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VOL 1, 2009



Air Niugini



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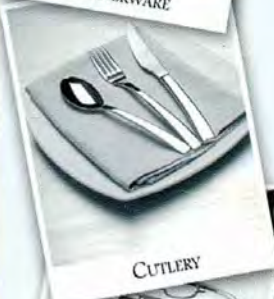


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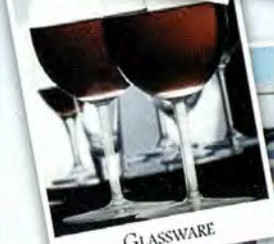
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Chairman's Message



WELCOME ABOARD.

We welcome the start of 2009 with confidence that Air Niugini will further enhance its operation and delivery of service to the travelling public.

The airline faced a number of challenges in 2008 including the completion of its refueling programme, new direct services to Sydney, Hong Kong and Kuala Lumpur, as well as increasing frequencies to Manila and Australia.

On December 18, we took delivery of a Boeing 757 under the PNG register to be the second operating aircraft on our international routes.

To stimulate growth in our overseas markets, a number of fare incentives and affordable packages from PNG to Australia as well as Asian destinations were launched in 2008. New fare structure between PNG and Australia saw the introduction of the airline's retail fares offering both a one-way fare and return component with taxes and surcharges being part of the fare and not additional surcharges.

As proof of acceptance of the Air Niugini products, I am pleased to say that by September 2008 there was a 10% growth throughout our entire network which presents a clear indication that we are delivering the right product to the travelling public.

With an expanding fleet to operate the international routes, the airline offers unrivalled number of flights between Australia and PNG with its B767, B757, E145 and E190 providing nine weekly return flights between Port Moresby and Brisbane with a double daily northbound flights on Thursdays, Fridays and Sundays. The Cairns and Port Moresby double dailies are serviced by a mix of E145 and Fokker 100 jets, giving 14 weekly return services.

Air Niugini is proud to be a full service airline offering our valued customers the best inflight product on all our international flights.

As part of our service delivery enhancement, I am pleased to say that early this year we will introduce hand-held inflight entertainment units in our B767 and B757 business class cabins and a gradual roll out of similar units on routes serviced by the E190.

In 2009, Papua New Guinea is forecasted to experience unprecedented economic growth with the realisation of the LNG and other mining projects. It is prudent for the airline to position its operation to take full advantage of these developments.

During 2009 the airline will embark on upgrading and developing human resource training and skills and the delivery of its services to the travelling public while attaining commercial viability on all its routes.

Air Niugini will of course continue to embrace its role to promote tourism into Papua New Guinea. Throughout the year our country offers a calendar of cultural attractions such as the famous Hagen Show, Sepik Iron Man, Canoe Festival in Alotau, Milne Bay Province. Rabaul in East New Britain Province will host the Warwagira Festival from 8-14 July and the Mask Festival from 15-18 July. These are just a few of the colourful events you can plan to see in PNG throughout 2009 with Air Niugini.

Enjoy your flight with us.

Sir James N. Tjoeng, KBE
Chairman



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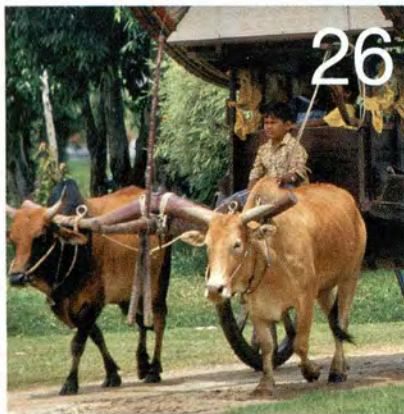
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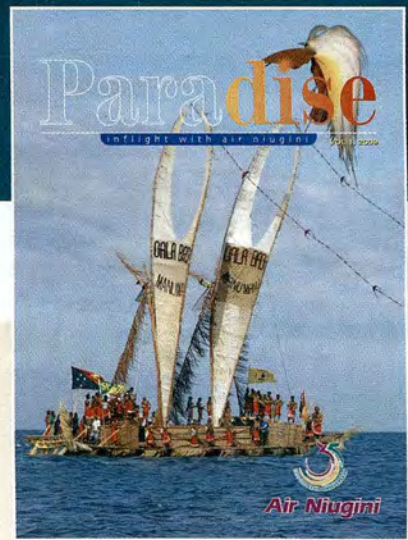
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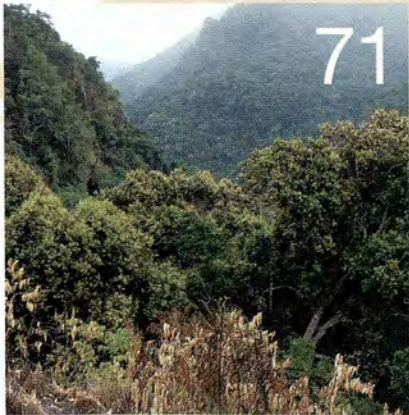
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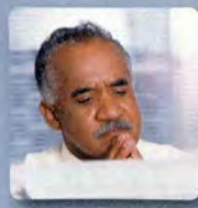


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WELCOME ABOARD



We hope you enjoy our Bird of Paradise In-flight Service

Please ask us

If there is anything our cabin crew can assist you with during your flight, please do not hesitate to ask them.

Hand luggage

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

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.

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.

Children and babies

The cabin crew will also be pleased to assist in preparing your baby's food and bottle. Baby food and diapers are also available. Please do not hesitate to ask our friendly cabin crew.

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

On International flights, pillows and blankets are available on request from our cabin crew.

Cuisine

Our inflight meals have been specially prepared for your enjoyment. If you require a vegetarian meal or you are on a special diet, child or baby food, please inform us when making your reservation.

In-flight Duty Free

During the flight take some time to look through our In-flight Duty Free brochure located in your seat pocket. Duty free purchases can be made after Meal Service. All major credit cards are accepted.

Immigration and Customs Forms

During your flight, our cabin crew will distribute Immigration and Customs forms before each landing point. Ensure that you carefully read and complete these documents and have them ready for inspection with your passport at the Immigration and Customs arrival counters.

Before you leave

Please check your seat pocket and overhead lockers before you disembark to ensure you have not left any items of value. We look forward to seeing you when you next fly with us on our Bird of Paradise Service.





AIR NIUGINI FLEET

B767-300ER



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
B767-300ER	59.94m	47.57m	2 PW4000	857kph	11,000-12,000m	214 + bags	8100km

F100



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
F100	35.528m	28.076m	2 Rolls Roys Tay 650	780kph	11,000m	98 + bags	3000km

DASH 8-Q315



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
DASH 8-Q315	25.7m	24.4m	2 Pratt & Whitney PW123	440kph	7,500m	50 + Bags	1,800km

DHC-8-202



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
DHC-8-202	22.25m	25.89m	2 Pratt & Whitney	550kph	7,600m	36 + bags	1700km





IN-FLIGHT EXERCISES

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 of sitting. They may be effective in increasing the body's 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 cannot be done with ease.

Ankle Circles

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

Knee Lifts

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

Shoulder Roll

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

Arm Curl

Start with arms held at 90° angle - elbows down, hands out in front. Raise hands up to chest and back down alternating arms. Do these exercise in 30 second intervals.

Foot Pumps

Foot motion is in three stages

1. Start with both heels on the floor and point feet upward as high as you can.

2. Put both feet flat on the floor.

3. Lift heels high, keeping balls of feet on floor. Continue these three stages with continuous motion in 30 second intervals.

Knee to Chest

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

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 towards your ankles. Hold stretch for 15 seconds and slowly sit back up.

Overhead Stretch

Raise both arms straight up and over your head. With one hand grasp the wrist of the opposite hand and gently pull to one side. Hold stretch for 15 seconds. Repeat other side.

Shoulder Stretch

Reach right hand over left shoulder. Place left hand behind right elbow and gently press elbow toward shoulder. Hold stretch for 15 seconds. Repeat other side

Neck Roll

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and to the other side, holding each position about 5 seconds. Repeat 5 times





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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 be 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.
- Follow our in-flight exercises programme

Jetlag

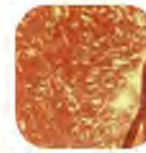
The main cause of jetlag is traveling to different time zones without giving the body a chance to adjust to new night-day cycles. In general, the more time zones you cross during your flight, the more your biological clock is disturbed. The common symptoms are sleeplessness, tiredness, loss of appetite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

Recommendations

- Get a good night's rest before your flight.
- Arrive at your destination a day or two early, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time. 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, adjust your meal and rest times to be closer to those of your destination.





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

Cabin Humidity/Dehydration

Humidity levels of less than 25 percent are common in the cabin.

This is due to the extremely low humidity levels of outside air supplied to the cabin. The low humidity can cause drying of the nose, throat, eyes and it can irritate contact lens wearers.

- 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.

- 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 or flu or hayfever, your sinuses could be impaired. Swollen membranes in your nose could block your eustachian tubes-the tiny channels between 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 traveling.
- To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalizing 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 equalize 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:

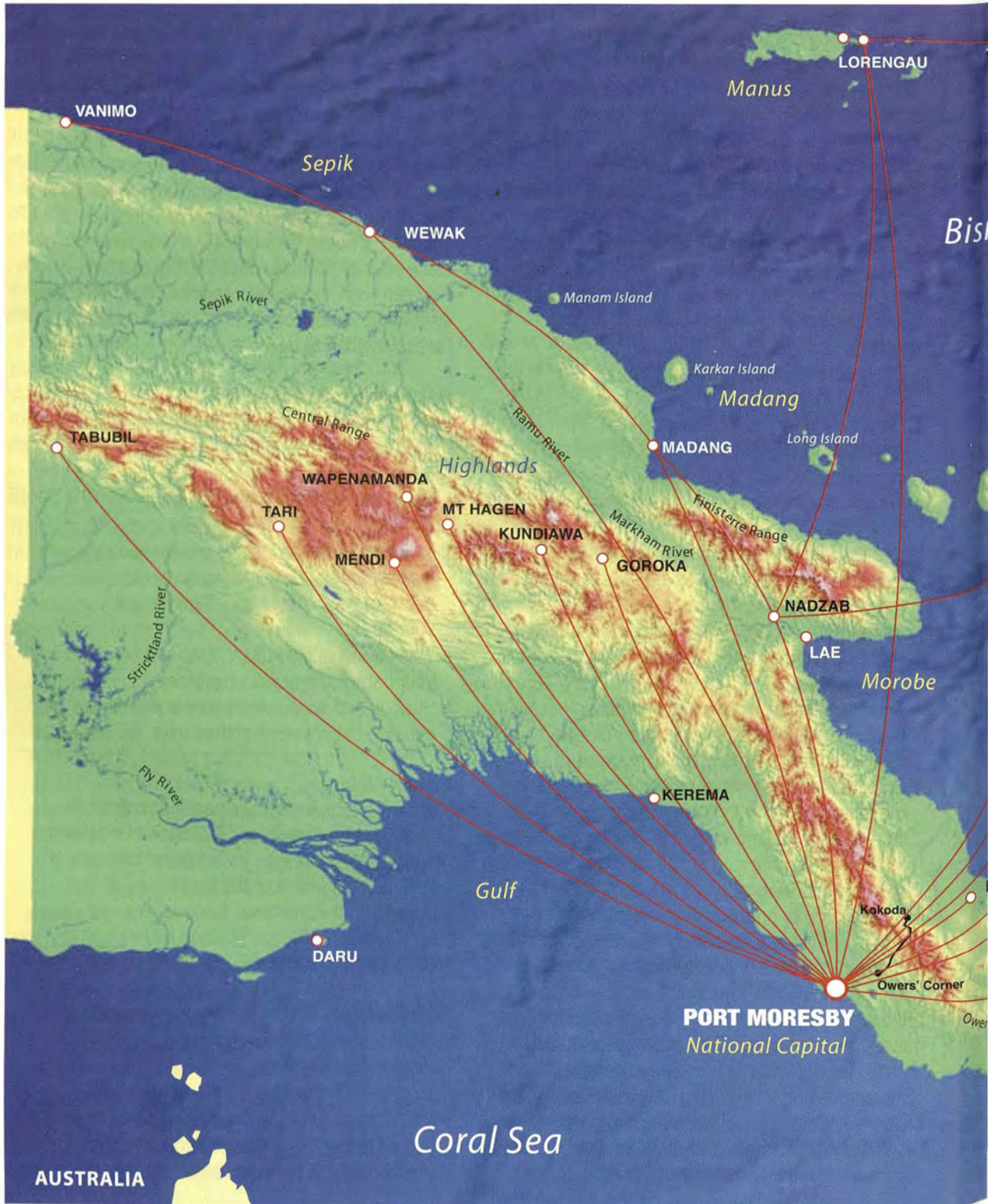
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

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



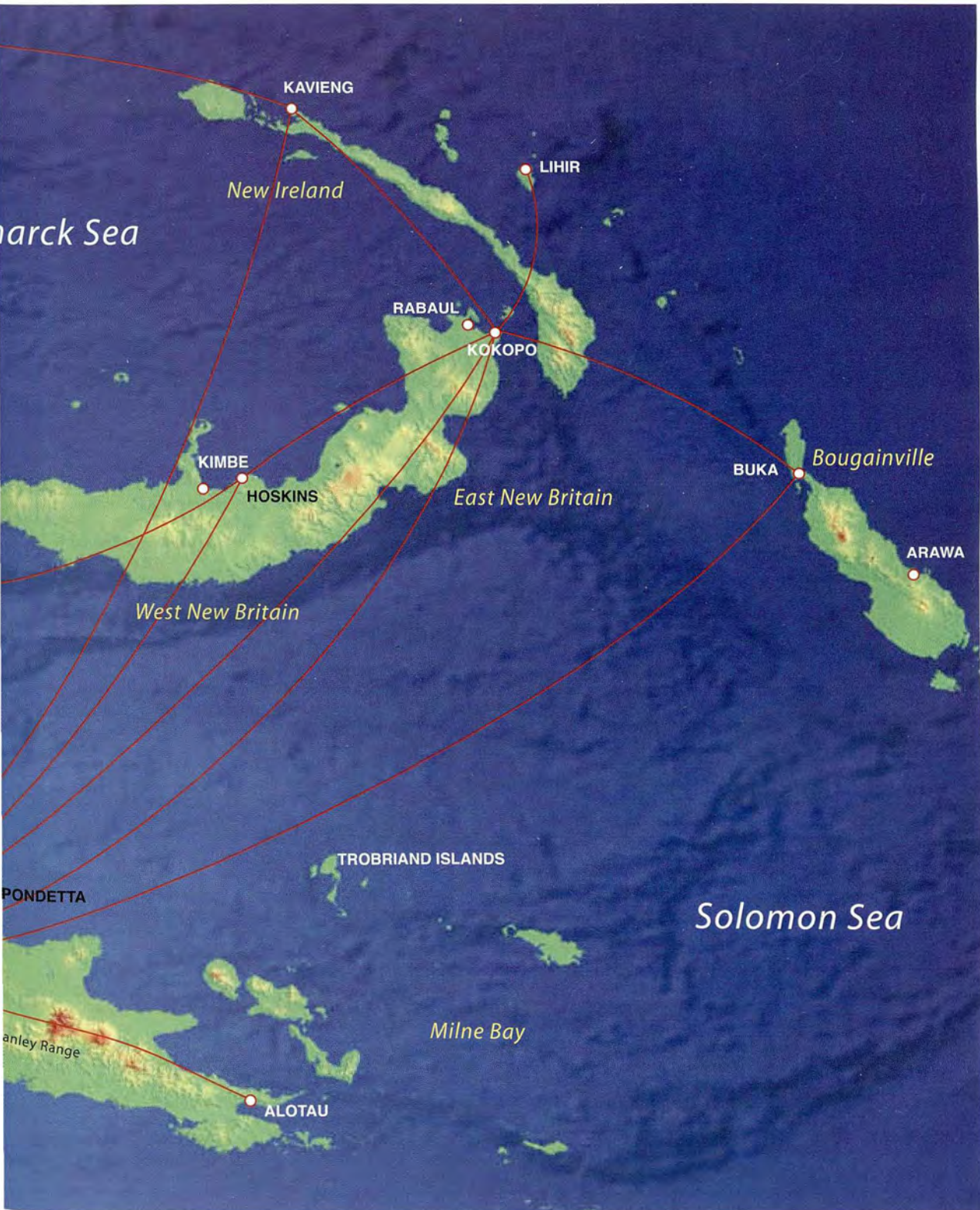


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HISTORICAL MELAKA



Its unmistakably "born here" identity

By John Borthwick

Stand on St Paul's Hill in old Melaka (aka Malacca) and look across the monsoon-wreathed, pirate-wracked Straits that takes its name from this south Malaysian port and you can almost see the fleets of history.

Spice-seeking caravels flying the disputatious colours of Portugal, Holland and England jostle with the junks, scows and rubber-laden steamers of a dozen other flags or none.

St Francis Xavier stood on this hill in 1545 (and later was temporarily buried here). Joseph Conrad, too, must surely have escaped Melaka's midday heat here at some time, as would have sultans, quinine-swigging colonials, Siamese raiders, Fujian traders and workaday Malays.

Up here, within the hilltop ruins of St Paul's Cathedral (1521), the 17th century headstones of Dutch East India Company families are propped against the walls. Not far below your feet lie the remains of the almost forgotten Agnetas, Erics and Hendriks who fell to the tropical miasmas that once wracked this coast.

Melaka, now the capital of the Malaysian state of the same name, was probably founded around 1400 by a Srivijayan prince who fled from Sumatra.

He chose well for this is an all-weather port and sits opposite Sumatra on the narrowest point of the Malacca Straits.

During its prime, Melaka grew to be a powerful Sultanate whose rule covered the entire southern Malay Peninsula and much of Sumatra.



St Francis Xavier statue on St Paul's Hill. He stood on this hill in 1545 and was temporarily here too.



Dutch graves at St Paul's Church.



Christ Church in Melaka.

Then, in 1511, Afonso de Albuquerque sailed from Goa and captured the settlement, establishing it as the base for Portuguese expansion in the East Indies.

They soon built the A'Famosa fort to defend their prize, the ruins of which now attract many thousands of tourists each year.

In 1641, the Dutch captured Melaka from the Portuguese and ruled there until 1795. In turn, it was ceded to the British in 1824 who ruled it until 1946 as part of the Straits Settlements, along with Singapore and Penang.

The historic centre of Melaka, which was entered on the World Heritage List in mid-2008, is an easy two-hour, 150-kilometre freeway ride south of Kuala Lumpur. It is not only the most historic town in Malaysia but the birthplace of Peranakan ("born here") culture.

Also known as "Straits-born Chinese" (or "Babas and Nyonyas"), many of Melaka's citizens are descended from early Chinese mariners and merchants who married Malay women.

The fusion of their cultures resulted in a distinctive flowering of language, architecture, furniture and cuisine that remains vibrant today.

Stroll along the former "Millionaires Row" (that's still looking pretty flush), now known as Jalan Tun Tan Cheng Lok, duck the weekend



Enjoying a ride on Melaka trishaw.

Proton traffic jams and admire the embellished, pillared and portico'd homes of the Peranakan spice taipans.

A number of their mansions have been converted into boutique hotels, while Nos. 48 and 50 now house the Baba Nyonya Heritage Museum.

The name "Red Square" might be more associated with Moscow than colonial Melaka, yet at the heart of this town's promotional iconography is the vivid cluster of oxblood-red Dutch colonial buildings known as the Historical Square or Red Square.

Facing it, the Stadthuys (Governor's Residence), built in 1650, is now an ethnological museum, while its neighbour, the equally rubicund Christ Church, seems to function principally as a photo-op backdrop for newlyweds and ornate trishaws.

A few streets away, the lively Cheng Hoon Teng (or Green Clouds) Temple is Malaysia's oldest Chinese temple. Complete with upswept roof ridges and porcelain dragons, it was constructed in 1645.



Chinese temple.



Traditional ox cart.

These backstreets offer several options for the religious dilettante to stroll from historic mosques and churches to the Hindu Sri Poyyatha Vinayagar Temple.

However, my pilgrimage is more secular. Stomach rumbling and brow streaming a monsoon of sweat, I seek lunch along Jalan Hang Jebat (formerly Jonkers Street), where every second shop seems to be an antique store.

Between the now redundant rickshaws and reformed opium beds, I find (at No.17) a classic, two-storey Peranakan shophouse whose internal courtyard has been converted to Jonkers Melaka Restaurant.

The "sampler" meal gives me a tantalising

range of Nyonya cuisine - pineapple rice, lamb rendang, Portuguese baked fish, chicken limau and black rice desert, after which I have no room for the celebrated local favourite, Nyonya Laksa.

Like the meal, my quick whip-around Melaka's main "postcard" site shows me what to return to the next day. And how the ancient port of Melaka has transformed everything that sultans, saints and latter-day political emperors have thrown at it into its own enduring, unmistakably "born here" identity.



Air Niugini flies to Kuala Lumpur once a week. There are also two flights to Singapore a week.

MELAKA'S MOST HISTORIC

- **Cheng Hoon Teng:** Oldest Chinese temple in Malaysia.
- **Christ Church (1753):** Dutch-period architecture with handcrafted benches, ceiling skylights and a depiction of "The Last Supper".
- **Fort A'Famosa (1511):** Portuguese-built and Dutch-damaged, then British-preserved when Sir Stamford Raffles reportedly prevented its demolition 1808.
- **Francis Xavier Church (1849):** Gothic-style church that commemorates Jesuit missionary saint, Francis Xavier who spent several months here in 1545, 1546 and 1549, plus a short post-mortem layover (in St Paul's Cathedral) as his body was repatriated to Goa, where it still remains.
- **Museums:** Baba-Nyonya Heritage Museum and the Melaka Sultanate Palace Museum.
- **St. Peter's Church (1710):** Dutch-built, this is the oldest Catholic church in Malaysia and embodies a mix of both eastern and western architecture.
- **Stadthuys Building (1650):** This distinctive red building, located in Stadthuys Square, was the residence of the Dutch Governor. Now the Museum of History and Ethnography, it features displays of traditional wedding clothes and other historic artifacts.

More information: www.melaka.net

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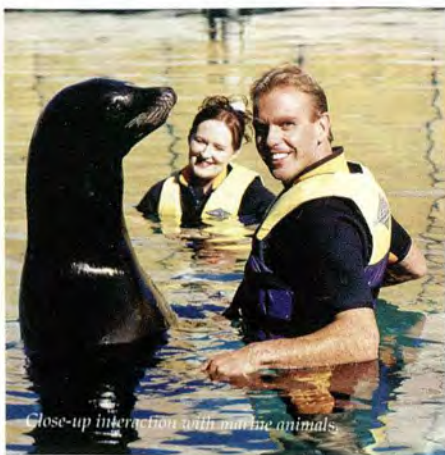


The Gold Coast is many things to many people: beachgoers love the sand, surf and sun of Surfers Paradise; sophisticates enjoy the fine dining at Broadbeach; adventurers appreciate the Hinterland; and the fun-seekers adore the theme parks. Which is why **BRIAR JENSEN** believes the Gold Coast makes a great holiday destination; it offers an enormous variety of recreational activities.

GOLD COAST'S DRAWCARD



There is something for everyone



Close-up interaction with marine animals

But the drawcard for many families is the theme-parks. With animal encounters, speciality shows, water fun and thrilling rides, there's something for everyone, from tiny tots and genteel great-grandparents to teen ragers and adrenaline junkies.

SEA WORLD

It may be more than 30-years old, but Sea World is still a winner, with its mix of marine

animals, Sesame Street characters, water-ski spectacular and thrilling rides.

There's something innately endearing about dolphins and seals; their perceived grins, aquatic grace and performance skills. Be inspired by the dolphin show. Imagine or be entertained by the sea lions' Fish Detective adventure. Book a 'personal encounter' for a close-up interaction with dolphins, seals, sharks and rays. Even littlies can have their own Shallow Reef & Ray Adventure. Don't forget to check out the polar bears and fairy penguins too.



Ski show at Sea World.

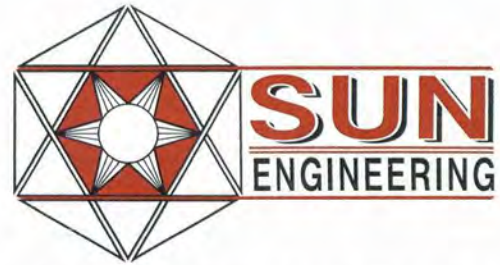
Make sure you catch WipeOut, the 1960's-themed water-ski show, before jumping aboard a jet ski on the new Jet Rescue ride. Squeal down the Viking's Revenge flume, travel through the Bermuda Triangle and, if you're game, the triple loop Corkscrew coaster.

- Sea World Drive, Main Beach, Gold Coast
Info line: +61 7 55 88 2205 or see www.seaworld.com.au

DREAMWORLD

Dreamworld's Big Six are touted as the 'biggest, tallest, fastest' thrill rides around, and have led to the park's alternative name of 'Screamworld'. Ride Mick Doohan's Motocoaster, Australia's first motorbike roller-coaster, or leave your stomach behind on The Claw, Tower of Terror and The Giant Drop.

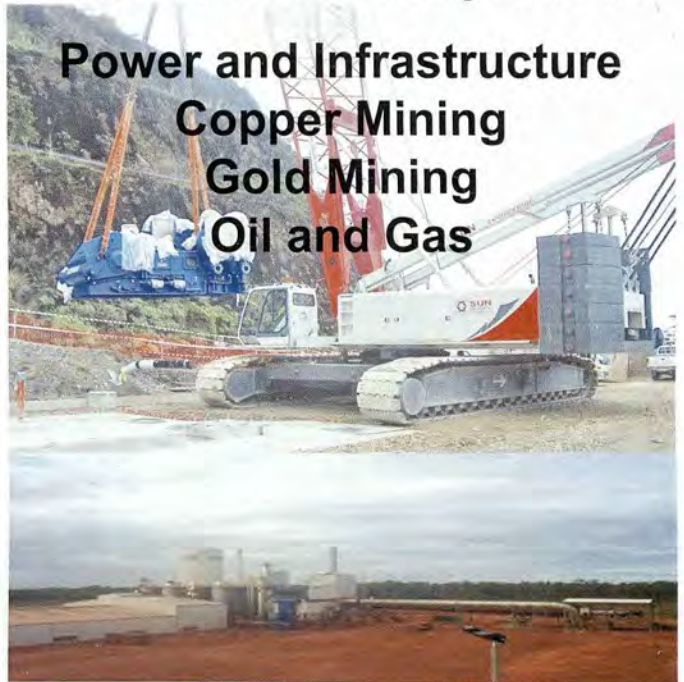
Mick Doohan's Motocoaster...Australia's motorbike roller-coaster.



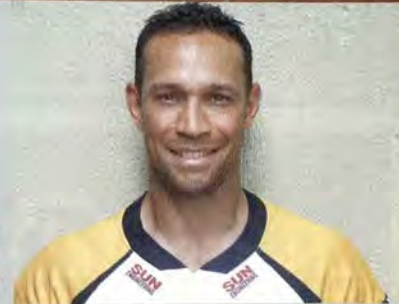
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If fear is your thing, try *The Mummy: Tomb of the Dragon Emperor LIVE*, which opened in September. But if you prefer fluff to fear, visit the Australian Wildlife Experience where you can cuddle a koala, check out the crocs or adopt an animal. And don't miss Tiger Island where you'll see adorable Bengal and Sumatran tigers relaxing in the shade or playing with their handlers.

There are plenty of family rides too, from sedate vintage cars and steam trains to fun log flumes and river rafting. At Wiggles World, kids can ride the Big Red Car or the SS Feathersword and at Nick Central there is SpongeBob's FlyPants ride and the possibility of getting 'slimed'. Older kids can try flowboarding, a 'fusion of bodyboarding, skateboarding and surfing', on the FlowRider.

- Dreamworld Parkway, Pacific Highway, Coomera, Gold Coast
Info line: 1800 073 300 or see www.dreamworld.com.au



Superman Escape Ride.



WARNER BROS. MOVIE WORLD

Fancy travelling from zero to 100 kilometres an hour in two seconds? Then the SUPERMAN Escape ride is for you. Or experience 4Gs of gravity while looping, spinning and plunging on the Lethal Weapon ride. But for pint-sized first-time coaster riders (or wimpy mums like me), take the gentle Road Runner in Kids' WB! Fun Zone, where you'll also find characters like Sylvester, Bugs Bunny and Tweety. Or catch more characters in the Star Parade on Main Street.

Trekking Adventures
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Photo by Jason Pini

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The Shrek 4D Adventure is a must; the effects are amazing (there's nothing like being sneezed on by a donkey), or try the BATMAN Adventure for an exhilarating chase through Gotham City.

Watch out for the Hollywood Stunt Driver show opening this summer, which replaces the long-running Police Academy show.

- Pacific Motorway, Oxenford, Gold Coast
Info line: 133 386 or see www.movieworld.com.au



Kids love Wet 'N' Wild World's Buccaneer Bay.

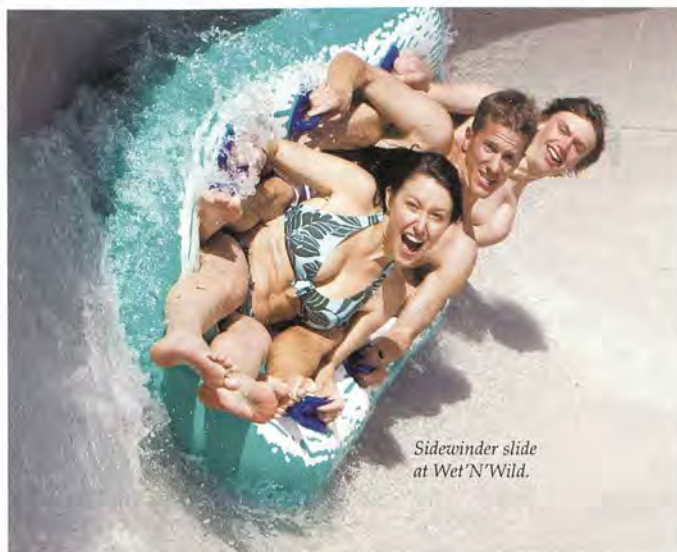
WHITEWATER WORLD

Secretly hanker to try surfing, but don't want to embarrass yourself on a crowded beach? Or want a safe place for the kids to learn to surf? Then book a lesson at WhiteWater World's Surf School. Held every Monday, Wednesday and Saturday, before the park opens, you get a two-hour session in the wave pool, with a guarantee you'll stand up.

Included in the price is full day entry to the park where you can experience the surfing-themed thrills of The Green Room and The Rip, or ride the HydroCoaster, one of only two aqua roller-coasters in the world. Have a family duel on the funnel-shaped Little Ripper slides or race your mates on the Blue Ringed Octopus.

Toddlers love fully interactive Wiggle Bay with its slides and sprays, while older kids can let loose with water cannons and geysers on Nickelodeon's Pipeline Plunge.

- Dreamworld Parkway, Pacific Highway, Coomera, Gold Coast.
Info line: 1800 073 300 or see www.whitewaterworld.com.au



Sidewinder slide at Wet 'N' Wild.

WET'N'WILD WATER WORLD

There's nothing like a giant bucket of water to get kids excited, especially when it tips over their heads in an avalanche of white water at pirate-themed Buccaneer Bay. With lots of slides and interactive water play, your under 10s won't want to leave. But you might be able to persuade them with an inflatable tube to float down Calypso Beach or slosh about in the wave pool.

Thrill seekers can scream their way through Extreme H₂O Zone. Blast into the Tornado's giant funnel where you slosh perilously from side to side before being sucked into the 'eye of the storm'. Complete darkness adds to the adrenaline in the Black Hole, where you shoot through a fully enclosed spiralling tube, or try skidding backwards down 70-degree inclines on the Kamikaze slide.

Speedsters can test their mettle on the Jetstream high-speed slides at March 5 or twist, squeal and spin down the sidewinders.

- Pacific Motorway, Oxenford, Gold Coast.
Info line: +61 7 5573 2255 or see www.wetnwild.com.au



Infinity Electron Maze.

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Head to Infinity for a totally way-out 40-minute experience you'll never forget. This collection of 20 multi-sensual, futuristic, interactive experiences will take you out-of-this-world. Described as, 'the ultimate chemical free trip', the illusions transport you to places you usually only visit in your dreams.

See what it feels like to walk through celestial cyberspace in the Star Chamber or be trapped inside a computer in the Electron Maze. Check out the psychedelic colours inside the Kaleidoscope and test your balance in the Wobbly Room. But my favourite is the clear suspension bridge hovering over the bottomless Light Canyon. Cool.

- Chevron Renaissance, Cnr Surfers Paradise Blvd and Elkhorn Ave, Surfers Paradise
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You'll be astounded by the skill of horses and riders during this action-packed dinner show, which combines larrikin Aussie humour, bush poetry, campfires and rousing outback ballads with dogs, sheep, cattle, utes, quad bikes and thundering stockhorses. While the action unfolds, an excellent three-course meal is delivered to your seat, and beer, wine and soft drinks served throughout.


You'll be stomping and cheering as stockmen and women from rival cattle stations display

amazing horsemanship as they muster, barrel race and trick ride against each other, all the while giving a glimpse into outback station life.

If you're inspired to buy your own Longhorn Akubra hat or moleskin riding pants, you can stop by the RM Williams store on the way out.

- Pacific Motorway, Oxenford, Gold Coast Bookings essential. Reservations: 133 386 or see www.outbackspectacular.com.au



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SYDNEY'S TOP 10

By Rob Dunlop

Sydney is Australia's international city and boasts world class activities in a spectacular setting. Here are 10 of Sydney's quintessential experiences:



1. ENJOY SYDNEY HARBOUR

You can enjoy the delights of Sydney harbour by simply walking along parts of it. Beautiful promenade points include the Royal Botanic Gardens, Sydney Opera House, and around Circular Quay to The Rocks. Darling Harbour also offers large, scenic pedestrian areas. Of course, there is no better way to explore the harbour city than gliding across its sparkling waterways. Catch a humble ferry, as the locals do, across to Manly where your swimming options include a quiet harbour beach or a rollicking surf beach. Captain Cook Cruises and Magistic Cruises offer lunch and dinner harbour cruises, while the Harbour Jet Thrill ride caters to high-speed adrenaline junkies. www.131500.com.au

2. VISIT SYDNEY OPERA HOUSE

She's big, she's bold and she's beautiful, but you can still get up close and personal with her. The best and quickest way to get acquainted with the Sydney Opera House is via the one-hour "Tour of the House", which explores the theatres and halls to learn of the extraordinary history and architecture. Each sail represents a segment of a giant sphere. With 2,400 events each year consisting of music, theatre, circus, comedy, opera, ballet, dance and cabaret, the Sydney Opera House is one of the world's busiest performing arts centres. And by far the best looking.

www.sydneyoperahouse.com



Top left: Across Sydney Harbour on a ferry;
Right: Sydney Opera House.

A wave from the top of Sydney Harbour Bridge.



3. WALK OR CLIMB SYDNEY HARBOUR BRIDGE

On a practical note, the eight-lane, steel, Sydney Harbour Bridge, built in 1932, is the world's widest long-span bridge. But more glamorously, it is the centrepiece of the world's most spectacular fireworks show that takes place every New Year's Eve. It is the face of Sydney. Explorers on foot can take a dedicated path across the bridge or experience the ultimate - a guided bridge climb that offers incredible 360-degree views of Sydney by day or night.

www.bridgeclimb.com

4. TALK TO THE ANIMALS

Australia's legendary Taronga Zoo is also one of the world's most spectacular, located right on the harbour. Getting there is fun too, if you take the 10-minute ferry ride from the city. The zoo boasts not only the best of Australian wildlife, such as kangaroos, koalas and echidnas, but also over 2,000 rare and endangered animals including Sumatran tigers, giraffes and chimpanzees. www.zoo.nsw.gov.au

If that isn't enough, head to Sydney Wildlife World at Darling Harbour where you'll see 6,000 native Australian animals. The weird and wonderful includes the frilled-neck lizard, thorny devil and deadly snakes. Australia is home to seven of the world's ten most poisonous snakes. www.sydneywildlifeworld.com.au



The frilled-neck lizard.

Bondi to Bronte walk.



5. WALK FROM BONDI TO BRONTE

To experience Sydney fully is to experience its beach and cafe culture. Bondi Beach, only 7 kms from the city, showcases golden sands, surf and trendy eateries. Bondi Icebergs is a local club with fantastic views where you can wine and dine. At the south end of Bondi Beach, take the 2km coastal path to Bronte to drink in ocean views, smaller beaches, inlets, and sea-side cafes. Need more? Take a Discover Bondi Tour (www.discoverbondi.com.au) or learn to surf!

www.letsgosurfing.com.au

Paddington Market.

6. SHOP ALONG OXFORD STREET

Some of Australia's best designers started selling their creations at stalls at Paddington Market. But this is no everyday bric-a-brac market. Today, people flock here for eclectic and sassy fashion, homewares and jewellery crafted by up and coming designers. Paddington is also home to established designers who haven't forgotten their roots and have set up shop along Oxford Street. Well-known fashionistas include Collette Dinnigan, Lisa Ho, Akira Isogawa, and Dinosaur Designs. Finish at Paddington Inn for a drink and rest (credit card and feet).

www.paddingtonmarket.com.au



7. EXPLORE THE ROCKS

There's trouble in Australia's oldest suburb, The Rocks. Just which is the oldest pub? While the Fortune of War on George Street proudly boasts 1828 on its awnings, this stirs lively debate amongst local historians and other pub owners who claim the title. The Australian Hotel doesn't make such claims, but does boast a menu of nearly 100 Aussie beers. The Rocks is a beautiful historic area of Sydney that retains much of its early colonial heritage. The Rocks Walking Tour offers a lively and intriguing insight into Sydney's convict history, while the weekend Rocks Market with 145 stalls showcases modern arts and crafts. www.therocks.com

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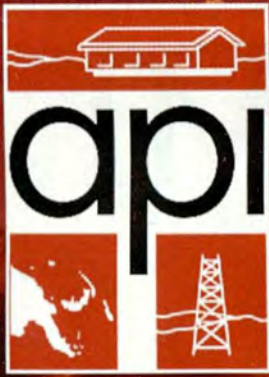


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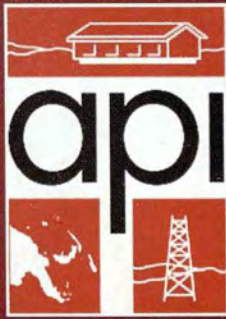
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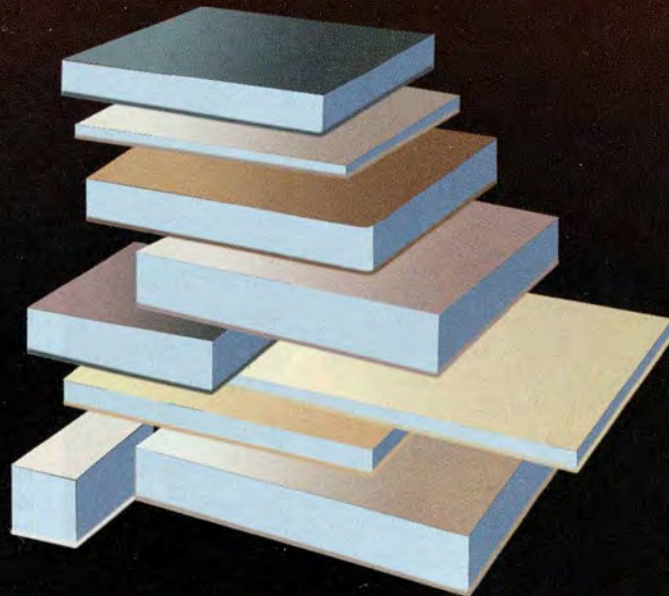
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HAVING FUN @ COUSTEAU

By Rajan Sami



Australian Tracie Morrison has always preferred small boutique resorts over chain hotels.

The 40-something mother of two from Sydney had clocked considerable time at boutique properties around the world before having her children - Talulah, 7 and Felix, 5.

Five years ago, Morrison and a friend were looking for a place to take their families when they were recommended Jean-Michel Cousteau Fiji Islands Resort in Savusavu by colleagues.

"Because my friend was very sick, she wanted a place where she could find very good produce food - the organic side of things; that was low key and had a calm, quiet environment," says Morrison.

"It was so good that each year the holiday time comes up, we think why would you go anywhere else?"

When *PARADISE* caught up with Morrison in late September, she was on her fifth trip to the resort, along with another friend Janine Weir and her three children, who were on their fourth visit in as many years.

The well-travelled duo says: "It's the way the Bula Club is run that makes mothers happy."

Kids having a good time.



You don't have to worry about your kids at Jean-Michel Cousteau Resort. The resort provides a dedicated nanny for each child under five years old.

Morrison and Weir are referring to Cousteau's Kids Club, a major point of difference for the award-winning resort, which recently added "Australasia's Leading Green Hotel" to its long list of wins.

While Fiji has a number of luxury boutique resorts, they cater primarily to couples or the wedding, honeymoon and romance market.

Most do not accept children while some only take kids during school holidays.

Cousteau is unique because it welcomes both couples and families year-round.

The resort's complimentary Bula Club, with its strong environmental focus, is one-of-a-kind for Fiji.

Coming under the Cousteau Society's Ambassadors of the Environment programme run at the resort (for both adults and kids), it teaches children about the natural world around them and Fijian culture through fun and stimulating activities.

Founder Jean-Michel is the son of the famous oceanographer Jacques Cousteau.

Two levels of activities are offered to meet the differing needs and competencies of children aged zero to five years old and six to 12 years

old.

The club also provides a dedicated nanny for each child under five ensuring one-on-one care while groups of four children six years and up have staff buddies.

Upon check-in, children are issued with a "Passport to Adventure" and each time they participate in activities like exploring island ecological systems such as coral reefs, rainforests and mangroves, they receive a stamp.

When they've collected all 12 stamps, they get a gift but many kids hang on to their passports long after they've left the resort, says resident marine biologist Johnny Singh.

"My children take it back to school and they talk about it," says Weir.

Singh adds that the aim of the programme is "to make future generations more sustainable in their lifestyle".

For Morrison, another drawcard is the resort's distinctly Fijian feel, which is carried over in the Bula Club.

"There's not a lot of reliance on the Mickey Mouse kind of stuff," she says. "It's not a manufactured happy zone that's brightly

painted. It is very much we are in Fiji and this is the environment we are in."

Says Weir: "It's the only place I've ever been where I have a great holiday. I sit by the pool and read. I don't have to cook and I don't have to clean. It's a great holiday for mums but at the same time, the kids are having a great time too."

"It is hard to find another place that caters to adults and children equally," adds Morrison.

"Generally, you have a holiday for the kids or you have a holiday for you where the kids come along but they're not satisfied, so you usually have to separate. But here, you can have both," says Weir.

With three children under five between them, the two women admit they find it easier to let go because they know their kids are in good hands.

Weir says her three children, who are "clingy" in Sydney, happily leave with the nannies when the family arrives at the resort.

"We find it harder to let go, you see them skipping off, it's a really weird feeling," says Morrison.

The duo praises the staff, saying: "When you give specific instructions, you know it is done.

"It's that piece of mind that you need because as a mother you're overprotective and you've got to know that you can trust the staff totally."

Since Bula Club extends from 8am to 9pm daily, parents can enjoy diverse activities on their own, confident their children are in good care.

Many activities welcome both adults and children and can become a fun outing for the whole family, nannies happily tag along if needed.

These excursions, which make the most of Savusavu's outstanding natural beauty including the pristine bay and lush rainforests with waterfalls, are often hosted by the marine biologist.

They include village and market trips, rainforest hikes and a family snorkel programme among others.

At the end of a fun day in paradise, nannies take the children to the Bula Club for dinner parties with their newly-made friends or take over from parents once they've tucked their kids in, so mum and dad can enjoy a romantic, candlelit dinner alone.

Says Weir: "The nannies sit there until nine when you get back and you're like I didn't put my children to bed?"

As for couples considering Cousteau as their wedding or honeymoon destination, or simply for a romantic getaway, don't let the fact that the resort is family-friendly put you off.

When I visited recently, the kids (about 50 I was told) were nowhere to be seen or heard. Until I was taken on a tour of the Bula Club, a short walk from the main building.

With a kids-only freshwater swimming pool, jungle gym, slide, sandbox and an activities bure for arts and crafts as well as dining spaces, they were happily ensconced at the club.

The next morning I saw parents with their children having breakfast in the family area of the expansive



dining room, which is removed from the adult dining area.

The resort has cleverly separated kids and adults' zones, thereby allowing couples their privacy and children their fun, without mixing the two.

You never know, you might even want to come back when you have your own.



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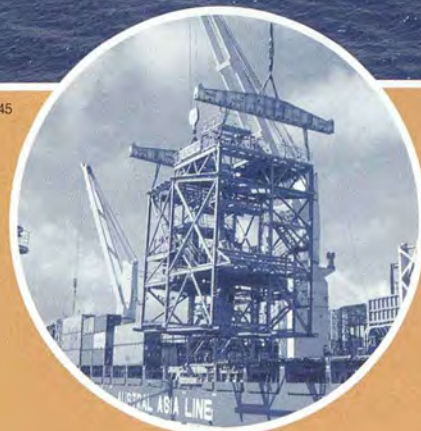
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SURFING'S LAST FRONTIER

By John Borthwick



'W

ake up - surf check time!" calls Adam Smith, expat Australian surfer and owner of the charter catamaran Tiki Tu.

We're anchored at Kavieng, New Ireland. We throw our boards into his runabout and cross Kavieng Harbour to a right-hand break known as Piccaninies.

"It rarely gets too crowded," explains Adam. "There's a limit of 20 non-locals allowed to surf the Kavieng area at a time. Plus, we've got plenty of local breaks to choose from."

In a world-first, the Surfing Association of Papua New Guinea has developed a Surf Management Plan that aims to head-off the negative impacts that have often accompanied surf tourism in developing countries.

Visiting surfers at Kavieng have to register, usually prior to arrival, and pay a small daily fee that goes to funding indigenous surfing.

After breakfast we scoot out of the harbour to check other reefs.

As in many tropical zones, these waves depend upon the fickle variables of swell, wind and tide.

We're soon overtaken by a dory of excitable, hooting blokes from the nearby Nusa Island Retreat, being shuttled out to the reefs.

Sated, we will all return a few hours later to epitomise the surf-slob-on-holiday life-cycle: morning session, back to base, rehydrate, recuperate, graze, nap, paddle back out and do it again.

Mostly in their forties (or older), like surfers anywhere with the sniff of a wave, these gleeful guys are acting more like fourteen.

Of PNG's approximately 1300 annual foreign surf tourists, many are older, better heeled (and padded) "gentlemen surfers" who want fun waves rather than lethal, overhead barrels, and who can afford the significant airfare and accommodation rates.

Jumping into a truck later that day with local surfers, Luke James and PNG junior national champion, Titima, I head down the Boluminski Highway.

About 35 kilometres south of town, we find a reef known as Kapso pumping nicely a few hundred metres offshore. Given that we're on a sparsely populated jungle shore, I'm

surprised to find another surfer already out there tucking neatly into the barrels.

He is Hawaii-raised Shane Clark, a long-term PNG resident who, along with his parents and New Guinean wife, operates a little guesthouse at Dalom, 170 kilometres from Kavieng, and further south, a very new surf resort at Rubio Plantation.

The Boluminski Highway runs the length of narrow New Ireland Island, tracking beside the "Blue Sepik" of the Pacific - perfect for constant surf checks as we drive. Palm Oil plantations and jungle line the road.

Local folk travelling to their gardens often push their gear in wheelbarrows, so Luke nicknames this the Wheelbarrow Highway.



Watch me I can surf...young boy in action.



On the way...to more surfs.



Surflesson at Dalom.

Dalom is a travelling surfer's paradise. Surrounded by jungle, the basic, six-bedroom guest house and its bungalows sit right on the beach, with a swift little creek as its boundary. We pile out of the truck to see a neat beach-break peeling right and left. Using the creek current as a sort of chair-lift to lazily carry us out the back, we surf until dusk.

Next morning, Shane shows us a new break he has recently discovered. Climbing down a steep hill to the beach, we paddle out around a coral headland to behold a ripping little left that's probably never been surfed by anyone but him. With no witnesses but the teeming jungle and a single thatched hut, we pig-out on a feast of clean one and a half metre waves.

PNG's coasts are littered with waves. Milne Bay, Rabaul, Bougainville, Madang, Mushu and Wewak region - all have good surf, although as Lou, an old hand expat, cautions me, "The operative term here is, 'If only...'"

That is, if only the tide were lower (or higher), the swell from the northwest (or northeast), the wind offshore, and so on.

It's a variation of the classic surfer's mantra, "You should have been here yesterday."

This is sometimes billed as surfing's "last frontier". In which case, PNG's northern, equatorial Admiralty Isles are the frontier's frontier.

I meet Lucas, a young Brazilian, just back from a week's exploration there on MV Kamai, a 14-metre catamaran.



Surfer in action at Vainimo.

He describes how the boat would "park" 40 metres from the surf and they would jump straight off, catching barrelling right-handers on the first day then "perfect peaking lefts" on the second.

All this in water "so clear you could barely see the wave as you were surfing it". The local villagers were pretty impressed, too, paddling out in their canoes to hoot at the visitors' hottest rides.

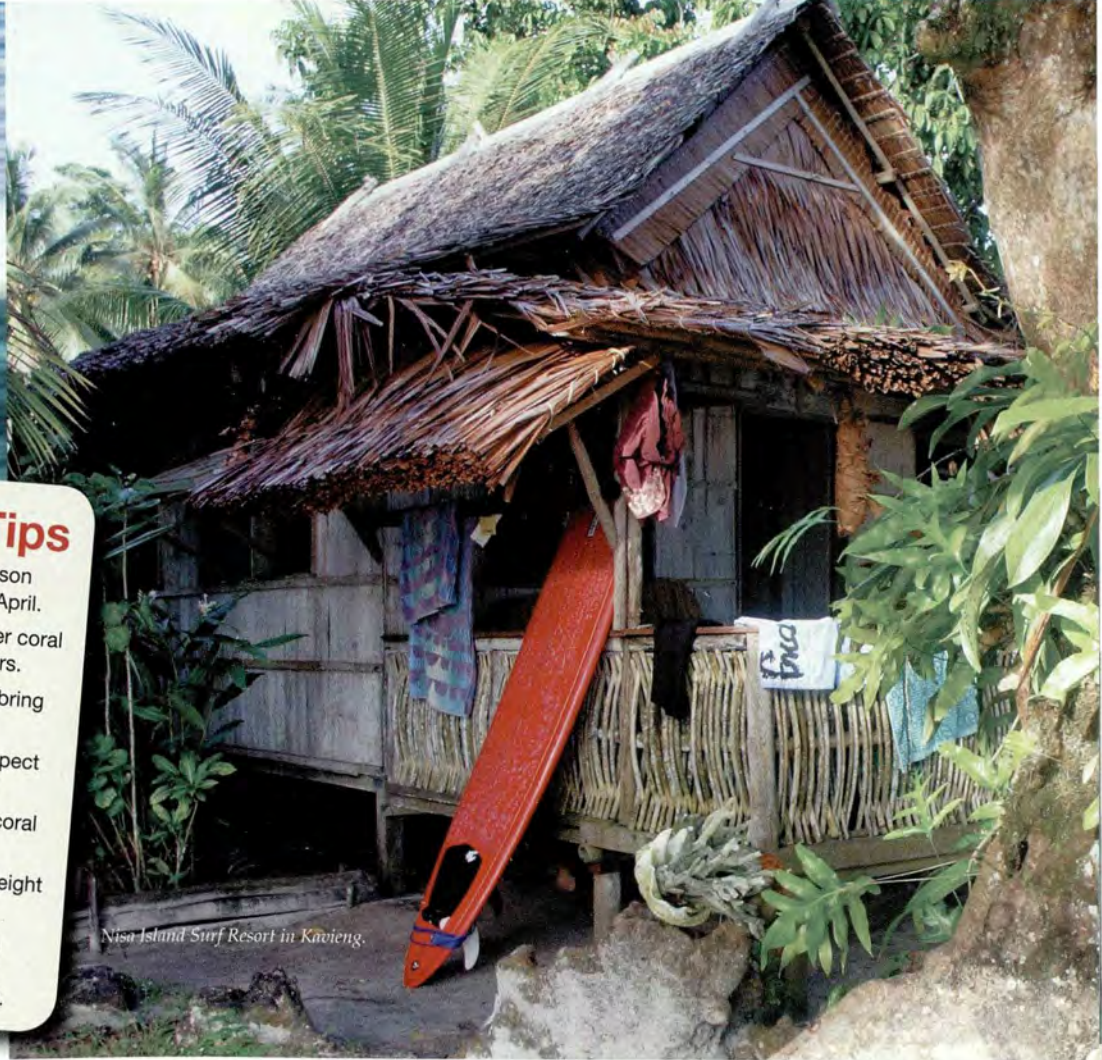
A sleeper until recently on the world wave map, PNG has actually had a surfing community for 20 years - and possibly for hundreds. Andy Abel, president of the Surfing Association of Papua New Guinea, believes that people here have been riding bodyboard-like surfcraft for generations and that surfing here possibly pre-dates its evolution in Polynesia.

Vainimo is a surf that you earn. You fly from Port Moresby to Vainimo, capital of Sandaun Province, take an old taxi eight kilometres out of town to leafy Lido village, weave amid the wooden stilt houses and shade trees, and come at last to an idyllic beach.

A wide flat reef and azure lagoon extend seaward, with a right-hand wave peeling for one hundred leisurely metres down the west flank while a more robust-looking left races down the other side.

The right is working best today. Leaving my belongings with local surf lodge owner Steve Tekwie (who has been surfing here "for 10 wet seasons"), I paddle out amid a small crew of Lido kids and visitors. Everyone's having fun, plenty of long-walled waves for all. So why does this one plump local girl who's wobbling about on a longboard keep dropping-in on me? Perhaps, I should have been here yesterday?





Nisa Island Surf Resort in Kavieng.

PNG Surf Tips

- Northern PNG swell season runs from November to April.
- You're surfing mostly over coral reefs: no place for learners.
- There are no surf shops; bring all your own equipment.
- The surf is fickle; don't expect perfection in a short stay.
- Hazards include infected coral cuts and insect bites.
- Pack light; there's 15-kg weight limit on local flights.
- The Surf Management Plan quota may sit uneasily with some visitors, but respect it.

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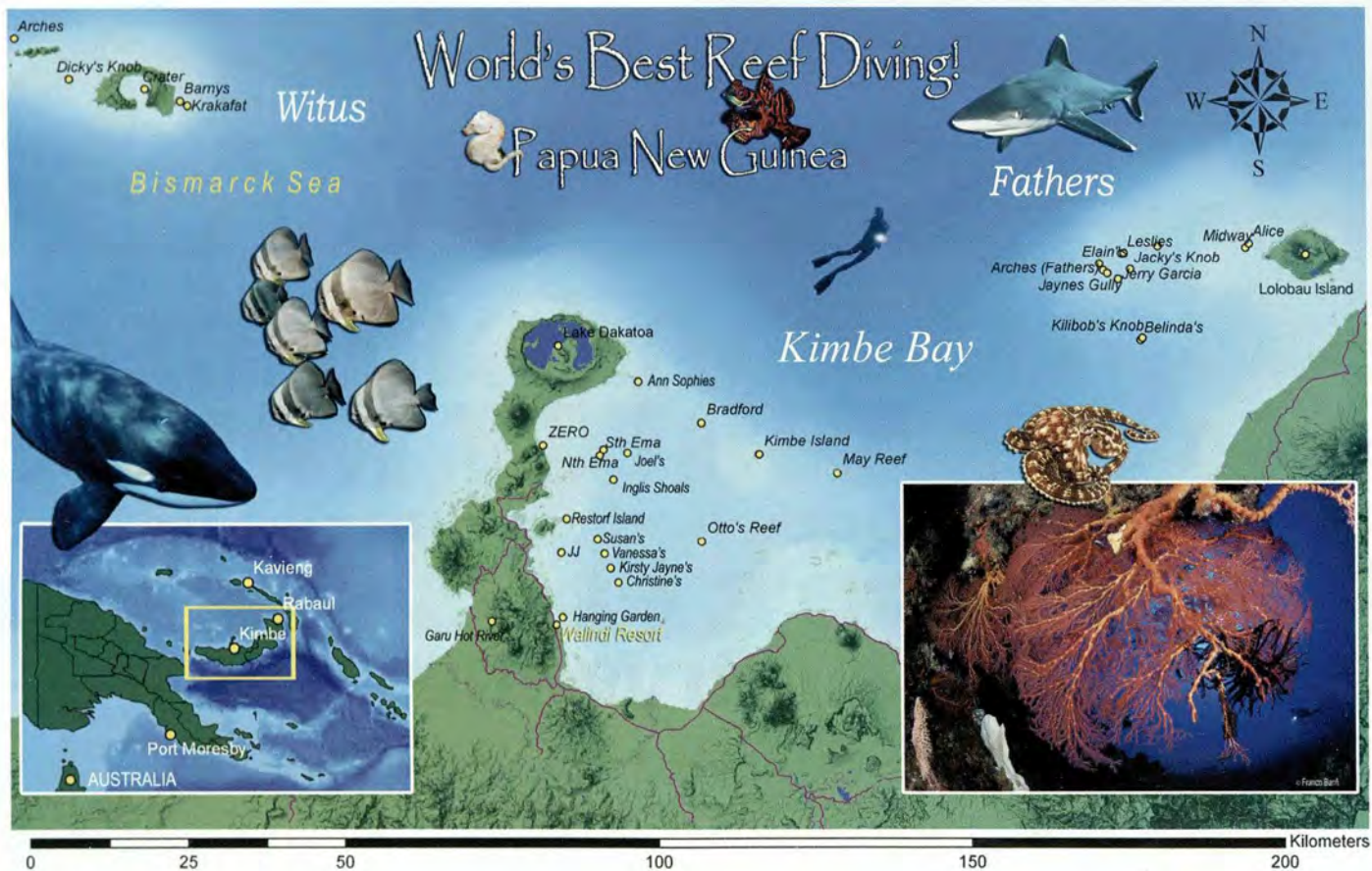
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SO YOU WANT TO BUILD A RESORT IN PARADISE?

The long and winding road...

BY CECILIE BENJAMIN

Walindi Plantation Resort, renowned worldwide for scuba diving, snorkelling, bird watching and interaction with nature, celebrated 25 years of operation or a silver anniversary in 2008. Twenty five years is a long time in a human life span. Much can be achieved with vision and determination. I am often asked by guests and visitors about what it was like in the beginning and what changes have occurred over the years.



With husband Max, I had learnt to scuba dive in Kimbe Bay, on the north coast of New Britain Island, Papua New Guinea, during 1976. The intervening years up to the early 1980s were spent in underwater exploration of the reefs of Kimbe Bay. 'The Bay' was our undiscovered universe.

A scuba diving holiday to the Red Sea's Sinai Peninsular in 1978 sowed the seed of the idea with Max to develop Walindi Plantation Resort on the shores of Kimbe Bay where we lived at Walindi Plantation, a plantation growing oil palm even to this day.

The Red Sea at that time was internationally hailed as the 'world's best diving'. We found the spectacular desert scenery and interesting reefs there, simply no match for our home in Kimbe Bay with its dramatic rainforests, volcanic peaks as a backdrop and - the underwater difference - of so many more coral and fish species.



The two propellers half buried in the sand.

and ditched the Lightning in a bay on the north coast of Basilaki Island. He survived, but as far as I know, no one had seen the aircraft again until we came along.

When I first dived the wreck, it was obvious that both propellers were missing, and I thought this strange. Could someone have dived the wreck before us and salvaged them? It seemed unlikely.

Many years later, on our live-aboard dive boat Telita, an aircraft enthusiast explained that on the P38 Lightning, the propellers were attached to the engine via a gearbox and this could be a weak point. They probably broke off when the aircraft hit the water.

We guessed the flight path and took a compass reading. Diving to the aircraft's tail, we fastened the end of a ball of string and headed off on the compass course. Just as we ran out of string we could see both propellers half-buried in the silty sand. It was time for my lift bag.

One piece of equipment I always carried on board was a lift bag. This looks like a miniature parachute. It can be used to move moorings and salvage heavy objects. And it was particularly useful if the anchor winch broke down and we had to get the big anchor and chain off the bottom before hand-hauling

Bringing the lift bag to one propeller.





Attaching the lift bag to first propeller.



Towing the propeller back to the wreck.

it aboard.

Lift bag technique seems easier than it is. You take the bag down to the object to be salvaged and tie or shackle it on. You make sure the venting valve on top is closed, fill the bag with air from a spare tank that you carry down and, if you have judged correctly, you will have lift-off.

Things that can go wrong include getting tangled in the lift bag ropes and shooting off to the surface with the salvage. Or neglecting to make sure the boat is not directly overhead – of course if the boat sinks, and is small, you may be able to use the lift bag to recover it. These lift bags are really handy.

A 200-litre lift bag (think the size of a 200-litre fuel drum) will lift up to 200 kilogrammes so you are working with big forces. If you do lift something to the surface, you have to be careful to secure it as any air spilling out of the bag may cause the whole lot to plummet back to the bottom. Again, you must make sure you are not tangled in the bag and ropes.

Years ago, a diver in Rabaul PNG died while salvaging brass shell cases from a war wreck in deep water. He was caught in his lifting gear, which leaked at the surface while he was trying to secure it, and he was dragged to the bottom before he could get his regulator

At the surface with Telita's dinghy preparing to tow.



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Checking ropes at the surface.



Starboard propeller back in perfect position.

back in his mouth. My lift bag was big enough to carry the weight of each propeller but they were both well stuck in the bottom. So with the bag full, we rocked the first one to break it free. After a couple of minutes, it started to move and then lifted, spiralling and shedding silt as it flew up to the surface. That was an amazing sight.

We towed it over to the wreck and, using the vent, deflated the bag so that each propeller in turn was lowered close to its engine. By partly inflating the bag we could then manoeuvre each of them into position.

One propeller sits upright looking as if it is still attached to the aircraft, and the other lies right in front of its engine. Thanks to my trusty lift bag, visiting divers can appreciate seeing this wonderful aircraft wreck complete again. With a little bit of imagination, it looks almost ready to fly.



- **Bob Halstead is a pioneer of PNG tourist diving and in January 2008 was inducted into the International Scuba Diving Hall of Fame.**

The P38 with both of its propellers.





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Gone but not forgotten

Sacred homecoming
for long-lost soldiers

A Buddhist altar at home.



During World War II, Japanese Army Major Masao Horie served in East New Guinea in a ruthless campaign that exacted heavy casualties on both sides. Now, 93, he tells his story of the men who died and the continuing efforts to bring them home.

Early in 1942, the Japanese Army decided to attack Papua New Guinea's capital, Port Moresby, and block the expected Australia/US offensive.

The 150,000-strong combined Army and Navy troops were deployed with the 18th Army [K2] Division under General Adachi.

In March, they took Lae and Salamaua, thus beginning more than three years of brutal battles in the unforgiving climate and terrain of Papua New Guinea.

From 1942-45, Japanese troops pushed forward along the northern coast of East New Guinea, enduring one heavy loss after another.

With the Allied Forces in control of the air and sea space, the battles were hard-fought. Supplies were cut off, leaving our troops in desperate need of weapons, ammunition, food, medical supplies and manpower.

In early May, the South Sea Detachment planned to go directly to Port Moresby by sea. But this was called off after the loss of the Coral Sea battle. Despite losing the Battle of Midway Islands in early June, the South Sea Detachment went overland through Kokoda in late July, fought the Australian troops in Owen Stanley Mountains and reached Ioribaiwa in



Tombs of fallen soldiers.

mid-September. Meanwhile, Navy marines went to Rabi to take the airbase, but failed.

Around the same time, there was a need to reinforce air and sea power in Guadalcanal, in the Solomons, and the South Sea Detachment was ordered to retreat.

However, they reached Buna and Giruwa in late October and continued to fight before being ordered to retreat from Giruwa to Manbare at the end of January 1943.

In order to reinforce Lae and Salamaua, one regiment from the 51st Division was sent by sea from Rabaul in January to seize Wau, but this failed. In early March, the rest of the 51st Division were sent by sea as the main defence for Salamaua. This mission, however, was heavily attacked from the air in Dampier Channel and only a small number of troops, including the commander, were able to land in Lae.

With additional troops, the 51st Division defended Salamaua, but was overpowered and ordered to retreat in late August. Before they started to withdraw in early September, one division of the Allied Forces landed near the mouth of Buso River and another airborne division landed at Nazabu Field. With their retreat thus closed, 8000 troops in Lae and Salamaua climbed more than 4000 metres

into the Sarawaget Mountains and reached the northern coast of Huon Peninsula in late October.

At that time, the 20th Division was constructing a road in Bogadjim Valley between Madang and Ramu River valley. One regiment stayed to defend Bogadjim Valley, another was sent to Finschhafen towards the end of July, and the remainder of the division joined them in early September.

In mid-September, an Australian division landed in Cape Anto. By December, we had lost Tulubu, a key point in West New Britain. We decided to retreat. In early January 1944, US troops landed east of Madang, isolating 13,000 Japanese troops in the east of Saidor. They could not continue to fight and, avoiding Saidor, went from Gali to Finisterre Mountains, and then reached Madang in late February. Nakai Detachment of the 20th Division defended Bogadjim Valley while supporting the retreat operation from Gali.

AITAPE

After the loss of Admiralty Islands in late February 1944, the 18th Division moved west to defend Wewak, Aitape and Hollandia (Jayapura).

In late April, a large number of Allied Forces landed in Aitape and Hollandia. The 18th Division waited in Wewak for the arrival of all divisions, organised 20,000 troops, mainly of the 20th and the 41st Divisions and attacked Aitape on July 10 with the last remaining force.

Many troops were lost. Ammunition and food supplies were also exhausted and our troops finally decided to cease attacks on August 3 and went to a wide area south of Wewak to recover our strength and prepare for another battle in late November.

In December 1944, the Australian 6th Division started to attack in the south of Toricelli Mountains and along the coast. Battle continued on both fronts and our troops were pushed to the south of Wewak.

They decided to do their last all-out attack in late September 1945, but were ordered to stop due to the surrender of the Japanese Government on August 15, 1945. There were only 13,000 troops remaining, with only 20 bullets left per rifle.

After signing the surrender paper in mid-September, we were assembled in Muschu Island, off Wewak, and 10,000 troops left for Japan between late November and late January, 1946.

It was very painful for all of us to leave behind our dead comrades and the sadness remains in our hearts.

Many of our men perished during the long marches over rugged terrain devoid of roads and bridges.

Of the 130,000 lives lost during that campaign, 60 percent were due to malnutrition and malaria. Only a small number could be cremated and their remains sent home. The majority had to be left behind.

In Japanese tradition, we cremate the deceased and bury them together with ancestors or in separate tombs for us to visit from time to time.

At home we set up small altars according to the family religion and offer our daily prayers.

During wartime, the government is responsible for the cremation of the war dead and the return of their remains to their families and to enshrine their souls in the central Yasukuni

Shrine and the local Gokoku Shrines, where spring and autumn services are held. The national government and many local governments hold annual memorial services to pay tribute to the war dead, joined by many war veterans, bereaved families and people.

In Papua New Guinea, the Japanese Government, with the support of the Papua New Guinea Government, built a monument in Wewak in 1980 as a tribute to the war dead and to peace and friendship.

Additionally, many war veterans and bereaved families built monuments on the battle grounds.. Sixty-three years after the war, these places are still visited by friends and families of the fallen soldiers. We are very grateful to the people of Papua New Guinea for kindly looking after these monuments.

THOSE WHO REMAIN

As of August 1945, the remains of about 130,000 Japanese soldiers were left in East New Guinea as shown in the map.

From 1955 to 2007, the Japanese Government, with the help of war veterans and families, sent 22 missions and recovered the remains of 17,000 soldiers.

Additionally, 32,000 soldiers' remains were recovered during the war and after the war

by private groups. This makes the total of the recovered bodies to 49,000. Two-thirds of the Japanese war dead still remain in the wilderness.

Recovery is now more difficult with fewer war veterans and local people knowing the whereabouts of the battle fields. Soldiers' remains may now be under the sea, in the jungle or deep in the soil. In addition to the information obtained from the war memorial tour groups, in 2006, the Japanese Government started more focused information-gathering in the former battlegrounds.

Papua New Guinea's national and state governments, and various organisations supported us by assigning staff and calling for public help through radio broadcasts.

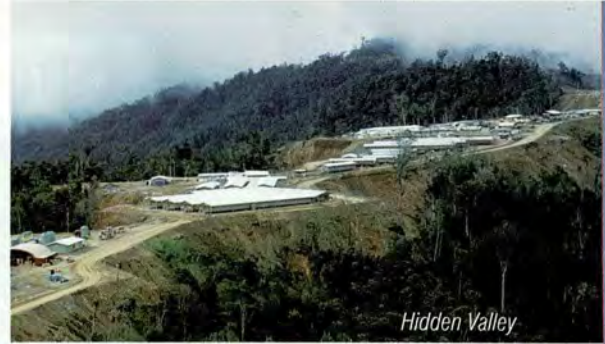
Local residents supported us with information, and the collection and safekeeping of soldiers' remains. For all their kind assistance, I would like to express my deep gratitude on behalf of my comrades, bereaved families and the people of Japan.

Yasukuni Shrine.





Lihir



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Recovering the remains of Japanese soldiers.

Recently, some soldiers' remains were able to be identified through DNA testing with the result that they could be returned to their families. Most, however, cannot be identified and are buried in Chidorigafuchi Cemetery, which was built by the government in 1948 in central Tokyo.

There rest 353,000 unidentified remains from all battlegrounds. It is a place of remembrance and the government and private organisations hold memorial services there to honour the dead.

Now, 63 years after the end of the war, few veterans remain and those who do are elderly. But our feelings about our war dead remain strong. We do not wish to leave our soldiers out there and hope to bring home as many of them as possible, as soon as possible.

To the people and the government of Papua New Guinea, we are forever grateful. We greatly disturbed their life during the war, but received their enormous kindness. After the war, we received much help in recovering the soldiers' remains. To show our gratitude, we have done many projects to promote friendship and prosperity. We shall expand and intensify all these projects.

We would like to send our best wishes for peace, happiness and prosperity, and closer friendship between our countries.

Horie, now 93, is Chairman of East New Guinea War Veterans and Bereaved Families Association. After the war, the Japanese Military was disbanded. He joined the Ground Self Defence Force, in 1952 and became a General. He retired in 1973. Horie went on to become a Member of Parliament, Chairman of Japan PNG Association, and Chairman of Japan PNG Parliamentarians League.



Chidorigafuchi Cemetery, the final resting place for 353,000 unidentified Japanese soldiers.





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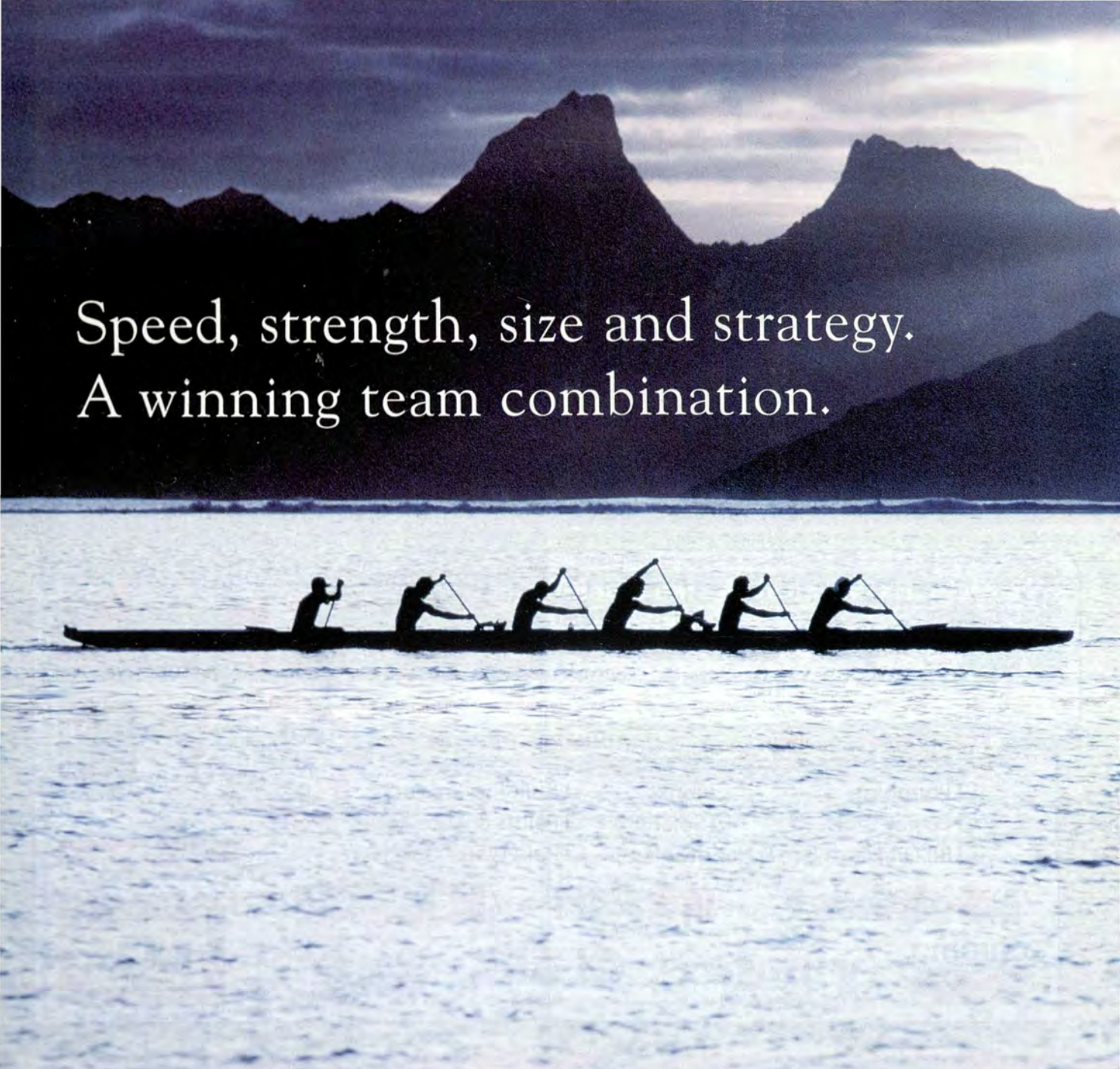
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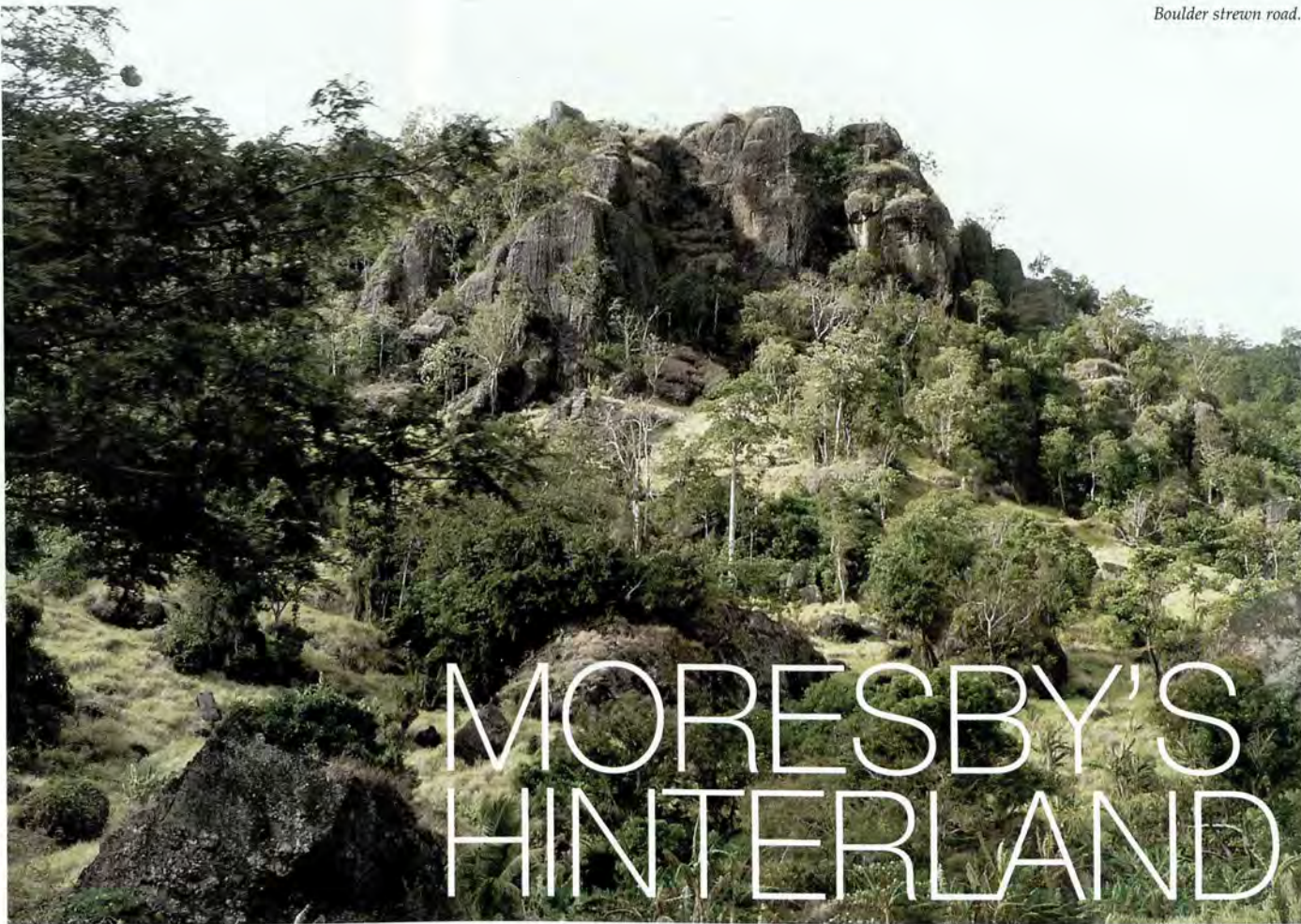
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MORESBY'S HINTERLAND

A feast of experiences for the intrepid explorer

By Diana McManus



Bluff Inn.

Beyond Port Moresby's city limits lies some pretty and amazing country for those with enough bravado to check it out for themselves.

From pleasant seaside plains and coastal villages to rugged hinterland bluffs, national parks and waterfalls, a feast of rural experiences await the intrepid explorer.

The Sogeri Tablelands behind the city has a lot to offer and an easily accessible trip is the drive up the long, winding road to the village of Sogeri itself.

On the way there, the traveller can stop at the Bluff Inn, situated on a bend of the Loloki River, for a quick drink or lunch, and enjoy the green, shady gardens and the rugged cliffs beyond, which earn it its name.

It is just past the village of 16 Mile, more

commonly referred to as Ox and Palm, because of the corned beef processing factory there. Betel nut sellers often have roadside stalls here.

The road changes its character as the valley closes in and you near the ascent. Massive, boulders line the road side, sparkling as the sun catches their mineral content.

The pipeline of Port Moresby's water supply criss- crosses the countryside, leading down from the pumping stations near the top. Also near the top is a viewing platform for the impressive Sogeri Falls.

Home of the Koiari people, Sogeri is well known for having one of Papua New Guinea's first senior high schools which produced illustrious leaders such as the current Prime Minister Sir Michael Somare and ex-Prime Minister Sir Rabbie Namaliu.



Sogeri Falls and viewing platform.



Here, where the air is cooler and the rainfall higher, cattle graze on the grassy, gently rolling hills and the rich, red soil produces high quality fruit and vegetables which you can buy at the lively local market.

It is also where you will find the Sirimumu Dam and the settlement of Bisiatabu which claims to be the cradle of the Seventh Day Adventist Church in Papua New Guinea.

A couple of kilometres over the town bridge,

along the right hand fork, is the privately-owned picnic park of Crystal Rapids, open to the public.

For a few kina per carload, you can settle down in one of the little open shelters surrounded by neatly mowed lawns and cook yourself a barbecue or simply picnic using the tables and benches provided.

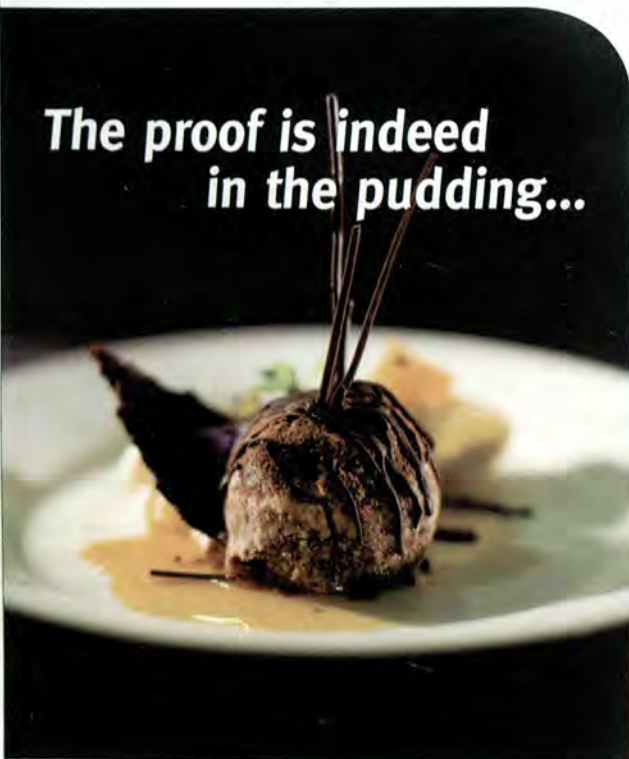
The river banks up here behind a rocky ridge across its path and forms a natural swimming

pool. Water falls a short way over the ridge and brave young people dive into the pools below, or jump into the pool above from a large overhanging tree. Definitely a fun place for a day out in the hot weather.

If a rainforest experience is more your thing, a turn off to the right, before you get to Sogeri, will take you to the Variarata National Park.

There are also grassy picnic areas here to enjoy, but it is best to go here with a group as

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Goldie's River crossing...a great place for a swim and picnic.

incidents are known to have happened.

However, there is very nice trekking through the rainforest, in which you might just spot a lesser bird of paradise, and the track leads to a lookout with spectacular views out across the plain below. Very near the picnic grounds is a fine example of a Koiari treehouse.

One thing you literally can't miss when you drive to Sogeri, is the Kokoda Monument marking the way to the notorious track.

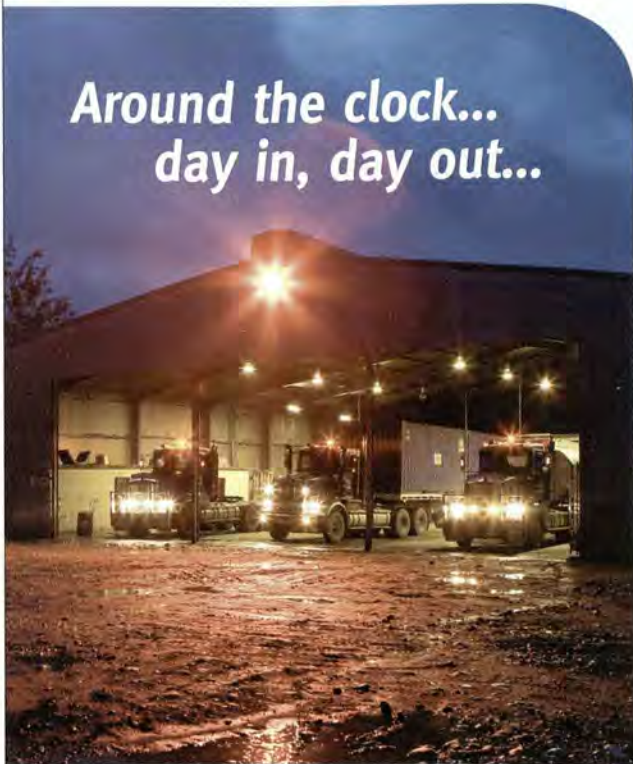
About a-half-hour drive along a 4WD road, brings you to the famous arches which mark the end of it at Ower's Corner.

Rugged ranges stretch ahead as testament to the trials and tribulations of the people who struggled and fought there.

If you are fit, you could get a taste of the track by descending a seemingly endless slope down to Goldie's River, a great place for a swim and picnic. You could also continue on

over the crossing and picnic instead at the foot of the infamous Imita Ridge. Either way, you still have to tackle the killer slope on the way back! For the unfit, it's guaranteed to make your thigh muscles scream for a week. I know!

Some way before the arches is MacDonald's Corner, also a part of the Kokoda legend. This corner is marked with a little monument and abuts a Rubber Research Plantation.



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PHOTO: MOTOROC.MT



Bisiamumu bushwalk.

From here an easy three-hour bushwalk past a lagoon and through sclerophyll forest brings you to the edge of another long bluff and the 700 feet drop of Bisiamumu Falls where it is possible to cool off in the pool above them.

This stop affords fabulous views across Kokoda country and the Owen Stanley Range.

En route to all these nice places is the very accessible Bomana War Cemetery. This is worth a visit to bring home the fact that you've

been enjoying some hard won freedom. Most Kokoda treks finish with a visit here.

Eleven or twelve miles out of town, the beautifully kept park is a poignant reminder of the sacrifices made by countless men and women during the World War Two conflagration, including Papua New Guineans, and a separate monument commemorates their special contribution.

There are some other great places for



Rugged Stanley range.

walks or a day out without having to drive up the hill. Given the poor state of roads in the capital, it's a surprise to find about 40 kilometres of fairly well sealed road heading west along the coast, beyond Fairfax Harbour, to the large village of Lea Lea. It is easy to feel that the city is enclosed by hills but this is not the case.

Several minutes out of the city and the landscape turns into a broad vista with wide horizons. Just as amazing are the recently

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Swamp bridge crossing.

erected green and white road signs telling you where you are and putting a name to the otherwise anonymous villages along the way.

Like elsewhere in the world, this is extremely helpful to visitors.

Lea Lea is a huge coastal village where the road comes to an abrupt end on account of a river inlet. A long wooden footbridge spans the water. I was in a group which was joined by a couple of armed police for security and

several villagers as guides. From there, we walked through the village and skirted the low-lying mangrove swamp where, my little friend Vince told me, "is where we get our essential proteins". I always seem to enjoy the company of the kids and a security guard or two on account of struggling along last. It has its benefits.

Soon it was time to traverse the swamp along a pathway marked by sticks to show the way



Koki springwater.

when the tide came in.

The "essential protein" lay abundantly in their shells on either side, though some hid in their muddy burrows.

Our first destination was to 'Koki', the freshwater hole fed by underground springs. I'd been wondering what was in the plastic drums the villagers were carrying on their shoulders all the way to the village. Fresh water!

From there, we cut overland, through the gardens of taro, sweet potato, bananas and beans and into the open grasslands.

A large hill ahead was our destination from where we could see for miles and miles up and down the coast and inland.

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Coastal views Lea Lea.

The walk back along the beach was delightful, especially as we approached the village where everyone seemed to be enjoying Sunday playing games on the beach or swimming.

We were accosted by scores of laughing, naked children dying to have their photos taken and squealing with pleasure at the digital images they saw. I just love their uninhibited and spontaneous approach to life.

There are other beach opportunities close to Port Moresby. One of these is Sero Beach, best reached by 4WD, and accessible by road through the Taurama Army Barracks.

This is the surfing base of Port Moresby, where keen surfers are taken out to the nearby reef to ride the waves which break out there.

Visitors are welcome to enjoy a day out and the



Smile, you're on Kodak.

barbecue facilities at the beach for a few kina. The beach sand is mixed with small coral pieces and the water is rather shallow but that's okay. It's a nice place from which to watch the sunset.

Further out along the Magi Highway, past the turnoff to Loloata, is the March Girls' establishment.

Again, for a few kina you can enjoy a sandy beach of the volcanic kind, some barbecue facilities and a little kiosk in relative safety.

These are only samples of what's on offer around Moresby. So, you see, there is no need to stay at home and pine for the wide open spaces.

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Doris Booth oversees a labourer panning for gold at Edie Creek.

THE ANGEL OF EDIE CREEK

Doris Booth: Spirited and adventurous

By John Brooksbank

Because she was so small as a child, Doris Wilde Booth was called 'Tuppence' by her family - which gave rise to the nickname Tuppy, a moniker that stayed with her all her life. Despite her size, Doris demonstrated she was, in every other way, an imposingly spirited and adventurous woman.

A dysentery epidemic broke out on the upper Edie Creek goldfield in September 1926, soon after this spectacular alluvial gold deposit was discovered by Bill Royal and Dick Glasson in January of that year.

Edie Creek, at 7000 feet above sea level on the slopes of Mount Kaindi that towered over Koranga Creek, was a cold and dismal place.

European miners and their Papua New Guinean labourers were equally affected by this crippling disease, brought on by the unsanitary conditions on the goldfield. As well as they were able, miners fled Edie seeking the kinder climes of Wau Valley 3000 feet below.

The rough track from the Edie goldfield down to the warmer lowlands went past Cliffside, the extensive bush material home and alluvial mining property of Charles and Doris Booth.

Those unfortunate miners who succumbed en route to the coast were taken in and cared for by Doris - amazingly the only person in the whole of Morobe goldfield at that time with any medical training.

At the time of the dysentery outbreak, Doris was 'home alone', not an unusual situation, since her husband was often prospecting or recruiting labour on the coast. Over a period of five months, Doris nursed more than 522 European miners and their locally recruited labourers. Known as the 'Angel of Edie Creek', she was awarded an OBE in 1928 in recognition of her efforts.

Luckily, Doris had been a trainee nurse in Brisbane General Hospital, where she met her future husband, a shell-shocked captain returning from the battlefields of World War One, who had prospected in Papua before the hostilities.

Born Doris Regina Wilde on 1 October 1895, she stopped nurse training when she married Charles Booth in 1919 and accompanied him a year later to Rabaul where he was employed by the New Guinea Expropriation



First bush house on alluvial lease.

Board as a plantation manager at Raniolo near Kokopo.

The Great War resulted in Australia being awarded trusteeship of the previous German administered territory of New Guinea and many previous residents of Papua sought

work in this frontier region.

Doris quickly gained a certain notoriety as being the first European woman in Rabaul to be issued a licence as a labour recruiter whilst also having a share in four local trade stores. As a result of the publicity and excitement

caused by the official announcement of the discovery of alluvial gold on Koranga Creek by William 'Shark-Eye' Park and his partner Jack Nettleton in the Bulolo valley in February 1923, Charles, like many others from all over the world, applied for and was issued a miner's

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Doris Booth...Tuppy was her nickname.

right.

It is likely that Park had discovered, or 're-discovered', Koranga Creek soon after the end of World War One and had worked the alluvial deposits for some time, unable to formally peg a lease until the required Australian Mandated Territory legislation was passed.

The Territory Administration official in Rabaul thought that the rough and tumble world of a goldfield was no place for a woman and Doris was not issued a miner's right and was banned from travelling to the goldfield.

Nevertheless, both Charles and Doris were passengers on the Manam, owned by Bill Money, that left Rabaul in July 1924 - they were all hopelessly infected, like many others, with gold fever after the discovery of the rich deposits in Morobe District.

On landing at Salamaua, Charles left immediately for the goldfield, leaving Doris to follow more slowly with the majority of their stores and labourers. She successfully completed the long and arduous journey from the coast into Bulolo Valley with a line of carriers, in itself quite an accomplishment for a lone woman in what was then uncontrolled territory.

Once on the Morobe goldfield, Doris was soon the first European woman to be issued with a miner's licence, despite the initial reluctance of Administration bureaucrats in Rabaul. For some months, when her husband was away prospecting, Doris also



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managed the lease owned by 'Shark -Eye' Park at times when he too was away.

After eking a subsistence income from very slim pickings on a claim pegged on Namie Creek, due to the high cost of portering all supplies from the coast at Salamaua, the Booths moved to more lucrative ground in the Bulolo valley.

Here, Doris got involved in everything, from building their Cliffside residence and outhouses to planting large scale vegetable gardens and overseeing the alluvial mining operations.

When the dysentery epidemic broke out Doris spent five months being a nurse again and many miners owed their lives to Doris' medical training, which had led her to stock drugs and medical stores unavailable anywhere on the Morobe goldfield at that time.

In 1927, the Booths sold one of their mining leases to Morobe Guinea Gold Limited and Doris was appointed director of the company. Doris, by now quite a wealthy woman, travelled back to Australia accompanied by Usendran, a Papua New Guinean manservant. Doris and Charles then travelled extensively and whilst in London in 1928 with M. O'Dwyer as ghost-writer, she published Mountain Gold and Cannibals - a popularised version of her experiences.

Charles and Doris were not to stay together after their return to the Morobe goldfield. They parted company somewhat acrimoniously in



The Booth's Cliffside residence.

1932, although it appears they never formally divorced. After a number of court cases, Doris ended up with the sole ownership of Cliffside and the associated alluvial gold lease.

Even in this separation, Doris made history. Charles sued for restitution of property since Mandated Territory law did not provide for married women's property rights.

He lost his appeal to the High Court of Australia, which ruled that British and Australian Acts passed prior to 1921 superceded the common law notion of male control of joint property, and confirmed previous verdicts in favour of Doris. This test case resulted in the passing of the territory's 'Status of Married Women Ordinance 1935-36'.

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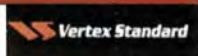
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I didn't want the women to feel like a factory line. Fortunately, they explained that they didn't mind making the same bag multiple times.



in line with Western notion of quality control, consistency and timelines? When women weave a bag, they weave one individual bag which can look simply fantastic. When women are to sell a bag overseas, then a person will have an expectation of what they will receive. This will relate to size, colour and quality. These women had to shift their thinking entirely and work out how they could create consistent products. It was a struggle for me to push these points as it can clash with my beliefs in the beauty of individuality and self-expression. I didn't want the women to feel like a factory line. Fortunately, they explained that they didn't mind making the same bag multiple times, if that meant that the bags could be sold. It was decided that the best way to sell the bags would be to deliver a consistent product.

Simple things became real challenges for the group. For example, how do you make a bag the same size as another?

Without rulers, we tried pieces of string and cut out sheets of paper until we settled on counting the number of stitches across the base of the bag. Then we explored colour, not just theories of combinations and fashionable themes, but simply, how do we ensure everyone uses the same colour each time? Even the concept that one pink isn't a substitute for another pink was new to them. Their belief was 'close enough is good enough'. So it had to be taught that to a buyer, it does matter. You do need to buy the same colour each time and stick with

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SEPIK ON SHOW

Culture, biodiversity “alive” and well

By Dennis Badi

Like many incredible and pristine parts of Papua New Guinea, the Sepik River catchment is among the largest intact and freshwater wetland areas in the Asia Pacific region.

Sepik River offers a diverse range of experiences with nature and local communities. Here, communities have realised the value of biodiversity conservation where basic government services and means of income generation are limited.

WWF and the DEC (Department of Environment and Conservation) are working with the local communities in a partnership - the Sepik River Network Plan - to improve the social and economic welfare of remote communities in the river catchment. Ecotourism and sustainable crocodile harvesting are key project outcomes.

The 2nd Sepik Crocodile Festival between August 11 and 12 in Ambunti was part of this initiative. The 2008 theme “Lukautim Bus na Wara Bilong Yumi” calls for recognition and promotion of the conservation of habitats and encourages sustainable use of the natural resources of the Sepik.

During his opening address, Ambunti Drekkir MP, Honourable Tony Aimo, described the festival as more than a cultural and tourism

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exhibition. "It is a forum to raise awareness amongst the local indigenous communities on issues of sustainable management."

Mr Aimo challenged resource industries to follow Environmental Best Practice when operating along the Sepik River.

The two fun-filled days were marked with colourful dances by 21 singing troupes, an increase of 10 from last year. There were sacred mask dances, drama performances, games, school essay and drawing competitions, sales of artifacts, educational video shows, booth displays, and bamboo trumpet sounds captivating the audience of tourists and visitors to Ambunti.

Visitors to Ambunti were excited to experience the ancient cultures demonstrated at the festival and exploration of beautiful wilderness areas that package tourism does not allow.

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Many were privileged to go on an expedition with Alphonse Mava, Ambunti's crocodile hunter. The visitors were showed crocodile nests located 40 minutes canoe ride up-river from Ambunti and how the eggs are carefully removed. According to local beliefs, only a principal landowner who owns the nesting place removes the eggs, and never are all the eggs removed, two are always left to hatch.

Sepik Wetlands Management Initiative (SWMI), a community based organisation, works closely with DEC, WWF and another local NGO Help Resource Inc. to carry out awareness on the preservation of wetland habitats, including the ban on setting fires in crocodile nesting habitats. With Global Environment Funds, SWMI erected signboards and set them up at selected sites along the Sepik River.

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According to David Wilken, Mainland Holdings General Manager, "each egg is bought for K10.50, for 50 eggs that means K525 which is roughly the number of eggs laid by a mature crocodile."

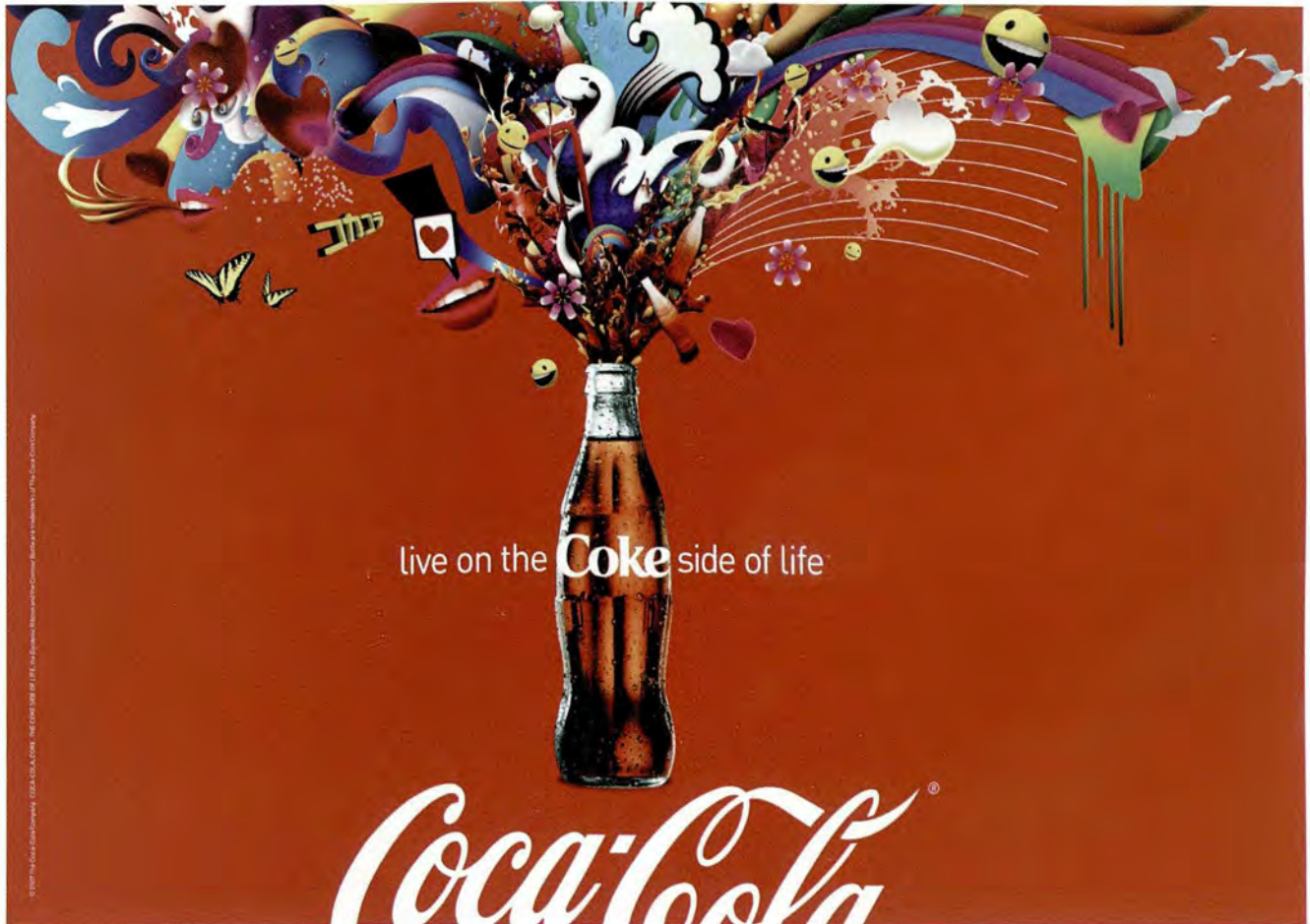
"We pay cash directly to the local people at Ambunti and have contributed towards their children's school fees and other daily essentials."

Mr Wilken adds: "The quality of crocodile skins, meat and eggs will depend on how well Sepik wetland areas are managed and the festival educates the people in line with CITES requirements."

CITES is the Convention of International Trade in Endangered Species of wild flora and fauna. The Sepik wetlands have two crocodile species - the New Guinea Freshwater (*Crocodylus novaeguineae*) and Saltwater (*C. porosus*) crocodiles - both listed in Appendix II of CITES, meaning both species are vulnerable to extinction and require monitoring and management regimes to allow their harvest and trade from the wild

Where there is no monitoring and sustainable management of these species, they will be categorised as Appendix I, where trade is restricted.

The government needs to ensure that wetland communities benefit from their resources through a consistent and long-term monitoring.





Sepik Blue orchid.



Hornbill.

“DEC considers the crocodile monitoring programme as a significant industry for the wetland communities, as there are no other means of contributing to the daily subsistence since their land is inundated with water and unsuitable for agriculture.” said Robert Sine, DEC Crocodile Monitoring Officer, who was also at the festival.

Ambunti, the main government station for Upper Sepik villages, and its surrounding areas hold some of the most diverse and least described ecosystems. It offers a post office, airstrip, several trade stores and number of basic services.

Near Ambunti station is the Hunstein Range Wildlife Management Area, established by the local Bahinemo people to preserve its heritage

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Tree Kangaroo.

and wildlife flora and fauna. The region supports a remarkably wide range of forest types, important lake systems and some of the finest wetlands and bird habitats in the country.

Within these forests is the "Hunstein's secret" orchid and eaglewood, one of the most sought-after woods in the world for its resin.

The slopes of the Upper Sepik Mountains contain more marsupial species than anywhere on earth.

The Sepik is the largest wild crocodile skin producing area in the world and habitat to the second largest known butterfly - the Goliath birdwing butterfly - and rare birds such as the Black Palm Cockatoo and New Guinea Harpy Eagle, the third largest eagle in the world. Reptiles range from tiny lizards to gigantic pythons and there is an array of butterflies.



Sepik dancer with a fancy hairdo.

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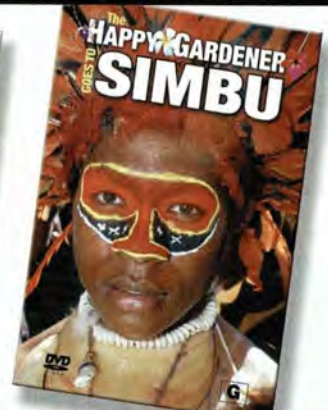
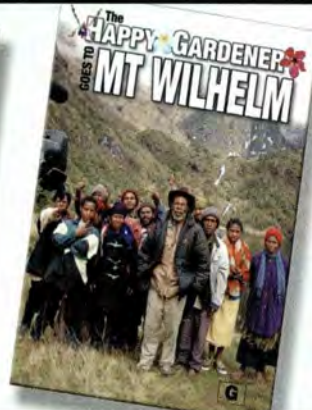
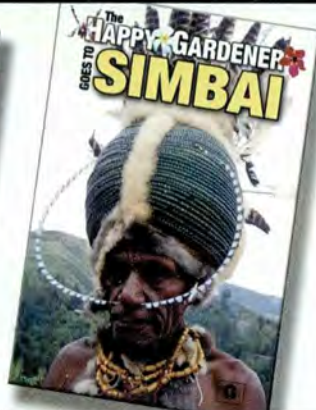
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Visitors to the Sepik can experience colourful village ceremonies such as bride prices and the initiation of young men.

Sepik people have a very friendly and hospitable nature. Traditionally, visitors are welcomed with a celebratory dance, or singing, followed by a local meal consisting of sago, fresh and dried fish, pork, chicken, taro, yams, coconuts, bananas, sweet bananas and any number of leafy greens.

On special occasions, a traveller can experience colourful village ceremonies such as bride prices and the initiation of young men.

Rural PNG is beautiful and a challenging place to live. The small income earned from outside

visitors goes directly towards school fees and medicines. By visiting villages you can directly improve people's lives and help protect their environment.

There are two ways to get to Ambunti - by air through Missionary Aviation Fellowship plane which operates from Wewak to Ambunti on Tuesdays and Wednesdays. The 45-minute flight costs K250 one way.

Alternatively, for K50, you can jump on a Public Motor Vehicle (PMV) to travel to Pagwi from Wewak. At Pagwi, it's a K25 boat ride up river to Ambunti.



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An aerial view of the Kutubu rig.

OIL SEARCH: HAPPY 80 YEARS OLD ...And still growing!

By John Brooksbank



17th January is Oil Search's birthday – the 80th anniversary of when the company was first incorporated under the Companies Ordinance of Papua in 1929. It issued 2 million five shilling shares.

Oil Search Limited was formed in the somewhat euphoric atmosphere surrounding Papua after the Anglo-Persian Oil Company (today known as BP) geologists, who had been engaged by the Australian Commonwealth Government, considered that the anticlinal landforms of the Papuan Foldbelt and Foreland regions were similar to structures in Persia, where huge amounts of oil had been discovered. Oil Search quickly took over other petroleum players such as Oriomo Oil and the Mandated Development Company.

Many companies were actively prospecting all over Papua and the Mandated Territory of New Guinea in those heady days of the 1930s - for example Standard Vacuum Oil Company (today known as ExxonMobil) and Anglo-Persian, who rather than compete, joined forces to form the Island Exploration Company to explore their vast acreages. Prospecting permits covered huge areas, for example 12,000-20,000 square miles, and large-scale geophysical surveys were carried out - involving the first commercial use of aircraft in the country.

A veritable minnow in comparison to the larger companies at that time, Oil Search became a third shareholder along with BP and Mobil in the Australasian Petroleum Company Limited, better known by its acronym APC, which drilled the first deep exploration well at Karaiva in the Vailala area in March 1941.

As it turned out, the superficial topographic resemblance to Persia overlay a complicated sub-surface geology that baffled petroleum explorers for many decades, despite the occasional discovery of oil seeps and gas that at the time had no value.

The Second World War, low oil prices and the difficulties encountered in Papua New Guinea saw the oil majors gradually retire from the country to concentrate on more lucrative fields in Africa and the Middle East. Initially, APC continued its exploration work, and at its peak in 1960 had more than 5,000 employees, 700 of whom were expatriates. Over time, Oil Search acquired a greater shareholding in APC, but even this company left in 1970, leaving its vast storehouses and administration buildings along Scratchley Road in Badili for others to take over. Oil Search, however, persevered – it had nowhere else to go!

For decades Oil Search maintained a country presence in various exploration consortia that continued to find tantalising oil shows, relying

almost solely on shareholder funds to stay afloat. Shareholders obviously had almost unbelievable faith - the company didn't in fact pay any dividends for 64 years!

Oil Search shareholders of the 1970s recall it as an extremely speculative stock, with a 'penny dreadful' share price that was volatile to say the least - every time there was a sniff of petroleum in drill core logs, the company would make a press release and the share price would rise...for a while anyway!

After Gulf Oil Corporation, newly taken over by Chevron, discovered commercial quantities of 'light sweet crude' oil at lagifu in 1986 and then BP and OSL found commercial gas at Hides in 1987, Papua New Guinea's petroleum exploration environment changed dramatically.



APC headquarters in Badili, 1955.



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Kuru well in Gulf Province 1956. When it blew out, the famous Red Adair was called in to cap the runaway well.



Local village shareholders receive dividend payments.



OSL Community Health - Community Affairs trade assistant at Homa Aid Post with OSL leaders.

The first cargo of PNG crude oil left the country in 1992 and Hides inaugurated its gas to electricity project to provide power to the giant Porgera mine - it was a new era for the company and Papua New Guinea as a nation and Oil Search paid its maiden dividends in 1993.

Peter Botten, an English geologist with years of experience in many parts of the world, joined Oil Search as Exploration Manager in 1992.

He was appointed as Managing Director in 1993 and it is no coincidence that the fortunes of the company changed almost from that day onwards under his dynamic leadership.

Botten oversaw the Oil Search takeover of BP interests at Hides, Kutubu and Gobe in the 1990s, the 2002 company merger with Orogen Minerals Limited and in October 2003 the acquisition of Chevron Niugini's interests in Papua New Guinea and the appointment of Oil Search as operator of all oil and gas fields in the country.

In just a few short years, the company has grown from being a junior explorer to participating in a multi-billion dollar partnership with the biggest petroleum company in the world, ExxonMobil.

Today, Oil Search is no longer a corporate minnow and is far from speculative - listed on the Port Moresby and Australian stock exchanges - it has, even after last year's economic meltdown, a market capitalisation of about A\$4 billion. Company growth over the last five years has resulted in annualised returns of 53%, making it the No. 5 company on the ASX 100 in terms of total shareholder returns, ahead of Santos and Woodside. It is the third largest oil and gas company listed on the ASX (Australian Stock Exchange).

Since the departure of Chevron Niugini, Oil Search has been the operator for all the oil and gas producing licences in Papua New Guinea - the sales of whose production in 2007 contributed 22% of Papua New Guinea's export revenue and 16% of the country's GDP.

Although oil production is in decline, in-field drilling by Oil Search has slowed this trend and current output is still more than 40,000 barrels of oil per day. At current world oil prices, this generates a petroleum tax income for the government of many millions of kina every day!

The company is the largest investor and taxpayer in the country, employing more than 3,000 people in PNG directly and through its contractors.

The company has significant overseas exploration properties in offshore Libya, Yemen and the Kurdistan region of Iraq. But Oil Search is about more than just financial numbers - the company sees itself as an integral part of the future of Papua New Guinea and its sustainable development - at all levels of society and government.

Although not well publicised, the company carries out a wide range of community development activities that are not statutorily required and have very little to do directly with the production of oil and gas.

These include tertiary education sponsorship that supports more than 100 students a year, strategic donations programmes and a Community Area Planning scheme in which Oil Search matches community inputs with material inputs for community infrastructure construction projects.

The company supports the WWF Kikori River Project and the CDI



CDI assisted vanilla farmer with dried and live beans.

Foundation, a community development NGO that provides distance education, agricultural, health and local-level governance extension in the petroleum project areas.

As with all of its external affairs activities, public health is approached by the company in a spirit of partnership with communities, NGOs, faith-based organisations and provincial governments in the Oil Search operated licence areas.

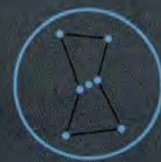
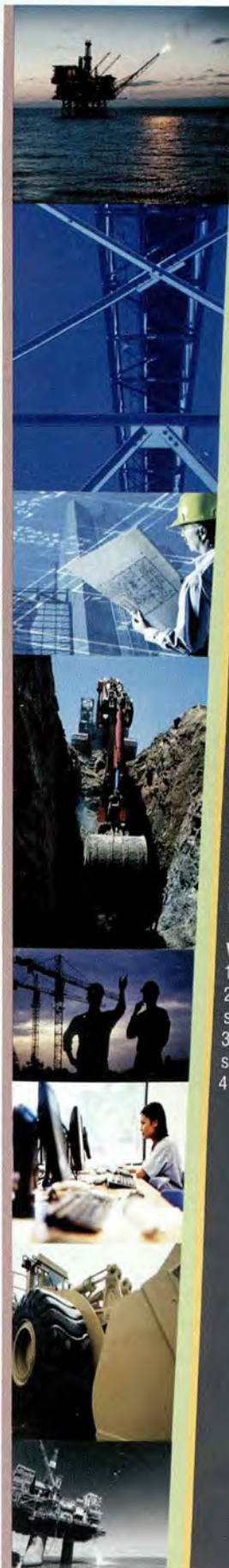
In alignment with the Papua New Guinea National Health Department strategic plans the company public health priorities are immunisation, maternal health, malaria and HIV/STIs. The company 'outside the fence' public health programme costs about US\$1 million a year.

Oil Search is also an active participant in the tax credit programme, in which it annually manages approximately US\$20 million of funds that would otherwise be paid in tax, to construct or maintain infrastructure approved by government. Oil Search operates the Oil Search Institute to enable local employees to upgrade their technical skills in-house.

Oil Search feels obliged to step in to assist the local communities and governments affected by petroleum development in these various ways, especially when government services are insufficient or erratic.

As far as possible, its activities are carried out in partnership with other agencies so that apart from improving services there is capacity building and chance of longer term sustainability.

Having grown with Papua New Guinea for 80 years, Oil Search and the PNG Government will also be part of the next great economic leap forward - the development of LNG.



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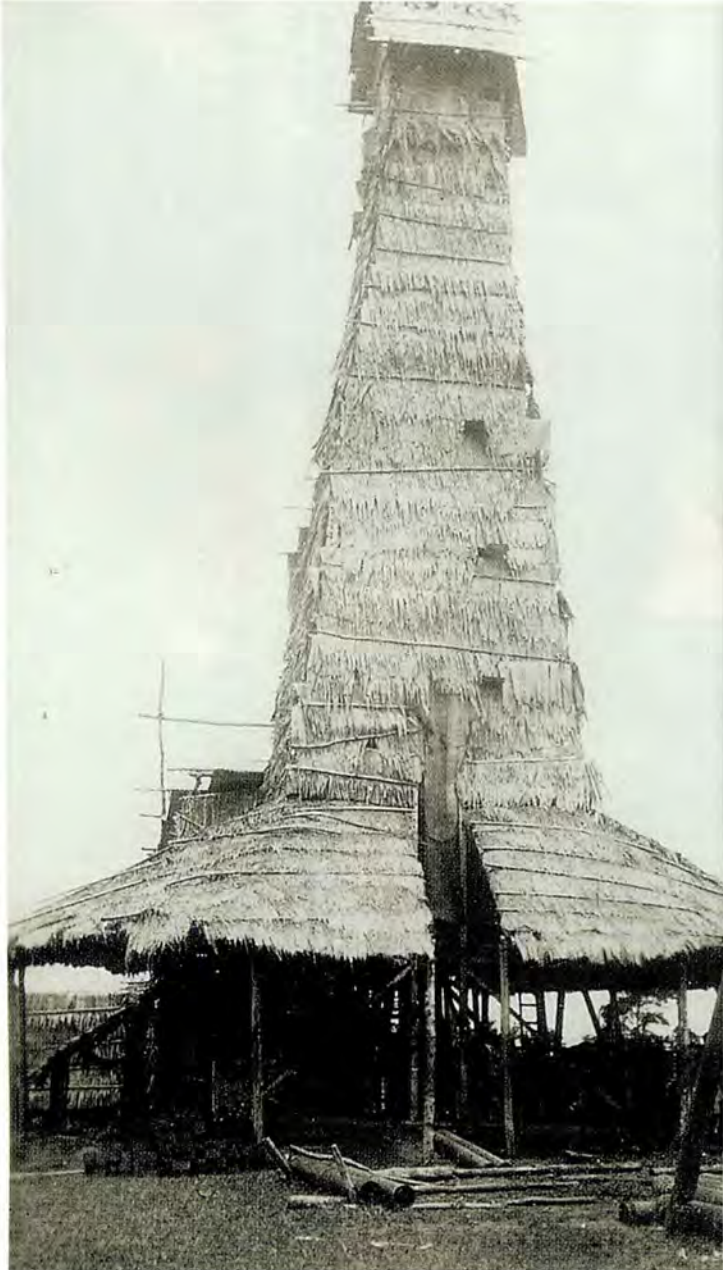
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APC rig roofed with sago leaf thatch.

This huge project, with an estimated capital cost of US\$10-US\$11 billion, will in a few short years, it is said, result in the doubling of the GDP and quadrupling of petroleum exports from Papua New Guinea.

Still in partnership with ExxonMobil and along with other joint venture partners in the PNG LNG Gas Project, Oil Search has to find a cool US\$3 billion or more as its share in this massive venture.

Their recent sale of assets in Yemen and Egypt for US\$200 million represents a useful contribution to company's reserves. First, LNG is predicted to be onstream on 2013-14 to coincide with the predicted Asian shortfall in this commodity at that time. Investment in LNG will underpin Oil Search's earnings and provide a foundation for government funding for the next 30 years.

Apart from the gas committed to LNG, Oil Search also has access to further gas reserves in its licences that can be commercialised.

The company recently signed an MOU with the PNG Government to work together to aggregate smaller gas fields production into commercial volumes for local power generation and possibly other industries such as methanol production.

So, the company has come a long way from drilling in sago leaf roofed drilling rigs...to being an international oil company involved in world class projects worth billions of US dollars. Happy Birthday!



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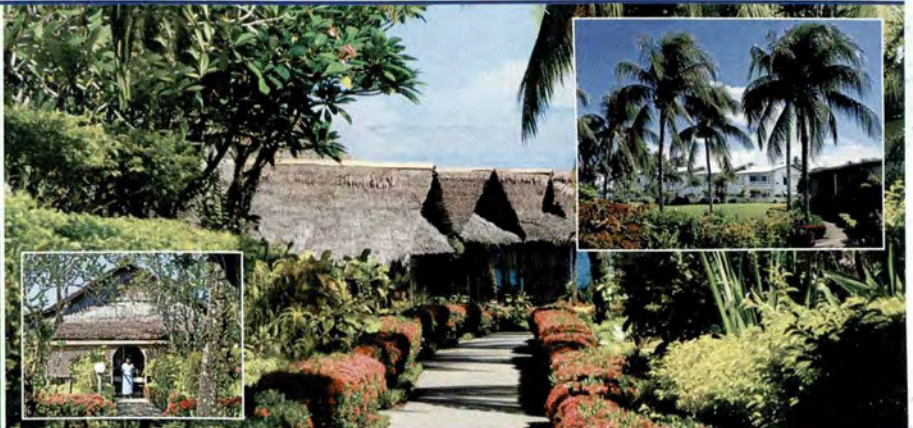
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POM/Kuala Lumpur non-stop service

Air Niugini commenced its non-stop Port Moresby to Kuala Lumpur service on Wednesday October 29 and received an arousing welcome reception at Kuala Lumpur Airport.

The new once weekly service every Wednesday afternoon now brings to 10 international destinations served by Air Niugini. It is expected to provide advantages for both leisure and business travellers

between Malaysia and Papua New Guinea.

The rapidly growing Malaysian business operations in Papua New Guinea over recent years have placed a high demand for direct air services between the two countries. The direct service will also provide excellent transit for connecting passengers to other Asian destinations and Europe from Port Moresby and at the same time address the capacity shortages currently experienced on the Port Moresby-Singapore route.





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Welcome to Papua New Guinea

General Information

Lying entirely within the tropics, barely south of the Equator and just north of the Australian continent is Papua New Guinea, the second largest island in the world. With a total land mass of 473,189sq.km it is the last of a string of Islands spilling down from South East Asia into the Pacific.

Apart from the mainland, Papua New Guinea comprises a remarkable collection of islands, atolls and coral reefs scattered around its coastline. The mainland is divided by the Owen Stanley Range—a rugged central spine with peaks over 4,000 metres high. Great rivers begin their journey to the sea from these mountains—among them, Fly and Sepik waterways. Below the mountain chain, fertile coastal plains, flooded delta regions and mangrove swamps exist alongside broad sandy beaches, sheltered bays and dense rain forests.

The coastal regions are tropical however in generally the climate is warm to hot and humid all year round. Temperatures on the coast vary between 25-30 degrees throughout the year. The Highlands regions enjoy a temperate climate, ranging from 20 degrees during day to as low as 10 degrees during the evenings. Rainy season varies from province to province, however generally the country is driest from May to December.

Fully independent since September 16, 1975, the country has a freely elected democratic government. PNG became the 142nd member of the United Nations on October 10, 1975 and is also a member of the British Commonwealth.

The population is just over 5 million with over a third in the Highlands region of the country. The people are Melanesian though in

appearance they are quite varied.

There are more than 800 distinct “live” languages with Melanesian pidgin and Hiri Motu being the two most widely used. English is the official language in education, business and government circles.

Papua New Guinea has a vibrant and multifaceted economy with two distinct systems operating side by side.

The vast majority of the people live a traditional, non-monetary barter economy that existed long before European colonization began. Co-existing with this is the modern economic system based on mining, petroleum, fishing, forestry and agriculture.

The main exports are gold, copper, oil, coffee, tea, copra, oil palm and forest products.

What to See and Do



Ideal Cruising Experience

The wonders of Papua New Guinea never cease to impress even the most intrepid traveller. Offering a multitude of ideal experiences, the visitors will find a country rich in culture, ethnic diversity and where little has changed over centuries. Cruising Papua New Guinea is relaxing since island life is slow-paced and informal. Rich in cultural and ethnic diversity PNG promises to reward cruise enthusiasts with unforgettable sights and sounds.

Diving

This is home to some of the world's most spectacular diving, dubbed as 'underwater photographer's paradise.' It is said to have twice as many species as the waters of the Red Sea, and up to five times as many as the Caribbean. The waters are a wonderland of elegant reefs, sunken wrecks, brilliantly coloured coral and marine life. The immense diversity of dive sites includes barrier reefs, coral walls (drop-offs), coral gardens, patch reef, fringing reefs, sea grass beds and coral atolls.

Trekking the rugged terrains

Trekking in Papua New Guinea is a challenge which portrays the real meaning of adventure in paradise. An extensive network of walking

tracks covers most mountain areas, and experience bush walkers are well catered for. The most popular is the Kokoda Track which continues to provide challenges and experiences beyond men's imagination. Others include Mt. Wilhelm, Bulolo, Wau and Madang. The Kokoda Trail, so significant to World War II continues to grow in popularity amongst serious trekkers.

Excellent Fishing

The country's reputation for excellent fishing localities and choices of catch is fully boosted by the wonderful climate.

Surfing the waves

Experience an unforgettable wave-riding adventure in the country's wave-breaking shores. From the breath-taking coastline of Vanimo that stretches down Madang, to the sandy beaches of New Ireland Province, where premiere breakpoints and scenic surfing sites are located.

Bird Watching

Bird watching does not only require dead silence, it provides the opportunity for watchers to take in nature's most eerie surroundings and eternal spring whether up in the Highlands or in a typical tropical weather in the coastal areas. Over 700 species of feathered fliers flutter across our island

including 38 of the 43 known species of the exotic Bird of Paradise. Not all the colours of the rainbow have been reserved for our feathered friends as there is an unlimited range of hues and shades to be seen in our 2000 orchids and countless magnificent butterflies including the world's largest, the Queen Alexandra Birdwing.

World War II Relics

Relics of World War II battles are found in most parts of Papua New Guinea's land, underwater, caves and tunnels.

Astounding Volcanoes

Located along the “Pacific Ring of Fire, Papua New Guinea offers distinct views of active volcanoes that captivates a land of tranquility. There exists a number of volcanoes in certain provinces, including the latest 'basaltic statovolcano on Manam Island, Madang Province. Other recent volcanic location include Rabaul's two volcanic cones-Vulcan and Tavurvur-and West New Britain's Mt Pago.

Visitors to our country are guests and hospitality is an honour in our Melanesian culture. Tipping is neither expected nor encouraged.

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