

Paradise

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VOL 6, 2004

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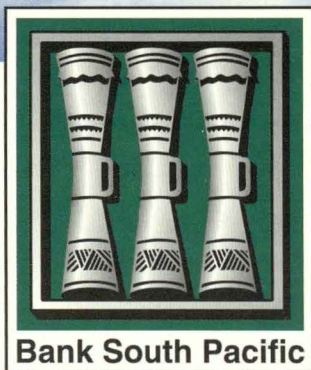
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Joseph Tauvasa
Chairman

Chairman's Message

The festive season is here and Air Niugini is amidst the busiest time of the year, carrying passengers to and from their destinations for the Christmas and New Year celebrations.

Looking back on 2004, Air Niugini has every reason to celebrate. The airline is firmly on course to maintain the operation of safe, reliable and profitable services despite the burden and complications of such external factors as very steep fuel price rises that have greatly added to our operational costs.

Air Niugini's welcome change of fortune is attributable to many factors, not the least being the leadership of the Board and Management team supported overwhelmingly by the majority of our staff.

External factors that have contributed to the vast improvement of our performance have been the stabilisation and strengthening of the Kina against the US and Australian dollars, in which so many of our financial transactions are done, and the improvement in the Papua New Guinea economy.

Our dedicated staff strives to provide excellent services to our customers, the travelling public, and cargo importers and exporters, often under quite difficult circumstances.

From December 6, the introduction of the second Fokker 100 to our fleet will lift our carrying capacity on our domestic and international services.

Our decision to adopt the Fokker 100 reinforces Air Niugini's commitment to the people of PNG. We are intent on using the most efficient and environmentally friendly aircraft suitable to our routes. With 98 passenger seats, it is the largest commercial aircraft operating scheduled domestic services in PNG. Currently operating from Port Moresby to Lae and Cairns, the Fokker 100 will also be operated to Mount Hagen, Rabaul and Hoskins.

We at Air Niugini will continue our efforts to deliver a new era of services to the people of Papua New Guinea.

On behalf of the Board of Directors, Management and Staff of Air Niugini, thank you for your valuable patronage throughout the year. I wish you and your families the joy of Christmas and a prosperous New Year.

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

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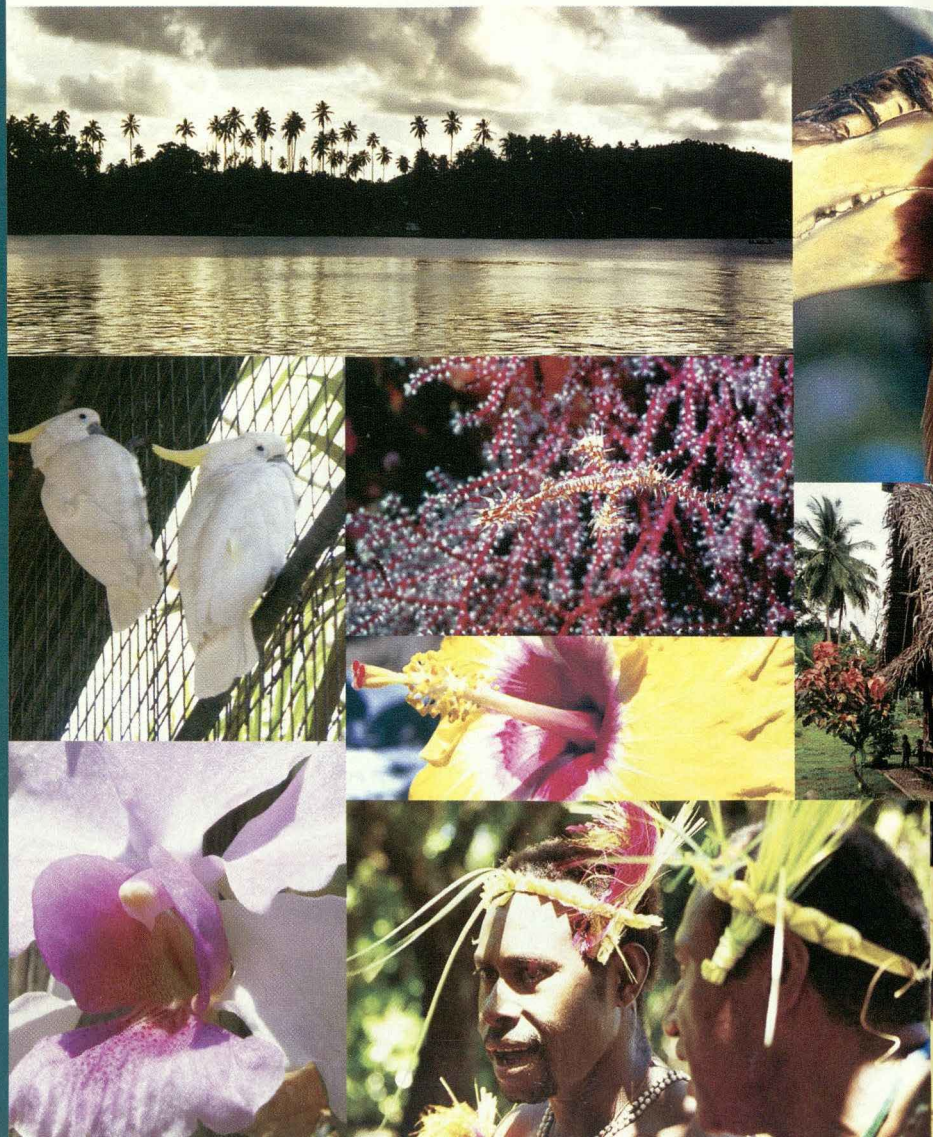
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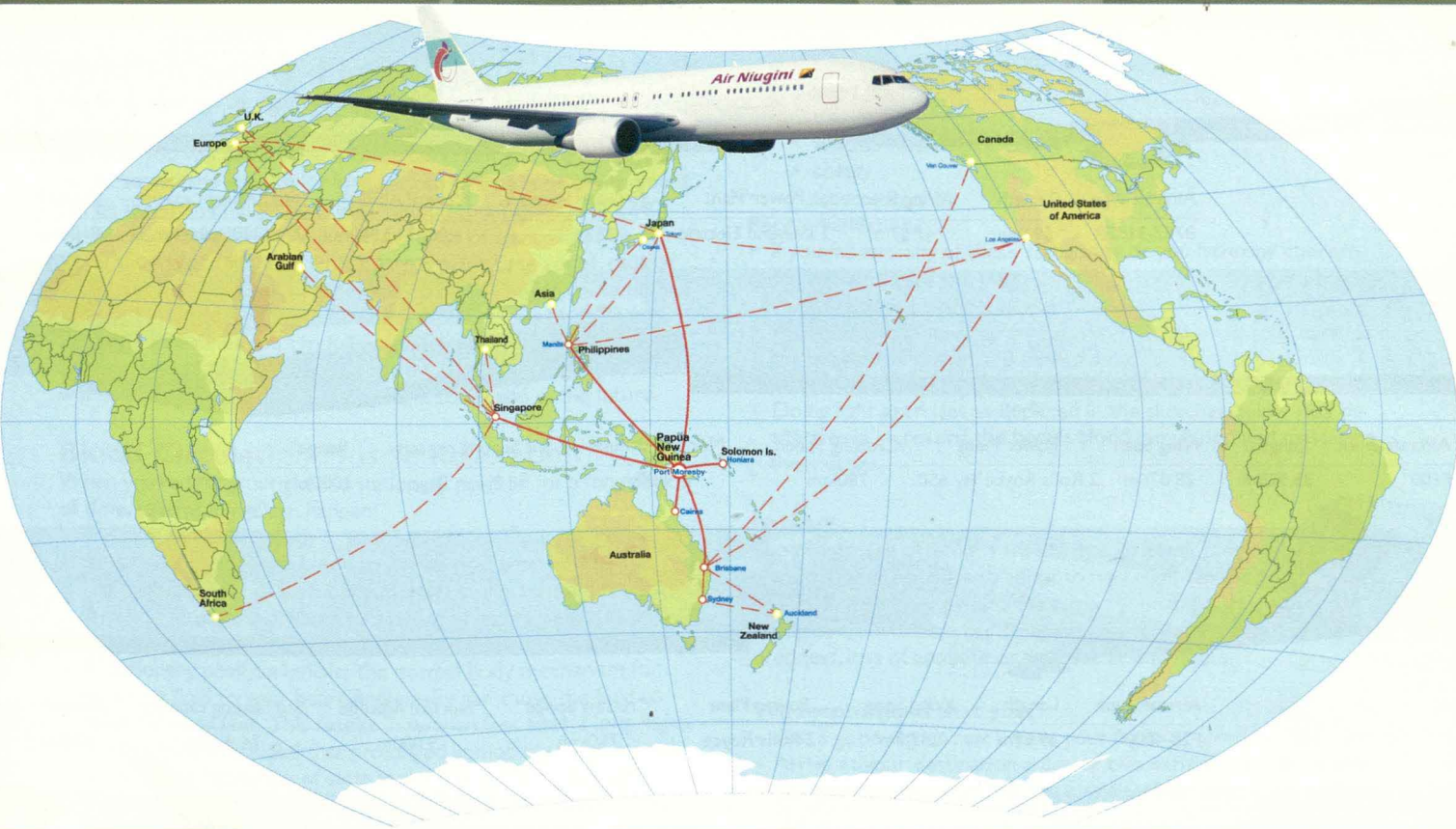
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Air Niugini Fleet

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.



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

Jetlag

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

We recommend that you:

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

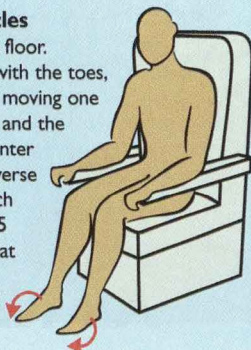
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

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.

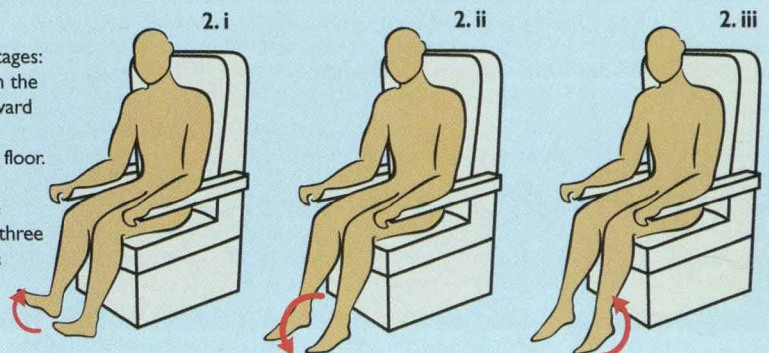
1. Ankle Circles

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.



Caring for your safety!

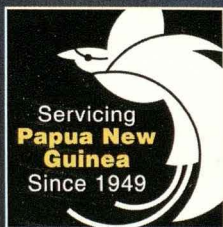
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Destination

LAE



Lae...a view from above.



Culture is very much part of Lae with the annual Morobe Show.

By Robert Keith-Reid

Where was the world's now massive global air cargo business launched? Lae, Papua New Guinea's second city and capital of Morobe province on the north coast of the PNG mainland, can fairly claim to historically be the location.

Why? Because of a 1920's gold strike in the interior wilds of Bulolo and Wau, inland from Lae.

Intrepid prospectors had been finding colour in Morobe's streams and hills for decades. Yet as late as 1925 the Morobe goldfields were so remote and some hill tribesmen so dangerous, writes historian James Sinclair in his magnificently detailed and fascinating history, *Golden Gateway: Lae & the Province of Morobe*, that few prospectors were prepared to venture there from other parts of Papua New Guinea.





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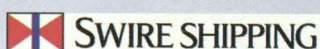
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Lae...a port and industrial city. It first appeared as an airstrip to service the goldfields.

In 1926, Albert Royal and Dick Glasson stumbled upon the Edie Creek field. A few years earlier other prospectors had begun mining another prospect in secret.

At Edie Creek, "there was gold everywhere. Every dish they washed produced gold."

News of the find inevitably broke. A classic gold rush avalanched. By November 1926, the Morobe goldfields had 219 miners grubbing about it.

But mountain terrain, rivers, swamps, jungle and other natural barriers made access to the goldfields an ordeal to quail from. From Salamaua, the then provincial centre now just a short drive from Lae, the trek inland could exceed five weeks, by one account.

To build roads to the goldfields would be just too difficult and costly and could take years.

In a direct line, Wau was a mere 50 minutes flying time, at 1920s' aircraft speeds from Lae.

A year before, one visionary had already dwelt on air cargo possibilities for Papua New Guinea. That seems obvious now, but it wasn't so at such a short time since the first powered flight.

Lae first appeared as an airstrip cut from the jungle on flat land at the head of the Huon Gulf near the mouth of one of PNG's mightiest rivers, the Markham. Its sole purpose was to service the goldfields. A strip appeared at Wau a little later.

In March 1927, a De Havilland 37 biplane flown from Rabaul, able to carry a 600-pound payload, landed at Lae. A month later, the first aircraft landed at Wau.

It was estimated that about 150 white miners and 2500 workers needed a minimum of 20 tons of supplies weekly.

In Germany, the Junker aircraft factory built a rugged all-metal, and by the standards of the day, jumbo-sized aircraft that was perfect for cargo carrying. It was perfect for ferrying in the tons of custom-made components for



the massive gold dredges that were to become a feature of the goldfields.

So began aviation history's first great airlift, a truly epic undertaking. By late 1935, Lae had a population of more than 100 whites. It was the heart of an air transport system upon which the goldfields were utterly dependent.

That's how Lae happened.

Seventy years later, Alan McLay, president of the Lae Chamber of Commerce and Industry, is prepared to declare: "Really, Lae should be the centre of Papua New Guinea. Port Moresby is purely a public service town, but unfortunately you have to be there in a business sense."

Lae was still a village by 1938. But the Australian administration had by then already decided to shift the provincial administration to it from Salamaua. Along came the war. Lae was invaded and bombed flat.

It wasn't long after the war that the little town's pioneers

moved back to rebuild it, says McLay, who arrived in PNG from Melbourne in 1964, as a patrol officer. He was posted to Lae in 1978, became city manager in 1981, and later moved into private business. He's been the chamber's president since 1995.

Post-war growth took off in the 1960s when roads were built to connect Lae with the highland towns of Goroka and Mount Hagen and its then dominant coastal town rival, Madang.

As the first trucks in 1967 began carrying highlands produce to Lae and store supplies from it, Madang went into decline, says McLay.

"From the mid-1970s Lae grew as a manufacturing centre for import substitutes for all Papua New Guinea steel, detergents, chemicals, repackaging, soap, flour milling, rice milling, packing, fish processing, logging and sawmilling.

"Because of the economic situation, we can produce Coca-Cola at half the price in Australia."



Sing sings are hallmarks of the annual Morobe Show featuring multicultural dancing and chanting, assemblies of PNG tribes and clans attired in feathers, furs beads and other forms of traditional finery in an array of splendour.

Lae's location makes it competitive as an exporter of some products, McLay says.

Growth turned to decline from 1987 to the mid-1990s when the copper mine at Bougainville, a major market for it, closed.

"We've been operating since then with pretty tight belts but certain areas are expanding.

"Trukai (a rice company) has been expanding in recent years and so is flour milling. In the last five years, there has been the growth of baking."

While intensive mining at Wau and Bulolo has long since faded to small scale panning activities, Lae is living in expectation of an imminent revival of its former mining-based prosperity.

"Future developments are quite exciting since three more mining developments will affect us." Lae expects to become the support centre for the future Hidden Valley mine at Wau due to open in 2005, the Wafi mine planned

by the Harmony group of South Africa, and a mine being built at Kainantu.

"The mines are not labour intensive but we will be supporting them with supplies and back-up services and that will keep us going."

Lae's port handles 60 percent of sea cargo in Papua New Guinea, McLay says. "That is increasing because we have become the hub for coastal ports as fuel costs go up."

"If you want to start a business in PNG, you have to look at Lae. We have good electricity from the Ramu power station, good quality water and the cost of living is cheaper than in Port Moresby."

Lae city today is a planned sprawl with a population of 120,000 (by 2001) and by now probably another 30,000 squatters, McLay says.

It has three international schools, a university, a magnificent golf club, a pleasant bowling club and a spacious yacht club.



Lae yacht club.

The coastal plains that are its setting are the most expansive areas of fine agricultural land in Papua New Guinea. Lae is a cattle and poultry district, grows vegetables and is a service centre for the important sugar, cattle and now oil plantation projects of the Markham Valley.

The trip to historic Bulolo and Wau is now a pleasant motor drive on sealed roads.

And Lae was the location, in late October, of the Morobe Show.

Mark Quinn, a Queensland, who arrived in PNG as an agricultural officer in 1976 and now has a real estate business, is president of the Morobe Province Agricultural Society.

"When the show started in 1958, it was just the show for the Morobe district and the first shows were at Wau. We are the port for coffee and tea from the highlands. The show is really an agricultural society developed to showcase agriculture but the sing sing is an integral part of it."

Sing sings are huge multi-cultural dancing and chanting assemblies of PNG tribes and clans attired in feathers, furs, beads and other forms of traditional finery in an array of splendour that must be seen to be fully appreciated. Morobe was the forerunner of the Goroka, Mt Hagen and other show sing-sings, says Quinn. Other shows now claim to be superior, Quinn snorts.

"Ours is far bigger and more varied," he says.

"We got about 60 groups in 2004."

Lae is a port and industrial city but hasn't been a tourist destination, says Dianne Cross, the frenetically busy secretary of the Chamber of Commerce and Industry, the Morobe Tourism Bureau tourism development officer and show society executive. It wants to become one and has much to offer.

"We have worked hard to raise perception of it as a tourist destination."

The bureau promotes the province's highland and low-



land areas, coastal islands, mountains and valleys, rivers, fishing, diving, ecotourism and historic goldfields and battlegrounds.

"This year (2004) is the first year we have had a sizeable number of international tourists coming - probably about 200 - German, Japanese, Americans, Russians plus delegates to a Commonwealth veterinary conference.

Japanese come to see war zone sites and conduct religious ceremonies in memory of their war dead.

Morobe's show, a sure-fire guaranteed annual feature, thanks to the dedication of a strong committee of veteran organisers, has huge potential as a drawcard. "The show is where their heart is," says Cross of her committee.

"We get about 100,000 people during the two days of it," says Quinn.

Check entries in the tourism bureau's visitors' book and you'll read numerous requests for advice, information, help and investment from Morobe villagers intent on



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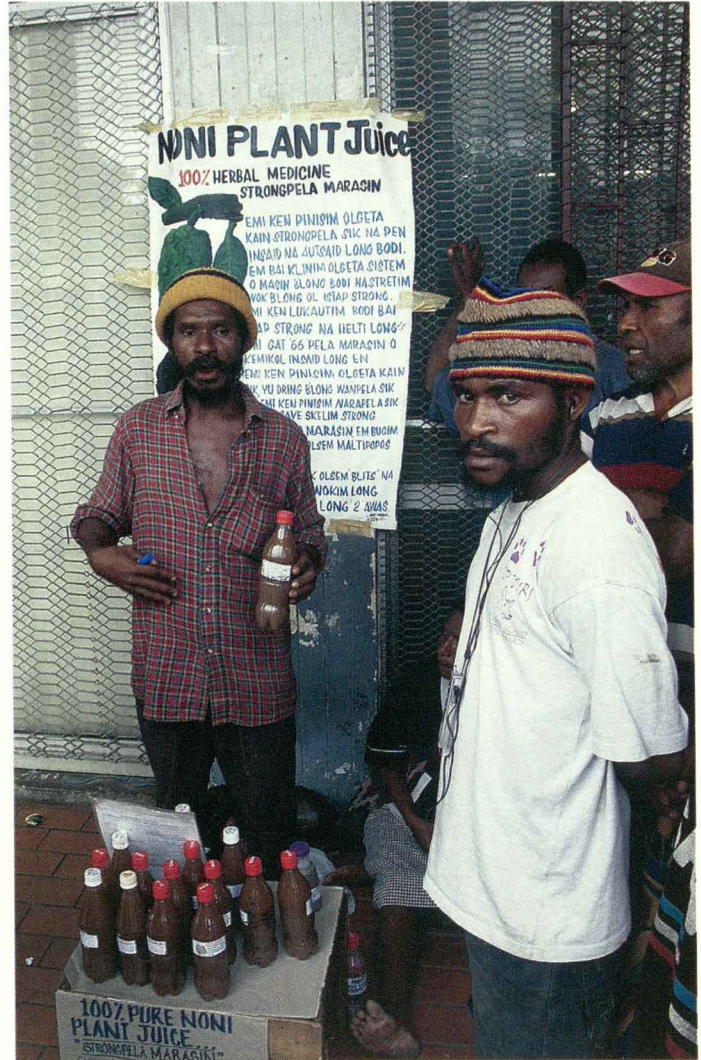
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Left: A bakery. Top: Street vendors selling noni juice.

opening a guest house. It's a pity about that historic airfield, lying unused, but for a helicopter pad, overgrown and sad, given the genuine status it has in aviation history.

It is supposed to have been chopped up as a business and shopping sub-division, with a site reserved for what would be Lae's third big hotel after the Melanesian and Lae International.

"The big gripe is Nadzab," explains McLay, referring to Lae's airport, a long bus drive across the plains from the city. Nadzab was the Northern American Defence Zone base."

Yes, it was a big wartime bomber base. After a long controversy, the PNG government preferred to develop it for modern aviation needs rather than upgrade the historic old biplane and Junkers cargo plane landing strip in the middle of the city as Lae folks wanted.



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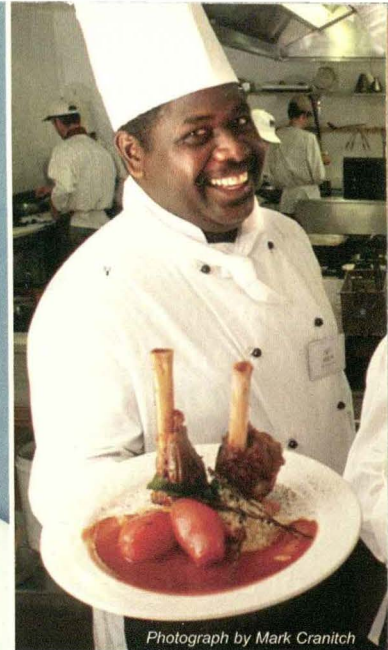
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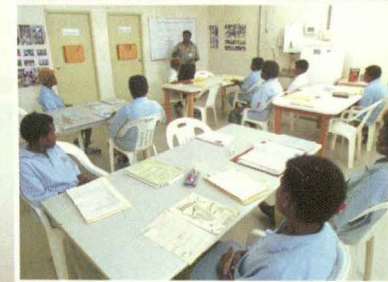
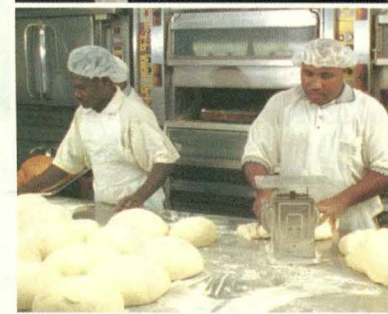
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Photograph by Mark Cranitch



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Three barefoot children danced about the hot volcanic vents like cats on a hot tin roof. The ground was hot and crumbly, threatening to cave in any time. Every so often, one of a dozen or so vents would explode violently spewing boiling water several metres in the air.



VENTING



"Be careful where you stand," cautioned James, our charming, toothy guide.

Perched on the edge of a hot, deep pool, I was mesmerised by its crystal clearness. Sweat was pouring from my skin and the sulphuric smells made it a bit uncomfortable breathing, but the water looked so inviting. I felt like jumping in but knew that my body would be parboiled within seconds. As I peered into the depths for bones, I reflected on how people were cooked whole in the very same hot pool. The locals have changed their cannibalistic ways and I can honestly say the people that we met were among the friendliest on earth. A bizarre pitcher plant - like something from 'Day of the Triffids' - and a primitive fernlike plant thrived within inches of the gaseous pool - remnants of a prehistoric era.

"This place is wild, the people are wild," exclaimed Sergio, our vibrant Italian friend with an untamed gleam in his eyes. He's spent three months travelling throughout Papua New Guinea and the D'entrecasteaux group of islands was one of the wildest places he'd ever seen. Even a Cousteau team mounted an expedition here several years ago documenting these same thermal pools.

As we spoke, another vent erupted - a bit like being surrounded by giant hot water kettles. Through the steam flew a pair of brilliantly coloured ecclectus parrots

scooting to a nearby rainforest tree, unconcerned by our presence or the volcanic activity. Later, we saw the unusual *Manucodia chalybata*, a large black crow-like 'bird of paradise' which flies with a strange bobbing action of its tail.

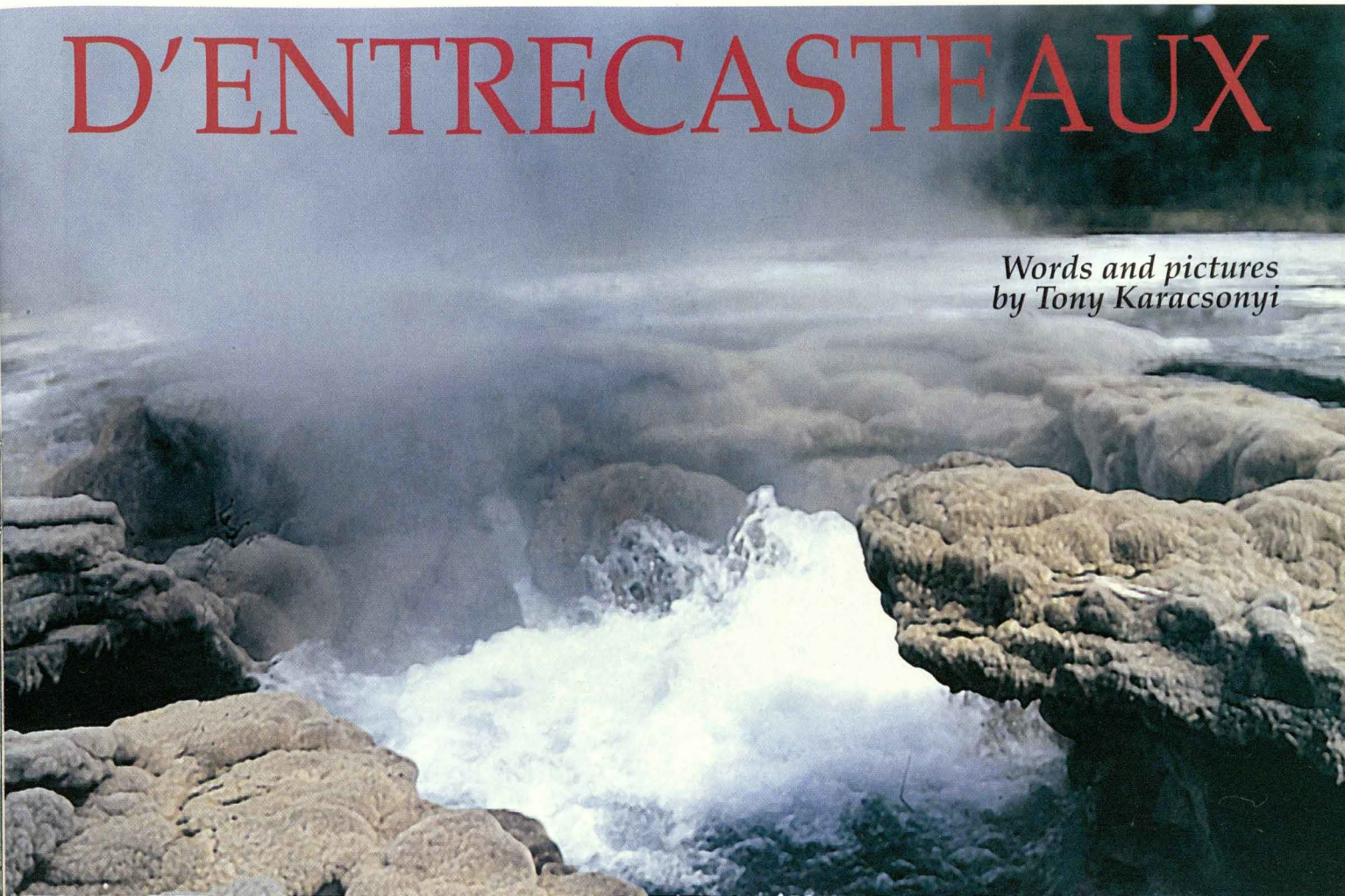
We stopped at the village of Deidei on Fergusson Island and visited its hot springs as part of a diving expedition on the live-aboard Melanesian Discoverer. This trip took us on a journey from Madang to Alotau visiting various island groups - the Siassi, Trobriand, Amphlett and the D'entrecasteaux. All provided us with spectacular diving, big fish action and great visibility due to their isolation from mainland Papua New Guinea's big rivers.

The D'entrecasteaux group which includes Goodenough, Fergusson, Dobu and Normanby islands, impressed us the most due to their sheer beauty - islands rising 12,000 feet from the ocean. Each island had its own charms.

Sergio likened the D'entrecasteaux group of islands to that of French Polynesia. It was exciting to realise we had our own 'French Polynesia' so close to home. Let's hope it doesn't get nuked like Mururoa. The area's grandeur is matched only by its intense marine life. On a dive near Goodenough Island the reef plateau at two metres was covered in beautiful delicate hard corals we've rarely seen before. Thousands of fat purple anthias swarmed in

D'ENTRECASTEAUX

*Words and pictures
by Tony Karacsonyi*





Underwater world..there's great diving and fantastic biodiversity.

schools over pristine coral heads. With so many ornate reef fishes parading in front of us, I cursed at having chosen to shoot wide-angle. Almost every conceivable Papua New Guinean reef fish swam and lurked among the fragile corals feeding on the plankton-enriched water. The drop-offs to 30 metres were adorned in huge barrel sponges, sea fans and some enormous purple vase sponges covered in sponge gobies - curse not having that macro again. And to top it off, we surfaced into impeccably flat, sheltered waters surrounded by steep

jungle clad island mountains rising into the clouds. Surely, this is the stuff that dreams are made of. Mine certainly are. The area's richness in marine life is due to the tidal currents, which push the deep ocean water at either end of the major channels between the islands back and forth carrying planktonic food for the corals and hordes of plankton feeding anthias.

On Fergusson island, we walked to the Budoya mission where we were given a warm welcome by the locals and

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children who took great pleasure in trying on my shiny blue sunglasses. "Hey man, that's really cool," we touted to the children who had big smiles on their brown faces. Observation Point in the D'entrecasteau group of islands is said to be one of the most unique places in Papua New Guinea for bizarre marine life.

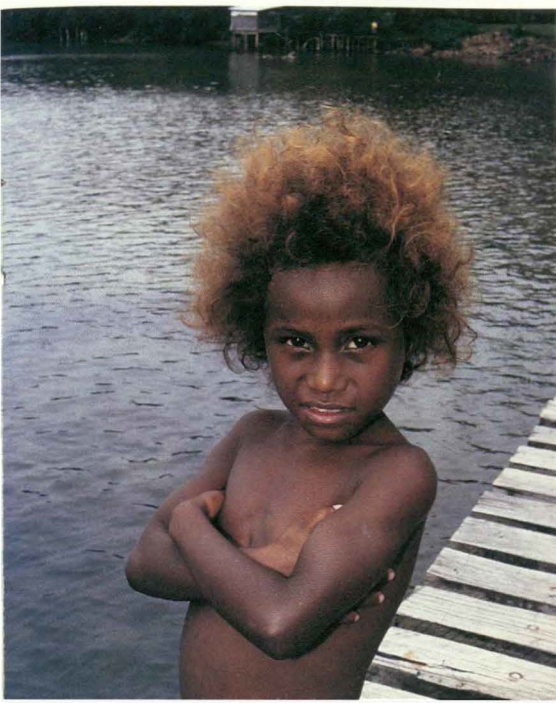
Bob Halstead has made many fascinating discoveries at this place. Some of the rare and unusual critters found here are a rare striped octopus, flamboyant cuttlefish, ghost pipefish, flying gurnards, razorfish, spiky devilfish and silver moonfish.

While on the island of Dobu, where sorcery still reigns, we wandered through the tidy village followed by a parade of charming children waiting to say something or for us to sing them a song. All I could conjure up was "Tie me kangaroo down sport", which they soon learnt and were singing it back to me. The kids even climbed up a tree and brought us some hot pink fruits to eat which we relished for their moisture and delicate flavour in the

morning heat. A fascinating dive site is near the Bunama mission station on Normanby island. Here in a bay on the western side is a large number of sand anemones inhabited by panda clownfish and porcelain crabs. It's one of the few places where large black and white adults are found together with juveniles and sub-adults.

The sea grass beds around Normanby Island are home to an incredible biodiversity of marine animals including double-ended pipefish, seahorses, frogfish, squids and the venus comb murex shell. It's a fascinating area particularly at night when critters are scuttling about.

As we sailed east through Dawson Strait between Normanby and Fergusson islands, we saw a place that was incredibly visually spectacular. As we slipped through a narrow pass we could see old volcano cones poking out of the lush tropical rainforest where ecclectus parrots flit and steam rose from hidden thermal springs. If ever there were a perfect setting for another King Kong movie, this would be it.





Hundreds of exciting dive sites exist in the D'entrecasteau group boasting great diving with a fantastic biodiversity of marine life. Much of the area is unexplored and many reefs uncharted or are marked incorrectly on the charts.

In the Amphlett group of islands where spectacular little mountainous islands rise from the sea, we dived at a place where thousands of anthias swarmed together with a sea turtle resting among delicate corals. While exploring the group we popped into a small village called Nabwegeta, famous for its unique pottery. Instead of making a pot in the conventional manner, the locals start at the rim and work to the base.

In Nabwegeta, we saw a big, bold Kula canoe. It's a real thrill to see a Kula canoe come ashore with its decorated splashboards and woven sails. The villagers gather around and help heave the huge outrigger canoe onto the beach assisted by the chant of a magic spell. The jumbo outrigger canoe we saw had high sides for vast sea voyages, was reinforced and decorated with painted murals, string and shells at the bow and stern. These canoes are still used for the Kula trade which involves the ceremonial exchange and bartering of Kula - special necklaces and armbands made of shell.

Kula is still very much part of the culture and once a person enters the Kula ring, they're in it for life. In the past, the sorcerers of Dobu mounted sea-going raids to

the Amphlett group for human heads. Its people fled to the top of their mountainous islands.

The tranquil Trobriand Islands, lying north of the D'Entrecasteaux group was our next destination. This enchanting group consists of four major islands and many islets. They were named after Denis de Trobriand, an officer with the D'Entrecasteaux expedition. These islands are made of coral and some rise abruptly from the shore to a height of 50 metres, forming sheer coral cliffs.

At Kailoa beach, a semi-circle of Trobriand wood carvers surrounded us offering hundreds of exquisite carvings. Jan Barter, our delightful tour director who has extensive knowledge of Papua New Guinea and its wonderful people, gave us a briefing after which we were swamped by the tenacious carvers determined to make a sale. Excellent carvings were on display at bargain prices and everyone bought some pieces. Even my dive buddy Helen Walker, who said she didn't like carvings, bought some - testament to their beauty and Trobriand salesmanship.

We were then led to a grassy plateau where we were treated to a dance show by boys and girls dressed in traditional clothing. The dancers exuded all the mystique of the Trobriand Islands. After that, we took a stroll through several quiet villages followed by a barrage of fun loving kids. At Kitava Island, we visited the

community school where the children enjoy a traditional day each Thursday to keep the Trobriand culture alive.

The boys and girls put on a splendid dance show after which we walked through delightful hibiscus lined villages and saw the chief's yam house. It's locked at night because yams are believed to have their own spirits and go wandering at night - into someone else's yam house, much to the chief's annoyance.

The Trobriand islanders seem more Polynesian than Melanesian, both in appearance and disposition. These delightfully warm and welcoming people are excellent farmers. They spend much of their lives working hard at growing yams - their staple food and an object of great respect. Sometimes they manage to grow huge tubers. In this way the farmer earns great renown and increases his social stature. Each year they hold a big yam festival in July and August when they dance and celebrate for days on end. Their rich culture including magic, festivals and intricate carvings set them apart from the rest of Papua New Guinea.

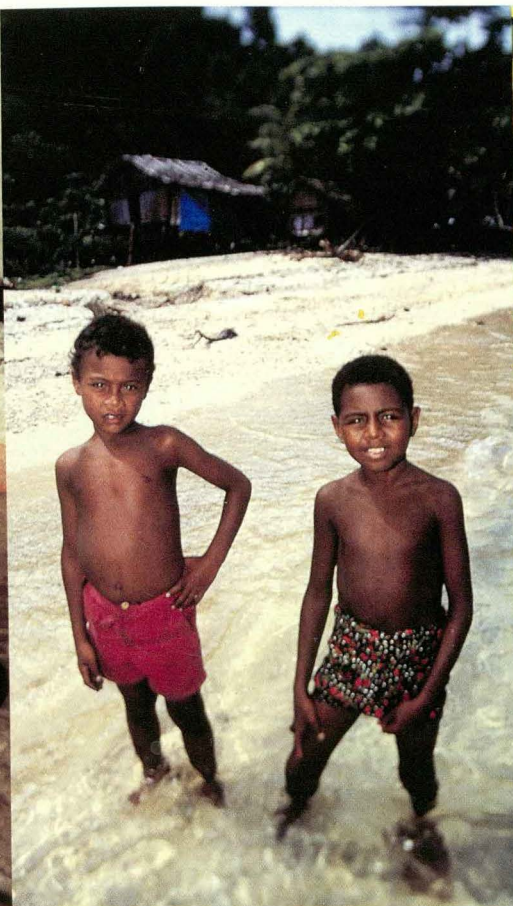
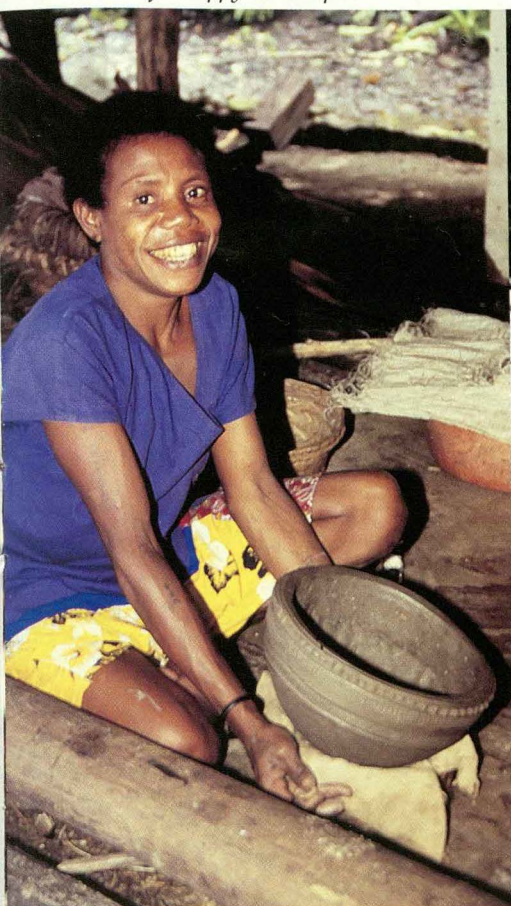
On our parting night we enjoyed a great beachside BBQ put on by James and the crew on the tiny island called Nuratu - a stone-throw away from Kitava Island. A flotilla of Trobriand dancers paddled over by canoe. Armed with ghetto blasters, they put on a fun-filled show. They even asked us to dance, making it an enjoyable night.

Island life...happy and simple.

Kaileuna Island was a wonderful wall dive where we saw lots of yellow margin trigger fish (*Pseudobalistes flavimarginatus*) building nests. Luckily, they weren't the titan variety as with such sheer numbers we'd be shredded for sure. We were charged several times by a titan trigger back at Madang. Other species we noticed were fire gobies, teira batfish (*Platax teira*), blue band gobies (*Valenciennesa strigata*), male striped boxfish (*Ostracion meleagris*) yellowtail coris (*Coris gaimard*), whaler sharks, sleeping nurse sharks, dogtooth tuna, eagle rays and lots of blue fin trevally. A particularly interesting bit of animal behaviour was when we saw a trumpet fish swimming in close contact with a slingjaw wrasse. They swam off at high speed in perfect unison until the wrasse ducked under a sponge. The trumpetfish collided with the sponge and knocked off the wrasse - nature's own comedy clip.

We dived at Kitava island where we did a deep wall dive. At 30 metres, dozens of enormous sea fans decorated with crinoids made for excellent wide angle shots. We were fascinated by a couple of very unusual starfish whose surface looked like bubble wrap. The sighting of a dogtooth tuna, mackerel and barracuda capped off this dive nicely.

We'll always treasure the 'Trobres' for their fun loving dancers, ghetto blasters, wandering yams and giant sea fans on steroids.



Malai, in the Siassi islands, was our first stopping point where there were evocative houses on stilts decorated with chambered nautilus shells and natural fibre fishing nets with shell weights hung off the airy balconies. A pet hornbill bird hopped about the village chasing a child together with a pet Brumny Kite - looks like a two-tone, brown and white eagle. The Siassi islands are noted for great wall dives and big fish action.

On our first Siassi dive at Malai Island we did a deep wall dive on the drift. Some of the many inhabitants were coronation trout (*Variola louti*), chinese footballer (*Plectropomus laevis*), hordes of three spot butterfly fish, schools of unicornfish and the mother of all green sea turtle. It's always promising to see one of these highly endangered species. We were also amazed at the number of big hump headed maori wrasse in light of the fishing village being so close.

At Aromat Island - little Hong Kong of the Siassi islands - a flotilla of canoes and all sorts of watercraft came out to greet us. Some children paddled out on chunks of foam. On shore we were given a huge reception with dozens of children and adults crowding around as we stepped from the Melanesian Discoverer's speed boats.

Pigs wandered freely in the village and fishermen cleaned a big catch of coral trout and various tropical species on shore. Our friend Sergio sang a classic Italian

song Marina Marina - a hit with the Siassi islanders, who followed him through the village like children following the pied piper. Sows, piglets and kids almost collided with each other in the mayhem. Our tour guide Jan later showed us a structure where circumcision ceremonies were performed to enter boys into manhood.

Six hundred people lived on this tiny island living largely on fish and some fruit and vegetables transported from the main island. The island's become so busy that many families have been forced to move to the nearby island of Umboi.

The Melanesian Discoverer offers several dedicated diving expeditions each year to Siassi, Trobriand and D'entrecasteaux group of islands. These are ultimate dive trips as you not only experience fantastic diving but also walk away with a rich cultural experience.

As Helen and I walked along a lush rainforest path on Fergusson island dishing out ice cubes to our entourage of smiling native children, one of which proudly carried our water container, there's no other place on earth I'd rather have been. These are the things I've grown to love about Papua New Guinea; the friendly smiling faces, breathtaking scenery and fantastic underwater biodiversity. Papua New Guinea certainly is the 'Land of Adventure and Excitement'.

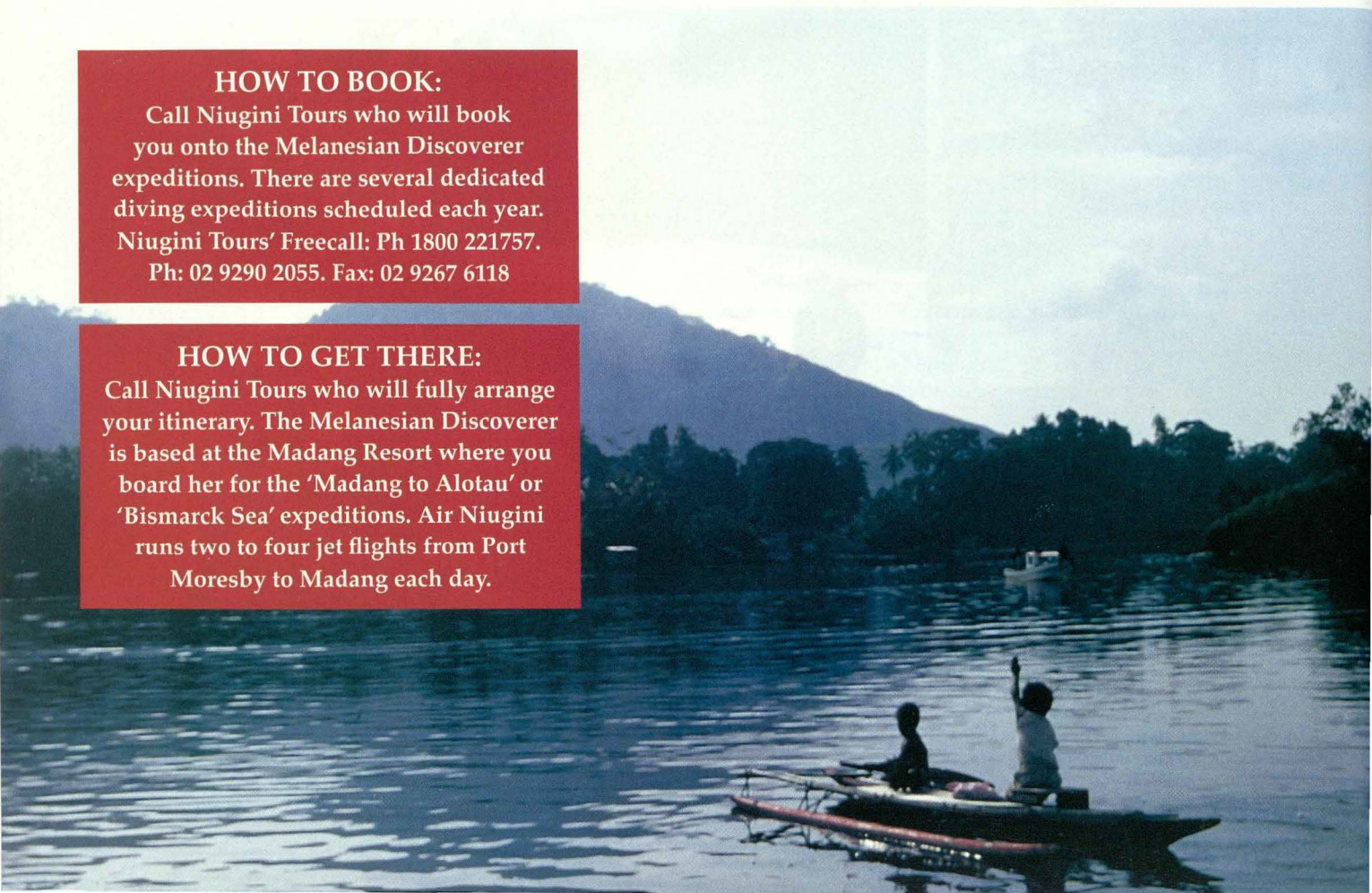


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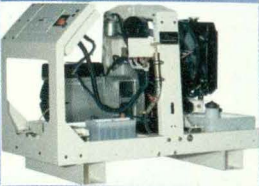
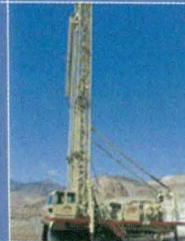
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A tropical beach scene with a large tree, a boat, and a rocky shore. The tree is the central focus, with its thick trunk and sprawling branches dominating the left and top of the frame. The water is a light, milky blue-green color, and the sky is a pale, overcast blue. In the foreground, there is a rocky and pebbly shore with some driftwood and palm fronds. A small boat is visible in the water near the shore.

A jewel called SIAR

Between Madang and Nagada Harbour is a tiny island, dubbed as a well-hidden jewel. Despite its smallness, it has a lot to offer people eager to discover the islanders' way of life and many of nature's wonders. A short boat trip from Madang Harbour will take you to the small beach of Siar Island where fishermen's pirogues assemble. You can go for a day trip or stay with the islanders who are just as keen to billet you.

*Words by Sebastien Cazaudehore
Photographs: Melanie Cazaudehore*



Siar Island is a small piece of paradise hidden like a jewel under its thick vegetation. Despite its small surface, the island offers much to people who are eager to discover the real lifestyle of the islanders as well as the natural wonders that lie concealed in unexpected places. A short journey by boat will leave you standing on Siar's beach where local fishermen's hand-carved canoes lie waiting for the next tide.

The beauty and wonder of Siar can reveal themselves to its visitors within a day. But to truly discover the inhabitants and their way of life, it is ideal to take advantage of the accommodation available in the guest village and stay a few days. Visitors are welcomed in the traditional houses of the villagers and will quickly learn the pleasures and rhythms of island life.

You can discover Siar alone by simply wandering along the small trails, which wind around the island, seemingly losing themselves in the magnificent forest surrounding the village. Just off to the side of one

of these trails, you will enter the world of a true artist - a man who carves canoes by hand following the traditional method handed down by generations.

You could just as well encounter a group of young men slowly moving an enormous log destined to become one of these beautiful canoes.

Inevitably, your wandering will bring you to an extraordinary cemetery, in which lies Siar's past. The village chief will undoubtedly relate that story.

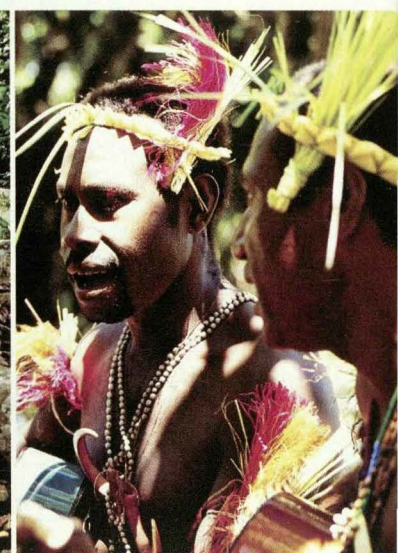
You can meet history in the waters surrounding Siar. The remains of a plane wreck, shot down some 60 years ago, are the silent witness of the fierce fights that troubled these lands during World War Two. These waters are abound in wonders for snorkellers. The marine life is as abundant and colourful.

A taxi-boat will take you to Madang where you will be able to enjoy the numerous pleasures this small town has to offer. Its market is filled with souvenirs. It has restaurants and cafés

next to the sea. Or if you prefer, you could let the taxi-boat take you to the Nagada Harbour. This magnificent harbour conceals numerous treasures: impressive wrecks that just show on the surface of these clear and still waters, the great palm grove, or the amazing entomological collection owned by one of the inhabitants.

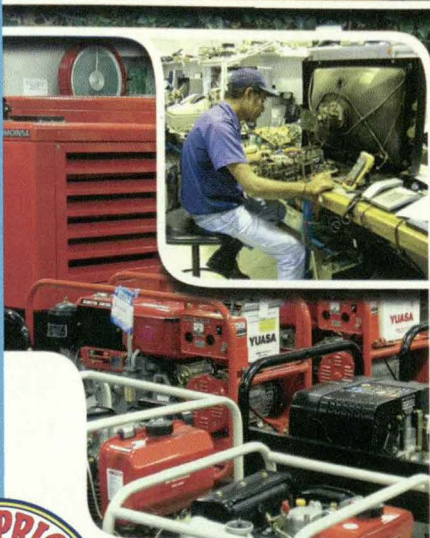
In the harbour, people eager for diving adventures will be able to find the perfect guide to discover the treasures hidden under the surface. For those who would rather enjoy the best table in Madang, they should visit Adrian Kennedy at the Damon Gesengen Guest Village, probably the most fascinating storyteller one could meet.

But for most people, the real pleasure that Siar offers lies in the magnificent view of the sea with numerous tiny islands scattered on the horizon, or the delicious delightful peacefulness that reigns there, reminding each one of us that it is still possible to find paradise even if sometimes it seems well hidden from people's view.



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Cultural Showdown



Papua New Guinea was a hit at the recent Pacific Arts Festival in Palau in July. Dubbed a success, the 120-member contingent did their country proud as they joined an incredible gathering of many cultures and Pacific peoples to celebrate the Pacific's unique heritage and traditions.

Photos by David Beck

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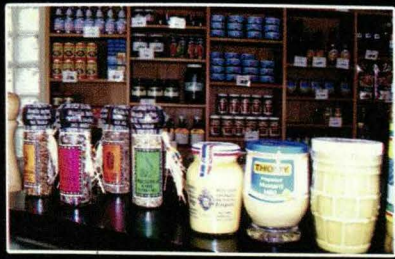
Here's what one local PNG newspaper said about its delegation: "Our very unique and originality in the performing arts category as

well as other categories was what captured the attention of tourists, the media, delegates from other countries and the local audience. The PNG

booth at the festival village where individual artists were stationed to display and exhibit their work drew crowds from day one of the event.



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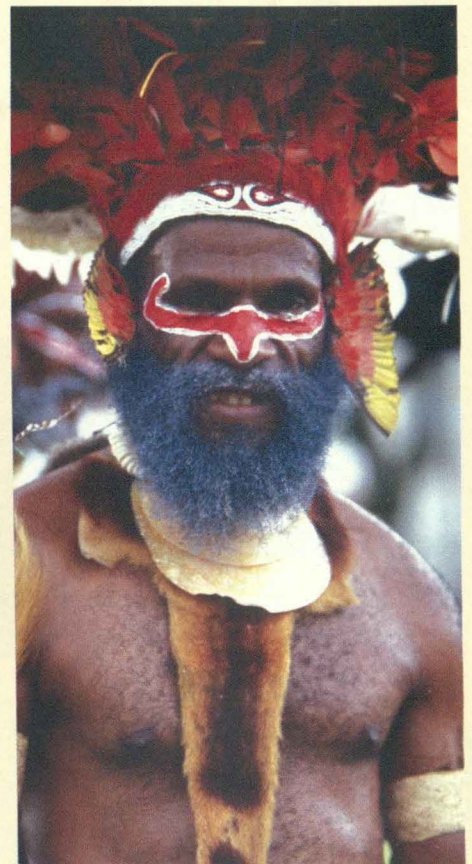
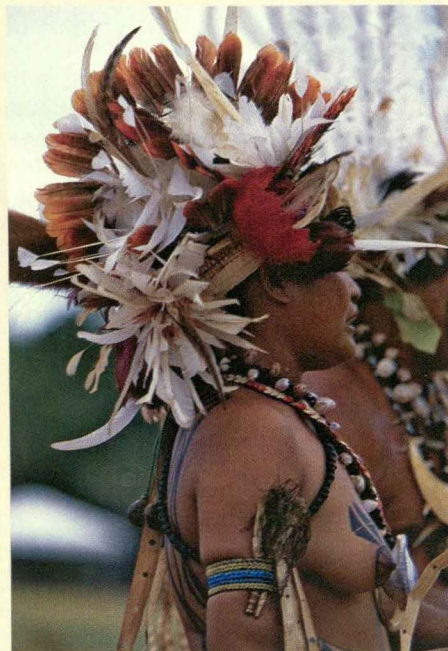
Individual artists displayed and exhibited bilums, bows and arrows, carvings from the Sepik, Trobriand Islands, East New Britain, paintings, books, caps, t-shirts, meri blouses, Ialibu baskets, necklaces and other body ornaments. These items were for sale during the event and every item was a sell-out."

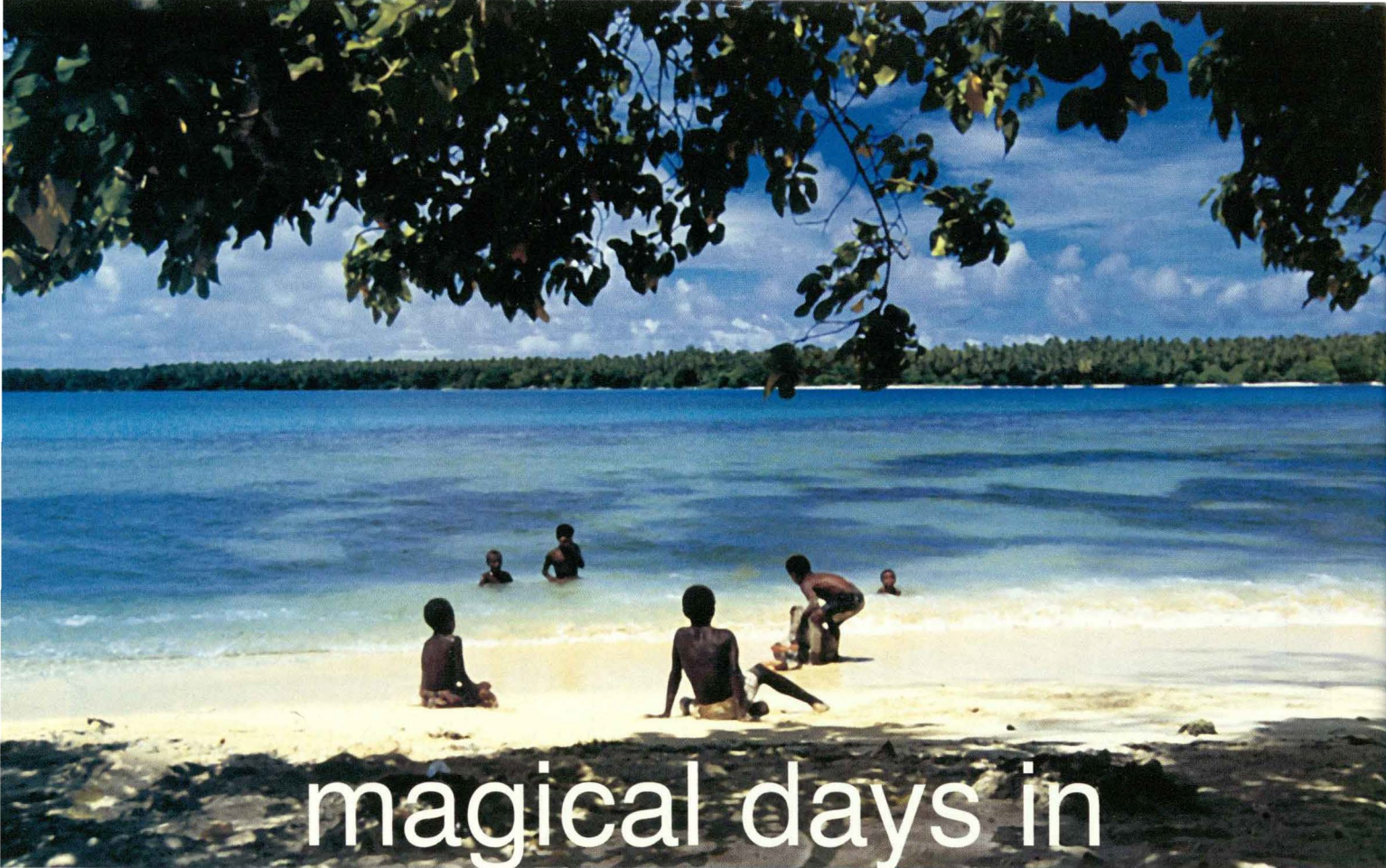
The theme of this year's festival was "Oltobed a Malt: Nurture, Regenerate, Celebrate". In the Palauan language, Oltobed a Malt signifies the process of promoting new growth while maintaining the essence of island culture through transmission of the wisdom of the ancestors. More than 2000 people from 27 Pacific Islands nations came together to share and exchange their cultures.

Over the ten days, the diverse countries from all over the Pacific showcased their art with joy and pride, the result of nearly three years of planning by the Palau festival organising committee and the

Secretariat of the Pacific Community (SPC).

The next Festival of Pacific Arts in 2008 will be held in American Samoa.





magical days in new ireland

Trying to describe New Ireland in a word or sentence is an exercise in futility. There simply aren't enough clichés. That's why I carry a camera and even good images can't do it justice. 'Dramatic' keeps coming to mind.

Words and photographs by Rick Tegeler



Local kids going about their business.

Languishing in tropical splendour at three degrees south of the equator, the island of New Ireland is geographically skinny and distinctly rugged. For most of its 220-mile length the average width is less than six miles. Along this length and dominating the lightly populated western side is a narrow mountain range shrouded in a rainforest jungle, punctuated in the middle by a fertile plateau nearly a mile high and by a mountain at the south end pushing 10,000 feet.

New Ireland Province boasts some 150 islands and covers well over 125,000 square miles of ocean. New Ireland proper separates the Pacific Ocean on the east from the Bismarck Sea to the west. It rains a lot. Sometimes in biblical proportions. If you haven't experienced tropical rain, especially in PNG, then you don't know what a real rainstorm is all about. The result is that the island is blessed with an abundance of clear, freshwater streams and rivers - some with obligatory and quite picturesque waterfalls. Many villages are located where these streams



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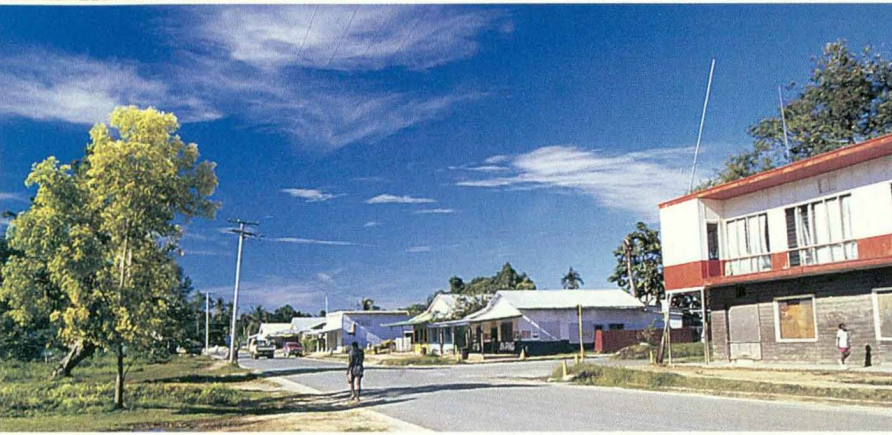
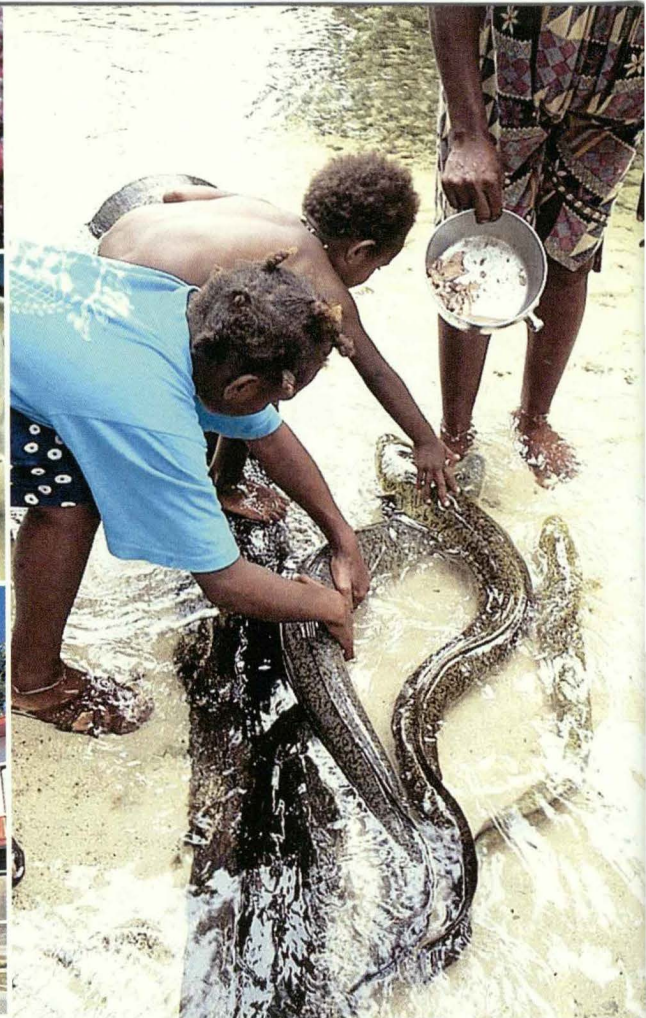
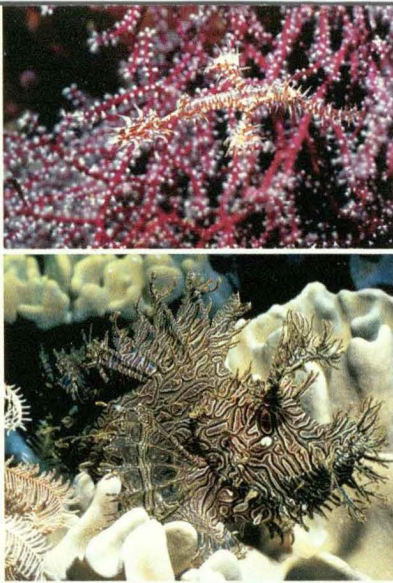
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Downtown Kavieng.

Friendly moray eels - abundant in New Ireland.

meet the ocean, facilitating the washing of clothes, fresh water supplies, and abundant water for community gardening needs. If you're really lucky, you might spot a 'pukpuk', or fresh water crocodile, sunning along a bank.

After exhausting the usual list of descriptive adjectives for a magical site in the tropics, New Ireland and Kavieng today might best be described as 'somnolent'. Somerset Maugham would have loved the place. Indeed, when I first visited Kavieng in 1994, the 'Entering' and 'Leaving'

signs were conveniently nailed on the same post. A very rural town of 5000, it reminds me of Key West in the days of Ernest Hemmingway. Harbour drive is just that. It parallels the waterfront and provides postcard vistas of Nusa Island across the bay. Each time I walk along its course I'm transported back to another era.

The ambiance, attitudes and architecture along the way suggest a South Pacific of days past, and I can't help but look up expecting (or wishing, anyway) to see a Pan Am

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Small markets along the Buluminski Highway.

Clipper settle out of the sky onto the azure surface of the bay. The length of the drive is festooned with huge banyan-type trees, known locally as 'Rain Trees'. They provide ample, scenic shade for the local market and wharf. Hang a right heading north at the war memorial and you're on Coronation Road - the two-block heart of the business district. Make the turn and blink and you're back on the Buluminski Highway heading south.

There is little in the way of modern infrastructure on the island, which is its blessing and curse if you're a tourist. Visitors are hard pressed to find more than a handful of tourist-oriented facilities available and then only in the small, but engaging town of Kavieng.

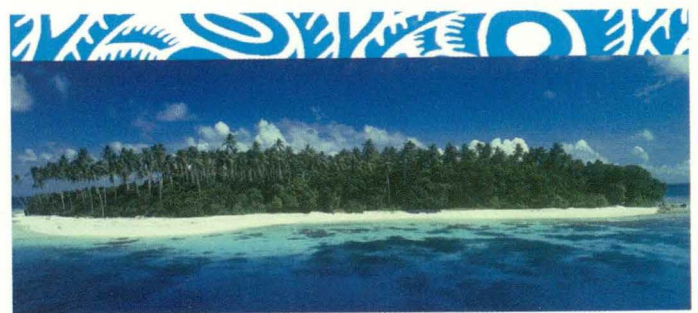
For this reason, and in anticipation of a burgeoning international market for eco-tourism, my good friend Alun Beck, a nationalised citizen of PNG, formally of New Zealand via Alaska, the Solomons and the Caribbean, has chosen to turn what originally began as an unusual personal residence, into an eco-resort. Carefully sculptured into a 200-year old, 80-foot tall *Callophyllum* tree some 15 miles south down the Buluminski Highway from Kavieng, his three-storey main structure will dominate manicured grounds boasting all manner and variety of local flora and fauna. When complete, it will feature up to one dozen private, comfortable guest bungalows - yes, also in trees, or at least on stilts. Every bungalow will offer pleasing views of, and have easy access to, the protected lagoon only a few steps away across the beach. Milled lumber is locally very expensive and often in short supply. Therefore, our spine-

jarring slog into the jungle in search of raw material was critical for the continuation of Alun's dream. Currently operational and accepting guests, Alun likes to refer to the THV as...a work in progress.'

With a fair bit of resourcefulness, to mention pure luck in some instances, and with the understanding that tourism is definitely in its infancy, a visit to New Ireland can be a gratifying and highly captivating adventure. And certainly one that's unique, for many of the best and most interesting highlights have only had the slightest contact with the outside world...so far.

Of PNG's 850 distinctly different local languages, New Ireland boasts around 20 in its small population. As it is throughout the country, Pidgin is the second language of nearly all nationals on the island. A simple, relatively easy to learn conglomeration of German, English and Melanesian, 'tok pisin', as they say, is the cross-cultural form of communication even while English is the language of government and taught in all schools. One of my favourite tok pisin descriptions is the appropriate and simple one for helicopter - 'mix-master bilong Jesus'. Wantok, or as it means in tok pisin, 'one talk', is a fundamental Melanesian culture trait inherited at birth. In a society still basically dependent on subsistence agricultural and living in small isolated villages, an enduring fabric of social structure is what insures stability and traditional continuity.

Activities on New Ireland are as varied as its topography and languages. Cycling the straight and flat Buluminski Highway is becoming increasingly popular the more



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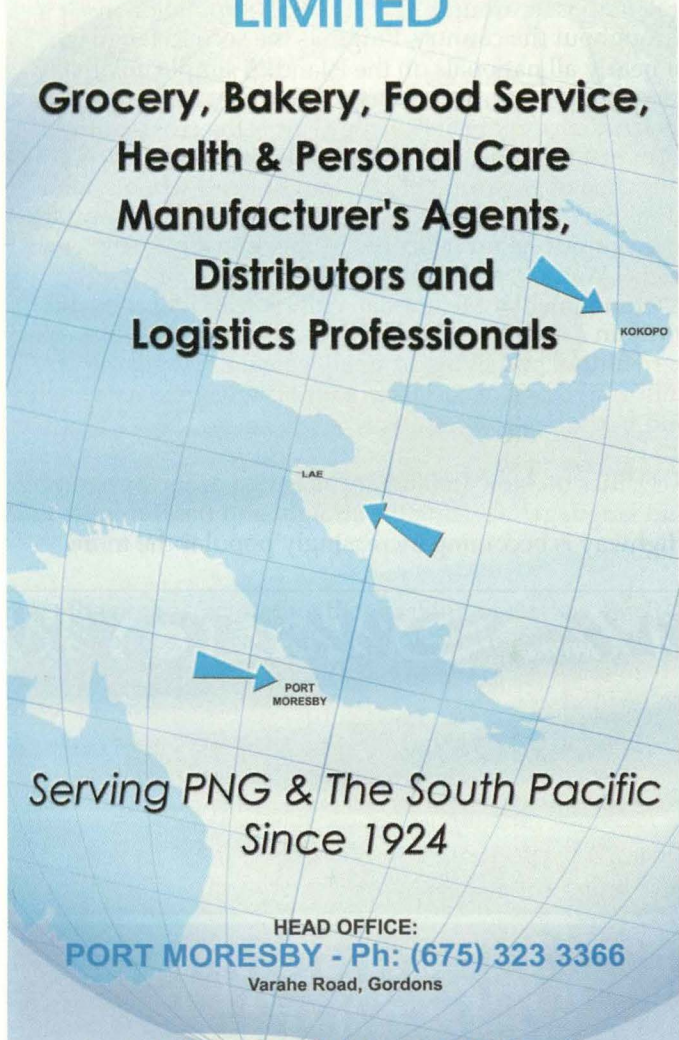
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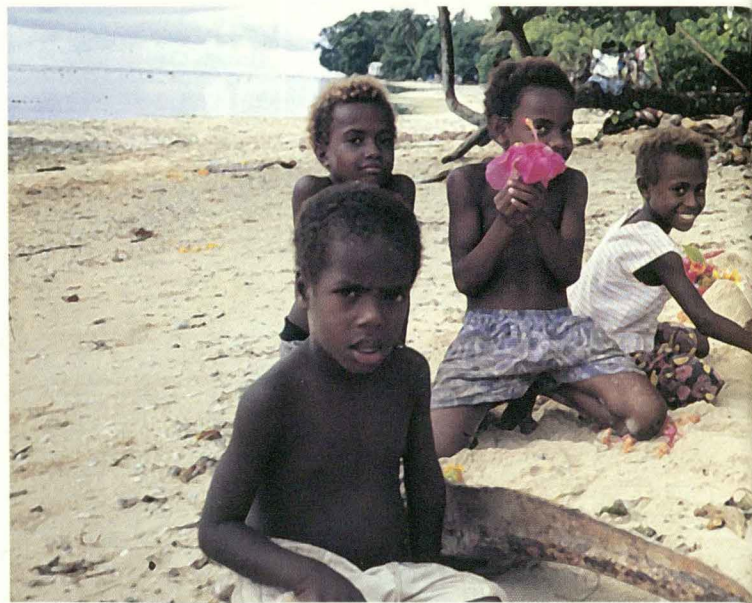
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Beach babies...village children play on the beach.

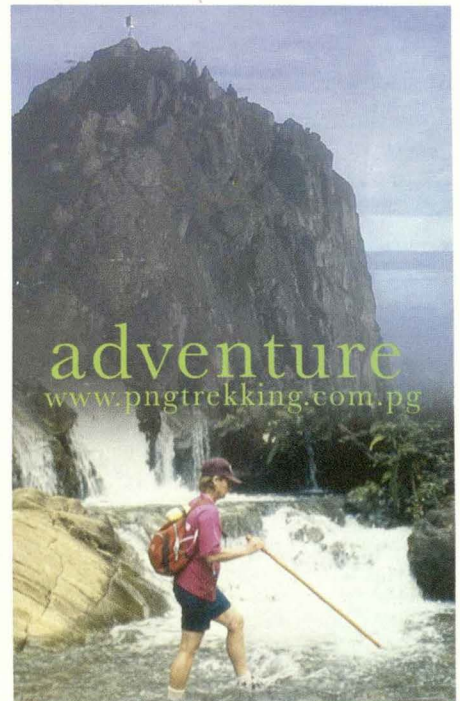
exposure the island gets with the world's tourism providers. Deserted white sandy beaches along the road are so numerous that one can be hard pressed to decide which is best to choose.

The rainforest jungle grows so thick and fast here that it's a good idea not to stand in one spot too long, or risk becoming part of the scenery. Courtesy of Alun... "When we get bored, we come over here and watch the jungle grow". Throw in birdwatching, fishing, kayaking, surfing, even golf on the reasonable remains of the course at the Kavieng Club - a revamped leftover from Australia's colonial heydays; add a variety of cultural events spread throughout the calendar year, and you can fill every hour of your visit...or not.

Life here is very relaxed. People and events move a bit slower - except for the PMVs. Kavieng and New Ireland are so laid back that I consistently forget to wear my watch, and have no idea what day of the week it is most of the time. Alun calls the phenomenon, 'Melanesian time'. Then, of course, there is the diving. It has only been in the last handful of years that SCUBA divers in search of that ultimate 'world-class' destination have been the vanguard of tourism and change for the area.

This sudden influx of visitors has thrust New Irelanders into the twenty-first century, albeit some kicking and screaming in reluctance. Never-before-dived, crystal-clear waters surrounding the islands of the province boast some of the world's best 'big fish' diving adventures. It was for the diving that Alun suggested I visit New Ireland Province for the first time in 1994. New Ireland diving then, as it is now, is...well, 'world class'.

A variety of live-aboards now explore the offshore waters. Febrina and Star Dancer are the most active. If you are looking for land-based diving, Dorian and Cara Borchards run Scuba Ventures, a very professional dive operation out of Kavieng, while Dietmar and Elaine Amon host their operation from a tiny oasis of an island paradise about 20 minutes by boat from town. Both couples bring years of successful dive industry service



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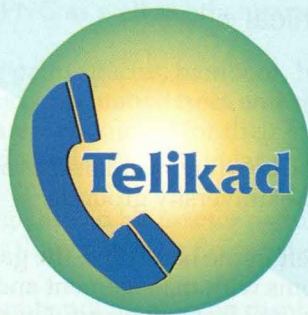
- Mount Wilhelm • Mount Wilhelm to Madang
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to the fledging New Ireland dive market.

There's 'muck' diving for an impressive array of rare critters right off the Kavieng wharf. For the more adventuresome you can drop into the ripping currents some distance out from shore and swim with the 'big guys' - dog-tooth and

yellow-fin tuna, serious barracuda, sharks of many species including hammerheads, jacks, trevally and dolphin, to list but a few. There are plenty of wrecks to explore as well, WWII and otherwise. It's no wonder diving PNG, and particularly New Ireland, is fast becoming the Holy Grail of international dive adventurers.



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Port Moresby's Botanical Gardens AN OASIS OF PEACE

Port Moresby, Papua New Guinea's capital city, has a lot of attractions to offer visitors. There are - among others - Parliament House, the National Museum and Art Gallery, and of course, the National Capital Botanical Gardens for the discerning city resident or visitor.

By Malum Nalu

The gardens, since being taken over by the National Capital District Commission in 1993, have become one of the prime tourist attractions in the city.

Moreover, for caged-in city residents, they offer an oasis of peace and beauty amidst all the pressures.

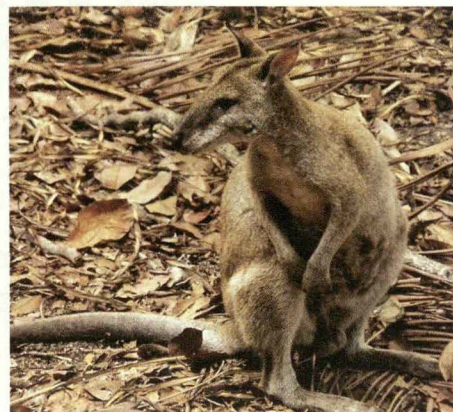
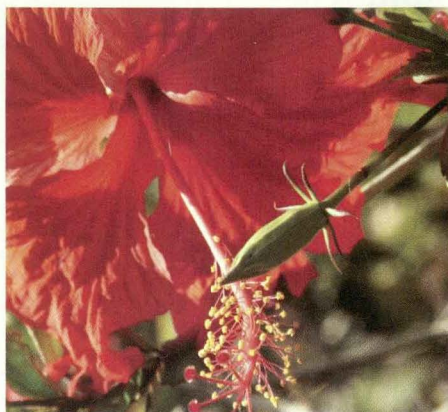
Situated within the University of Papua New Guinea (UPNG) campus in Port Moresby, the gardens were established in 1971 by renowned gardener André Millar.

They were initially established as a teaching garden for

the UPNG Biology Department and also as a nursery to supply plants for the university grounds.

When Mrs Millar left in the late 1970s, the gardens experienced problems with management and funding and eventually declined from a beautiful garden to a desolate piece of bushland.

When the NCDC took over the assets of the gardens in 1993 through the new curator Justin Tkatchenko, it established a major redevelopment programme.





A typical guided tour begins with the snake house, the palm collection, birds and animal collection, the mini rainforest, the timber tree collection, the vanilla collection, the orchid nursery and its collection and finally to the insect collection.

The tours help instill in children a responsible attitude towards the environment and help them learn and appreciate the remarkable natural beauty of PNG.

"It's good for parents to bring their children here, especially those who don't go back to their villages," said scientific and education officer Linda Pohai.

"The school children can really learn a lot."

Apart from flora and fauna, there are recreational areas where barbeques, weddings and other functions can be held.

The gardens are open to the public daily from 9am to 4pm.



Further information about the gardens can be obtained by calling telephone 3260248, email: admin@ncbg.org.pg, or check out the website www.ncbg.org.pg

The gardens today - under current general manager Wolfgang Bandisch - have a huge collection of plants from all over PNG as well as other parts of the world.

These include palm species, bamboos, heliconias, cordyline, pandanus, native trees and shrubs. The gardens are well known for their extensive collection of PNG orchid species housed in large greenhouses.

They have large orchid houses for orchid hybrids producing cut flowers for the flower shop.

There are a number of animals on display, like tree climbing kangaroos, gouria pigeons, birds of paradise, cockatoos, lorikeets, parrots and many other birds.

An orchid research centre was established some years ago.

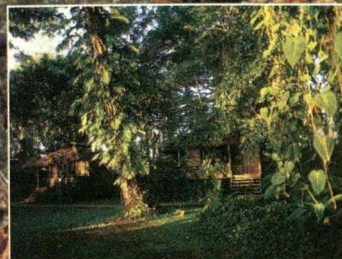
It includes a small herbarium and a fully equipped orchid tissue culture laboratory where thousands of orchid plants are produced annually from seed and tissue culture.

The gardens' collection of flora and fauna is the only place in the city that offers educational attractions and an in-depth view and appreciation of what PNG has to offer.

They provide valuable scientific and environmental education for school children.

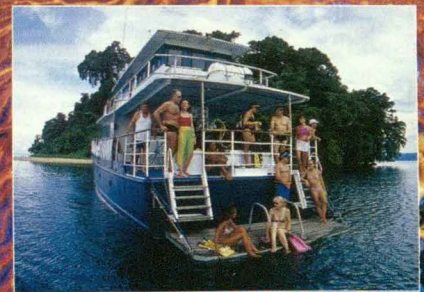
Tours are offered to school children and cover a variety of subjects.

WALINDI



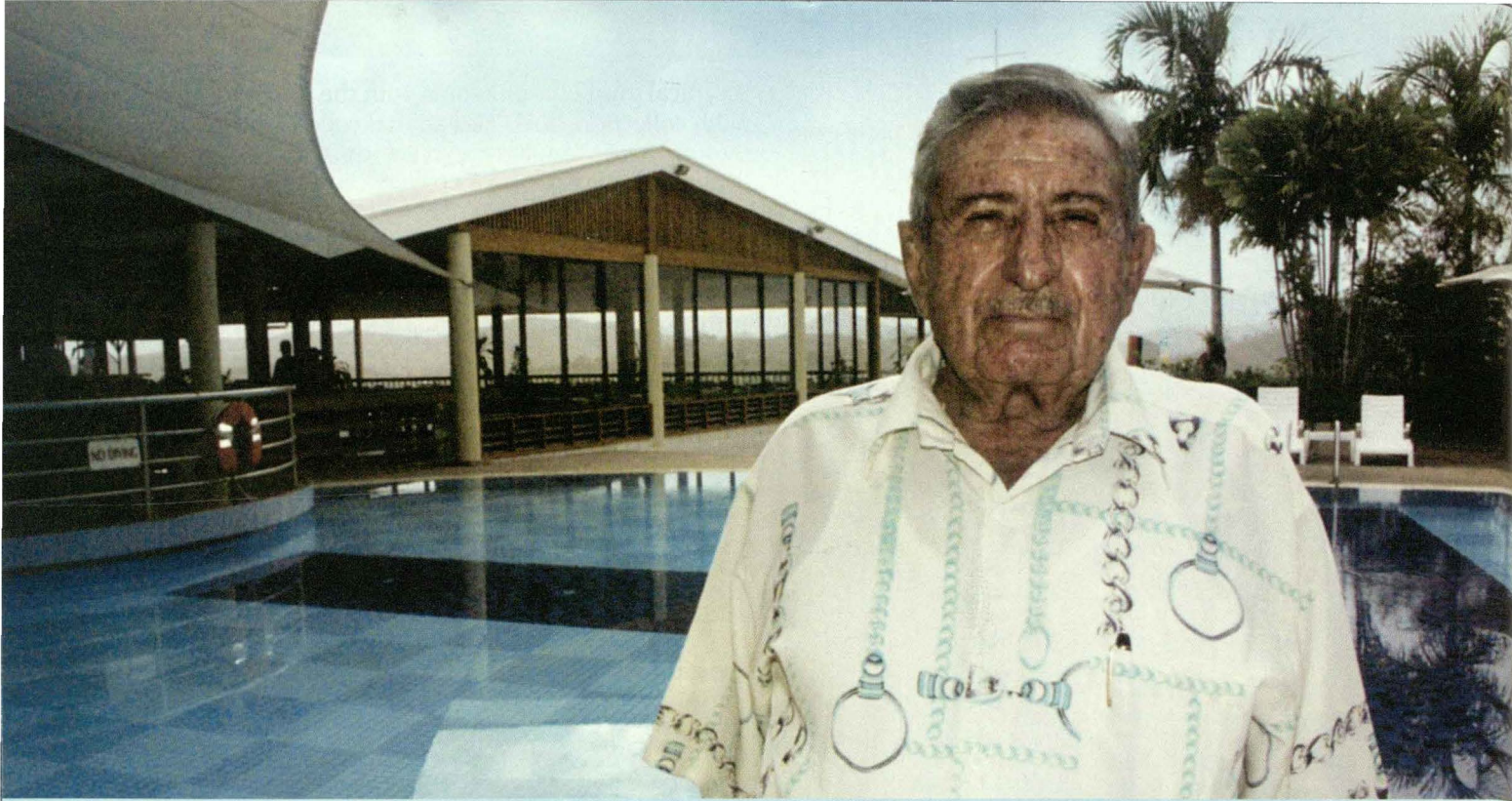
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PNG'S CYPRIOT

Sir George Constantinou helps out

By Robert Keith-Reid

George Constantinou, 74, radiates health, vigour and good humour. He's full of chuckles.

"I've got lots of stories to tell," he says, "lots of stories. They will never end, my stories."

His sunny character is perhaps the legacy of the place of his birth, the normally sunny island of Cyprus in the Mediterranean Sea, a place reeking with mysteries of civilisation that flourished there more than 4000 years ago.

But most of his stories are set in Papua New Guinea, 50 years of them.

Constantinou is a famous name in Papua New Guinea. It would have to feature in the list of people who've helped build the country as a modern state.

Constantinou has literally built parts of the country into being roads, bridges, waterworks, a host of other structures, and three family-owned

hotels.

Half-a-century of life, business and community service in the country has earned Constantinou a knighthood.

Constantinou's stories are rags to riches tales. Actually, he says, with a long chuckle, at one point it was a rags to riches to rags story.

He was born in a village near the Cyprus capital, Nicosia, in a house with thick walls of mud and straw.

"We were farmers with lots of goats and vegetables and we made everything except kerosene for the lamp. We had no power, no water supply.

"There were six of us - four boys, two girls and we were very poor. I went to Nicosia when I was 11 years of age and started work as an apprentice blacksmith. I was like a slave. You had no choice. It was a hard life, and after a few years I changed to a sort of welder and boilermaker, plumbing, all kinds of mixed things, everything you can think of under

the sun.

He left Cyprus for Australia in 1951, turning 21 on the ship that landed him in Sydney where he got a job in a glass factory.

Later, he worked on servicing trucks and trailers, picked grapes at Mildura and later still resumed his trade as a boilermaker and welder in a Brisbane shipyard.

Then he read an advertisement offering a job in Papua New Guinea. He applied, survived a two-week proficiency test and landed at Port Moresby in 1953 to join the then Australian administration's works department. "We worked day and night. Brian Bell and I worked together in the department of works.

"I was still a single man and worked everywhere. I went to Lae for an emergency job. There was no Lae then; just a tent, that's all it was."

Back in Port Moresby, he moved from the works department to Steamships to work as a boilermaker, welder and

plumber.

One day he bought a welding machine for 300 pounds and embarked on small contracts. That move was the foundation of one of PNG's most successfully diversified businesses in the fields of construction (Hebou Construction), road building, sawmilling, quarrying, fishing, mining and the construction and management of hotels and apartments.

At an auction, he paid 1200 pounds for two broken-down trucks, fixed them and launched a trucking service. He rebuilt wrecked ex-army Jeeps for sale at 300 pounds a piece and next moved into construction.

"We got the first job in Oro province to build roads for 67,000 pounds. I arrived there in 1958." Contracts for roads in Bougainville and New Britain followed. "We did about 80 percent of the town subdivision roads in Port Moresby. Hebou Construction was the biggest construction company in PNG at one stage with about 100 expatriates and about 1500 Papuan employees. We



A family man...Sir George Constantinou (third from left) with his brothers and sisters.

still are one of the biggest."

Constantinou has been a timber miller since 1961, the operator of the now closed Kokoda gold mine, and for the last three years the operator of a long-line tuna boat fishing for the Japanese sashimi market."

He prospered until 1970 when a series of setbacks culminating in a long bout of foul wet weather which

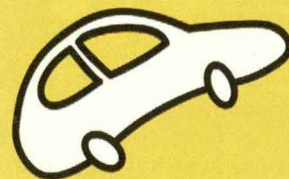
delayed work on a road job and cost him losses of over a million kina.

"It's the worst thing that ever happened in my life. I finished the job with two hernias and lost everything, the whole lot. The damned rain was there, and hard country."


Having arrived in PNG nearly 20 years before with just three pounds



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in his pocket, he recalls, he was back practically to square one. It was a bitter time, but as a tough Cypriot village boy who had fought his way from nothing, he was not so bitter that he couldn't rebuild what had been shattered.

"I never had any trouble with anybody so a lot of people helped me out.

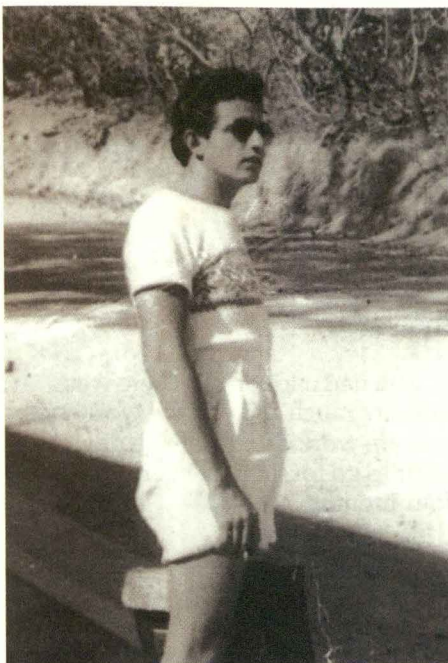
"What I'm most proud of is paying all my debts, but it was a hard 10 years."

Constantinou lost his wife, Cecilia, in the 1990s. "She left me with four very small kids. It was the hardest time I ever had. I'm Greek Orthodox but I go to any church - Catholic, Church of England.

"I've never been a heavy drinker and watch what I eat. I walk every morning at five o'clock. The best exercise is to swim or wade around in our hotel pool every day for an hour. A friend who did that lost 20 kilos and got his blood pressure down.

"I like to help the people. I was chairman of the hospital board, the tourist board, the Red Cross board; I've raised money all my life for Red Cross, the disabled, the cancer society, for all kinds of things all my life."

He first returned to Cyprus in 1966. "I hardly knew my people after so



The PNG Cypriot..in his younger days.



Behind Sir George Constantinou is the DC-3 he intends to convert into a cocktail lounge.

many years. Today, Cyprus is well off. It is because of tourism. People are living off tourism.

"For the 700,000 Cypriots, there are 3.5 million tourists a year. I stay in the house where I was born every time I go there and have fixed it up and other houses in the village and the church, but the village hasn't much changed."

Does he still feel like a Cypriot? "Oh, I don't know what you call me. I've been in Papua New Guinea for a long time. Whenever I go to Cyprus, I always think of Papua New Guinea."

Constantinou entered the hotel business about 15 years ago. He began with a wing of what has become the Airways Hotel and then hotels at Alotau and Kimbe.

The Airways Hotel and apartment complex, located on a hill overlooking Jackson's Airport, has around 250 rooms and apartments, he says.

Several more apartments are about to be added to it, a 600,00 Kina health spa has just opened as an addition to its facilities, and a veteran Air Niugini DC-3 is being converted as an intriguing semi-airborne adjunct to the hotel's bar area to become a cocktail lounge. Lots of people rate

the Bacchus, the hotel's sophisticated restaurant, as being PNG's finest.

If spotting aircraft types and watching take-offs and landings is your fancy, then gazing down on Jackson's Airport from the Airways veranda bar and restaurant is just your thing.

Constantinou gazes around the hotel and declares, "Everything you see here we made. Everything. The furniture, everything. Junior George runs everything. My other elder son Costas is a partner in the hotel. He owns Lamana and part of Airways; young George owns part of Airways too.

"I'm still involved with the business. I don't know if you can say I'm semi-retired. The two boys run the business and if there's any problems they contact me."

What tourism has done for the far off Mediterranean island of his birth impresses Constantinou mightily.

"PNG should have no visas for tourists," he says.

"People are frightened by visas. If we create more tourism here, 10,000 Papua New Guineans will have jobs. That's the sort of thing I'm thinking of."

ENGINEERING'S FIRST LADY



*Meet Finkewe
Zurecnuoc*

By Robert Keith-Reid

Finkewe Zurecnuoc is, in a manner of speaking, one of Papua New Guinea's first ladies; one of the very first ones.

She became the first woman of Papua New Guinea to become a professional engineer with two degrees in electrical engineering.

She rose through the ranks mainly in the hard-bitten, rough-and-tumble masculine world of mining, to become general manager of an engineering consultancy firm. Now she is the recently appointed chief executive of the Institution of Engineers Papua New Guinea engaged, amongst other duties, in rounding up all the engineers - perhaps as many as 3000, she estimates - who haven't so far complied with the law by registering with the institute.

Trailblazer Finkewe is single and somewhat diminutive in appearance for someone to be found deep down in the shaft of a mighty mine in the highland wilds of Papua New Guinea

wrestling with the blown bits and pieces of a multi-megawatt heap of electrical gear.

How did a lady come to be so engaged?

After leaving school at the age of 16, the idea of a more lady-like career didn't appeal to her.

She wanted a different career, completely different and definitely utterly removed from what the usual career young women steer to, or are steered to.

Electrical engineering? "I felt it was a challenge for me. I looked at all the other possibilities and wasn't attracted. I did a year and a half on a national government scholarship and then I got a scholarship from the Ok Tedi Mine.

From Form Six, she went to Lae University and in later years attended a degree course in Melbourne. "After another couple of years, I went to Melbourne for another degree."

Her degrees are in electrical control systems and power engineering.

"I was the first professionally qualified female engineer, although there are plenty around now in all fields.

"There were two of us who started off and one dropped out along the way. There were 120 guys who started with me and a lot of them dropped out too."

Instruction in the mysteries of electrical engineering came easily.

"It was okay," she says, recalling her student days. "It wasn't hard. I knew that I had enough - of the things up here - and I wanted to do something that was going to be challenging for me."

Perhaps she owes the ease with which she sailed through her degrees to genes that run in the Zurecnuoc family. She's the daughter of a pioneer educationist and politician, Zure Makili Zurecnuoc, and his teacher wife.

Her father became Papua New Guinea's first under-secretary for

treasury (the equivalent of finance minister) as the position was called in pre-independence days. Incidentally, as a teacher, Zurecnuoc Senior had one Michael Somare as one of his pupils.

Finkewe's brother, a lawyer, is the Morobe province administrator. A sister is a lawyer and another sister an accountant.

The engineer in the family graduated in 1983 and started work at the Ok Tedi mine in 1984. "I was at Ok Tedi during the construction stage in the middle of nowhere.

"It was a tough, rough mining camp environment with people from all over the world, and some said a lady in a mine tunnel was bad luck. Once, when I walked into a tunnel to check the lights they had put in, after a while the tunnel collapsed and they said, 'Oh, that's because the lady came in.'"

Her job called for the installation of electrical systems and their commissioning and maintenance. Later, she worked at the Bougainville copper mine before moving to Australia for further studies. She returned to work at the Porgera mine.

Working for some of Papua New Guinea's biggest mining projects, she says, "we had to produce, produce, produce. The main difficulty was with the guys; you always get the odd guy who says 'this lady is incapable of doing this job.'"

"Yes, I've become a role model. Not just girls come to me for advice; guys come to me for advice as well about engineering."

A career that keeps one confined for months in the wildest part of Papua New Guinea imposes limitation on social life.

"I watched a lot of TV. There was nothing much to do at the weekends; you are working 12 hours a day. We used to go for a break every three or four months.

"All you see is the mine and the forest, yet it's pretty civilised, although it is also like a frontier town and places like Porgera can be rough at times."

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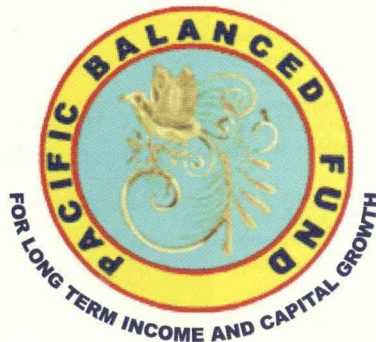


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She tackled more difficult and rough jobs than she can count. "I can't identify one. Perhaps there was one where a vertical conveyor had to be installed. I had another difficult experience at Porgera when we lost two of the gas turbine generators and had to do emergency repairs; take them out and get them to Lae to be packed up for repairs in Australia. You learn a lot when you install systems in the middle of nowhere."

In 1999, she became supervising chief engineer at the Ok Tedi mill and boss of 20 other engineers, draftsmen and technicians.

She rounded off 19 years of hands-on engineering by spending 12 months running a consultancy business, Azobelle Ltd, at Tabubil.

After 20 years she wanted a change and became chief executive of the engineers' institute. She was chosen from six other applicants for the job, all males.

"We have about 1100 members. The institute, which has a staff of six, looks after the interests of all

types of engineers. I'm also registrar of a statutory board with which all engineers by law have to be registered.

"Papua New Guinea started producing local engineers as early as 1978. We have about 3000 people out there who are still not registered.

"We are getting our act together and we are in touch with the university to get the list of all graduates.

"We run a lot of short courses; project training safety and things like that."

Still single ("marriage is something I can go without"), Finkewe says that after her three-year contract with the institute is completed, she will probably return to hands-on engineering, probably with one of the new mines shaping up for production.

She's never regretted her decision to become Papua New Guinea's first female engineer. "I think I've achieved a lot."

She's had little time for anything else.

Socialising? She prefers spending time with her family. Maybe a bit of gardening.

"If I weren't an engineer, I would have liked to have been a surgeon."

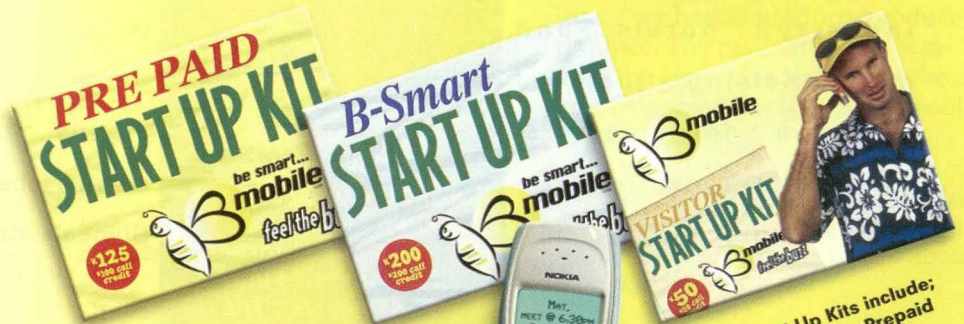
The institute, headquartered at Lae, is her first job outside mining. How about a job as, say, chief of PNG's power authority? That does have some appeal, she says. "I'd have to kick a lot of butts. I have reservations about the attitudes of some staff of big organisations. They don't really care. That's the culture in the public service - not getting to work before 8.30 and going home at 3.30."

Any shocking experiences?

"We were installing a very big high voltage cable and checking it by feeding current into one end that had been out in the open for a while. I put my hand on it to see if it was getting any warmer and I got a big shock. I didn't get burnt but it affected my eyesight for a while. I never did that again. You must always respect electricity."



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Papua New Guinea's Ngaiire Joseph - who many predict will be the biggest singing sensation this country has ever produced - has taken the Australian music scene by storm since being knocked out of the talent discovery TV show, Australian Idol, in August.

Ngaiire, 20 - of mixed Tolai and Morobe parentage - stole the hearts of hundreds of Australian Idol viewers with her style of singing.

An unknown talent, Ngaiire, a jazz student, sang a heartfelt version of "No More Drama" by Mary J Blige to win the hearts of many Australians.

Hundreds of people throughout Australia have cried foul since Ngaiire was controversially knocked out of Australian Idol on August 9.

They are now lining up to sign their signatures on a website set up especially for Ngaiire after she was knocked out.

Media from throughout Australia have been knocking on her doors for an interview but she can't because of contractual obligations to Channel 10 - which organises the Australian Idol show.

Over 500 people have signed on the website www.petitionspot.com/petitions/ngaiire, with more queuing up to do so.

"A popular contender on Australian Idol 2, Ngaiire has graced us with her poise, beauty and undeniable vocal prowess," one fan of Ngaiire said on the website.

"As a top 30 finalist, Ngaiire seems destined for recording stardom. And she could be Australia's next premiere recording artist.

"With a voice that transcends many musical genres, she would be an asset to any label company willing to take her under their wings and to give her a proper stage to command and the guidance from which to truly shine. We, the undersigned, agree with the above and list our names in support of our true Australian Idol."

Ngaiire was one of the 50,000 hopefuls nationwide auditioning for the second Australian Idol. She got in the final 13, but there was space for only 12, so she missed out.

TV viewers from her hometown of Mackay were saddened when Ngaiire was eliminated.

Another PNG girl, Chris Kelegai, also auditioned for Australian Idol, but was an early elimination.

Due to the strict contractual arrangements of being a competitor on the TV show, Ngaiire won't be available to talk about her experiences until the new Australian Idol is revealed.

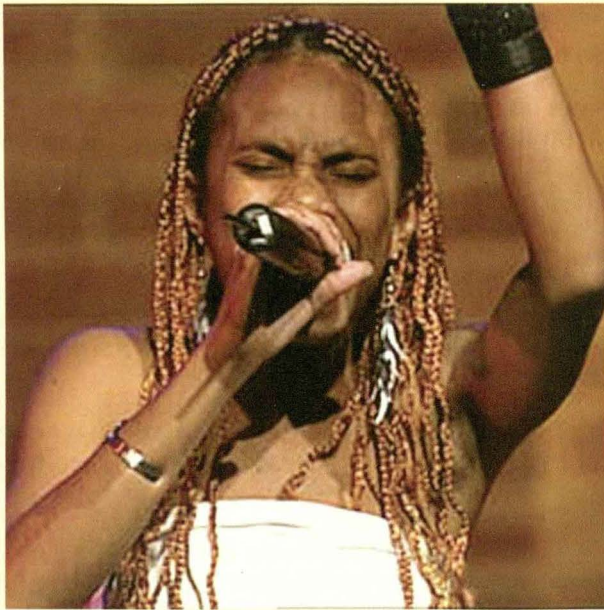
"I don't know how many people she touched when she went on the show," her mum Miriam Murphy said. "She was really devastated but she didn't dwell on it.

ngaiire joseph

...singing her way to the top

By Malum Nalu





"That same night, she said to me, 'I've done my crying'. She's actually grown up about it."

A second-year jazz vocalist student at the Central Queensland Conservatorium of Music (CQCM), Ngaiire made it through to be in the top 30 singers.

The former Lismore, New South Wales resident, has lived in Mackay for nearly two years and is mid-way through a Bachelor of Jazz Studies under the tutelage of Derrin Kerr, who convinced her to audition for the show.

She auditioned for it last year for a bit of fun, but this year she took it a little more seriously.

CQCM Jazz Studies co-ordinator Glen Hodges said some of Australia's most respected jazz performers from Brisbane, Melbourne and Sydney have recognised Ngaiire's talent since she began performing regularly with the CQCM jazz ensembles.

"She has been identified as an outstanding vocalist by many of the CQCM's visiting jazz artists," he said.

Ngaiire has performed with the Bachelor of Jazz Studies ensembles throughout Central Queensland and is a regular on Hamilton Island where she performs as part of the high-profile Conservatorium jazz presence on the island.

Ngaiire was born in Lae in 1984.

She has a brother Caleb Kenny, 18, and sister Ruth Lynelle, 15.

Caleb and Ruth attend Kadina High School in Lismore, northern New South Wales.

The family moved to Australia in 2000 with their step-father who is from Lismore.

Ngaiire's mum, Miriam, is of mixed parentage, father from Garaina (Morobe Province) and Watabung (Eastern Highlands Province).

Ngaiire's biological dad is Ben Joseph from Rabaul.

Ngaiire was nine-and-half months old when she moved to Palmerston North, New Zealand, with her parents when Ben Joseph got a New Zealand scholarship to study for a degree in town planning.

She began her schooling at Takaro School in Palmerston North.

Upon returning to Rabaul, she attended Sacred Heart International School till the volcanic eruption.


She and her brother and sister moved to Lae to join their mother, who had moved two weeks before the eruption. To complete her grade six, she returned to Rabaul with her siblings and continued with Sacred Heart International at Vunapo.


After year six, all the children moved back to Lae and attended Lae Christian Academy.

Ngaiire finished grade 10 class year in Lae before moving to Lismore and completing her grade 11 and 12 classes at Kadina High School.



In the NSW Higher School Certificate Examination (HSC) she was listed as one of the state's top 10 achievers in music.

She went ahead and studied music despite initial opposition from her mother, who wanted her to "study





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she had to grow up fast as the older child and take responsibility for her younger siblings.

Ngaiire's singing genes are from her dad's side of the family. Her grandmother used to wake up in the mornings and sang her Kuanua (Tolai) Lotu (church) songs.

"Singing was Ngaiire's way of dealing with things happening to her, and her way of trying to understand and grasp the harshness of things around her," Miriam says.

"The first time Ngaiire sang at a church get-together in 2001 in Lismore was her first public function, and everyone stopped.

"There was silence as people realised it was Ngaiire singing and not a tape recording.

"Last year, during her first year, she met with (former Sanguma Band member) Tony Subam on Hamilton Island during a jazz festival.

"The students did a total of 200 gigs around Queensland last year."

Last year, Ngaiire's parents sent a CD to Kalang FM and a videotape was sent via a friend to Chin H Meen - there has been no response from both.

"Before Ngaiire entered the Australian Idol Competition," Miriam said, "she and her manager Mal Steckhoven Smith discussed the possibilities of touring PNG.

"They also wanted to do something for Camp Quality, a camp for children battling cancer.

"Once the Australian Idol contractual

period lapses, work will be underway to activate these plans."

The experience exposed her nationwide and she hopes to record a single or an album in the next 12 months.



science or something like that. Ngaiire has faced many things in her young life," Miriam said.

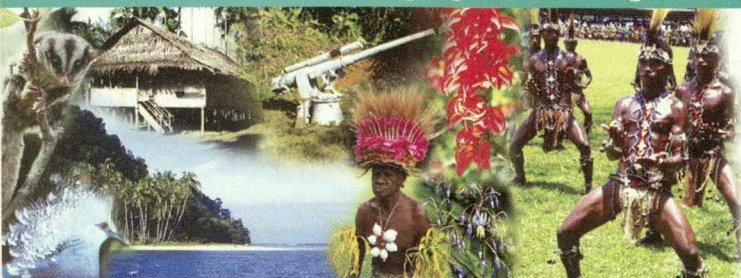
"When she was just five years old, she was diagnosed with cancer of the adrenal gland in New Zealand. She has had two major operations, chemical and radiation therapy in the 12 months after the diagnosis.

"Who would be the same after such a major trauma? From an outgoing little girl, she became introverted."

In 1994, her parents separated and

For the Australian reaction to Ngaiire missing out, visit the official website for the Australian Idol <http://au.australianidol.yahoo.com> and read some of the comments.

Developing & Promoting the tourism industry in Morobe

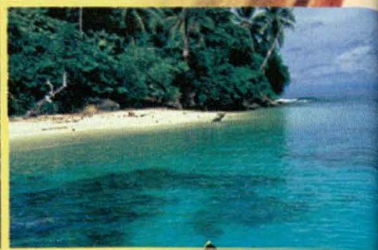
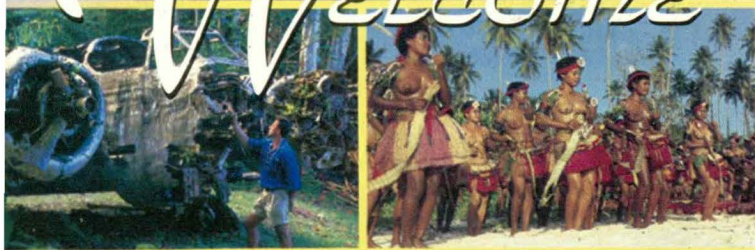


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Welcome



Getting around

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

Useful Port Moresby Numbers

Air Niugini Information	327 3409
Reservations and Confirmation	327 3555 (domestic)
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Currency

Papua New Guinea's unit of currency is the Kiina which is divided into 100 toea. Exchange your money at Jackson's Airport or in banks which are open from 8:45am to 3pm, Monday to Thursday and until 4pm on Fridays. Credit cards are accepted in leading hotels and shops.

Customs and Quarantine

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

- 200 cigarettes or 50 cigars or 250grams of tobacco
 - One litre of alcohol
 - A reasonable amount of perfume
- Drugs, pornographic literature or video tapes, firearms and weapons are prohibited. Food items seeds, spices, live or dry plants, animal products and biological specimens such as cultures and blood need special import approval.

Languages

Although over 800 languages are spoken in Papua New Guinea, English is the language of education and commerce. Tok pisin is widely spoken and Polis motu is common in the Southern region.

Time

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

Communication

ISD, STD and Facsimile services are available in most centres. Public phones are available in the major centres. Phone cards and Telkads can be used in the major centres. Some rural areas have radio phones while others use high frequency radios.

Driving

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

Electricity

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

Health

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

Dress

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

Restaurants

Western cuisine is available in hotels, restaurants, guest houses and lodges. Port Moresby has several Asian restaurant. Some hotels especially in the provinces serve potato, taro, yam, pumpkin, banana and greens cooked in coconut milk.

Tips

Tips are neither expected nor encouraged.

Shopping

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

Cultural events

Smaller shows and events happening around the country from schools, churches and communities.

Export rules

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

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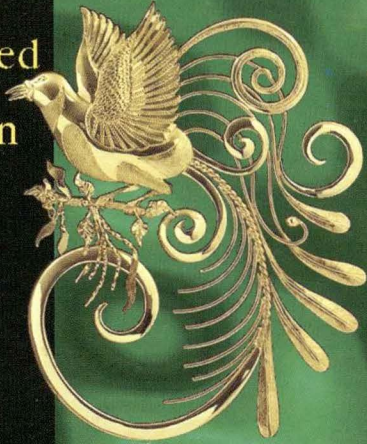
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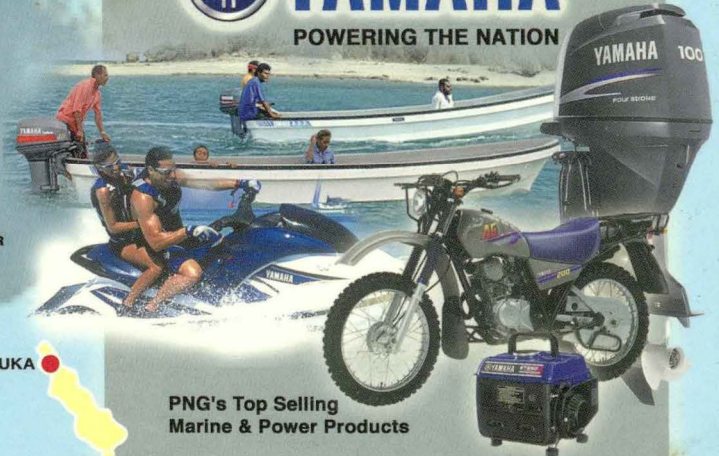
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