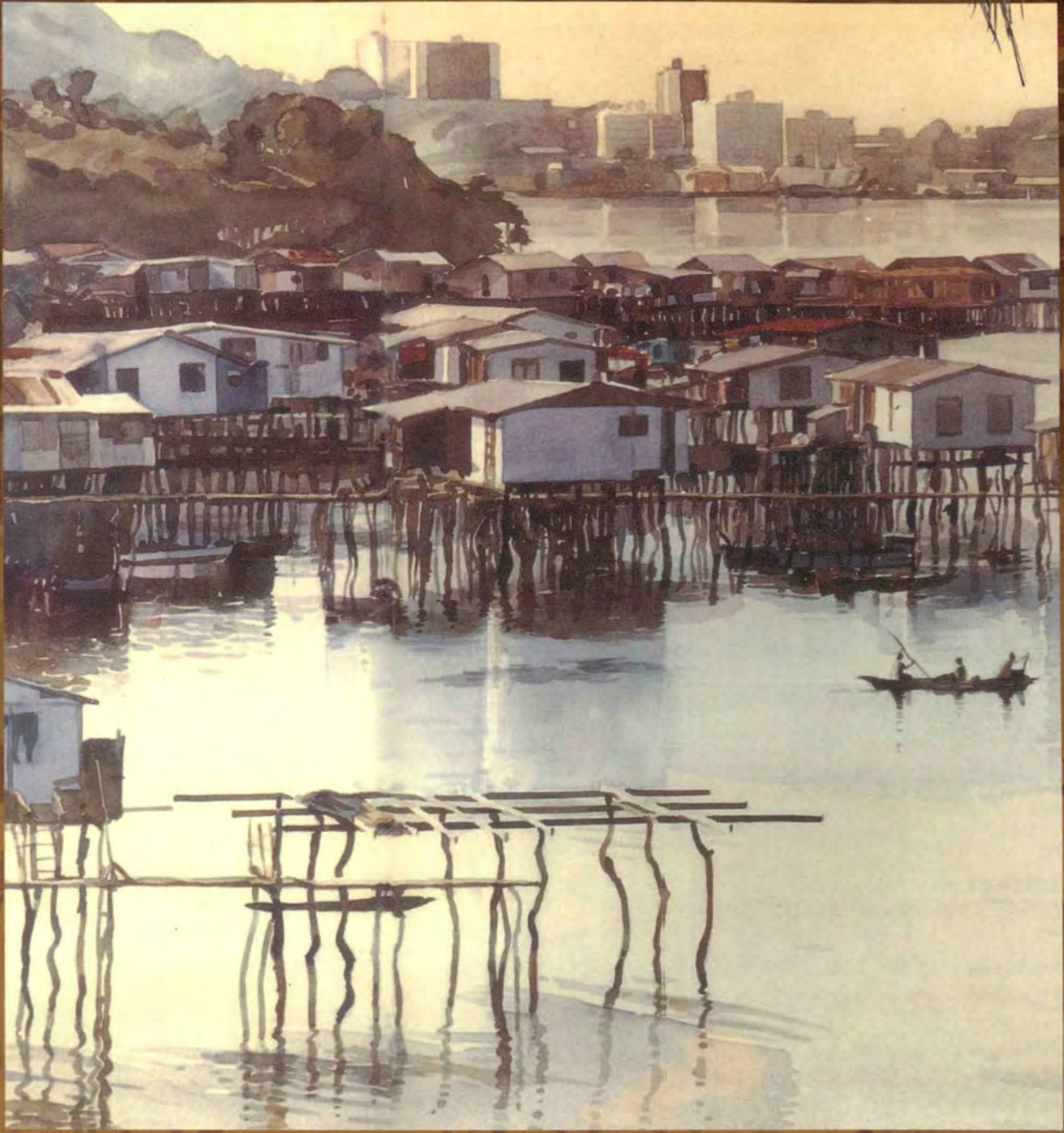


Paradise

inflight with air niugini

VOL 3, 2006





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Chairman's Message

WELCOME ABOARD YOUR BIRD OF PARADISE FLIGHT.

In March this year, Air Niugini joined other members of the International Air Transport Association (IATA) with the introduction of E-Ticket or Electronic Ticket on its domestic and international services.

For customers, this means stress free ticketing, no tickets to lose and no last minute queues for tickets on departure, together with greater opportunities for using self-service kiosks, an innovation which Air Niugini is also investigating.

E-Ticket provides our customers with greater flexibility to make changes to their bookings without having to physically take a ticket to a sales office to make changes. You simply phone an Air Niugini sales office or Travel Agent and make the changes and have your ticket revalidated or re issued while you are on the phone.

As our commitment to meeting market expectation, Air Niugini launched a direct service from Port Moresby to Tabubil which commenced on March 27th. The service has been received with much enthusiasm from the business community in Tabubil. Operating each Monday, Wednesday and Friday, our fast modern Dash 8-200 offers the convenience of direct flights for business travellers and commuters.

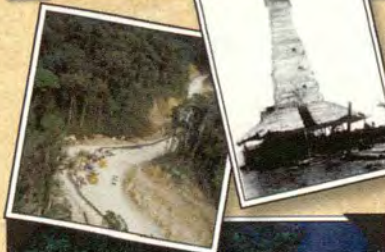
To our international visitors and residents, take the opportunity to visit the country's tourism destinations with Air Niugini's affordable weekend packages to Rabaul and see the National Mask Festival from July 12-15, visit the beautiful islands around Kavieng and explore the wonders of the marine world around the waters of Kimbe.

There are other activities in the many destinations serviced by Air Niugini both within the country and overseas and our staff are always willing to assist you with our travel requirements.

Enjoy your flight.

J. Tjoeng CBE
Chairman

75th ANNIVERSARY OF INVESTING IN PNG



Oil Search Limited was incorporated in PNG on January 17, 1929, and began a systematic search for oil and gas in the country.

Being severely capital constrained, Oil Search successfully introduced a number of large companies to the exploration effort, and in 1938, the Australasian Petroleum Company (APC) was born, comprising a joint venture between Oil Search, Standard Vacuum New Jersey (Mobil) and Anglo Iranian (BP), each group holding one third equity.

APC was the dominant explorer in PNG for almost 40 years. Oil Search's and APC's exploration activities through the 30s, 40s & 50s were unsuccessful, with a number of small gas discoveries made from an investment equivalent to hundreds of millions of dollars.

Activities centred on PNG's southern lowlands, known as the Foreland. The prospective Highlands fold belt, which displayed large surface anticlines, was practically inaccessible for drilling operations.

Using heavy lift helicopters in the late 1950s and 1960s opened up the area to more intrepid geologists.

The primary exploring group then, led by BP and Gulf/Chevron were close to ceasing activities when, following a major gas discovery at Hides; oil was discovered at Kutubu in 1986. This led to the development of the Kutubu oilfield.

Oil Search Limited's election as operator in 2003, and the acquisition of ChevronTexaco's PNG assets, together with the merger with Orogen Minerals in 2002, has taken the company full circle to where it once again has the dominant role in all major fields and prospects in PNG. We are responsible for PNG's oil production and export.

Oil Search now has the financial strength and the asset base - not thought possible by the original promoters in 1929.

Oil Search is now embarking on what will be the biggest resource project ever to occur in PNG - the PNG Gas Project which comprises the piping of gas from the PNG Highlands over 2,000 kilometres to markets in Australia, and is also looking at other initiatives to commercialise its vast gas resources.



2005



OIL SEARCH LIMITED

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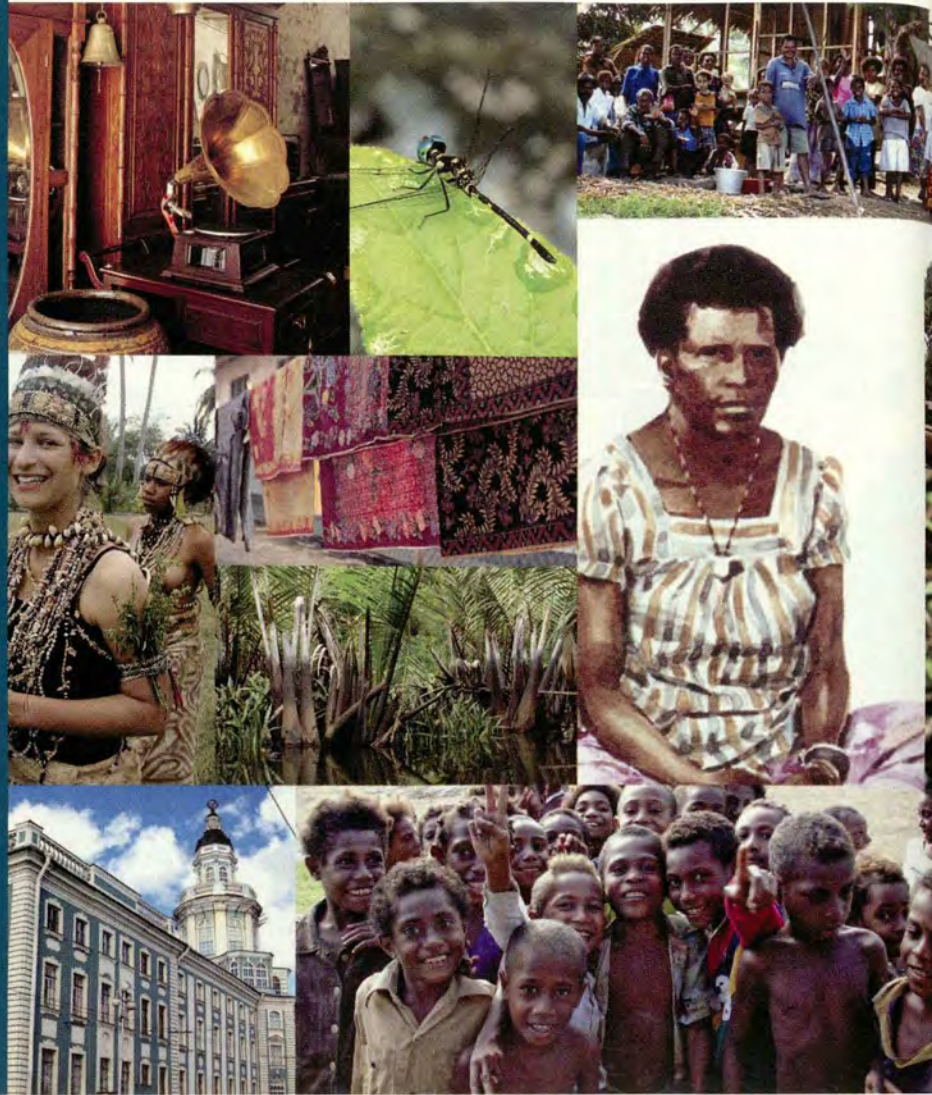
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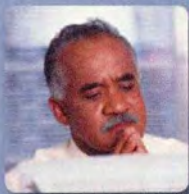
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Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F100	35.528m	28.076m	2 Rolls Royce Tay 650	780kph	11,000m	98 Pax + Bags	3000km



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.



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

Jetlag

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

We recommend that you:

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

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

In Flight Workout

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

1. Ankle Circles

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



2. Foot Pumps

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



Medical information

In Flight Health Tips and Exercises

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

Cabin Humidity/Dehydration

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

We recommend that you:

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

Use a skin moisturiser to refresh the skin.

Eating and Drinking

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

We recommend that you:

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

Cabin Pressurisation

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

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

and descent.

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

Recommendations:

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

Motion Sickness

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

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

Recommendations:

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

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

3. Knee Lifts

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



4. Neck Roll

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



5. Knee to Chest

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



6. Forward Flex

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



7. Shoulder Roll

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



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Bill Luff (right back) with the PNG Office of Information staff.

PNG IN COLOUR

THROUGH THE EYES OF ARTIST BILL LUFF



Papua New Guinea's older artists have cause to affectionately remember New Zealander Bill Luff.

He taught them a thing or two about how to apply a brush for the creation of watercolour paintings.

He began his art career in the late 1940s after graduating from the Wellington Technical Art School and later pursued the life of commercial artists - nowadays they're known as graphic artists - with some of New Zealand's top advertising agencies.

He arrived in Papua New Guinea in 1981 to begin a two-year contract with the PNG Government as chief designer with the Office of Information in the Prime Minister's Department.





Two years became nine years and during this time he applied his brush prolifically to many scenes of Papua New Guinea, some of which are reproduced in this edition of *PARADISE* magazine.

“That I was able to mount six successful exhibitions of watercolour paintings was due to the remarkable variety of subjects,” he writes in a newly published book, *Bill Luff - Watercolourists*. The book contains four chapters that display his impressions of Papua New Guinea.

“The clothing, habitat and physical characteristics of the 19 provinces provided me with endless challenges.”



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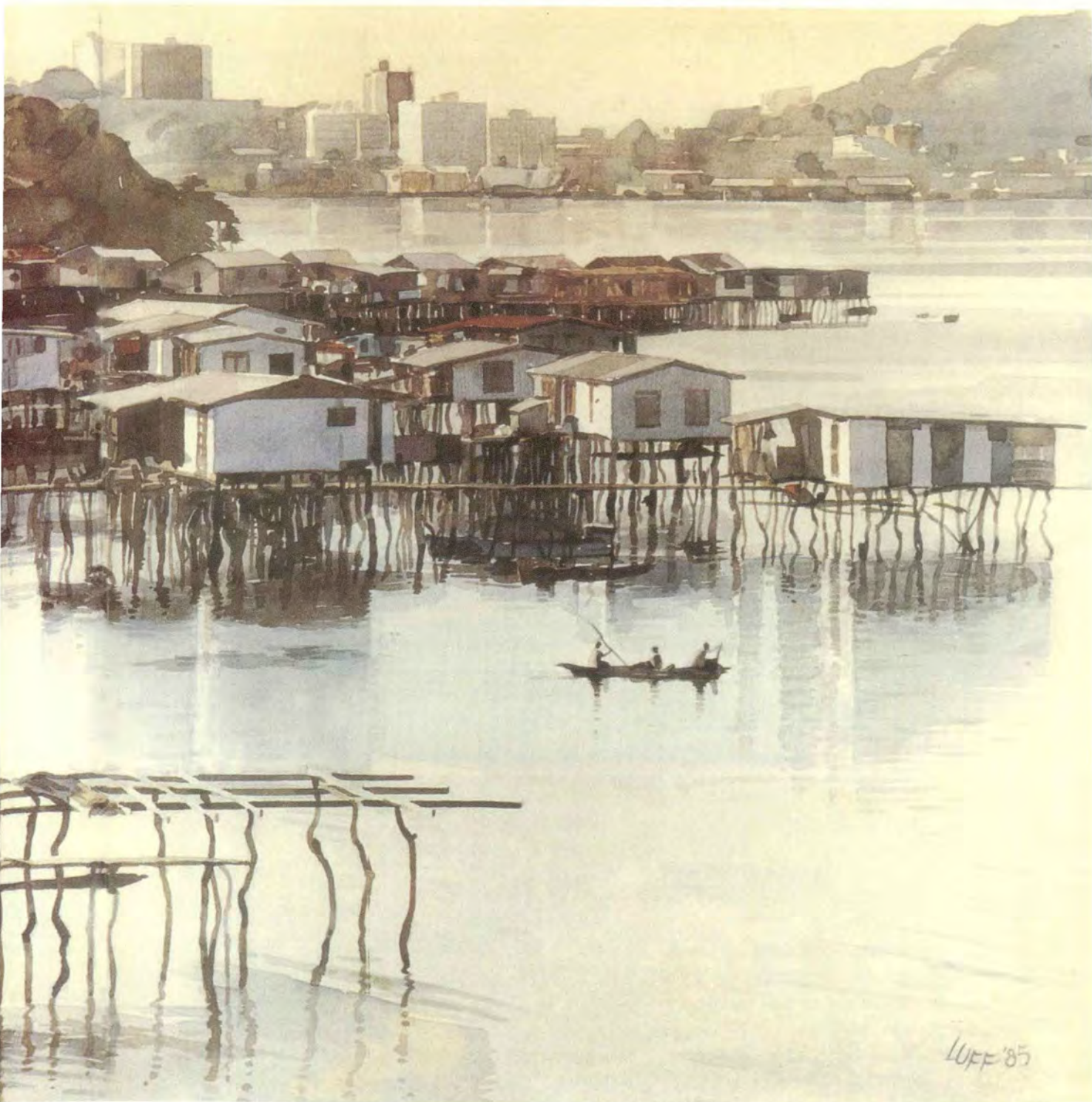
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Watercolour is not the easy medium, compared to oils, that it seems, he says.

“It has been said that a successful watercolour painting needs ‘the forward planning of a chess player, the concentration of a Zen master and the dexterity of a brain surgeon.

“Because light is a critical factor in painting and in particular

watercolour painting, the effect of flowing translucent washes on receptively grained paper is startling.

When dry, however, they lose some of that beguiling sparkle, leaving many a watercolourist in a pensive mood.”

Be beguiled by the watercolours of Bill Luff’s Papua New Guinea, reproduced in *PARADISE*.



DISCOVERING BUNA



A life changing experience

By Nick Toovey

The traditional greeting of "Oro Kiava, Oro Kiava" echoed through the village accompanied by the beat of the kundu drums and the spectacle of ceremonially dressed dancers as we approached Buna in Oro Province to begin what was to be a life-changing, challenging and confronting eight days of fellowship, friendship and discovery with this village community.

Buna has history. It was the scene of extremely heavy fighting between the Japanese and Australians during World War Two with heavy casualties on both sides. It was also the site of the pre-war government headquarters known as the Buna Station.

Our Buna host families went out of their way to make our stay comfortable and enjoyable.

Each of us lived with a family and paired up with a staff member, sister or brother from the Buna school community.





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Lavinia, Sam, Kenny and Dereck hosted Elyse, Zac, Nick and Matt. They went everywhere with us and became quite inseparable.

It gave us great comfort to know that someone was always there for us in the village. We quickly took a liking to the meals of rice, taro, cooked banana, sweet potato, fish, chicken pieces, pumpkin, corn with occasional crackers, and scones for breakfast baked by Mrs Jane "Momma" Gaboe, the school headmistress. We couldn't believe that such quality meals could be prepared in such primitive conditions.

Each day brought new experiences throughout the eight days. They were all captured on film or digital camera by Mrs Jenny Geri.

Our first full day in the village was timed to coincide with the 30th anniversary of PNG's independence from



Australia, so we joined them in prayers, singing, dance, games and feasting to celebrate this significant historic occasion.

We visited the nearby town of Popondetta, which was about ninety minutes ride away, on the back of a very dusty truck or ute. Phone calls home from the town were

a great comfort.

Sharing worship with the village in the beautiful chapel of St Mary's during which we read two of the lessons was very special. We can still hear the beautiful singing and guitars ringing in our ears.

Long walks to their various rainforest crop gardens enabled us to see first hand how the villagers grow and harvest their cash crops.

We found the walk to the gardens hard and hot, the work when we got there was hard and hot, and the walk back was hard and hot. These people do this several times a week. We marvelled at their endurance and strength.

Our daily swims in the warm tropical waters at the nearby beach became an opportunity for the children in the village to join us (especially if Mr and Mrs Williamson were swimming) in their wonderful and customary fun-loving ways.

Snorkelling at the nearby reef, previously explored by Mrs "diver" Geri, was also popular. To see our students and their host brothers and sisters enjoying each other's company was so heart-warming.

The half-day spent in the classrooms with the Buna school students and teachers provided an opportunity

for us to distribute the many letters, rulers, sporting and school equipment we had brought. (We had already distributed clothes we brought to our respective hosting families).

We were also treated to more of the children's beautiful singing of the national anthem and praise songs as the entire student body of the school gathered in one classroom for the presentation. What a blessing!

Considering the poorly equipped and chronically under resourced the schools were, we felt our humble contributions would make a difference to the education and quality of children's lives in the village.

A memorable day was spent at the nearby village of Sanananda, about two hours away along the beach, where we were part of a re-enactment of the arrival of the first missionaries by canoe.

The pretend cannibals were a bit more friendly, but still pretty ferocious. The local "Seekers of the Kingdom of Love" ministry team of about thirty singers and dancers offered songs of praise and worship in our honour. We had never heard the Christian gospel presented in such a unique Melanesian way.

The village had also kindly set up displays of canoe building, mats and bilum-making and tapa cloth designs



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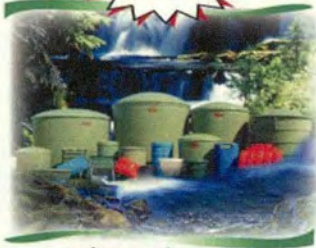


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for us. The villagers are so incredibly resourceful, skilful and adept at what they do!

As a memento of our visit, the ministry team presented us with a beautiful banner bearing their emblem and school crest.

One of the highlights of the week was the final day feasting festivities when we were each dressed in traditional tapa cloth, head-dress and we danced with the village elders to the driving beat of the kundu drums. I will long cherish the sight of each of us sharing this ritual.

We saw first hand, wherever we went, how very friendly, happy and generous these gracious people are. Their happiness comes from their loving relationship with God and within their families, not from any notions of wealth or status in their community. This is such an important lesson for us all to learn.

How could we possibly thank our hosts for showing us such a beautiful part of God's glad world, for changing our lives so profoundly, for sharing so much of

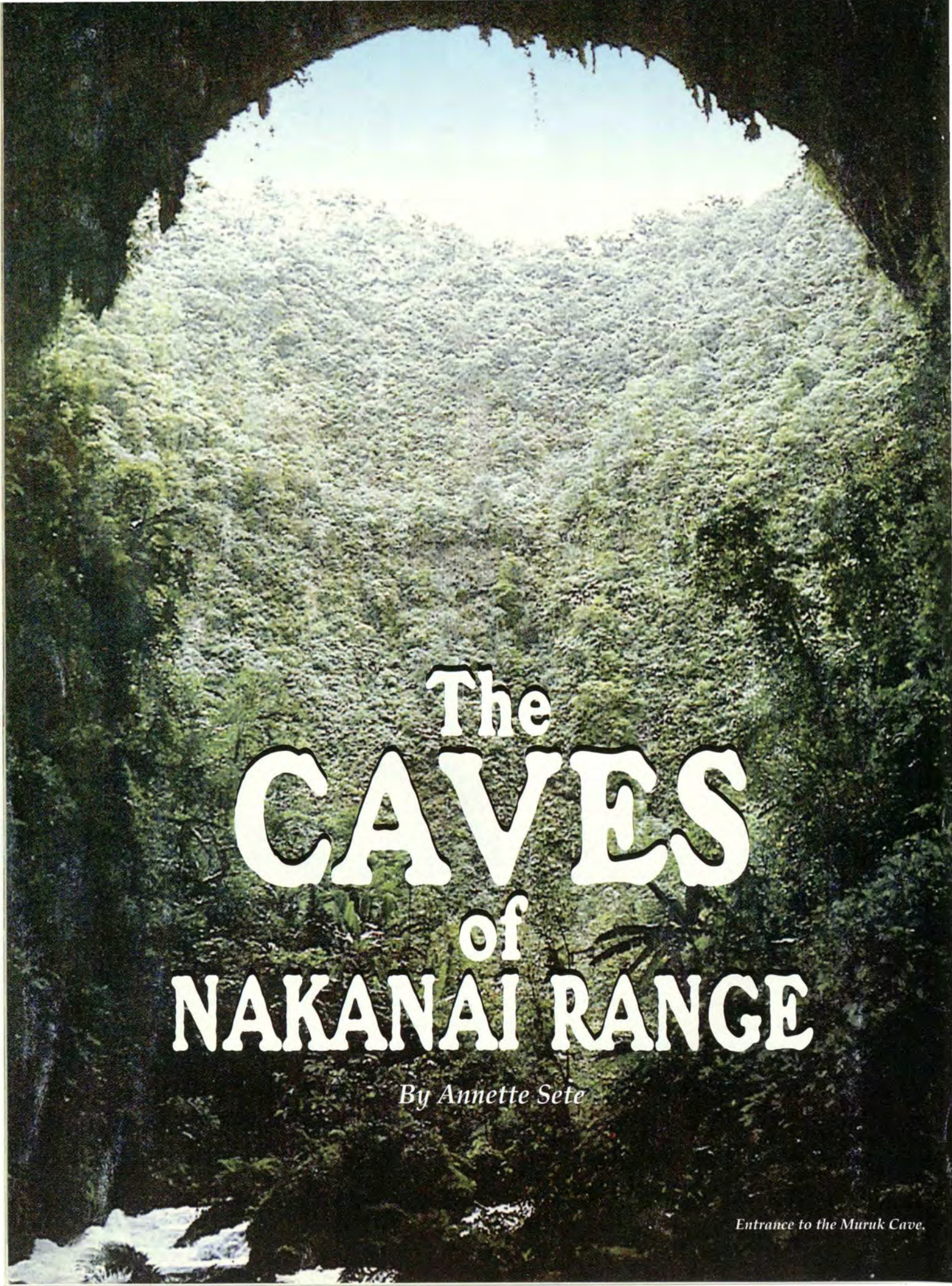


themselves and for teaching us about sacrificial giving and unconditional acceptance?

We felt we reached new levels of physical and emotional tolerance as we coped with the oppressive heat, eating different foods, being far from home, learning strange languages, getting use to unfamiliar surroundings and important of all, learning and living in a totally different culture.

We were on a steep learning curve. We wouldn't have missed it for the world!





The
CAVES
of
NAKANAI RANGE

By Annette Sete

Entrance to the Muruk Cave.

New Britain has a diverse natural environment ranging from marine resources of the warm blue seas and coral reefs to thick jungle forests, mountains and caves, and flora and fauna.

The Nakanai mountain range, which runs between the provinces of East and West New Britain, is now a subject of an expedition by international cavers from the United States, England and France.

The international expedition, supported by the National Geographic Society, arrived in Papua New Guinea in early January and proceeded to the caves in the remote jungles of Nakanai. They will remain there for at least three months.

The expedition is to explore and map out giant river caves situated at the base of some 1000-ft deep shafts.

According to past expeditions, some of the dolines and caves measured hundreds of metres in diameter and could be seen from the air.

Apart from the natural caves system, the Nakanai mountain is said to be very rich in biodiversity. Few scientific assessments carried out in the past had discovered birds, plants and animals endemic to the area.



Inside the Muruk Cave.



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The BirdLife International classifies New Britain and Nakanai as the second biggest endemic bird area in the world with 35 species of endemic birds.

Opportunities for culture, adventure and nature tourist destinations are unparalleled with jungle trekking, caging, diving, whitewater rafting and many cultural activities.

Huge crystal clear waters flow along a kilometre deep limestone gorge with spectacular resurgences pouring down as waterfalls from high cliff sides.

Also, the cultural significance of the indigenous clans is vital and an integral part of the Nakanai mountain.

Their tradition and beliefs are as important as the biodiversity and caves of this unique part of the world.

One of the main objectives of the 2006 international expedition is

to formulate plans to protect the Nakanai mountain as a national park with the possibility of obtaining World Heritage status from UNESCO.

The expedition team and local authorities especially the East New Britain Environment and Conservation committee hope that the total protection of the mountain region will save many world class cave systems, thick forests, other biological diversity and marine resources and reefs.

It is also hoped that this will help the local inhabitants with planned eco-tourism projects should they want to get into this industry which Nakanai offers a huge potential.

The Nakanai caves and dolines are considered to be the most active river caves in the world. This is because of the fact that New Britain has some of the highest rainfall ever recorded in the country.

Experts say because of the huge underground rivers, the Nakanai caves represent some of the most technically difficult caves to explore anywhere in the world.

According to authorities, there have been four caving expeditions in the last 25 years in the Nakanai range and each has provided different challenges and adventures for the cavers.

- In the early 1990s, a French caving expedition explored Muruk Cave and discovered it to be 17 kilometres long and 1178 metres deep, making it the deepest cave in the southern hemisphere and one of the most beautiful 1000-metre caves in the world.

- In 1984, the British "Untamed Rivers Expedition" discovered the huge Nare Cave and found it to be most impressive. It is 250 metres deep with a massive river flowing along the base into one of the largest

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river passages in the world.

- Minye Cave has one of the largest entrance pitches known at 410 metres in depth and 500 metres in diameter. At the bottom, a second river roars into a massive cave entrance.

- Kavakuna is also a giant doline with its 39-metre deep entrance. Other caves that have also been discovered on the Nakanai mountain are Bikbik Vuvu, Liklik Vuvu, Gamvo, Ka 2, Arcturus, Karuru and Pavie which possesses amazing underground sceneries and giant whitewater rivers.

These expeditions suggest that the Nakanai underground wealth is nowhere near fully explored and the potential for further discoveries is huge. It is also said that this area is an asset for future generations.

The international expedition team this year will target the Ora cave, a largely unexplored underground river at the base of a massive doline.



Nakanai Range (circled)...underground wealth not fully exploited.

Ora is situated in a very remote part of the mountain and expedition team leader, David Gill said it may take them two weeks to establish a base camp there. The team had travelled to Pomio district, one of the remote

districts of East New Britain, to set up a camp site. Local authorities say more than 150 square kilometres of unexpected sinkholes, dolines, blind valleys and resurgences await exploration.



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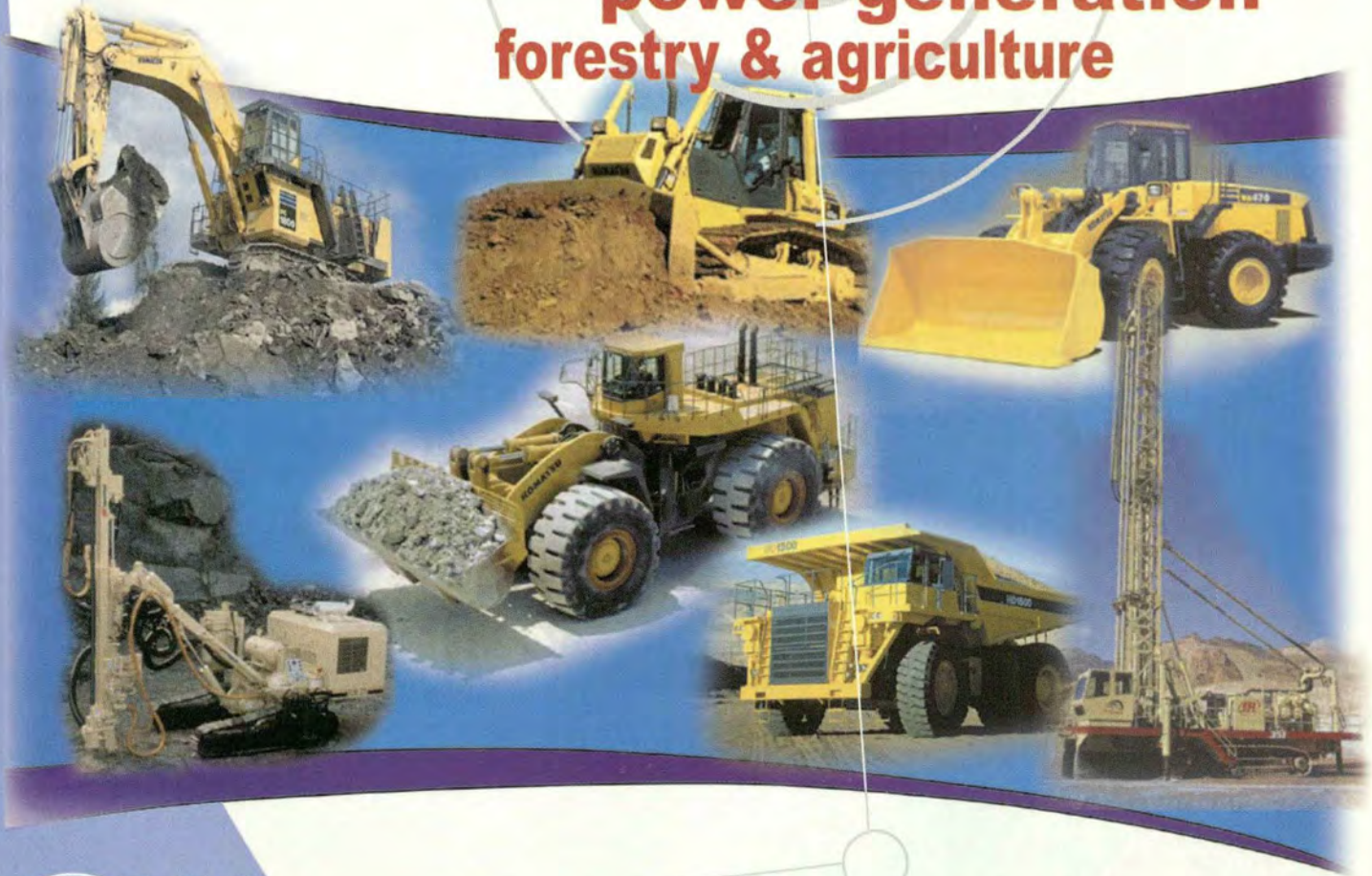
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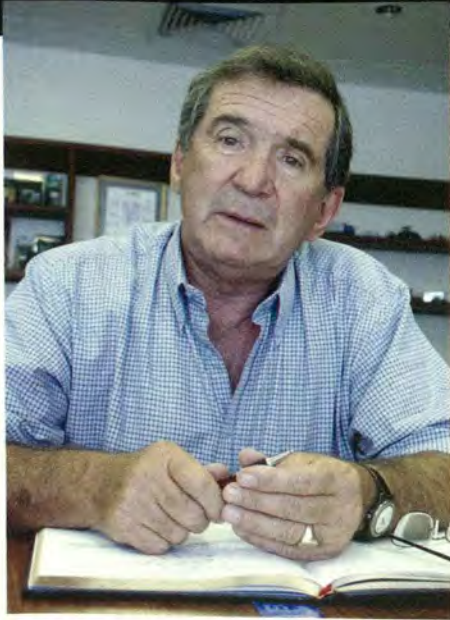
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CARPENTERS' PACIFIC OPERATIONS

Big plans in the pipeline



Hugh Laird, veteran of the Carpenters' Group.

By Robert Keith-Reid

Hugh Laird is British-born, an agriculturalist with a background of tea and coffee, and after 40 years in Papua New Guinea a grizzled veteran of the Carpenters Group's business in the country.

In PNG, Carpenters is tea, coffee, copra, coconut oil and beef. It is Boroko Motors, equating to such brand names as Nissan, Isuzu and Ford. Now it's also information technology, having just bought the Daltron computer business.

W R Carpenters (PNG) Ltd, of which Laird is managing director, means jobs for 4500 Papua New Guinea people and a steady flow of millions of kina to the Papua New Guinea Government revenue.

In Fiji, Carpenters Fiji Ltd is the Morris Hedstrom supermarket chain and automotive, shipping, hardware, and finance businesses.

It is investing big in Fiji property

developments. In Suva, it has just opened the first branch, outside of Papua New Guinea.

It is building a F\$42-million shopping centre, has plans for an upmarket waterfront development and is looking at a cattle farm prospect.

Carpenters is no longer owned by the founding Carpenter family.

Dr Mogan Lourdenandin, a Malaysian physician and businessman and resident of London, is now the ultimate head of the company.

Some components of the Carpenters group, like Morris Hedstrom, have a history in the Pacific Islands that dates back more than 130 years ago. But history in Papua New Guinea goes as far back as the 1914-918 war.

In PNG, says Laird, Carpenters remains committed to its historical core plantation and copra milling businesses.

"But today's business philosophy is also expansion, growth and any opportunities that we can see will be profitable and also fit into our existing businesses so that they have synergies with it.

"We have recently taken on Daltron Electronics. We intend to expand that business because we see significant growth there.

"We want to expand it not only nationwide but eastwards, by moving into Vanuatu, the Solomons and Fiji."

The main Carpenters' interest will remain PNG and Fiji, geographically now all that remains of the old empire.



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The wide-ranging activities Carpenters is involved in.

“Lourdenandin believes there are great opportunities and I support him. I have been in PNG for 40 years and I believe PNG has a great future.”

Laird hails from the English country of Derbyshire. He attended the agricultural college, did two years compulsory military service in Malay and in 1958 left for India with a four-year contract to grow coffee and tea.

“I met an Australian girl, the Antipodes beckoned and I heard about this company, W R Carpenters in Papua New Guinea. I came here in 1965 and have been with Carpenters ever since.”

Company plantations in the Western Highlands produce up to 8000 tonnes of tea a year, and on land nearly 1550 metres above sea level, coffee is rated as being some of the world’s best.

In East New Britain, nearly 2300 hectares of plantation produce up to 2600 metric tonnes of dried copra, 1500 tonnes of cocoa and beef. Plantation balsa is an emerging specialised timber product.

“This country is extremely resource rich and I believe we have a good future,” Laird says. “Agriculture is a significant part of our operation and that is very much tied up with our natural resources.

“Here in PNG, we have consistency in our agricultural ventures and other ventures. We have had a policy of continuous capital expenditure right through all the ups and downs of PNG.

“We are continuously replanting, redeveloping and equipping our coffee and tea factories. They are an integral part of our business. With cocoa and copra on the coast, cocoa is difficult. It is a very high input crop and you only get good prices about every seven years. Put it this way; we are expanding our cattle herd in East New Britain.



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"Papua New Guinea imports huge quantities of beef each year because production here satisfies only 15-20 percent of the requirement. There are several ventures in the Markham Valley at the back of Lae. The Markham Valley, we estimate, has close to a million acres of land and probably only 10 percent of that is utilised for cattle. There is a huge potential there.

"We have looked at oil palm. We're not terribly keen at this stage, but we do believe it has a great future. I want to reinforce the fact that we are a critical part of the coconut industry with the oil mill in East New Britain. 85% of our production comes from small coconut farmers. We manage that facility, the purchasing and shipping for farmers there."

HOW IT BEGAN

Walter Randolph Carpenter was born in Singapore in 1877 and went to school in Australia. He joined the once great South Seas trading company, Burns Philp & Co and in 1899, at the age of 22, launched J B Carpenters & Sons Ltd, pearl-shellers and traders at Thursday Island.

The company was the nucleus of what became Burns Philp's rival, another great South Seas trading empire, the Carpenters Group.

By 1939, Carpenters was a big business in Papua New Guinea, the Solomon Islands and Gilbert and Ellice Islands.

After the Second World War, the parent company, W R Carpenters & Co. Ltd, became an Australian registered holding company in 1957. The group's Fiji interest grew with the 1956 purchase of Morris Hedstrom Ltd, the largest trading and planting organisation in the south-western Pacific with branches in Samoa and Tonga.

Burns Philp is no longer present in the Pacific Islands. Not so for Carpenters. It remains a dominant economic force in Papua New Guinea and Fiji, although under different ownership.

In 1983, Carpenters was taken over by Rick Stowe, an Australian businessman and asset stripper. Having converted many of its assets to cash, Stowe sold what remained of Carpenters to a Malaysian buyer, MBf.

By 1998, MBf was in trouble. Dr Mogan Lourdenandin, a Malaysian citizen, a resident in London and owner of businesses in Malaysia, bought MBf.

Now, through an Australian public company, MBf Carpenters, he controls the Carpenters organisations in Papua New Guinea and Fiji.

Carpenters' annual report, released in March, shows that the group's Papua New Guinea business accounted for nearly 40% of its revenue from its Pacific Islands businesses.

One of the difficulties of Papua New Guinea, Laird says, is a need to muster its resources and get land availability for agriculture on the agenda.

"They talk about the Green Revolution but land is locked up in the tribal land owning system. We've got to be able to negotiate with landowners. We have to negotiate with people and we assist indigenous aspirations by managing some of the old cocoa and copra estates that were taken over after independence.

"We assist schools, churches and missions. You've got to live with the people. You can't be seen as this giant capitalist.

"This is another problem. But all in all, I am fairly comfortable with our relationship with the local people. We have a pro-active attitude. We talk to people, we don't ignore them. We don't live behind a fortress wall."

Boroko Motors has about one-third of PNG's automotive business, Laird says.

"We are the largest truck seller even though we don't sell as many smaller vehicles as the opposition. Our key business for 40 years has been Nissan. We have Isuzu, Mitsubishi, Ford trucks and Mercedes Benz.

"The automotive business has expanded significantly and a lot of that is not just due to management but to the improved economy and stable currency.

"We have taken on Budget car rental as part of our automotive division quite successfully. But I am on the lookout for anything.

"We have a policy of 33 % for the shareholders, 33% for the taxman and 33% for capital investment. We've maintained that. In fact, we've never stopped capital investment here. We're probably putting back 10 to 15 million Kina a year into the country."

Last year's turnover for Carpenters PNG was about 350 million Kina, Laird says.

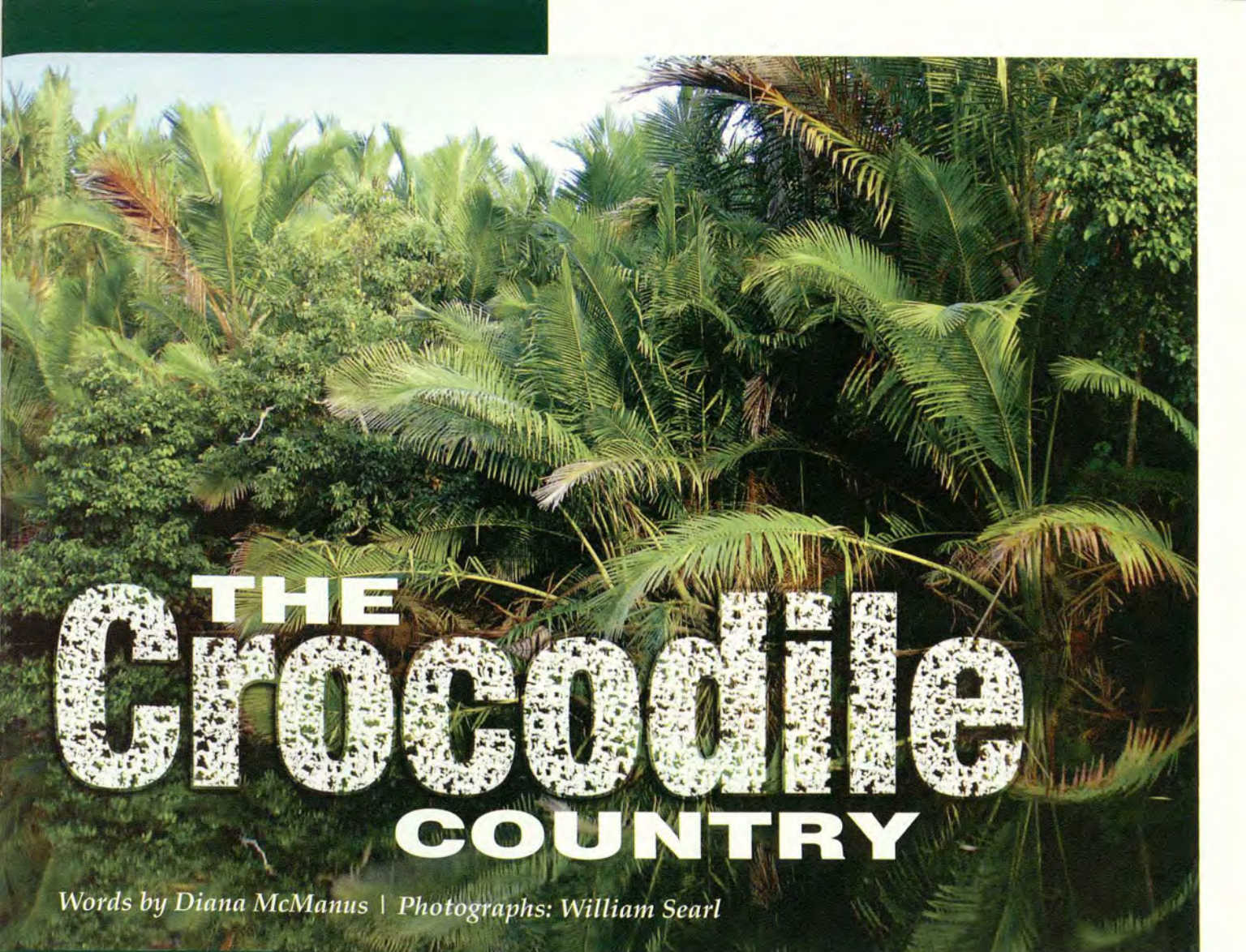
"The payroll was 26 million Kina and before interest and tax we made 24 million Kina.

"Tea is very much down this year and cocoa. The oil mill is reasonably profitable but nothing to write home about, not when you talk about returns on funds.

"That's the key to it; returns on funds. Whether the investment is worth continuing. At one stage, from 1997-98 to about 2000 the returns were derisory.

"Now I see a very good future for Carpenters. We've got some very good staff and the country's under good economic management."





THE Crocodile COUNTRY

Words by Diana McManus | Photographs: William Searl



Moveave village kids.

'THE CROCODILE', a novel by Vincent Eri, was the first novel of note by a Papua New Guinean to be published. Whilst it may not be an outstanding piece of literature, it is certainly an important one because of its local perspectives on culture, colonialism and the impact of war. The novel, to some extent, draws upon the author's own experiences as a youth growing up in the village of Moveave in the Gulf District. He is represented by the main character Hoiri Sevese and all his trials and tribulations.

It's like a little time capsule which captures a piece of PNG at a dramatic turning point in its history. Because I happen to teach it, I thought it would be a good idea to visit the area and 'enculturate' myself to some degree.

Happily, my friend and colleague Allan Evera hails from the area and we arranged to travel there with his family and have a look-around.

We set off one morning from the Public Motor Vehicle (PMV) terminal, not far from Jackson's Airport. Once we'd cleared the city, we bounced along through green



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pastures and verdant hills to our pit stop at Hisiu. Until here the Hiritano Highway was sealed and in good condition but it wasn't long before it turned to gravel and dust.

Winding our way across the rainforested range and down through sclerophyll forests we eventually descended into the sago swamps of the Gulf Province with its plethora of rivers, some swift and brown like the Lakekambu, originating in the mountains, and others still and dark, emanating from the black dirt swamps.

Five hours from Port Moresby we arrived at Malalaua, our destination. The PMV pulled into Sapeaharo on the banks of one of those black rivers.

The name means head of the crocodile because in years gone by crocodiles from downriver would drag their kill to devour it in these headwaters of the Uto River.

It was a busy junction of the highway on land and the watery highway along which arrived heavily laden fibreglass banana boats.

A flurry of cargo exchange took place while sacks of betel nut were offloaded for transport to the capital, and flour, sugar, soft drinks and cigarettes were transferred from the PMVs for the sea journey back to Kerema, about 80 kilometres away along the coast.

This was a far cry from the ancient Hiri Moale trade which saw the giant lakatois pounding through the waves of the Papuan Gulf on their way to Porebada, Hanuabada and other coastal stilt villages, with their cargoes of sago to trade for pottery and other items.

Most passengers scrambled off the PMVs, but we were dropped off at Allan's brother's house in the village.

The family welcomed us with coconut drinks and snacks before Allan took us on a tour of the markets and the rather rundown high school.

On our return, we had a brief encounter with a magnificent Papuan black snake. It crossed the path right in front of us. Allen had just previously fondled a weed used to cure snake bites and felt that somehow this must have been an omen for the snake's appearance. Later, we were taken to



The PMV terminal at Malalaua.



Allan's daughter, Sarah.



Malalaua girls.



Sapeaharo - Head of the crocodile.

Uto riverside.





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Nipa palms.

the family property alongside the river at Uto where we pitched our tents beside the haus win which was made available for us to cook and sit in.

The following morning found us slicing our way towards the sea through the dark, glassy waters of the Uto river with its vivid sago palm reflections and past the stands of nipa palms which emerged from the river's edge. Their broad leaves are used for thatching the rooftops.

Locals in dugout canoes glided by, some trimming the overhanging palm leaves and some loaded with possessions en route to other villages.

Rounding the black sandy spit at the mouth of the river we made a quick visit to the coastal village of Hamu Hamu to visit Allan's Uncle Joe, an avid State of Origin



Approaching Hamu Hamu village.

follower, before dragging our vessel through the tidal shallows and into the mouth of the Taure River with its pretty riverside villages.

We made a stopover at Savaiviri, birthplace of Allan's mother. Here, we were received warmly and were

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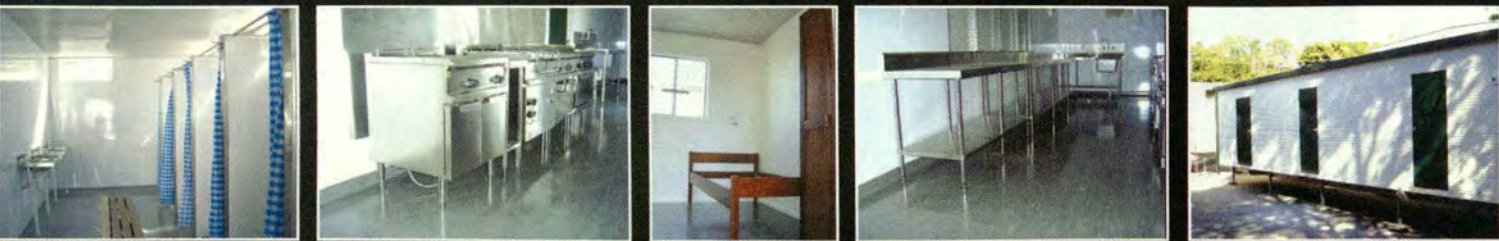
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proudly shown through the beautiful village church which took locals fifteen years to build after raising money for materials from the sale of mats and betel nut.

The village square had river reeds drying in the sun in preparation for more woven mats. Interested people seemed to pop out from everywhere as we sauntered through the village. Quite a large farewelling party had gathered by the time it came to move on.

I was touched when a little girl insisted on presenting me with a mat in a spontaneous gesture of generosity.

A little way up the river we received the same warm welcome when we pulled into the landing at Moveave.

This is a very big village which is actually an amalgamation of two villages, Heatoare and Heavala. The village is divided into two by the two churches and their respective village squares, as mentioned in *The Crocodile*.

Monuments to the first missionaries stand proudly at the Protestant end near its cheerfully coloured yellow church, where Sunday school children squealed and laughed at our appearance. Reeds also lay here drying in the sun.

The president of the local women's association ushered us to the Catholic end of the village where we met Francis Malaisa, the cousin mentioned in the novel.

He kindly showed us a few more sites of interest, including the village school, which has since been rebuilt, the stilt houses where he had once shared his upbringing with the author, and the Catholic church. The pillars of the church have individual painted motifs to represent



Catholic church



Drying reeds for mat making in Savaiviri.



Onlookers...watching attentively.



The author gets a gift from a Savaiviri girl:

each of the village's clan groups which have their houses built alongside the church in the same order.

We spoke of the novel, their lives and how times have changed. The crocodiles have moved further away from the noisy waters of motorised boats. Even the colonial administration, the metaphorical crocodile, has gone. Eventually, we had to leave, back to the still dark river beside our campsite.

As I plunged into it for our evening wash, I prayed to God that they were right about the real crocodiles and

that I wouldn't be another Mitori, a crocodile victim in the novel. Now when I introduce the novel to my students, I do it with enthusiasm and some insight into some timeless aspects of the Gulf Province village life and its hospitality, and with the remaining images of lush green sago palms, dark rivers, laughing children waving from the banks and gliding canoes: wonderful images of PNG's Crocodile Country. No wonder the author was very proud of his heritage.



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Dragons & Damsels



Agrionoptera longitudinalis often lives around settled areas. This one was photographed near Wewak.

Words and pictures by John Michalski

In the mountain rainforests of Papua New Guinea, along tiny creeks that feed mighty rivers like the Sepik, in the hills surrounding Lake Kutubu and even in the ponds at Madang Golf Club, dragonflies and damselflies fill the air with spectacular colours and unusual antics.

Just as Birds of Paradise epitomise PNG's unique bird life, its odonata are amongst the most extraordinary and beautiful in the world.

I began my love affair with these creatures as a college

student back in 1981. In 1984, I received a package containing several unidentified PNG dragonflies with the request that I find out what they were. The assignment took me several years, and by 1990, I was hard at work on a guidebook to this interesting group of insects.

Most people would be surprised to discover that Papua New Guinea and the surrounding islands boast a total of nearly 600 different species of dragonflies and damselflies, a great many of them found nowhere else on Earth.

On my first visit to PNG in 1994, I discovered three new species myself. I've found a dozen more since then. And it's likely that a great many more await discovery even today.

Male dragonflies and damselflies are among the only creatures to possess two different sets of reproductive organs - the actual production centre is at the tip of the abdomen, but a special storage compartment is located closer to the main body, just beyond the base of the wings.

When an amorous male breeds with a female, he grabs

Settled in the shade alongside a village fishpond, this *Argiocnemis ensifera* was photographed near Simbrangu Village in the Prince Alexander Mountains overlooking Wewak.



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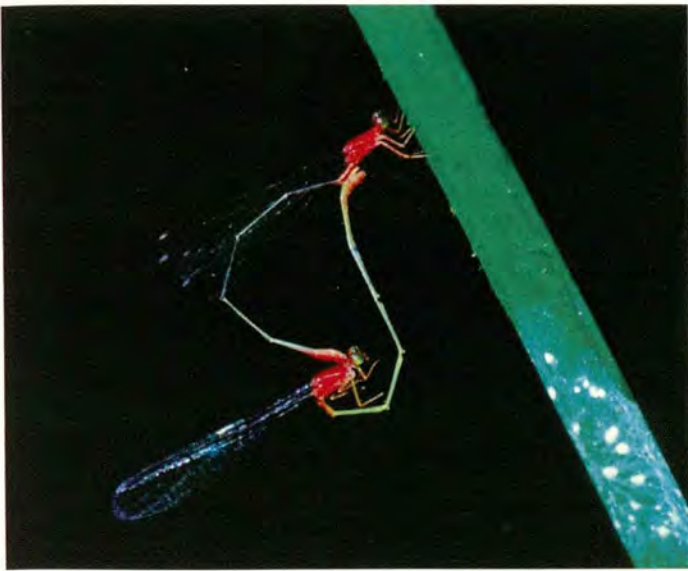
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The "wheel" position taken by damselflies in love, as shown by two *Teinobasis rufithorax* on the banks of Lake Kutubu in Southern Highlands Province.

her behind the head with a pair of claspers at the tip of his tail, and she responds by attaching the tip of her abdomen to the storage compartment near his wings - the result is a heart-shaped dance known to dragonfly enthusiasts as "the wheel."

Males of most species patrol small territories that they call their own, fighting off intruding males and attempting to attract the girls. Though they typically fly too quickly for most people to notice, the males are often brightly coloured in shades of blue, green, yellow, red, orange - practically every colour in the rainbow set against bold stripes of velvet black.

Some species have colourful markings on the wings as well. Males do everything they can to show off these colours to their best advantage.

Females are usually coloured for camouflage and they tend to hide among the reeds and shadows as they look for the best places to lay their eggs.

Their babies live under water and are known as naiads (pronounced Ny-ads). Naiads take anywhere from several months to several years to reach adulthood, depending on the species.

Like their parents, they are voracious predators on other insects. Mosquitoes are favoured prey of young and old alike, and this makes dragonflies extremely useful allies in the fight against tropical diseases like yellow fever and malaria.

Papua New Guinea with its many young mountain ranges, has different populations of dragonflies stranded in different valleys and river systems, and as a result the



White legs tell other males that this twig is spoken for. This *Rhinocypha tincta* was photographed on the banks of Lake Kutubu in Southern Highlands Province.

species may differ greatly from one valley to the next. The genus *Nososticta*, for example, comprises over 42 species of needle-thin, forest-loving damselflies, which are mainly distinguished from one another by their arresting patterns of dazzling blue, green, violet, or fiery red, yellow, or orange.

Without these bold swatches of colour the average person

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would be hard-pressed to tell them apart.

There are also some odd vacancies. Considering the enormous number of mountain streams in the country, PNG has almost none of the "club-tail" dragonflies that populate these habitats in great variety elsewhere around the world.

But nature, as they say, abhors a vacuum and over the course of time Papua New Guinea has filled the gap from the genetic palette available. This takes the form of the roughly fifteen species of *Huonia*, a medium-sized, black-and-green dragonfly (named after the Huon Peninsula, where the first species was identified at the turn of the century).

Huonia comes out only in the sunniest weather and drops down from the treetops to sit on sunny streamside boulders before flying a few low figure-eights over streams and zipping back to the forest canopy. In short, they look and behave exactly like "true" club-tails do everywhere else in the world.

While any villager in the country is likely to be familiar with several kinds of dragonflies, the ones found in villages are the kind that enjoy the conditions created



A mere 3 cm in length, this *Ischnura heterosticta* was found at the ponds of the Madang Golf Club.

One of PNG's many deep forest dragonflies, this tiny *Tetrathemis irregularis papuensis* is much shorter than its name, at only 3 cm in length. This one was photographed near Simbrangu Village, in the Prince Alexander Mountains overlooking Wewak.



Neurothemis stigmatizans is a widespread species near human settlements. This young male of the subspecies *bramina* was found at Ambunti Station on the Upper Sepik River.

Huonia oreophila is one of at least 15 species of green, club-tailed dragonflies that prefer the unspoiled conditions of clear mountain streams. This one was photographed in the Aseki District of Morobe Province.



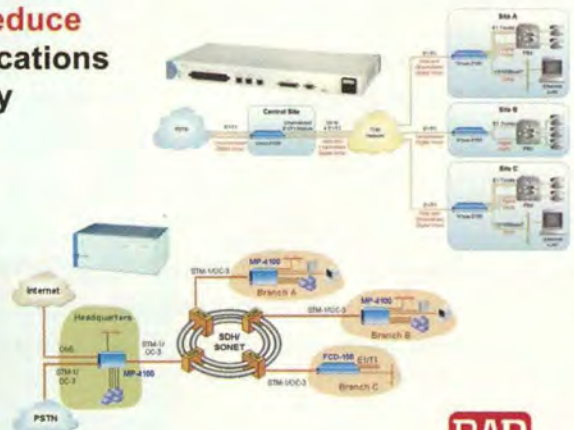
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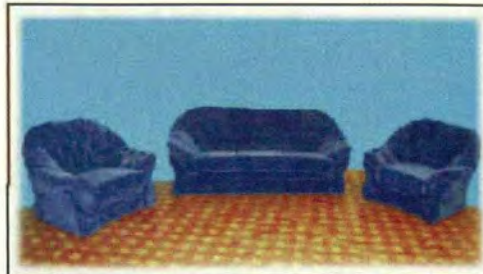
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by human settlement - open country, marshy fields and water "enriched" by nutrients found in human and animal wastes.

Most of these species may be found throughout the country. But stroll away from the village houses into the darker and less-disturbed places and in the small forest streams, you will discover Papua New Guinea's true diversity of dragons and damsels, many of them known.

Keep at it for a few weeks and you are likely to discover a new species yourself. And it is these forest-loving species that are our best indicators of water quality and the state of the ecosystem in general.

These species usually cannot tolerate any pollution whatsoever, whether it be industrial or agricultural.

They will not live where trees have been cut down. They prefer bush to taro and kaukau.

So a careful survey of PNG's dragonflies and damselflies can provide a base-line of information for

Fiery red Orthetrum villosovittatum lives all across Melanesia wherever people settle. This one was photographed at the Hokaneiva Community School in the Aseki District of Morobe Province.



A relative giant at 7 cm long, Papuagrion occipitale prefers the quiet and shade of undisturbed primary forest. This one was photographed near Simbrangu Village, in the Prince Alexander Mountains overlooking Wewak.

future generations to compare against, to see if the environment is remaining healthy, or suffering from contamination and depletion.



John Michalski, a public school biology teacher in the United States, is currently preparing a number of new species for publication, along with a guidebook to dragonflies and damselflies of Papua New Guinea, Maluku and the Solomons.

Still a mystery, this dark-bodied Argiolestes spends all of its time lurking in the deep shade of primary rainforest in PNG's Southern Highlands Province. Still undescribed, this new species is only one of many such creatures that await discovery in the forests of the South Pacific.



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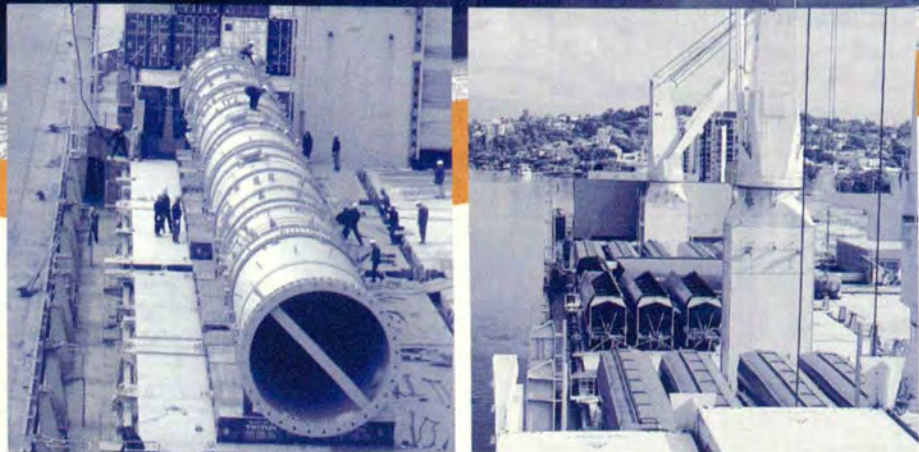
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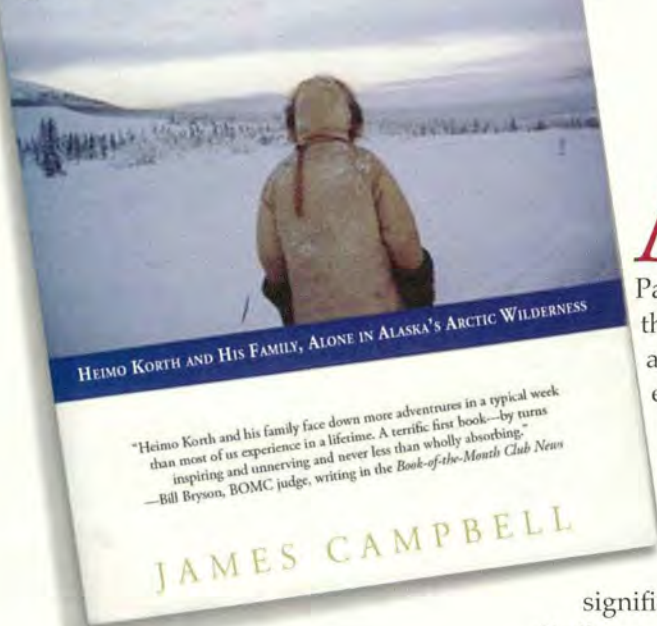
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THE FINAL FRONTIERSMAN



Trekking the tracks of the GHOST MOUNTAIN BATTALION

By Malum Nalu

A forgotten World War II trail used by American troops in Papua New Guinea is to be the subject of a book and a television documentary earmarked for this year.

This trail - like the Black Cat and Bulldog Trails in Morobe Province - played an equal, if not a more significant role than the Kokoda Trail.

The trail between Gaba Gaba in the Central Province and Buna in the Oro Province is a march that military historians have called "one of the cruellest in military history".

Author James Campbell is under contract to write a book of non-fiction set in PNG for Random House / Crown Books.

The book concerns a group of National Guardsmen - the Ghost Mountain Battalion - who fought

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against the Japanese at Buna, PNG, during World War II.

This group made a gruelling 120-mile march from the coast just south of Port Moresby through the jungle and lowland swamps over the Owen Stanley Mountains and back down through the jungle before reaching the coast at Buna.

It took them 42 days to cover the 120 miles and when they reached Buna, they were a shattered unit.

This summer (April/May 2006) author-adventurer Campbell, who chronicled the life of one of Arctic Alaska's last wilderness families in his award-winning book, *The Final Frontiersman: Heimo Korth and His Family, Alone in Alaska's Arctic Wilderness* (Simon & Schuster/Crown Books) will repeat the epic trek that Sergeant Paul R Lutjens described in his journal - a march that military historians called "one of the cruellest in military history".

The entire trail has not been hiked since the men of Company E did it in 1942.

Campbell's book about the experience and the ensuing battle - an ordeal that has been largely forgotten by history - tentatively titled *The Ghost Mountain Boys: Across New Guinea with WW II's Heroic 2nd Battalion* - will be published by Random House/Crown Books in January 2007.

"One green hell." That's how 1st Sergeant Lutjens of Company E, 2nd Battalion, 126th Infantry Regiment, described his company's savage journey across Papua New Guinea during WW II.

The 2nd Battalion was assigned the most gruelling mission of the entire Southwest Pacific campaign: to march from the Papuan Peninsula's south coast to its north coast, a straight-line distance of only 150

miles.

What lay between the men of the 2nd Battalion and the north coast though, was a no-man's land of some of the most inhospitable terrains on earth.

The 2nd Battalion began the journey just outside of Port Moresby. Its route north led the men through thick jungles over the rugged, mist-shrouded Owen Stanley Range and back down through more jungles and lowland swamps with fetid, chest-high water.

It took the men of Company E 42 days to cover the 150 miles and when they reached the north coast, they were a shattered unit, exhausted and starving, ridden with malaria, dengue fever, dysentery, jungle rot and scrub typhus.

Nevertheless, General MacArthur sent them directly into battle.

In its struggle to reach Buna, the Ghost Mountain Battalion was assisted by a large group of Papua New Guineans who served an indispensable role as guides and carriers.

Later, these same men - men from villages all over the Papuan Peninsula (especially from Gaba Gaba and Buna) - served as scouts and litter bearers, carrying wounded American GIs from the battlefield to portable hospitals and to the airstrip at Doboduru for transport to Port Moresby.

The Australians on the Kokoda Trail called these men "fuzzy wuzzy angels" and the American soldiers referred to them simply as their "saviours".

"The trail, I think, will draw American tourists to PNG and trekkers in general, especially those who, having done the Kokoda, are searching for another challenge,"

Campbell told me.

"I also think the trail will be great for rural development, doing for the villages along the route what the Kokoda Trek has done for Uberi, Efogi and especially Kokoda.

"I have met with the village councillors of Gaba Gaba and Buna, and talked with them about what this trail could mean to their respective villages, talked with them about organising capable young men to serve as carriers and guides.

"They seemed very excited about the prospects. However, my grand vision for the trail extends far beyond the boundaries of Gaba Gaba and Buna.

"My idea is to allow people to recover from the trials of the trail in the lovely village of Buna and then encourage them to head south, following the path that led the United States Army north.



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"A list of other historically significant sites would include Pongani, Oro Bay, Tufi, Wanigela and Milne Bay."

In April/May 2006, Campbell and his team will retrace the trek of the Ghost Mountain Battalion.

He will be accompanied by a talented team of documentary filmmakers who are currently negotiating with History, Discovery and National Geographic Channels to distribute the film of the journey across PNG.

He will also be doing weekly dispatches from the trail for National Public Radio and is now exploring the possibility of doing daily computer dispatches which will be transmitted to schools across the world, bringing the story of the WW II battle for Papua and that of modern day Papua New Guinea to people who know every little about it.

"The story of our trek will also appear in a major international magazine, most likely the National Geographic or National Geographic Adventure," Campbell says.




American author, James Campbell...retracing the track of the Ghost Battalion.

Campbell will also be setting up an expedition website. Finally, his agent will be negotiating with a major magazine in which the book will be excerpted prior to publication.




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Some quotes from the book

1. "You can hardly realise how wild and ghost-like this mountain country is," he wrote. "Almost perpetual rain and steam...We have been travelling over an almost impassable trail. Our strength is gone. Most of us have dysentery. Boys are falling out and dropping back with fever. Continuous downpour of rain. It's hard to cook our rice and tea. Bully beef makes us sick. We seem to climb straight up for hours, then down again. God, will it ever end?"
2. Ghost Mountain, he recalled, "was the eeriest place" he'd ever seen. "The trees were covered with green moss half a foot thick. We would walk along a hog's back, straddling the trail with a sheer drop of thousands of feet on either side of us. We kept hearing water running somewhere, but we couldn't find any. We could thrust a stick six feet down through the spongy stuff...without hitting anything real solid. It was ungodly cold. There wasn't a sign of life. Not a bird. Not a fly. Not a sound. It was the strangest feeling I ever had. If we stopped, we froze. If we moved, we sweated."
3. Don Ritter a staff sergeant from Muskegon,

Michigan, was almost one of those men. At 25, he was something of an old-timer, especially compared to Stout. But he certainly didn't lack strength. "One hundred and seventy five pounds and not an ounce of fat," he says.

"That's how much I weighed when I started. When the malarial fever hit, the first attack hit suddenly with a chill one day out of Nepeana. The chill turned into a deep, penetrating cold."

Ritter couldn't understand it. The jungle was a humid 100 degrees, but still his body shook, desperately trying to warm itself. By the time the overworked medic was able to check him out, it was two days later, and Ritter's chill had turned into a 104-degree fever.

On the trail he walked like a zombie. His buddy Russell Buys helped him out when he could, but Buys was exhausted himself. All he could do was to keep moving. Ritter's legs were giving out on him, his teeth rattled like a train going over the tracks. He drifted in and out of delirium. Thousands of parasites - Plasmodium vivax - were reproducing at will inside his liver and exploding into his bloodstream."

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Day 3. Return to Pagwi connect with waiting vehicle then return to Wewak with a detour to Maprik to see Maprik Haus Tambarans, BL

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On the broad canvas of Malaysian history, the first strokes were decisively brushed from the colourful palette of Malacca.

In the ebb of the 14th century, Parameswara, an exiled Sumatran prince, landed on Temasek (present-day Singapore) and finding the island ill-suited to the purpose of building his new kingdom, headed north.

While resting under a tree one day, he saw a tiny white mousedeer kicked his hunting dog and drove it into the sea. He liked the mousedeer's style and thought it propitious to build his new empire on that land. As he was then resting under a malaka tree, he christened his new world Malacca.

On this promising first note, Malacca soon flourished as a trading centre and caught the eye of many countries which wielded military might. Since it became a Malay Sultanate in the 15th century, it had been variously ruled by the Portuguese, Dutch, British and Japanese.

Consequently, Malacca's chequered history of 600 years has been bedizened by its political masters and visiting traders who once reverberated its harbour with a babel of 84 languages. These cross-cultural influences not only defined the architecture and spiced the rich variety of its food, but also coloured the ethos and mores of the Malays, Chinese, Peranakans, Chettiers, Chittys and the Portuguese who now

live there harmoniously, each in its own enclave.

Through the centuries, Malacca's harbour silted up and it consequently lost its cherished depth. By and by, Malacca relinquished its foremost position as the port of the East.

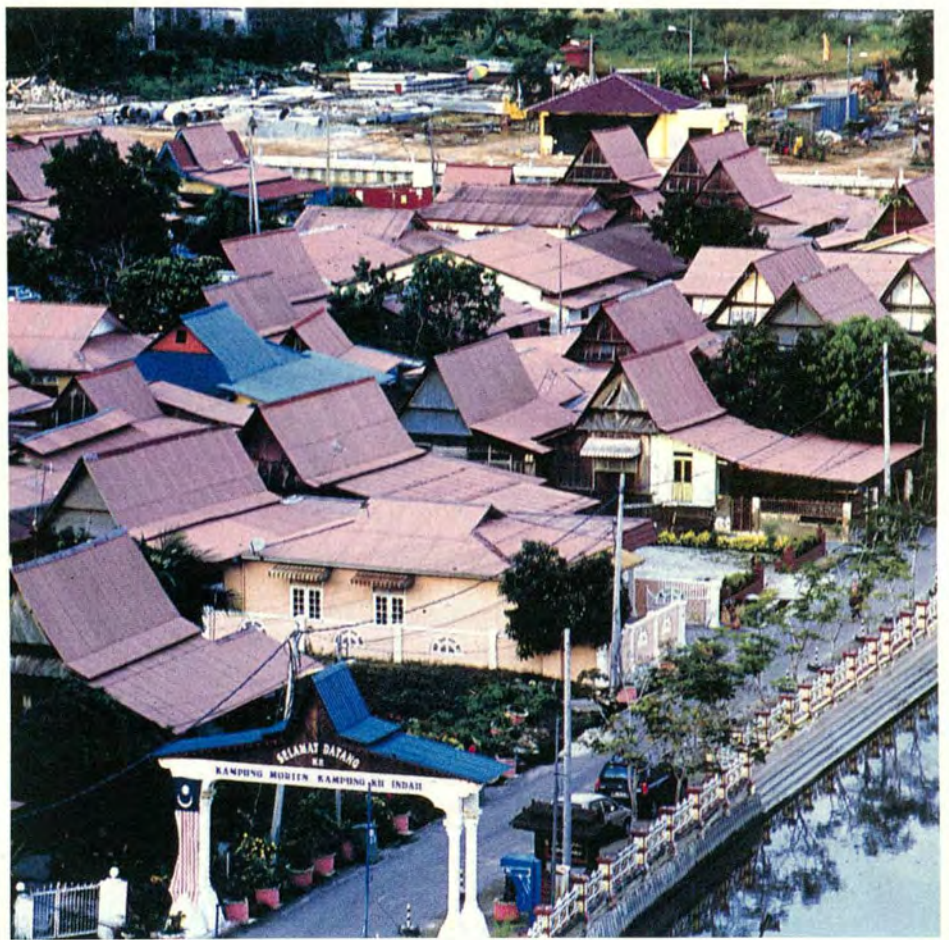
But what Malacca lost in trade, it has more than amply made up for with tourism. Travellers swarm into Malacca, the premier tourist destination of Malaysia, to savour its historical remnants and see its variegated hues.

A good starting point for the exploration of Malacca is right at the Tourist Information Centre (TIC) in Town Square. Here you can pick



up tourist brochures and ask for advice before mapping out your own desired route of four possible axes.

The first course is right outside the TIC: The Dutch Settlement. It is undoubtedly Malacca's showpiece, where age-old shophouses have



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Malacca...The Living Museum.

reincarnated as pubs for tourists to sip in the old-world charms of the mysterious East.

The crowning glory of the Dutch Settlement is Christ Church Melaka and its adjoining Stadthuys. Fronting the couple, on a bed of pretty blooms, there perches a statue of a white mousedeer - the Malaccan mascot of courage - overlooking tourists snapping the glorious colours of Malacca alongside bedecked trishaws.

Testimony to the Netherlanders' former claims of Malacca is a windmill which oversees the day's proceedings, twirling lazily in the wind as if to turn back the hands of the clock and re-establish the Dutch supremacy. Under the shade of the trees, petition writers bang away at their old typewriters, helping those with causes to be fought with the authorities.

If you are lucky, you may chance upon newly conjoined couples in their wedding regalia, posing before timeless buildings and the river, in a fond wish that their union will likewise be as lasting.

Feeling peckish? Turn into Chinatown and sample Malacca's famous Hainanese chicken rice balls.

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Done deal...at the Kampong Morten market.

A very good meal with coffee will set you back by a mere US\$1.50. Having thus recharged your energy, potter around the labyrinthine streets and alleys of Chinatown where the symphony of colours hit their crescendo on the mosques, Hindu and Chinese temples, behind each is a tangled tale of religious fervour.

You can hear the muezzin calls from the mosque, smell the sweet jasmine garlands of the Hindu temple and see incense smoke curling up the eaves of a Chinese temple - all in Harmony Street.

Artistic expression comes full flower on the mural walls, the frescoed doorways, right down to the design of the family letter box. Street galleries parade the works of budding artists, each dabbing his own canvas with the colours of his own palette in a bid to delineate a slice of Malaccan life. Tiny shoes

for women with bound feet and colourful hand crafted clogs that once went click-clacking down the streets of Malacca have become relics of a past lifestyle but are now happily snapped up by tourists to adorn their living rooms.

Balinese masks guard the doorways of curioshops. Without the accompaniment of gamelan music, they may seem a little out of joint, but they certainly remind us that Malacca was, in different stretches of its history, a point of exciting confluence for a myriad cultures. These artefacts have certainly lent credence to Malacca's claim as 'The Living Museum'.

Seen enough colours to last you a lifetime? Head back to the TIC and book a ticket for a boat ride along the Malacca River. It takes you to Kampong Morten, a picturesque village which exudes the typical

Malay predilection for community intimacy over personal privacy. This is evident in the architectural design with their open verandas, large windows, minimal partitions and open spaces below the houses to foster neighbourliness and answer to the communal needs of the congenial residents. Hence there is a distinct lack of physical barriers which invests the kampong with an informal and open atmosphere for communal activities.

Tucked behind the deft interplay of colours is the pestle pounding chilli on the mortar; the crackle of food in a sizzling wok; and the aroma of fried spices wafting out of the kitchen. Washing is strung out to be sunned.

An elderly man in his songkok basks in the morning glow. A lady goes through her daily chore of preparing satay for the family's wholesale business. A boy studiously pores over his text on the steps. A cat



meows periodically, as if to signify its presence. Oh, what a pretty picture of domestic bliss!

The boat ride loops back to the TIC from which you may hop onto Bus Service No.17 to take you five kilometres away from the city to

the Portuguese settlement. Some 1500 Portuguese now live there, mainly engaged in fishery and the small cottage industry of producing shrimp pastes. Portuguese restaurants hug the seafront, running a domestic business with the womenfolk hitching this family

lifeline, serving up spicy fare for tourist patronage at nightfall. The star attraction is the Medan Portugis, (Portuguese Square). European to the core with its whitewashed edifice worn by briny winds, it is styled after a typical Portuguese mercado in Lisbon, hence



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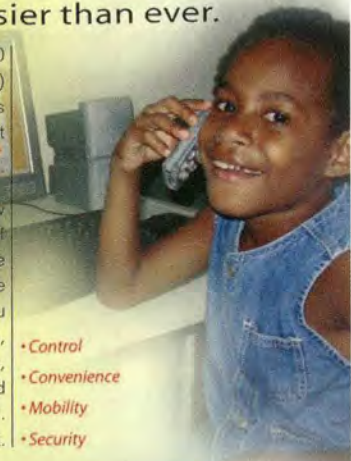
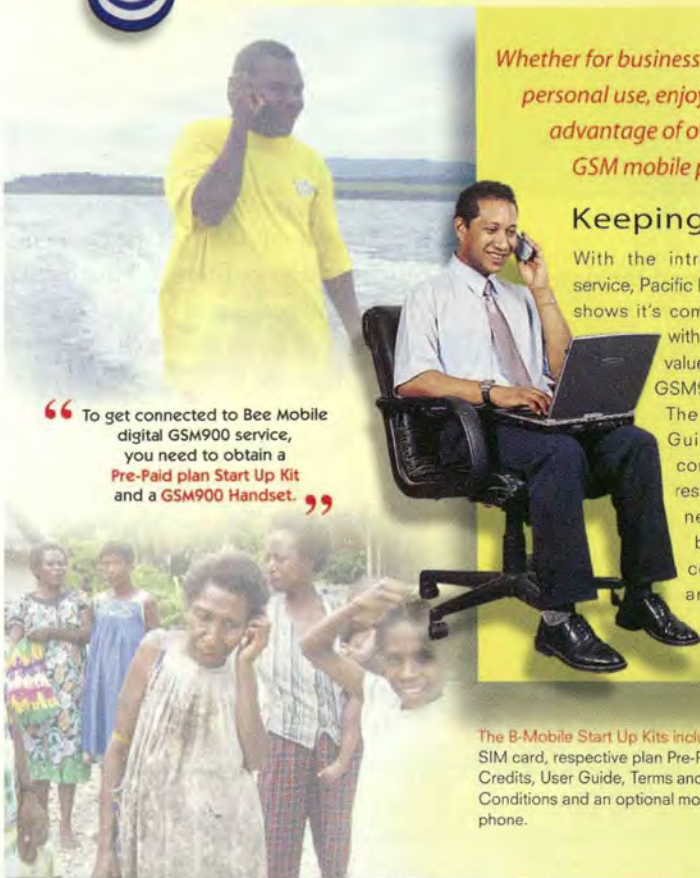
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the nickname 'Little Lisbon'. Beyond the archway, the souvenir shops and restaurants at the central courtyard confirm that this is a purpose-built relic.

That said, the square, soothed by the whispering breezes, is a

charming place for a sunset drink. The Portuguese settlement is at its most breathtaking with the twilight pier stretching out into the Malacca Straits and birds darting about in the glowering sky. No matter which axis you take, you will inevitably find Malacca a living parade of human

traffic and activity, if no longer at its port, at least still at its markets and in the streets. Despite its lost primacy in maritime trade, it continues to fascinate travellers who converge there to soak in its history and see the colourful pieces of the Malaccan mosaic.



Kokoda Trail Map – Poster Size (800 x 300mm)

This impressive wall map of the Kokoda Trail was developed from wartime sketches held by the Australian War Memorial, data from army survey maps, satellite images and GPS readings. The Australian Army rising sun badge and an image of the Isurava War Memorial are embedded in the mountains. The words etched in the granite pillars of the memorial: "Courage – Mateship – Sacrifice – Endurance" are watermarked in the sky as a solemn reminder of the qualities displayed by our diggers and the 'fuzzy-wuzzy' angels during the Kokoda campaign in 1942.

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It's a very long way to Madang from St Petersburg in Russia. In 1871, a corvette of the Russian Imperial Navy, the *Vitiaz* (*Champion*), took ten months to cover the distance.

On board was a young Russian scientist, Nikolai Miklukho-Maklai. He was one of the very first white men to step foot on that part of the island of Papua New Guinea.

The Russian had hitched a ride with the help of the Tsar's brother, Grand Duke Constantine, who was the president of the Russian Geographical Society.

Miklukho-Maklai was a descendant of Scottish settlers who had migrated to Russia a century before. His unusual name was a Russianised form of the Scottish names McClure and Maclay.

The son of a Russian railway engineer, Miklukho-Maklai was born in 1846 in a construction camp on the route of the Moscow-St Petersburg railway. The actual house has long been lost but the small town of Okulovka in central Russia claims the scientist as its own. The town boasts a statue of the famous man and a museum named after him, bursting with Papua New Guinea artefacts.

THE RUSSIAN CONNECTION

Miklukho-Maklai: PNG's scientist friend

By Michael Challinger

At university, Miklukho-Maklai studied zoology and comparative anatomy and for a time specialised in the study of sea-sponges.

After graduation, he travelled to the Red Sea where, dressed as an Arab, he was struck by the racial diversity of the pilgrims on their way to Mecca.

He began to speculate on the influence of the external environment on mankind and gradually his interests turned to anthropology and ethnology.

People, he decided, were more interesting than sea-sponges!



Miklukho-Maklai's statue in his home town of St Petersburg.

His First Visit

Miklukho-Maklai longed to study societies which had been isolated from the influence of external cultures. In this, the coast of what is now Madang Province was ideal.

On 20 September 1871, the *Vitiaz* anchored in Astrolabe Bay. The captain proposed landing an armed party, but Miklukho-Maklai insisted he went alone and unarmed.

The nearest village was Bongu and its inhabitants viewed their first white man with a mixture of shyness and suspicion. The first villager to befriend the Russian was a man called Tui who, knowing nothing of Russia, surmised that Miklukho-Maklai had come from the moon. In time a deep mutual respect and affection was to develop between the two men.

Miklukho-Maklai lived near Bongu for fifteen months. He learned the people's language and studied their way of life, as well as the area's natural history and ecology. In the breadth of his interests and in his techniques, Miklukho-Maklai was a scientific pioneer. His methods of fieldwork were far ahead of their time and only gained acceptance half a century later.

Miklukho-Maklai combined an intense curiosity with an active and educated mind. But he also had the knack of getting on with people. He identified strongly with the people he was studying and gained their trust and affection.

His writings gave a picture of a peaceful people endowed with natural skill and intelligence. In an egalitarian social structure, they lived a simple and contented life within the well-developed rules which governed their communal relations.

Museum Okulovka also located in Miklukho-Maklai's home town of St Petersburg.





Part of Miklukho-Maklai's display at Museum Okulovka.

Two Years Pass

For two years the Russians heard nothing from Miklukho-Maklai, though rumours had reached them that he'd been killed and eaten by cannibals.

Ironically, the rumours reached Russia at the very time the scientist was recording in his diary that he had won the complete confidence of the people and would be "glad to remain for several years on this coast".

Grand Duke Constantine despatched a navy ship, the *Isumrud* (Emerald), to look for his countryman. When villagers noticed the smoke from the approaching steamer, they alerted Miklukho-Maklai. He raised the Russian flag (which he'd sometimes used as a blanket) and took a canoe out to the approaching ship.

The Russians were relieved to find him alive but shocked at his health. He looked years older than his 26 years and his legs were covered in sores from infected insect bites. The ship's arrival was so unexpected that Miklukho-Maklai had made no plans to leave; when he asked for supplies to stay on, the Russians feared he had lost his mind.

After some persuasion, he did agree to leave. His papers, records and specimens were loaded aboard while he visited the nearby villages to say good-bye. His legs were so swollen that he was carried on an improvised stretcher, with the people of each village in turn pleading with him to stay.

Miklukho-Maklai sailed to Java where he spent many months recuperating. Once recovered, he made a series of expeditions to the Philippines, Malaya and Dutch New Guinea before returning to the Maklai Coast in 1876.

His Second Visit

Miklukho-Maklai arrived back in June that year. His old friends were delighted to see him, but not surprised. He'd given his word to return and they had always felt certain he would do so. The villagers, though, were perplexed that the Russian bachelor brought no wife or children with him; they assumed he had a family back in Russia - or on the moon.

Miklukho-Maklai's second visit lasted eighteen months until November 1877. By then, after seven years in the tropics, he yearned for a cooler climate and headed south to Australia.

In Sydney, he soon became involved in scientific circles. He urged the establishment of a biological station and was given a grant of land at Watson's Bay where he conducted research.

In 1879, he was off again, this time to investigate the labour trade in the Pacific islands. It was typical of him that, embarking on a three-masted schooner, he directed the captain that if he was killed by natives, no reprisals should be taken against them "under the pretext of punishment".

Also typical was his stay in Brisbane on the way back. The Russian stopped off for a few days but ended up staying seven months. He dissected criminals executed in Brisbane gaols and concluded that anatomically all races had the same intellectual potential and nothing justified the concept of "higher" and "lower" races.

Return to Russia

When a squadron of Russian ships visited Sydney in 1882, Miklukho-Maklai was offered a passage home. He accepted, arriving back in Russia after a journey of six months.

He'd been away from Russia for twelve years and found himself a celebrity there. He visited the great writer Tolstoy, who saluted him as "the first man to show by real experience that a human being remains a human being everywhere..." and praised him as a leader in "the science of how people may live with one another".

Miklukho-Maklai also met Tchaikovsky. The composer admired him but thought his name strange and his character stranger - because the scientist refused to drink vodka!

His Third Visit

Miklukho-Maklai briefly visited the Maklai Coast for the third and last time in March 1883. He had earlier warned his friends there that not all whites were friendly and on



St Petersburg Museum.

his return found that some of the villagers had moved away. He was saddened that the site of his former house was entirely overgrown, but most of all to discover that his old friend Tui had died.

After only a week, Miklukho-Maklai continued to Australia. His haste was partly for personal reasons: he had proposed by mail to marry Margaret Robertson, the daughter of a former premier of New South Wales. Though her family and friends opposed the marriage, it finally took place in 1884. The groom's occupation on the marriage certificate was given as 'hereditary nobleman of Russia'.

Defending his friends

Miklukho-Maklai would have preferred to devote all his time to scientific pursuits. Instead, he now expended time and energy defending his friends on the Maklai Coast.

He had long protested the evils of the labour trade and foreseen the damage of European incursions. He had advocated an international protectorate to administer the coast with strict respect for the rights of the native inhabitants, but feared it was a vain hope. Appealing to the colonial powers in the name of justice and humanity, he said, was like asking sharks not to be voracious!



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In 1884, the German Chancellor, Bismarck threatened to annex territories in the Pacific to protect them from "English aggression". The colony of Queensland responded with talks of seizing a chunk of what is now Papua New Guinea.

Miklukho-Maklai thought that of Britain or Queensland, Britain was the lesser of the two evils. In Russia though, he was seen as supporting British interests and criticised for being unpatriotic.

When Germany acted first and formally announced the annexation of the north-eastern quarter of the island of New Guinea, Miklukho-Maklai sent Bismarck a telegram: "The natives of Maclay coast protest against being annexed by Germany". He followed up with a long letter, but his efforts were too late.

Miklukho-Maklai returned to Russia in May 1886, hoping to win the Tsar's support for the people of New Guinea. Nothing came of this although the Tsar did transport his thirty cases of specimens free of charge on the royal train.

But the scientist's health had been broken by illness and exhaustion. In April the following year, he died. He was 46.

His Legacy

Miklukho-Maklai was a modest man whose writings rarely spelled out the hardships he endured. He displayed amazing resilience in the face of

disappointment. His instruments and specimens were destroyed time and again - once when they were jettisoned from a ship during a storm, and again, when a fire swept through his collections in Sydney.

His remaining papers are divided between the Mitchell Library in Sydney and the oldest museum in Russia, the Peter the Great Museum of Anthropology and Ethnography.

At present that museum in the centre of St Petersburg is reorganising its exhibits. The Miklukho-Maklai collection is not on public display, but instead is stacked safely in enormous crates on the third floor under a portrait of the revered man. In the director's office the shelves are weighed down with his collected works and his bust.

Besides his writings, reminders of Miklukho-Maklai live on. Astrolabe Bay and the coast to the east are still known as the Maklai Coast (also spelt Maclay Coast).

The straits between the mainland and the islands are called Vitiaz Strait and Isumrud Strait after the two ships on which the Russian travelled. The Bongu language absorbed several Russian words, including those for knife, pineapple and melon.

Miklukho-Maklai was a true friend of the people of Papua New Guinea. He wrote that he felt more affection for this coast than for anywhere else except his native Russia. He is not forgotten in both places..



The Miklukho-Maklai collection stacked in enormous crates.



Part of the Miklukho-Maklai collection.



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