

Paradise

inflight with air niugini

VOL 2, 2005



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Chairman's Message

Papua New Guinea's portfolio as a country where there is much to see and do is a steadily widening one. This year the events that await visitors will include celebrations for the 30th anniversary of independence in September.

A great spread of unique cultural events and colourful festivals will happen in numerous places. Just a few will be the Canoe Festival in Milne Bay, the Morobe and Goroka Shows and the mysterious Mask Festival in Rabaul. All are unique showcases for Papua New Guinea's rich and diverse heritage.

Since its beginnings in 1973 as the national airline of Papua New Guinea, Air Niugini has made it possible to experience the best that Papua New Guinea has to offer. We are your access to the spectacular Highland regions, the mighty Sepik River, and into coastal villages that remain virtually unexplored.

Air Niugini's role to open up this magnificent country to share its ancient traditions and unspoilt landscapes with visitors from around the world is a vital one. Each year we endeavour to introduce new and exciting holiday opportunities to display our country to visitors like no one else can.

Our network of Australian wholesalers can package once in a lifetime holiday experiences. Our sales offices in Singapore, Manila and Japan have equally committed staff to equip you with all the help and details needed for planning the great adventure of a holiday in Papua New Guinea

The August/September issue of *PARADISE* will be appear as the official publication officially recognised by the organising committee, the Events Council, to mark the country's 30th anniversary.

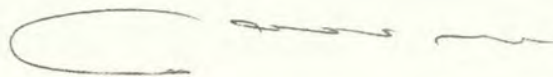
Air Niugini's latest domestic business success is winning a contract, effective from March 1, for operating dedicated Oil Search air services from a base at Moro.

The contract requires the acquisition of a fourth Dash-8 aircraft which, to meet all Oil Search's requirements, will be easily convertible to all-cargo or passenger-carrying roles as needed.

We look forward to a long and mutually beneficial relationship with Oil Search, one of Papua New Guinea's most significant and successful business enterprises.

I hope that past and present visitors will return in September to join some of the independence celebrations that will occur throughout the country. If you want to see the best of Papua New Guinea, have no hesitation about putting yourself in our hands to explore the 'LAND OF ADVENTURE AND EXCITEMENT'.

Welcome Aboard.



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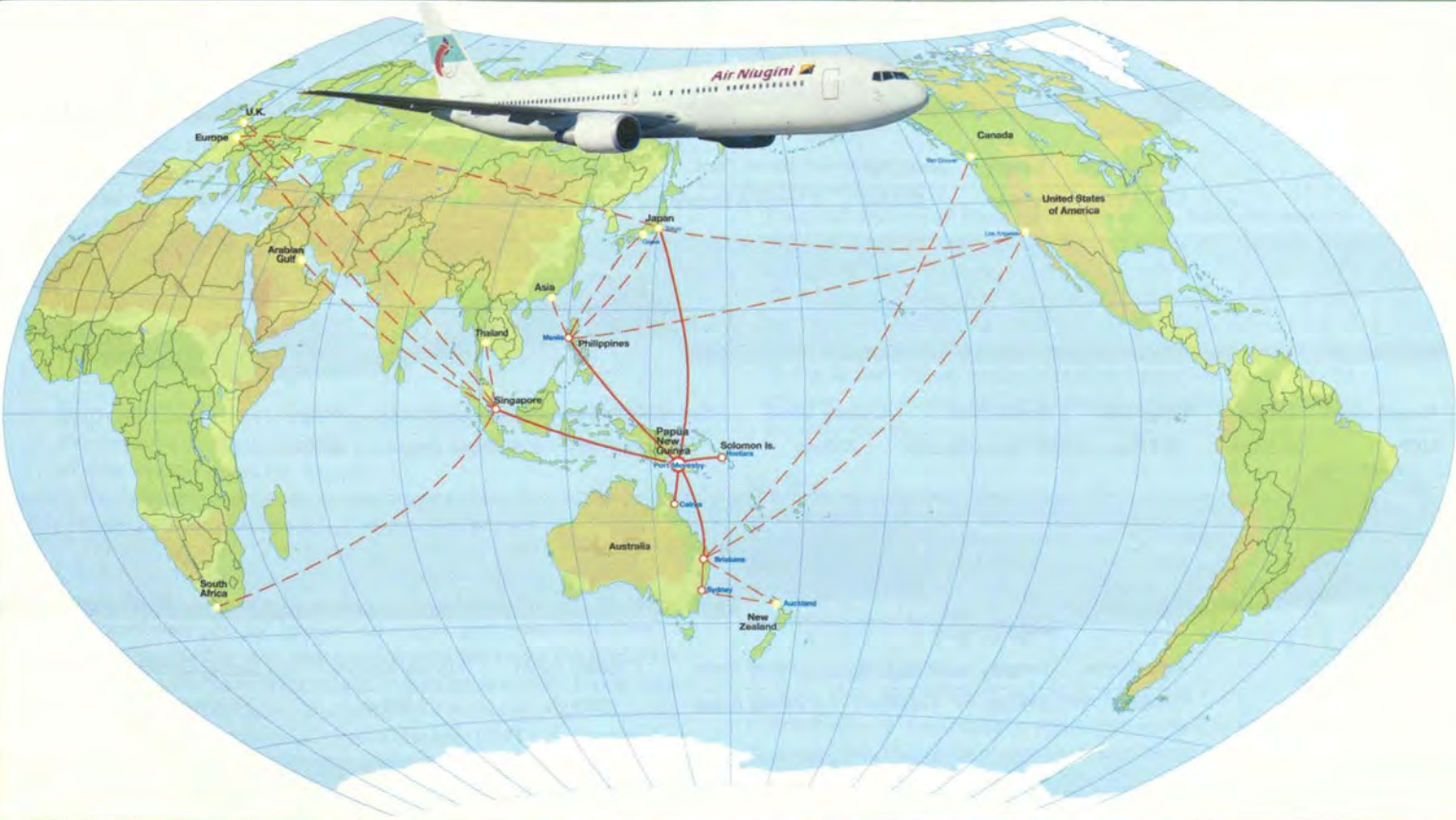
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Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
B767-319ER	59.94m	47.57m	2 General Electric	857kph	11,000 -12,000m	230 + bags	8100km

F100



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



F28-4000

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

DHC-8-202



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

Welcome Aboard

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

Takeoff and landing

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

Safety first

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Before you leave

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

Entertainment

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

Hand luggage

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

Pillows and blankets

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

Children and babies

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

Electronic equipment

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

Celebrating
30 years
of service to
Papua New Guinea
Air Niugini

Medical information

In Flight Health Tips and Exercises

Your Health In-Flight

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

Blood Circulation/Muscle Relaxation

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

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:
 - increasing age above 40 years
 - pregnancy
 - former or current malignant disease
 - blood disorders leading to increased clotting tendency
 - personal or family history of DVT
 - recent major surgery or injury, especially to lower limbs or abdomen
 - oestrogen hormone therapy, including oral contraceptives
 - immobilisation for a day or more

- dehydration
- heart failure
- trauma
- varicose veins
- obesity
- tobacco smoking

Recommendations:

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

Jetlag

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

We recommend that you:

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

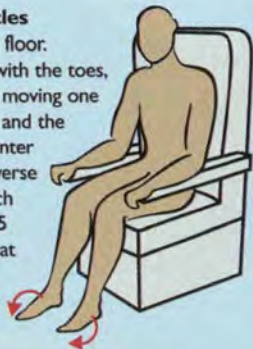
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

In Flight Workout

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

1. Ankle Circles

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



2. Foot Pumps

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



Medical information

In Flight Health Tips and Exercises

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

Cabin Humidity/Dehydration

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

We recommend that you:

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

Use a skin moisturiser to refresh the skin.

Eating and Drinking

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

We recommend that you:

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

Cabin Pressurisation

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

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

and descent.

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

Recommendations:

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

Motion Sickness

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

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

Recommendations:

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

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

3. Knee Lifts

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



4. Neck Roll

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



5. Knee to Chest

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



6. Forward Flex

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



7. Shoulder Roll

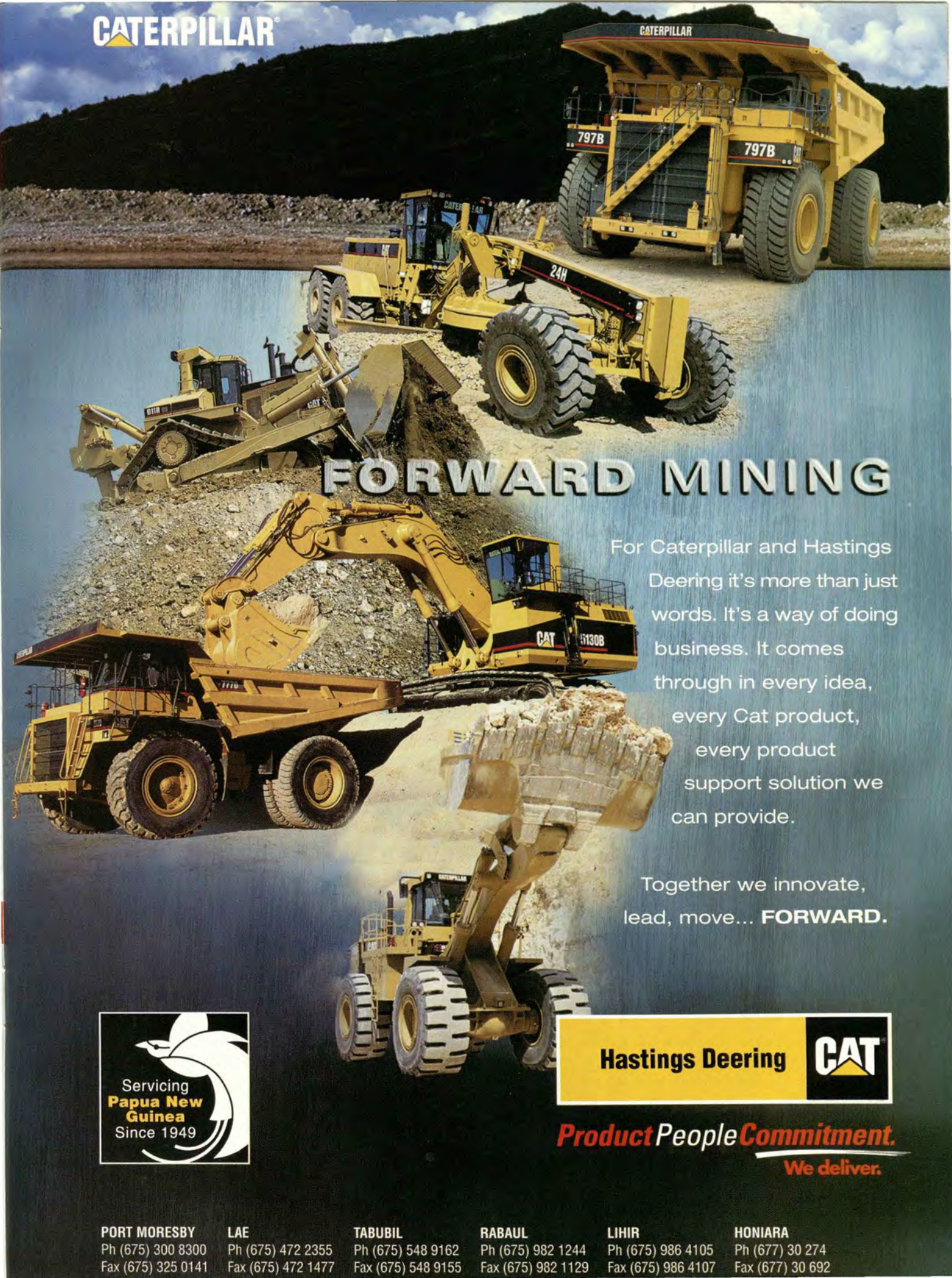
Hunch shoulders forward, then upward, then backward, then downward, using a gentle circular motion.



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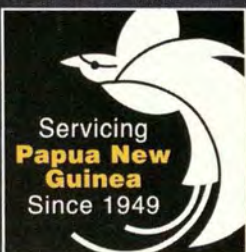
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KIMBE QUEEN

A frontier town success story

By Robert Keith-Reid

Cathy Reimann's first memory of Kimbe when she arrived at the now bustling town back at the beginning of the 1970s, were the melons that grew wild nearly everywhere she looked.

"When I got here, there was absolutely nothing," she says. "We started from scratch. There was no road, no bridge, nothing."

Until the mid-60s all there was at Kimbe, on the north coast of New Britain, was the derelict San Remo coconut plantation. But the location offered a deepwater port. That, with the region's heavy rainfall, made Kimbe the place for planting oil palms that today cover more than 50,000 hectares of land in the district. Tens of millions of kina now flow annually into the district from the production of palm oil and this gave birth to Kimbe town.

Cathy was born at Rabaul, the town on the northern end of New Ireland with origins in the 19th century.

Her family had a thriving supermarket, hire car and taxi business. She was despatched to school at Melbourne, later worked in Australia as a stenographer, and returned to Rabaul in the 1960s to care for her ailing mother.

"It was a beautiful town. No attitudes. There was a ball for which we all dressed up with tiaras and gowns," she recalls

of a society that ended when much of Rabaul was later obliterated by an exploding volcano. "Life was a party there and everyone was welcome."

Unsophisticated, undeveloped Kimbe, where Hans, her German husband, had gone to set up a concrete block manufacturing business, came as a complete contrast.

It was a frontier bush town in fact, and as such offered opportunities for the first pioneers there to seize, one being the manufacture of blocks needed to build a town.

Thirty-five years later the Reimanns have made their mark on Kimbe as one of the town's two largest private sector employers.

Block making spread into other concrete products, heavy machinery, hardware, heavy equipment supply and hire, boat building, cable television and bits of real estate.

All these businesses grew as Kimbe did, and Cathy worked in the thick of it all, backing up her husband.

Then came a time "when I was not really interested. All I wanted was to be able to look after a couple of house guests".

What she really had in mind was a hotel. In 1997 two hectares of state land on the



From left:

■ *A deer you'll encounter when you visit the resort's garden. There is also a small collection of animal and bird life that you can see.*

■ *Cathy Reimann... "if we can do it, we do it."*

■ *Mt Pago volcano.*

■ *Bustling Kimbe town. Kimbe sees a dribble of tourists attracted by Kimbe Bay's exceptional dive grounds.*

■ *Goliath female bird wing butterfly.*

Volcano and sunset photographs: Craig Dymke of Niugini Helicopter.





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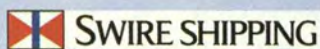
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Above: Butterflies in the butterfly gardens.
Left: The bird wing butterfly.



waterfront became available for lease. It was swamp and it took a year to fill with earth and rocks from a site excavated for a church.

Sixteen cottages were built, competition for the Kimbe Hotel, a hostelry at Hoskins, 30 minutes fast drive from town, and the Walindi dive resort, about a dozen kilometres out of town in the other direction.

To her surprise, not to mention relief, the cottage got "quite a good response" from business and government travellers and Australian aid officials.

Her ambition was fired up and in 2000 an ambitious, and by the standards of anywhere in PNG let alone Kimbe, a luxurious two-floor building containing 22 bedrooms and two fully equipped conference rooms opened.

With spacious and airy central reception, restaurant and bar areas, designed and built as a family undertaking, Cathy's small cottage had quickly evolved into a serious upmarket hotel, the Liamo Reef Resort. And all the work of a girl who, she says, knew next to nothing about the hotel business.

The Liamo Reef Resort could just as well be called the Butterfly Resort. Every

morning of the year guests emerging from certainly the cottages in the now park-like grounds are likely to find their heads surrounded by a cloud of large butterflies - each large brown one escorted, or chased, by several smaller brilliantly green marked ones.

The brown ones flap from one hibiscus blossom to another, alighting to feed on nectar, presumably, while their green escort squadrons wheel around them. Is it a male chased by females or the other way around?

Liamo's grounds are the work of the green fingers of Kurt, one of Cathy's sons, who when he's not running the hotel is the boss of the Kimbe Soccer Association. He's becoming a force in the PNG national association.

He abandoned a television actor and modelling career in Australia to return to Kimbe. In the garden, where you'll also encounter two tame deer and a small collection of animal and bird life, he planted vines that the resident butterflies breed on.

Kurt's brothers, Rene and Richard, run the heavy equipment and hardware businesses respectively. When she's finished her hotel management schooling in Australia, their sister Ramona will be



From left:

- *Kimbe at dusk.*
- *A typical Kimbe sunset.*
- *Cathy Reimann at the hotel foyer.*
- *Mountain view from Kimbe.*

returning home to work with Kurt.

How about Hans, the head of the family? You won't find him around because he's a very quiet, modest man, says Cathy fondly. Yet somehow, she adds proudly, his primary business, Kimbe Concrete Products, was singled out for a prestigious platinum award for excellence of business standards sponsored by a Swiss organisation, Business Initiative Directions, that many of the world's largest enterprises are proud to exhibit in their board rooms. "The real success of this family is my husband. He's a real quiet achiever."

Liamo shaped up as an achievement practically run by instinct. "If we can do it, we do it. It's as simple as that," is Cathy's philosophy.

The hotel's occupancy runs at a fairly steady 65 percent, she says. She wants to bump that figure up but the trouble, she says, is that Kimbe isn't yet of the size that can attract more local custom for her.

Rather isolated on the West New Britain coast as it is, Kimbe sees a dribble of tourist traffic attracted by Kimbe Bay's exceptional dive grounds. They are so good, in fact, that the world's top diving magazines rate them as being among the world's very best diving locations.

With just one established dive resort and a couple of live-aboard boats operating in the area, it's only natural that Cathy has ideas that extend beyond catering for a steady flow of business and conference custom.

The ambience of Liamo Resort's veranda, restaurant and bar, the well horticulturally endowed grounds and its location on the side of the bay has moved her to a logical conclusion.

What a very fine dive resort the hotel would make! A small marina, already built into the grounds and occupied by just one small sailing boat, is surely the logical spot for a dive station. Cathy intends to build one and look for an operator.

But first, and soon to come, will be a swimming pool she hopes will become a recreational weekend attraction for Kimbe's families to disport around.

There's another Reimann's enterprise not mentioned so far, is the latest one. It's the Baia Sports Fishing Lodge. It was opened at a spot a few hours by boat along the coast in 2003. It has accommodation for a dozen people and is run as a joint venture with local landowners.

Kimbe Bay's fishing is great, but what



makes the new lodge special is the numerous rivers in its locality that teem with fighting black and spot tail bass. Get on to the lodge's sports fishing cruiser and you'll also get lined up to hook in yellowfin and dogtooth tuna, wahoo, Spanish mackerel, giant trevally and sailfish.

New Britain is the largest of Papua New Guinea's islands. With an area that exceeds 40,000 square kilometres, it is far larger than all the Pacific's independent states and more than double the area of Fiji.

West New Britain Province, for which Kimbe is the provincial capital, is still virtually untouched, unexplored and unknown. The opportunities it offers for all kinds of adventure tourism, bird watching, hunting for war relics, and trekking are as great as anywhere in PNG.

It is the birthplace of maritime trade thousands of years ago and the laboratory in which Lapita pottery, fragments of which can be found spread as far westwards as Samoa and Tonga, was first made.

The Muruk caves in the Nakani area are the deepest at 1300 metres known in the southern hemisphere. Other

New Britain's caves contain evidence of human years as far back as 10,000 years. Kimbe's position, helped by the presence of the Niugini Helicopter base and several hundred kilometres of mostly coastal roading, makes the town potentially the main jump-off place for exploring large parts of the island.

All this strengthens Cathy's hopes for the future of her hotel and the fishing lodge. "This enterprise is a little thing," she says. "One day my daughter will come back and run it with Kurt. In the meantime, it's my little toy."





TIGER TIMES

Laurie Crowley recalls his PNG flying days

Laurie Crowley...and his Microlite plane.

By Robert Keith-Reid

Laurie Crowley surveys the flat dryness of his three square-mile sheep and wheat farm, about 25 kilometres out of Junee, and about 450 kilometres southwest of Sydney. There's been no rain to speak of for four years. That makes it hard to run a farm, but not impossible.

The terrain is in contrast to the green of the forest that shrouds Papua New Guinea, although perhaps not that much different, although a lot flatter, than the Port Moresby terrain beyond Jackson's airfield. There aren't



There's been no rain to speak of for four years. That makes it hard to run a farm, but not impossible.

Laurie Crowley at his sheep and wheat farm in Junee.

many parts of PNG that Crowley hasn't flown over.

Who remembers Crowley Airways, one of the busiest of air outfits that sprang up in Papua New Guinea in the 1940s and 1950s, and one of the country's first helicopter operators?

Today, Laurie Crowley, soon to turn 85, keeps a little Cessna and a microlight in the farm garage, a great aircraft hangar-sized structure that contains an amazing range of farm machinery of mostly weird science fiction, shapes and sizes.

"You can't run the farm without any of them," he says. "There's just me and the boys to do it. Occupational hazard laws make it impossible to hire farm hands."

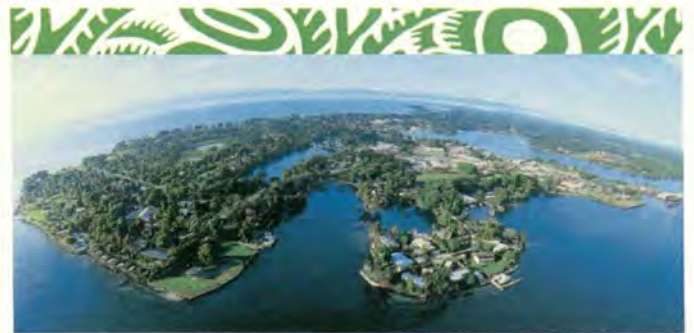
Until recently the garage doubled up as a certified aircraft maintenance workshop. Then the number of forms that the civil aviation department required to be filled in got to a point where the Crowleys cried "enough!" and shut down the aviation business.

Crowley encountered aviation bureaucracy soon after landing in Papua New Guinea after attaining a commercial pilot's licence about 1947. He'd gone through the war as a mechanic with the 458 Squadron, RAAF, working on Wellington bombers and briefly US Air Force Liberators.

Leaving the family farm near Junee, he'd joined up hoping to be trained as a pilot. They made him an engineer instead. He landed a private pilot's licence soon

after the war.

In Papua New Guinea, he went to work for Guinea Air Traders (GAT), an outfit that flew a motley collection of aircraft all over New Guinea, and from Italy and London DC-3s that took 67 hours to carry immigrants



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Crowley stayed on, buying a half share in a single-engine Tiger Moth biplane from a doctor at Wewak about 1949.



Laurie Crowley's first Tiger Moth.



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to Australia. But then the Australian civil aviation department began enforcing aviation rules. GAT didn't like that and closed down.

Crowley stayed on, buying a half share in a single-engine Tiger Moth biplane from a doctor at Wewak about 1949. He was 20 and began a charter business carrying three or four people crammed into the little aircraft's front seat. "We flew all over New Guinea, operating from Lae, and delivered vegetables to a shop in Lae and Moresby where they had no greens.

"I came back from Moresby one day and the weather pushed me up to 17,640 feet. The cruising level was 15,000 feet. We only went higher when we had to, but all the airports we flew to were at 5000 feet."

The business flew as Crowley and Stockton Airways. In 1949, Crowley bought Ray Stockton's share of the business. More Tiger Moths were bought and then the first cabin aircraft, a Curtis Robin, the only high wing monoplane of its kind in the southern hemisphere. It carried two passengers.



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Crowley's Cessna parked in the farm shed.

Later, came an ex-air force Anson he bought for £250. "When it wore out, we bought another one."

The move into helicopters came in 1950. Crowley Airways was PNG's second helicopter operator. The early days of business were assisted with fuel and bits and pieces scrounged from dumped wartime aircraft.

"Spare parts? You made your own." Competition from other small airlines grew and also from Qantas and the now defunct airlines Ansett and TAA.

"The big boys tried to force me out by operating Cessnas and Pipers against me. But by the time they had got through the paper work their working day was over while I had operated three or four flights. They could not cope.

"I was in the air all day and sometimes at night. One day this young Papua New Guinean came into the hangar. We called him Cantaloupe and we trained him as a mechanic. He would change two motors overnight. Next morning I would charge it up and away we'd go. He was a fantastic man. He was killed in a 1970 helicopter accident. What a tragedy that was. We had a great workshop and I don't think we ever lost a motor."

His only personal accident came in the Curtis Robin. "I was dead lucky." Landing on a rough highlands strip, the aircraft went over a cliff. It fell 800 feet but landed, comparatively softly, on a cushion of treetops. Crowley walked out shaken but unscathed.

At the height of his business, Crowley had nine helicopters, eight fixed wing aircraft and about 25 pilots.

The helicopters were costly to operate. After two months of work in the harsh PNG environment they had to be sent to Australia for maintenance.

"We had to fight the government - they were vicious then. The DCA was the main trouble," Crowley says.

In 1961, he began a charter service in the Solomon Islands with a twin-engine Aztec and later with a Dove.

The business became Megapode Airways bought later by another PNG operator, Macair. Still later it was renamed Solair and the airline continues to operate as the now government-owned Solomon Airlines.

Aviation wasn't Crowley's only PNG business interest. He went into gold mining, ran a cargo boat, and a coffee



Crowley's 62-footer Sirius...the first Australian yacht to circumnavigate the world.

He bought and owned for 21 years the classic 62-footer yacht Sirius.



Laurie Crowley and his wife.

and tea plantation. He bought and owned for 21 years the classic 62-footer yacht Sirius, built in the 1930s for the specific purpose of becoming the first Australian yacht to circumnavigate the world.

Crowley removed her masts to make her a floating helicopter landing craft in support of mineral exploration charters. Eventually he restored her, ballasted her with tons of old silver PNG coins from the airline's cash tills, and sailed her back to Australia where the coins were sold for melting for their silver content.

By 1971 Crowley had the impression that for his style of aviation the writing was on the wall put there by an increasingly fastidious aviation department. He sold out to Airfast.

The Crowley name faded into PANGA and then faded out of business altogether, but for a holding company still on the PNG business register.

Crowley moved to the Gold Coast of Queensland where he ran a cattle farm for 10 years, opened a flying school and became a Cessna distributor, selling, buying and delivering aircraft.

His father, a Victorian by birth, died. He felt the call of the family property at Junee, now an amalgamation of three one square mile properties, two having been run by retired brothers. He also went opal digging.

The name of Crowley Airways survived at Junee as an aviation maintenance workshop at the farm quite recently, until it became swamped by paper from the bureaucracy. Crowley has never liked bits of official papers.

Does he still fly the Cessna parked in the farm shed? "I'm just out of time. At the moment I've not been able to find time to renew my licence; I've been so busy around the farm.

You'll find the property up the road from Junee, turn left down Coffin Road and then right at Kentucky Road. Drive until you reach an S-bend. Don't take that. Look for the sign reading Victoria Park and turn up the drive.

He misses Papua New Guinea. "It was the best social life in the world. It was the greatest country ever invented. There was nowhere in the world like it. It was the most beautiful country I have ever been in with the best climate in the world."



Rough Ride

Seeing PNG on a motorcycle



Story: Peter Jackson. Photographs: Max Beagrie

For me, Papua New Guinea has always had a mystique surrounding it with tales of the wild South Pacific featuring headhunters, cannibals, missionaries and explorers.

Later on, it was seeing the iconic images of Aussie diggers battling along the Kokoda Trail, the wounded being carried to safety by the fuzzy, wuzzy angels.

There's always been a small link with Papua New Guinea in my family as both my grandfathers had served their country in this incredible part of the world. I have recently returned to Port Moresby after a two-year absence.

A lot of things have been said about Port Moresby in the past. Does it have crime issues? Yep, it sure does. However, it is a case of being smart about what you do and where you go that can make the difference. Those issues aside,

PNG still has a great deal to offer if you choose to get out and get involved. Sure, you can spend your time in a high security compound surrounded by guard dogs, razor wire, while being gunned up to the back teeth as some might have y\ou believe.

However, most of us choose not to and many weekends are spent out and about enjoying various activities.

Recently, a group of like minded off-road motorcycle riders came together to spend their weekends weaving in and out of thick bushes, dragging themselves and their bikes up steep hills, through swamps and through some of the most challenging country side in PNG, all in the name of fun.



It's a mixed bag as far as profession, age and experience go with these riders. For example, 57-year-old Peter Bamfield has ridden extensively through Vietnam and

Cambodia. And for an old fella, he can match it up with the younger blokes, no problem. Speaking of which, Max Beagrie pulls up as the youngest member. At 25, he has just started to experience the excitement and camaraderie that goes with off-road riding.

When he is not managing his 'Pool Doctors' service, he is either on his XR400, or about to get on it. Local rumour has it that he actually sleeps in his riding gear.

Another convert is Andrew Edwards, 42, a director of a successful IT company. He recently decided to try his hands at off-road motorcycles.

And me? I work with the local television station, EMTV, in advertising and have been a dedicated trail rider and part-time club hacker for a few years while I was living in the Northern Territory in Australia.

I recently bought a Honda XR 400 (popular choice here)

and returned to off-road riding only four months ago after a 10-year break. Love it? You bet.



Our trips often take us up towards the start of the famous Kokoda Trail which needs no introduction as far as arduous terrain goes. Some of the tracks in the area are old disused logging tracks cut along the sides of the ranges and have been reclaimed by the jungle. Nowadays, they are no more than thin footpads - less than 30 centimetres across - with a steep cliff face rising up on one side and a monster dropoff on the other. Getting on to elevated positions along the track you can look out across the thickest jungle where soldiers of both the Australian and Japanese armies fought tooth and

naïl. You cannot help but be in awe as to how the war could be waged in such inhospitable terrain. Walk off the track a few metres and you will understand the true meaning of impenetrable jungle.

It is not uncommon for rifles, machine guns, ammunition





and other rusting war relics to be found as they were left by their deceased owners. Nor is it an unusual event here for mangled wreckages of World War Two aircraft and the remains of their crew to be discovered in the jungles surrounding the area.

What can be recovered of those brave men, which more often than not are only some bones, metal dog tags, a watch or some small personal items, are returned to their surviving family members in either Australia or the United States.

Just Another Day in Paradise...



BEER OF PARADISE...





Dotted along these old tracks are traditional villages with huts made from thatched bush materials that have stood for years and it is quite an experience to visit for both parties.

The welcome received from some of the villagers has to be seen to be believed. We arrived at one particular village called Doy where we met the village headman. Max who speaks the bridging language 'tok pisin' asked him when was the last time a motor car had been in the village. The answer? How does the 1970s sound?

The local kids just loose it when we roll through the villages, and on many occasions parents will pick up their small children and rush to the side of the track to show them the bikes and riders, pointing and waving wildly at us.

It pays to be cautious when approaching and leaving as village kids will behave like kids everywhere and switch

off the brain when they get all wound up and do things like run out in front of the bikes, throw things, and so on. Chickens and pigs become skittish and let me tell you, you don't want to run them over by accident. Quite often

villagers want to be taken for a ride. Taking the kids for a spin on the bikes is interesting and follows a common ritual.

First, they will gather wide-eyed around the bikes and riders, one of the bolder ones will touch something which might be your boots, helmet, whatever.

Asking who wants to go for a ride around the village results in lots of nervous giggles by the girls while the boys, grinning from ear to ear, will begin pushing one another other closer to the bike. Finally, one will stick his chest out and say that he'll have a go. As soon as he

sits on the bike, the gathered crowd will erupt into a loud "Aaaaaaeeeeeeeeeeeee", followed by excited chatter by all watching.





It has to be heard and seen to be believed, and if you haven't got a grin there's something wrong.

Ok, so you cut a very low speed lap around the village, followed by around 15 to 20 kids of all ages yelling and carrying on.

You then drop off your passenger back in front of his mates. Well guess what? Write off the rest of the afternoon as EVERYONE now wants a ride.

Most of us feel that it is important that we try and maintain a good relationship with the villagers where ever we go.

One reason is plain courtesy and the experience gained by this exchange of cultures, and the second, is safety. Should an injury occur, let me assure you, you are a long, long way from real medical assistance which could mean being evacuated to Cairns if it were very serious.

For instance, on some of our coastal rides we feel that we

can call into any village now should an emergency arise, load the rider into a village boat and have him back in town within an hour by sea.



We also carry radios with the frequency set so we can raise help and have boats ready on our arrival.

Most of the local villagers we encountered have been more than helpful and will go out of their way to render assistance in whatever way they can.

Have we had any crime issues arise? Not yet but we do not kid ourselves either - things do go wrong here.

The security issue is taken seriously here but not to the point where you are feeling like a prisoner. To live in this country in a constant state of fear of what might happen would lead to life half lived and who would be interested in that as there's still so much to explore and experience?



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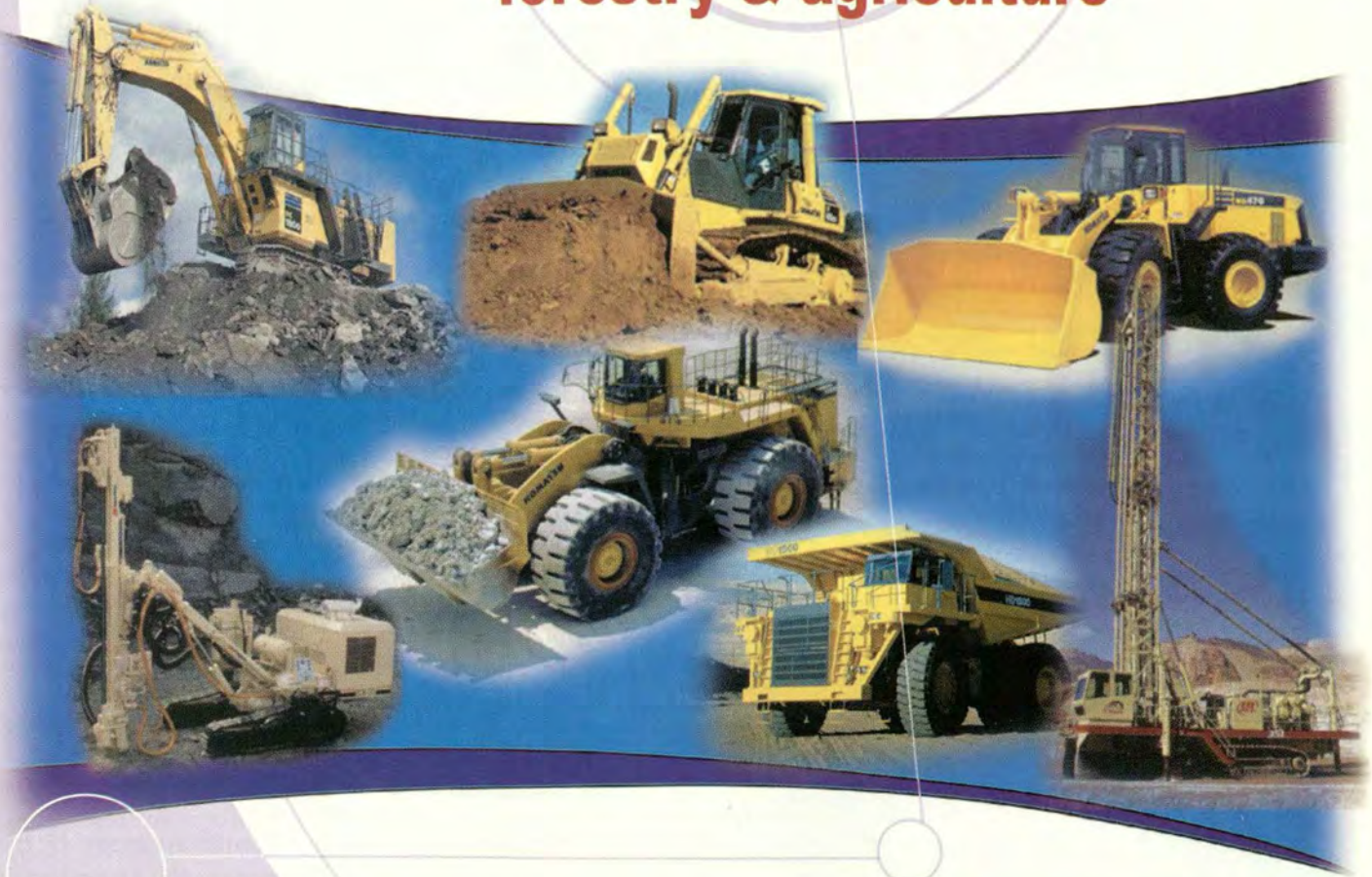
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Mr Music Man *Tau, the Pied Piper*



Buruka Tau...playing the piano at Ela Murray International School.



Teaching children music has given Mr Music Man joy.



By Malum Nalu

The first thing you notice about Buruka Tau is his love for children and vice-versa.

Nowhere is this more evident than at Ela Murray International School, where he is head of music.

When I went to the school to interview Tau, who last September was awarded an Australian Centenary Medal by the Australian Government for services to music, I couldn't help but notice the contagious affection the kids have for their music teacher.

"Hi, Mr Tau", "Mr Tau, we're doing something for you on Friday", "Mr Tau, can you help me with my guitar?" were just some of the many comments afforded to this top PNG musician by his students.

Indeed a Pied Piper, but unlike his counterpart in that famous folk tale by Brothers Grimm, Tau isn't here to serenade away the children of Ela Murray.

When I walked into the music classroom, Tau was backing up pianist Sophia Cragolini, 8, and Kathryn Mouldsdale, 10, as they performed a rendition of *My Heart Will Go On*, the love theme from the movie *Titanic*, which was done especially for the medal presentation.

Sophia played like a veteran while Kathryn, with her beautiful voice, would have made Celine Dion blush with her heart-rending performance of *My Heart Will Go On*.

Later, a class of 21 came in and followed Tau's every move as he plucked the guitar chords to make beautiful music.

Tau confesses that children have given him a new joy in life from the rock-and-roll lifestyle of old.

Tau, one of the original members of the great Sanguma Band of the 1970s and early 1980s, played for top Australian band Yothu Yindi from 1994 to 1998 in Australia and many other countries in the world.

He and top PNG drummer Ben Hakalits - also a recipient of the award - were personally hand-picked by Yothu Yindi to team up with them in Australia.

Tau was awarded an Australian Centenary medal by the Australian Government, "for service to the Australian society through music".

He received the award from the Port Moresby based Australian high commissioner Michael Potts in front of guests and dignitaries at the school.

Schoolchildren gave a special musical performance especially composed for their teacher.

"I've been honoured by the Australian Government with a Centenary Medal for services to the Australian society through music," the music man says.

"I worked with Yothu Yindi in 1994 until 1998.

"We travelled six times around the world. We were basically nine months on the road and three months at home.

"It was a lifestyle out of the suitcase."

The pressure of that jet-setting lifestyle, however, impacted on Tau's health and he returned to PNG and the more tranquil setting of Ela Murray.

"I found a new joy in children," he admitted.

"I've been here since 1999. Children have taught me a lot of things I took for granted.

"It's changed my outlook completely."

Ela Murray principal Bruce Mackinlay, who has been in PNG since 1965, says he has come across a few Papua New Guineans like Tau in his 39 years in the country who have "the ability to relate to students and children as young as four years old".

"He's able to inspire them. They respect him tremendously and he's got a tremendous gift.

Students of Ela Murray, Port Moresby's top international school that has students from all over the world, have also taken a strong interest in traditional PNG music through Tau's teachings.

Tau was a founding member of Sanguma, arguably PNG's greatest band which developed its own avant-garde style of music.

With forward thinking, PNG musicians like Tony Subam, Sebastian Miyoni, Thomas Komboi, Paul Yabo, Apa Saun, Raymond Hakena, Raymond Taligatus and later Ben Hakalits, PNG music went through an inimitable epoch in the late 1970s and early 1980s.

"I think Sanguma even today is unique in itself," the great band's keyboard man recalls.

"Sanguma was way ahead of its time, inspiring a lot of people internationally, even though we were not a commercial band.

"Up until today, it's one of the most unique bands that's come out of PNG."

Sanguma, a band formed by students of the National

Arts School, eventually disbanded because they simply weren't making money. It was basically survival," Tau reveals.

"It came to a point where we had to survive. The music was way ahead of its time. We did our last gig at the Expo in Brisbane (1988).

"Sanguma reunited in 1992 for a concert with Yothu Yindi. Yothu Yindi always respected Sanguma.

"They took me and Ben (Hakalits) out to start working with them. I've done gigs far and wide, here and there in Australia and right across the globe.

"I used to be in Australia for a while before returning to Port Moresby. I used to do a world circuit from here. It involved a lot of work and discipline."

Tau, 45, from Tubusereia village outside Port Moresby, did his early school in the village and continued on to Port Moresby International High School, Port Moresby Technical College, Port Moresby Teachers' College and then the National Arts School in 1978 when Sanguma was formed.

After Sanguma's unfortunate demise, Tau did various things including a stint as a musician in Hong Kong, spent time with Pacific Gold Studios, was a resident musician at various joints around Port Moresby, and became acting general manager of Islander Hotel (now Holiday Inn) in the capital.

He believes the universal language and appeal of music should be passed on to all the children of PNG.

"I think music should be taught. There should be a lot more emphasis on music and arts in our schools throughout the country. The feeling, the emotion from children, is very positive.

"You encourage children to appreciate good art, good music."

Tau feels for the many children, who unlike those at Ela Murray, do not have the chance to develop their music skills at a young age.

"I think our children should be given the opportunity. Look at how happy these children are to express themselves," he points to his guitar class.

"If we can put that into our national system, that would be fantastic. I'm sure there are many people who are so talented.

"They need the motivation and inspiration, role models."

Tau believes he has had a good life. To borrow from the words of Frank Sinatra: "I did it my way."



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Air Niugini

Surfing the Waves

An age-old sport



Words: Jess Ponting. Photographs by Jason Argyropoulos and Jess Ponting

As the Air Niugini Dash-8 bounced down the airstrip in PNG's Sandaun (West Sepik) province, we wondered what was in store.

Led by documentary director Adam Pesce, we were a team of first time filmmakers on location to investigate and document PNG's burgeoning surf tourism industry and its impact on local communities.

In three months of filming, we would discover an ancient wave riding culture and stumble upon a truly remarkable branch of surfing's family tree.

Six years earlier I passed through this way and as the only Caucasian on the flight had attracted attention at the simple concrete structure serving as air terminal. A thin man with a husky

voice and mischievous eyes pushed through the throng and introduced himself as Martin, a bus driver. He had noticed my boards, claimed to be a surfer himself, and offered to let me sleep in his house.

Within a few hours, I found myself unloading my board bag and backpack into a thatched roof hut surrounded by kids with 'fros worthy of a roller disco screaming 'Wali kam! Wali kam!' (there's a white man here).

On ascending the rickety stair made from notches carved into a log, the first surprise was a collage of faded surf pictures sticky-taped to the door of the room I was to stay in.

A 50-ft white sand path lined with frangipani and hibiscus led to a beach fringed by coconut palms and

huge shade trees overhanging the water, and another surprise - a line-up dotted with indigenous surfers.

Here was a thriving surfing community, not of a professional standard, but surfing the long playful right with confidence and skill.

With more than a trace of trepidation I had paddled through the bath warm water into the line-up wondering how this surf community had sprung up - it was and is unique in PNG - and how I would be received. I was clearly an outsider.

The pack turned as one, bringing to mind the classic spaghetti western saloon scene: stranger enters, piano player stops, conversations pause. The closest surfers, large, heavily muscled Melaneseans, turned and paddled purposefully towards



me. I remember feeling completely intimidated until face-splitting grins broke out. 'Welcome!'

They sat and offered their hands by way of greeting. A set reared up, a gorgeously tapered offering. To my disbelief I was ushered to the inside and hooted in.

Six years on and Martin had two extra children but was still driving the same bus. The standard of surfing was higher and a wider range of villagers were taking part.

A handful of surf travellers pass through this area each year often leaving surfboards as tokens of appreciation. A rag-tag collection of all lengths and stages of decay the boards keep scores of local men, women and children in the water but there still aren't enough to go around.

Any given board is passed around five or six people on a good day. Those waiting on the beach play animated games of cards, sledging their opponents, slapping down winning hands and goading losers with victory songs and dances.

When the turn of those in the water is up, next in line will whistle and wave until the board is handed over in the shallows.

Australian surfers were exploring PNG's East Sepik Province in the

early 1960s though it wasn't until the mid-1980s an Australian pilot, known as Crazy Tas to locals, flew into PNG's Sandaun province and was greeted by an array of lined-up point breaks.

According to those around at the time, Tas was a generously spirited bloke who was happy to pass the gift of modern surfing technology along.

Soon the local village boys had one of Tas's cast off boards to share between all those who wanted to learn. Tas also told some of his mates from his base in PNG's capital, Port Moresby, about the surf in this area.

One of these friends was a driven young Papua New Guinean named Andrew Abel. Andy was involved with the Surfing Association of Papua New Guinea, at the time an expatriate dominated organisation closely linked with the gin and tonic set at the Port Moresby yacht club.

In the subsequent 16 years, Andy reformed the association, constructed a constitution based on a grassroots approach to surfing development and management of surf tourism centered on local communities and their needs.

He also arranged for dozens of surfboards to reach the village and encouraged the participation of women in the sport.

Andy's ongoing hard work has afforded villagers here opportunities that would otherwise have passed them by.

Several international trips for PNG surfers to a variety of South Pacific nations to compete in the South Pacific and Indigenous Games have been organised through the surfing association.

As the village is home to PNG's oldest and most proficient surfing community, most of the old guards have been involved in these trips in some capacity.

Surfing has thus come to take on a particular symbolic importance for the people of this region.

International travel and representative sports hold great prestige as they do in the west. However, opportunities for the average Papua New Guinean are normally extremely limited.

Knowing there's a chance of making a national representative team, the whole community has embraced surfing as a genuine opportunity for youth to expand their horizons and bring prestige to the village.

"We were surfing long before you white men showed up," laughed village elder Barney. "You guys just gave us the idea to stand up."



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According to Barney, surfing in PNG predates colonialism, to his mind the people of this village have been surfing forever with 'splinters' fashioned from the flat walls of broken dug-out canoes ranging in size from a hand surfer to a Greenough spoon.

They even developed quivers of splinters suited to different wave sizes and types. It was clear from the joy radiating from old Barney's face as he was describing the minutia of each section of the waves on both sides of the point that he had been out there amongst it in his youth.

Barney explained (and we later witnessed) how at the beginning of the surf season villagers changed their normal agriculture and hunting activities and focus upon harvesting seasonal seafood.

Saksak (sago), the gelatinous goo that is the local staple, is prepared on the beaches with the seafood bonanza and people take to the ocean as a community riding the rising waves.

In order to ensure the beginning of the surf season, an ancient tradition involving calling up the waves in an all day, all night festival, is performed.

Villagers decorate their bodies with coloured clay and wear their best bilas made from hand woven string, shells, tree kangaroo skins and

bird of paradise feathers. A dance is performed to the rhythm of an instrument resembling a sword in a sheath played by removing and inserting the inner section.

Eventually men in 20-foot body masks constructed from the enormous leaves of the sago palm run amok through the gathering, some bearing shields launch mock attacks as crowds scatter before them.

The tradition of splinter riding continues amongst the village children. Those with splinter talents have been given turns on surfboards. It was explained to us that they dreamed of progressing to full-time stand up surfing and representing their country overseas.

History has not always been completely kind to these people. International politics has seen parts of their traditional lands, their very families separated by the arbitrary placement of the border between what is now Papua New Guinea and the Indonesian province of Papua.

We took an alternative route home and eventually came upon a scene that amazed us: another surfing community. A community of surfers off the world surfing map.

Their wave was unquestionably average, a short punchy peak breaking onto almost dry jagged volcanic reef creased by deep

crevasses, potholes and caves. Over this hungry reef, surfers rode truly unique craft - short (5'5") rough-carved wooden surfboards with tiny wooden fins.

Their stoke was palpable from the beach, a gaggle of younger kids stood ankle deep screaming on their older brothers, collecting lost boards and detached fins and returning them to the older boys.

After using a rock to hammer the fin back into a Flintstones style hand carved fin box, the surfers timed their run back across the draining reef and into the line-up. Rides were short and stylistic, remnants of the boards' splinter ancestors were evident.

Paddling into a wave the surfer held the board out front at arms length like a handsurfer only to snatch it back under his feet as the wave surged towards the gurgling reef.

Styles were classic, soul arches prevailed though we also witnessed drawn out bottom turns, floaters and barrel rides.

One surfer spotted a crazy Mohawk and surfed both lefts and rights frontside with consummate ease. The 'fros, soul arches and switch foot magic brought classic Buttons footage to mind.

We were enchanted. There was not a single commercial surf product

between these guys, yet here they were an active surf community evolving and creating their own equipment.

After an hour, the crew returned to the beach the same way they paddled out - together. Chilling in shade back on the beach, locals Glen, Jonah and Meks explained that like their wantoks (people with the same language) down the coast, splinter riding was a traditional institution in these parts.

As younger kids hacked kulau (drinking coconuts) from nearby trees we were told how in the 1980s a surf magazine had turned up in the village and changed the lives of the local community.

The magazine's images of the standing surfer and his craft inspired ingenious resourcefulness and the local boys took up the challenge of carving their own boards from the buttress roots of rainforest softwoods and tackling the engineering problems presented by the attachment of a fin.

The process has been streamlined and now takes a couple of weeks to complete. Although each surfer makes his own, boards are constantly swapped between surfers in the water.

Since this great leap forward in surf craft design, local surfers have been teaching themselves to surf standing up. The crew we watched are in their late teens and in their fourth year of standup surfing.

Far from being the product of surf school fast tracking or buying into the cool scene and 'lifestyle' cultivated by the global surf media and billion dollar multi-national marketing hype, surfers here had chanced upon a fragment of information from modern surf culture and evolved the sport from



scratch. They manage to surf what is barely even a wave and they love it.

This community of surfers is too remote to have accessed the boards of surf travellers and the sport related travel opportunities of PNG's premier surf village. Without doubt these guys surf for nothing other than the love of the sport.

After three months of researching and filming our documentary project,

time had run out. Back in the surf village we exchanged farewells and gifts of surfboards and hardware for traditional PNG bilum bags woven from hand-made, dyed and woven string.

The Air Niugini Dash-8 bounced back along the airstrip, clawed its way into a deep blue tropical sky and tracking east along the coast left behind a truly remarkable branch of surfing's evolutionary tree.

- Jess Ponting lectures at the University of Technology, Sydney's School of Leisure, Sport and Tourism, where he is completing his doctoral thesis, 'Consuming Nirvana' investigating surf tourism in the Mentawai Islands.
- Jason Argyropoulos is a documentary cinematographer/photographer as well as a director of short films and commercials.

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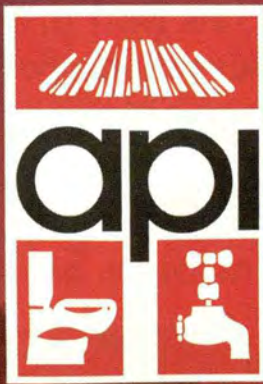
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COFFEE SHOW

Bigger and better

By Malum Nalu

The popular PNG Coffee Festival & Trade Fair has been set for May 5, 6 and 7 in beautiful Goroka, capital of the Eastern Highlands of Papua New Guinea.

The event will feature over 30 traditional singing groups, scores of interesting exhibits and many fun activities.

Due to the increased number of domestic and international tourists the event has been able to attract, a complete weekend of activities is planned for 2005.

This will include a Coffee Ball at the Bird of Paradise Hotel on May 7; an art exhibition which will run for two weeks at the JK McCarthy Museum, and a fun-filled variety night on May 6 at the University of Goroka.

The goal will be to ensure visitors and residents at some point are involved in one of the many events organised. The festival started from humble beginnings in 2001 when it was organised to help promote PNG's vast coffee industry.

Showgoers have learned about the industry as well as sampled products on offer. The coffee industry has grown to become one of the largest industries in the agricultural



sector, in terms of export revenue, employment and as a source of income for many households throughout the country.

Up to two million people of PNG's five million population are involved in the industry.

Roughly 90 percent of PNG's coffee is produced by several hundred-thousand village-based subsistence-farming families, while the balance comes from the plantations.

Coffee's contribution to the nation's coffers annually varies according to the state of the market. However, over the past 10 years it has averaged about K300 million a year.

Higher prices are expected this year by the commodity's governing body - the Coffee Industry Corporation - due to supply problems in leading exporter



Dried coffee beans...heading to the market.

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Norman Carver...show organiser.



Brazil. Many of PNG's leading coffee exporters, roasters, agricultural suppliers and service providers use the PNG Coffee Festival & Trade Fair to promote their products.

Potential overseas coffee buyers have the chance to see the industry in a nutshell at Goroka on May 5 - 7. The PNG Coffee Festival & Trade Fair Incorporated, now in its fifth consecutive year, is earning a reputation as a high quality event.

This annual extravaganza offers a one-stop cross section of social and economic life in the highlands region, whilst also showcasing PNG's unique cultural heritage and diversity.

Evidence of this claim was clearly demonstrated in 2004 by the record number of participation - 74 quality exhibitors; contributions by 30 sponsors; attendance of 20 school excursion groups; and performances by 25 colourful and purely traditional singing groups. All taking place amid a happy and enthusiastic crowd of 10,000 people!

For the 2005 event, organisers are making allowances for the growing interest and demand from the public to attend. "The PNG Coffee Festival & Trade Fair has continued to grow and be successful because it has



been able to partner the following sectors - agriculture, tourism, commerce and government - to achieve its objective of promoting social and economic life in the region," explains founder, young Goroka businessman Norman Carver.

Carver adds the event aims to:

- Improve awareness, affluence and prosperity of individuals and the business community through promotion and development of coffee, agriculture and commerce;
- Refocus national and provincial attention on productive work ethics and business practices; and
- Provide a wide range of practical information for students and children to enable them to make informed decisions about possible career paths.

"The event targets children and students because the future progression of Papua New Guinea will become the responsibility of this young generation of Papua New Guineans," Carver says.

For the 2005 event, Carver expects the attendance of students to double.



Norman Carver...expects students attendance to double this year.

- For further information about the PNG Coffee Festival & Trade Fair, you can contact the sales staff on phone (675) 7321602, fax (675) 7323302 or on email tours@pnggoldfinance.com.pg

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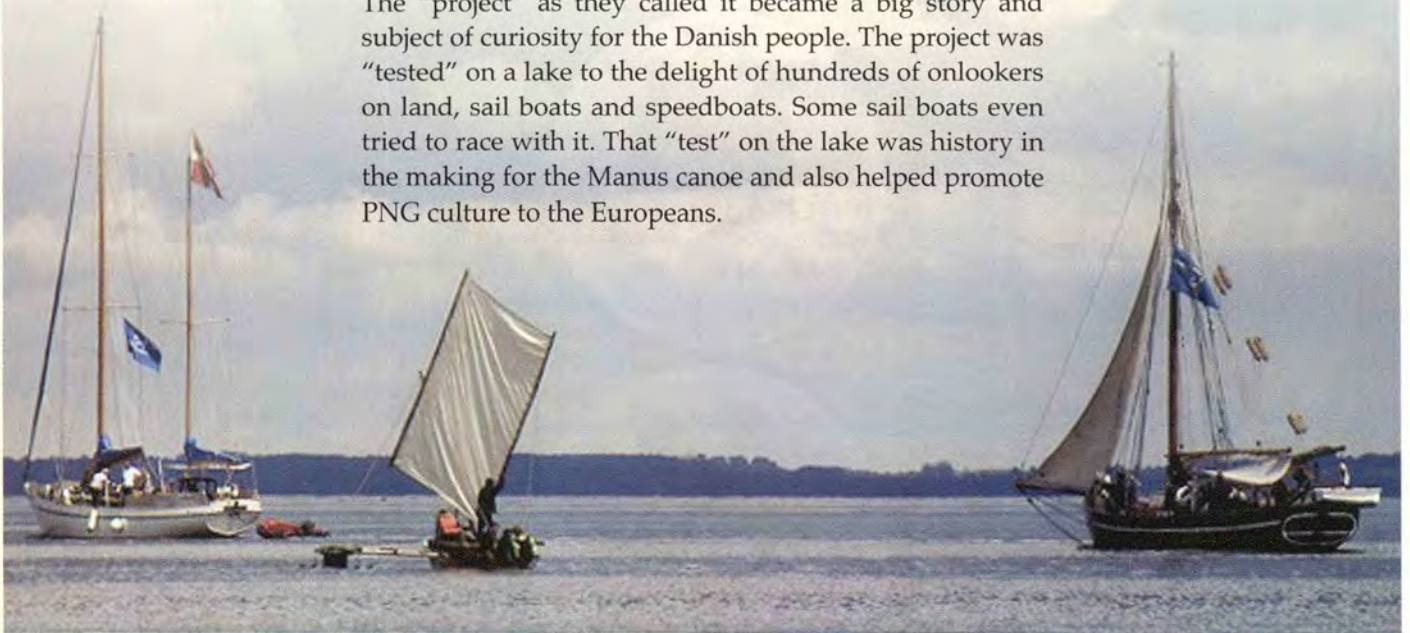
MANUS CANOE IN THE LAND OF THE VIKINGS

Words: Soanin Kilangit. Photographs: Mela Popeu

From 10 May to 30 July 2004, 6 Baluan Islanders "sailed" 20,000 kilometres to Denmark to construct a canoe for Professor Don Otto of the Denmark University Museum.

These master builders completed the 40-ft canoe by mid-July. During those three months, many Danish people plus other tourists filed past the museum to view these builders at work.

The "project" as they called it became a big story and subject of curiosity for the Danish people. The project was "tested" on a lake to the delight of hundreds of onlookers on land, sail boats and speedboats. Some sail boats even tried to race with it. That "test" on the lake was history in the making for the Manus canoe and also helped promote PNG culture to the Europeans.



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The project was envisioned by Otto while doing a PhD fieldwork on Baluan in 1984. Subsequent years saw Otto becoming a professor, and sending his students like Stefan to study there too. With the assistance of Baluan people, Stefan finalised efforts in finding the right logs and other materials.

Then in December 2003, a 40 feet log and materials were shipped through Lae to Denmark.

It has taken 20 years (1984-2004) for Otto's wish to eventuate, simultaneously making history in promoting Baluan and PNG culture (incidentally Otto was initiated a lapan of Sauka clan and named Ponaun) in Denmark.

The completed 40-ft canoe is now installed in the museum, its permanent resting place for people to view and study. A book about the project is also being written by Otto.





The canoe project was among several milestones for Baluan Islanders in 2004 because about the same time (21 June-30 August) 21 Paluai Sooksook dancers were making history touring France, Spain and Switzerland, showing off the famous Manus tamure alongside the Tahitians, Cook Islanders and the MatatoAh Band from Easter Islands.



From all reports, the Sooksook and dramatic performances from a combined South Pacific group in Oloron St, Marie, was sensational (Samtin I mekim ol European I wariwari istap!).

Because of the Danish Prince marrying an Australian girl in May, there was an influx of visitors to Denmark including a big contingent of people from Land Down Under. These Manusians told us that many people who visited the museum at the time saw their skills and artwork.



MANUS CANOE HISTORY

Experts (archaeologists Wal Ambrose and Jean Kennedy, and ethnologists Dr Minol and Dr Sylvia. Ohnemus) tell us that at least 5000 years back the Manus canoes may have travelled as far as Vanuatu, New Caledonia and Yap Island.

Close by, Titan people did sail to and traded with New Ireland and West New Britain, Karkar and Manam.

This interesting piece of history is related to the volcanic obsidian black stones found in Rei on Lou Island and Lapita pot sheds found at Paienset on Baluan. Studies of these volcanic rocks and implements match those found in far off islands mentioned to those found on Lou Island.

Oral tradition has it too that the ancestors of Titan people did travel to Yap to buy "stone money" in exchange for pots, betelnut and "spear bottle" (peilou).

About 1890, Parkinson did witness canoes going to New Ireland and New Britain returning some six weeks later (Parkinson: "30 years in the South Pacific, 1922").

Parkinson was married to Queen Emma's sister at the time and they lived on Kumuli Plantation in Manus around 1890s (Kumuli was owned by Queen Emma and the German Newguinie Kompanie).



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By John Brooksbank

LOGGING

With minimal impact



We squelch around the mud of a mangrove swamp in the rain alongside the Kikori River, whilst WWF forester Olo Gebia measures the vital statistics of trees he has known intimately for years.

Field assistant Bernard Tofinga, of Veiru village, records the date, the tree number and measured results. It doesn't sound like the most exciting thing to be doing, but in the scientific world someone has to do it!

Olo is a walking encyclopaedia of facts about trees that inhabit the various ecosystems of the Kikori River watershed - from the Doma Peaks of the highlands down to the daily inundated mangrove forests of the river delta where we are on this day. Whilst we stand, feeling soggy and fighting off the ever-present mosquitoes, I wonder what practical purposes Olo's dedicated compiling of trunk girth, flowering and fruiting times actually serve.

It's all about grassroots conservation by rural villagers. Olo and other staff of the WWF Kikori Integrated Conservation Development Programme (KICDP), whose core funding is met by Oil Search Limited on behalf of the oil development joint venture partners, have been monitoring biodiversity in the Kikori River Basin since the late 1990s.

Using what are known as phenology transects or lines across certain areas of forests and trial assessment plots in logged and un-logged areas, the WWF has amassed a statistically significant amount of information. They record the growth rates of trees in disturbed and non-disturbed situations, the diversity and distribution density of trees in these areas and what times of the year particular tree species flower and fruit. This data is used

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Gebia Olo (right) and his field assistant check out the trees.

to advise small scale village sawmillers on when and where the best times to log are, in order to maximise forest integrity.

We trek along a narrow muddy path from the riverbank and through the forest to where the Tobai family business group of Lalau village have set up their mobile sawmill - a clearing across which three large buttressed trees have been felled. The main tree trunks have been cut into sections and dragged to the nearby sawmill and sawn directly into marketable planks that are stacked prior to carrying out to the river for transport back to the village.

The whole operation is very labour intensive. People are required to carry, assemble and operate the sawmill, cut the felled tree trunks into logs to be moved to the mill and then carry the resultant sawn timber back out to the river. However, there is very little disturbance to the forest, the only damage being that caused in the immediate area



Little disturbance to surrounding forest.

where the trees are felled.

We soon see the vast difference between this village, family level, eco-forestry operation supported by WWF and the large-scale commercial logging practised widely in the Gulf Province and other regions of the country.

A few hours later, we travel up the Sirebi River to the site of a commercial logging operation where trees are felled, dragged by bulldozers through the bush to the side of one of a network of hundreds of rough tracks that spiderweb through the bush, leading to the riverside wharf where logs are stacked by the hundreds until ready for export.

The use of heavy equipment and construction of access tracks to remove the whole logs results in a large impact on the environment - blocking water courses and destroying younger seedlings and trees. Local landowners have little involvement in such logging operations except perhaps as casual labourers and as recipients of royalties paid to identified landowning clans.



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Mobile sawmill set up next to a felled tree.

The Tobai are members of the Eukari clan of Lalua village, whose residents are not signatories to the larger scale Forestry Management Agreement (FMA) in their area. Just a hundred metres across the Sirebi River, the clans of Ario village are signatories to the FMA and receive some benefits from the commercial operations.

Whilst commercial logging usually has all the necessary legal Government permits, WWF is working with local landowners to make sure they are aware that there are development alternatives for them to take if they wish.

Signing clan land away to be commercially logged is one option whilst the other is the operation of small mobile sawmills to selectively log on their own land. The latter choice leaves control and profits in the hands of the village clan landowners and has less and shorter-lived environmental impact.

It is village sawmillers such as the ones at Lalau village that WWF is working with in the Kikori River delta, educating them to selectively harvest the higher value species such as the Kwila or taun and to log particular species at certain times of the year so as to maximise natural seed production and dispersal.

Even though a mobile sawmill now costs almost K50,000, proper operation can generate a regular income stream for the small group of people necessary to operate it and result in forest exploitation at a scale where destruction of other trees is minimised. Such a small operation is viable with local Kikori prices of K600 to K700 per cubic metre of sawn timber.

Maintenance of forest integrity ensures that trees continue to grow and are a renewable resource for village landowners in years to come but also that other associated wildlife continues to have an environment that sustains them. With few sources of cash income in rural areas of Papua New Guinea such as the villages of the Papuan Gulf, it is inevitable that natural resources



Mobile sawmill in action.



The family sawmilling crew.

such as trees will be exploited. Whilst no one is trying to stop all the development, agencies such as the WWF are working with communities to ensure they are aware of options open to them. Forests that are not dramatically disturbed have a variety of other resources that can be exploited by village landowners as a source of cash income.

WWF and other bodies such as the Insect Farming Trading Agency

are active in promoting longer-term income earning opportunities such as insect 'farming' and vanilla cultivation as alternatives to the more destructive commercial logging.

So...the work of WWF field staff such as forest ecologist Olo Gebia is not just academic scientific research - it has a practical application in ensuring that village exploitation of the forest takes place in the least disruptive manner.



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We're back in business

By Rowan Callick

More than two thousand metres high in Papua New Guinea's new gaslands, Stanis Talu, a clan leader in the proud Huli nation of 40,000, calls for silence from the excited crowd of warriors and their families.

He puts on a pair of wraparound sunglasses and reads his speech welcoming to the Hides Valley the top executives of Oil Search Ltd - managing director Peter Botten and country manager Gereia Aopi, a former PNG Secretary of Finance.



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Salary Packaging and Tax - Helpful Tips from AON

As a general rule, any remuneration planning should not increase the cost of employment to the employer. The aim is to increase the employee's after-tax remuneration without increasing the after tax cost to the employer. This can be achieved by the employer providing a remuneration package which includes a mix of salary, allowances and the provision of benefits.

Superannuation contributions made in respect of an employee will not be taxable to the employee at the time the contribution is made to an authorised superfund.

However, distributors of an amount from a superannuation fund not exceeding a "prescribed sum", to the employee will be taxable to the employee at the rate of 2% in certain circumstances for example:

- Contributions have been made in respect of the employee for at least seven years and the employee is not less than fifty years of age.
- Contributions have been made in respect of the employee for at least seven years and the employee is subject to enforced early retirement.

Where the distribution does not qualify for the 2% tax rate it is at the employee's marginal income tax rate. Or if you have contributed for more than

> 5 years < 9 years = 15% > 9 years < 15 years = 8%

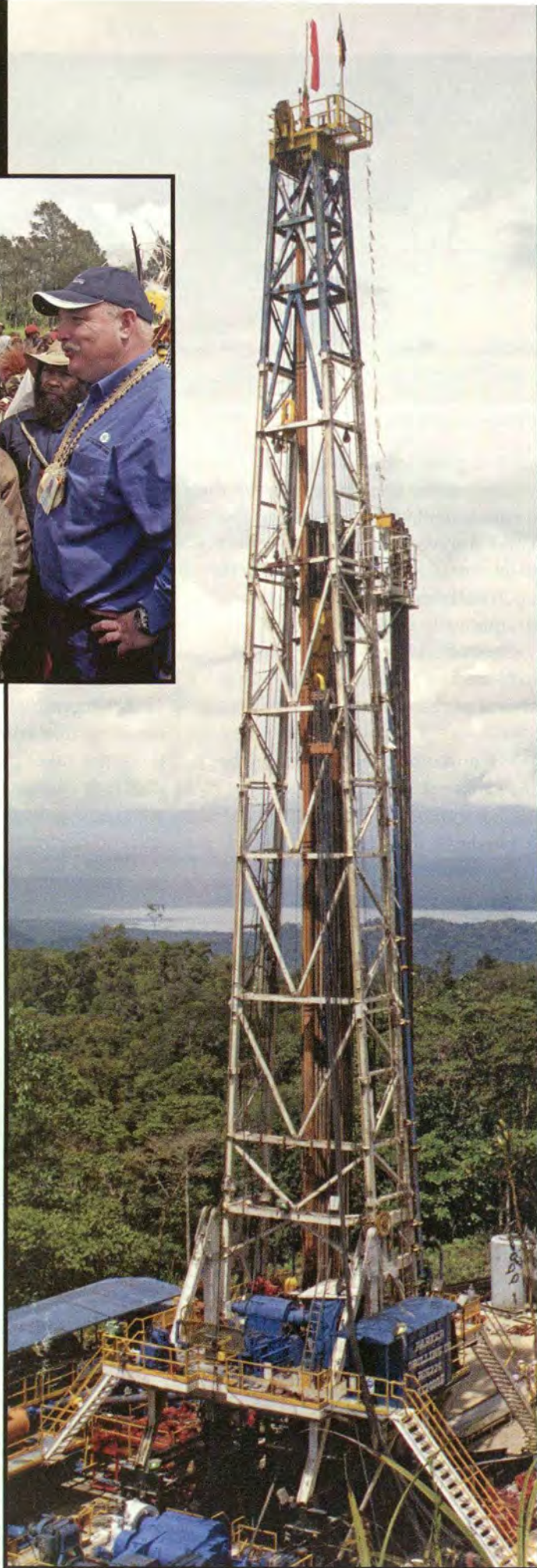
Contributions to superannuation funds will generally be deductible to an employer at a rate of 15% of the employee's gross salary.

For detailed information on superannuation tax rates please contact Chris Hagan at

Aon Consulting (PNG) Limited

Phone: (675) 320 2547

Email: chris.hagan@aon.com.pg





"We are very happy to hear that our gas will go to Australia," he says, "and that the project will get bigger" - big enough to boost considerably the royalties and other returns for the Southern Highlands population which is growing at a near world record rate of 4.2 percent per year.

Talu is wearing his bilas or traditional dress - yellow and red face and body paint, a grass and leaf skirt, a crescent shaped wig, bird of paradise and cassowary plumes - and carries a kundu drum.

Botten, a veteran geologist who has spent a dozen years pushing his company - which next year marks 75 often difficult and arid years in PNG - to this point, replies: "We have worked together to build a small garden, and now we look forward to developing a bigger one. That will be dependent on the support of you people in the valley, so we can send a message to customers and investors that we can do it successfully."

It will be some "garden," one whose development will cost about \$3.5 billion.

Botten, constantly in and out of helicopters as the only way to travel between his company's wells and the camps in the melodramatic, mountainous Southern Highlands, says: "This is toys-for-big-boys country. It needs big money to work in."

Its bigger setting is what PNG's Treasurer Bart Philemon describes as "a rich-poor country, an island of gold that floats on oil."

One reason that PNG is again attracting large numbers of companies to explore for minerals and oil and gas, is that at the community level, the Huli level, globalisation holds a magnetic, almost visceral attraction.

In the early 1990s, a gold rush on the muddy slopes of barren 3000 metres high Mount Kare caught up 10,000 people, digging and clawing away in a mad merriness, searching for alluvial gold.

An Engan, squatted next to his pair of scales, weighed an enormous nugget another highlander had extracted from the stream bed, and then tuned in his short-wave radio to the BBC to catch the latest London Metals Exchange price for all to witness. No one in the transaction spoke English, and only a few even pidgin. But they understood the numbers well enough.

Earlier, it had been through village grower enthusiasm rather than big plantations that coffee took off as a major crop. More recently villagers triggered a vanilla rush. As that starts to die down, alert farmers will find fresh opportunities.

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As government services, living standards and job opportunities have trended down in PNG, the hold of the centre has also naturally declined.

The response to losing access to the big ticket items - sealed highways, adequately equipped schools and clinics - has been to shift towards local, tribal or community based actions and services, and to reject professional political rhetoric.

Papua New Guineans are eager to learn, especially if this enables them to make money, as long as the routes are opened and the revenues flow directly.

This provides a surprisingly accommodating environment for resource developers, who provide through a tax credit scheme schools, clinics and police stations in the area around their mines and oil and gas fields, and help fit out such facilities and fuel police cars.

The Bougainville copper mine closed in part because owner Rio Tinto waited for the national and provincial governments to fulfil their service delivery and royalty obligations, and long accumulated grievances ended up triggering a 12-year civil war. Headaches over environmental errors followed at the Ok Tedi copper mine. But lessons have been learned swiftly, as they tend to be when the stakes are high. Today, resource

project owners focus first on keeping landowners happy, and second on the engineering and market challenges. While commodity prices are high, they can go some way to buying such happiness, despite constantly rising expectations.

At Oil Search operations, for instance, they help transport coffee to markets as back-loads for vehicles that have brought equipment and supplies up the Highlands Highway.

Bougainville will probably never reopen. But Ok Tedi has been operating more profitably than ever since BHP Billiton pulled out, and its innovative trust ownership structure is winning applause.

The Porgera gold mine, about 70km across craggy mountains from Hides whose gasfield is generating its power, is set to produce a million ounces this year. The oil fields around limpid Lake Kutubu, to the south east of Hides but still in the Southern Highlands, have not missed a delivery target since they began production 12 years ago.

Exploration, which dwindled to five mining applications in 2002, is booming, climbing to 15 in 2003 as new tax incentives kicked in, and 48 in 2004, when 20 new petroleum licences were granted.



Reinforced by the China-driven global commodity boom, the regular PNG resources conference in Sydney last December was over-subscribed.

Organiser Greg Anderson, executive director of the PNG Chamber of Mines and Petroleum, said: "The buzz is back. This is good news for a country which depends on resources for 70 percent of its earnings."

In 2005, construction is expected to start for gold mines near Wau in Morobe province, at a New Ireland island near Lihir, and near Rabaul. The Kainantu mine in the Eastern Highlands is already being built and construction will begin of the first Chinese-built and operated mine outside China in the Asia-Pacific region, Ramu Nickel in Madang province.

At the Sydney conference, the expensively suited leaders of two Southern Highlands groups competing for primacy in relation to the gas pipeline, spoke from the floor, describing their claims but stressing their support for the project. Such jockeying will continue but should be manageable.

Petroleum and Energy Minister Sir Moi Avei says: "We have to shield the project from the vagaries of PNG politics."

The owners of the PNG Gas Project (operator ExxonMobil owns 39 percent, Oil Search 54.2 percent, the PNG government's Mineral Resources Development Corp 3.4 percent on behalf of the landowners, and Nippon Oil Exploration 3 percent) recently decided to shift up a gear into front-end engineering and design (FEED) costing up to \$130 million.

Although further customers are still needed, this effectively shoots the starter's gun for the project, which aims within four years to pump gas 3000 km down the Queensland coast to Brisbane and also possibly inland to Mt Isa and Moomba.

As the output from the Cooper Basin in central/southern Australia falls, eastern Australia will depend for its growing gas needs on supplies from the Exxon-operated Bass Strait fields to the south, and from PNG to the north.

The stalling of one of PNG's major likely competitors, the Greater Sunrise field in the Timor Sea, is another bonus for the PNG project. Greater Sunrise is bogged down by the collapse of sea boundary talks between East Timor and Australia, with operator Woodside warning it will soon redeploy staff to alternative projects.

Once the gas is flowing in the Southern Highlands, more



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oil will be extracted together with the gas, providing a massive, reliable source of revenue for 30-40 years, and binding the neighbouring countries in mutual dependence. At present, gas is being re-injected back underground because of a lack of market - limiting the capacity to extract oil.

A new pipeline will take gas from Hides down to Kutubu, site of the other PNG gas fields. From there it will run alongside the existing oil pipeline down from the highlands and across the jungles of Gulf province that ends at the concrete Kumul platform in the Gulf of Papua where tankers have been loading oil for a dozen years already. Instead of terminating there, the new gas line will continue under the Coral Sea to Cape York and points south.

Oil Search, today the source of 14 percent of PNG's gross domestic product, took over from ChevronTexaco a year ago the operation of all the oil fields in PNG, and is likely to continue to run the PNG end of the gas pipeline, while operator ExxonMobil leads the marketing in Australia and the final negotiations with governments there and in PNG.

Australian Pipeline Corporation, a consortium led by AGL and Petronas, will design, own and operate the Australian section of the pipeline.

Bob Reed, the project's gas commercialisation manager, says that despite the angst in recent years over whether the project would proceed, "looking at gas projects around the world, the length of time that it has taken to get to this point is relatively short," compared with Sakhalin in far east Russia, or the Chad-Cameroon pipeline, first discussed 25 years ago.

"What keeps me awake at night," he says, is mobilising the customers. "Ours is a problem of timing, of when the customers want it and will commit to buy it."

For PNG Petroleum and Energy Minister Avei, awaiting the final go-ahead means more than losing sleep. "For us

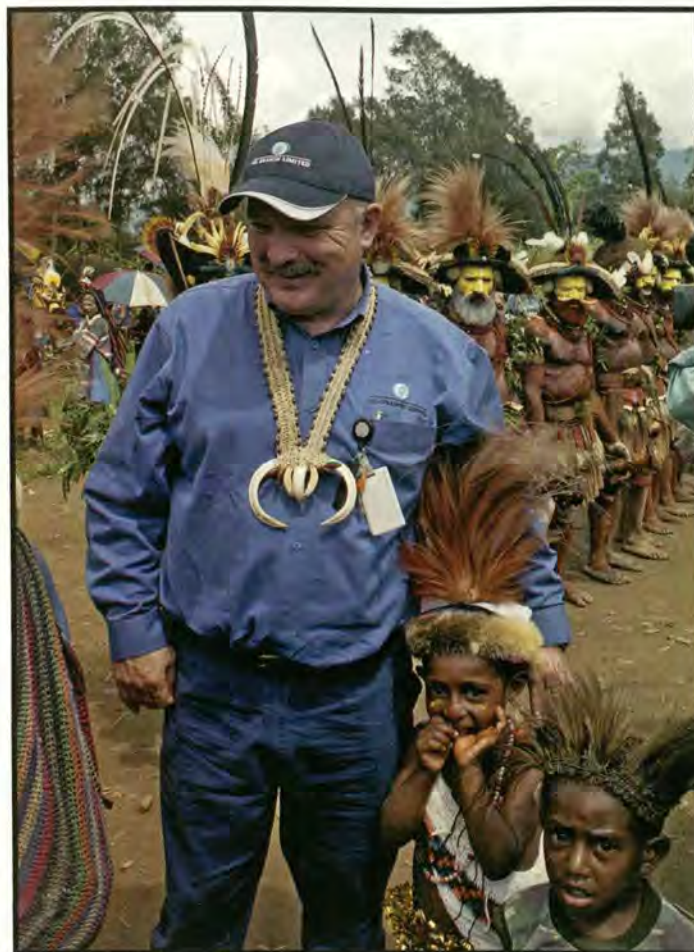
in PNG, it's virtually a life and death decision," he says. The project involves seven trillion cubic feet of gas. But the reserves are bigger than that, Reed says, providing "a basis for gas consuming industries in PNG as well as further opportunities in Australia."

Oil Search is thus considering building an ancillary pipeline along the seabed east to Port Moresby, where at Napa Napa next to the new InterOil refinery, it might produce di-methylether (DME), a low polluting alternative to diesel and liquefied gas, with a major market in Japan. It is also talking with New Zealand

about shipping compressed natural gas, possibly produced at Gladstone after being pumped down from the Southern Highlands, because New Zealand starts running out of its own gas in 2009.

But Australia and PNG will be the fundamental beneficiaries.

Botten, whose Oil Search is investing more than \$US200 million in PNG on exploration and development, says: "If you want to change the scope of PNG's economy, this is the only way you can do it. You can't protect all your assets out here, though, so we're only here because these guys" - and he gestured at the Huli warriors leaping and drumming energetically - "want us to be here. Getting community relations right is the key."



He tells another group of people at Kaipu village near Lake Kutubu: "We can't replace government. But your problem with government is often ours too, so we do what we can to help."

If Talu and his fellow clansmen, and others in the Southern Highlands and the adjacent coastal Gulf province help provide the stability the project needs, then the vast reserves of gas beneath their traditional land can provide Queensland and possibly New South Wales, and businesses as distant as WMC's Olympic Dam in South Australia, with a reliable energy resource for decades.





SINGAPORE'S CHINATOWN

THE PAST LINGERS

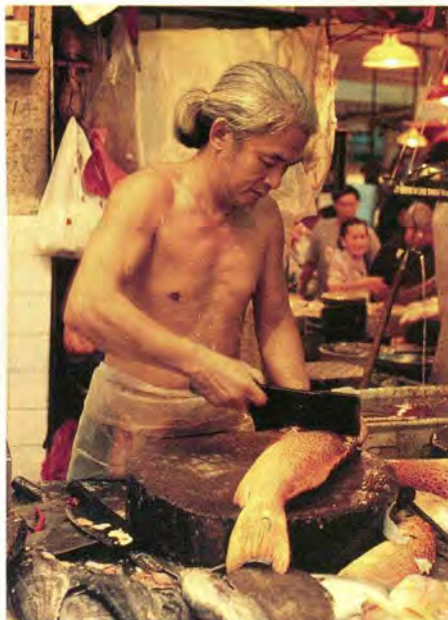
Text & Pictures: Tan Hoo Chwoon

Locked in the latticed lanes that grid Singapore's Chinatown, there still lingers traces of the past that seem to be breathing the last of its uncertain days.

The crumbling tenements of a bygone age sprawl out tenebrously in the shadow of glittering skyscrapers that gawk down at the forlorn air of decrepitude in the streets.

Cast against this arresting backdrop of splendour and squalor, the colourful characters of Chinatown play out their own life dramas in their daily rituals before a throng of camera-toting tourists zooming in to frame them in a slice of life as they go through the paces of eking out an existence.

Chinatown comes astir with life at the first blush of dawn when the



Uncle Fook...the fishmonger.

land, still cold with the morning dew, is bejewelled with street-lights that are burning themselves out as streaking traffic scrawl the motorways and drive the darkness away with their headlights. Yes, many a hardy Chinatown folk who is up bright and early has left

the warmth of his nest to face the fresh challenges that rise with each brightening day.

The women patter their way to the market where a cornucopia of fresh catch and crops vie tenaciously to be picked up amidst raucous calls. 'Best catch of the day!', 'Choicest cuts!', 'Rock-bottom price!', 'Cheap and good!', 'Cheap! Cheap!', 'Buy or cry!'

The competition is ferocious and the strident shrieks suddenly trail to a syrupy whisper: "Hey, hey, Auntie Cheong, don't tell anybody huh, I've kept the best catch of the day for you. Holy mackerel, look at this fish! It can't come fresher than this. Fish is good for the brains. This is for your Ah Ming. Buy it for him. He'll do well in school."

Chop! Chop! Fresh blood drips from the blade of his knife. With the consummate ease of a practised hand, he scoops a fistful of chipped

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ice and slam-dunks it together with the fish into a polythene bag. And with a quick swirl and twirl, it's all wrapped up. He hands the bag and flashes his toothy grin. "Auntie Cheong, thanks for your patronage. Please come again tomorrow."

As his voice trails away, he spies, from the corner of his eye, Auntie

Fong waddling up with a wicker basket at the crook of her arm. "Hullooooo, Auntie Fong, good morning! How are you? I heard Uncle Fong has just had an operation. How's he? Has he been discharged from the hospital?"

"You should brew him cod fish broth. The wounds of his stitches will heal

in no time. Now, let me pick the best one for you."

Everybody in Chinatown knows this fishmonger Uncle Fook, who is known affectionately to one and all as Sea Dragon Lord. But what's more amazing is that he seems to know everybody. Such is the warmth and familiarity that characterises



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the banter and haggling at the Chinatown market. It is not crass commercialism. It is not cold, callous mercantile activity. It is a kindred spirit which fires the solicitous care and warm affection for an old friend or clansman who had trodden the same darkened corridors of the decades with you. The games they once played on the five-foot way, the traumas they had suffered together, the innocent ring of their childhood laughter faintly echo through the years in every gesture and mutual regard. They have gone through weal and woe together. Behind the smile of every familiar face is the bond of a shared yesterday.

And the past still spills out tantalisingly to colour the street-life of Chinatown with its palette of variegated hues, albeit muted ones, as the folks tramp and trundle through the earthy rhythms of their mortal existence and make a simple living by the sweat of their brows.

Men and women of every ilk ply their trades as they exercise the command of their craft, etching, hammering, fashioning, chiselling, bending and pressing, each in his own metaphor of divinity.

Wander around and you may chance upon a moment of holy communion with the spiritual realm, hands

clasped on incense sticks and the heart in a silent mutter for blessings. Tiny bites of dimsum with a lifelong friend in a Chinese teahouse. A trip to the Chinese medical hall to harvest a heady concoction of potent herbs which great-grandmother swore would get rid of the hundred-day cough which has been racking the little one's throat. The calligrapher, in a grand flourish of his brush, scripts an auspicious couplet to exorcise the spirits. The fortune-teller reads a palm and consults her spread of cards and dispenses advice on domestic bliss; her voice drops to a conspiratorial whisper when she hatches a plot to trap the temptress whose sultry charms had so bewitched the besotted husband of



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her tearful client now sitting before her. Yes, E. M. Forster was right. To see a place, we have to see the people. For it is the people that make a place - and make it come to life. Not the plinth and pediment, brick and mortar, or the gleam and glimmer of the skyscrapers. But the simple lifestyle of the people that gives a place its own special feel, redolent of its own characteristic sight, smell and sound.

Follow your own yellow brick road and you may stumble upon a hidden paradise of Singapore's Chinatown that's waiting to be discovered. May you, serendipity granting, find a little place where you will spend a small moment that will haunt you for many years to come as the dying embers of Chinatown's past flame in your heart - forever!



Chinatown...breathing the last of its uncertain days?

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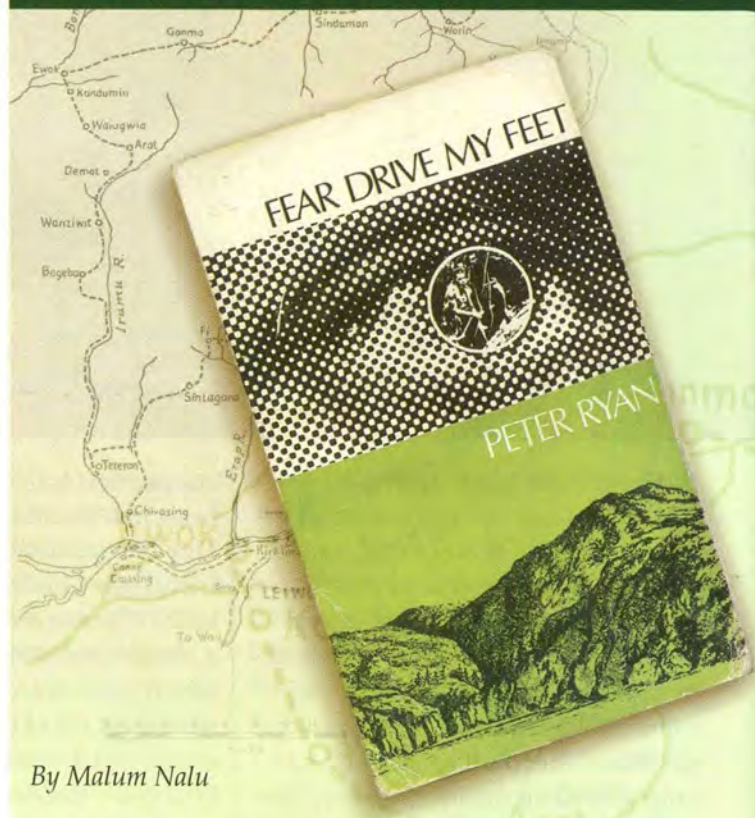
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FEAR DRIVE MY FEET A RIVETING READ



By Malum Nalu

I first became a fan of *Fear Drive My Feet* - a minor classic of World War Two - way back in the late 1970s and early 1980s when it became a hit radio play on local radio.

Fear Drive My Feet, written by Peter Ryan and first published in 1959 by Angus & Robertson in Sydney, describes the factual adventures of one man in the struggles of 1942 and 1943 in the savage country of the Huon Peninsula area of Morobe province (then district).

As an 18-year-old Australian soldier, Ryan was sent out alone and untrained to conduct intelligence patrols for months on end, deep in the jungles of Japanese-occupied New Guinea.

Without heroics, his book describes the hardships and dangers of such a life, though they did not blind him to the stupendous beauty of the country and the nobility of its native peoples.

Fear Drive My Feet, rarely out of print over the last forty years, is a classic story of the darkest days of World War Two, when Australia itself stood in deadly danger.

It slipped to the back of my mind until just recently when James Kari, son of Sergeant Major Kari, one of the heroes of *Fear Drive My Feet*, gave me a copy to read.

James is campaigning for a new cover design for the book, and for this he wants the photograph of his father, who died of cancer at his home in Wamandrah village in Manus in 1992, accepting the book when it was launched in Melbourne in 1960. He also wants an expedition undertaken to recreate the adventure his father and Ryan took over 60 years ago.

Fear Drive My Feet is a captivating factual narrative of the author and Kari's experiences between Wau, the vast Markham Valley and the towering Saruwaged Ranges during the dark days of World War Two.

Other places like Lae, Salamaua, Port Moresby and the infamous Black Cat, Bulldog and Kokoda Trails are mentioned in this book - a must for students of PNG history to read.

Ryan was only 18 and Kari 20 years old when they were part of the 2/5th Australian Commando Company on patrol and observation work behind Japanese lines in 1942.

Sergeant Major Kari was a giant of a man, standing over six feet tall, and his exploits are well documented in the annals of Australian military history, including the killing of several Japanese.

As Ryan describes him: "He was as black as coal, six feet tall and so broad that he filled the whole entrance...his skin was smooth, glossy and hairless, and you could see the magnificent muscles that rippled underneath it.

"It will take a whole book to record the life story of Kari, and I hope to collaborate with his son James, to collate more information about this remarkable man.

"Apart from Kari, many other Papua New Guineans are mentioned in the book, and it is my fervent hope that the younger generation of those mentioned have read or will take the time to read this book to understand the misery of the war."

They include Watute and Dinkila, who made excellent deductions from the way the Japanese were moving, that they were preparing to evacuate Lae.

Another notable character is Buka, whose real name was Ure, but because he came from somewhere in Bougainville he was called Buka. He went on a stampede, stark naked, around a village threatening to shoot all the men in a case of temporary memory loss.

Dinkila comes into the story after Kari as a cook, but eventually takes over Ryan's life as he decided what his boss should wear and eat.

One day, the Japanese made an air raid and before he could jump into the safety of the trenches, Dinkila fell into a toilet pit.

His body stank terribly that Ryan asked if he had soiled himself. Dinkila replied: "Master, me hearim bomb 'e come, now we fall down long haus pekpek."

There is a constant mention of Singin, tultul of Wampangan village, who constantly helped Ryan's group. Singin is the father of tourism personality Erigere Singin, Evangelical Lutheran Church of PNG secretary Fua Singin, and Prime Minister Sir Michael Somare's advisor Sumasi Singin.

Legendary patrol officers Leigh Vial and Ian Downs, who made significant contributions during peace-time and war, are also mentioned.

Fear Drive My Feet fords you across the Markham River, sweeps you across the Markham Valley, and lifts you on to the mountains of Boana and the mysterious Saruwaged Ranges and beyond.

It is a work of non-fiction but will captivate you just like any of the best novels. The narrative is captivatingly built up and culminates with the dramatic escape in the final chapters. A riveting read!



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