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VOL 1, 2005



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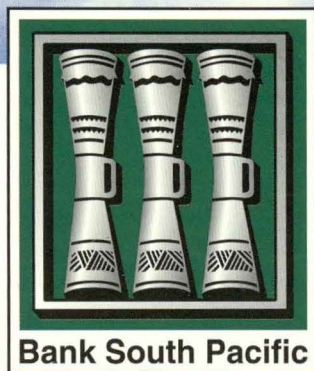
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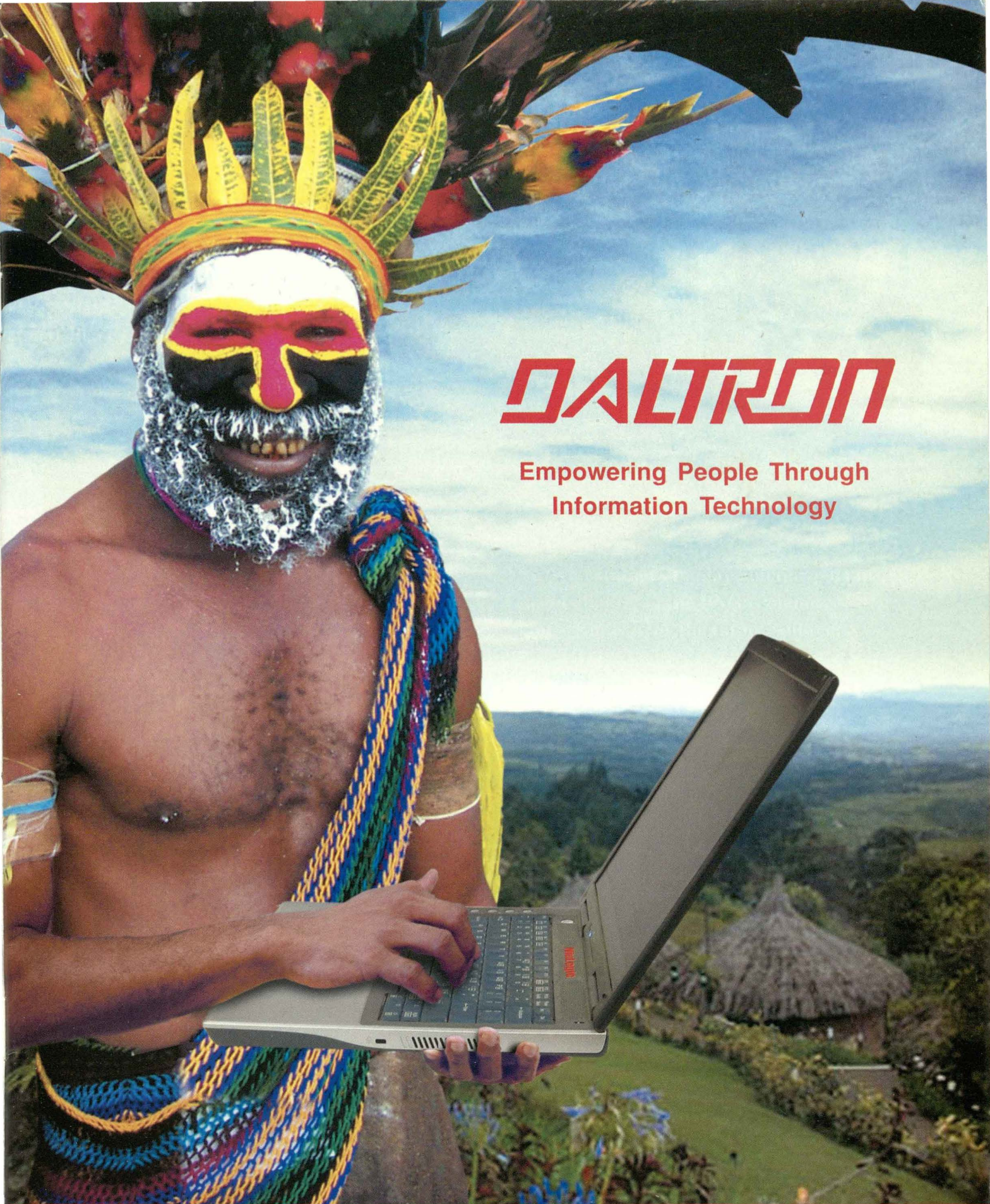
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Joseph Tauvasa
Chairman

Chairman's Message

2004 was a very successful year for the national flag carrier with both our financial and operational performance in line with the general worldwide recovery in the industry.

The positive results that we achieved last year will provide the platform for Air Niugini to implement further improvements in our international and domestic operations, as well as our customer services throughout 2005.

The efficiency with which Air Niugini handled the busy Christmas, New Year and holiday traffic period clearly demonstrates that our fleet of Boeing 767, Fokker 28-4000, Fokker 100 and Dash 8 aircraft is the right mix for attending to our very diverse passenger and cargo needs.

Our domestic services contributed significantly to last year's performance with an overall 6.6% growth in passenger numbers. There is no doubt the acquisition of the two Fokker 100 jets towards the end of 2004 has greatly improved capacity on the main domestic trunk routes and have proven to be a very popular aircraft with the travelling public.

Our International Sales team boosted passenger numbers by 12.4% over the 2003 figure, while the appointment of General Sales Agents in Stockholm and London contributed 30% more passengers in 2004 over 2003 arrivals.

Air Niugini is committed to building up inbound tourism business from existing and new niche markets from Scandinavia and Russia through our Asian gateways.

Our latest General Sales Agent appointment will represent the airline in the Italian market, which I am pleased to say, is producing a steady number particularly for Papua New Guinea's core diving visitor market.

Whether you travel for business or leisure this year, we look forward to your regular company on our international and domestic Bird Of Paradise flights throughout 2005.

On behalf of the board of directors, management and staff, I thank you for your support and custom through 2004.

A handwritten signature in blue ink, appearing to read 'Joseph Tauvasa', written in a cursive style.

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VISION

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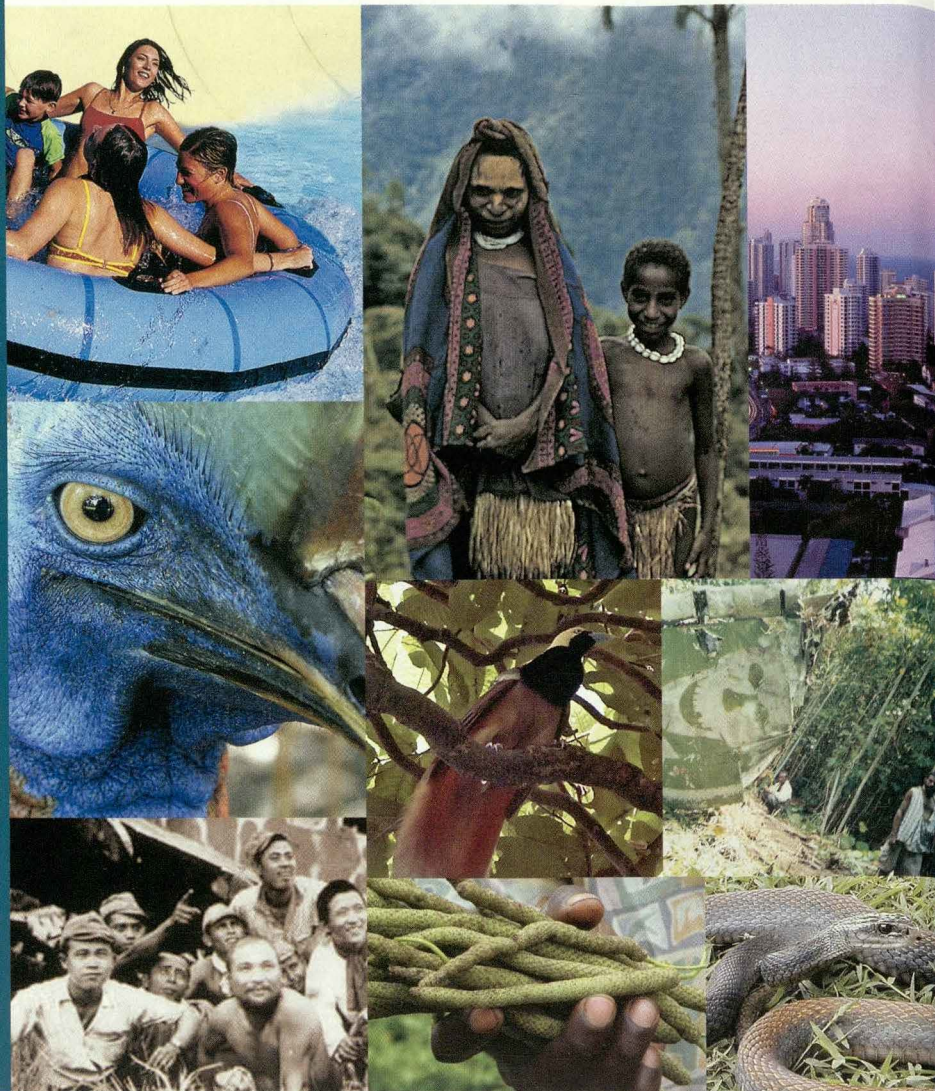
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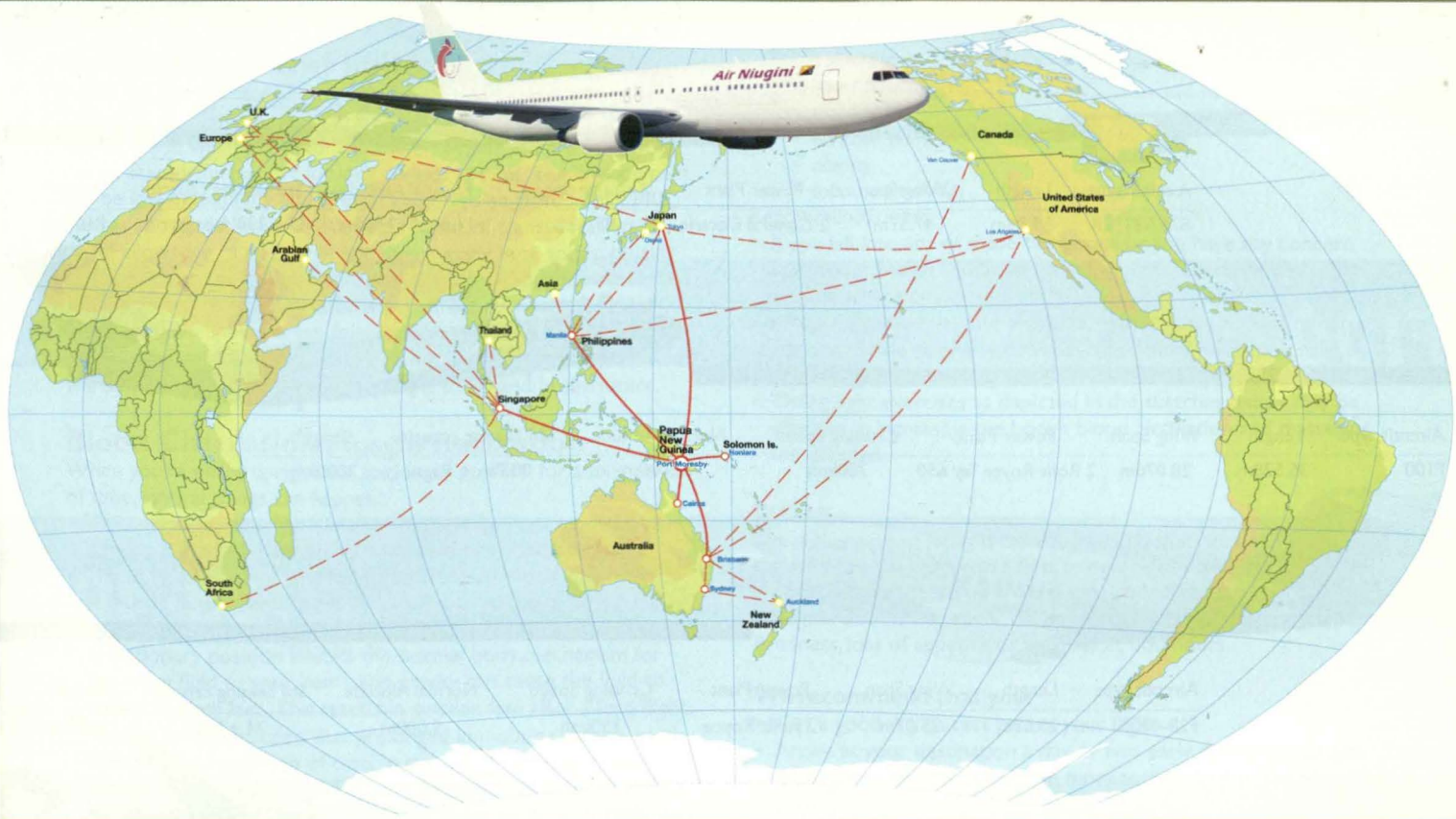
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Air Niugini Fleet

Nobody Knows Papua New Guinea like Air Niugini!



B767-319ER

Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
B767-319ER	59.94m	47.57m	2 General Electric	857kph	11,000 -12,000m	230 + bags	8100km

F100



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F100	35.528m	28.076m	2 Rolls Royce Tay 650	780kph	11,000m	98 Pax + Bags	3000km



F28-4000

Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F28-4000	29.61m	25.07m	2 Rolls Royce	750kph	9,000m	74 + bags	1600km

DHC-8-202



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
DHC-8-202	22.25m	25.89m	2 Pratt & Whitney	550kph	7600m	36 Pax + Bags	1700km

Welcome Aboard

We ask that you acquaint yourself with the following features of our service...

Takeoff and landing

Ensure that your seat is in the upright position during takeoff and landing. Folding tables must be returned to their original position in the seat back or the armrest.

Safety first

Your seatbelt must be securely fastened during takeoff and landing or whenever the seatbelt sign is on. When the seatbelt sign is off you may move about the cabin as necessary. However, while seated, keep your seatbelt fastened securely in case of unexpected turbulence.

Smoking

Smoking is not permitted on any Air Niugini flight.

Before you leave

Please check your seat pocket before you disembark to ensure you have not left any items of value.

Entertainment

A movie and a selection of music including classical, modern, country and local are available on international services. Programmes can be found in the inflight entertainment section of this magazine.

Hand luggage

Please ensure that your luggage is placed in the overhead locker or under the seat in front of you.

Pillows and blankets

On international flights, pillows and blankets are available on request from cabin attendants.

Children and babies

Our flight attendants will provide a Paradise Kit that includes a colouring book and pencils, games and puzzles. The flight attendants will also be pleased to assist in preparing your baby's food and bottle. Baby food and diapers are available on international flights.

Electronic equipment

Cellular telephones, TV receivers or radio controlled devices are not to be used at any time on board an aircraft. Electronic devices such as portable computers, compact discs or cassette players and video games can be used only when the seatbelt sign is switched off.

Celebrating
30 years
of service to
Papua New Guinea
Air Niugini

Medical information

In Flight 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 in flight, move your legs and feet for three to four minutes per hour while seated and move about the cabin occasionally, if conditions allow.
- Doing light exercises as depicted in the sketches below may be effective in increasing the body's blood circulation and massaging the muscles.

Jetlag

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

We recommend that you:

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

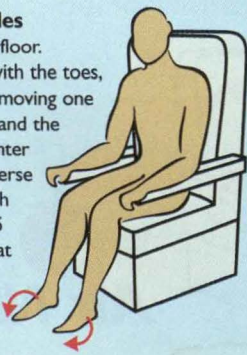
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

In Flight 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.

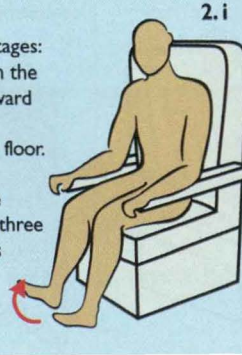
1. Ankle Circles

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

In Flight Health Tips and Exercises

- 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.

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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COLLECTOR'S PARADISE

Lae's House of PNG Art



Karen Quinn...at her Lae Arts Gallery.



Authentic souvenirs of Papua New Guinea at the Lae Arts Gallery.

By Robert Keith-Reid

Could Papua New Guinea be anything else but a paradise for hunters for collectibles?

Rare orchids, butterflies, bugs, shells, fish, corals, war relics and a host of other intriguing targets await the shadow of collectors to fall on them.

But beware where, and how, you dip your net. Some items are simply tabu. For others, you need a permit. War relics are not tabu simply under law but because some might blow you up.

Who can overlook the arts and crafts of Papua New Guinea? There's the art of a fantabulous range of 800 cultures to cull collectibles from.

Collectors have been fascinated by Papua New Guinea's incredible array of artistic collectibles since pioneer adventurers began delving into the country in the 19th century.

In how many houses around the world does a fearsome Papua New Guinean gaze from a wall?

How many visitors leave Papua New Guinea without a souvenir item of at least one of the country's elaborate range of cultures? Not many, if any.

At the Melanesian Arts Gallery in Lae, in a building that

once was an item of infrastructure of the historic but now disused airport in the middle of the town its presence gave birth to, Karen Quinn is the person to guide a novice, but also the knowledgeable, in the intricacies of collecting authentic souvenirs of Papua New Guinea.

She arrived at Lae from Australia in 1976 to teach. The arts centre was opened in 1972 by Richard and Robin Leahy and built up an international reputation for the variety and quality of the material it traded in.

Quinn and co-owners Lesley Matthews and Cynthia Leahy took it over in 2000.

"The Leahys eased us into the business" says Quinn. "We've displayed everything into zones, Trobriands, Ramu, Highlands, so that people with particular interests are directed to them.

"We have a smattering of everything, even up to the Irian Jaya, West New Britain and the Solomons."

Since comparatively few tourists get to Lae, the business is heavily reliant on local support.

"Most local residents are very good supporters, not just resident expatriates but their relatives who visit them and wantoks who bring their visitors to us.

"Nearly everybody has a particular interest. Some just buy billums, or masks, or carvings. We sell lots of



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everything.

"Most men don't go out without a penis sheath, the bigger the better."

Prices go from a few kina to 500 kina. Walking sticks from the Trobriands fetch from 1500 to 5000 kina.

"We don't buy everything that can't be shipped. The biggest cost is shipping. Something that costs 500 kina to buy may cost 1000 kina for shipping."

Sepik is Papua New Guinea's great treasure zone for collectibles, she says; figures, masks, carvings, billums. Ramu specialises in masks and figures.

Tami Island produces fantastic wooden bowls. The Highlands are hot for shields and stone axes.

"Quite a few missionaries supply us things because they are generating income for their people.

"The more I sell, the more I buy. If the house is full, I can't buy things because I haven't got the money to spend.

"We have a market every Tuesday and producers bring us some unsold items. I try my hardest to buy something from everyone so that they don't go away with nothing.

"Some acquisitions are not sold since they are kept for

display. I regret selling a skull basket because I will never get another one. We will keep stuff that we know we won't get again."

She has a shield she definitely won't sell. "It is very old and still has arrow heads in it. It was used for war, which is fantastic."

The new owners recently changed the name of the business from arts centre to arts gallery because "in the last 12 months a lot of school groups have visited us."

As a long-time teacher, the fascination that Papua New Guinea's children find in their own culture after exposure to the diversions presented by urban life and television gladdens Quinn's heart.

Foreign dealers in Papua New Guinea collectibles turn to the Lae gallery when their own field trips with guides don't deliver all they want.

"They pay some fellow to take them to the grassroots and negotiate. If they can't get things, they will come here because we have grassroots things. They know exactly what they want. Japanese customers buy lots of small things because they are obligated to take presents to everyone at home. Wantoks want to take something back to where they live outside Papua New Guinea. Americans buy well and if they think that it is quality, they don't haggle."



RELIQUARIES OF WAR

The long hunt for America's war dead

By Robert Keith-Reid

Seated in the left hand seat at the controls of one of Air Niugini's Dash 8 planes on the ride over mountains from Madang to Port Moresby, Captain Keith Hopper points downward.

The Dash 8 is cruising at 23,000 feet. Through the thick cloud layer several thousand feet below, the tips of some of the highest of the peaks appear as blue smudges.

A squadron of American bombers flying across the island flew into the clouds. Three disappeared. The wrecks were found in the 1980s, all at the height they'd flown at in formation.

Nearly 60 years after the end of the Second World War the recovery of the bodies of the airmen who died in the crash continues throughout Papua New Guinea.

Last April, a United States transport jet was at Jackson's Airport to carry home the small coffins containing some of the bones of the 11 crew members of a B24 bomber of the 63rd Bomber Squadron that crashed into the jungle in December 1943.

Pilot Hopper's hobby is the history of the United States World War II Air Force. He caught the warplane wreck bug in 1982 recovering the wreck of a Royal Australian Air Force Kittyhawk fighter from Snake Island, off Townsville, which was a big Fifth Air Force base.



B-17E Flying Fortress.



P38 Lightning.



Ki 43-11B Oscar Alexishafen.



B-25H Mitchell.



Finesterrre Mountain...the graveyard of United States and Japanese aircraft.

"I don't think many people realise that the American air force swept that through the east coast of Australia and New Guinea during the Second World War amounted to over 5000 aircraft and more than 250,000 men," he says.

"The logistics involved were incredible. They lost about 3000 of those planes. They were lost all the way from Melbourne to Japan. The great majority were normal crashes of aircraft flown by very young inexperienced men. A B24 four-engine bomber was found on Mount Thumbu in 1982. The captain had transitioned to four-engine bombers with a total of 110 hours experience. You can't get a commercial pilot's licence in Australia with only 110 hours."

He reckons that about 300 Fifth Air Force wrecks await discovery in Papua New Guinea. "The vast majority of losses were due to pilot error. Statistics showed that the number shot down was small compared with accidents. They came for four weeks at Port Moresby, get decimated and went back to Australia for two months.

Pilots became lost in the clouds, in bad weather, over terrain that was unmapped, or barely so. Today, their bones lie with the wreckage of their aircraft shrouded by the Papua New Guinea jungle.

"As the war moved on, their experience level reached such a point that their operations became a lot safer. The highest safe altitude in Papua New Guinea is 16,800 feet, the height of Mount Wilhelm. There are many around the 10,000 feet mark and aircraft simply didn't climb high enough."

From Australia, the Fifth Air Force went to Port Moresby. By late 1942, the Kokoda Battle was won and the Fifth Air Force established a big air base at Popondetta.

They took Lae and built a major base there in December 1943 and continued up the coast through the then Dutch East Indies to the Philippines.

The recovery of lost aircrew began during the war by a military team that eventually became known as CIL (Central Identification Laboratories - Hi (Hawaii).

There are war graves registration reports in Port Moresby used by groups that searched for missing aeroplanes.

"What we are finding out today is that a lot of the wrecks that are officially missing have been known by the local people for many years. But they believe the authorities are aware of them and don't bother to report them," Hopper says.

"In the 1950s, a Lutheran minister was visiting villagers up behind Nadzab at an altitude of 8000 feet. A villager brought him a radio manual belonging to a Sergeant Cohen and said there was a wreck nearby. He passed it on to the Australian authorities. An Australian patrol





Some of the wrecks photographed by local Papua New Guineans.

officer and an American army officer went to the village and asked to see the wreck.

"They were taken to a B25 bomber, which had the crew on board. When the crew had been recovered, it was discovered that Sergeant Cohen was a radio operator on a C47 transport aircraft out of Townsville with 26 people on board and it was still missing. Here we are 40 years later and that C47 still hasn't been found. There's quite a few stories like that."

The Americans use two different teams - one for initial investigation and the other for recovery. Each has to hire a helicopter, move it where they are operating from, and visit the villages. They don't actually search for missing aircraft. They only follow up aircraft that are reported to be found.

When a wreck is detected it can take several years to go on a list and then reach the top of it for attention, Hopper says.

"They go in by a helicopter, usually with the villagers who found it, they do a site investigation to find out what sort of aircraft, whether it is a previously discovered aircraft, and try and identify it.

"Each recovery team has an anthropologist with it. They are quite strict. They don't like the site interfered with because they can usually tell by the impact where's the best place to start looking. They grid it out like an archaeological site and then begin sieving for bones and teeth.

"In recent years they have begun using DNA tests. A lot of the remains are perished by the years and also by fires after the crash. Usually, the amount recovered is quite small.

"Most of the wrecks have been interfered with by villagers, except for those in remote locations. They found an intact parachute recently at 11,000 feet.

"I think the US Embassy in Port Moresby gets quite a lot

of regular finds. One reason is that villagers see some sort of revenue to be gained and many reports are of previously located aircraft."

Aircraft that force landed in swampy grounds remained quite intact. "There's an Australian Boston and a very rare B17 Flying Fortress in a swamp near here. It's very intact and it's a very early model."

Papua New Guinea's War Surplus Material Act forbids interference with war debris. The National Museum can grant approval for the recovery and export of aircraft, usually on the condition that allows the recovery of two on the basis that one is restored and handed back to the museum.

The Americans operated the P38 Lightning, P39 Aircobra, P40 Kittyhawk, and P47 Thunderbolt. P51 Mustang, A20 Boston, B25 Mitchell, B26 Marauder, B17 Flying Fortress, B24 Liberator and C47 Dakota transport.

The Australians flew Beaufighters, Beauforts, Wirraways, Boomerangs, Ansons, Catalina flying boats and Tiger Moths. The Dutch flew the Brewster Buffalo.

Pretty well all types are represented in the list of wrecks, Hopper says. The Japanese flew the Zero, Ki 43 Oscar, Ki 61 Tony, Ki 21 Sally, Ki 46 Lilly and Ki 50 Helen.

"For some reason, a lot more American aircraft are found," Hopper, says.

"The sheer size of the American air force that went through here was phenomenal, at least 1600 Lockheed Lightnings built for US\$170,000 each in 1942 dollars."

Hopper's history hobby has produced many stories to relate. "There is a group in the States called the American War Orphans Network, made up of people whose parents disappeared in war.

"The president is Patricia Gaffney-Kindig. Her father took a Thunderbolt from a strip on the north coast of New Guinea,



refuelled and took off for his own strip on the other side of a 10,000 feet mountain range. He never got there and was missing in action for over 50 years.

"Richard Leahy, whose father opened up the PNG highlands, is also very interested in the Fifth Air Force history. Patricia wrote to him from America, explained the details of her father's loss and asked Richard if he could help find the aircraft.

"She came to PNG, went to the villages in the area of the reported plane wreckage, visited three sites and the third was her father's P47. She reported it to CIL - Hi which recovered the remains. Here's a lady in her 60s who found her missing father in the early 1990s.

"It gets weirder. Ten miles down the coast a spotter aeroplane had an American officer on board. The plane went missing and in the last four years the wreck was located. The son of the officer who went missing, Michael Kindig, married Patricia Gaffney last year. Their fathers died within about 20 miles of each other.

"In 1943 a C47 transport took off from Jackson's Airport. It flew into a mountain north of here. Another aircraft saw it crashed and took photographs. They circled the site and reported it. The squadron moved on to the Philippines and everyone forgot about it.

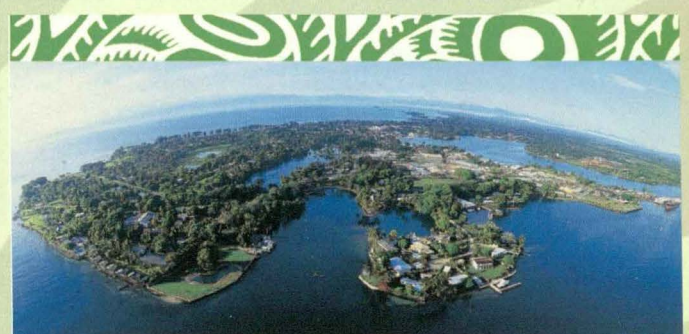
The war graves eventually mounted a recovery mission led by a sergeant for two weeks. He could see the crash site but would have to climb the next mountain to get to it. His rations ran out and he was physically extremely exhausted, so he returned to Port Moresby.

"That aircraft has never been recovered. It is still sitting on a peak. You can fly over it and look at it. You can land a chopper next to it and they still haven't recovered the remains. They are hoping to do so this year."

New Zealander John Douglas, a resident of Papua New Guinea for 15 years, is another war wreck hunter. His technique is to equip villagers who report wrecks with

disposable cameras. They are asked to photograph the wrecks and return the film to him.

"It is not something that is ever going to be finished," says Hopper. The remains of the B24 crew taken home last April were recovered from an area of 496 square metres. With the bones were recovered a pilot's wings, a lieutenant's epaulets, a pocket knife, a pocket compass, a cigarette lighter, buckles, ammunition, a Mae West life jacket, a wedding ring; the list ran on.



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LAE'S RAINFOREST HABITAT

PNG's little zoo

By Robert Keith-Reid

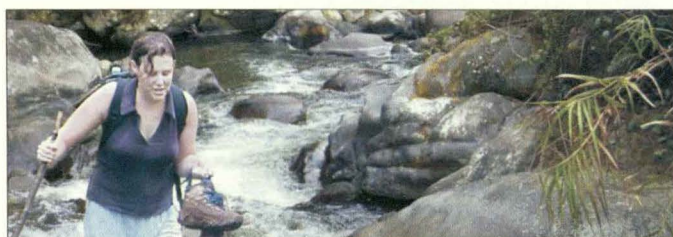
There he hops, from branch to branch at the top of a tree, his golden, yellow and green plumage glimpsed but never fully exposed: Papua New Guinea's national symbol, *Paradisaea Raggiana*.

He's one of 38 recorded species of Birds of Paradise. You will spot him, maybe, fluttering around in the forest at heights of up to 1500 metres. It's good to know that the Raggiana is not an endangered species, protected as all Birds of Paradise in theory are.

But the rainforest can be hot, wet, slippery, exhausting and bothersome and, if you're out in it hoping to spot any of the Birds of Paradise, it could quite likely be disappointing.

There's an easier way to see nine species of the Birds of Paradise, some just a couple of metres away from the lens of your camera. Visit the 2000 square metres Rainforest Habitat at the University of Technology at Lae.

To all intents and purposes a stroll along the winding,



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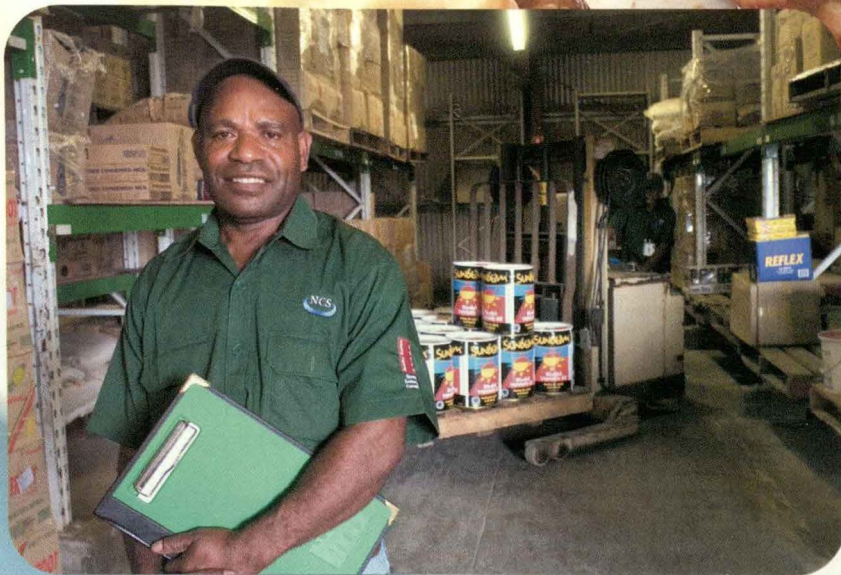
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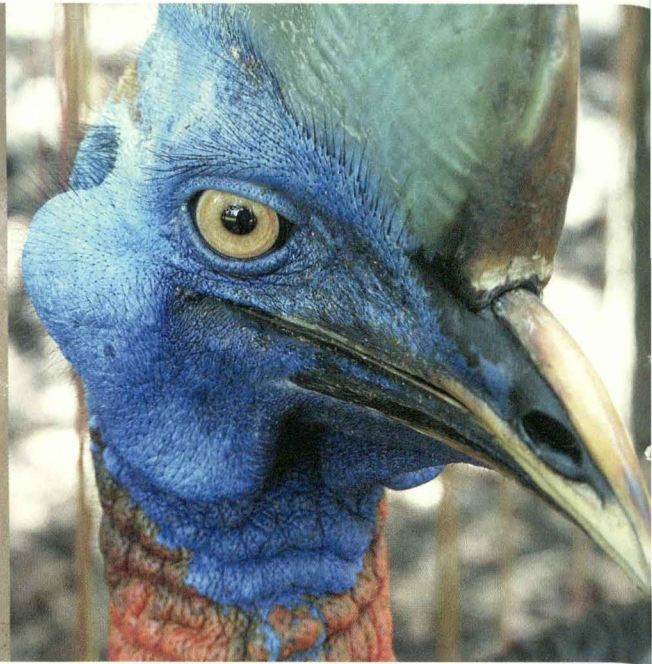
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Indo-Pacific or Saltwater Crocodile

Crocodylus porosus

This is the largest of all reptile species, attaining a length of over 7 metres and a weight of up to 1000 kilograms. It is also the most widely distributed of all crocodiles being found from India to northern Australia. They can live in fresh and saltwater, are extremely dangerous and very long lived. Females are smaller than males and lay between 60-80 eggs in nest mounds in the wet season. In P.N.G. they form the basis of an extensive farming business, their skins and meat being quite valuable.

Status: Not endangered in PNG and northern Australia, elsewhere it is vulnerable



ascending footpath of the habitat's vast mesh dome puts you in a rainforest, minus the discomfort.

It was designed and maintained to kid its avian inhabitants into being oblivious to the fact that they are captive.

The only deficiency of this deception is that some species, even one of the Birds of Paradise, are almost tame. Except for that treetops lover, *Paradisaea Raggiana*, they'll allow camera-toting visitors to sidle up far more closely to them than their free bush relatives would.

So successful is the habitat that it has achieved the feat of breeding *Paradisaea Raggiana* in captivity for the first time. But there have been failures too. The collection of 11 species of the Birds of Paradise is down to nine.

"There were two others but they died," habitat staff said.

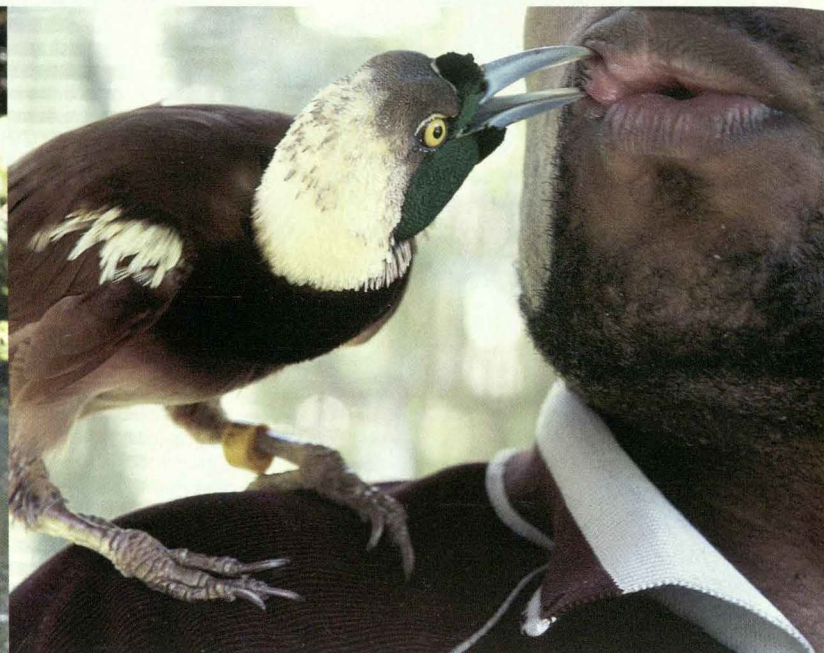
"They are very vulnerable when they are moulting and it rains a lot in Lae. The others are in good condition. We have to make the habitat as natural as possible to make them feel at home."

Another defeat has been attempts to keep the White Cuscus. Lae's climate isn't one this creature can adapt to.

"Visitors become very excited when they see the Birds of Paradise," Monica Margaret Isimu, the acting manager, said.

"*Raggiana* begins to display its plumes from August/September to late October when they moult and lose their full plumes and tails."

The habitat is the closest thing to a zoo to be found in Papua New Guinea. It was built in 1995 on what was a rubbish dump, with land cleared by some visiting





Australian army engineers, and opened in 1996. Exhibits include tree kangaroos, cassowaries, quolls, one large saltwater crocodile and numerous small freshwater cousins, and about 50 species of birds.

A small butterfly farm is run as a sideline.

Kept separately in cages are three species of eagles, all cooped up as they are in small cages. In the habitat they'd be able to stretch their wings and glide but with fatal consequences for ducks floating in its lagoon and pigeons perched on the railings of the walkway.

The habitat has fallen on hard financial times since the university decided it was unable to renew the contract of its founding director. A handful of surviving staff carry on. Its primary purposes are scientific research and the education of Papua New Guineans about conservation and wildlife.

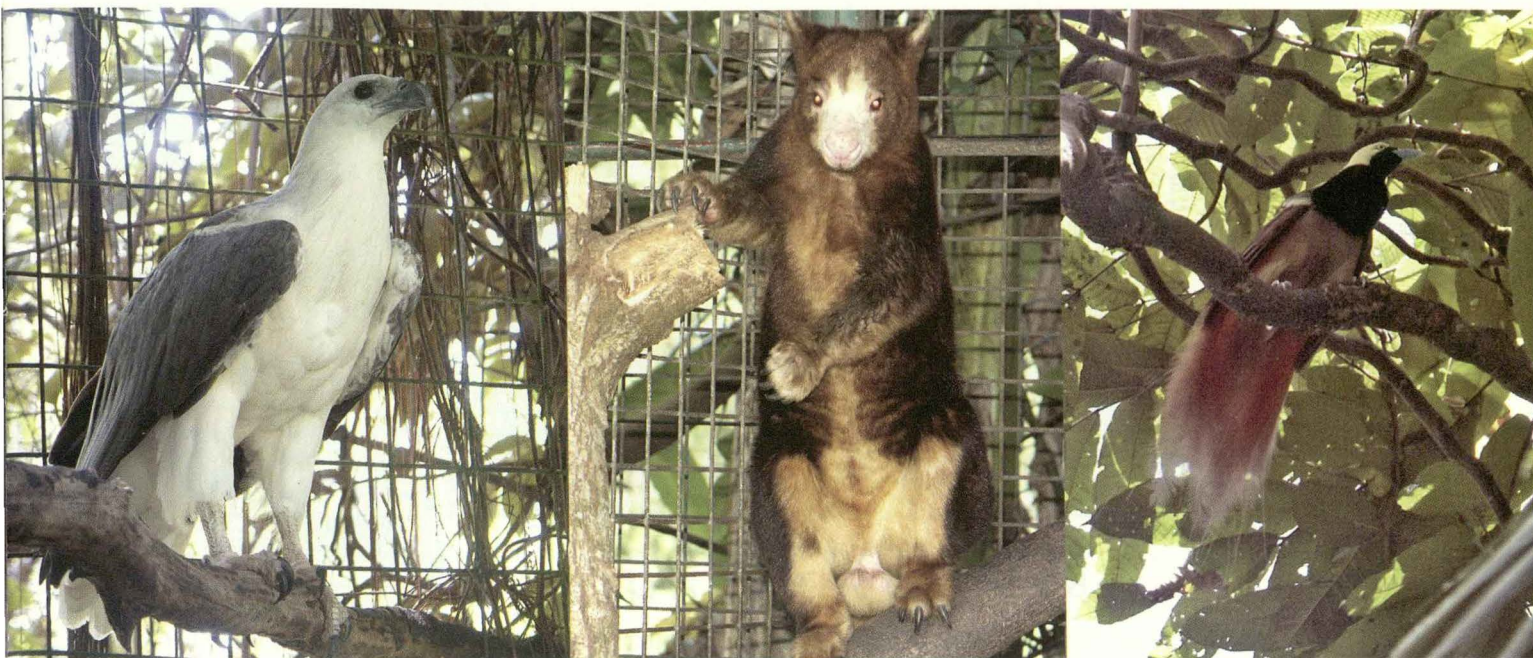
It is open from 10 am to 4 pm from Monday to Thursday and at weekends.

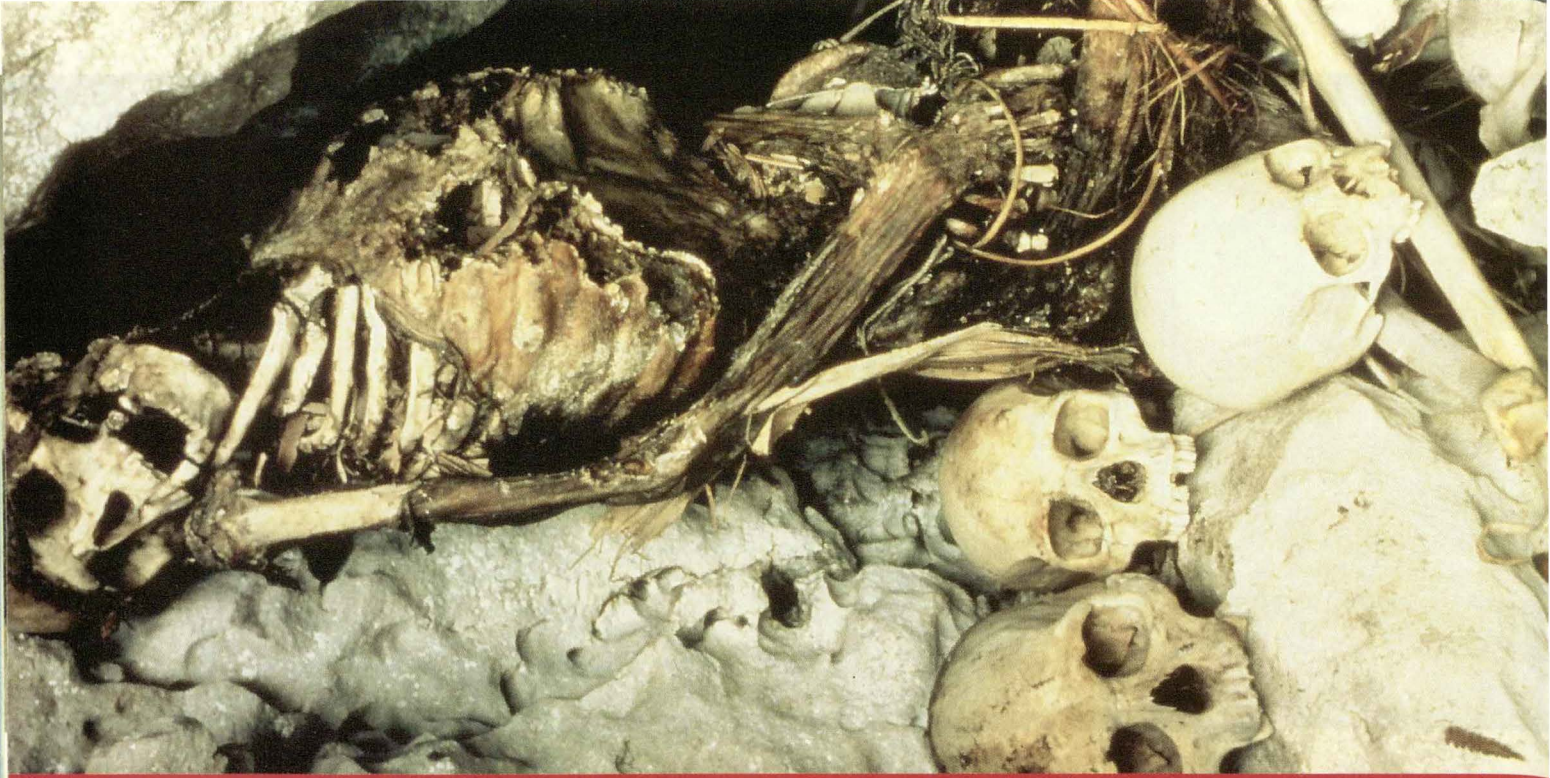
There's a small entry free. A trickle of visitors appear on weekdays and local families appear at weekends.

Some of the birds and animals were collected and others brought in by villagers. How the contributors caught the mighty eagles is a mystery. They are fed with strips of beef, rodents and day-old chicks.

Agro, the saltwater crocodile, was brought in as a junior and has since grown on a diet of chickens to a size and disposition that no one wants to risk measuring him. He was given a mate but killed her.

Now he rests in a pool, almost indistinguishable from the clutter of leaves and branches that litter it, awaiting the arrival of the next delivery of chicken.





GRAVE CONCERNS

Colourful outposts of the dead

Just Another Day in Paradise...



BEER OF PARADISE...

By John Brooksbank

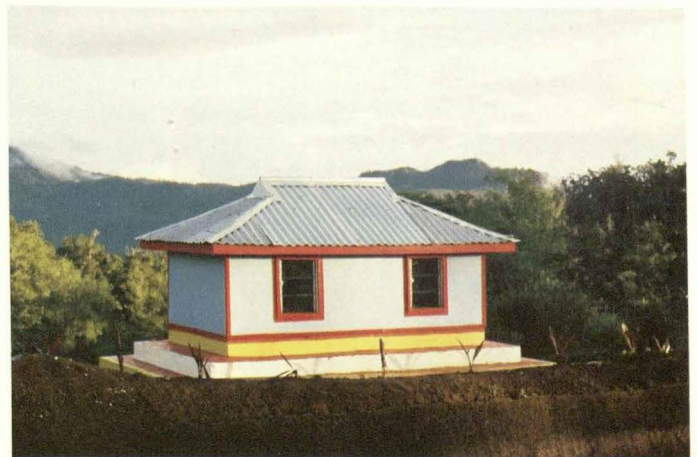
They watch over fighting ditches, fortified entrances and gardens throughout the land of the Huli in the Southern Highlands. Drive around the areas close to the Huli 'capital' of Tari, you will see these colourful outposts of the dead on almost every corner - elevated above the inter-village roads and footpaths, a constant reminder of our own mortality.

The construction of these ornate graves in prominent positions atop the clan fighting ditches is a phenomenon that has only started in the last twenty years or so. Some folks say the graves are of a better standard

bodies have to be buried in the ground, simple sites were prepared sometimes with surface mounds and Christian crosses, much like in western societies.

These burial areas - known as 'habuabe' - were often surrounded by low, small enclosures of split timber presumably to prevent accidental disturbance of the remains during the construction of gardens, ditches, or houses.

This modern, ornate funerary style serves a number of purposes. The grave advertises to passers-by that the land belongs to a certain person or clan. Where there is a message related to an unnatural death, this could indicate



than the ordinary houses of the living Hulis. Some are mini-houses complete with proper roofs, guttering and downpipes, louvred windows with curtains, others are on concrete slabs and feature flagpoles - each unique in its own way. And each no doubt with a story to tell. In places where there are a number, they are almost like the model mansion mausoleums of an Italian graveyard.

Traditionally, the Huli dead were not disposed of in this way. In limestone areas it was customary to take the skeleton to a sheltered cave site after the body had decomposed sufficiently, where the bones were often bound in a foetal position for viewing by mourners. Alternatively, bodies were placed in raised, sometimes decorated boxes known as 'homa mali' and left to rot in the bush.

Since the law in Papua New Guinea has prescribed that

that the relatives know who the culprit is and that they will be seeking appropriate retribution.

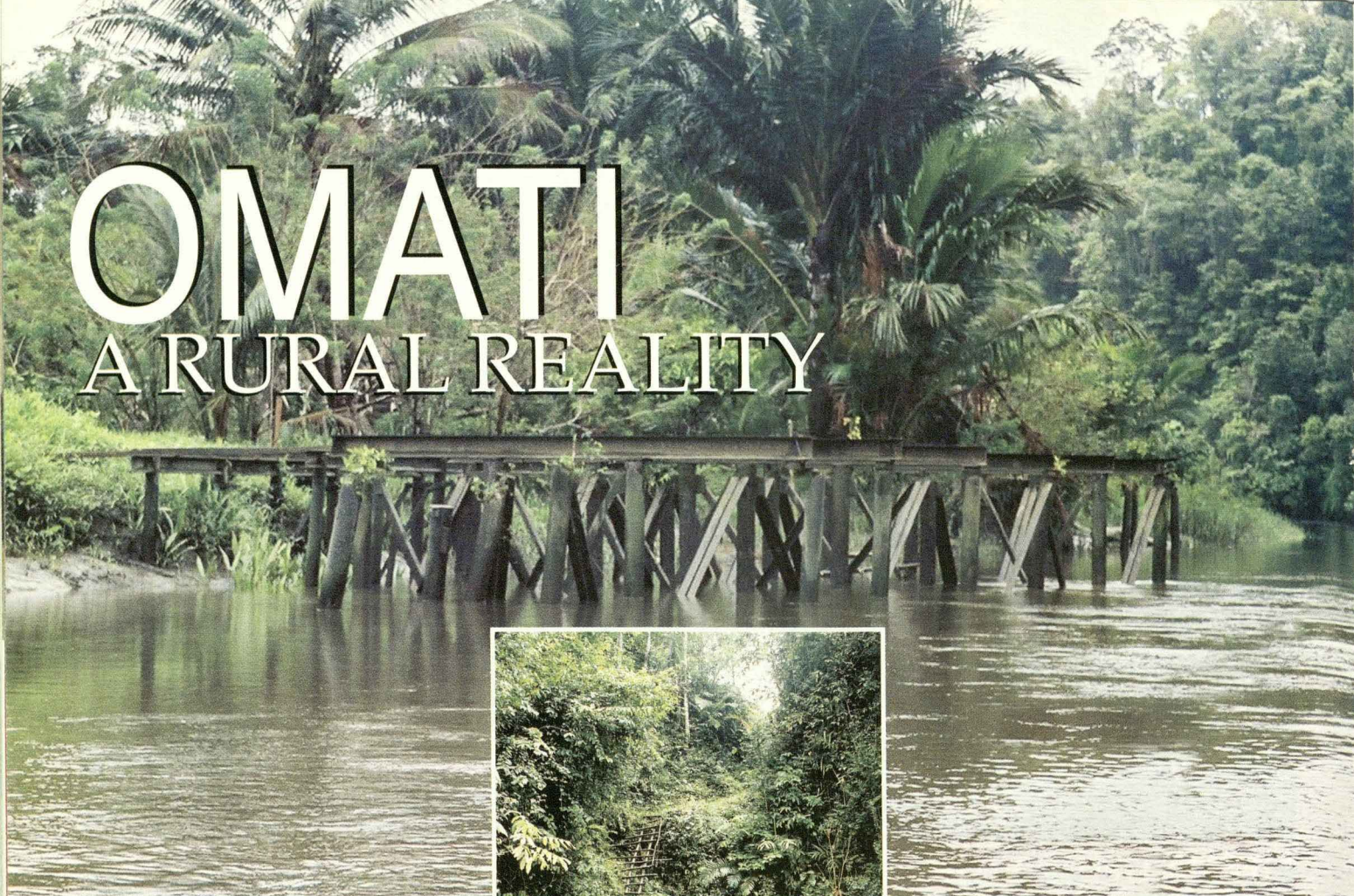
Another example of the use of the graves to send a message is the grave of Henry Tunduma, an Oil Search employee, who was brutally murdered some years ago on the road just outside the gate of the Hides Gas Field offices at Nogoli. Normal practice would be for his body to be buried back in his home village. However, in this instance, the grave is at the site of his attack - a permanent reminder to those who killed him that his relatives haven't forgotten.

So whatever the cause of death or message being sent, these roadside graves provide a bright colourful contrast to the normal greenness of the bush and garden areas of the Huli people of the Southern Highlands, and hopefully makes you happy to still be alive!



OMATI

A RURAL REALITY



*Words by John Brooksbank &
photographs by Lokes Brooksbank*

The steel wharf pilings and bearers at the side of the rapidly narrowing river are today the only sign that more than 50 years ago someone once thought that Omati village, in the remote lowland swamps of the Gulf Province, might be an interesting place.

The village, on a ridge above the Omati river, is in fact a long way from anywhere - the rusting jetty skeleton being the only evidence that the Australasian Petroleum Company (APC) and its intrepid geologists had come to this location in the 1950s in their search for oil. APC, a consortium involving Oil Search Limited, set up camps, drilled and tested the Omati 1 and 2 wells between 1950 and 1955, their whole operation serviced by river transport. After finding some non-commercial gas and condensate, the wells were abandoned and APC continued their search elsewhere in the Gulf foreland region.

Apart from the motorised dinghy



that we had sat in for the almost three hours travel from Kikori station to Omati village, the corroded steel wharf was one of the few non-traditional structures seen during the journey.

For most of the trip, weaving through the complicated channels of the Kikori River delta had been a never ending vista of sago palms lining the creek and river banks as far as the eye could see, interspersed with the occasional village garden house. I was accompanying agricultural extension staff of the Community Development Initiatives Foundation (CDI), visiting some 'new' client farmers of Omati village.

From where we sat in our boat on the river approaching the muddy

shoreline, the gap in the jungle that the villagers said was the path to the garden looked decidedly steep. Once we landed and stood squelching in the mud at the bottom of the first near vertical, bush timber ladder, it looked even steeper! However, after travelling hours through alternating showers, torrential downpours and the occasional patch of blue sky, even the prospect of strenuous physical exercise was almost attractive.

Apart from a brief contact with the outside world in the 1950s through the Australasian Petroleum Company, very few Government officers or anyone else had visited the Omati community of about 200 souls. The village is remote. Government employees of any sort are non-existent - there are no teachers, the last aid post orderly left more than two years ago and the only outsiders who visit today are the extension staff of CDI Foundation and the occasional worker from one of the nearby logging companies.

Malaysian logging companies have a licence to log the surrounding area and some years ago were the

first outsiders to show any interest in the place for decades. The local population were understandably receptive to anyone who visited and in return for a few gifts allowed the logging of large trees to proceed. However, once the trees were gone any small cash receipts ceased and the villagers reverted to their traditional lifestyle.

Koisai Menari has no tradition of vegetable growing. A member of one of the Ikopi Kasel clans who resides in areas from Kaiam on the Kikori River across to the border with Western Province, his people have for centuries subsisted on fishing, gathering from the bush and harvesting sago - widespread throughout the low lying Gulf river deltas.

However, one day Koisai managed to get some vegetable seeds and decided to establish a garden on land where commercial logging had removed all the large trees. He set up a nursery and garden raising cabbages, capsicum and pak choi that he found had a ready market in the nearby logging camps. The first sale of vegetables was a turning point for him and his Omati clansmen - a cash income!

It was not until Koisai and his wantoks had the resources to travel to Kikori station that anyone else became aware of their activities. They made their own way to the CDI

office on the station since they had heard about the extension work that agriculturalist Jimmy Saoia and his staff were carrying out with African yams, vanilla, rice and other crops.

CDI agricultural extension activities focus on improving village lifestyles, primarily through diversification of subsistence food plants and improvement of diets. However, the need for a means to earn income in the village is also becoming increasingly important. Vegetable and vanilla growing have the potential to address both these objectives in Omati where there are now a number of farmers following the example set by Koisai and his father Menari Beku, growing rice and vanilla.

Vanilla is an ideal crop for remote areas such as Omati - it can be stored after harvesting and curing for quite a number of months without losing any of its value. Villagers can store the dried vanilla pods until it is worthwhile making the return trip to the local centre of Kikori to market their produce - a cost of K300 in outboard fuel alone.

Similar to other rural villages, the distance of Omati from the markets is a major constraint to agricultural development. Certain crops have a value - but only if they can reach the markets before they deteriorate. For example, just one stick of the wild-growing mustard or daka, an



A village elder tends his nutmeg seedlings.



A handful of daka.



Omati farmer shows his vanilla.



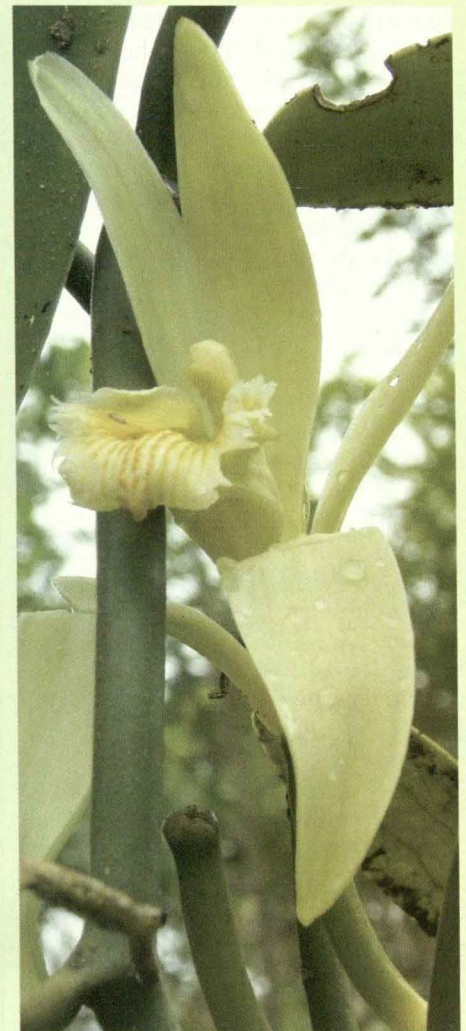
Rice also planted in Omati.



Vanilla farmer at Omati.



Jimmy Saioa (in yellow raincoat) and Omati farmers.



Orchids planted amongst vanilla.

essential ingredient when chewing betelnut, sells for K1.00 in Kikori market. A casual comment at Omati about betelnut resulted in the picking of a handful of daka, market value perhaps K10.00, in just a few minutes. The market for Omati vegetables at the local logging camps is also transient - once areas are logged out the companies and their employees will move on.

With longer-term sustainability in mind, CDI agriculture supervisor Saioa has started distributing seedlings of trees such as nutmeg, which in a few years will be producing nutmeg and mace - both storable, high value, low weight spice products.

The situation in Omati village is an example of the sort of issues that are common in many parts of Papua New Guinea. Communities want 'development' in whatever form they perceive this to be - however, matching the development ideal with

the reality of operating in a village situation is always a challenge. Often other traditional 'kastom wok' activities take precedence over anything else. Any form of cash cropping has to accommodate this - for example vanilla requires regular daily pollination of flowers every morning before the sun rises too high in the sky to maximise production. Commercial vegetable growing from the perspective of the customer requires a constant supply of produce, which means rotational plantings so there is always some ready for harvest. It is pleasing to see that villagers in communities like Omati have taken the initiative to start sustainable activities such as agriculture. For this to properly 'bear fruit' they will need the ongoing assistance and advice from agricultural extension staff such as those from the CDI Foundation. Even when the PNG Gas Project construction starts and the export gas pipeline passes close to the Omati area, enroute to the

offshore processing facility, there will be no fundamental change to village conditions.

The situation of Omati is probably replicated in many remote rural villages elsewhere in Papua New Guinea - people struggling to make ends meet in a world where lifestyle can no longer be totally subsistence. In the absence of a functioning government system at village level, the only way that rural communities can develop is to help themselves, and part of this is to find ways in which to utilise the resources available - the sea, rivers, land and plants growing around them.

There are many places in Papua New Guinea that no doubt have a similar story to tell as Omati. With a little encouragement, focussed advice and identification of markets from organisations such as the CDI Foundation these locations could also start to sustainably develop their resources.



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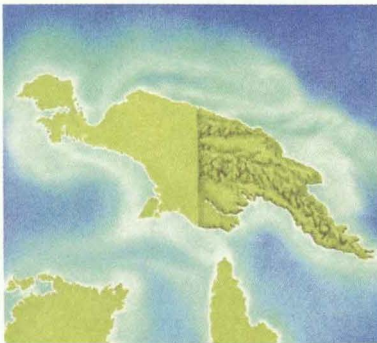
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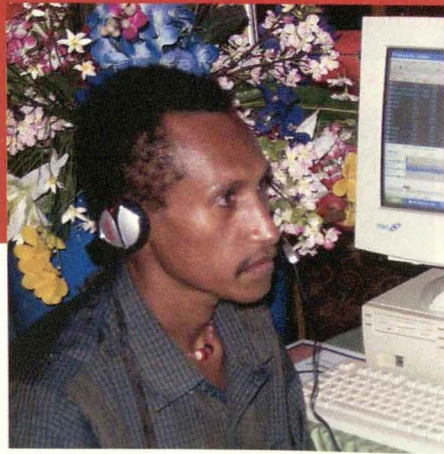
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Philemon Yalamu...a unique artist.

Few artists I've known have been so devoted to their art that you cannot walk away from it without a piece of their vibrant personality rubbing off you. Philemon Yalamu is one such artist whose paintings have a magnetic appeal for viewers.

Yalamu is a unique artist in his own right and has worked on several projects in the past four years with some five hundred plus works to his credit.

He sees himself as an artist making a living off his creative art. He has set himself apart by working within a perimeter. "I base my art on my theme which is 'blending cultural colours' with illusions and every painting that I do reflect that essence," he explains.

It's true that every painting he does is a perfect unison of cultural colours.

His obsession with colours has seen him take up art courses at Karkar High School, Malala Catholic Secondary; and as an art and design student at the University of Papua New Guinea.

Yalamu has used his acquired knowledge to make ends meet. "I support myself in school by paying my own fees and have thus depended less on my parents," he says with a grin.

When we met for the purpose of this story, he was busy with fellow

MAGNETIC APPEAL

Yalamu's blend of culture, legend and paint

Words and pictures by David Soroda

students organising an art exhibition at Madang. But he was able to slot me in his busy schedule to talk about his paintings, which I had sought his permission to review.

The Prostitute: Culture Shock

In this unique pencil illustration, the artist creates an illusion of immorality: an alluring physique complete with a dog's head like something out of the Mediterranean myth, which implies the notion, 'dok meri' - translated in English - 'bitch.' The artist skilfully blends traditional

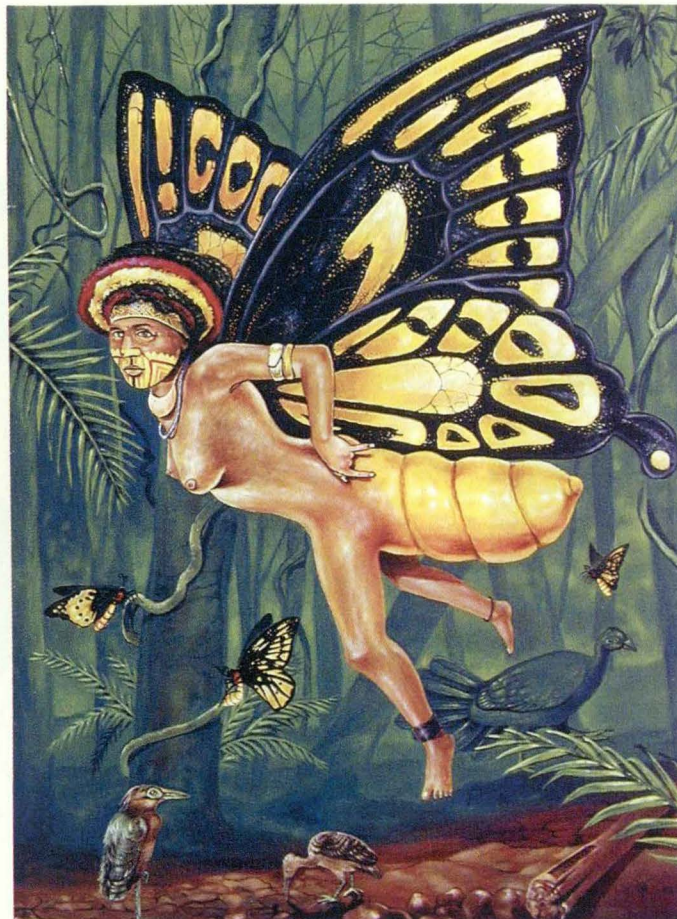
means of a brace; beauty blending with deformity. It has in its right a bone and in its left a rope, binding its wrist by which some unseen character is leading it. The setting is an old room displaying a window that shows the night; a dark background in contrast to the somewhat lighted wall. It is a common saying that every picture tells a story and this night scene is the allusion upon which every detail of the art is elaborated.

The head, the store of conscience, is deformed and perverted in the form of a dog, an animal that uses its senses of hearing and smell to detect but very little of its sight. It is being led, rather dragged, and unsure of participating as shown in the miserable mood reflected in its face. This is the closest the artist can come to conveying his message. The character's right hand holds on to a bone: a symbol of lifelessness - death. This is in the shade of cultural norms and values implying that society rejects this kind of character thus presenting it with a bone.

The character then carries the bone wherever it is being dragged to. AIDS is another issue addressed in this depiction which is branded on prostitutes, a term proffered in the title of the illustration.

Beauty of PNG Culture
Culture by literary definition is the deeper thoughts and values: a philosophy of the

heart and soul - the 'self'. Through his interaction with his environment, whether physical or spiritual, man becomes a dynamic being able to adapt by adjusting the 'self'. However, he may claim to belong to a particular culture unless he interacts with its setting.



Beauty of PNG Culture.

essence with western influence depicting displacement within society and humanity - thus culture shock.

In the illustration, the viewer sees this alluring, youthful physique connected to the dog's head by

In this painting, the artist shows the 'butterfly-woman' within a forest setting. Even though she may be within the context of her environment, she doesn't come into contact with them. Instead, she is drifting and probably unsure of where to settle.

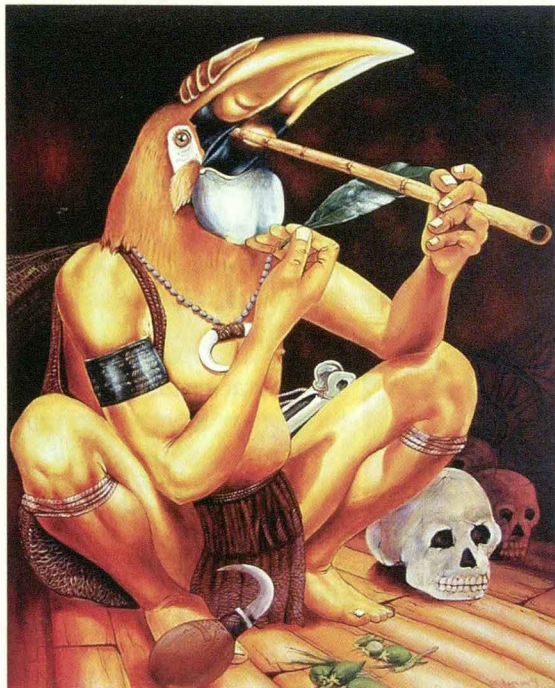
Even with her face-paint and headdress along with beautiful ornaments by which she is adorned, she seems a foreigner by tone of this graphic: a somewhat artificial appearance in the midst of reality. Distant looks in her eyes, imply that she has set her heart and her soul elsewhere and therefore cannot find them in this setting.

Here is a powerfully didactic presentation of either side of the coin: one as depicted in the painting, and the other is left much to the introspection posing the question: what is the beauty of culture?

The exhibition proved to Yalamu and his colleagues, and very much to myself that our culture lies somewhat untapped within each of us waiting on us to find it a means of expression. And the expression at the exhibition was powerful.

As I observed responses from spectators, I noticed that each would pause as they come around to one of his paintings and quietly but seriously meditate upon the graphical content. Let me present to you some of his wonderful creations and share with you my appreciation for them.

Poison man: (sorcerer)



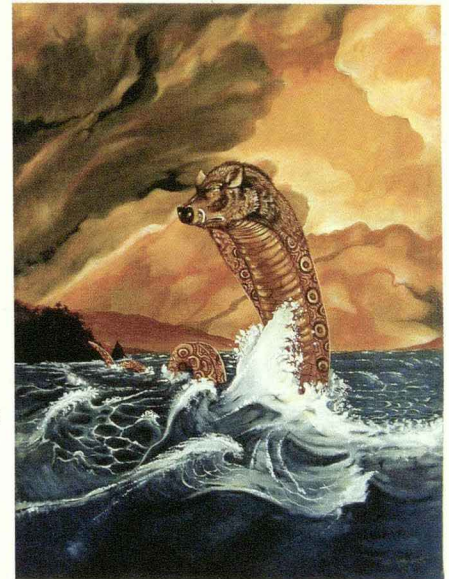
Cultural inspiration. In the highlands of Madang, in particular the Bagezine area, sorcery plays a major part in the way of life. The area is generally feared for its magical powers. In this depiction, the artist encapsulates its beauty in colour: traditional wisdom; philosophy.

The artist shows a way of life in its rich cultural essence. Here, the sorcerer is engaged in some sacred rites, thus its beauty is not derived from mere practice but its actual

application - one man's devotion and reverence to his culture.

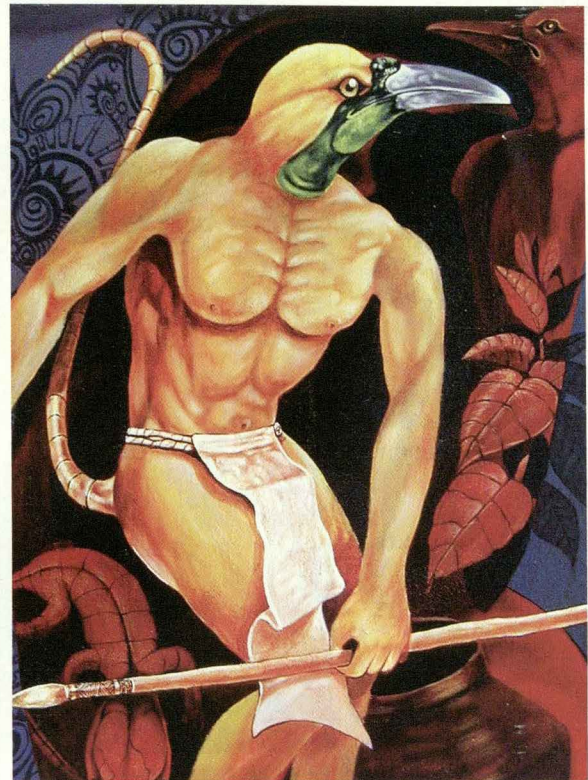
Pigs into python
A legend from Bukawa in Morobe Province. The mood in this piece is vibrant by the tone of the eerie sky and the dark angry ocean.

Here is an age-old myth once orally passed down and now preserved in stimulating graphics. The forces of good and evil clash while mother nature is disturbed, and the former wins his territory - the latter flees



looking back with hatred in his face. The artist paints the dark side of reality being failure and disappointment in an uneasy tone to arouse in the viewer the contrasted beauty - victory and disappointment.

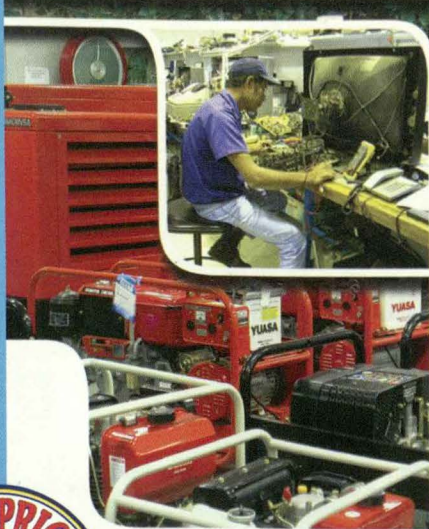
Two sons



A legend from Fulumu in Madang Province. Based on the popular legend of the two sons, the artist exhibits the strength of man as opposed to a beast. It is strength complementing intelligence, not merely a careless solitary effort. In this painting, the masculine character depicts physical strength. However, the head is that of the Kumul - the representative of the nation/state - our icon of advertisement, it is in that sense apposite to wisdom.

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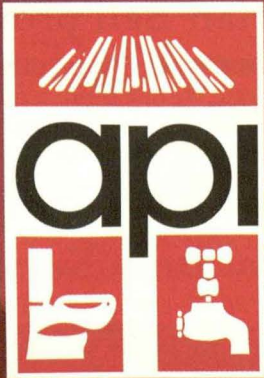


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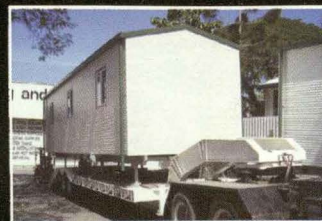
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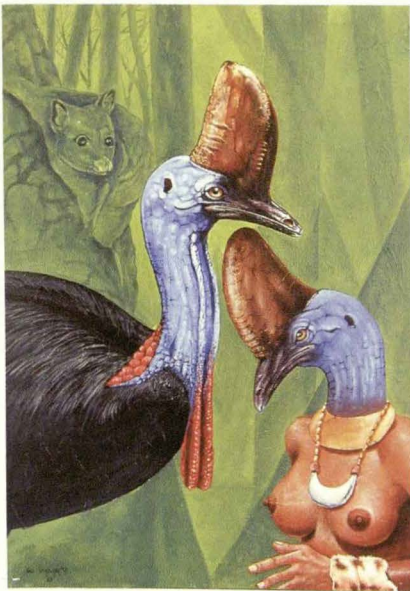


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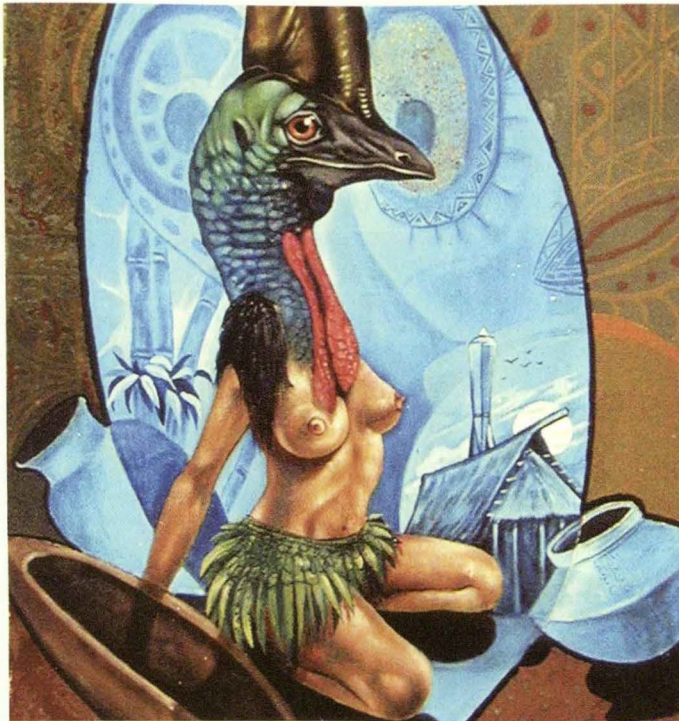
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Tanim het
Cultural inspiration. A courting system from the highlands. They say the eyes are the window to the soul; take a look into the eyes of these two birds and feel their emotion. Feel the power of possession and prize in the male cassowary. Feel the will of submission and subjection in the female. Notice the background fades into nothingness in which only a flame materialises and kindled by the love

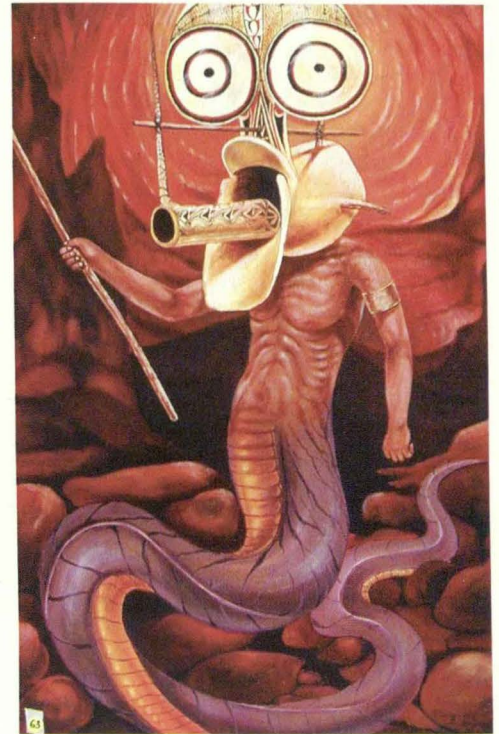
of a man and woman. Feel it caressing something familiar in yourself? This is courting where nothing else matters.

Cassowary woman



A legend from Bogia in Madang Province. It is a typical Madang depiction: the Kalibobo monument beams at the background; silhouettes of flying foxes against the full moon; a carved dish is shown in the foreground; Yabob pottery lies on either side of the beauty in this painting - the Madang woman. Based on a popular legend bearing the title name, the artist shows an amazing metamorphosis from a village mother to a beautiful woman; the ulterior reference behind the common expression 'Beautiful Madang'.

Death Caller
Based on a legend from Kokopo in East New Britain Province, the snake-like creature comprising half man and half beast with the background setting of red. The baining mask was used in order to get people's attention that the story originated from Rabaul. It is mostly a composition of red colours because Red signifies Death. Usually in those days long ago, when the creature shows up, someone's going to die.



With a bachelor's degree from the University of Papua New Guinea, Philemon is now working as a multimedia artist with the University of Papua New Guinea.

"There is a lot of opportunity in Port Moresby and I strongly believe the key in achieving competence and success is in advertising. There should be a lot of investment in that area and people should start thinking seriously about these issues."

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Deadly Serious Advice

PNG's deadliest snakes

By Malum Nalu

Nearly all serious snake bites in Papua New Guinea are caused by just four of the more than 106 different snake species that occur in the country.

This is according to David Williams, a clinical toxinologist and herpetologist (snake expert), who has been studying snake bites in PNG for three years and funds the research with his own money.

The top four are the Papuan Taipan, Death Adder, Small-Eyed Snake and Papua Black Snake.

Williams reveals: "Despite the popular perception that the "Papuan black" is our most dangerous snake, the truth is that the southern Papua New Guinea's

grasslands and savannah woodlands are the haunt of a much, much more dangerous serpent; one that is responsible for more than 80 percent of all serious snakebites treated in Central Province.

"The much-maligned Papuan black snake (*Pseudechis papuanus*) is in fact rare across much of its former habitat in southern PNG, and extinct in many places where it was known in previous years.

"The real culprit responsible for most snake bites is the Papuan taipan (*Oxyuranus scutellatus canni*) known as 'Lavai' in the Moveave district of the Gulf Province, 'Kabagi' by the Barune people in the Central Province, and 'Relena Gamara' around the Marshall Lagoon and 'Auguma' in Mekeo."

Papuan taipan

(*Oxyuranus scutellatus canni*)

Distribution:

Milne Bay, Central, Gulf and Western Provinces

Veteran PNG snakeman Ken Slater (who described this species in 1956) said of the Papuan taipan that he knew of "no other snake more formidable or adept in defence when at close quarters nor more capable of clearing the Papuan grasslands of man if it did adopt truly aggressive behaviour". This very large snake is capable of

unparalleled ferocity when provoked or cornered.

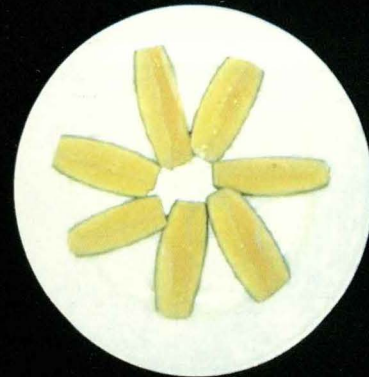
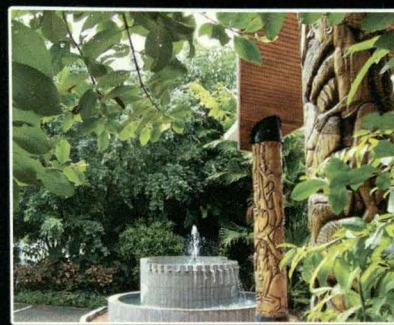
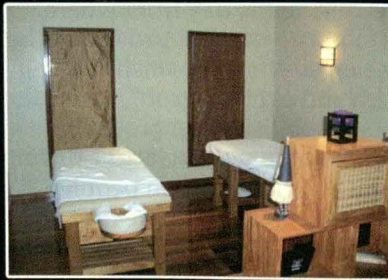
Papuan taipans are extremely agile, fast-moving and can attain a maximum length of more than 3.5 metres. Colour is variable, ranging from reddish-brown to almost black above, with a cream to orange belly but most are characteristically marked with orange-red vertebral stripes along the backbone. These snakes are active, diurnal foragers that frequent the vast savannah grasslands and woodlands of southern Papua New Guinea.

The snake is very common throughout the densely populated lowland savannahs of Central and eastern Gulf provinces. In these areas taipans are frequent inhabitants of village gardens and other places of human habitation, a factor that undoubtedly contributes to the large number of bites recorded for this species. Even in the more sparsely populated Western Province this snake is a significant cause of snake bites.

Taipans feed almost solely on warm-blooded prey such as rodents, bandicoots and small ground birds, and do not appear to have been affected by the introduction of cane toads (*Bufo marinus*). It is claimed that since the introduction of cane toads, there's been a rapid decline in frog-eating snake species such as the Papuan blacksnake (*Pseudechis papuanus*). If other species continue to decline, the proportion of snake bites involving this species will continue to rise.

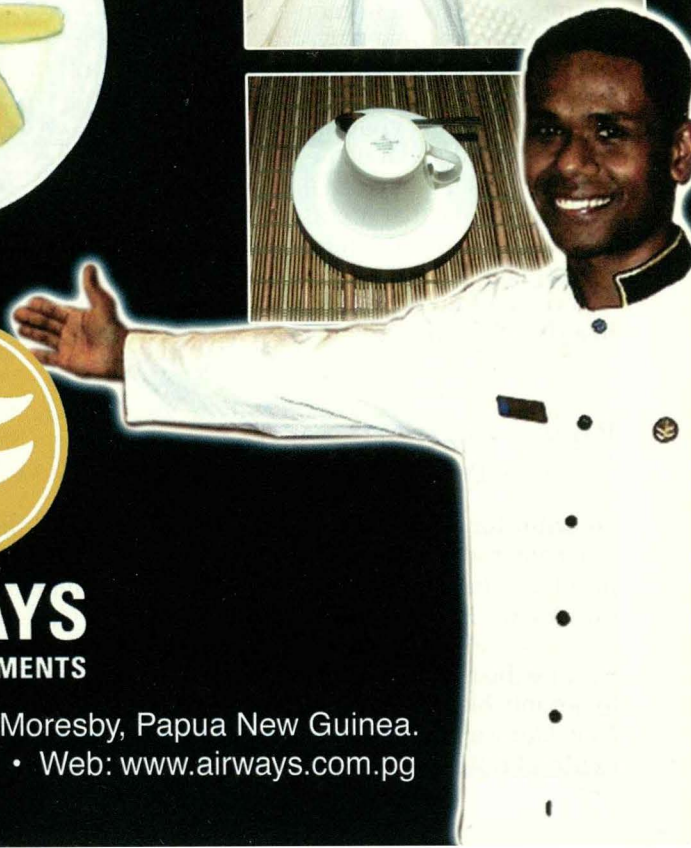


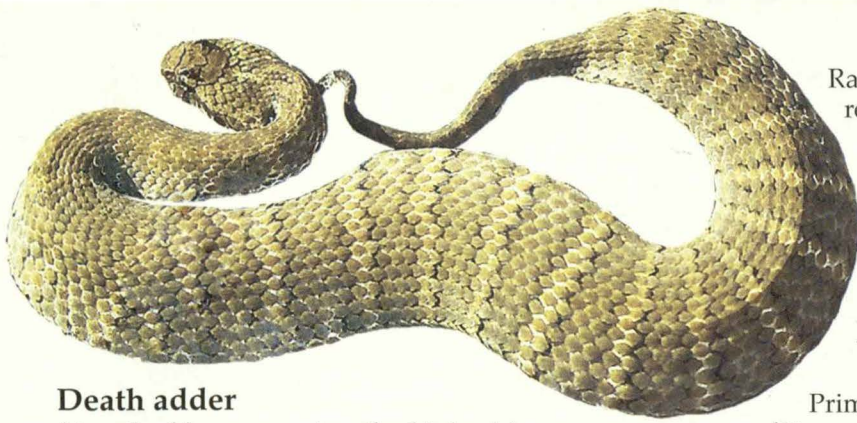
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Ramu Valleys and from some parts of the Sepik may reach almost one metre in length.

Many specimens have distinctive raised scales above the eyes that give the appearance of having short 'horns', while the eyes themselves have elliptical pupils (much like the eye of a cat). Colour is extremely variable, ranging from red, brown, grey or straw-coloured, generally with darker transverse bands.

Death adder

(*Acanthophis rugosus*, *Acanthophis laevis*)

Distribution:

All Mainland PNG Provinces

A Death adder is a short, thick-bodied snake with a large angular head and narrow 'spine-like' tail used as a lure when the snake is hunting for food. Despite perceptions, the tail does not contain a sting. Across most of Papua New Guinea the snake rarely exceeds more than 0.5 metres, however specimens from the Markham and

Primarily nocturnal, death adders hide beneath leaf litter and ground debris during the day from where they use their tail-lures to attract small lizards and other animals within striking range. When the unsuspecting creature attempts to catch and eat the "grub", the snake springs its trap, quickly immobilising the prey with potent venom. Death adders become very active during hot summer nights. Many bites occur when people accidentally step on the snake in the dark. Death adders are the most common cause of snake bites in northern Papua New Guinea and also contribute to approximately 11 percent of bites in the Central Province.

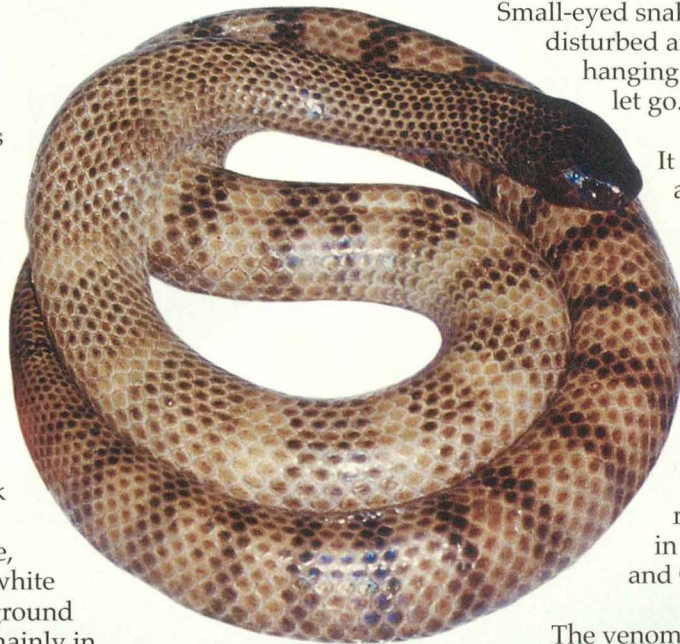
Small-eyed snake

(*Micropechis ikaheka*)

Distribution:

All Mainland PNG Provinces but rare in southern PNG.

Small-eyed snakes are large, heavy-set snakes that can reach maximum lengths of over two metres. Colour is highly variable, although many have a light to dark grey head, a yellowish orange neck, and a salmon-coloured body broken by dark, reddish-brown or black bands. In some specimens the base colour is vivid white, hence the colloquial name "white snake". This is a nocturnal, ground dwelling snake that occurs mainly in areas of monsoonal rainforest and coastal swampland. It is a frequent inhabitant of garden trash and coconut hush piles, where they forage for frogs, lizards, other snakes and small mammals.



Small-eyed snakes can be aggressive when disturbed and will bite ferociously - often hanging on tenaciously and refusing to let go.

It is often seen crossing the roads and walking-paths at night, especially during the wet season, and is very common in some areas. In Madang, it is widely feared by the coastal inhabitants, and by plantation workers on nearby Karkar Island, where it is especially abundant and has caused many fatalities. The small-eyed snake is responsible for many snake bites in the Sepik, Madang, Morobe and Oro Provinces.

The venom is still relatively poorly understood and there is currently no specific anti-venom for use in the treatment of bites by this species, although Australian anti-venoms have been used with some success.

Papuan black snake

(*Pseudechis papuanus*)

Distribution:

Still common in the Western and possibly the Gulf provinces, but rare to extinct in Central and Milne Bay provinces.

Despite the fact that the Papuan blacksnake is almost invariably blamed for all snake bites in southern Papua New Guinea and Irian Jaya, medical investigations in the Central Province have shown that bites by this species

are actually quite uncommon, accounting for only 4.2 percent of serious snake bites. No live specimens have been collected in the Central Province for more than 15 years, and since 1990 only three dead specimens have been submitted to the National Museum for identification - two from Veifa'a and one from Moreguina.



Papuan blacksnakes are typically gunmetal black on the back and on the belly. The tip of the nose and the throat may be cream or yellow in colour. Adult snakes grow to 2.2 metres in length and are thick-bodied with large broad heads. When agitated, blacksnakes hiss loudly, flattening the body laterally so that the white skin between the scales can be seen. Little is actually known about this infamous species. In the past specimens have been found in areas of savannah, woodland, monsoonal vineforest, and sago swamps or along the banks of coastal rivers. It is active mainly by day, but may become nocturnal during the wet season.

Frogs form a major component of its diet and the spread of introduced cane toads (*Bufo marinus*) across southern Papua New Guinea, along with habitat destruction, is believed to be responsible for the decline of this species in areas where it was common during the 1950s and 1960s.



A snake bite victim at Port Moresby hospital.

WHAT TO DO IN CASE OF A SNAKEBITE

Essentially people should NEVER UNDER ANY CIRCUMSTANCES:

1. Cut the bite site with a knife, razor, broken glass or anything sharp
2. Tie a rope or grass around the leg tightly as a tourniquet - this can lead to serious injury and result in amputation of the limb
3. Try to suck the venom from the wound - this does

not work, but is a very good way to get venom into the body faster through small cuts in the lips or gums of the mouth.

Treatments brought to PNG by missionaries and immigrant workers such as the "blackstone" or "Chinese snakebite pills" DO NOT WORK AT ALL - precious time can be wasted trying these treatments when the most important thing to do is to get to a health centre or hospital as quickly as possible.

CORRECT FIRST AID FOR SNAKEBITES

1. Stay calm and DO NOT PANIC
2. DO NOT try to catch or kill the snake - someone else might get bitten in the process
3. Apply a broad firm bandage to the WHOLE BITTEN LIMB - from the bite site to the top of the limb - use a bandage if you have one, but if not people can tear up a T-shirt, skirt or bed sheet/towel - it is important to bandage firmly but not only as firm as for a sprained ankle.
4. Tie the leg or arm to a strong stick or broom handle to stop the person bending the knee or elbow - this will stop them moving and making the bandage come loose - if the bandage is loose it will not be of any value in slowing the movement of snake venom in the body.
5. Do not let the bitten person walk around - keep them as still as possible - carry them on a stretcher made from long sticks and other bush materials if you have to, or carry them to a vehicle and drive them to a health centre or hospital - remember KEEP THEM CALM
6. DO NOT GIVE A SNAKEBITE PATIENT ANY DRUGS OR ALCOHOL OR STIMULANTS LIKE COFFEE
7. If bitten on the body, face or neck - press a large cloth tightly over the bitten area and hold in place firmly until the patient gets to a hospital.
8. DO NOT REMOVE BANDAGES. Only the health centre or hospital staff should do this, and only after they have examined the patient and carried out tests to see if the snake was venomous or not.
9. DO NOT USE ice on the bitten area, and DO NOT USE electrical current on the bitten area (this is VERY dangerous)
10. If the patient is unconscious, lay them on their side so they do not choke on saliva.
11. DO NOT DELAY GETTING MEDICAL HELP. The best chance of survival comes when the patient gets medical care and receive anti-venom in less than four hours of the bite.



LIFE AFTER PORGERA

What happens when mining ceases?

By Daniel Kumbon

Fifteen years ago, the discovery of high-grade gold reserves on Mt Kare in Paiela catapulted this once isolated valley into the international limelight.

The talk in Enga was about how these remote people were becoming rich by the second, and how they were thrifless in spending their 'gold money'.

Many children ran away from school to the gold rush as did teachers, health workers and clerks, to make fast money. Even a provincial government minister abandoned his political post to go gold digging.

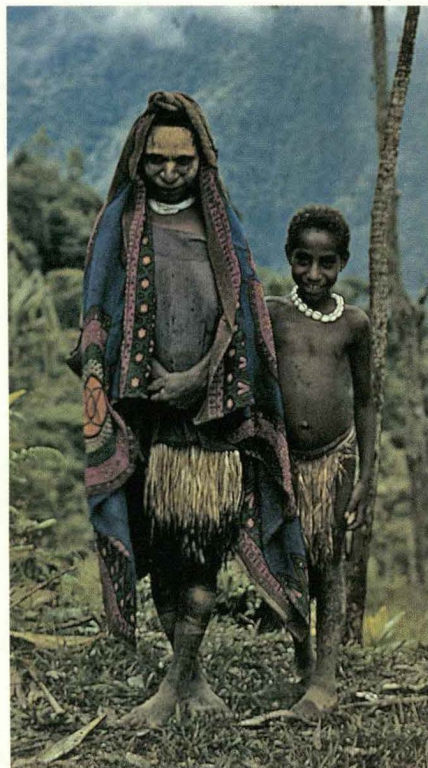
Mt Kare is where large deposits of high-grade gold were found by the mining company, Conzinc Rio Tinto of Australia (CRA). On the surface, people found lots of alluvial gold described as a "landslide of gold" in huge quantities.

It was reported that several gold nuggets worth up to K100,000 were found there.

"A penicillin bottle which took a month to fill at Porgera's alluvial gold fields, took only a day to fill at Mt Kare," said Newman Opena, in May, 1988. He was a former aid post orderly who resigned to buy gold from diggers.

Opena showed me over three kilogrammes of gold he

had bought for K21,000 - at K7 an ounce in just two days. "I resigned because the money I was paid in a fortnight was just peanuts. I just couldn't stay on working when in a few days I could make thousands of kina," he said.



Porgerans...must prepare for when mining ceases.

But another man, Kera villager Pil Ipatae, who had also been attracted by the gold rush, was fearful of the chaotic activities taking place around him.

He said: "This world is going to end. Let's not even talk about this gold. I can't quite believe what's happening here."

A few minutes helicopter ride to Porgera Valley, Philipolo Oko was also of the opinion that the world was going to end when he saw endless streams of people coming into his area on their way to the gold rush, and when Porgera Joint Venture (PJV) moved into Porgera to begin construction work to extract high grade gold on Mt Waruwari near his village.

Every single day he heard the deafening roar of helicopters as if the Vietnam War was being re-fought in Porgera.

Prices of goods soared sky-high and simple people like him were buying up to twenty expensive vehicles within a fortnight. When every child and adult seemed to own bicycles, radios, video machines and in possession of much cash - it was all too much for his simple mind to comprehend.



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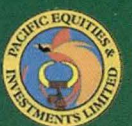
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But he could not explain why all this was happening. Raised in a superstitious society, he had one possible answer - that this signalled the end of the world.

And so he convinced himself that he should give up his land together with his house, gardens, yar trees and pandanus nut trees he had painstakingly planted.

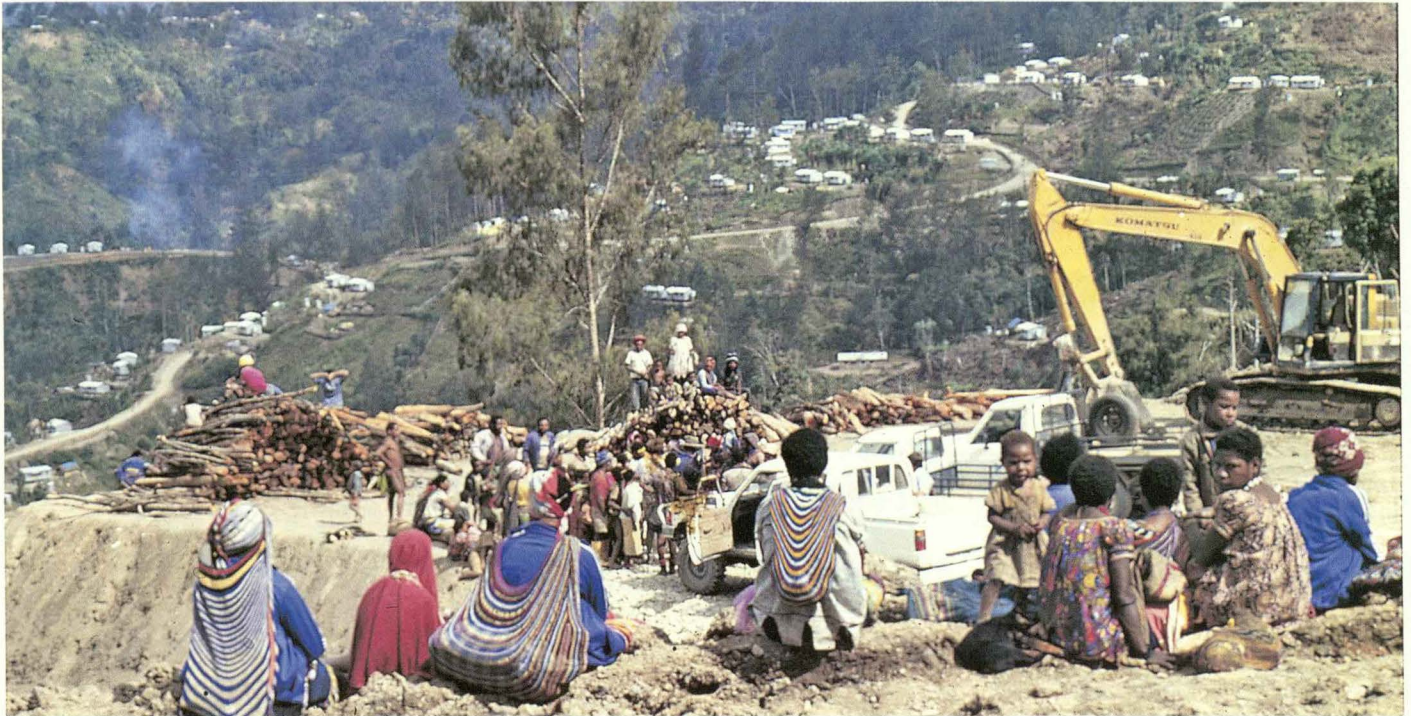
He decided he should enjoy himself as much as possible on the proceeds, so he allowed himself and his large family to be moved to a new location because his village - Painadak - fell within the Special Mining Lease (SML) area.

He said at the time: "I am sorry I gave up my land and property. I thought the world would end and I decided to give them up and get what I could while I am still alive."

What he got was three brand new houses for his large family, built at a cost of K14,000 each. He was paid K1400 for his land, K1000 for general disruption and separate payments for every yar and pandanus nut tree destroyed.

In all, Porgera Joint Venture (PJV) spent over K17 million to satisfy every family from the SML area affected in a major relocation exercise. The company paid millions more to relocate families affected in the Karik Airport development area, plus royalty payments Philipolo and other landowners would get from PJV.

After the historic Special Mining Lease (SML) was signed on May 12, 1989, the face of Porgera Valley began to change. Modern houses, health centres and trade stores sprang up as well as roads being built. Everyday, aeroplanes and helicopters roared in and out endlessly



The changing face of Porgera...brand new homes, health centres, trade stores being built and construction of new roads opening up the area.

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Traditional homes replaced by new modern housing. But Porgerans still have to face the future - life after mining ceases.

as huge highway trucks hauled in machinery for construction never dreamt of before by Ipilli people.

It is into this mish-mash of worlds at a critical moment that Susan Bonnel, an American social worker, appeared among the people.

PJV saw it necessary to recruit her to soften the impact of change among the mostly illiterate Ipilli people.

"They must have drank a million kina around the place," Bonnel said in an interview at the time. She was helping many families, especially women, to save money. Some of the women gave their passbooks to Bonnel for safe keeping lest their husbands demanded money to drink.

Bonnel also helped women relocate to their new modern homes. "It is a little uncomfortable for women to move from a traditional house to a modern house," Bonnel said. "But the women are proud of their houses. They seem happy but we must tell them that you cannot pour pig grease into a modern sink."

Coupled with the work of social workers like Bonnel, PJV pouring in millions of kina towards the construction of roads, schools, bridges, aid posts, and a modern hospital. Since PJV continues to pay royalty payments, many Porgerans live comfortable lives.

One of the six largest gold mines in the world, Porgera is playing an important role in revitalising the national economy as well as promoting development for Enga and the country. In the past decade, PJV has contributed 15.7 percent of PNG's total export earnings.

PJV has let K737 million in contracts to Porgerans, Engans and Papua New Guinea national businesses, paid K93 million in royalties, K81 million in compensation, K42 million in infrastructure development in Enga, K37 million in international education and training, K11 million in donations across PNG and K9 million in education and training of PJV-sponsored external students.

During the construction period, the national government received K6 million in duty and K1 million income tax on the payroll. It will have received K600 million in taxes during the life of the mine together with up to K60



million in dividends. The Enga provincial government has been getting royalties of K3 million a year since 1991, not to mention special grants and dividend payments from its shares.

But all these millions of kina will stop flowing when the mining operation ceases within the next decade. When that happens the Enga provincial government will be responsible for maintaining the infrastructure and public institutions. And the people will have to fend for themselves.

Something ordinary people like Philipolo Oko must have understood by now is that the world has not yet ended but there is still a future to face - a life after Porgera closes. It is this life that all stakeholders must prepare for, now!



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Some of Air Niugini Cairns staff (from left)...Geoff Quinn, AnneMarie Rhodes, Gloria Wagner and Jonathan Priestly.

From Cairns to Port Moresby

A bonus discovery

Air Niugini's office in Cairns, near the top of Northern Queensland, bar quite a few hundreds of miles, is a place where European and American visitors to Australia make a remarkable discovery.

They learn that Papua New Guinea is a flight of just under 90 minutes away in one of Air Niugini's Fokker jets.

"It's a real surprise to them," says AnneMarie Rhodes, the office's sales superintendent. "When they come back it's all smiles. They go and come back and say, 'We were told before we went that it wasn't safe. But we had no problems and had a most enjoyable stay. People are very genuine and everyone had a greeting for us.'"

In short, Papua New Guinea is sold by the Cairns office crew as a bonus for travellers to Australia who often have little idea of where Papua New Guinea is and what it has to offer.

After a briefing many are inclined to book for usually a three-day hop across to Port Moresby and onwards.

"If they want culture, they go to Mt Hagen, if it's diving, they go to Madang, and Rabaul is very popular because of the volcano," AnneMarie says.

niugini



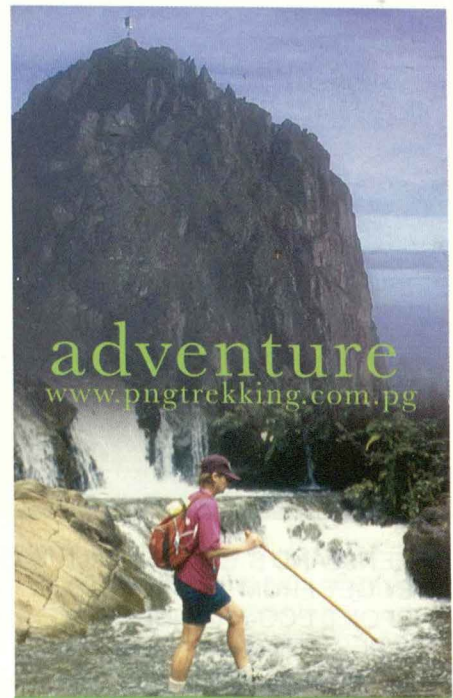
The Cairns office ushers groups of "adventure and culture" bent visitors, usually numbering about 25 from such points of origin as Los Angeles onwards to PNG.

But its main focus is filling the Fokker 100 flights, nine times a week with two on Sundays and Fridays, that carry business traffic and holidaying nationals between Cairns and Port Moresby.

With about 5000 PNG national residents, Cairns is practically a suburb of Port Moresby. Port Moresby residents think nothing of jetting in to Cairns for a long weekend of visiting friends and relations, says AnneMarie.

Persuading Queenslanders to go to Papua New Guinea is rather more difficult a proposition if they don't have a business reason for a trip.

The Cairns office sales' territory extends southwards as far as Rockhampton. AnneMarie, from Hisiu in the Central Province, joined Air Niugini in 1977 as a cabin attendant and after marrying moved to the finance department where she spent 10 years. She and her husband moved to Cairns in 1995.



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THE GOLD COAST

By Walter Glaser

Wipeout! That's the name of the thrill-ride I am experiencing and I have a nervous feeling that it may live up to its name. Here, on Australia's famous Gold Coast, I am sitting with my feet dangling into space and only my back and bottom clinging precariously to what is,

essentially, a very long, hinged, mobile ledge. Very slowly the whole ledge starts to move, lifting some 10 metres into the air and then repositioning itself so that my fellow thrill-seekers and I are now suspended over an oblong pond.

Suddenly the huge, pivoted and double-hinged bar



Loop-the-Loop rollercoaster.



The Dreamworld complex...a Disneyland clone with an Australian plan.



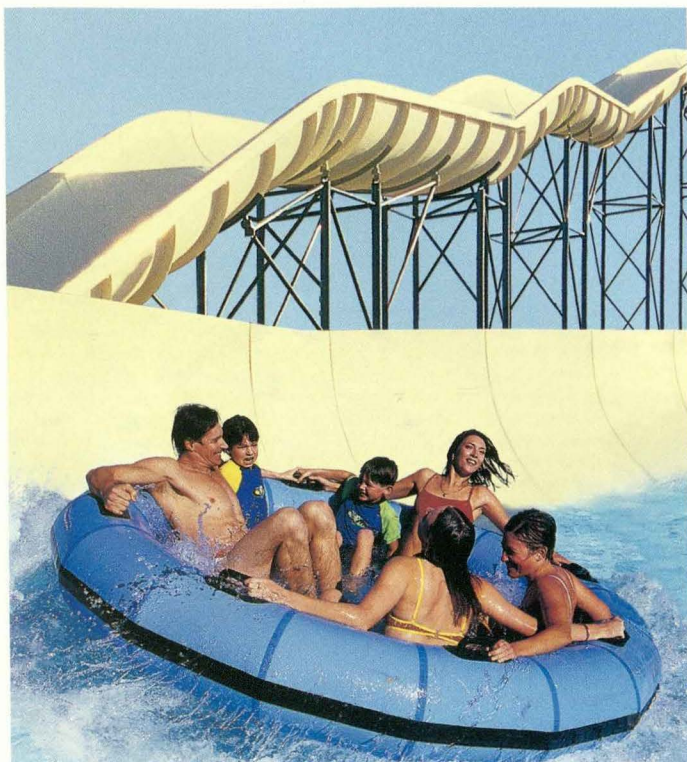
holding our ledge starts to move apparently at random, picking up speed and throwing us first this way, then that, even while it is still accelerating. Without warning, another dimension is added. The bar starts to pivot and twist, so that we now continue the frenzied whip-around, but with our heads towards the ground and feet pointing skywards. We had wanted adventure, and this is certainly fulfilling every expectation!

So what makes this area such a drawcard?

The Gold Coast, an hour's drive south from Brisbane, enjoys an abundance of natural beauty and breathtaking scenery. Only half an hour or so behind the high rise apartments along the spectacular golden sand beaches of the coast, we find the Lamington National Park. This nature reserve, studded with 4000-year-old Antarctic Beech trees, 160 kilometres of walking tracks, cascading waterfalls and abundant birdlife, is a not-to-be-missed

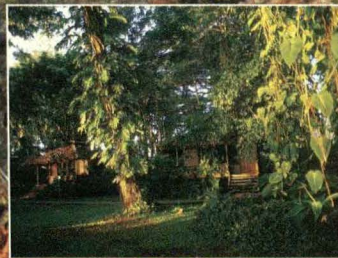
experience. To gain a unique perspective we take the stunning 180 metres Tree-Top Walk across nine suspension bridges raised 15 metres above the rainforest floor. Fabulous!

About 20 minutes from the heart of the bustling coastal city of Surfers Paradise along the Gold Coast highway is the Currumbin Wildlife Sanctuary. Here we meet the fascinating animals that make up Australia's exotic fauna, making sure to arrange our day around scheduled feeding times, beginning with the colourful Lorikeets



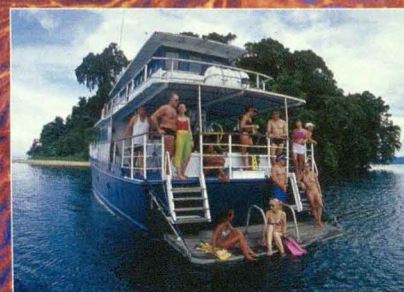
Having fun at the Wet 'N' Wild Water Park.

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Broadbeach...an aerial view.

at 8am and finishing with the freshwater crocodiles around 3pm. in the warm afternoon. The "Creatures of the Dark Forest" simulates an Australian forest featuring reptiles, mammals and insects, while the 'walk-through' Rainforest Aviary, the largest of its kind in the southern hemisphere, permits a close view of some of Australia's most colourful birdlife. There is also the "Dreamtime", featuring a regular performance of traditional Aboriginal dancing.

"Dreamworld", the Gold Coast's answer to Disneyland, is another of my favourites here and offers an interesting mix of attractions. Koala Country is yet another large wildlife sanctuary that is home to native Australian animals and birds such as koalas, fresh water crocodiles, kangaroos, wombats, emus, cassowaries (a large ostrich-like flightless bird) and pythons. If you like adrenalin-filled challenges, "Dreamworld" also has a selection of

multi-million-dollar thrill rides, with descriptive names like Wipeout, Thunderbolt, Tower of Terror, Giant Drop, and the newest attraction - The Claw. To wind down again, a visit to Tiger Island - an interactive attraction with five Bengal tigers at play - is both absorbing and enthralling.

"Sea World" theme park teaches about the worlds within the oceans, as well as providing its share of thrills. Dolphin Cove is a natural ecosystem created in perfect balance with sea life, complete with extensive reefs and rocky outcrops which have been cleverly set among natural tropical surroundings. Other sections we explore at Sea World include Shark Bay, the world's largest man-made lagoon for sharks, the Bermuda Triangle where nothing is quite as it seems, while the white-knuckle thrill of the triple-loop Corkscrew Rollercoaster and the Viking's Revenge Flume Ride



Gold Coast marina.



Enjoying the waves...a surfer at Surf's Paradise.



Lamington National Park.

provide an adrenalin rush as well. There is also a Pirate Ship, a Monorail and a Rollercoaster, and a flight over the Gold Coast on the Sea World helicopter.

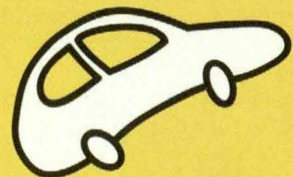
These days the whole world is fascinated by the Hollywood dream machine. And no-one should miss Warner Bros Movie World, the only movie-related theme park in the southern hemisphere, offering an insider's look at the magic of movie making. Tour the working Warner's Roadshow Movie World Studios and keep a look out for a real live star working on a new movie. Many movies - including Scooby Doo, Peter Pan and George of the Jungle II - have been filmed right here on the Gold Coast, so chances are you might find one! Other

activities here include the Lethal Weapon suspended roller-coaster, the Batman Adventure ride, the Scooby Doo Ride (a scary, indoor rollercoaster), and the comedic stunts of the Police Academy show. On a hot day head for "Wet 'n Wild Water World", Australia's premier water park.

The children are sure to want to start with the giant wave pool, but there is much, much more. Water activities include slides and rides and, believe it or not, a Dive-In Movie which, between September and April each year, screens family-style movies to be watched while in the water. Calypso Beach is another attraction and provides a sandy, beach-like area on which to rest



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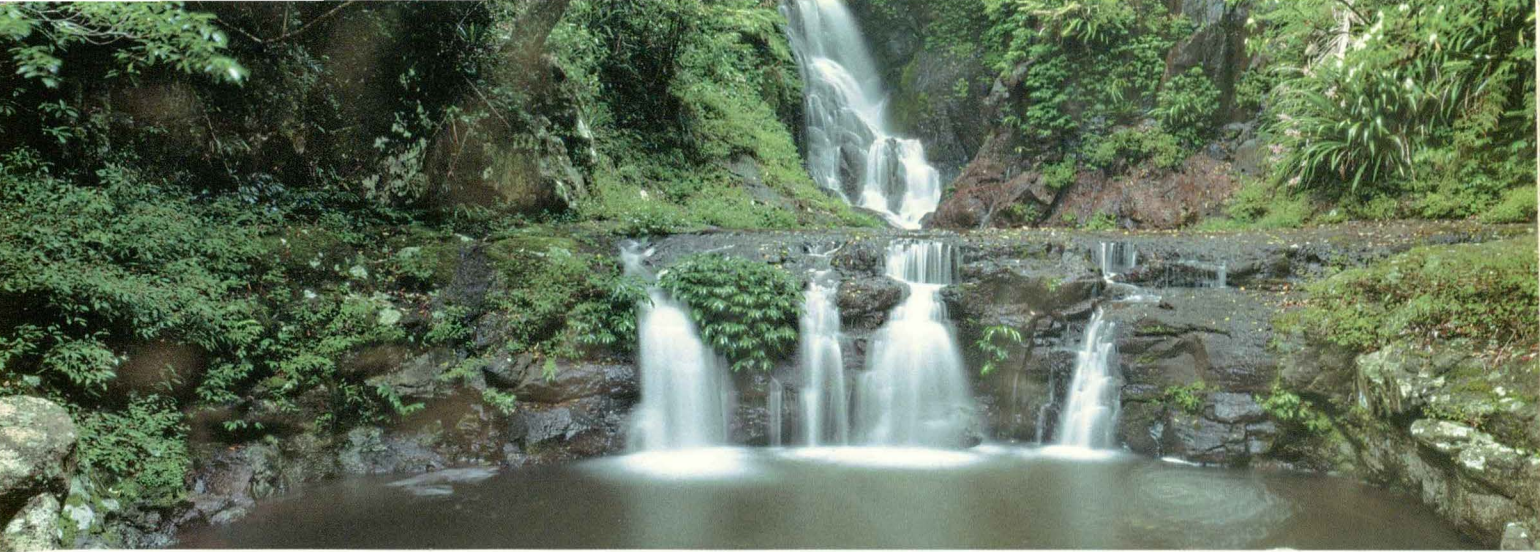


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Elebana Falls at the Lamington National Park.

as the children splash around between the brightly coloured tubes that float down a crystal blue river. A calypso band plays in the background, completing the illusion of being in the Caribbean.

The theme parks are only some of the attractions that regularly draw us to the Gold Coast. Water sports of all kinds, cruises, the tropical forests of the nearby

mountains and the ideal climate all add to the pleasures of a Gold Coast holiday.

So when planning a trip to Australia with your family, put Queensland's Gold Coast high on your list of places to visit. You will all love it and always remember the trip as being one of the very best. And isn't that what holidays are all about?



WHAT TO SEE:

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Email: mail@currumbin-sanctuary.org.au
Website: www.currumbin-sanctuary.org.au

Dreamworld

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Email: enquires@dreamworld.com.au
Website: www.dreamworld.com.au

Sea World

Sea World Drive, Main Beach, Gold Coast, Queensland 4217
Tel: 61 7 5588 2205; Fax: 61 7 5591 1056
Website: www.seaworld.com.au

Warner Bros. Movie World

Pacific Highway, Oxenford, Queensland 4210
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Website: www.movieworld.com.au

Wet 'N' Wild Water World

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Tel: (07) 5570 3388; Fax: (07) 5594 5573

Chicane Modern Dining

Modern Australian cuisine
Shop 6, 20 Queensland Ave, Broadbeach
Tel: 5504 7611

Benihana

Japanese Teppanyaki restaurant
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The elegant fine-dining hotel at the Gold Coast's most exclusive hotel. If you want something a little less stratospheric, try Il Barocco, another Versace restaurant overlooking the lagoon pool.
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WHERE TO STAY:

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Mr Post PNG...Peter Maiden.

By Robert Keith-Reid

Once upon a time, not so long ago, Papua New Guinea was a place where the mail didn't or hardly ever got through.

A lot got lost, stolen or strayed. People sending mail and people awaiting its delivery became frustrated. The name of Post PNG, the national institution charged with the heavy responsibility of managing the nation's mail service, was mud.

Up until 1997, when it was corporatised, the postal service was run on the lines it had been run since the days of its foundation by the former Australian administration. Between 19907-2001 it went through six boards of directors and accumulated losses of 18.5 million kina. Its name got muddier.

In August 2001, a liquidator was appointed and took control until August 2002, when the government injected equity of 12.5 million kina into the organisation.

Since then, matters have changed. Now the mail does get through. Papua New Guinea's postal service is clawing back the respect it lost. It is even making profits. From next year the target is even to begin paying dividends from the business it properly now is.

What has happened? Post PNG has a vision. This is a postal site with full service for each of the 86 districts spread across Papua New Guinea's provinces, and one

YOU'VE GOT MAIL

Meet Mr Post PNG

postal site or an accessible post in a country where access is always a difficulty, for every 20,000 people.

Who is the visionary? Meet Peter Maiden, a public accountant and management consultant, and now Post PNG's managing director.

"I came here for three months in September 2001 as an interim liquidator and agreed to extend from time to time and that time grew," he says. "So, yes. I got involved and became committed to turn the organisation around in the medium to longer term because I believe that could be done.

"If that is doable, anything in Papua New Guinea is doable. If the culture can't be enhanced or turned around,



Checking inadequately addressed mail...at Post PNG.

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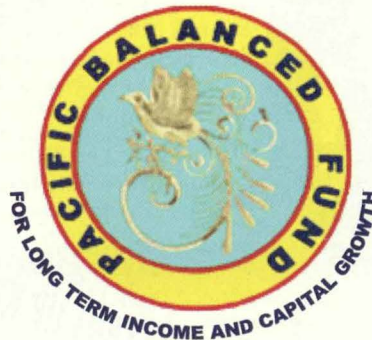


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Post PNG staff...making sure everyone gets their mail.

then you are wasting your time.

"The interim liquidator period stabilised the organisation, paid off creditors and gave us a new life."

Post PNG has undergone a management upheaval. A staff of once more than 400 has been trimmed by 30 percent.

A document dated October 2004 outlines a service charter and performance and strategic directions.

The mission laid down in this is: To "provide accessible and affordable postal services for as many people in PNG as is commercially practicable."

That is a tall order to meet for nearly six million people spread over hundreds of thousands of square kilometres of mountain and forest land and over hundreds of islands, where access often depends on a short take off and landing plane operating to and from a bush airstrip.

What do Papua New Guineans want of their post service?

"The key services are mail; before it was not getting through," Maiden says. "It was stolen or tampered with. Carriers were not uplifting it because they were not getting paid. After mail is the sale of basic packing materials to send mail, then the domestic transfer of money across the



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country, and then courier service which is referred to as express mail service."

The grand plan is one of blue, green, red and yellow labels.



Blue is for sites secure and well located enough to handle money transfer and full services.

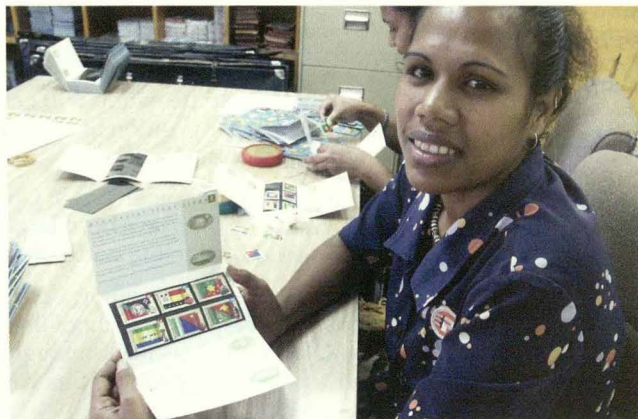
Green sites provide private letter boxes, red sites provide post office bag services and yellow sites are community postal run with the help of missionary outposts and churches.

"We are looking at working with the government to redefine a new service for 2005-2009 with a new regulatory contract," Maiden says.

The post office system will be fine-tuned and a number of new ideas brought into play.

Everything is aimed at recovering customer trust and confidence, with profits ploughed back into the business to rebuild its asset base.

Of the postal districts, 32 offer full postal services, 16 offer bag services, four offer private letter boxes, 17 are community network services and 18 have no formal services.



What are the pre-requisites for a district postal service? "Law and order, a bank, phone/fax communications, power, police. Can we work through a school or a supermarket?" Maiden explains, "If none of these factors are in place, can we go there?"

"We hope to open new commercial sites on a commercial basis mainly through agencies and through the supermarkets.

"A supermarket is going to be there for a long time. It has the right management and employment culture, it has good access, it is a safe place for people to come and shop. We are looking at introducing some

new products to enhance this kind of postal service environment.

"We are also looking at where we can increase or decrease services. In future, we could open at site at a school on a Saturday morning and bring postal services to the community in a very cost effective manner.

"We are saying, 'We are looking at developing a community-based model postal service'".

Post PNG's fundamental task is to get the simple 50-gram mail packet through. It is looking at introducing a smaller 35-gram packet. Yet because communications are so fast evolving, it plans to continue the physical delivery of mail when many of its customers now resort to fax or email communications.

"We are impeded by a couple of challenges, one being technology which is causing a decline of some traffic volumes. The outcome of globalisation and liberalisation of

the world market is that competition is becoming more vigorous and regulatory products are on the decline."

In looking around for new avenues of business and revenue, the imaginative exploitation of Post PNG's locations is a logical opportunity, Maiden says.

"Every site will have new business and agencies. We have a vision of moving towards the agency model. We are looking at leveraging our properties. We are a significant property owner and can generate additional income by developing or co-sharing them."

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PNG'S KIAP HISTORIAN

James Sinclair captures history

By Malum Nalu

James Sinclair, who first came to Papua New Guinea as a cadet kiap (patrol officer) in 1948 and left just before independence in 1975, is the most prolific writer on PNG with 29 books about the country to his credit.

He is now working on his 30th book, a big volume that will focus on the history of the five Highlands provinces from the early days until independence in 1975.

Sinclair has spent the best part of June and July researching fulltime at the Post-Courier, University of Papua New Guinea and the National Archives for information for his 30th book.

"Two years minimum," he says of how long it would take him to complete writing the book.

"It's a very big task as you can imagine. It'll be a very big book.

"This will be my 30th PNG title. This may sound a lot, but my first book was published in 1966, and I've been doing this full-time ever since leaving the place.

"And if you work full-time, researching and writing, well then, you turn out quite a few books."

Sinclair, 76, also reveals that he has been commissioned by Steamships Trading to write a history of this PNG icon.

"I've been asked to write a history of Steamships Trading

Company.

"Steamships has got a very, very long and interesting history. They started in Port Moresby in 1919 and they're still going strong.

"David Cox, the managing director of Steamships, had asked me if I could take on the writing of the history of Steamships.

"The full-time writing of this, of course, will have to wait until I complete the writing of the history of the Highlands book."

The champion kiap (patrol officer) and writer has a running love affair with Papua New Guinea.

It was in PNG - Mendi - to be specific - that he found love in wife Jan. They have two sons David and Michael who were born in Bulolo and Lae respectively.

"I've been coming back to PNG every year from 1977 to the present," Sinclair says.

"I've seen the progress of the country since independence.

"I'm naturally concerned at the many problems Papua New Guinea is coping with.

"I can assure you that there are many people like myself in Australia who have a great deal of sympathy for PNG in its times of trouble.

"We all hope that the nation will get back on its feet and assume its proper position as the leading nation among the islands states of the Pacific."

Growing up in his hometown of Gulargambone, New South Wales, he'd always been fascinated by the largely undiscovered land to the north of Australia.

"Ever since I was a schoolboy, I'd come across some of the old books on PNG in the school library, and I decided that all I wanted to do was to climb high mountains, go into new countries, find new people," Sinclair reminisces.

"And I did!"

The love of PNG is revealed in the 29 books he has written about the country.

"I'm now 76 but still working full-time on the history of the country," he smiles.

"I'd go nuts if I didn't have Papua New Guinea to keep me happily occupied."

Sinclair first came to PNG as a 20-year-old cadet patrol officer in 1948.

"My first station was Wau in the Morobe District," he recalls.

"After leave, I was posted to Mumeng, still in the Morobe District. I did a lot of patrolling from Mumeng to the Kukukuku country in Menyamy. Then I went to Ioma in the Northern District; we called them districts in those days.

"From there, I went to Australia to attend the Australian School of Pacific Administration.

"I came back in November '54, was sent to Mendi in the Southern Highlands.



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"From '55 to January '59 I was in charge of extending government influence into the country between Tari and the Strickland River.

"I established a station at Koroba.

"Then I got married to Jan, the first single school teacher to be sent to the Southern Highlands, in 1959.

"We were married in Brisbane.

"I was then posted to Wau as ADO (Assistant District Officer).

"After leave, I went to Finschhafen as ADO. Two years after that, I went to Wau again as ADO for a second two-year term. After that, I went to Lae as ADO in 1967.

"In 1968, I went to the Eastern Highlands District as Deputy District Commissioner.

"I was District Commissioner from 1969 to early 1974.

"I was the last Australian District Commissioner of the Eastern Highlands.

"I handed over the station to Mr Bernard Borok of Manus.

"I was very sad to hear that Bernie died a year or so ago.

"I then went on my last leave to Australia, came back to Moresby in '74, stayed there at headquarters till August '75.

"My wife and I left in August '75 and went back to Australia."

Papua New Guinea, however, was in Sinclair's veins and he found that he couldn't forget the country he spent so many years in.

"I tried to settle down in Australia but I couldn't get Papua New Guinea out of my system," he admits.

"So I started to write about various aspects

of PNG history.

"I had actually published several books while I was still a district commissioner.

"My first book, Behind The Ranges, was published in 1966 and I've since written a whole series of books on all aspects of PNG history."

These include a trilogy on post-war aviation called Balus, two books on PNG Defence Force history, two books on Post & Telecommunications history called 'Uniting A Nation', a history of the legendary patrol officers of PNG called Kiap, a biography on the great Papuan explorers Jack Hides and Ivan Champion, a history of the vast coffee industry of the Highlands called 'The Money Tree', an indepth history of Lae and Morobe Province called 'Golden Gateway', and a history of the surveyors of PNG called 'Masta Mak'.

"My most recent published book was one on the Papua Club," Sinclair continues.

"A large history of Madang is currently undergoing publication and it will simply be called Madang.

"I'm now engaged in a research into the history of the five Highlands provinces from earliest days to Independence.

"It will be my 30th Papua New Guinea title.

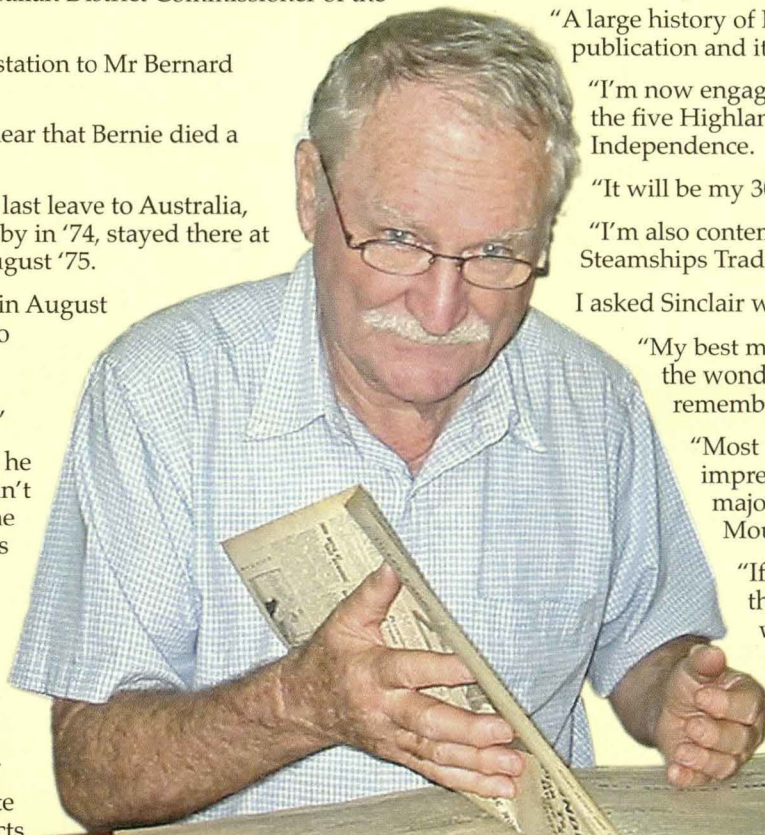
"I'm also contemplating a book on the history of Steamships Trading and Collins & Leahy."

I asked Sinclair what his best memories of PNG were.

"My best memories of Papua New Guinea are the wonderful people in the villages," he remembers.

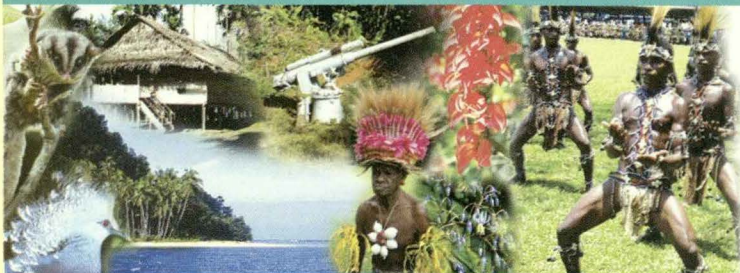
"Most visitors who come to PNG form their impression of the country from visiting major towns like Port Moresby, Lae, Mount Hagen and the rest.

"If they have a choice to get out from the towns and into the villages, they will discover the real Papua New Guineans - warm hearted, hospitable and friendly."



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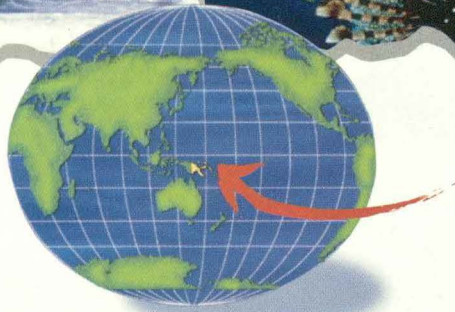
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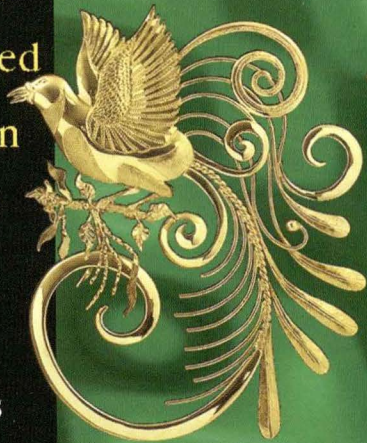
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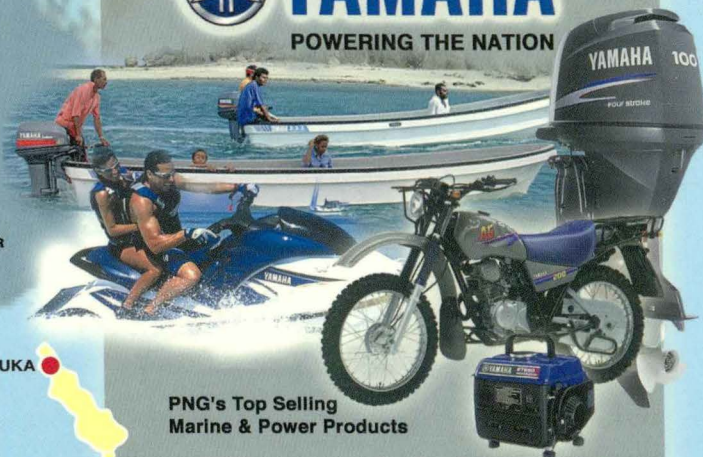
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