
PT349 Guinea Gal  
PT362 Geisha Gooser  
PT321 Death's Hand  
PT150 Lady Lucifer

PT332 Ferrett  
PT333 Thunderhawk  
PT132 Little Lulu  
PT576 Bitchin' Witch  
PT152 Lack-a-Nookie  
PT492 Impatient Virgin

PT338 Devil Chaser  
PT105 Hell Cat  
PT138 Java Jive  
PT372 Miss Fortune  
PT318 Ole Pickle Puss  
PT133 New Guinea Ferry



The PT Boats of the Plywood Navy were one of the most distinctive and diminutive groups of the US Navy to operate in support of the Allies during World War 2.

Operating mainly in the Pacific Ocean, from the Aleutians to Australia, these small boats were at the cutting edge of the naval war. Their official British designation was MTB Boat – Motor Torpedo Boat. The US called them Patrol Torpedo Boat while the squadrons retained the MTB designation. Their fast speed and manoeuvrability made them ideal for the myriad of aggressive or covert tasks needed in the day-to-day operations of war.

The name Mosquito Boats is associated with the circular identifying patches of the original squadrons – these showed a yellow-winged mosquito carrying a yellow torpedo (*photo on right*). Later, as more squadrons were commissioned, the torpedo became common to most patches, but the earlier name stuck. Altogether 40 active squadrons were commissioned. RON 4 was a training squadron, RONs 15, 22, 29, 30, 34 and 35 operated in European waters, RON 26 in Hawaii and the remainder operated in the Pacific.

Historically MTBs were first built by Britain and France about 1905. The need for a small but fast offensive and defensive craft was more apparent in the heavy traffic areas of Europe, and the British boat-builder Thornycroft manufactured to the Royal Navy's specifications.

In the interval between WW1 and WW2 General Douglas MacArthur was stationed at Manila. He recognised the worth of the MTBs and requested one hundred for defence of the Philippines before the Pacific War started. Request denied! But a small number were despatched. It was ironic that these PTs made a daring run under heavy fire to evacuate the famous General from Corregidor, soon after the attack on Pearl Harbour.

There were three principal builders of these boats in USA. Elco, based in Bayonne New Jersey (385 boats), and Higgins from New Orleans (199 boats) were the major builders, while Huckins of Jacksonville Florida built only 18.

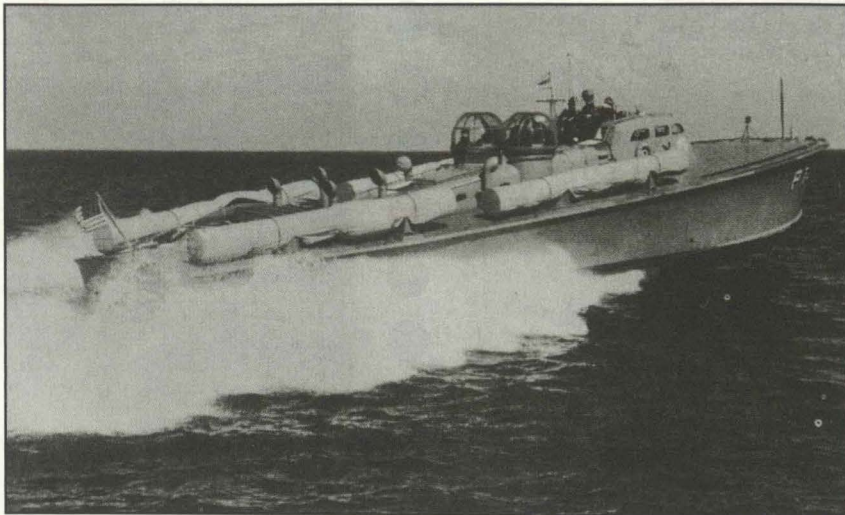
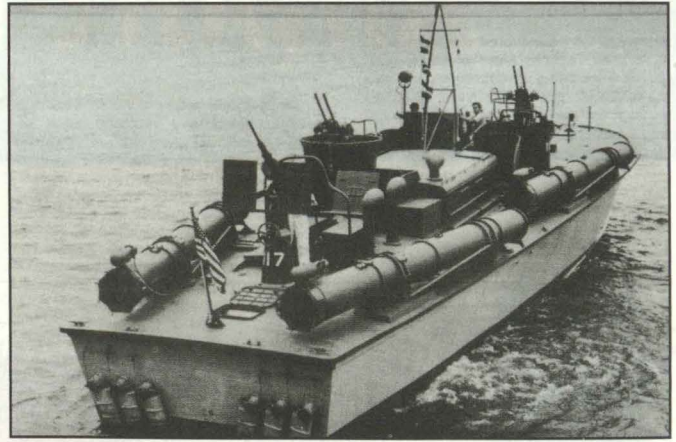
Because of the light-weight plywood construction their performance was remarkable – they could accelerate from eight knots to forty knots in eleven seconds, they could cruise for 30 hours on a fuel tank capacity of 3000 US gallons.



Whether sneaking into a hostile harbour at three knots, silently with mufflers closed or roaring into offensive mode at 45 knots or more, they were an awe-inspiring sight.

Armament consisted of four torpedoes, located two per side and facing forwards and at a slight angle outwards from the centreline. Anti-aircraft guns, in the form of a 40mm Bofors, two 50-calibre Brownings and a 20mm Oerlikon supplemented a 37mm cannon on the foredeck. Two depth charges, and late in WW2, rocket launchers, also were used.

In action PT boats threw a spray of white water high into the air, like the plumes of a bird-of-paradise. But the long distinctive wake often led to detection from enemy aircraft. Smoke generators on the stern were an effective camouflage for this wake in many of the attack-and-run duties the PTs undertook.



In Papua New Guinea PT boats operated from 14 bases – Milne Bay (Kana Kopa and Ladava), Tufi, Morobe, Woodlark, Fergusson, Buna, Kiriwina, Dregerhafen, Saidor, Seeadler, Aitape, and at Talasea and Rein Bay on New Britain. Most of these were close to enemy action. Ladava became the main engine overhaul site, and the major base at Dregerhafen was established in June 1944. Operations in Papua New Guinea started in December 1942 and continued until April 1944, when the frontline had moved to the north and west of New Guinea. PT boats were the first US Naval vessels to see action in Papua New Guinean waters, and their support of the Buna Campaign contributed significantly to its successful outcome.

The first submarine kill by a PT Boat was off the Kumusi River on the night of 23 December 1943. PT122, under the command of Lt Baughman, sighted a large Japanese submarine on the surface. The boat fired two torpedoes at the sub from 1000m but it did not sink. Closing in to 500m, PT122 now launched its last two torpedoes. Both hit, exploded, and the submarine broke in half and sank almost immediately. The submarine, I22, displaced 2180 tons, compared to 55 tons for PT122.

At war's end the Pacific PT squadrons were decommissioned and many of the boats were ordered to Samar Island in the Philippines. Here, during November and December 1945, 121 boats were set alight and burned to waterline, after which they were sunk off the coast.

The remaining survivors were offered for purchase through official disposals organisations. Five thousand US dollars could buy one of these, and many were eagerly sought after by veterans and yachtsmen. Most were converted into luxury cruisers and yachts and their heroic origins became diluted by time.

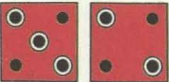
Veteran Mosquito-men kept in touch through an annual newsletter organised by Jimmy 'Boats' Newberry of Memphis, Tennessee. In 1966 he realised that no official recognition was going to be given to the veterans and to preservation of any PT Boats. Requests through his newsletter brought a deluge of donations, and the nucleus of a museum evolved. By 1975 a permanent display was formed at Battleship Cove, on Fall

River in Massachusetts. This now houses a fully restored PT Boat, PT796, which took part in Lt John F Kennedy's inaugural parade in 1960, and PT617 and PT619 from RON42. Battleship Cove houses the US Navy's major museum displays and the MTB Museum adds to the richness of the naval history of the United States of America.

In Papua New Guinea we, too, offer a Salute to the PT Boat!

*Dr Eric Lindgren is a photojournalist living in Brisbane. He worked in Papua New Guinea for 25 years. His interests are colonial history, photography, wildlife and WW2 history in the South West Pacific.*

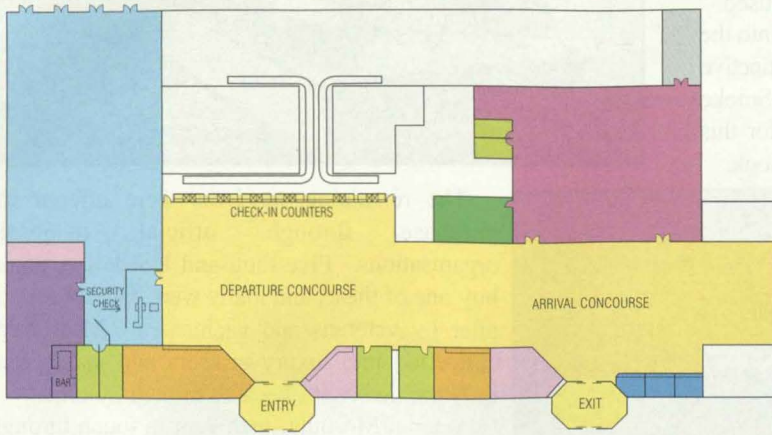
*He can be contacted at [ericlindgr@netscape.net](mailto:ericlindgr@netscape.net).*

<p><b>SHAPES</b> No.4</p> <p><b>AIRCRAFT RECORDS</b></p> <p>Paper aircraft. According to the Guinness Book of Records, a distance of 1.25 miles has been recorded by throwing a paper airplane from the top floor of a tall building.</p>	<p><b>PUZZLE ANSWERS</b></p> <p><b>SUM TOTAL</b></p> <table border="1"> <tr><td>7</td><td>4</td><td>9</td><td>6</td><td>2</td><td>2</td></tr> <tr><td>6</td><td>2</td><td>9</td><td>7</td><td>2</td><td>4</td></tr> <tr><td>1</td><td>7</td><td>5</td><td>5</td><td>9</td><td>3</td></tr> <tr><td>5</td><td>8</td><td>1</td><td>1</td><td>9</td><td>6</td></tr> <tr><td>8</td><td>6</td><td>1</td><td>3</td><td>4</td><td>8</td></tr> <tr><td>3</td><td>3</td><td>5</td><td>8</td><td>4</td><td>7</td></tr> </table>	7	4	9	6	2	2	6	2	9	7	2	4	1	7	5	5	9	3	5	8	1	1	9	6	8	6	1	3	4	8	3	3	5	8	4	7	<p><b>DOLPHINS</b></p> <p>EPIMELETIC BEHAVIOUR</p> <p><b>DICE</b></p>  <p>The diagrams are the results of two dice, one with black dots, one with white dots, merged together.</p>
7	4	9	6	2	2																																	
6	2	9	7	2	4																																	
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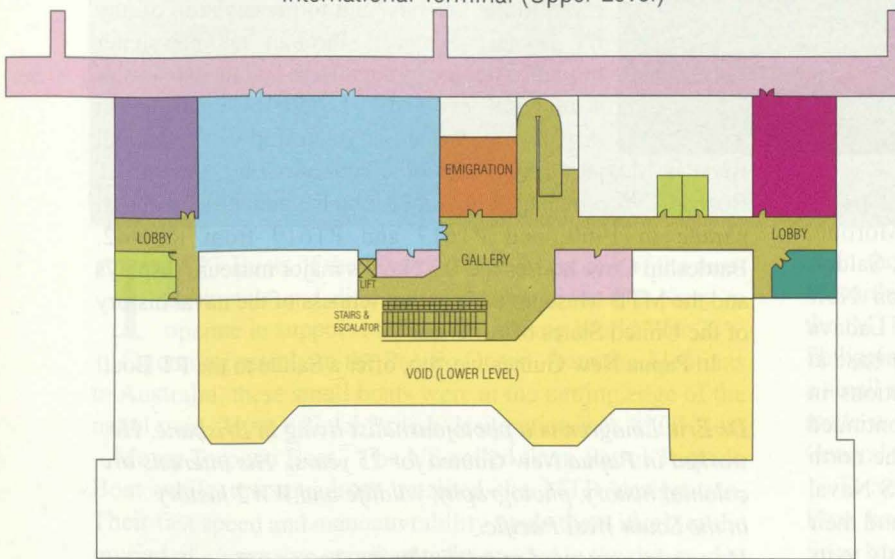
# Airport Terminal

## Map of Jacksons Airport

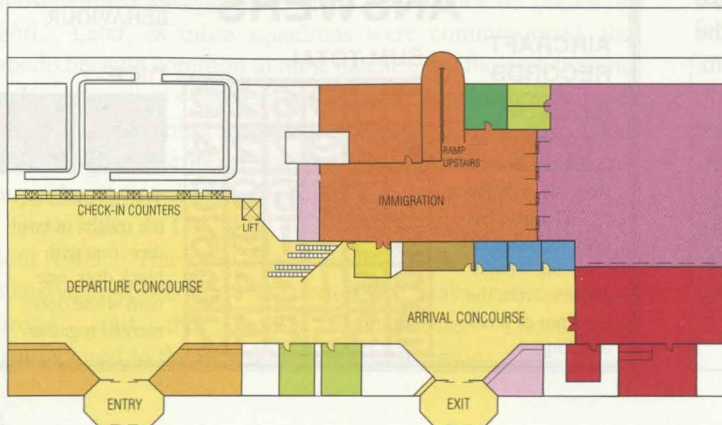
Domestic Terminal



International Terminal (Upper Level)



International Terminal (Lower Level)



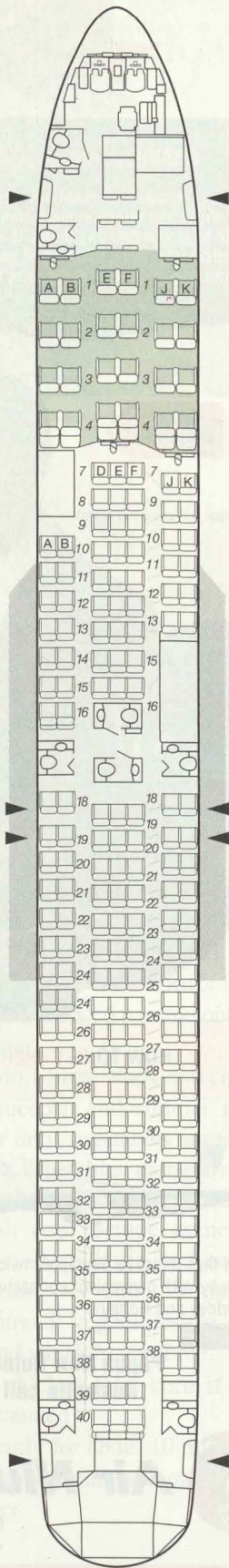
- Arrival Hall
- Arrival/Departure Halls/Check-In Counters
- Baggage Reclaim Area
- Car Rental
- Customs/Quarantine Inspection
- Departure Lounge
- Immigration
- Information
- Paradise Lounge
- Lobby
- Lost Baggage Store/Claims
- Medical Room
- Press Room
- Shops/Restaurants
- Ticket Sales/Customer Service
- Toilets
- Unavailable
- VIP Lounge
- Telephones



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# Aircraft Information

Map of Boeing 767-300



**Air Niugini**  
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## Boeing 767-319ER

### CONFIGURATION

J - Business Class rows 1 to 4	(24 seats)
Y - Economy Class rows 7 to 40	(206 seats)
Length	59.94m
Wing Span	47.57m
Cruising Speed	857 km/h
Engines	2 General Electric CF6-80C2

### SEAT PITCH

Business Class	50"
Economy Class	31-32"

### KEY

Emergency Exits ► Toilet ○ Bassinets



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



### CHINA TOWN

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

### ARAB STREET

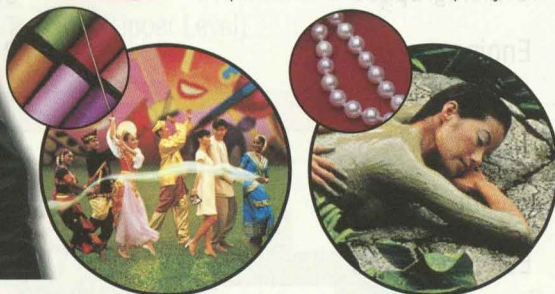
The real glory is the textiles, but you can haggle to your hearts content and come away with delight bargains.

### LITTLE INDIA

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

### ORCHARD ROAD

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



## SHOPPING TIPS

Be firm but polite when haggling on price

Shop around for the best exchange rate

Check that guarantees on electrical equipment covers your country

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

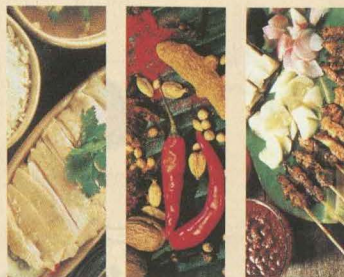
Keep your fluids up! Drink plenty of bottled water

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

## FOOD GLORIOUS FOOD

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

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



## WHAT TO DO WHEN YOU GET THERE



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

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

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

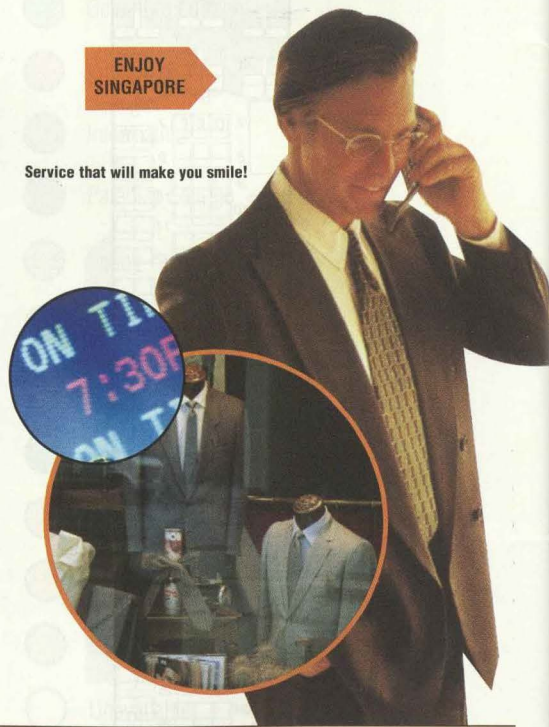
Singapore has amazing temples, and festivals all year round. It truly is the city of entertainment.

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### ENJOY SINGAPORE

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## HOW TO GET THERE



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For Information

Papua New Guinea call 327 3444  
Australia call 1300 361 380





# Local Cuisine — Kakaruk



## Chicken and Corn Soup (Serves 6)

1 large potato, diced  
 1 large onion, sliced  
 6 cups chicken stock  
 1 chilli, chopped finely  
 or ½ teaspoon chilli powder  
 250g cooked chicken, chopped  
 300g corn kernels (fresh, canned or frozen)  
 2 tablespoons chopped parsley (optional)  
 black pepper

Place potato, onion, stock and chilli in a large saucepan and simmer for 20 minutes or until vegetables are tender.

Remove vegetables using a slotted spoon, mash or purée in a blender. If using fresh corn, scrape kernels off cob with a sharp knife and cook in stock mixture for about 5 minutes. Return pureed vegetables to stock mixture and whisk to combine.

Stir in chicken (and corn if using frozen or canned).

Heat gently for about 10 minutes.

Add parsley and season to taste with pepper.



## Spicy Roast Chicken (Serves 6)

1.5kg chicken  
 2 tablespoons honey  
 2 teaspoons sesame seeds

### Spice mixture

2 cloves garlic  
 1 teaspoon grated fresh ginger  
 2 teaspoons soy sauce  
 3 teaspoons curry powder  
 ½ teaspoon garam masala  
 3 tablespoons lemon juice  
 Remove fat from chicken (and skin if desired).

To make spice mixture, blend together garlic, ginger, soy sauce, curry powder, garam masala and lemon juice.

Rub all over chicken. Bake chicken at 180°C for 45 minutes.

Warm honey and brush over chicken. Cook 15 minutes longer. Sprinkle chicken with sesame seeds 5 minutes before cooking is completed.

Serve with rice and a green salad.



## Ginger Chicken and Pineapple Salad (Serves 6)

1 pineapple  
 1 large cooked chicken  
 small nob root ginger, grated  
 1 small onion, sliced  
 1 red or green capsicum, sliced  
 chopped parsley

Slice pineapple in half lengthwise and carefully remove flesh cutting into large cubes.

Bone chicken and cut flesh into bite size pieces.

Combine the ginger with the onion, capsicum and parsley. Gently stir in the chicken.

Spoon back into the pineapple shells. Sprinkle with dressing.

Serve chilled.

### Salad dressing

Mix well: 3 tablespoons oil  
 1 tablespoon vinegar  
 salt and pepper to taste



## Stir Fried Chicken and Broccoli (Serves 4)

2 tablespoons oil  
 2 onions, cut into eighths  
 2 cloves garlic, crushed  
 1 tablespoon grated fresh ginger  
 4 chicken breasts cut into thin strips  
 1 broccoli, cut into florets  
 ½ teaspoon ground cumin  
 ½ teaspoon ground coriander  
 3 tablespoons oyster sauce  
 1 teaspoon sesame oil  
 1 tablespoon sesame seeds

Combine cumin, coriander, oyster sauce and sesame oil and set aside.

Heat oil in a frypan or wok. Stir-fry onions, garlic and ginger for 2-3 minutes or until onion softens. Remove from pan and set aside.

Add chicken to the pan and stir-fry for 3-4 minutes. Return onion mixture to the frypan. Add broccoli and spice mixture. Stir-fry for 2-3 minutes or until broccoli is just tender.

Serve sprinkled with sesame seeds.

# Welcome

## Getting Around

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

## Useful Port Moresby Numbers

Air Niugini Information **327 3480**

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

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

Police **000**

Ambulance **325 6822**

## Currency

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

## Customs and Quarantine

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

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

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

## Languages

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

## Time

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

## Communication

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

## Driving

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

## Electricity

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

## Health

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

## Dress

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

## Restaurants

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

## Tips

Tips are neither expected nor encouraged.

## Shopping

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

## Cultural Events

Celebrations of traditional culture include:

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

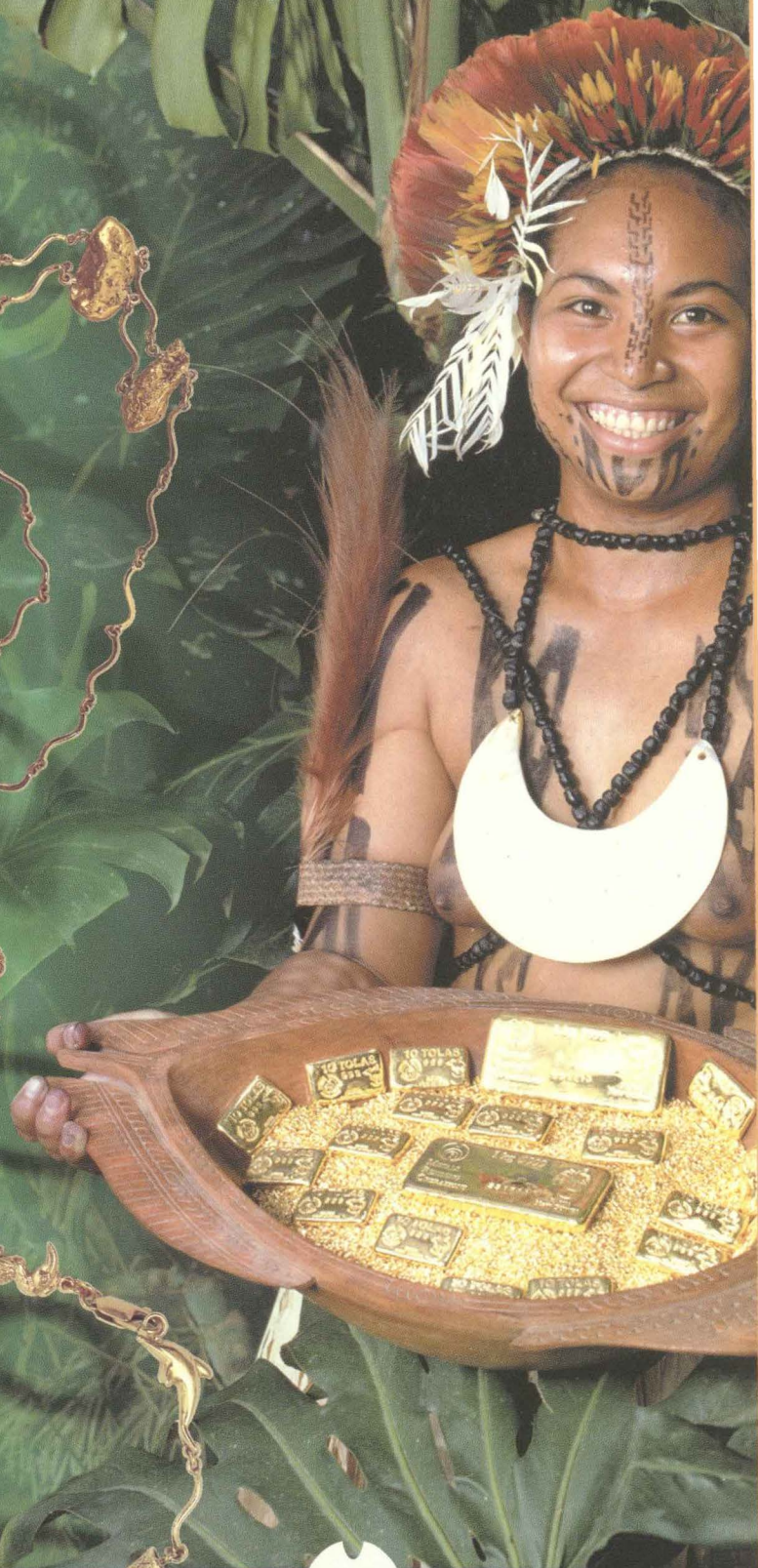
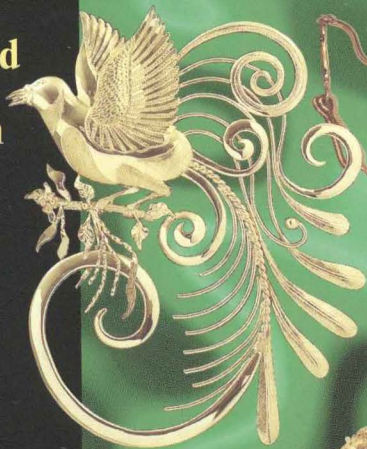
## Export Rules

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



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