

Paradise

inflight with air niugini

VOL 1, 2004



Celebrating
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of service to
Papua New Guinea
Air Niugini

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Chairman's Message



Joseph Tauvasa.

Air Niugini's flights from Japan are carrying an average of 150 visitors a week to Papua New Guinea. That translates into an annual revenue of about 30 million Kina a year to the nation, cash that spreads to benefit everyone in Papua New Guinea. These facts illustrate several important points.

One is that tourism is undoubtedly a vital tool for spreading incomes, jobs and prosperity throughout Papua New Guinea, to businesses large and small.

Another point is the important role Air Niugini has in identifying potential sources of visitors, marketing Papua New Guinea's enormous range of spectacular and unique attractions in potential markets, and with its aircraft actually landing such business in Papua New Guinea.

A third point is the amount of revenue that can be drawn from just a source - 30 million Kina a year derived from a total of 7000 to 8000 visitors a year from Japan. Multiply those figures by similar figures for visitors from Australia, New Zealand, other Asian sources, North America and Europe, and it becomes clear that a thriving tourism industry earning hundreds of millions of Kina a year is a target that is attainable and sustainable.

Our outstanding results from Japan are largely attributed to the energy, imagination and impressive market know-how of Air Niugini's man in Japan, Mr Kenzo Shimada. It is not for nothing that he is known widely in Japan as Mr PNG. Quite simply, he has done more for PNG tourism from Japan than anyone else.

With our reorganisation progressing, Air Niugini is making 2004 a year of focus on its marketing efforts for inbound tourism, working in continuing close relationship with our industry partners.

A new London sales office is now open, joining offices in Stockholm and Frankfurt. New offices will open in Milan, Italy; and Shanghai, China, later this year. Several inbound development promotions are planned. These will entail the hosting of prominent travel writers and representatives of key wholesale tour companies in Europe, Japan and the United States.

We are confident that our initiatives will produce the goods, in the way of many more visitors, and thus a return on the investment made in promoting Papua New Guinea in markets most likely to yield that return.

These moves will be matched with corresponding improvements in the quality of Air Niugini's services and our ability to carry travellers to and from and within our country. Two more Dash-8 prop-jets have joined our fleet, lifting the number of this useful and comfortable aircraft to three. Their performance has enabled us to operate new Dash flights to Gurney, Kavieng, Wewak, Vanimo and Goroka.

In April, a Fokker 100 jet is due to begin flights to Cairns in Queensland, Australia, with business and economy class seat configurations.

As we add to the fleet, we are improving customer service on the ground and in the air. We're also improving our international flight menus and revamping our executive club by offering more benefits to high frequency travellers.

From April, our Boeing 767 aircraft will be equipped with state-of-the-art Airshow route map technology.

These positive advances show that Air Niugini is indeed moving forward as one of Papua New Guinea's key national assets. Much more remains to be achieved, but with the recovery of real profitability and self-confidence, Air Niugini is now flying towards an assured future as Papua New Guinea's premier air carrier.

Thank you for flying with us.

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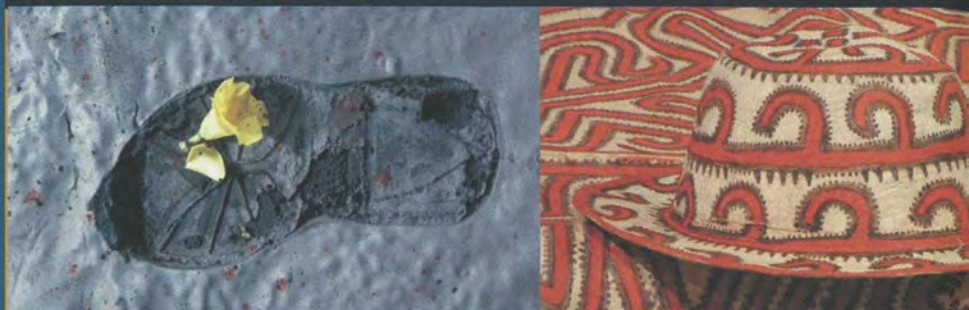
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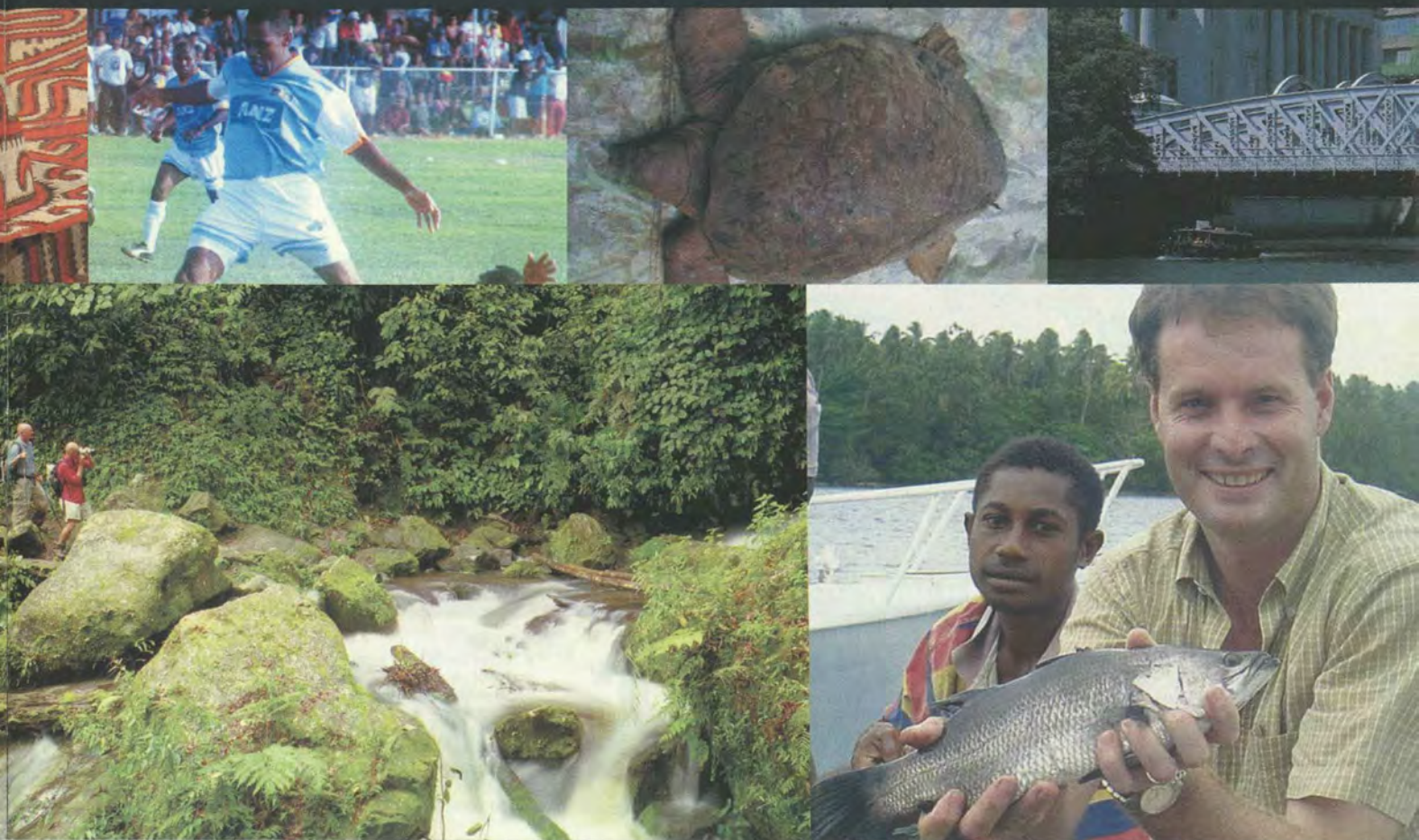
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| Aircraft type | Length | Wing Span | Power Plant | Cruising Speed | Normal Altitude | Std Seating capacity | Range* |
|---------------|--------|-----------|--------------------|----------------|-----------------|----------------------|--------|
|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



| 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 |



| 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 | 170km |

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

Jetlag

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

We recommend that you:

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

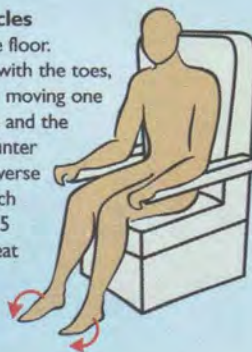
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

In Flight Workout

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

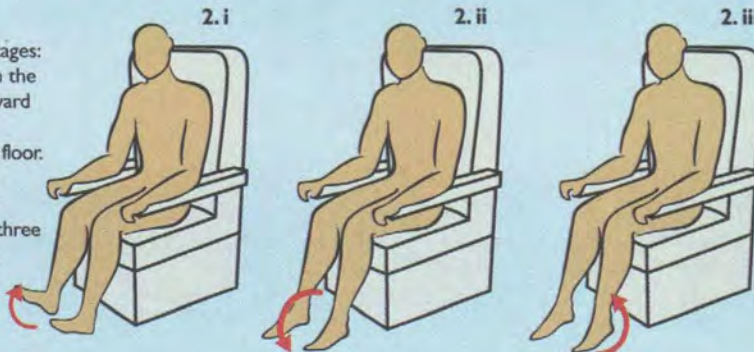
1. Ankle Circles

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



2. Foot Pumps

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



Medical information

In Flight Health Tips and Exercises

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

Cabin Humidity/Dehydration

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

We recommend that you:

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

Use a skin moisturiser to refresh the skin.

Eating and Drinking

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

We recommend that you:

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

Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health. Cabins are pressurised to a maximum cabin altitude of 2440 metres. It is the same air pressure as

if you were at an elevation of 2440 metres above sea level. The cabin pressure and normal rates of change in cabin pressure during climb and descent do not pose a problem for most passengers. However, if you suffer from upper respiratory or sinus infections, obstructive pulmonary diseases, anaemias or certain cardiovascular conditions, you could experience discomfort. Children and infants might experience some discomfort because of pressure change during climb

and descent.

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

Recommendations:

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

Motion Sickness

This ailment is caused by a conflict between the body's sense of vision and its sense of equilibrium. Air turbulence increases its likelihood because it can cause movement of the fluid in the vestibular apparatus of the inner ear. If you have good visual cues (keeping your eyes fixed

on a non-moving object), motion sickness is less likely to occur.

Recommendations:

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

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

3. Knee Lifts

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



4. Neck Roll

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



5. Knee to Chest

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



6. Forward Flex

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



7. Shoulder Roll

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



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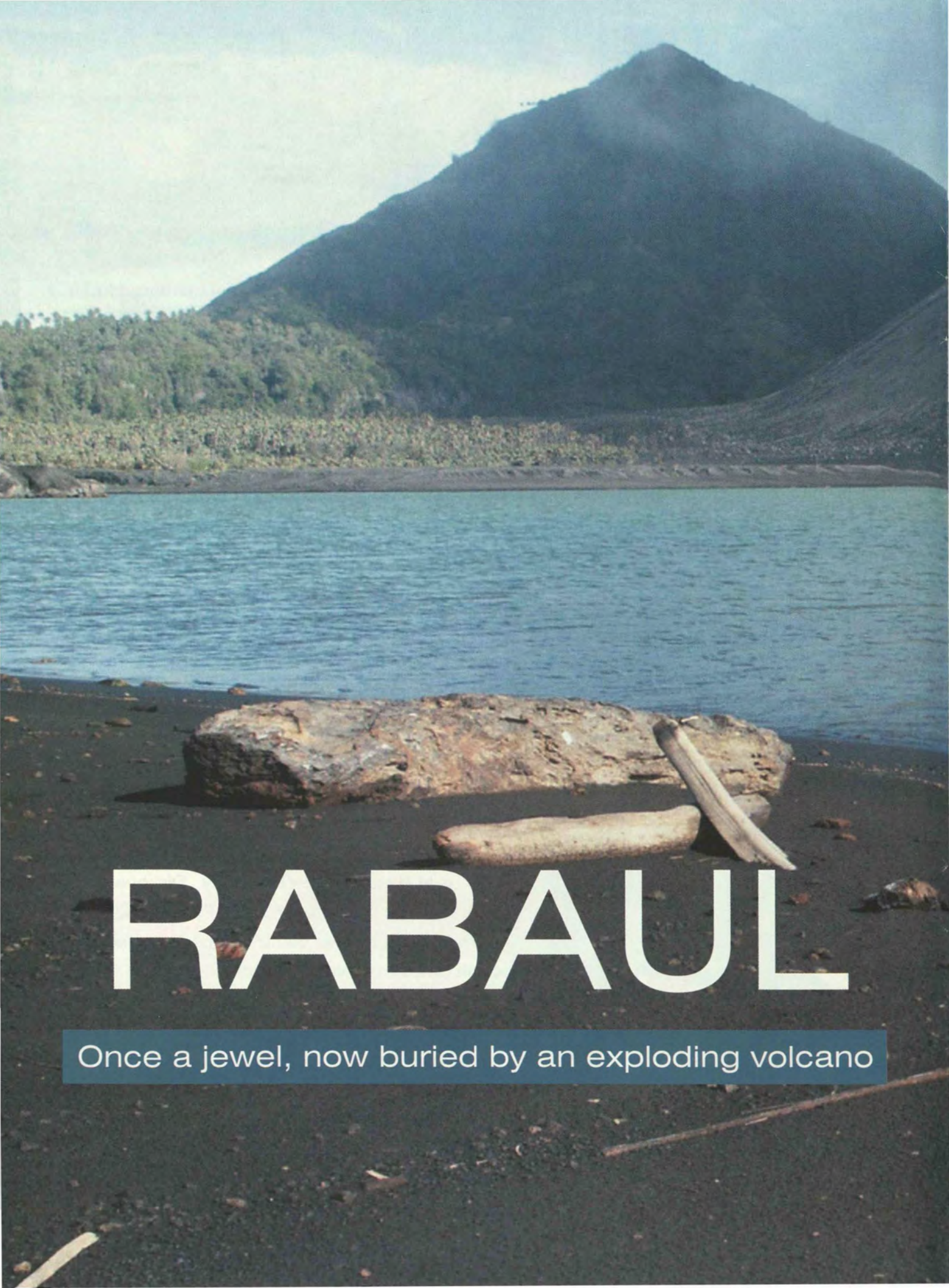
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RABAU

Once a jewel, now buried by an exploding volcano



By Robert Keith-Reid

A tale of two coastal towns 30 kilometres apart is unfolding on the northern end of New Britain.

One is Rabaul, once hailed as the 'Pearl of the Pacific', until half of it was reduced to rubble and partly buried by an exploding volcano in 1994. The other is its rival Kokopo, a small town that was quite insignificant until Rabaul's misfortune.

Safely distant from the volcano that ruined Rabaul, Kokopo now boasts a

dual lane road with an imposing stand of street lights, spacious new business premises and a hypermarket. It is where Papua New Guinea's government believes the focus of New Britain's seat of business, industry and administration, is now best located.

But historic Rabaul, founded in 1910 and once a bustling town of more than 10,000 expatriates, doesn't mean to let its future remain entirely buried by a thick layer of volcanic dust.

What Tavurvur, the volcano still smouldering ominously a few

kilometres from the city, didn't destroy was its port and associated infrastructure.

According to hotelier Bruce Alexander, a vocal advocate of Rabaul's continuing future as the centre of New Britain's tourism potential and shipping services, there's no other location in New Britain that warrants major port developments, and certainly not for as long as Rabaul's port facilities continue to serve Papua New Guinea's island region as they have for nearly a century.



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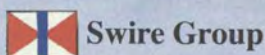
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"Rabaul won't die, but it will never be as big as it was," he says. "It won't be the jewel it was, but it won't die."

Alexander runs one of Rabaul's few surviving main hotels, the Hamamas ('happy'). It stands on the border between the devastated and intact parts of the town and was itself badly damaged.

"The huge potential here is tourism - diving, trekking, volcanoes, and war history," he says.

"Rabaul still uses more power than any other town in East New Britain. It's bigger than Kokopo. There are 50,000 people in the Rabaul hinterland and they prefer to pay for a two-kina bus ride to Rabaul than a five-kina ride to Kokopo.

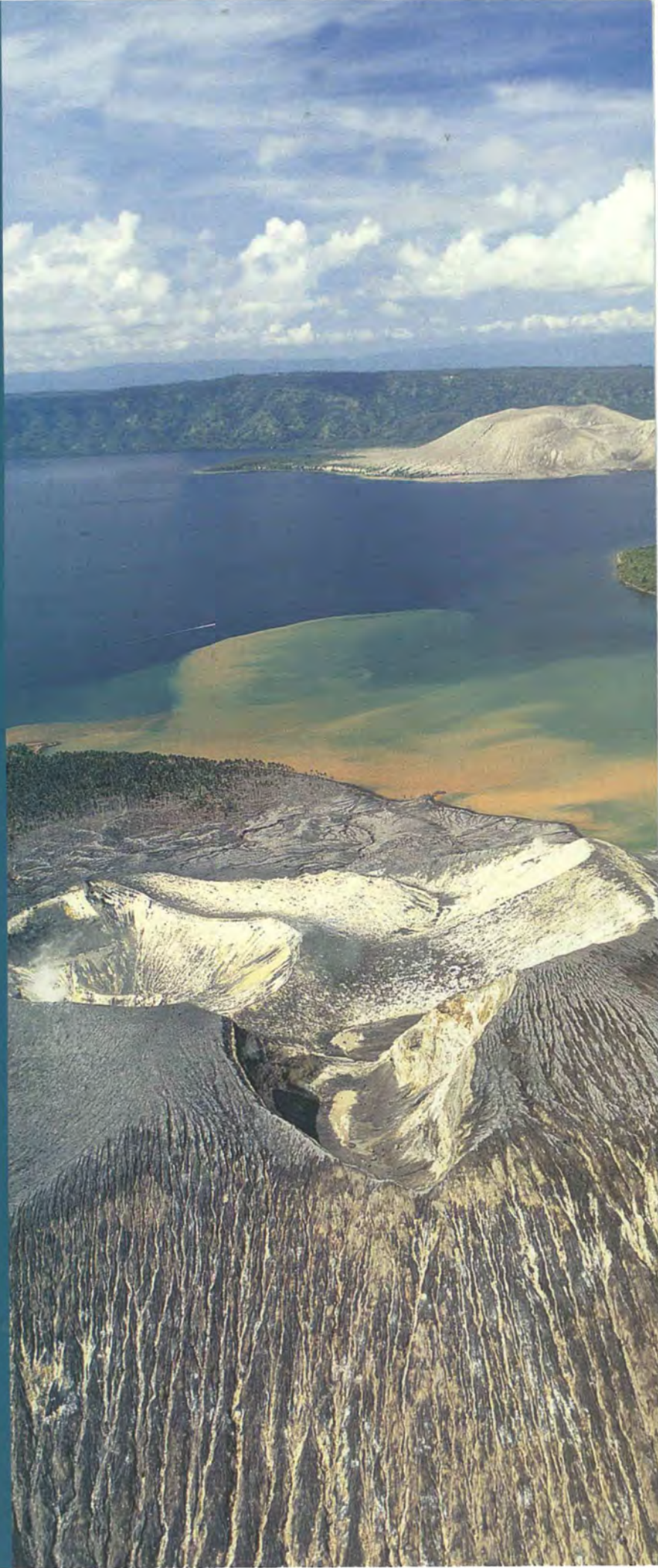
"Grassroots people from neighbouring islands use the port and spend their money at Rabaul's shops."

About 40 million kina a year flows into the Rabaul region's economy from copra and cocoa sales and there's a great future ahead for vanilla, he says.

So, in a word, despite its ruin, Rabaul is pretty well cashed up. Engineering and other industrial-based businesses prefer to remain in the town rather than accept the extra transport costs that a move to Kokopo would entail for them.

Rabaul's elected mayor since 1997, Ephriam Jubilee says: "When the volcano went off, I thought it was going to be a very short incident and we would soon get back to normal. But that has not been the case. While the volcano continued to spew ash, we were unable to enter the town for the greater part of a month.

"While the ash was spread all over town, the western area does not have much. When we realised that the port was still intact it brought us some hope. That was the key element. If the port had been destroyed, we would have written Rabaul off altogether. Some businesses are prepared to stay on and that also gives us hope for the future."



After Tavurvur's assault on the town, the Papua New Guinea government created the Gazelle Restoration Authority, which with finance from institutions like the International Bank for Reconstruction and Development is engaged in rehabilitating Rabaul. The road to Kokopo is being upgraded and rebuilt and some of the devastated areas are being planted to halt erosion. Critics of the authority complain that it is not completing projects as quickly as it could have.

Says Mayor Jubilee: "The government is not saying that it will not redevelop Rabaul. It has made it clear that it will still maintain it in accordance with its priorities. It provides 70-80 percent of revenue for the local government. The restoration authority has done some work. It has re-established a post office in town, a reservoir was completed recently, and now, power poles are being replaced."

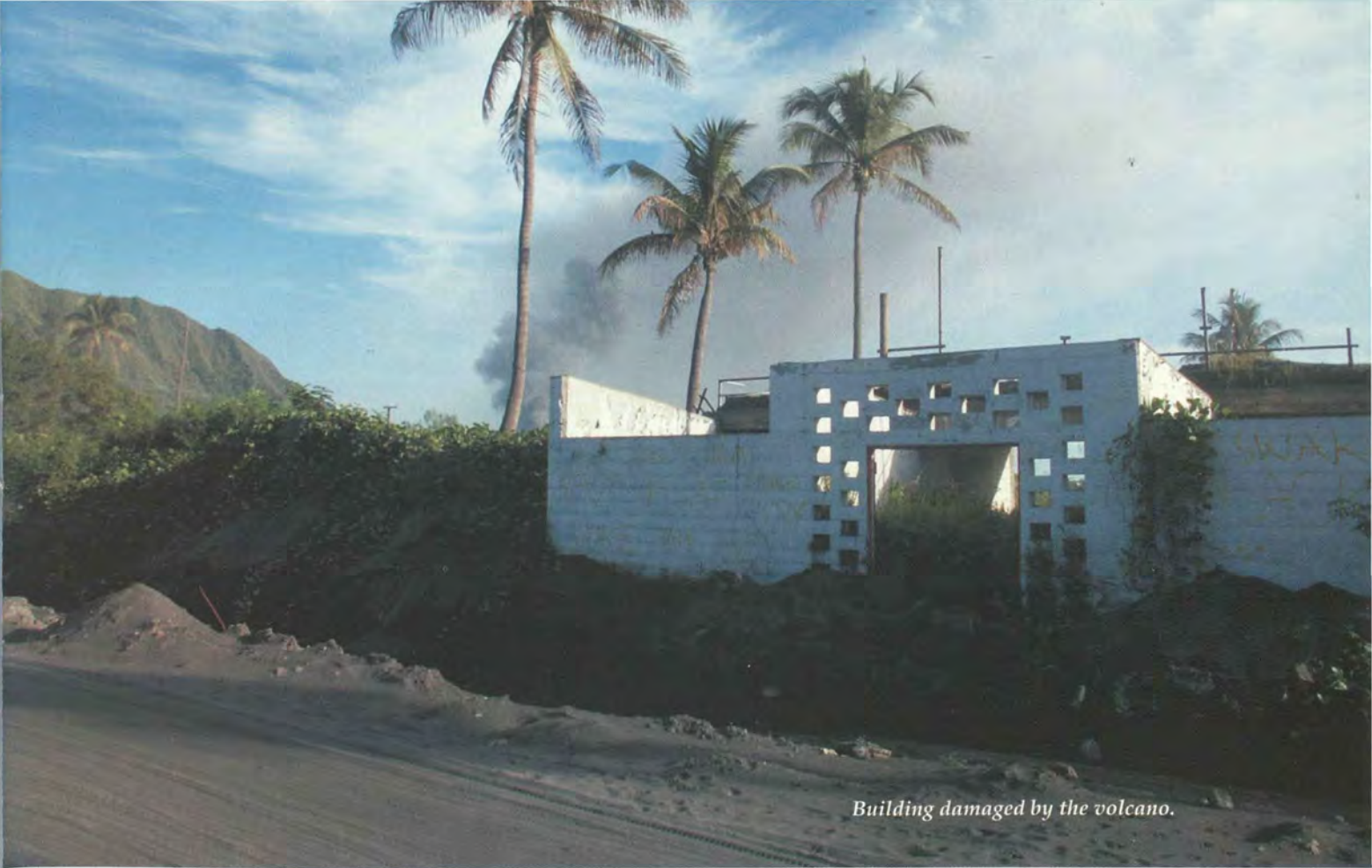
The mayor says the pressing need is for a new market to replace the present temporary open-air location.

"The market is important because it is a centre for people from all over the island province come in and do business. The government is prepared to build a new one but the problem is the location. A lot of people want it to be at the original site in the eastern corner of the town. Alternative sites are being considered but we have a problem with rival claims from people who claim to be the traditional owners."

There's no doubt that Rabaul's population is growing, the mayor says.



Tavurvur...erupting. It is anything but extinct.



Building damaged by the volcano.

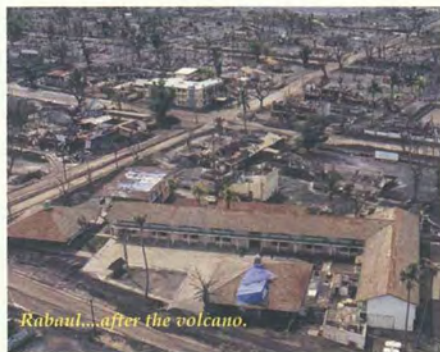
about 40 million kina a year flows into the Rabaul region's economy from copra and cocoa sales...

"By 2000, there were 4000 people in what are now sectors one and two. We have shiploads of people coming in, but I don't think that the population is such that we are really pressed."

Alexander's wish is for the Tokua airport, past Kokopo, to have its runway lengthened from 1800 to 2500 or 3000 metres. That would open the airport to larger aircraft, so bringing New Britain the capacity needed to promote tourism, he says.

"There should be a dozen resorts like the Walindi dive resort around the coast of west New Britain.

"Visitors coming to Rabaul are small numbers of Japanese and a few tourists. Our guests are 85 percent business travellers and five percent tourists."



Rabaul...after the volcano.

The devastated parts of Rabaul, although sad, is a fascinating landscape. The partly ruined Rabaul Club stands empty with locked doors. A few metres from it, is the bunker headquarters of the former Japanese occupying force.

At the end of the day it's necessary to shower Tavorvur's fine dust from one's hair. It penetrates everywhere. "It is a major cost of business here," laments Alexander. "It corrodes roofs and air conditioners and just eats copper."

A last word from Matt Foley, who landed clandestinely in New Britain 60 years ago as a coastwatcher and in later years built a business at Rabaul: "There were 5000 Whites and 6000 Chinese here," he says. "The 1950s to 1970s were the most glorious times in the world. They used to call it the Pearl of the Pacific."

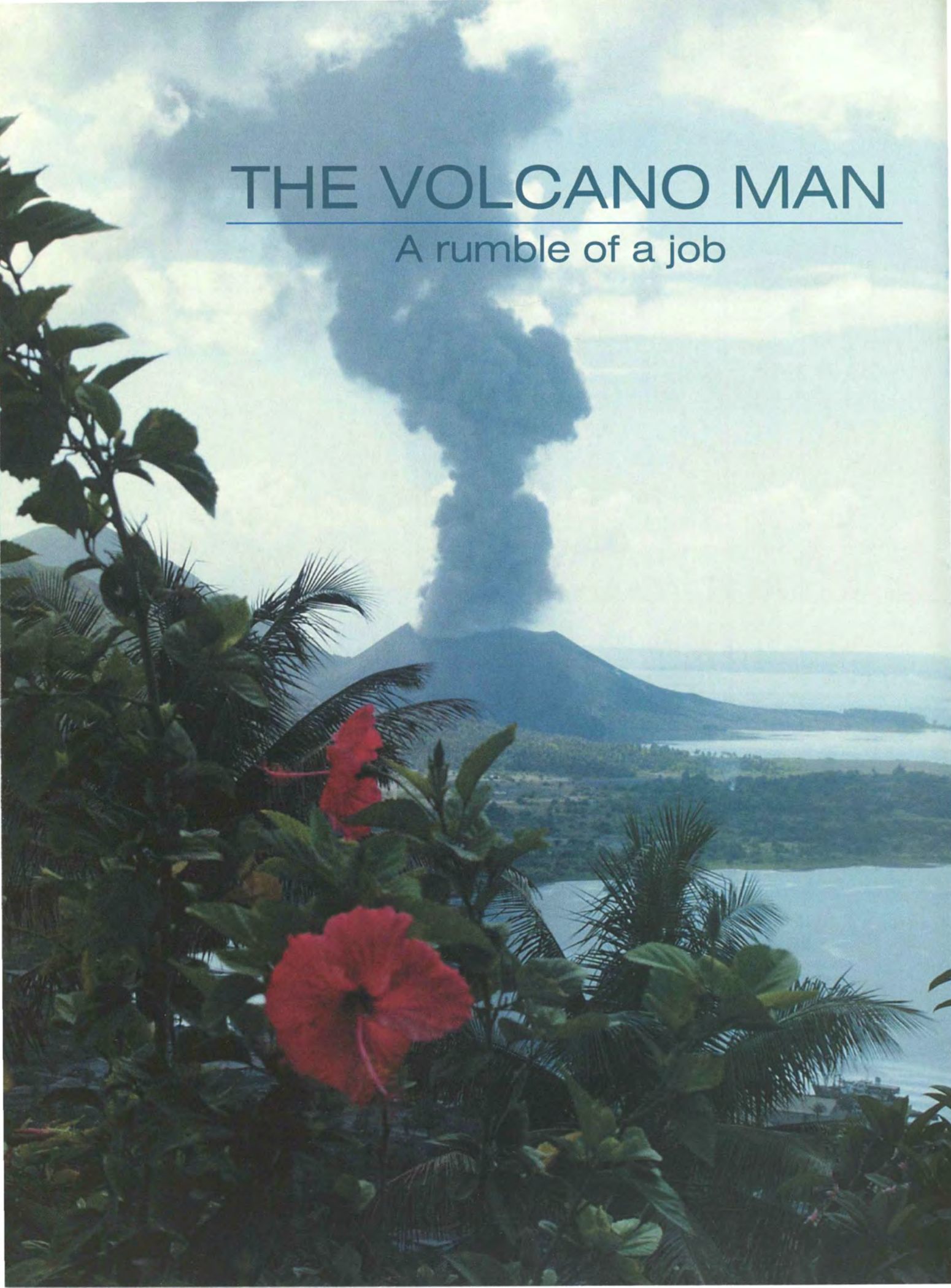


Roads being built.



THE VOLCANO MAN

A rumble of a job





Herman Patia...Mr Volcano Man.

By Robert Keith-Reid

That," says volcanologist Herman Patia "is a good question. It could, but should it go up again fast in a big way we would detect it in time for a warning."

The topic under discussion one fine, calm morning at the volcanological observatory, high on the flank of North Daughter, an extinct volcano overlooking Rabaul's magnificent natural harbour, is Tavurvur.

Tavurvur is anything but extinct.

On September 19, 1994, it began an eruption that destroyed the most beautiful half of what was reputedly

the most beautiful town in the South Pacific.

About three kilometres across the harbour, another volcano, Vulcan, erupted simultaneously but fell silent after two weeks.

Tavurvur belched ash, rock and fire for days, killing no one but dumping tens of thousands of tons of ash on the roofs of buildings until they collapsed. Streets were buried, the golf course, and so was much of the history of a town founded by German settlers in the first decade of the 20th century on the Gazelle Peninsula of 39,807-square kilometre island of New Britain.

Today, Tavurvur still erupts,

although with but a fraction of the violence it demonstrated in 1994.

Stay at the Hamamas Hotel, one of Rabaul's few surviving hotels, and proprietors Bruce and Susan Alexander may invite you to a barbecue at night at the ash-covered end of what was the former Rabaul airport runway. You'll watch Tavurvur's fireworks over a stubby of beer and a frizzling sausage or two.

The fireworks show is almost guaranteed. Bruce knows how to read Tavurvur's mood. She'll grow calm for half-an-hour or so, with a diminution of the puff, puff, puff of clouds of black ash emitted steadily all day. Then, there'll be a low rumble, a glow in ash cloud above the volcano followed by a cascade of sparks or thin lines of glowing red that stream down Tavurvur's slopes, sometimes at a dozen at a time, and other times several dozen.

The experience won't be ever forgotten.

The barbecued location is about a 1.5 kilometres from the volcano. "We advise visitors to avoid the ash and not to venture near the volcanoes because of the trajectory of lava fragments that fall around Tavurvur," says Patia.

"Some can fall more than two kilometres away during high activity. It would not be at all safe to climb the volcano. The only safe distance would be at the airport. I would not advise people to walk closer than 1.5 to 2 kilometres."

Tavurvur makes its presence felt from the time a visitor lands at Tokua Airport, 40 kilometres from Rabaul, and the replacement for the ruined Rabaul airfield.

The ash cloud above the volcano is strident on the horizon, looming more so during the drive through Kokopo, ruined Rabaul's successor as the region's business and administrative centre, and then past lush plantations, food gardens, and villages along a mainly sealed coastal road.

Every so often Tavurvur emits a thick spout of smoke and ash that quickly become a mushroom. It's hard to keep newcomers' eyes from being trained on it.

At the observatory, Patia is a matter-of-fact about the perils the volcano presents to people living and doing business in the part of the town that

ash fall. Activity at Vulcan subsided and ceased completely after two weeks. It is very quiet now. With Tavurvur, there've been eight episodes of increased activity between 1996 and 1998.

"There are other volcanoes that could go up one day, in particular through the Bismark Archipelago

when there was a build-up of around 30 hours.

"According to the eruption history of Rabaul, there have been eruptions every 50 to 60 years since 1878. Maybe, the next one will be 50 to 60 years after 1994, but how big and how thick the ash will be, we don't know until the volcano erupts. If it



Tavurvur is anything but extinct.

wasn't destroyed. His village, Gunambo, lies 15 kilometres south of the crater and the fact of the volcano's presence on the horizon of his life is what drew him to become a geologist and then a volcanologist.

Of the more than 100 identified volcanoes in Papua New Guinea, about 14 are active, meaning they have erupted during the past one hundred years, he says.

"Of the 14, five are high risk in the sense that there are a lot of people living nearby, businesses, schools, and so on. They are Rabaul, Manam, Karkar, Uluwan and Lamington, and the most active one currently is Pago in August 2002.

"Of the five, Rabaul is the hottest because of the population and businesses near it. It's up and down, sometimes going quiet for a while like Pago, which went completely quiet for a few months.

"Manam occasionally puffs up and quietens down again, Rabaul is on-going.

"Damage to Rabaul in 1994 was wind-determined like a 1937 eruption. Most of the damage was due to airborne materials and associated lightning.

"After 1994, it started up again in 1997. In 1994 the most damage was done in the first day or two by heavy

from the Sepik through to Madang and through to West New Britain and Bougainville. We don't monitor potential active ones. But if they are near one of the high risk ones, then we can have a rough idea of an impending eruption from the instrumentation that we have in the high-risk areas. Monitoring is done every day with seismic equipment to detect earthquakes and tilt meters to detect changes in the ground, which swells just like a balloon.

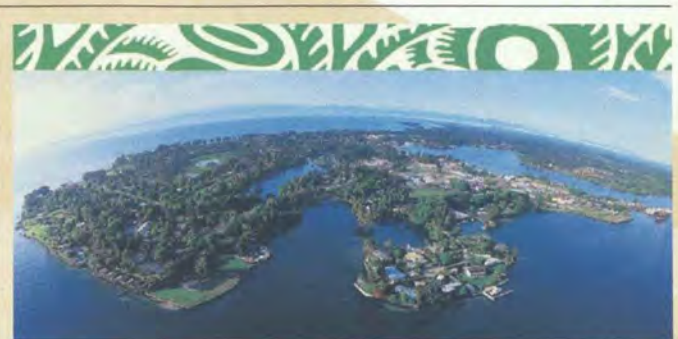
"There's a swelling in Rabaul harbour, which means there is a pressure build-up underneath."

Patia says monitoring brings a warning of an eruption weeks ahead of it, or only hours.

"With the 1994 eruption there was a 27-hour build-up before the eruption, similar to 1937

was going to develop into a major eruption like the 1400-year event, we could detect that."

Rabaul's region has a history of five to nine major eruptions, all almost unimaginably greater than the 1994 event, in the last 20,000 years.



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The last one, 1400 years ago, broke the side of the caldera - a vast volcanic vent - that forms the structure of Rabaul's harbour, and allowed the sea to surge into it. The town is near several other potential dangers including the Bee Hives, which are the sharp pinnacles that are landmarks of the harbour, and Sulphur Creek, where volcanic activity was reported in 1860.

"We monitor the five high risk

volcanoes on a more or less real time basis with equipment Australia supplied after the old equipment got buried by the 1994 eruption.

"All monitored information comes directly to Rabaul, so if Uluwan is showing unusual activity, we could spot it from here. That would be confirmed by the part time observers we have at the volcanoes.

"Monitoring is on hold at the moment at Karkar due to vandalism

and at Manam due to a land ownership issue."

Papua New Guinea's worst volcano disaster happened in 1951 when Lamington blew up and killed about 3000 people.

Vulcan, Tavurvur's presently silent neighbour, appeared in the harbour after an eruption in 1878 and killed nearly 500 people with a 1937 eruption.



"fill 'er up, thanks!"



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Happy viewing...Artist Gazellah Bruder shows Lady Carol Kidu one of her paintings.

'As a woman and an artist, art is all that I live for. It has and always will provide me with all that I have and it identifies who I am' - Gazellah Bruder

MAMA LEWA

PNG's women express themselves with paint

By Euralia Paine

Mommy Dearest, Beloved Mother, Loving Mother and Mother's Heart are some variations of interpretations of the pidgin phrase "Mama Lewa". Pidgin is a quirky language and it can be as expressive as an etching on the wall.

In a recent exhibition by female artists at the National Museum and Art Gallery in Port Moresby, Mama Lewa was used as a term of endearment and recognised the work of women involved in painting, pottery, textiles, tapa cloth designs, fabric designs and multimedia.

The exhibition was organised by the Business and Professional Women's club of Port Moresby with a donation of Kina 5000 from ANZ Bank. The exhibition was held to

raise awareness of Papua New Guinea's female artists as well as to raise funds for a scholarship to educate young girls.

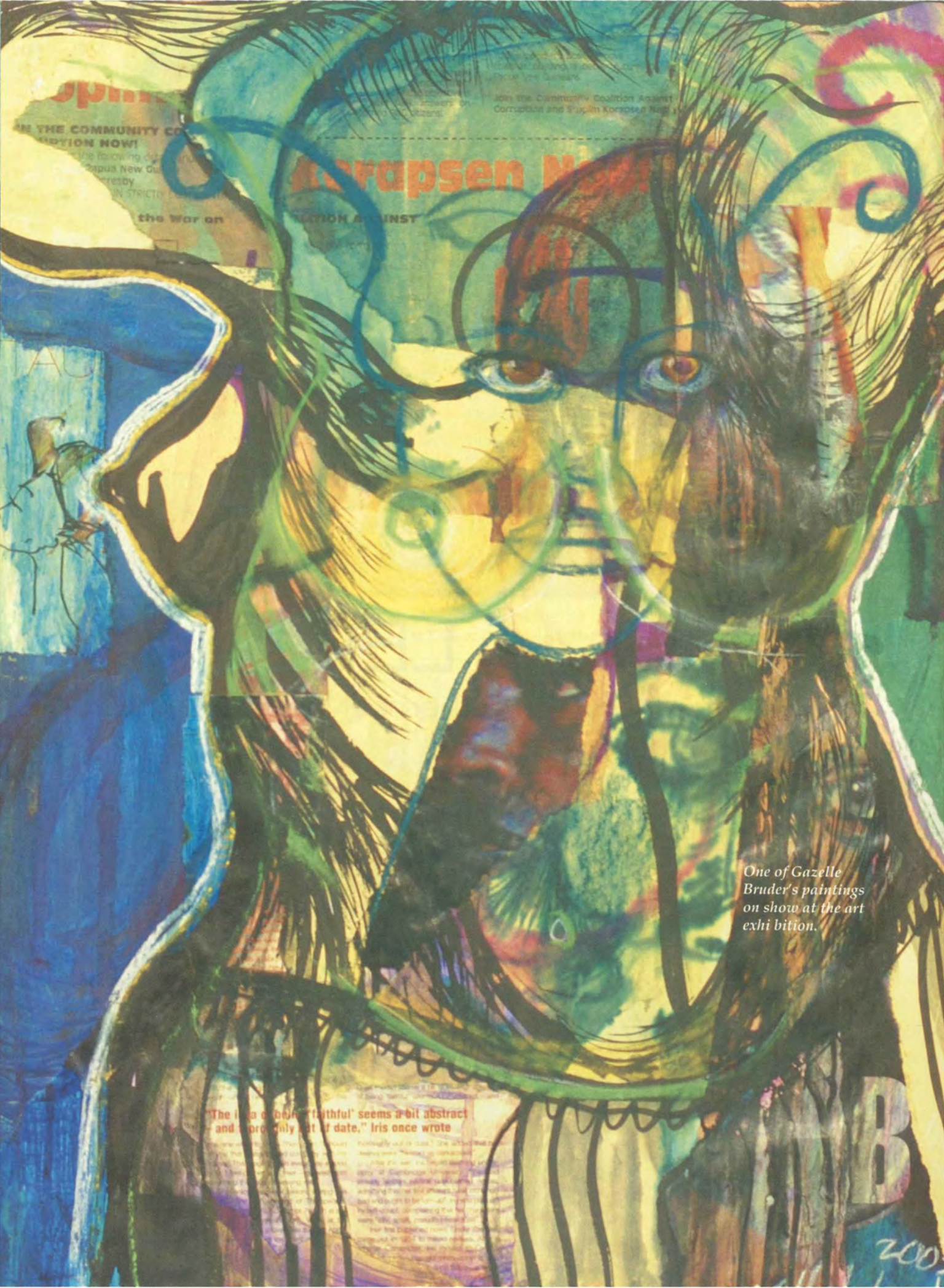
The following profiles of the 13 artists personify the idiom "Mama Lewa" and prove that it is quintessentially respectful as well as revering to the women.

Jane Wena, one of Papua New Guinea's foremost women artists, paints in pen, pencil and ink and acrylics. She has a flair for raw vibrant colours bringing to the fore her Highlands influence. She portrays her observations of images of daily life in contrasting and dramatic facial expressions. Her artwork is typical of those that are used to promote Papua New Guinea through mediums such as websites, tourism and commercial activities. She has won several awards for her work and has exhibited extensively

overseas. During a trip to Japan, her display at a gallery attracted the attention of the then President of United States, Bill Clinton, who walked across the room to meet and greet this petite Chimbu lady. Jane currently works as a graphic designer.

The vivacious Gazellah Bruder, who takes painting seriously as a rapper her music, literally bubbled with excitement as she showed off her contemporary style of painting. Don't let her disposition fool you though; she is seriously concerned about the plight of women in Papua New Guinea. Her work depicts the despondency of their lives as she seeks a balance between their role in PNG society and the challenges they face in a world of fear and paranoia.

If traditional art can be called sophisticated, then Winnie Weoa's works could possibly come closest to



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One of Gazelle
Bruder's paintings
on show at the art
exhibition.

"The idea of being 'faithful' seems a bit abstract
and a bit out of date," Iris once wrote

B

200



that. She excels in "dot" paintings even though her talents are diverse and cover oil, acrylic, sand painting, pencil and watercolors. In her nine pieces at the exhibition, she displayed a montage of exuberance through clever combination of colours and distinct PNG images using story-board style presentations and surreal similes. Winnie's work has been displayed in Germany and in numerous local exhibitions. She is originally from the Highlands, however her designs have found national appeal and have been printed on T-shirts and laplaps.

A graduate of Textile Design at Wellington Polytechnic, New Zealand, Anna Amos is inspired by the natural beauty around her urban dwelling. She uses the patterns she sees on natural shapes such as flowers and leaves as a basis of her work. Anna incorporates the abstract images of those patterns with tribal motifs into her batik, screen-printing and dying of textiles to illustrate how an increasing number of Papua New Guineans have become accustomed to living - mixing the new urban with traditional lifestyle.

Mary Gole - potter-extraordinaire! Her pieces have been well-sought after by locals and expatriates alike, for the last two decades. She comes from a long tradition of potters - going back to her great, great grandmother - in the Popondetta area of Oro Province. Her method of pot making is traditional, hand-built work to which designs from her province are added to the basic shape.

After hand-building the pot, she fires it in a kiln, then places it in a sawdust pit, finally coating it with bee-wax. The amazing result is an earthy natural object in shades of brown and black with a finish that takes on the appearance of leather or polished wood.

The delightful pieces by Maxine Nadile, Nuailo Anakapu and Angie Besiario from Milne Bay province exemplify the jovial nature of the people from that region of the country. Their brightly coloured paintings are influenced by daily activities such as fishing and hunting, selling betel nuts at a market and ceremonial objects found in PNG homes. Their seemingly simple style conveys a sense of childlike innocence that will enchant as well as dazzle viewers.

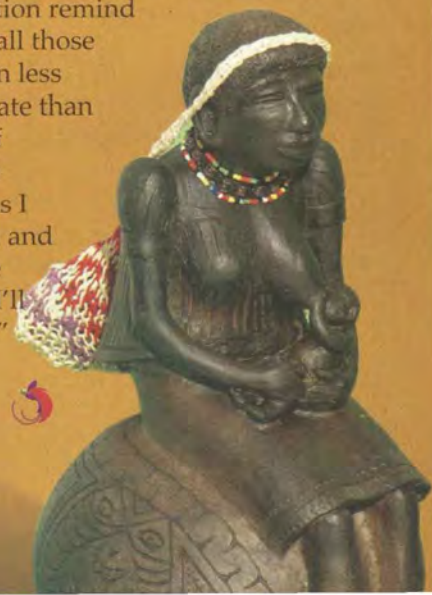
In addition to the experienced artists, were three students from the University of Papua New Guinea (UPNG) whose works took pride of place at the Mama Lewa exhibition. Mary Gari is a second year Visual Arts student; Ruth Houji is a third year Fashion and Textile Major at UPNG and Elsie Roroipe is a fourth year student at the Creative Arts Faculty of UPNG. Mary uses watercolor on paper whilst Elsie used glass acrylic on masonite. Ruth works predominantly with batik on cloth. The students fresh outlook and eagerness to learn was a welcome addition. As budding artists, their environment is their best teacher as it inspires and compels them to find themselves a niche in the competitive arena of PNG artists.

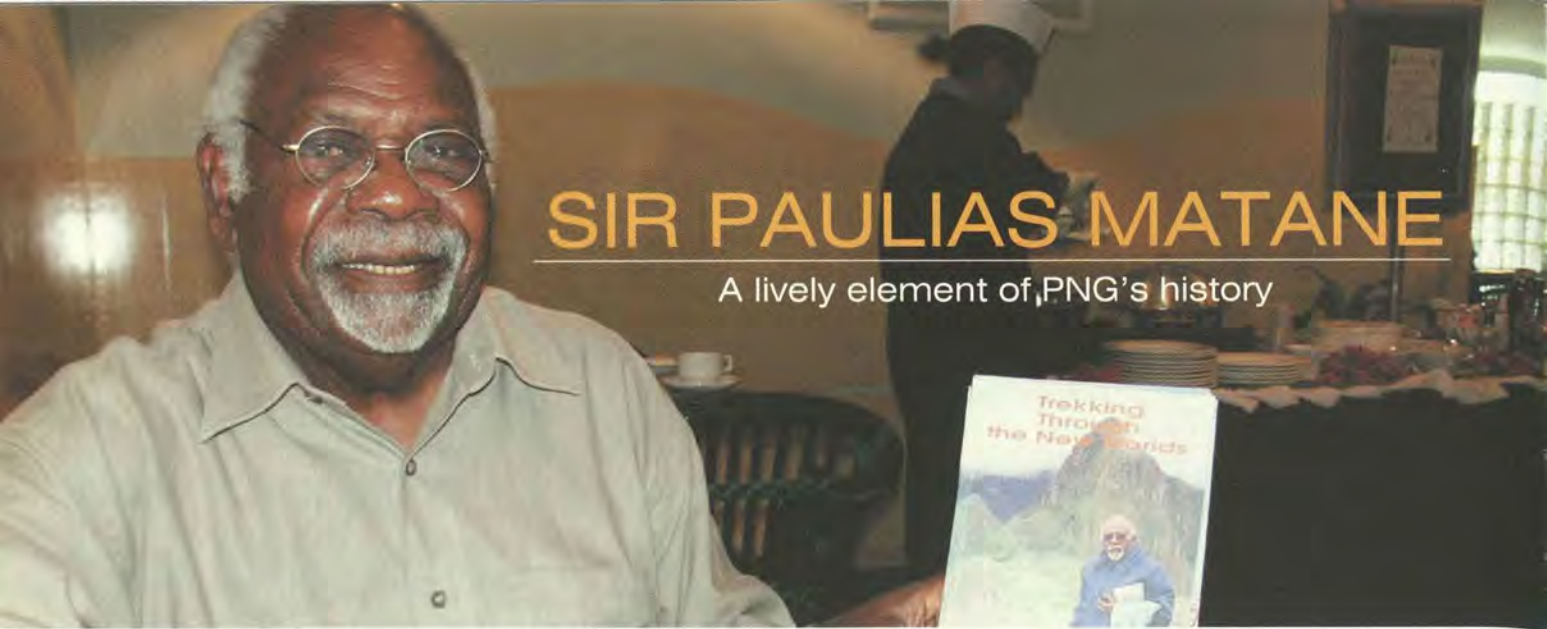
Agnes Posanai and Vivien Gegeyo are two mothers from the Oro Province who have perfected the art of tapa making to meet the growing demands of city dwellers. Their tapa products ranging from hats, handbags, purses, placemats as well as clothing are sold at the Ela Beach craft market in Port Moresby at the end of each month. Their handicrafts are also sold at the Tarebo craft shop in Port Moresby. Selling tapa crafts has helped supplement their husbands' incomes and has gone a long way in sustaining their families.

Agnes has exhibited her tapa crafts in Australia as well as locally.

Hats off to all these women! They represent a small but growing number of PNG women whose artistic heartbeats express the essence of a PNG Woman.

Perhaps Gazellah Bruder captured it most appropriately when she said: "As a woman and an artist, art is all that I live for. It has and always will provide me with all that I have and it identifies who I am. May this exhibition remind me of all those women less fortunate than myself whose dreams I dream and whose goals I'll reach."





SIR PAULIAS MATANE

A lively element of PNG's history

By Robert Keith-Reid

You could call Paulius Matane a late starter. Born in September 1931 at a village 58 kilometres from Rabaul, West New Britain, his serious schooling didn't really begin until 1948, at the ripe old age of 17.

That was how it was for many young Papua New Guineans until after the war that reverberated through their country from 1942.

As a small boy he scratched away on a slate in a bush school and later was forced to clear coconut plantation land for a Japanese fighter airstrip.

After finally finishing secondary school at 24, Matane's career ascended spectacularly.

In 1979, he was overwhelmed, he recalls, to find himself at the United Nations General Assembly in New York as Papua New Guinea's representative.

Journalist, author, radio and television chat show host, school headmaster, school inspector, diplomat, head of the Papua New Guinea's foreign affairs office, world traveller, community worker; Sir Paulius Matane is undoubtedly a living element of Papua New Guinea's modern history.

Oh, and by the way: "I have been to all the seven continents of the Earth, the first Papua New Guinean to have done so."

His grandfather, he says with twinkling in his eyes, was a cannibal.

Until his 20s, Matane wasn't aware that Papua New Guinea could be regarded as nation.

Yet, he became part of making it one, and saw an event that perhaps was the first forging of nationalism.

It was in 1956 and Matane was in training at the famous school at Sogeri.

"A man sailed from Western Australia single-handed to Port Moresby. The headmaster, Norman Fell, invited him to talk to us about his adventures. One of us was asked to reply on our behalf because many of us did not know how to speak properly. It was very interesting what he said, which was 'as you can see here, there are two kinds of people, one with dark skin and hard hair and they come from the other side of those mountains, and those with light skin and nice soft hair come from this side'.

"Some of us were annoyed by what he said. One student, Michael Somare said, 'here is this man who just spoke on our behalf.' He was one of those who had shorts and socks and polished shoes and we walked barefoot with only a laplap around us. He was like a white man as far as we were concerned.

"Michael said to me, 'I am going to see that white man.' He walked straight to him and said 'what did

you say?' and put his hands around his neck and said, 'why did you say we're from the other side and others are from here? We're a country! If you say something like that again, I'm going to kill you.' And he squeezed his neck and pushed him to the ground.

"Somare was a good student, but he was rough. He was very friendly. If he saw one of his friends being abused by others, he would jump up and protect that person. We were like brothers then, until today. We are still close."

Matane's philosophy sprang indirectly from the death of his mother when he was four. He lived mainly with his maternal grandparents.

"My grandfather was a traditional leader, a warrior. He was a cannibal and loved eating people. We were very close. When sometimes he wanted meat from people, he would lead a group of people to go out and raid a small hamlet, and kill seven or eight people and take the bodies home.

"What got me saying this is that he taught me many things; that if you want to get anything out of life, you have to sweat for it. Never ask anyone to give you anything because, he said, it is better to give rather than receive."

After the war ended in 1945, village leaders carved a school from the jungle. Teenager Matane was one of



the first pupils. "We sat in the dust and we wrote on slates on our laps and we spoke only in English. We had only one teacher and he went as far as grade four, so he did not know much."

When, at 17, he at last began primary school, "we were not allowed to use our languages, only English. We learned poems like 'Baa, Baa Black Sheep' when we had no sheep in our villages, and 'London Bridge is Falling Down' when we did not understand what a bridge was; and London, where was it? Why should we know anything about that?"

He finished high school in 1955 at the age of 24, and in 1956 arrived at Sogeri to be trained to teach. There he met Michael Somare and other young students destined to become Papua New Guinea's leaders.

"It was good, but the divisions were still there as far as tribes were concerned. People from one side stuck to themselves and when we played football we played to kick another person. There was still rivalry; people from coastal areas and people from the bush. I was a bushman. Now the story's different; we're all Papua New Guineans when we go out to other parts of the world."

From Sogeri, he was posted in 1957 to be an assistant teacher at his first school. A year later, he was headmaster. "That set me on a very rapid change from one step to the next."

In 1962, the education department returned him to Sogeri for an examination and then to the Port Moresby In-service Training College for training as a school inspector.

"When I was appointed a teacher, I said to myself, 'I want to be a headmaster', and I became one a year later. I didn't want to be just a headmaster, I wanted to be a school inspector. At that time, only Australians were. When I eventually became one, I was sent to West New Britain in 1967 to start the district education office there. There were no high schools, so my first project was to build one."

By 1969 he was superintendent of teacher education. In that year the Public Service Commission was replaced by a Public Service Board. The Australian administration chose seven Papua New Guineans from around the country, grilled them thoroughly, and chose Matane and Sere Pito to be two of the members.

In January 1971, he became the first Papua New Guinean permanent secretary of what later became the department of commerce. Independence for Papua New Guinea arrived in 1975. That event brought him the job of ambassador to the United States. In 1977, the Matane family moved to New York since Sir Paulius was given the additional responsibility of representing his country at the United Nations.

It was a long way, a fast track one, for the boy from West New Britain bush.

"Actually, I am never scared of the pace of my career because that is what my grandfather put into my head," Matane says. "You've got to be brave, whether physically or mentally."

"In 1979, I was elected one of the 21 vice presidents of the UN General Assembly. We were there until 1980 when Sir Julius Chan became Prime Minister, so he ordered me back to clean up the mess in the department of foreign affairs and trade as secretary of the department. I also worked with a committee that wrote the first foreign policy for the country, one accepted by parliament and is still in use today."

"In December 1985, I decided to go home to plant cocoa and work with the community. I have been there ever since."

Matane's rise as a government administrator reflects Papua New Guinea's national experience; a wild diversity of more than 800 cultures and languages compressed to move in less than a hundred years in a transition that most other nations took hundreds or thousands of years to make.

Hadn't he felt an intense need to

catch up, beginning with the onset of an education that others would have commenced at least ten years ahead of him?

"Yes, because of that competitive spirit we grew up with, in my case from my grandfather, that you had to sweat to get what you wanted. For me there are three very important rules. One, if you want to become successful in life, then first you must set your goals. After setting that goal, then you plan how to achieve the goal. After that you have no choice but with total commitment, honesty and perseverance you have to follow the plan in order to reach your goals. My grandfather taught me that when I was a young boy and I have stuck to it ever since."

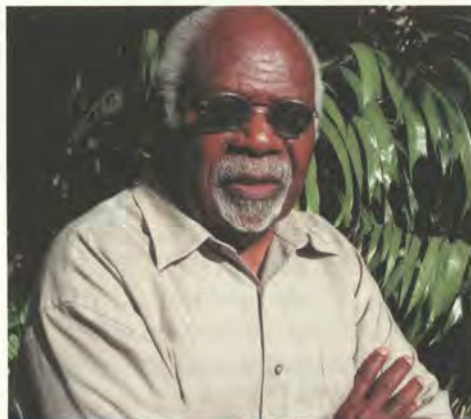
What about Paulius Matane, the writer?

"The first book was written when I was in the Highlands as a teacher and published by Oxford University Press in Melbourne in 1969; a little novel about the life of a family whose parents did not know how to read or write but their children were sent to school.

"I was elated because here was a guy who did not know how to read or write until he was 18 or 19 years old having a book accepted by the top publisher in the world. That

really pushed me and I set my goals to be an author for many books.

"My next book is coming out in a few weeks; that will make 34. It's about a country I have always been fascinated with, India, and the title is *India - Splendour in Cultural Diversity*. It covers geography, history, politics, culture, different kinds of wedding ceremonies,



"I have been to all the seven continents of the Earth, the first Papua New Guinean to have done so."

different religions. The big thing about India is how a country with over a billion people is the biggest democracy in the world and its economy is still growing. I want to know why. I started going there in 1967 to look at what they are doing.

"India has overcome a lot of problems and the most important one is the development of small and medium-scale industries. These are done in the backyard and rural areas so people can make money instead of going all the way to towns. I want copies of the book in the hands of politicians, senior public servants and businesshouses in the country."

You'll encounter the Matane byline

in a national newspaper; you'll hear him philosophising from radio and television sets.

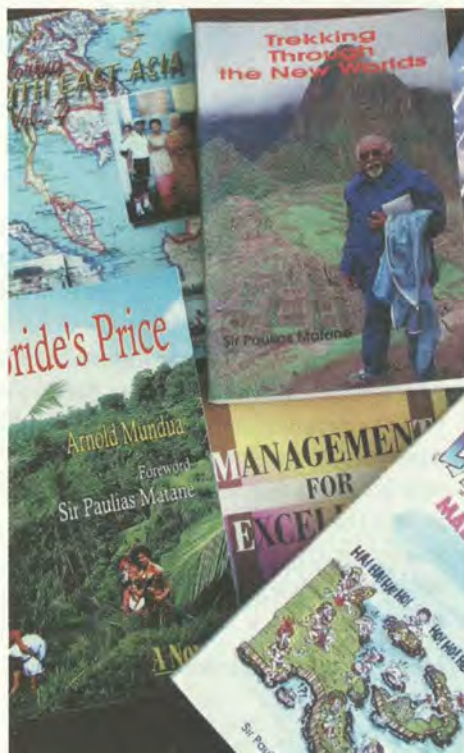
"I have a 14-year old chit-chat on EMTV. I interview anybody who has some very positive things to contribute ranging from people at the bottom polishing shoes, because they are making a living, right up to departmental heads. All these years I've interviewed only two politicians, Lady Carol Kidu and Sir Peter Barter because they are special people and work very hard for the communities in the country. I am not saying for one moment that other people are not doing the same, but those two are obvious. The only difference is that they have white skin, but they are Papua New Guinean people."

The lady in Matane's life since they married in January 1957 is Kaludai, from his home village. "She is a real good woman and the mother of many kids we adopted from many places."

Of the three children of his own, Eddie is head of Air Niugini's engineering division; Narial is an architect and civil engineer; and Margaret runs his Hertz office in Kimbe.

Sir Paulius has the Paulius Matane Foundation Incorporated, through which he channels community work, he's president of the board of the national museum and a director of the trustees of the national library and archives. He is one of six eminent citizens on the national HIV/AIDS council.

Why is it that having soared from that long ago late start, the boy from the bush isn't in politics? "Politics? No. I can build just as well, probably better as a volunteer because if you are a member of parliament, it means you're also a member of a political party; and if someone in that party does something wrong, then I've done wrong too and my credibility would be eroded. If the government fell, I would fall and it would be very hard for me to get up again."



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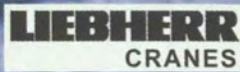
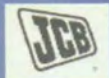
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AIRWAYS
HOTEL & APARTMENTS

By Robert Keith-Reid

For Matt Foley, much of the war he helped fight 60 years ago was spent up a tree, feeling like Tarzan.

The tree was several kilometres in the bush, outside Rabaul.

From a platform built 20 metres up the tree, he watched the comings and goings at three Japanese airfields. The Japanese, having caught the leader of one of five three-man Australian teams that had infiltrated into New Britain,

knew the watchers were there, but not exactly where.

Foley is one of the last survivors of Papua New Guinea's legendary Coastwatchers.

That's what the Coastwatchers did; they watched Japanese troops, aircraft and ship movements from the cover of New Britain's thick forest foliage and reported by wireless to the Australian and American forces fighting their way northwards against the invaders from Japan.



ON ENEMY WATCH

Meet Matt Foley, one of the last survivors
of the legendary Coastwatchers



Coastwatcher intelligence saved a lot of Allied lives and cut the war in Papua New Guinea by probably quite a few months.

"It was through our crowd that the Japanese lost their air force strength in six months," Foley tells.

He hails from a Ballarat, Victoria, potato growing family, worked in a store and when the war broke out, although preferring the air force

"because it had a nicer suit", was put in the army. He volunteered for the commandos. The commandos wanted wireless operators and trained him as one.

That's how he came to land in New Britain in 1942, rowing ashore from a barge in seas so rough that his party lost 75% of its wireless gear.

Replacement gear was air dropped the next day. Foley and his mates landed at Jacquinot Bay, more than 100 kilometres south of Rabaul, but far, far further overland.

The Coastwatchers had to walk and their instructions were to go inland because it was safer. It was safer because the Japanese kept to the coast, where they could live off the land.

Inland was a terrible slog; ridge after ridge after ridge covered by damp, thick undergrowth. Three miles a day was really good going, says Foley. They had local carriers, but these usually didn't like venturing far from their own locality and some were not trustworthy.

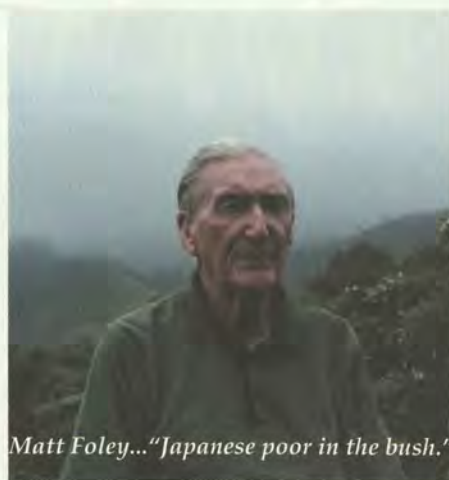
One returned to his Coastwatchers with 200 Japanese troops, who killed one of the Australians and captured and took another to Rabaul.

Information they extracted from him made them aware of the presence of Foley and his comrades.

The Japanese went looking. But, says Foley, "they were very poor in the bush. The Australians would have picked us up in no time."



Coastwatchers travelled light. They had to because they were burdened by a bulky transmitter, receiver, a six-volt battery, a battery charger



and fuel for the charger. Oh, and a .303 rifle and canned rice and bully beef.

Coastwatchers became resigned to being always wet, muddy and bitten. They had to be the best of mates since otherwise, getting on each other's nerves for months in the jungle together, would have driven them fatally apart.

Near Rabaul, "I had a 60-foot tree with a rope ladder and a platform something like Tarzan," recalls Foley.

It was a bit of a bother if a Japanese

patrol perchance drew near. "If we thought we'd be raided, we'd get a four-gallon biscuit tin, pack the gear in it, soldier it up and put it down a 30-foot deep latrine and take off into the bush. After the all clear, there'd be a call for volunteers to go down the hole and bring up the gear. We would be back in the air in a couple of hours."

The casual way Foley puts it, it all sounds like Boy Scout stuff. Of course it

wasn't, not for a moment.

His first Coastwatcher stint lasted nine months and while waiting to be picked up by an American fast patrol boat for a break, he was nearly caught by a passing barge-load of Japanese troops.

He finished the war back at Jacquinot Bay. By then, the Americans had passed through and had left a lot of stuff behind. "We had an office, a wireless operator, a decoder and our own mess. It was like a five-star hotel."

After that, Foley returned to Rabaul. There was a lot of work there, unlike Australia.

He worked around and met Peggy, from Sydney, who was working for Burns Philp. They married, had a family, and he built up a fleet of 40 trucks and 22 hired cars and taxis.

Peggy died a long time ago. That hit Foley hard. He's now finishing selling up, except for a property down at Jacquinot Bay, "the prettiest bay in Papua New Guinea".

A son, Philip, works in Port Moresby. After he's finished selling up, and that will be any time now, Foley will leave Rabaul, 60 years after first seeing it from his Tarzan tower, to live in Queensland.





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Vilia Lawrence....talks about how important tourism is to Papua New Guinea's economy.

TOURISM REALITY

By Robert Keith-Reid

Lukim PNG Nau. Where and when? March 5-7 at the Holiday Inn, Port Moresby.

What's it all about? Papua New Guinea's tourism industry, something still very small compared with the giants of Pacific Islands tourism. But everybody in business believes that Papua New Guinea, the giant of the region in terms of land area, population and diversity, can earn tens of millions of kina more from tourism than it does now.

The industry is calling all tourism operators together to promote their businesses, and explain their role in it to Papua New Guinea's public.

Who are the operators? They are the airlines, hotels, motels, car rental companies, dive resorts, live-aboard dive boats, trekking and wildlife

tour companies, guesthouse and eco-lodge operators, and sports fishing, surfing and cultural show operators.

The industry plans to make Lukim PNG Nau an annual event, aimed initially at audience in Papua New Guinea and the region.

"We want to get everyone together for reasons other than just another forum," says Vilia Lawrence, a member of Lukim PNG Nau's organising committee, who also runs the PNG Divers Association.

"Operators can come, exhibit, do business and keep one afternoon for a meeting. You pay for a booth, set it out and do what you want. A lot of people don't quite understand that we have a tourism industry.

"They have a general idea that you have hotels and resorts, but real understanding of earning foreign

currency, creating employment, and conservation is all tied into and not a lot of people understand that.

"Just the fact that we do have a tourist industry comprised mostly of very small operators - guesthouse owners and little tour companies - is something the man on the street doesn't hear about."

In the past the industry's larger operators - airlines, resort hotels and tour companies - have only rarely got together, Lawrence says.

There have been two previous shows, but they were run by a private company and were restricted to a small segment of the industry.

"So the Tourism Promotion Authority suggested the show should be opened up to the whole industry and I was asked to write a paper on the pros and cons."



ES

It's small but can earn \$m for PNG

"The purpose, as well as hosting an exhibition, is to bring industry members together to form the PNG tourism industry association as an umbrella organisation.

"It has been formed and there is a steering committee that has been around for the past three years, and it is finally on the up and up."

Lydia Rau heads the organising committee.

About 60 to 70 percent of Papua New Guinea's visitors are divers, according to Lawrence, with a total annual visitor count of 12,000 to 15,000.

"We have all these little operators out there. How do we coordinate them and get them organised, and make sure they have a road access, running water and are near an airport?"

"There are a lot with virtually no market experience and virtually no marketing funds. If we can bring them to Lukim PNG Nau and network with bigger, more established people, they can also jump on their bandwagons, perhaps."

Lawrence has been in travel and tourism business since leaving Port Moresby High School. She joined the Tourism Promotion Authority in 1994, and was eventually given the dive business portfolio to handle. In late 1997, she was asked to manage the divers association secretariat. This has grown from 18 to 21 members.

"All the main dive shows around the world are attended by us cooperatively," she says.

"One of the difficulties of the dive

business is the misconception that it is a glamorous business to be in, that you are going to make a lot of money very quickly. It's not. It's a long, hard slog particularly in a developing country where it is just that much harder to get started.

"Through the members, we determine the target market without ignoring the traditional markets and working with Air Niugini and the TPA. What are the new markets? Examples are Scandinavia and Eastern Europe. We are attending a dive show in Moscow and advertising in Russian dive magazines.

"The response was absolutely phenomenal. We are going back this February for a dive specific show in Moscow. The last time we just ran out of materials. The Russians are just starved for information."



BARRAMUNDI BUSINESS

PNG's aquaculture's big hope



Ian Middleton, showing off one of the barramundis reared at his Madang farm.

By Robert Keith-Reid

The barramundi is a curious fish and grows to be a majestic one.

Occurring in the coastal regions from the Arabian Gulf to China, it begins life as a male, moves from freshwater streams to mangrove estuaries, and around the age of about five years becomes a female.

Sports fishermen revere barramundi for, when hooked, their mighty fighting leaps.

A big female can grow to up to 60 kilos. A 22-kilo female was recorded as producing 17 million eggs.

Barramundi are revered in another environment: in restaurants, served

up as fillets on a plate.

In Australia, they are rated as one of the tastiest of edible fish.

Along the Madang coast, Ian Middleton, a marine biologist and aquaculturist, is farming very edible barramundi. After just a few years of pioneering what looks like becoming Papua New Guinea's first seriously successful commercial aquaculture business, beginning with barramundi and prawns, he's already confident that the market for barramundi is larger than he'll ever be able to supply.

Middleton, a marine biologist and aquaculturalist whose family is a fourth-generation presence in the Madang region, believes that aquaculture is a great global hope

for the future, capable of averting what is already the ruining of natural ocean fish stocks by ruthless over-fishing.

For Papua New Guinea, apart from conserving natural fish stocks, feeding a nation and earning export revenue, barramundi farming is being laid down as an important cash earner for Madang's coastal village communities.

By the end of 2003, six "family farmer" pontoons were producing fish at a rate of 60,000 a year.

Families take young barramundi from the Bismark-Barramundi (PNG) Limited, Middleton's family company, and grow them to market size in pens floating in the sea from pontoons. They are raised on pellet



feed that accounts for about 80% of production costs.

This year, working with the European Union and the newly established Rural Coastal Fisheries Development Programme, the company is involved in site selection, training, processing, marketing and general management with rural villagers of 20 growing pontoons along the north coast of Madang.

The target for them is to produce 12,500 fish from each pontoon, or 250,000 fish every 15 to 18 months, principally for export.

This year, the company expects to market about 300,000 fish worth about A\$1.2 million.

"We have standing orders at the moment for 300,000 fish," Middleton says.

With a steady 28-Celsius degree climate, clear waters and a coastal environment, Madang is "ideal" for the farm production of a fish that virtually sells itself, Middleton says.

Deep, clear water and a steady warm climate are integral in any tropical aquaculture venture. Bismarck Barramundi expects faster growth rates and lower costs of production than achieved by Australian farmers. The company is already selling relatively low-cost high quality salt-water fish to Papua New Guinea's consumers; fresh, whole plate and gilled and gutted kilo size fish.

It takes six months to grow a fish to a 300-gram plate size, 15 months to produce a one-kilo fish of the size sold on the local market and 18 months to produce a 1.2-kilo fillet favoured by export customers

Middleton is convinced that a huge future awaits PNG-produced barramundi in Australia, Asia and Europe.

"Our family farmer concept has created enormous interest in the community, providing rural Papua New Guineans with a desperately needed opportunity to better their lives. The involvement of women groups has further enhanced the popularity of the concept. A village clan or family group can operate and eventually own floating ocean pontoons with a maximum cage capacity of 20,000 barramundi.

"Fingerlings can be purchased from the hatchery in accordance with guaranteed buy-back agreements for market fish, which will give rural PNG small business opportunities that have been so greatly lacking in the past."

"Enormous indirect benefits can also flow from the restocking of fingerlings in regions that have been depleted by commercial netting fishery. Wild stocks will be boosted, ensuring the continuing livelihood of indigenous, commercial fishermen, and a sustainable sports fishing business can be run for local and international anglers like the recreational fishery of the Northern Territory of Australia.

"Our coastal waters will be replenished with native stocks of the same genetic traits, so nullifying the potential introduction of exotic barramundi strains or diseases."

Middleton, 32, took marine fisheries and aquaculture degrees from James Cook University in Northern Queensland, one of the world's top tropical marine science research centres. He dedicated a year to the intricacies of barramundi farming.

He began the farm in 1998 with the help of Chris O'Keefe, an Australian expert. Now Bismarck Barramundi

has two trained locals - hatchery manager Efran Aide and pontoon manager Jason Papilas - to attend to daily production niceties.

After tilapia and carp, the barramundi is arguably the best-known tropical finfish cultured anywhere in the world and the foremost estuarine species targeted by both commercial and recreational fishermen throughout Australasia.

While aquaculture production is long been dominated by Asian countries, barramundi is now the second most important aquaculture species in Queensland. High reproduction and growth rates and its adaptation to fresh saltwater conditions makes it a prime candidate for aquaculture in either freshwater ponds or saltwater cages.

Only a minute number of fish need to be taken from the natural resource for farming purposes. All that Bismark Barramundi needed were 11 carefully selected fish collected from the Kikori and Galley Reach river systems, flown to

Madang and trucked to the company's hatchery broodstock tank.

There, breeding produces enough fingerlings to enable the release of several millions into depleted rivers.

After a settling period, a quarterly spawning cycle has been adopted, followed by larval culture and eventual transfer to ocean-based cages within a nursery pontoon in Sarang harbour. The final stage of the production cycle sees fingerlings transferred to the ocean side ponds to grow out fresh, market size fish.

A trial production run of 25,000 fish was completed and sold in 2000. Hatchery production can be continuous and fingerlings are available throughout the year.

The great advantage of barramundi is that fingerlings can be grown in either fresh or salt water, giving inland communities with appropriate freshwater resources the same opportunities as coastal villagers. Since barramundi can't

reproduce in fresh water, island farms need an annual re-stock. The Ramu people hope to stock oxbow lakes near the main river. These large, enclosed waterways are an ideal habitat for rapid barramundi growth.

Middleton isn't restricting his pioneering aquaculture venture to barramundi. Like any other wise businessman, he wants to spread his risks.

He's exploring the potential for farming another fish species, pacu, and has just completed Papua New Guinea's first prawn farming trial with the production, processing and sale of 1000 kilos of banana prawns.

Breeding stock for these were collected from rivers on the north coast of Madang and spawning in the existing barramundi hatchery before being grown out in one of the company's six two-acre ponds.

Now, the company hopes to find a partner for producing prawns.



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PIKU the 'PIG-NOSED TURTLE'

A toea star

With such a name, this has to be an interesting animal. The pig-nosed turtle in Papua New Guinea is a freshwater and sometimes marine turtle. It is unique in appearance, and has interesting habits. Its prominent features include flipper-like front limbs, a distinctive pig-nose like trunk, and a leathery skin covering its shell.

This particular species of turtle is featured on Papua New Guinea's currency - the 5 toea coin. But how much do we know about this fascinating creature? Is it of national importance?

The pig-nosed turtle is the sole surviving member of the once large family of the Carettochelydidae. Fossil evidence suggests that this family was once widely distributed throughout Asia, Europe and North America 40 million years ago. Today, the pig-nosed turtle is restricted to Southern flowing rivers of Papua New Guinea and a number of major rivers of Northern Territory in Australia.

The pig-nosed turtle was discovered in the early 1880s when Australian explorers travelled up the Fly River. While their boat was moored on a gravel shoal, two turtles running from the nearby riverbank were caught and eaten.

The remains of these turtles were later sent to the Australian Museum in Sydney, whose curator at the time, Dr. E. P. Ramsey, immediately recognised the turtle as a new species.

The Pig-nosed Turtle is a relatively large, and long lived aquatic turtle. Recent investigations by WWF (World Wide Fund) have recorded an individual of 65cm in shell length and 25 kilograms in weight, whilst local Kikori area hunters claim the species grows even larger.

The distinctive aspect of the turtle's head is its prominent nose. A soft, trunk-like snout with large openings has given the turtle its name. Its nose is used to investigate the

environment. Even in muddy waters, the turtle is able to locate food without actually seeing it. During normal breathing the turtle inhales air through its nose, however when submerged, the turtle absorbs extra oxygen from the water using special growths in its throat.

Its front limbs are unusual. They are formed into flippers like marine turtles but on the outer are two claws used to hold food while eating. They also enable the turtle to hold on to vegetation while resting. Fruit, mud crabs and other crustaceans are pig-nosed turtle fare.

During the dry season female turtles lay their eggs at night on dry sandy banks on the river's edge. They dig a small hole and deposit between 13 and 36 eggs. The eggs incubate in the nest for 3-4 months before hatching.

The temperature of the nest determines the sex of the hatchlings, hotter nests producing females and colder nests males. It is thought that each female lays two or more clutches every second dry season.

There are potential threats to this rare species. Their numbers in the Kikori River are reported to have been severely depleted in the last 20 years.

In Western province, the species population is dropping because of increased exploitation of turtle meat and eggs by the local people. Both adults and their eggs are collected, consumed and sold.

An emerging threat to the species in Papua New Guinea is the illegal trade across the West Papuan border to supply the pet and turtle meat markets of Asia.

Conservationists believe the species should be given high priority in conservation funding in view of its restricted range and importance to the subsistence economy of many local people.


WWF Kikori Integrated Conservation and Development Project (KICDP) Conservation Science staff and ecologist Mathew Pauza, a member of the Australian

Youth Ambassador for Development (AYAD) programme from Australia have made a number of interesting and very productive pig-nosed turtle (locally called Piku) survey trips throughout the Kikori River delta.

The surveys have identified a range of nesting and foraging habitats. A number of Kikori River delta villages will form the basis of a harvest assessment and monitoring programme over the coming months. The conservation science team is also undertaking regular monitoring of the local Kikori market to determine the number of turtles and turtle eggs sold.

The conservation science team will continue to monitor these nesting banks, villages and markets and set up a regular seasonal programme to assess and monitor harvest rates in the area.

In addition, WWF would like to gather some detailed baseline information on the status of Pig-nosed Turtle population in other more remote and possibly less harvested areas of the Gulf Province.

Similarly, the research team has also identified the need to urgently assess the status of harvest and trade activities in the Western Province to gain a better understanding of the variety and scale of threats facing the species on a national level. 

• For more information, contact Cynthia Power, WWF Kikori Integrated Conservation & Development Project

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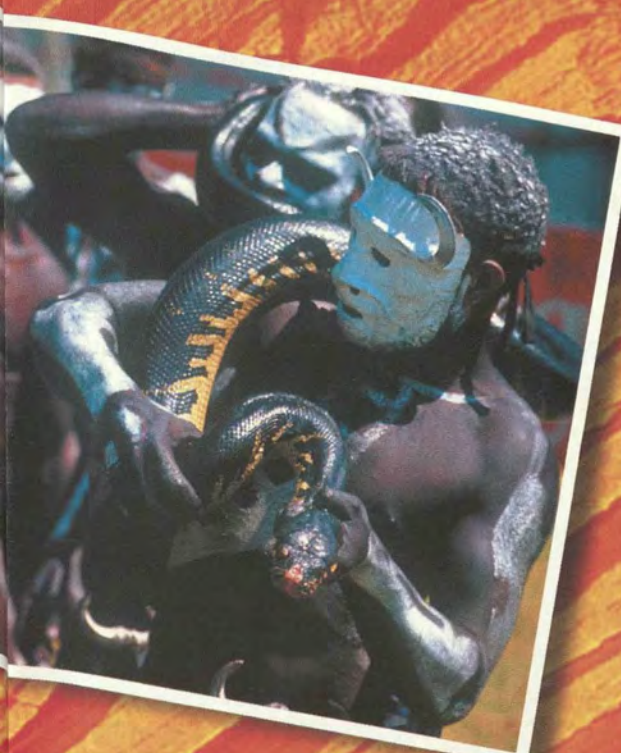


By Dionisia Tabureguci

The colourful pictures jump out of the book in a fascinating combination that instantly absorbs one.

Papua New Guinea. That mysterious country with such a diverse culture and complex geography that it would be impossible for one to understand the entire land in one trip.

The mosaic collection of pictures in the book are some consolation, even for someone like me who has only read about the place.



MYSTERIOUS, DIVERSE COMPLEX

ating Papua New Guinea

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Journey Pacific Journey Pacific Journey Pacific
Journey Pacific Journey Pacific Journey Pacific*



For photographer Peter Hendrie, Papua New Guinea was a highlight of a long journey through the South Pacific Islands that culminated in his self-published book *Pacific Journeys*.

"The art of PNG is very fascinating," he writes in it. "Whether it is with carving, ornamentation, dancing...one could say it is still intact. It has a feeling of timelessness to it that is attractive."

The book is a riot of images of other South Pacific islands visited by him - Solomon Islands, Vanuatu, Fiji, New Zealand, Tonga, Samoa, the Cooks, French Polynesia, the Marquesas, Hawaii and Easter Island.

His camera captured vistas of mountains of legendary mystical powers that are a common feature of

the Pacific's volcanic islands.

It recorded the moods of the Pacific Ocean - awe-inspiring to all, friendly to a few and a symbol of fear to a great many - and surrounding the region's archipelagos like a nurturing mother shielding her brood from the rest of the world.

The isolation of parts of the region is brought dramatically to the reader as great pictorial seascapes.

Sun-bleached beaches are shown stretching to eternity as if they've lost their way when looking to find where they began.

Other photographs show melon-coloured sundowns, silhouetted rows and rows of ever familiar palm trees, a man in a canoe, or a few mountains in the distance.

A blazing sun mercilessly probes the reefs with rays that reveal the secret sanctuaries of colours .

One can become carried away by superlatives for these islands and forget the final piece that completes the mystique - the people.

In PNG, Hendrie explains, the people are the culture, one that remains intact and deeply rooted in the ways of life that have always been.

Perhaps, because the country is undeveloped in Western terms, travel can be very difficult, yet less so, if you have patience, Hendrie confides. He believes that is what the satisfaction of travel is all about.

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part of every day life, and then to capture them in photographs, rewards the soul.

Dyed feathers, elaborate masks and face paintings characterise most PNG cultures.

Still comparatively untouched, PNG should be among the top ten of an anthropologist's "must study this folk" list, he says.

Hendrie's 225-page hard cover *Pacific Journey* is awashed with

images from other Pacific islands. There are 330 coloured photographs of every aspect of these islands.

Based in Melbourne, Australia, Hendrie began his collection of pictures when in 1987 he was invited by a magazine editor to visit Samoa.

He spent the next 10 years travelling across the region.

"I became fascinated with the mystery, the cultures, the colonising of the Pacific and its people.

"The more you learn, the more your curiosity is fueled," says Hendrie who began his career as an advertising and travel photographer for Australian design firms, advertising agencies and corporations.

He is contemplating follow-up books focussed on Polynesia and or Melanesia.

Pacific Journeys, which retails at US\$45 is available from the following distributors:

■ Australia/PNG - Bookwise International; email: customer.service@bookwise.com.au

■ New Zealand - Craig Potton Publishing; website: www.craigpotton.co.nz

■ USA - University of Hawaii Press; email: uhbooks@hawaii.edu

■ Fiji - University of the South Pacific Book Centre; website: www.uspbookcentre.com



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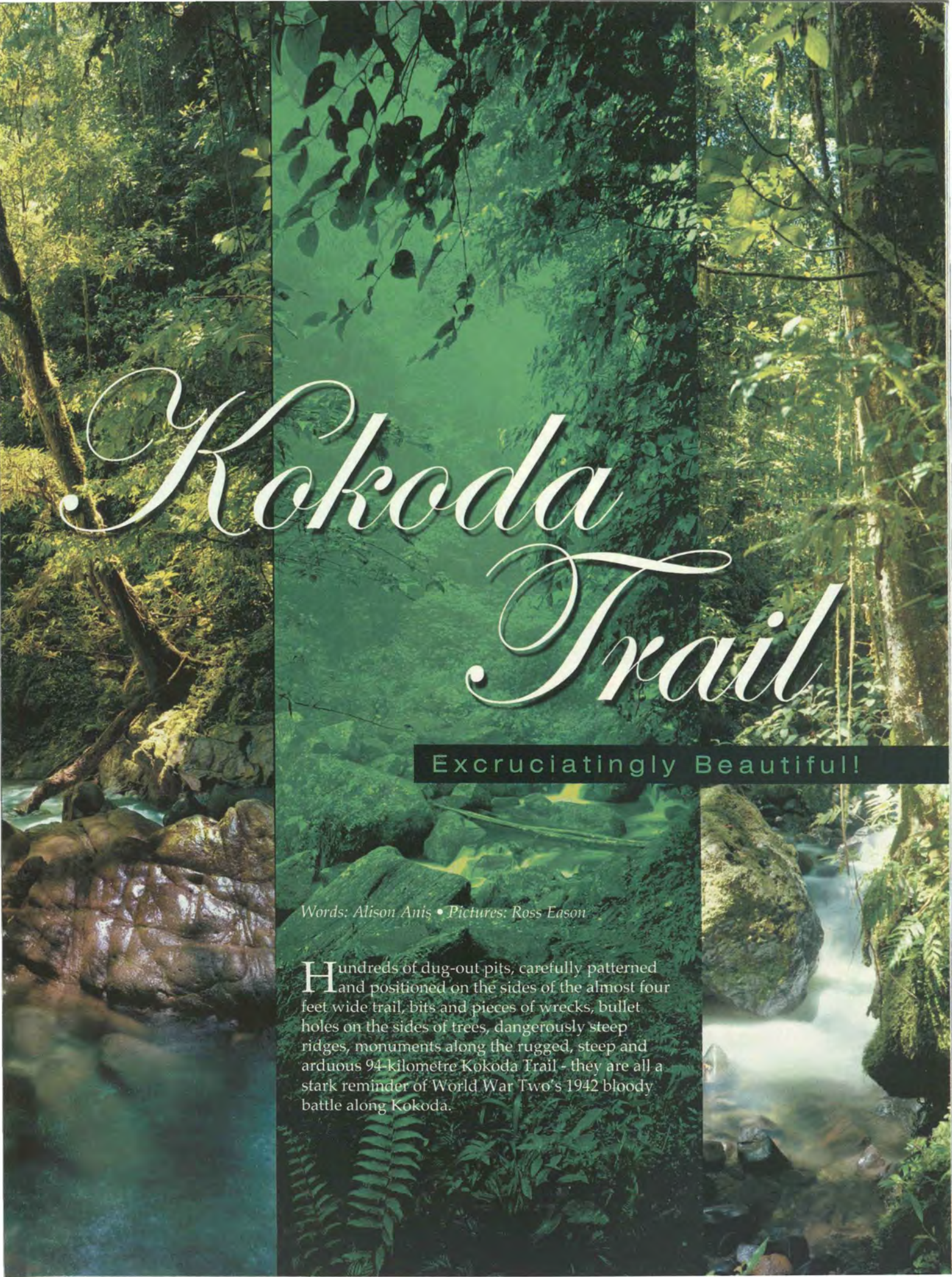
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Kokoda Trail

Excruciatingly Beautiful!

Words: Alison Anis • Pictures: Ross Eason

Hundreds of dug-out pits, carefully patterned and positioned on the sides of the almost four foot wide trail, bits and pieces of wrecks, bullet holes on the sides of trees, dangerously steep ridges, monuments along the rugged, steep and arduous 94-kilometre Kokoda Trail - they are all a stark reminder of World War Two's 1942 bloody battle along Kokoda.



These severe reminders illustrate the bravery and stamina of the men who 60 years ago fought along the Kokoda Trail. They were Australian troops, mainly very young and inexperienced, supported by Papuan "Fuzzy Wuzzy Angels" as they were affectionately labelled, confronted by an invading Japanese army that had to be stopped from reaching Port Moresby. Today, tourists discover the stark contrast, beauty and the feeling of being drawn into an alluring wilderness of gigantic trees, huge boulders and mountains. It is all just too captivating and accompanied by the perpetual sounds of streams, some running fast and others gently. The jungle abound with vivid wild flowers, intriguing plants, and a multitude of different calls from four-legged animals, birds and insects. Intricately painted butterflies flutter here and there.

To walk this war-time path, according to Clive Baker's trekking guide book - 'Walking the Kokoda Trail' is "one of life's great experiences - it is to walkers what running a marathon is to joggers."

As a first timer on the track , from September 28 to October 5, 2003 , the experience was both a distress and delight . There were painful and sweaty moments that were soon forgotten in the delightful mountain top views. Descent was almost as painful and tiresome, but I could stop by a creek for a refreshing swim.

To struggle up and down very steep and cruel ascends and descends, as was the case along most parts of the trail, was to endure fatigue or sometimes pain. But this was short-lived, dismissed by scenes of the unusual beauty dishevelled wilderness.

Walking the Kokoda for some adventurers is to relive the lives of the many who fought and died along it. This applies to those who have a connection with the history of the trail. For others, it is a personal challenge that is rewarding with incredible views and unique flowers and living jungle creatures.

Beauty is certainly in the eye of the beholder. I picked enchanting flowers, ones never seen by me before, and entwined them in my hair as we moved towards a campsite at Eora Creek. And, wow, what a smile of approval I got when I reached the next stop - Templeton's Crossing. The boys smiled and said the flowers were indeed lovely. I started adding ferns as well to my hair .

I was part of Steve Ovett's team from Australia. They had arrived to realise a dream of a nine-day trek along the Kokoda Trail. A former British middle distance runner and Olympic gold medallist, Ovett and his friends namely Ross Eason, Geoff Campbell and John Thompson agreed to raise funds for the Bloomhill Cancer Care Help Centre - an idea formerly initiated by the late Richard Thompson - who was courageously battling cancer at his home in Australia.



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Owen Stanley Range.



Alison Anis...taking notes.

Richard had hoped to be on the trail too, but couldn't make it. So with John, his brother, as team leader, I volunteered to walk in his place.

Kokoda is harder if you are too preoccupied with walking and fail to take in the splendid surroundings. The "Myola Lookout", which is only 30 minutes away from the junction leading to Naduli, is a heavenly sight of unusual beauty. But I was unprepared for the shocking initiation to the trail across open grassland fragmented by small creeks snaking from different directions.

I agreed silently with the four trekkers from Australia that this view was totally out of place. I felt like entering a new territory, a totally different and foreign place not associated with the anticipated thick jungle. It is a wide area of moor on which you half expect to see sheep or cattle grazing lazily by the river banks.

From here, we could see clearly the Myola Guesthouse a few miles away. We stayed here for some time, slowly absorbing the surroundings in the heat of the sun. This was a wartime dropping zone for supplies as described in Clive Baker's book.

The first day and the second and even the third is not much of a hassle if you decide to fly to Kokoda from Port Moresby.

But you will probably feel the pinch of the climbs and falls on the next six days till you reach Owers Corner - where your journey would seemingly end. That was not the case for me as a first timer - I started feeling the pain on my knee on the second last day and only after we had to struggle up and down some 'killer' hills.

The vast choko fields are evident at Deniki and towards Isurava. There is a wide clearing where Deniki village was supposedly located some years back, but the villagers are said to have moved from this location to what is now known as Hoi village, located directly at the foot of the mountains.

The walk becomes more challenging daily if you fly in from Port Moresby. However, extreme difficulty is rewarded with spectacular views and time to read about the history behind encountered monuments.

Such is the nature of the way along this epic military route; a cocktail of distress and delight. Yes, it is one of life's great experiences. Kokoda is a progress of excruciating beauty!



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Stretching from Kokoda in the north to Owers Corner just outside Port Moresby the 96 km Kokoda Trail passes through rugged mountain rainforest, jungles of fern, with orchids, birds and clean mountain streams which tumble into steep valleys.

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SOCCER BOOM?

By Euralia Paine

Soccer in Papua New Guinea is expected to move forward in leaps and bounds with an ambitious new plan beginning this year.

To be implemented with an estimated K500, 000 over three years, the project known as National Football Development Model is aimed at improving young players through a more structured bi-partisan approach.

The Papua New Guinea Football Association (PNGFA) will be able to meet only part of the cost. Plans are afoot to undertake a major sponsorship drive to assist with the implementation of the project at a national level. The cost will include equipment and resources, printing and distribution of the model and development of coaches and teachers.

PNGFA's ambitions are not unwarranted. After all Papua New Guinea is the leading women's soccer country in the South Pacific after winning gold at the 2003 Suva South Pacific Games. In addition, a FIFA funded establishment of a national soccer academy outside Lae, Morobe Province, is a vote of confidence in the development of the code in the country.

For PNG soccer to have a real impact in the Oceania region, and for soccer to become a positive force in the country, the national football development model is being pushed as one that is "holistic" to provide all players equal opportunities for development in six main areas:-

- Tactical and Technical Aims and Objectives.
- Schools and Grassroots Curriculum.
- Conditioning.

- Nutrition and Hydration.
- Injury Prevention.
- International Pathways for Players and Coaches.

The model will not only emphasise the mechanics of how to become a better soccer player, it will also include guidelines on diet, hydration, injury prevention and treatment, and fitness. In other words, it will attempt to address environmental as well as specific sporting issues, ultimately to teach the benefits of a healthy lifestyle through soccer.

Another significant role of the development model will be to identify young talents throughout the country to become part of the High Performance Programme at the academy. With the creation of a database, player profiles and local

coach's recommendations from regions will be collated at the Academy and used to conduct coaching clinics during school holidays and other available dates. The High Performance Programme will produce young players who will go on to play for PNG at national and international level. Thus the National Football Development Model will feed into the Academy, programmes and training squads for the various age groups through this process.

Technical Director of the PNG Football Association and the man behind this development model, Mr Stephen Cain said: "We believe it is the first time such a project has been attempted on a national scale. It is intended to reach not just the main centers, but the villages and small communities that are often overlooked by such initiatives. It



will take time but with the right application it will show that soccer is the only truly national sport in PNG."

The model is to be delivered regionally - in the Highlands, New

Guinea Islands, Momase, Morobe Province, Port Moresby and Southern region. Regional coordinators will administer the project in their respective areas with coaching and teaching to be done through schools. In recent years, soccer has become the most popularly played game in the country with associations springing up in areas such as the petroleum-rich Southern Highlands and as part of the peace initiative in crisis-torn Bougainville.

There are 32 associations affiliated to the PNG Football Association. The numbers playing in each association varies. In terms of senior players, i.e. from 19 years upwards, the bigger associations such as Port Moresby and Lae would have around 2,000 registered players. Smaller centres such as Kimbe (New Guinea Islands), Goroka (Highlands) and Wewak (East Sepik) would have around 1,000. In addition, there are quite a number of juniors playing throughout the country in officially sanctioned competitions - from 5-year olds to 18-year olds, both boys and girls. This would indicate the numbers playing the game nationally are significantly higher than any other sport.

Implementation of the national football development model to these players will begin in selected areas or institutions where the logistical issues can be handled more effectively. After that has been established, the project will be expanded into the local area.

Mr Cain explained; "For example, a school may be identified in Lae. It will be given equipment and its staff will be provided with the relevant syllabi and necessary outside help.

"Once the system is in place and operational, it will be used as a

model for others to emulate."

A process of consultation with the regional soccer bodies and coordinators will begin soon to identify problems. Once these have been ironed out, the model is expected to kick off in July or August.

Meanwhile, one of the two playing fields at the soccer academy is expected to be completed by March. The academy has the capacity to accommodate up to 30 people at any one time. The academy was jointly opened by the outgoing President of Oceania Football, Mr Basil Scarcella and PNG's Prime Minister, Sir Michael Somare in May last year. The facility was built at a cost of US\$400,000 (about K1 million) as part of the FIFA Goal Project.

The goal project is aimed at developing soccer in its member nations. It involves two stages and in PNG, stage one was the building of the academy. Stage two will be the upgrading of a national stadium in Port Moresby for international matches.

The projects are funded entirely by FIFA and supervised by the FIFA (Federation of International Football Association) goal development officer Glen Turner, who is based in Auckland, New Zealand. To date the countries in the South Pacific who have been awarded Goal Projects are Fiji, Tonga, Samoa, Solomon Islands, Cook Islands and PNG.

The remaining countries - French Polynesia, Vanuatu and American Samoa - are expected to receive their allocation within the next 18 months. Judging by the increasing number of soccer associations and clubs in Papua New Guinea, and tournaments held, the national football development model could not have been launched at a better time.

On a level playing field, nothing can prevent this ambitious model from fulfilling the dreams of a growing youth populace that is gradually veering away from its traditional rugby league stronghold.





HERITAGE SINGAPORE

A WILL TO SURVIVE



St Andrews Cathedral.

By Tom Cockrem

Singapore, as we all know, is the definitive global city state. Words spring to mind like "futuristic" and "economic marvel". And we all duly grieved when we learned of the systematic demolition of the "gold" Singapore - the shophouses, the corner coffee shops, the budget Chinese-run hotels which together are the signature of South-east Asian cities, and which had helped earn Singapore its status as the region's most alluring destination, a magnet in the past for the likes of Kipling, Conrad and Maugham.

"There'll be nothing left", "Nobody will want to come anymore!" were the cries you increasingly heard when the Urban Renewal Department was doing its reshaping relocation thing; and "How could they pull those gorgeous old houses down?"

Of course, the ones who said these things didn't live in the places whose sad fate they bemoaned. They were not crammed into partitioned cubicles - as many as ten to one

compartment - with sanitation all but non-existent.

The fact is that prior to the 1960s, when the re-housing programme was earnestly begun, there were more than half a million Singaporeans living in slums. Now there are almost none. But where does that leave the modern visitor, who comes to Singapore - sure with a view to buying a laptop or a Nikon, but also with a view to doing so in Asia, with all the exotic connotations that entails? The answer is not so badly done by after all.

It was not until the late 1980s, when the country seemed in danger of losing its "cultural continuity", that serious conservation moves were made. Five thousand pre-war houses were gazetted for preservation.

As welcome as it was, the programme was implemented with a little too much zeal. Chinatown's Tanjong Pagar has been remodelled almost out of recognition. Its "confectionery" shophouses are mostly given over to trendy

businesses, restaurants and karaoke bars. But they are, at least, preserved.

The fate of the early 19th century warehouses at Boat Quay was similar. Few could quibble, though, with a brand new lease of life for these grand old servants of the state. The relocation of the port to Pasir Panjang saw them facing certain doom. Refurbishment now sees them sparkling and behaving as they never did before, playing host to a whole string of super trendy restaurants and pubs.

Thankfully, not all parts of the old town have been gentrified this way. Walking the streets of Little India, you might think you were in some forgotten corner of Penang, so cluttered are the five-foot ways (undercover walkways), and original the old stucco facades. There are, of course, the showpieces, their pilasters, pediments and floral embellishments picked out in primary colours. But these are not what you would come to these parts for. You might come for the sari shops on Serangoon Road, or for the old Hindu temples, or for the food;



Sari shops...Serangoon Road.

and find your taste buds tingling from the heady aromas of the curries. They are prepared and served just like they've always been, and in the same kinds of outlets: the hole-in-the-wall cafes and the corner coffee shops.

Singapore's most elegant old survivors grace the slopes of Emerald Hill, which lies adjacent to the main tourist belt at Orchard Road. These three-storey mansions were built and occupied in the early 1900s by the professional and entrepreneurial elite. They now enjoy that status again, this after decades of neglect.

There are any number of like pockets of exquisite originality to be found throughout the city. Among them are the eminently ownable - but nigh impossible to own - Peranakan (Straits-style) terraces on Blair Road. The shophouses along Mohamed Sultan Road have been transformed into another trendy nightlife strip. More Peranakan beauties reside in the north-eastern "suburb" of Katong, and the earthy originality of Little India is replicated in its Muslim counterpart at Kampung Glam.

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Little India...in Kampung Glam.

The conservation programme eventually extended to the colonial town, which as Stamford Raffles directed, was confined to the northern side of the Singapore River. By the time it did, scores of heritage structures had gone. The “ideology of pragmatism” ruled. Not even national treasures like Raffles Institution and Adelphi Hotel were spared. The 32 that did would surely have to be the cream. They are.

It's best to see this area on foot. The highlight for most will be Raffles Hotel. This most graceful of the orient's colonial hotels was opened in 1887 by the Starkies brothers, who also gave us the Eastern and Oriental in Penang and the Strand in Rangoon. Substantially rebuilt and refurbished in 1991, the “Savoy of Singapore” is still the place to stay in Singapore, and the place to go for a Singapore sling - at S\$17 a pop. Also preserved - thankfully - are two masterpieces by George D. Coleman, the colony's first Superintendent of Public Works. These are Caldwell

House, the city's oldest free-standing house and the Armenian Church. The sturdy colonnades, deep all-round verandahs and louvered windows of the little white church exemplify Coleman's early ground-breaking work, which set the bench mark for many classic structures to follow.

The Convent of the Holy Infant Jesus was once an orphanage for abandoned children, especially baby girls unfortunate enough to be born in the year of the tiger. It has recently been given the full restoration treatment. Now known as “Chijmes”, its spacious grounds host a string of fashionable restaurants and boutiques. The centre-piece is Caldwell House, set in a sunken courtyard and refreshed with a waterfall and fountains. The complex is fronted by the gothic grandeur of the chapel, which is noted for its delicate frescoes and copious stained glass.

Other colonial highlights include the gleaming white St. Andrews

Cathedral, the grandly domed Supreme Court, the Victoria Theatre and the Padang, which is a large rectangle of greenery used by the once ridiculously exclusive Singapore Cricket Club. It has also been the scene of many civic celebrations and pivotal political events.

It is true that the Singapore we knew in the 60s is all but gone. But many substantial enclaves of the original “Emporium of the East” still remain. Some of these, I am sure, would set the pens of Maugham and company dancing on the page. And who knows, one or two of those glass and metal towers might have the same effect. For the venerable scribes would be sure to recognise that today's Singapore offers the smoothest of all entrees into futuristic living - however scary that might be - as well as a tantalising one into the past.

• *Air Niugini flies to Singapore.*



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, PMV's (public motor vehicles) cost 50 toea per journey. Elsewhere, PMVs, taxis and hire cars are available.

Useful Port Moresby Numbers

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Reservations & Confirmation 327 3444 (International)

Police 000

Ambulance 325 6822

Currency

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

Customs and Quarantine

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

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

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

Languages

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

Time

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

Communication

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

Driving

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



PAPUA NEW GUINEA
EXPERIENCE

Electricity

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

Health

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

Dress

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

Restaurants

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

Tips

Tips are neither expected nor encouraged.

Shopping

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

Cultural Events

Celebrations of traditional culture include:

August - **Mt. Hagen Show,**

September - **Hiri Moale Festival, Port Moresby,**

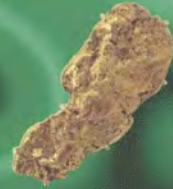
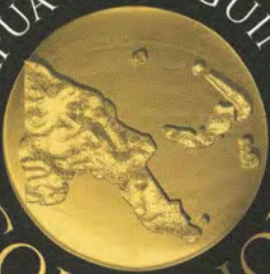
Goroka Show, Maborasa Festival,
Madang,

October - **Morobe Show**

Export Rules

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

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