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inflight with air niugini

VOL 3, 2010



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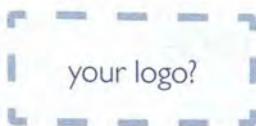
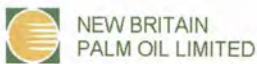
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Chairman's message



Welcome aboard

A number of exciting events have occurred for the airline recently; the launch of our **Destinations** Loyalty Program being a milestone achievement. PNG's first ever frequent flyer program is an innovative feature in Air Niugini's marketing program that will provide the airline with an effective strategy for identifying, growing and developing long term relationships with our most valued customers and providing them with the opportunity to be rewarded for their loyalty. Our **Destinations** foundation partners; Brian Bell & Co, Coral Sea Hotels and Data Nets have come on board this program and I'm very confident the airline and these (and future) partnerships will be mutually beneficial for all parties including our frequent flyer customers. A wonderful feature of **Destinations** is the introduction of the Family Membership which allows for family members to pool their points to obtain a valid reward flight for any nominated family member.

As a special offer, our **Destinations** members can earn double points on flights to Cairns, Brisbane and Sydney between July 1st and August 31st 2010.

Together with the **Destinations** program, Air Niugini will see the arrival of two brand new Dash 8 next generation Q400 aircraft in July and September as well as the second Boeing 767 in August, 2010. The additional Boeing will increase the airline Boeing fleet to three while the total aircraft fleet to 19 aircraft before the end of this year. It is definitely a significant year of innovative progress on the part of Air Niugini; the rewards of which will continue to be reaped for many years to come.

Overall, our passenger numbers on the domestic and international routes have shown an increase. Our tour packages currently selling include Tours to the Holy Land and shopping packages to Cairns which will also extend to our Asian destinations.

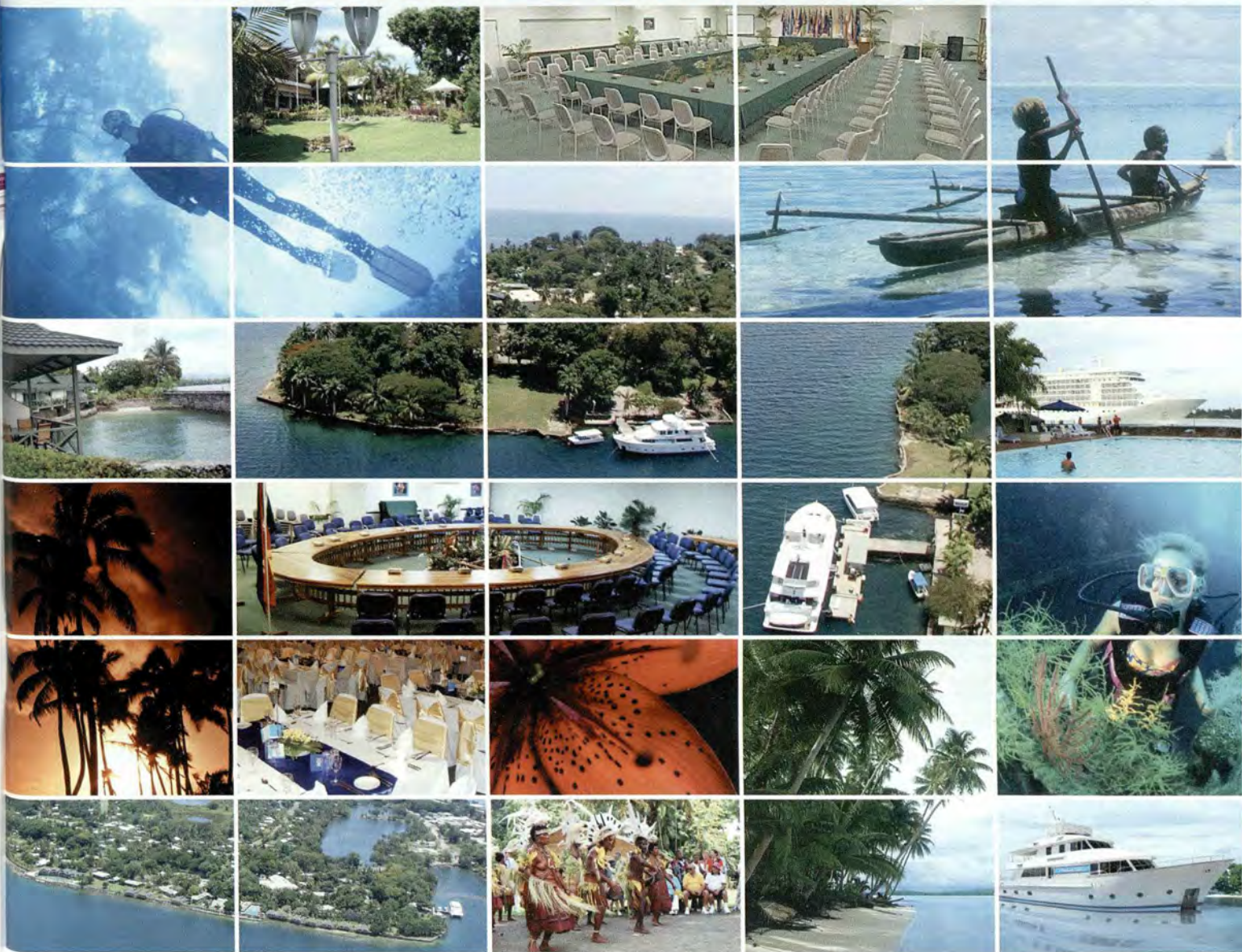
Air Niugini recently announced its sponsorship of Cricket PNG. The sponsorship assisted with the uplift of several shipments of turf wicket from Sydney for the establishment of world class facilities in PNG. The airline's sponsorship of cricket also extended to the PNG Women's cricket team's participation at the ICC East Asia Pacific Cricket tournament in Sano, Japan in May 2010. As part of the agreement, Andy Bichel, the International Cricket Coach and PNG National Coach, is an Air Niugini Ambassador. Air Niugini has recently signed a 3-year contract with high profile Queensland Reds Captain and young Papua New Guinean, Will Genia to be its Ambassador. The airline looks forward to a positive relationship with him as Air Niugini's Ambassador.

Commencing in July we will operate daily F100 PX services only to Cairns from Monday through to Thursday and twice daily jet services on Friday and Sunday. Don't miss out on earning double points during July and August if you are a **Destinations** member.

In the meantime, enjoy your flight and experience our very special Bird of Paradise service.

Sir James N. Tjoeng, KBE
CHAIRMAN

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Publisher/Managing Director
Godfrey Scoullar

Group Editor-in-Chief
Laisa Taga

Design
Stanley Prasad

Editorial Consultant
Eva Arni

Advertising & Marketing Manager
Sharron Stretton

Islands Business International
GPO Box 12718, Suva, Fiji Islands
Tel: +679 330 3108
Fax: +679 330 1423
E-mail: advert@ibi.com.fj

Correspondence to the airline to:
The Chief Executive Officer
Air Niugini
PO Box 7186
Boroko, NCD, Papua New Guinea
Tel: +675 327 3458
Fax: +675 327 3550

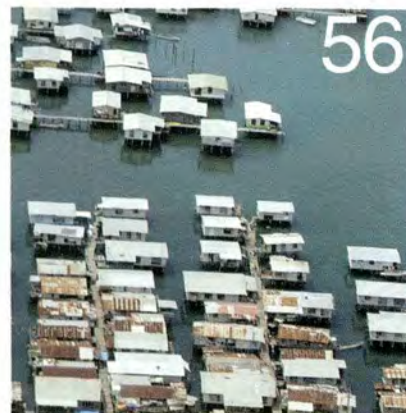
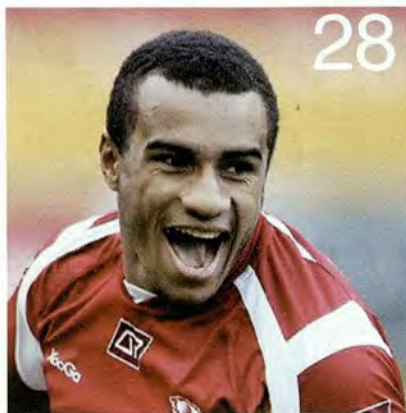
Editorial correspondence to:
Paradise Inflight Magazine
PO Box 12718, Suva, Fiji Islands
Tel: +679 3303 108
Fax: +679 3301 423
E-mail: editor@ibi.com.fj

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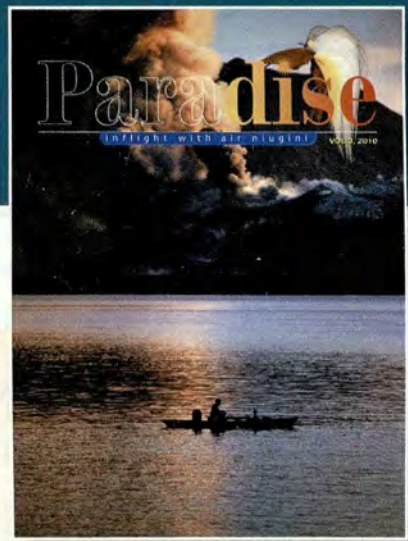
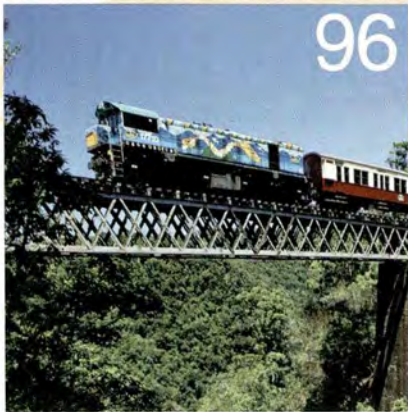


Photo: Tourism Promotion Authority, PNG



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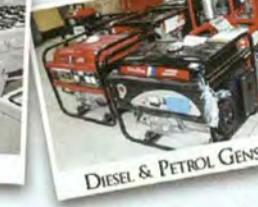
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Innovation. From the ground up.



Air Niugini has invested in state of the art information technology to enhance customer relationships through its innovative **Destinations** Loyalty Program. Air Niugini's **Destinations** Loyalty Program is powered by Mercator, the IT solutions arm of the highly successful Emirates Airlines.

While new to Papua New Guinea, the Loyalty Program is in fact built on an engine that has 40 person years of investment and over 10 years of loyalty

program experience. There is an additional 150 person years of investment over an 8 year period of development.

The system has been implemented by airlines all over the world and is available at more than 90 global offices with over 2,000 on-line users, with a support team of 50 highly skilled loyalty systems business and technical professionals.

Add to that a team of dedicated customer service and IT personnel at Air Niugini and it's easy to see why 2010 will be a significant landmark in the development of Papua New Guinea's national flag-carrier. We call it innovation... from the ground up!



Air Niugini

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Welcome aboard

Enjoy our Bird of Paradise in-flight service

Please ask us

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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

In-flight Duty Free

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

Immigration and Customs Forms

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

Before you leave

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



Air Niugini fleet

B767-300ER

Boeing

Length: 59.94m
 Wing span: 47.57m
 Power plant: 2 x PW4000
 Cruising speed: 857kph
 Normal altitude: 11000 - 12000m
 Standard seating capacity: 214
 Range: 8100km



B757-200

Boeing

Length: 47.3m
 Wing span: 41.1m
 Power Plant: 2 x Rolls Royce RB211
 Cruising speed: 857 kph
 Normal altitude: 11000 - 12000m
 Standard seating capacity: 184
 Range: 4700km



F100

Fokker

Length: 35.528m
 Wing span: 28.076m
 Power plant: 2 x Rolls Royce Tay 650
 Cruising speed: 780kph
 Normal altitude: 11,000 m
 Standard seating capacity: 98
 Range: 3000km



DASH 8-Q315

Bombardier

Length: 25.7m
 Wing span: 24.4m
 Power plant: 2 x Pratt & Whitney PW123E
 Cruising speed: 510kph
 Normal altitude: 7,500m
 Standard seating capacity: 50
 Range: 1700km



DHC-8-202

Bombardier

Length: 22.25m
 Wing span: 25.89m
 Power plant: 2 x Pratt & Whitney PW123D
 Cruising speed: 550kph
 Normal altitude: 7,600m
 Standard seating capacity: 36
 Range: 1800km



Your wellbeing



These exercises are designed to encourage a safe way to enjoy movement and stretch certain muscle groups that can become stiff as a result of long periods of sitting. They may be effective in increasing the body's circulation and massaging the muscles. We recommend you do these exercises for three or

four minutes every hour and occasionally get out of your seat and walk down the aisles if conditions allow. Each exercise should be done with minimal disturbance to other passengers. None of the following should be performed if they cause pain or cannot be done with ease.



ANKLE CIRCLES

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



KNEE LIFTS

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



SHOULDER ROLL

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



ARM CURL

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



KNEE TO CHEST

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



FORWARD FLEX

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



OVERHEAD STRETCH

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



SHOULDER STRETCH

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



NECK ROLL

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



FOOT PUMPS

Foot motion is in three stages.
1. Start with both heels on the floor and point feet upwards as high as you can.



2. Put both feet flat on the floor.



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

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Air Niugini

Your health inflight

At Air Niugini we care about your comfort and safety. We have included the following information about your health in-flight that we hope you will find helpful and useful.

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

Blood Circulation/Muscle Relaxation

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

The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.

The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.

A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.

Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility.

Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:

- ✧ Former or current malignant disease
- ✧ Blood disorders leading to increased clotting tendency
- ✧ Personal or family history of DVT
- ✧ Immobilisation for a day or more

- ✧ Increasing age above 40 years
- ✧ Pregnancy
- ✧ Recent major surgery or injury, especially to lower limbs or abdomen
- ✧ Oestrogen hormone therapy, including oral contraceptives
- ✧ Dehydration
- ✧ Heart failure
- ✧ Trauma
- ✧ Varicose veins
- ✧ Obesity
- ✧ Tobacco smoking

Recommendations

- ◆ If you fall into any of these categories or you have any concern about your health and flying, Air Niugini recommends you seek medical advice before travelling.
- ◆ Follow our in-flight exercises programme.

Jetlag

The main cause of jetlag is 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.

Recommendations

- ◆ Get a good night's rest before your flight.
- ◆ Arrive at your destination a day or two early, to give your body a chance to become more acclimatised to the new time zone.
- ◆ Leave your watch on home time if you're staying at a destination less than 48 hours. Also try to eat and sleep according to your home time.



- ◆ Change your watch to the local time if your stay is longer than 48 hours, and try to eat and sleep in accordance with the local time.
- ◆ On longer stays, try to prepare in advance, adjust your meal and rest times to be closer to those of your destination.
- ◆ Try some light exercise - go for a brisk walk, or do some reading if you can't sleep after arrival at your destination. It generally takes the body's biological clock approximately one day to adjust per time zone crossed. Fly direct to minimise flight time. This allows you to relax more upon arrival.

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.

Recommendations

- ◆ 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.

Recommendations

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

Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health.

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

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

Recommendations

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

Motion Sickness

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

Papua New Guinea



West Sepik

VANIMO

East Sepik

WEWAK

Sepik River

Manam Island

Madang

Karkar Island

MADANG

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Highlands

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HOLO

NADZAB

Lae

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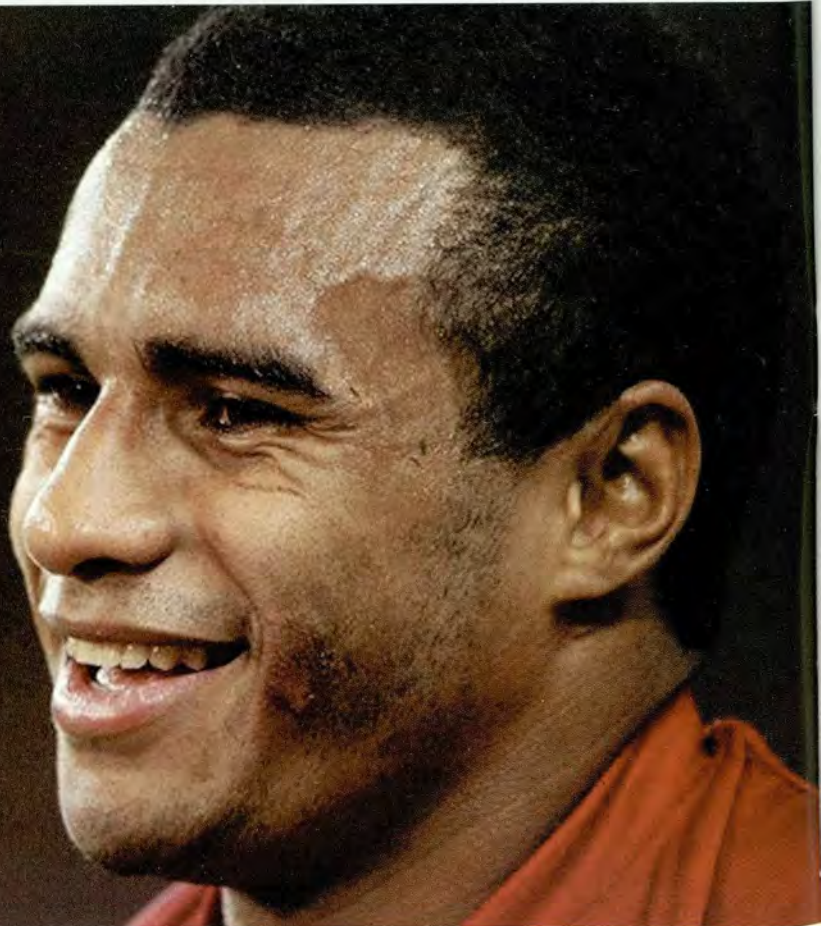
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Will the Genius

Son of PNG
creating a name
in the rugby
world



BY SAMISONI PARETI

Try typing 'will' into Google search and "Will Genia" is the third entry the world's popular internet search engine throws up.

The popular scrumhalf and acting captain of the fine performing Queensland Reds is only beaten to the top position in the search engine by Will Smith and the apocalyptic question 'Will the world end in 2012?'

Still, Genia, born in Port Moresby and proud to be called a son of Papua New Guinea is ahead of the 'Will you be there lyrics?' which was at Number 4 in the Google search engine, or the frequently typed phrase, 'Will you be there Michael Jackson lyrics'.

For this young rugby player, there was no guessing where he would be from the moment he made it into the First XV of the Queensland Secondary Schools rugby and the Australian Secondary Schools team in 2005 while finishing off Year 12 at the Brisbane Boys College in Toowong, a Brisbane suburb not far from the city.

Since that debut in state and national rugby, the world it seems has been the young Papua New Guinean's oyster.

Rugby commentators are fast running out of

adjectives to describe this young man whose games so far in the Super 14 season has been nothing short of a dream run.

Summoned to step in as Queensland Reds captain after a nasty foot injury ruled out the incumbent James Horwill for the rest of the 2010 season, Genia has impressed rugby fans with his unfailing capacity to spy and create gaps, his straight running skills and steady defensive play.

Accolades have gone through the entire spectrum ranging from 'halfback prototype', 'genius', 'future Wallaby captain', 'the next George Gregan', 'plays like Nick Farr-Jones', to 'the world's form number 9'.

During his sublime performance in the Wallabies' November 2009 tour of England, team-mate Matt Giteau teased Genia with the nickname "Greegs" after the famous



“Powerful young Wallaby sniper Will Genia could easily bench press the biggest body in the pack, yet he is too humble to lift his name into the same sentence as Australia’s best halfbacks...”

Wallabies' scrum half and captain Gregan.

Another tour-mate Quade Cooper, who's the Reds' top fly-half and whose near flawless combination with Genia have brought rave reviews throughout the season, likes to call his Queensland mate, 'The Next'.

It was Brisbane's Courier Mail sports writer Jim Tucker who wrote about the names Giteau and Cooper had pinned on their November rugby tour mate.

“Powerful young Wallaby sniper Will Genia could easily bench press the biggest body in the pack, yet he is too humble to lift his name into the same sentence as Australia's best halfbacks,” was how Tucker introduced his story on November 18, 2009.

He quoted the young footballer as saying: “George Gregan is an icon because of the person he is and the player he was. It's a bit of a joke having my name being compared at all in the same sentence.

“When I got picked for the Wallabies, I never got a big head nor do I think I will. It's the way I was brought up.

“I'm fortunate to be playing for Australia and dad's told me a number of times, 'Don't let the hype get to you'.”

Four months later when we met at an ice cream parlour at the sprawling Carindale Shopping Mall on Brisbane's east suburb, the hype certainly hadn't still got onto the young Papua New Guinean.

Having watched him play the previous night, when the Reds walloped the Western Force 50-10, Genia looked relaxed in shorts and a T-shirt. His designer sunglasses was pushed up onto his scalp and his iPhone on one hand.

“That strapping, is that from last night's game?” I asked pointing at his arm.

“Yeah, just some bruises,” Genia said.

As we talked, two things impressed me straight away.

He was so polished in the way he was taking the questions, proof he had done this type of interviews so many times.

The other was his deep love for family and his roots back home in Papua New Guinea.

“You know I owe a lot to my parents. I am where I am right now because of them,” he said.

“They've shown a lot of support and they've given me a lot of support. They just want us to be happy as kids.

“One day when mum was picking me up from school, I said, 'Mum I really want to be a footy player'. Since then, they have given me that opportunity.

“And through their hard work and support, I am lucky enough to be where I am right now.

“I owe a lot to them and they have always been there for me. I love my parents for all the support they've shown me.”

Of course for someone who has played for Queensland and the Australian Wallabies, Genia said it was an honour and a privilege to don the green and gold.

He had spent half of his life schooling and living in Australia and it is his adopted country that he now wants to play for.

But when it comes to holidays and the end



Will Genia...in action.

“Because you never forget where you come from, you never forget your roots. I’ll always be a Papua New Guinean, no matter what. My brother plays for the PNG rugby team, the PukPuks. My younger brother has just been selected to play for the Under 20 PukPuks. I still have strong links back home with family and now through rugby itself.”

of the rugby season breaks, there is no competition about where he will be heading. Every holiday I get, I always go back to Port Moresby, back to the village.

Paradise: Why do you make that effort of visiting home?

WG: “Oh it’s home, it’s always home for me. It’s where I grew up, it’s where my fondest memories are, where my parents are, my cousins, all my aunts, all my families are. You know growing up, my cousins were pretty much like my brothers and my sisters, we were always that close, my aunty and my uncle were like my parents. And also because of the fact that you get to go home, and I love it.”

Paradise: When was the last time you were home?

WG: “I was there over Christmas for three weeks.”

Paradise: So this season has started, when it ends, are you planning another visit?

WG: “After this season I will get a two weeks break so I am going back for a week, and if I get picked for the Wallabies, I have a full year ahead of me and then I hope to get back in December for Christmas and New Year.”

Paradise: Even though you are playing for the Reds and the Wallabies, at heart you still see yourself as a Papua New Guinean? And when people at home watch you play, they know they are watching one of their own sons playing?

WG: “Oh definitely and I am happy that they do. Because you never forget where you come from, you never forget your roots. I’ll always be a Papua New Guinean, no matter what.”

“My brother plays for the PNG rugby team, the PukPuks. My younger brother has just been selected to play for the Under 20 PukPuks. I

still have strong links back home with family and now through rugby itself.”

Paradise: Are you looking forward to the Rugby World Cup coming up next year?

WG: “I don’t want to look too far ahead, there’s still a lot of rugby to be played and complete the Super 14. If I do get picked for the Wallabies again, a lot can happen during that time.”

“I think the important thing is to focus on the immediate things, the immediate future, which is I guess playing my game week in, week out. To be honest, the World Cup is not something on my mind right now. All my goal and focus now is playing for Queensland.”

Paradise: Being given the captaincy, that’s huge for you?

WG: “It’s a massive privilege and a massive honour to captain the Queensland side.”



Paradise: Were you expecting it?

WG: "Vice captain may be, but captain never, but when it was given to me, I was very proud and also very excited by the challenges that come with the job and the extra responsibilities."

Paradise: What about the support from your team members, are they 100 percent behind you in your new role?

WG: "They have been really good. I guess when they come out to play, they listen, they bring it in, blokes pay attention. We've got some older guys who have been around for a while, they always have their say and are very well respected, so it makes my job a lot easier."

Paradise: Are you happy with your performance so far?

WG: "Yes, I am definitely happy with my performance...I am happy with my players. You know a lot of guys have to do a lot of work for me to have a lot of space to work with. But more so, I am happy with the team's performance."

Paradise: You started playing rugby very early in your life, has it all been part of your ambition to get into the Reds and the Wallabies?

WG: "I don't think I ever had the overall goal

of playing for Australia. My goal was solidly based around Queensland. I really wanted to play for the Queensland schools. I want to be a good halfback, that's what I want to work towards."

Paradise: Growing up, was there someone you were looking up to as a role model?

WG: "I looked up to my older brother, he was in the First XV for Brisbane Boys College and I really liked the way he played. He's always someone I try to emulate in my game because I liked the way he played the game. I don't think there was anyone else really."

Paradise: Rugby League is huge in PNG, but for you, it is rugby.

WG: "When I was growing up in PNG, rugby league was massive. I used to watch rugby league, but we love cricket and we used to watch a lot of cricket. When I moved to Brisbane, the school that I attended was big on rugby. I got involved, I continued to play and developed the passion and love for the game."

Paradise: So you grew up in PNG?

WG: "Oh yes, my parents are from there and they still live in Port Moresby. I only moved here (Brisbane) when I was 12."

Paradise: Your advice for folks back home,

young men and young women looking at you and considering a career in sports?

WG: "For young kids, if you believe in yourself, nothing can stop you. All my brothers used to tell me when I was a kid and even one of my teachers used to tell me that I will never go far in rugby at all. I never let that get to me."

"I knew what I wanted to do and that I needed to work hard to achieve it. I believed in myself."

Paradise: Unlike rugby league, there's not much chance of the Wallabies meeting the PukPuks so your family wouldn't be required to choose which sibling or son to cheer for, so family unity is never threatened?

WG: "Yes, you're right, and just back to that question about advice to kids, I should add you should also be able to listen. You have to listen to advice, listen to your coach, listen to other people."

"A lot of the times people get stuck because they get mixed up and probably become ignorant. Probably, they think the way they do things is right, they are not open to advice."

"If you are getting advice from some people, it's only because they want to help you, not because they want to cut you down or put you down. Just to be able to listen and to believe in yourself."

LNG

'History-Making, Nation-Changing, Life-Transforming Project'

BY BRIAN GOMEZ

Aerial shot of the scenic bridge across the Hegagio Gorge in Southern Highlands. It carries an oil pipeline across a deep gorge, close to the area where the gas project will be developed.

Landowners sing traditional songs as they prepare for a Benefit Sharing Agreement meeting with government ministers and bureaucrats.





Papua New Guinea has begun the process of joining a select group of only 17 countries that presently exports liquefied natural gas (LNG) to a world hungry for clean fuel.

The LNG project is setting a benchmark as the largest and most complex resource project ever undertaken in this resources-rich country.

For starters, there is the incredible construction cost. The project operator, ExxonMobil, and its joint venture partners are primed to spend US\$18 billion.

The US\$14 billion loan that forms part of this expenditure was the biggest project loan ever raised for any oil or gas project worldwide.

The PNG LNG Project, as it is officially known, could also stand out as a project with the biggest number of direct stakeholders.

Under the unique PNG system, landowners are direct partners and beneficiaries in resources projects. In this instance, there are more than 60,000 landowners - just below one percent of the national population - spread across four provinces that will have a call on all royalty payments in addition to direct and indirect benefits that will flow from 7% equity.

Under the country's Oil & Gas legislation, landowners are entitled to receive 20% of the net benefits from any oil or gas development, with the remainder flowing to the national government largely in the form of corporate tax.

This equity is part of the total PNG national government and landowner equity of 19.6%. This is distributed

between the government's Independent Public Business Corporation (16.6%), the landowner-controlled Mineral Resource Development Corporation (2.8%) and the national government's Petromin, which has a 0.2% stake held through its subsidiary, Eda Oil.

ExxonMobil holds a 33.2% stake in the LNG project, along with Oil Search Ltd (29%), Santos Ltd (13.5%) and Japan's Nippon Oil (4.7%). Oil Search is dual-listed on the Australian Stock Exchange (ASX) and the Port Moresby Stock Exchange (POMSOX) while Santos is also listed on the ASX.

Dramatic change: The vast majority of the landowners live in the long-troubled and strife-torn Southern Highlands region where national elections had to be called off in 2002. Most landowners in the adjoining Western Province and in the Gulf and Central provinces also live a life of poverty.

This scenario is undergoing a dramatic change as the construction race gathers pace so exports can commence in late 2013 or early 2014.



Part of the pristine environment and virgin rainforests where the gas fields and 700km pipeline will be built.



Landowners tuck into a traditional lunch during the BSA meetings which lasted several weeks.

Even the landscape familiar to generations of Highlanders is undergoing a transformation. Although billions of kina in royalties and dividends will only begin to flow once the LNG exports commence, people living in a vast project footprint areas are witness to the rising momentum of development activities.

Current estimates are that revenues flowing to landowners directly and indirectly through their provincial and local-level governments will amount to about US\$7 billion over the project's 30-year life. Tax revenue to the national government is estimated at more than US\$25 billion.

The Benefits Sharing Agreement (BSA) with the landowners was negotiated between the national government and landowner representatives at two major forums - an Umbrella Benefits Sharing Agreement (BSA) in Kokopo in May 2009, and the final BSA in late 2009, held at various gas fields and project sites.

Oil Search Managing Director Peter Botten, in the company's recent 2009 annual report, described these events as "probably the largest exercise in resource development democracy anywhere in the world".

Impressive: Five major project super-contracts or Engineering, Procurement and Construction contracts, were announced by ExxonMobil on December 9 last year. The prime task of building the LNG plant was awarded to Japan's Chiyoda Corporation and JGC Corporation.

PNG's Public Enterprises Minister Arthur Somare, who played a critical role in government negotiations with the LNG consortium, was greatly impressed at the pace of activity during a site visit recently.

Following a helicopter tour of the Highlands, Minister Somare noted that work was being carried out simultaneously at 21 project sites across the Southern Highlands and the Gulf provinces. (The Juha natural gas

deposit in Western Province is only expected to be tapped about 10 years after the initial development).

Chiyoda and JGC have begun work on a large construction camp, mainly for expatriate workers, near the proposed LNG plant site, about 20km from the national capital, Port Moresby.

About half the anticipated project expenditure will occur at the LNG plant, where two LNG trains will produce some 6.6 million tonnes of LNG annually for big customers in China, Japan and Taiwan.

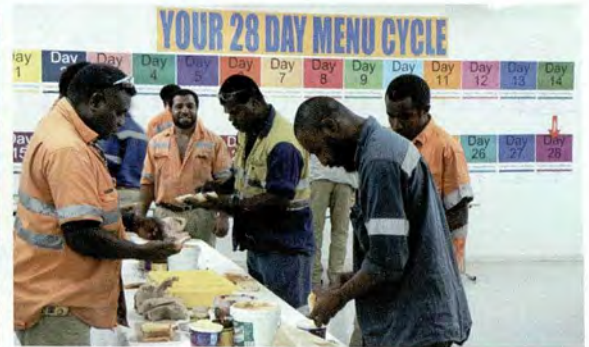
The single largest customer is China's Sinopec, which has signed a Sales & Purchase Agreement to take 2 million tonnes annually over a 20-year period.

Two customers in Japan, Tokyo Electric Power Company and Osaka Gas, will take 1.8 million tonnes and 1.5 million tonnes respectively while Taiwan's CPC has agreed to purchase



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Landowners gathered for a benefit sharing agreement meeting. Among the Ministers walking down the aisle is Minister Arthur Somare with three Cabinet Ministers in front of him and one behind. The one behind is Education Minister James Marabe, who is also a traditional landowner from the proposed gas areas in the Southern Highlands.

1.2 million tonnes annually. Probably the most stunning success of the project has been its ability to raise US\$14 billion in loans without a need for political risk insurance.

This is a spinoff from unprecedented levels of political stability since 2002 and the steady growth in Gross Domestic Product for eight consecutive years.

GDP is forecast to grow by about 8.5% this year, matching some of the best performances in the Asia Pacific region, with Treasury estimating that 3% of this is due directly to the LNG project.

The raising of debt capital to fund 70% of the project costs was achieved during the global financial crisis. Its success was largely based on the eagerness of Government-owned Export Credit Agencies (ECA) to provide concessional finance, mostly linked to the purchase of goods and services from the five ECA countries - the United States, Italy, China, Japan and Australia.

Just over US\$8 billion was provided by the ECA's; an additional US\$4 billion by ExxonMobil; with the remainder coming from a consortium of 17 commercial banks, including Australia's ANZ Bank.

Project complexity: The gas fields are located in the relatively remote parts of the Southern Highlands, where a gas conditioning plant will be built.

This plant will separate out condensate from the fields for transmission via a current oil pipeline with the natural gas piped 700 kilometres, about 400 kilometres undersea, to the LNG plant site, near Port Moresby.

The gas will be supercooled to -160 degrees C (minus 160 degrees) so it can be shipped in liquid form via a newly built export terminal with a two-kilometre jetty.

The facility will be specially built to handle the cryogenic tankers, costing US\$250 million a

piece, that will transport LNG to customers in the Far East.

The cost of the LNG ships is not included in the overall cost of the project.

Speaking at a gala dinner in New York on April 1 to commemorate financial closure for the PNG LNG Project, Prime Minister Grand Chief Sir Michael Somare commented that ExxonMobil had "secured for PNG this remarkable project" and had been able to conclude technical, marketing and financial agreements "in record time".

It had taken only 18 months, he said, to go "from detailed feasibility studies on one of the world's most complex LNG projects to financial closure.

"For my government and our 6.5 million people, the PNG LNG Project holds so much opportunity and promise. It is a history-making, nation-changing, life-transforming project."



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Catching Boom Fever

BY SAMISONI PARETI

Port Moresby is a city abuzz with growth as it prepares for the launch of the multi-billion dollar LNG project.

Towering cranes dot the landscape as property developers compete for the rush to latch onto the ripple effects of the liquefied natural gas project, a consortium comprising giant oil companies like ExxonMobil and Oil Search and other investors that include the PNG Government and landowners.

Investment for the first phase of the project that will see the development of gas production and processing facilities in the Southern Highlands and Western Provinces and its 700-kilometre pipeline is estimated at US\$15 billion.

Already, LNG has begun work on developing a large chunk of Port Moresby's foreshore for its storage facility.

In addition, the country's superfund (NasFund) is building as well as many others. Nabawansuper has also joined the construction boom as well as the shipping and hotel giant, Steamship.

Steamship's multi-storey hotel is going up in Port Moresby's CBD, just down the hill from the imposing Crown Plaza Hotel.

Steamship is also expanding its Port Jackson International Airport's Gateway Hotel, with a huge redesign of its restaurant and swimming pool, and the construction of a sizeable conference centre.

Shopping malls, apartment blocks and hotels

are also taking shape in some parts of the city's waterfront.

"I think the optimism was certainly built on the anticipation of LNG, but if you look around, you can see there's a real construction boom going on around Port Moresby," said David Conn.

Conn is the chief executive of the Port Moresby Chamber of Commerce and Industry, which looks after the welfare and interests of its 260 plus members.

"Our members are generally happy with the optimism. But for a lot of businesses here they are obviously waiting I guess for the second and third stream business that will come from the contractors.

"The major contracts will go to the major multi-nationals but there will be some contracts for some of our members, already it's happening, they will feed off from that."

With such growth occurring so quickly and at a huge scale, it does bring its own special challenges.



...there's talk that 55,000 work permits would be needed, and at least 1500 of these would be for heavy equipment drivers alone. All these pressing issues are being addressed by both LNG people and the PNG Government...



Bank South Pacific...in Port Moresby.



Local companies, many of which are members of Port Moresby Chamber of Commerce, realise very quickly that they can't compete with multi-nationals in hiring skilled labour as well as pay.

'One immediate impact too has been the huge jump in real estate rentals around the city.

"Already we've got a whole middle class of managers who cannot afford to rent or buy a house. They can't buy a house, now they can't even afford to rent a house. Demand is outstripping supply by the day and it's not unusual for someone to say 'my rent has been doubled.

"That's not just at the low end of the market, that's at the high end of the market. You know there are people who were paying K4000, now they are paying K7000 a week."

Conn, a Scottish who has spent the last 30 years working in PNG, said meeting the LNG's labour demands would also be a huge challenge.

He said his chamber had been told that some 800 specialised welders would be required for such a huge project. Yet PNG has 600 welders only and these are general welders, not specialists.

In addition, there's talk that 55,000 work permits would be needed, and at least 1500 of these would be for heavy equipment drivers alone. All these pressing issues are being addressed by both LNG and the PNG Government, Conn said.

The Port Moresby Chamber of Commerce has been pitching in, especially in joint collaboration with the office of the Governor of Port Moresby.

Said Conn: "We are really getting the sense that things are changing, that's inevitable as the economy rises, there's more employment, there's more opportunity for young people.



New hotel construction in front of Crowne Plaza Hotel.



ANZ Bank building.



Impressive...water fountain at 5-mile roundabout.

"That can only get better. The police told us that last Christmas was the most peaceful ever and that was through some of the urban safety projects run by City Hall called Yumi Lukautim Moresby (Look after your city).

"We are heavily into that, we have business development programmes, we have job placement programmes, we bring some of those kids for training, to come into formal employment.

"Our members are very committed to some of these projects. We work with city authorities, with city hall very strongly on a lot of these projects.

"I spent this morning discussing a new bus service. There were some buses that were donated by the Brisbane City Council and with that we want to establish a safe bus service for the city.

"As you know, we've got this PMV system which is doing a great job.

But the reality is it's not meeting the demand and our womenfolk, our children don't feel safe on them. I think that's going to change.

"It's a change that won't come easily but the government seems committed to that and we are behind them on this."



Kingfisher Apartments...one of the many new apartment blocks that have sprung up in Port Moresby.



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The company is involved in climate change and environmental impact monitoring projects in PNG; specifically the impact of deforestation on the absorption of green house gases. Steamships is working with NGO's to further our understanding of the issue of long-term sustainability, including changes in climate and land-use.

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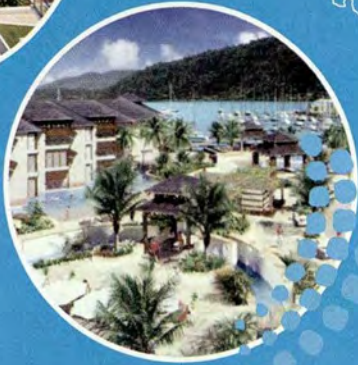


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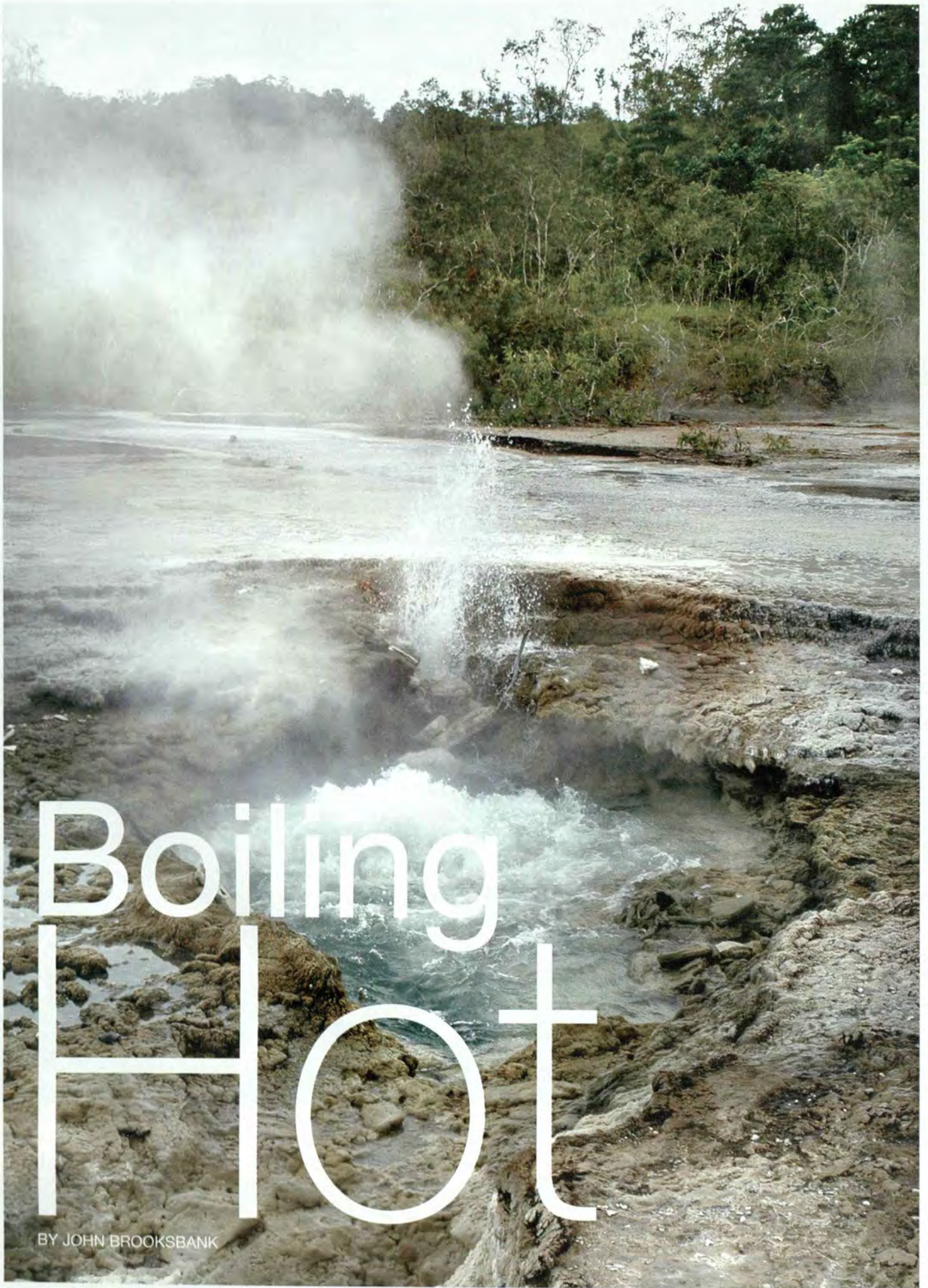
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Boiling HOT

BY JOHN BROOKSBANK



Despite the fact that it had been cleared, walking along the path through the kunai grass, the lowland heat seemed intense.

We followed our guide, Schubert, who did nothing more musical than whistle, as the scrubby undergrowth grew more sparse, noticing that the stream we were following was obviously steaming and the atmosphere got hotter still.

With blackened skeletal plant remains along its banks, this mini-Styx hosted a dark green slime and appeared to scald everything else in its path.

As the path climbed, more steam rose from the ground and the occasional hole through the surface bubbled and rumbled. I recalled an advice given at the start of the short trek to always follow exactly in the footsteps of the guide. We soon came to an almost bare moonscape area of steaming, yellow streaked rocks and I realised why.

It was like standing on a gigantic vibrating tumble dryer, heat radiated from the ground and we were now completely enveloped by steam and foul smelling sulphurous fumes; water and mud clearly boiling and bubbling in holes that had broken through the surface. The earth was very clearly alive!

We stood as near as was considered safe to the main geysers, called Seuseulina in the local language, whilst Schubert uttered words of encouragement to the male and female spirits of Dei Dei, so that their pools erupted and mini-blasts of super heated steam and water shot more than a metre into the air.

As the boiling water subsides, the plumes of steam hang temporarily in the air before being dispersed by the breeze.

The surface of the rocks at the edges of the pools are built up with an encrustation of coral-like growth of salt, sometimes streaked yellow with sulphur, presumably deposited as the chemically-laden hot water evaporates.

Apart from being a place to experience elemental nature in the raw and see (and smell!) up close and personal evidence of the land's volcanic origins, Dei Dei hot springs are also a place of sadness.

On a number of occasions in recent years people have chosen to take their own lives by jumping into the scalding pools. They include three Kiriwina men and more lately a lady in 1985 whose relatives later came to collect her body, but who were unable to do so until the village elders had spoken to the spirits of the geysers to calm the waters to enable them to retrieve their bones.

At the edge of the main geyser area, there are pools of water that are a little cooler, suitable for washing clothes or cooking food.

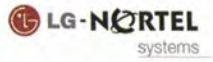


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To demonstrate this, Schubert had brought along some pit-pit, banana and kaukau which he dunked in to cook for just a few minutes before it was ready for us to eat.

Schubert ruefully admitted that he did not know the right words to make the geysers erupt any higher than about a metre and that this knowledge rested with the village elders who only occasionally visited the hot springs area.

The elders of nearby Palaguwa village are the custodians of Dei Dei hot springs. The ancestors of these Dobu speaking people originally came from Begasi, near Salamo. They found the Dei Dei springs close to where they settled here on the coast of Fergusson Island.



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Local belief in the origin of the hot springs is related to me by clan chief Isaiah Mudaila. He said the two main geysers were a man and wife who had to be respected and spoken to in the correct manner. Occasionally, these spirits apparently roam around at night, their path visible the next day - marked by areas of scalded and burnt mangroves.

Mudaila recounted the story of a local councillor who, not believing that the geysers had any spiritual connection, muttered unkind words and threw stones at them causing both the male and female pools to erupt into hot water spouts that chased him away. He now apparently believes!

The Dei Dei hot springs have become a bit of a tourist attraction since Palaguwa village, with a population of about 200, is only a short half an hour dinghy ride across the water from the district centre of Esa'ala on nearby Normanby Island.

The villagers have been organised by Francis, who keeps the visitors book that demonstrates that in recent years more than a thousand people had been to this interesting spot.

In 2009, the community constructed a neat and tidy guest house of traditional materials so visitors can spend a bit longer experiencing village life. A small fee is levied per visitor to the hot springs and this investment is probably well

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worthwhile to ensure one doesn't fall or step into the boiling mud pits!

The hot springs are a manifestation of the volcanic origin of the islands of this part of Milne Bay - they are mountainous, steep sided and often have black sand beaches. The smaller island of Dobu, between Normanby and Fergusson, is conical in shape with peaked lava ridges radiating out from the central crater to its sometimes jagged coastline.

Just off the foreshore of the island hot gases also erupt from just underwater, and vessels used to anchor there so that barnacles and weeds on their hulls could be boiled and more easily removed.

Apparently PNG Power has made a visit to the area to investigate the possibility of harnessing the thermal energy to generate electricity. The villagers were not particularly impressed by this suggestion and say that they prefer to keep the springs as they are now.

With few other opportunities to earn a cash income, the Palaguwa villagers want to encourage more visitors to come to their hot springs. They have established connections with some of the tourist operators in the country so that they can be part of the Milne Bay itineraries. So if you are in Milne Bay, try and get across to this interesting spot in the D'Entrecasteaux islands.



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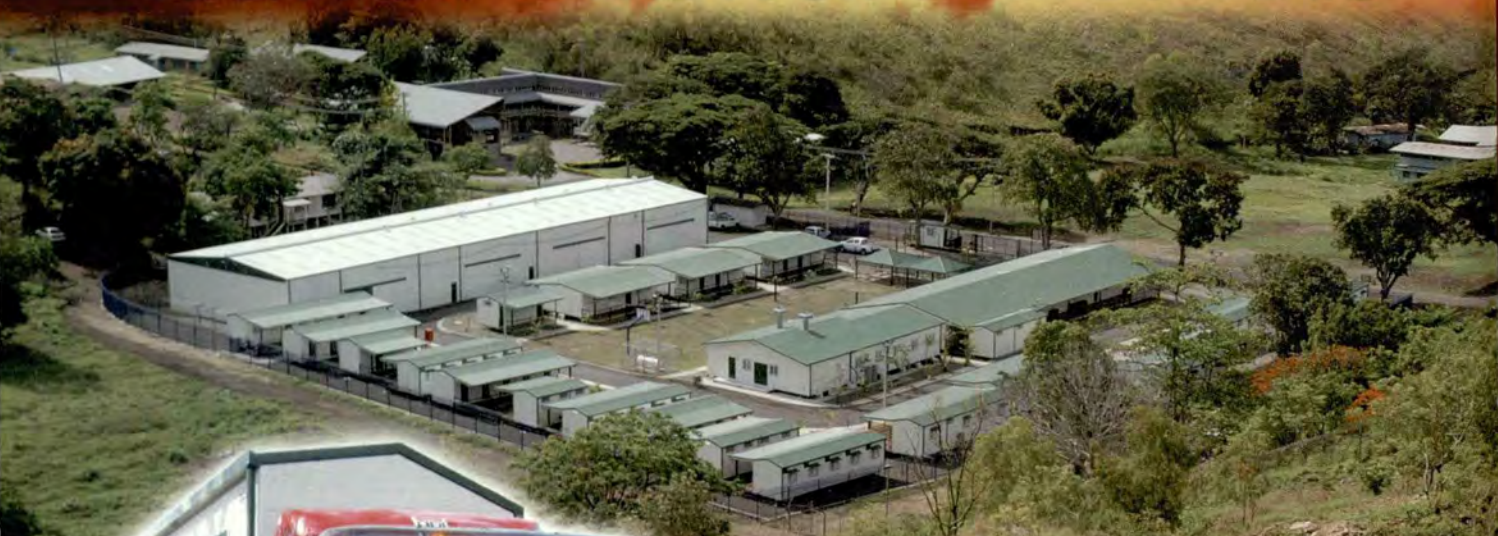
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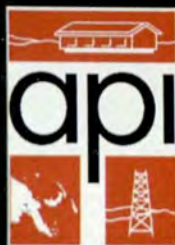
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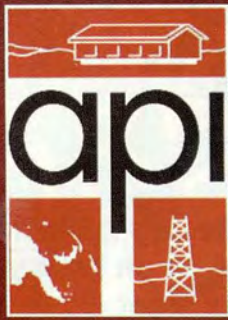
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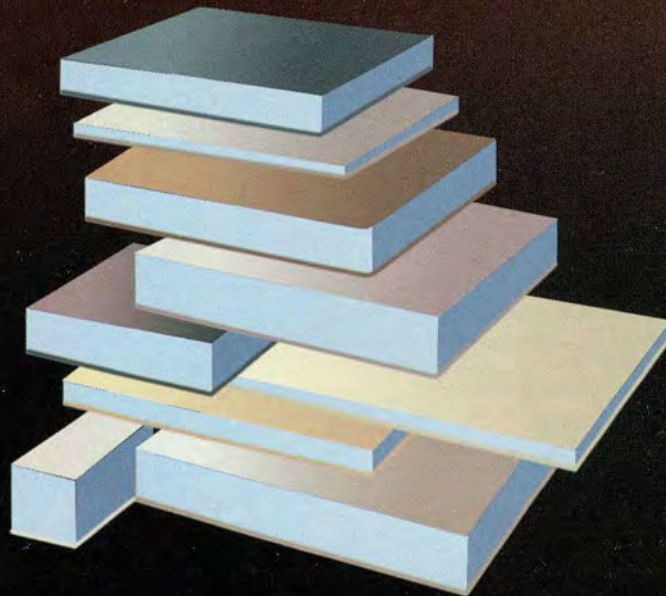
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The Big Village

It is dusk and groups of people gather around the small fires of raked up rubbish, the occasional street light, under-house trade stores and mini-stalls set up on empty crates selling betelnut, lime, daka and single cigarettes. Their features are slant eyed, delicate olive and high cheek boned Papuan and in the half-light, one could almost be anywhere in South East Asia. However, it is Hanuabada, located on the outskirts of Port Moresby.

WORDS | JOHN BROOKSBANK

PHOTOGRAPHY | ROCKY ROE & ISAAC TAUNO



Hanuabada...from above.

At regular intervals, walkways branch out over the sea, disappearing into the darkness with only the glow of television sets and small light globes to delineate their path.

Through the gaps in the walkway planking, floating and semi-submerged domestic rubbish can be seen washing back and forth with the receding tide.

As in most villages, life is lived outside, not inside the houses of the village - all balanced on a veritable forest of spindly stilts.

In the Motu language, Hanuabada literally means 'big village', but the place is more commonly known simply as HB.

The village is probably seen on a daily basis by most residents of Port Moresby as they commute along the Poreporena Freeway between downtown and the rest of the city. Far fewer would have ever visited or be aware of the interesting history of this large peri-urban village.

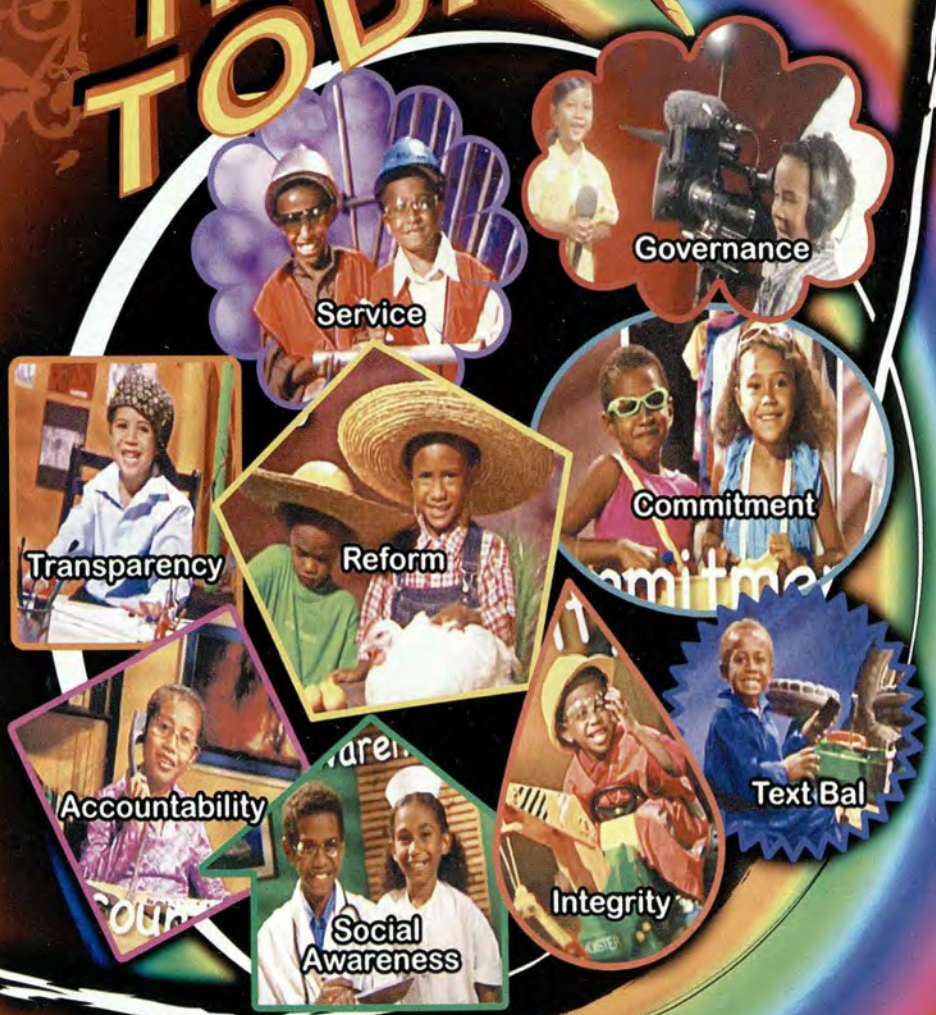
The big village on the foreshore of a huge natural harbour was one of the first things Captain John Moresby saw on 20 February 1873, after having navigated through a passage in the offshore fringing reef that he named after his ship, HMS Basilisk, a masted paddle steamer.

He was most impressed with the place he had discovered for England, for it was the wet season and the surrounding hills were green with new growth.

He moored his vessel off an island he found was called Tatana and promptly named the harbour after his father, Admiral Fairfax Moresby. At the time Fairfax Harbour was home to the Motu speaking villages of Hanuabada, Tatana and Vabukori and the Koita speaking villages of Baruni and Kila Kila.

Missionaries followed close on the heels of the colonial powers and in 1874, Reverend William Lawes of the London Missionary Society (LMS), who then had stations on Thursday Island and Daru, built a house at Metoreia, a small ridge just above Hanuabada. This became the base for all future LMS activities in

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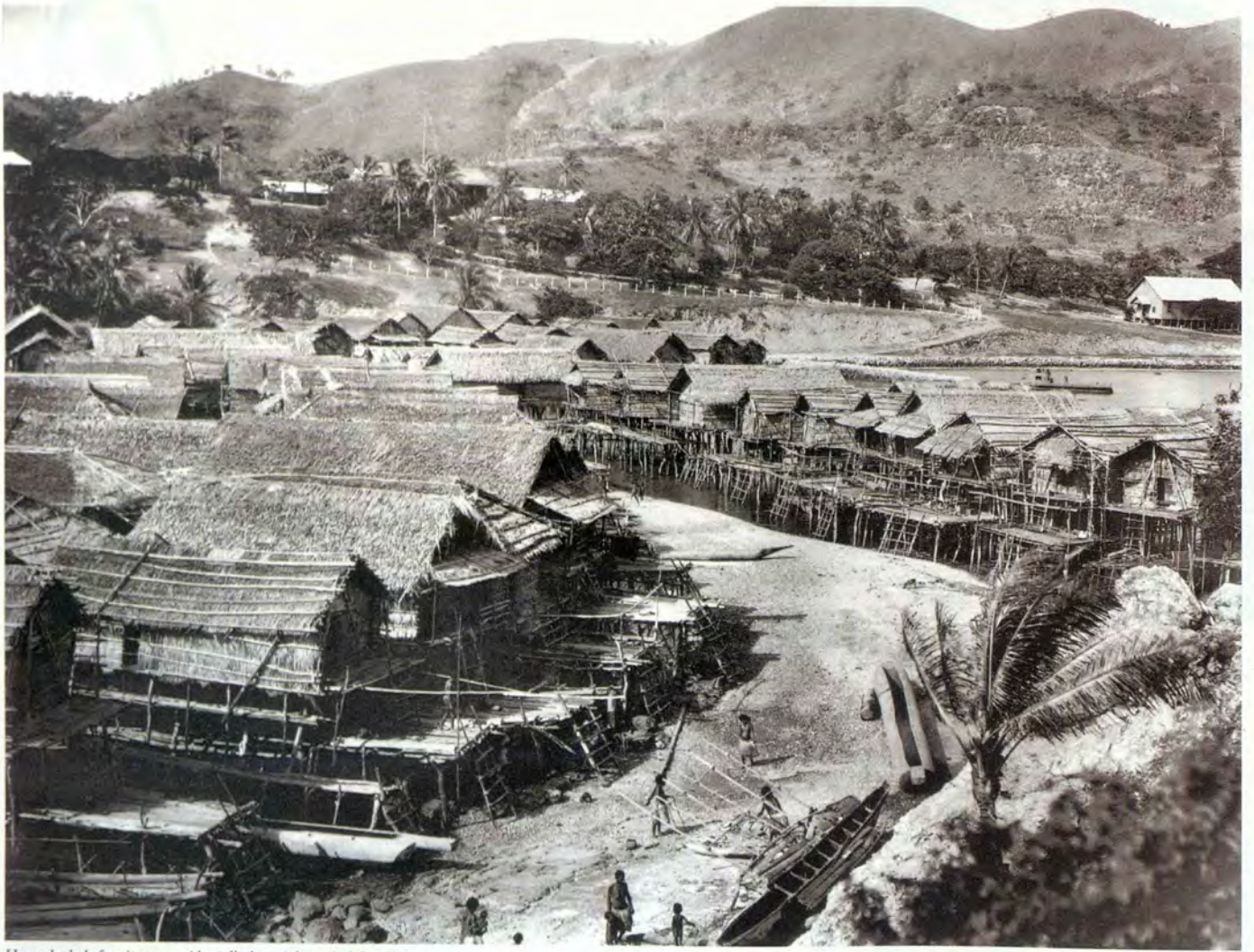


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Hanuabada before it was accidentally burnt down in May 1943.





Papua. A few years later in 1888, Port Moresby became the capital of the newly declared protectorate of British New Guinea.

The various village settlements of Tanobada, Elevala island and Poreporena were visible to the various incumbents of the official Administrator's house on the hillside above Konedobu where the colonial public servants first established themselves. It is now the location of the Governor-General's official residence. The village was also honoured by Governor Sir Hubert Murray's naming of the official government vessel as Elevala in 1914.

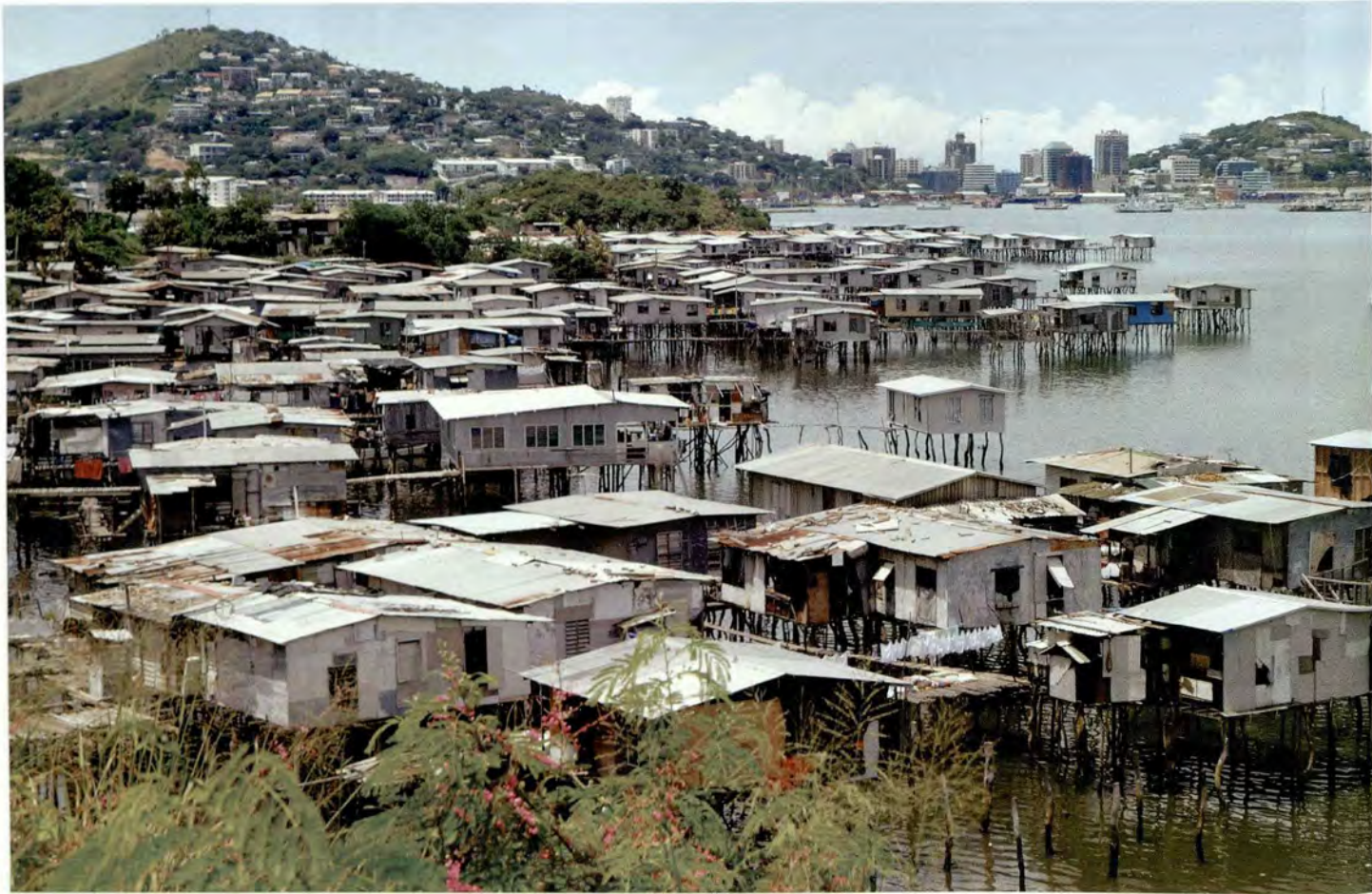
The Motu people, essentially pottery-making seagoing fishermen, had migrated to the harbour area probably less than 2,000 years previously

and, as outsiders, they built their houses over the water whilst much of the coastal land was traditionally owned by the Koita-speaking people. Today, intermarriages have blurred the lines between what were separate Motu or Koita parts of the big village.

Little has changed architecturally from the early colonial days until today, although the island of Elevala is now joined to the mainland and the various settlements have grown and merged in to one large village collectively known as Hanuabada. The village, however, still has distinct 'suburbs', some traditionally Motu or Koita-speaking - including Gwadu, Hohodae, Badihagwa, Poreporena, Tanobada, Elevala and Guriu.



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Although timber, plywood and corrugated iron have replaced thatch roofs and more traditional materials, the style of Hanuabada houses has stayed essentially the same. The village is no longer the terminus of prestigious annual Hiri trading voyages in multi-hull Lakatoi canoes to exchange Motu pots for Gulf village canoe logs and sago to enable survival through the dry season, however, village residents are still avid fishermen although nowadays use store bought dinghies and outboard motors.

As the hub of far-flung trading relationships through the Hiri voyages across the Gulf of Papua and to villages to the south-east, the villages around Fairfax Harbour made this an important place for both the missionaries and colonial administration.

A simplified Motu, known initially as Police Motu and now Hiri Motu, became the lingua franca of both the church and administration public servants, and used throughout PNG from Milne Bay to the Southern Highlands.

The big village today has reticulated water, sewerage, power, telephones and many Hanuabadans travel daily to Government and private sector jobs elsewhere in the city.

Homes are places to sleep and eat but almost everything else - homework, games, dishwashing, clothes drying and other domestic chores - takes place on the walkways that snake out from the land like spiders' legs. View from above the rust brown

of the older house roofs contrasts with the glinting silver of newer construction.

Captain John Moresby estimated the village population to be 800 in 1873. It is still the biggest of Port Moresby's urban villages, with a population of about 8,000, according to the last national census in 2000. It's now probably well in excess of 10,000.

During World War Two, Hanuabada was evacuated to protect the population from Japanese bombing raids on the city that particularly targeted the nearby wharf areas. Elevala became an oil depot for refuelling ships and the village buildings were used by the Australian New Guinea Auxiliary Unit until labourers accidentally burnt them down in May 1943. The villagers returned after the war in late 1945, and in 1949 the Australian Army rebuilt the section over the water using timber and iron roofing, following the same style as previously.

As a reminder of those violent wartime years, the wreck of the Burns Philp vessel MV Macdhui is slowly rusting away between the village and Tatana, sunk in a Japanese air raid in June 1942 as it tried to move away from the main Port Moresby wharf.

As well as the physical structures being traditional, Hanuabadans' social structure of linked clans or iduhu that have influence in land, marriage and ceremonies continues today despite the encroachment of colonial and then national interests in terms of infrastructure, influence, education and employment.

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Village houses follow a linear pattern with the walkway defining iduhu boundaries.

Village houses follow a linear pattern with the walkway defining iduhu boundaries. The traditional clan's leader's house is the first over the sea and the closest to land, symbolising his social status.

Traditional ceremonies, such as bride price payments, are still very important events with money and material goods supplementing shell and more customary exchange commodities. The Hiri trading expeditions are celebrated annually in the Hiri Moale Festival.

The multiple clan structure meant there was never a single village chief as such, although for the sake of colonial expediency a Hanuabadan clan leader, Boe Vagi, was

chosen by Henry Chester in 1883 and Erskine in 1884 to be the 'chief', representing the people of the island annexed in the name of the British Crown, and to be the Queen's official representative.

Being the village with the longest unbroken association with European influence in Papua New Guinea, Hanuabada has produced a number of famous sons and daughters - numerous lawyers, engineers, accountants, architects and surveyors including business man Dadi Toka, Air Niugini Boeing 767 Captain Barry Morea, businessman and pathologist Dr Joseph Igo, and a host of sports greats such as Dikana Boge, Heni Nou, Lohia Daroa, Garia Kora, Phillip Boge and Sese Morea in

representative rugby league, and well known cricketers Boge Dikana, Ipi Raka, Mahuru Dai and Tau Ao. The church is still influential in the village, primarily through the deacons of the United Church - the modern day incarnation of the LMS after its amalgamation with the Methodists, although the village also hosts Catholic and Jehovah's Witness places of worship.

Here, in Hanuabada, whilst also being in the nation's capital - whose bright lights glimmer across the harbour - the night-time promenade remains an essential social activity, walking through the extensive community and its over-the-sea walkways - to see and be seen in the Big Village.

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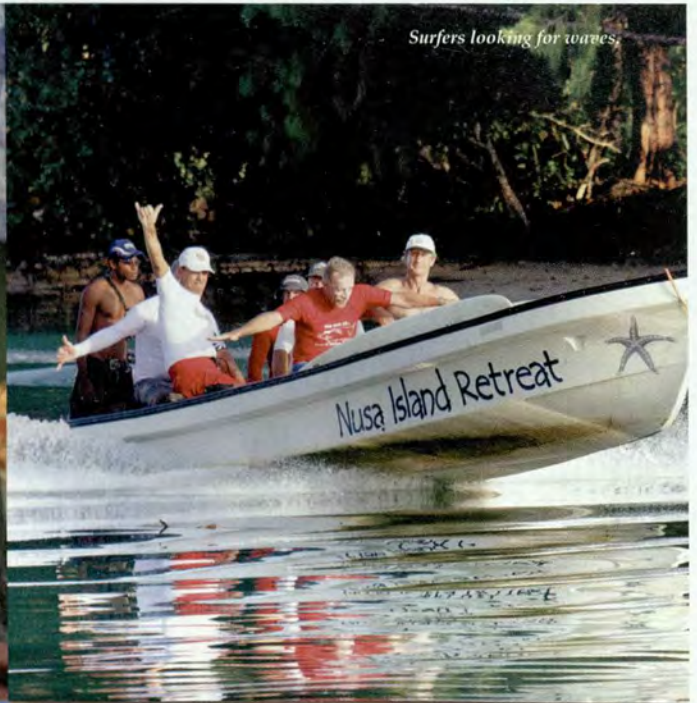
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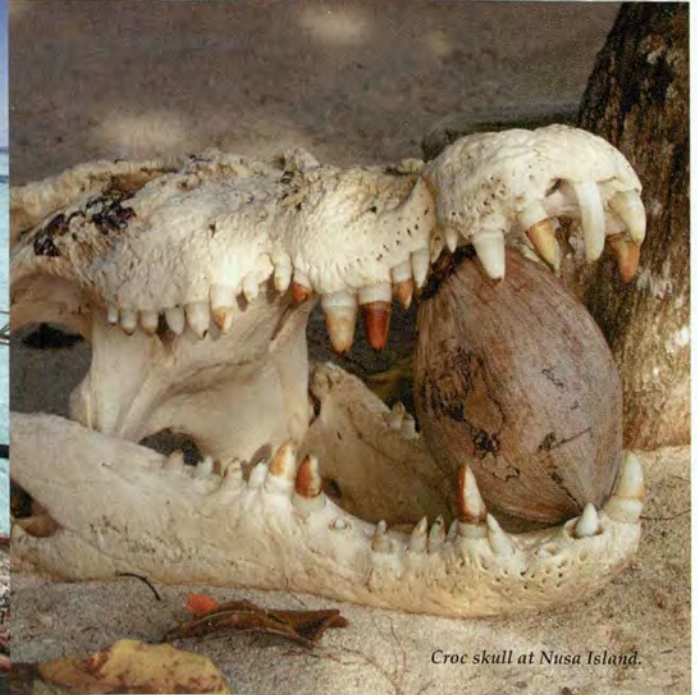
Lambton Island dancer.



Surfers looking for waves.



Father and son fishing off the Duke of York Islands.



Croc skull at Nusa Island.

Escaping to PNG

An increasingly accessible adventure world

BY JOHN BORTHWICK



Wreckage of a crashed Japanese WWII bomber - Mitsubishi KI-21 Sally Bomber - near Rabaul.

Papua New Guinea and adventure: put the ideas together and you might think of hairy-chested types battling giant crocodiles, or the young Errol Flynn swashbuckling about in his schooner Sirocco. Legendary stuff, but not what most vacations are made of.

PNG is now an increasingly accessible adventure world, with its mountains, reefs and rivers offering excursions that deliver a swift boot to the adrenal glands, yet still get you home in one piece.

Australian Diggers battling World War Two Japanese along the Kokoda and Wau-Salamaua trails didn't call their mud-and-blood travels anything as polite as "trekking".

These days, PNG's trails are far less lethal, but as one trekking company cautions, "Unless you're fit, please don't come."

Getting seriously sweaty is half the fun of PNG trekking; the other half is the traditional villages, war relics and bush camps. The Kokoda Trail, the most famous (or infamous) track, traverses razorback ranges and can take up to a week to

complete, depending upon your fitness and trail conditions.

The Diggers retreating from Rabaul in 1942 escaped across New Britain's rugged Gazelle Peninsula. Of the original 1600 men, barely 300 made it home. Your chances are way better.

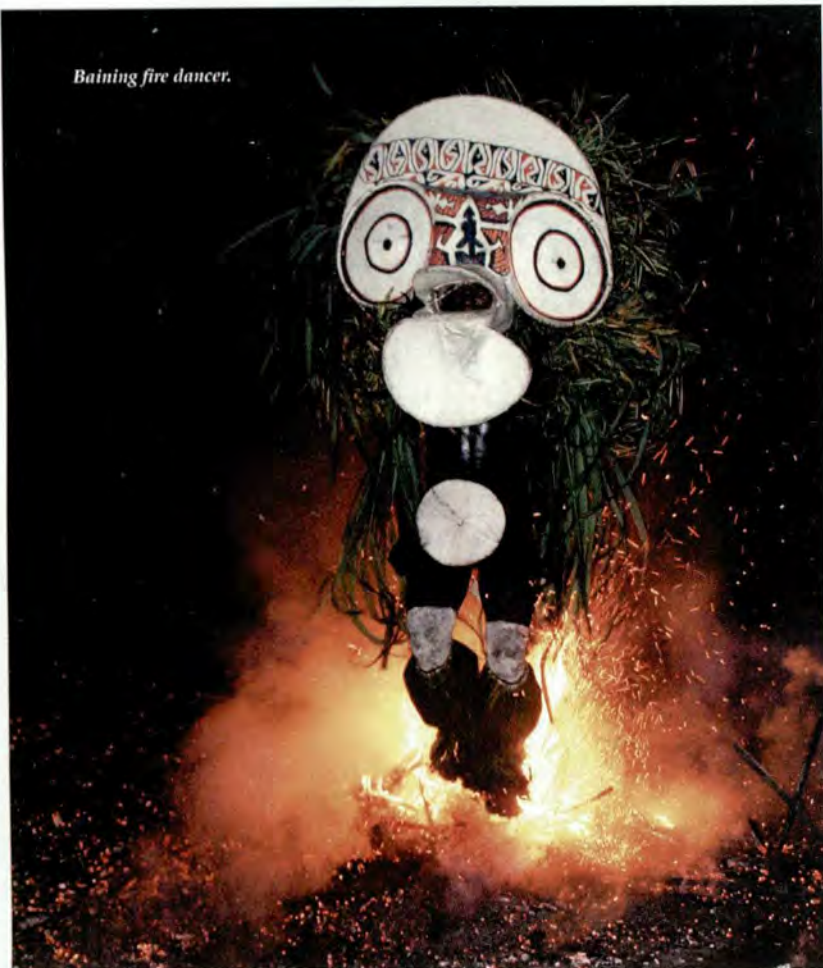
Today, with an Australian operator, True North Journeys, plus cheerful Baining guides, you can head into the green crush of jungle on a four-day "Escape from Rabaul" trek.

The climax is at remote Mondrabat where the villagers do a spectacular fire dance.



Woman in a dugout canoe at Ulu Island.

Baining fire dancer.



The Baining tribesmen, near naked but for huge white facemasks, leap into the fire, gyrating to drumbeats amid the flames. They seem made of asbestos. Mercifully, guest participation is not required.

One of the best Highlands treks is to PNG's highest peak, 4509-metre Mt Wilhelm. The two-day hike to the summit isn't too arduous but altitude and changeable weather conditions can't be underestimated.

The summit view is a knockout - on a clear day, you can see both the north and south coasts.

PNG's surfers weren't slow to see that their hot waves have a silver lining. Towns like Kavieng in New Ireland now host an increasing number of surfers to the half dozen reef-breaks within a few minutes of town, while others join charter yachts like "Tiki Tu" in search of more remote reefs.

Down the coast at Dalom, travelling surfers romp in clear, clean waves framed by spectacular jungle. Meanwhile, on the mainland north coast, Lido village near Vanimo boasts classic right - and left-hand point breaks.

PNG attracts older, better-heeled (and padded) "gentlemen" surfers, looking for fun waves rather than screaming barrels. The swell is seasonal, from October to March. With waves dependant upon wind, swell and tide conditions, don't expect perfection in a three-day stay.

PNG waters make scuba divers and snorkellers feel like kids in a candy shop, the choice of quality dive sites being such a feast. Kaleidoscopic fish, spectacular visibility and awesome drop-offs are common.

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Sunken Japanese Type 97 tank from WWII occupation at Makada Island.



Dancing Lambom style.

The best dive areas include Madang, Lae, Kavieng, Wewak, Rabaul and Manus Island, many with submerged World War Two bombers, fighters and tanks. The Duke of York islands, off Rabaul, are home to a pair of Japanese tanks sitting just a few metres below the surface.

Hoskins, in West New Britain Province, is your gateway to stunning dives, with Kimbe Bay promoted as "one of the best diving areas in the world" - as are seemingly half the tropical zones on earth.

For Kimbe, with 700 varieties

of coral and 350 of fish, there's agreement about the validity of the claim. The complexity of submarine life here - jacks, limpets, lace coral, shrimp, a zillion vivid fish - is revealed on just one dive is a world-beater.

Madang Harbour's drop-offs and the Magic Passage coral canyons are dive highlights. Its ample World War Two wreckages also contribute to PNG's reputation as an underwater photographer's paradise.

Divers can also go searching on live-aboard dive boats that cruise the Bismarck Archipelago and on other boats based around Alotau in

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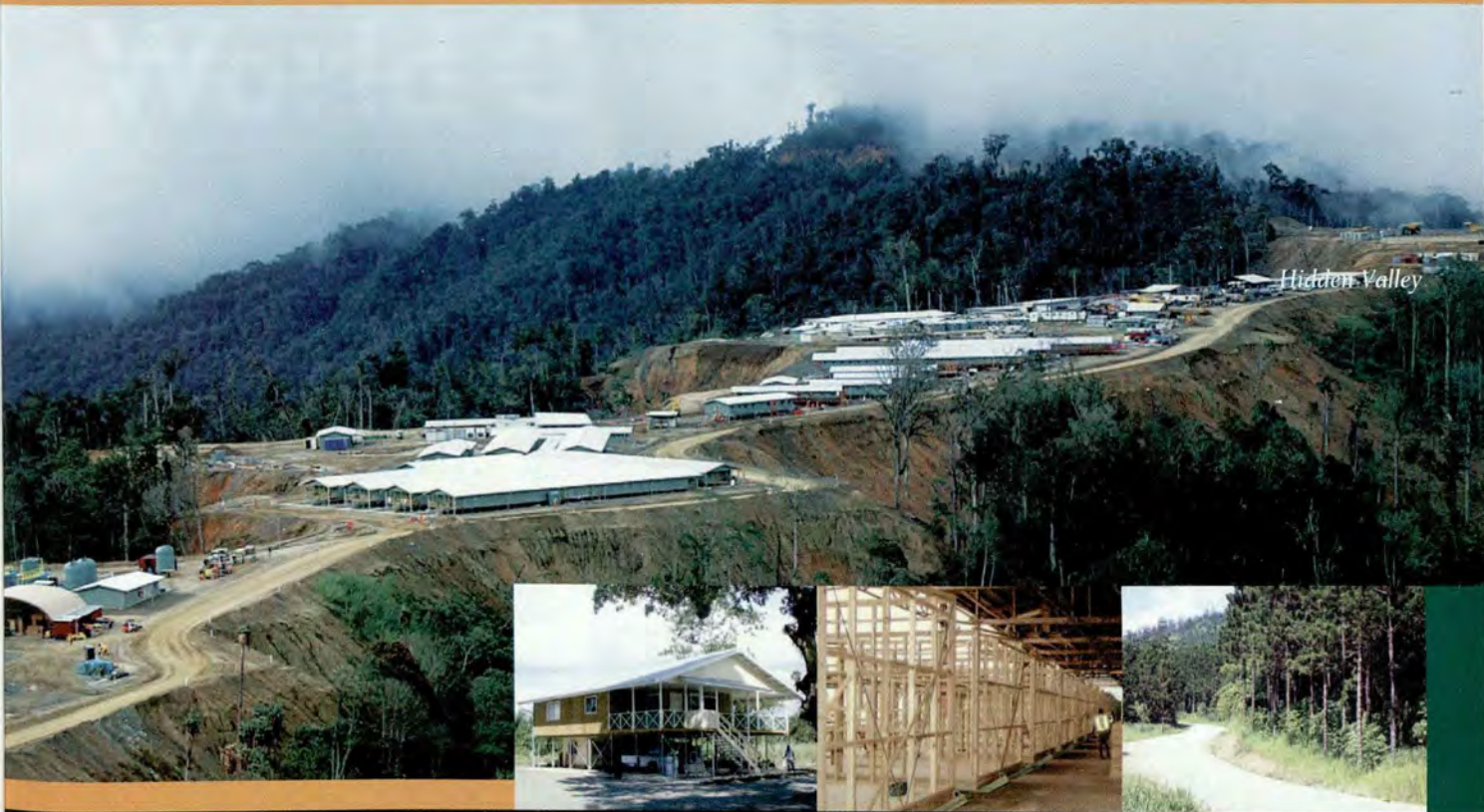
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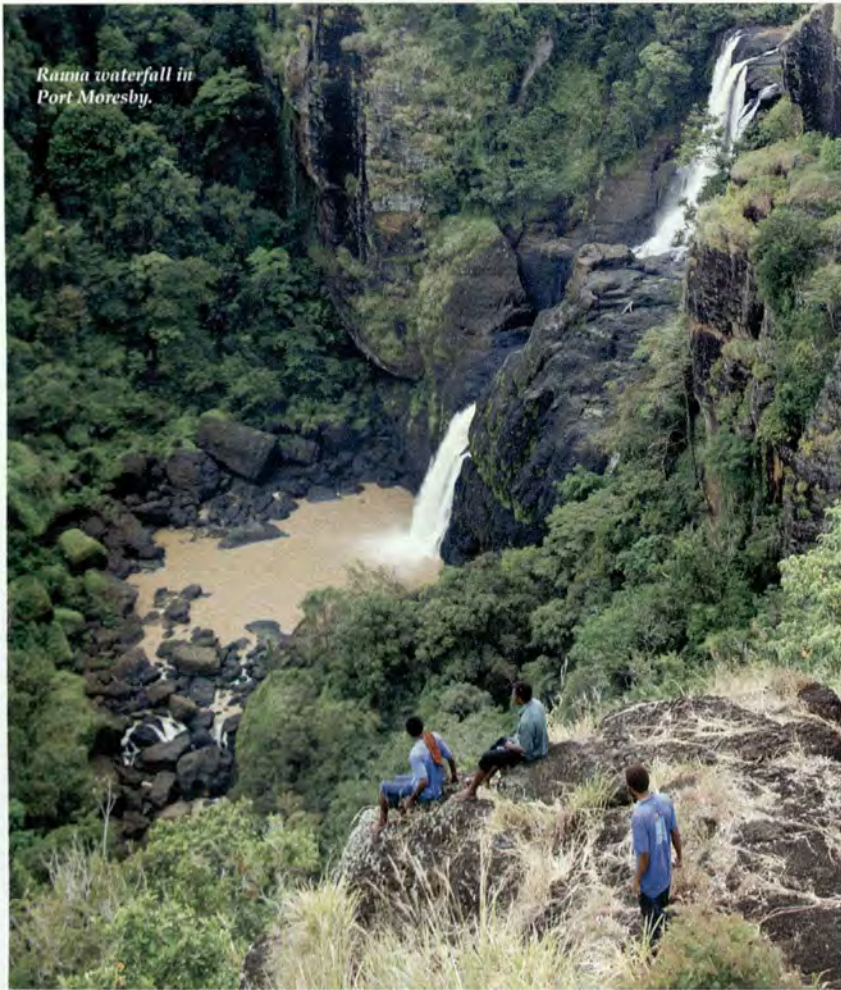
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Papua New Guinea





Rainia waterfall in Port Moresby.

Milne Bay.

The Sepik flows from PNG's central mountains, leaving a maze of ox-bow lakes and lagoons. Arrange to drift downriver for several days from, say Ambunti to Angoram, and you follow its twists through a dream of water hyacinths, stilt villages, crocodile-prowed dugouts and stunning art.

In Korogo village you can visit the huge two-storied haus tamburan (spirit house), crowded with totemic figures, carved puk puks (crocodiles) and giant masks.

Your canoe can divert from the main channel into the lush Chambri Lakes where Aibom village is noted for its unique pottery.


Further on, you overnight in a comfortable lodge at Tambanum, one of the largest settlements on the Middle Sepik. Villages like these are far from "primitive", with their blend of art, sorcery, clans, Christianity and satellite communications making them like nowhere else on earth.

Finally, game fishing is one of the best yet least-publicised PNG adventures. The sea mounts and reefs of the Bismarck, Coral and Solomon Seas provide prolific breeding grounds for scores of fish varieties.

Sailfish, mahi mahi, spanish mackerel and yellowfin tuna are caught close to shore, while offshore are blue and black marlin of up to 200 kg. Coral trout and giant trevally are thick around the reefs, with barramundi and the legendary Papuan Black Bass lurking in the rivers and estuaries.



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Life of a Planter's Grand-daughter

BY SAMISONI PARETI

Alexander was really proud of his mother, Jillian von Leixner.

They had hit the road at Kokopo running since their arrival five days ago and not once had Jillian showed any signs of emotional fatigue.

"At the start, my concern was mum suffering a huge memory rush and the experience could be too much for her to handle emotionally," explains Alexander.

"But here we were on the flight back to Port Moresby at Tokua Airport and mum had handled the trip very, very well."

Jillian von Leixner's grandparents - Florence and Wilhelm (Bill) Rundnagel.



As it turned out, Jillian's son spoke too soon. Just as the Air Niugini captain advised the cabin crew to be seated for takeoff, the floodgate of emotions she had been trying to bolt shut since their arrival at East New Britain province with son Alexander and Gerhard, her husband, opened.

Jillian cried her heart out. "That's when everything we had done and seen over the last five days hit me.

"I could almost see my grandmother standing on the side of the runway with a big grin waving me goodbye.

"I sensed she really wanted to say thank you for our taking the time and effort to visit."

Such state of emotion had to be expected given that Jillian's former plantation Watta lay to the left of Tokua Airfield. The Tokua airport radio beacon now sits on what used to be Bitakua Plantation, the second of three plantations that Jillian's maternal grandparents used to own, and shortly after takeoff, Reiven Hill, the site of the third and main plantation is clearly visible overlooking the beach and the St Georges Channel.

Jillian inherited Watta, from her grandmother, Florence Rundnagel back in 1956. She sold Watta in 1979, not so long after independence. Her Aunt Hede operated Reiven and Bitakua until moving back to Sydney in 1983.

This was Jillian's first trip back to East New Britain since 1971.

In December 2009, Jillian accompanied by Gerhard and Alexander made the pilgrimage back to where it all started more than a century ago.

Watta, a 100-hectare plantation with a scenic white beach frontage, was established by Jillian's grandfather, Wilhelm (Bill) Rundnagel in 1908.



It was actually a wedding gift for his wife, Jillian's grandmother, Florence.

The couple had led colourful lives and came from very different but interesting background.

Grandfather Wilhelm was a German who came to New Guinea to work and managed plantations.

For some years, he had managed Kulon Plantation which was owned by a relative of Queen Emma, a lady of European and Samoan extraction who had established herself in Kokopo in the early 1900s.

Grandmother Florence is of Scottish and Samoan descent, and a relative of Queen Emma.

She actually landed in Kokopo after fleeing from an arranged marriage in Samoa when she was 16.

She came to live with Queen Emma, and this was where Wilhelm met Florence, romance developed and the two got married.

"Oh those were really the days," reminisced Jillian, as we sat and talked on the balcony of their Brisbane River-side apartment two months after their Kokopo trip.

"How the planters carved out their lives in New Guinea will now be a best kept secret.

"Nobody really knows the rich life and history they had.

"They were real pioneers in the true sense of the word."

The family's photo collection captured some of the images of an era gone by, where weekend parties would see planters dressed in whites with flowing dresses for women and knee high boots and bow tie for men.

ABOVE: Outside the Rorodon Hotel 1916 - Phoebe Parkinson is seated at the extreme left and on far right seated are Mr Rosenbaum and my grandmother Florence Rundnagel.

BELOW: Return Trip. Taken on road up Reiven Hill to where the homestead once stood. From left: Gerhard, Jillian and Alexander.



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Some photos even showed a gramophone which surely added spice into the lives of planters and their families who had left the luxury of their country of birth to carve out a new life in the colonies.

"Families would take turn hosting weekend get together and we have photos of planters and their families all crowding into a carriage drawn by bullocks heading from the homestead at Reiven down to the beach," contributed Gerhard.

During the war years, in the lead up to the Japanese invasion in WWII, the Rundnagel's plantation became popular for Australian and American troops at a good R & R spot.

"The plantation's visitors' book is full of entries from Allied troops, particularly the Lark Force who suffered great losses at the hands of the Japanese on the Toll plantation in 1942, all talking about the great time they had at Watta and Reiven," said Jillian.

Among the family photos is one of Jillian's father, Guy Broad standing beside his wife's car in Rabaul.

History has it that this same car was commandeered by the Japanese in World War II and was actually used by Admiral Yamamoto.

Jillian also recalls American troops camping on the beaches at Watta in the 1950s on their way to the Korean War.

Jillian used to come and spend her school holidays with her grandmother at Watta where life, though simple, was idealic, but her family had also experienced more than its share of hardships. For one thing, her grandparents



Mums' car - taken with my father in Rabaul. The car was used by Admiral Yamamoto during the Japanese occupation.

had to rebuild their lives and plantations three times in their lifetime.

The first was when they bought and built the plantation at Reiven and Watta in 1908, and later clearing and planting Bitakua plantation. Some re-building was necessary at the end of World War I in 1919.

The greatest devastation took place during World War II when the homesteads at Reiven and Watta were heavily bombed by Allied forces during the Japanese occupation.

The struggles and pioneering efforts of the

Rundnagels are immortalised in their family photo album where one can find images of the huge plantation homestead at Reiven and the smaller houses at Watta.

The one at Reiven is particularly huge with a big garden and verandah - no doubt built to capitalise on the hillside location of the plantation and its sweeping views of the Duke of York islands, St Georges Channel and New Ireland on the horizon.

Several photos showed Reiven Garden Parties under a mango tree.

After World War II, all that was left were ruins and for some years after that, Jillian's grandfather lived in an army surplus tent on Reiven, while his wife lived in a grass hut on Watta, sleeping in soldier-issued collapsible beds rebuilding their lives.

Jillian added "The loyalty of the local employees was amazing, so much so that pre-war employees sought my grandparents out after the war, assisted them in the re-building and remained with them until they died."

In fact, the family's research showed that when the women and children were evacuated from Rabaul as the Japanese army advanced, grandmother Florence decided at the eleventh hour to remain behind with grandfather Wilhelm and their eldest child, son Tay Ferdinand. The hardest thing for Jillian's mother was to have to remain on the "Neptuna", sailing alone and leaving them behind. The date was December 1941 and it was to be four years of anguish until she and her sister heard they had survived the war.

The three together with other German missionaries left in Rabaul were terribly treated at the hands of the Japanese soldiers at Ramale Prison Camp. Jillian recalls her grandmother telling her how grateful they all were for the food that the local villagers managed to supply them with during that difficult time.

My mother Johanna and her younger sister Hede on the verandah of the old Homestead on Reiven Plantation.





At Reiven Plantation (L-R)...My grandmother Florence Rundnagel, Rosenbaum, grandfather Wilhelm (Bill) Rundnagel, Partsch, Furter and aunt Phoebe Parkinson on the swing.

"This prison was actually a gully where prisoners like my grandfather and grandmother and my uncle were housed in congested tunnels that they were forced to dig," said Alexander.

"I think the harsh prison conditions took a great toll on the health of my grandparents as well as uncle Tay as they really didn't recover from the trauma," added Jillian.

She also recalled that when her grandmother died in 1956, she was obviously held in high regard by staff and local villagers as they converged on Watta for two weeks, paying their respect and displaying their grief.

The two wars also left weapons - some unused - scattered all over the three plantations. Jillian's husband Gerhard recalled that during their visit to Watta in 1968 during preparations for their wedding, the silence was rocked by a loud explosion.

He said workers were burning coconut husks when the fire engulfed a bomb buried in the soil which triggered the explosion.

Today, Watta, which is still owned by the same person Jillian sold it to in 1979, remains an operational plantation. The homestead remains and the beach is still as beautiful as ever.

As for Reiven, the hill where the homestead once stood has been reclaimed by the trees and undergrowth, a silent testimony to an era gone by.

In their December visit, the von Leixner family walked up to Reiven Hill. After a brief search

among the shrubs, they could pick out the remains of the foundation of the homestead. A find that would not have been possible but for the knowledge of Jillian's great friend Chris Diercke, whose passion for the area, its history and people, made so much on this trip possible. He passed away suddenly only weeks after Jillian's return.

In September 2000, as part of the celebration of 25 years of independence, Jillian received

a certificate from the then Governor-General of Papua New Guinea for Recognition of contribution in services to the development of Papua New Guinea.

Last March at her Brisbane City home, Jillian was thankful that she faced her demons, took the plunge and made the trip back to Kokopo.

A return trip is now being planned and perhaps a book about life as a planter's granddaughter in Papua New Guinea.



The main homestead on Watta as it is today.



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Beatrice Grimshaw...Port Moresby was her home base.

Beatrice Grimshaw: Making it in PNG

BY JOHN BROOKSBANK

Even today, Port Moresby is unlikely to be a writer's first choice as the most desirable place to live.

In the first few decades of the 20th century, as a colonial outpost, the town was equally not somewhere people lived out of choice, except perhaps for missionaries with souls to save.

However, for novelist and travel writer Beatrice Grimshaw, Port Moresby was a home base from 1907 to 1934. Her lifestyle was certainly not conventional, nor in line with what was an acceptable role for a woman of that era,

not that this fact ever worried her in the least. She travelled widely throughout the South Pacific, writing descriptive travelogues whilst at the same time keenly observing the people and characters found in such places, and who would then be recreated to populate the pages of her novels.

A contributor on occasion to the publishers Mills & Boon, many of her stories fit the popular fiction stereotypes associated with this publishing house - containing action, drama and romance in exotic locations.

Although products of their time, reflecting

the prevailing European paternalistic attitude towards the people of the Pacific, her tales still paint an entrancing picture of life not found in formal histories of the period.

This enterprising lady was born in February 1870 in County Antrim in Ireland. After an education in Belfast, London and Caen in France, Grimshaw was employed as a journalist in Dublin and London, publishing her first romance novel in 1897. Working for society journals was apparently too tame for her liking and she started travelling in 1903, acting as a publicist for government and commercial interests.

These travels included an extended journey through the South Pacific with the United Steamship Company of New Zealand which led to the publication in 1907 of a number of novels and two travel books - 'In the Strange South Seas' and 'From Fiji to the Cannibal Islands'.

Commissioned as a reporter for the English Times and the Australian Sydney Morning Herald she had intended to stay in Port Moresby for only two to three months - it ended up being 27 years! After settling in Port Moresby, then still the capital of a British colony, she quickly became well known in that small European society. A close friend of the colonial administrator Sir Hubert Murray, Grimshaw became his unofficial publicist.

Of the 37 books she wrote, sixteen were set in Papua or the Mandated Territory of New Guinea and nine on other Pacific islands. Some of her stories and short stories were serialised in the Australian Women's Weekly and the New York Times magazines and so gained a wide readership. Her writings therefore in some ways influenced the way in which many people elsewhere in the world viewed Papua New Guinea and the rest of the Pacific.

Her book 'The New New Guinea', produced in 1910, was meant to serve also as a useful handbook on the country, with information on medical and travel precautions to be taken, all based on her personal experience.

During the following years she continued to travel extensively in the Pacific and around Papua and New Guinea, including trips up the Fly and Sepik rivers.

Although prominent in the European colonial society of the day, Grimshaw also, where possible, found time to understand the situation of the local people, information that she again wove into her stories.

Some of her writings could just as easily apply to the country today. For example, in 'When the Red Gods Call', "...and the native girls fitting in and out through it all, their full ballet skirts of coloured grasses swinging like the costume of a premiere danseuse, their necks loaded down with clattering beads and strings of dog's teeth, handfuls of blood-red hibiscus glowing in their huge soft mats of hair. They are pretty, these Hanuabada women, and well they know how to use those soft black eyes of theirs, on white or coloured male humanity!"

The titles of her novels give some indication of the popular fiction themes that ran through them - 'Conn of the South Seas', 'Vaiti of the Islands', 'When the Red Gods Call', 'Guinea Gold', 'A Coral Queen', 'The Sorcerer's Stone', 'The Sands of Oro', 'The Paradise Poachers', 'South Sea Sarah', 'Red Bob of the Bismarks' and 'My South Sea Sweetheart'.

Grimshaw wrote from a European, middle class perspective that to a certain extent mirrored the social Darwinist white superiority thinking of the day, which permeated her stories, which were variations on a theme of tropical romance.

One of her books, 'Conn of the South Seas', an adventure involving a gold shipment, a beautiful woman, two-timing traders and of course a hero, was the basis of the 1928 black and white silent Australian film 'The Adorable Outcast', released in the United States as 'Black Cargoes of the South Seas'.

Her novels contained suspense, danger and excitement mixed with head-hunting, cannibalism, poisoning and mysterious tribal magic - tales of jungle adventure mixed with South Seas allure.

Characters and incidents depicted were no doubt drawn from real life and included pious missionaries, crooked island traders, despotic ship captains, local mistresses and half caste beauties.

Although populist fiction with little literary

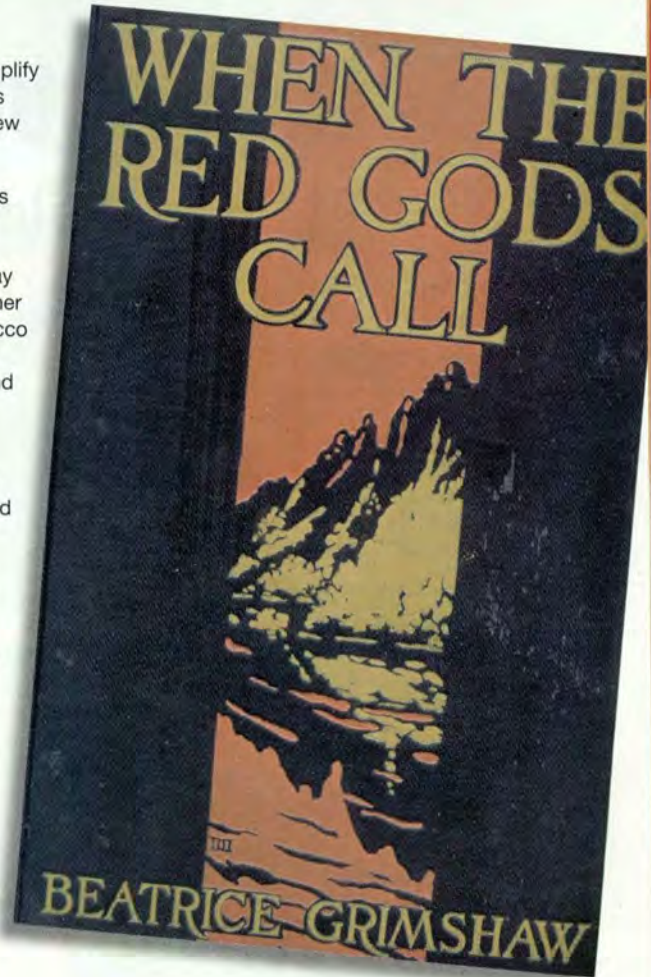
merit, Grimshaw's characters exemplify the values and sometimes fantasies of the Europeans living in Papua New Guinea at that time.

She never married and little appears to be known about her domestic arrangements. She managed a plantation near Samarai in Milne Bay from 1917-1922 and in 1933, with her brother Ramsay, purchased a tobacco farm on the Laloki River from Errol Flynn, before he left to find fame and fortune on the silver screen.

She finally left Papua in 1934, settling two years later in Bathurst, New South Wales, where she stayed until her death in 1953, aged 82.

Whilst not an acclaimed scientist, anthropologist, administrator, patrol officer or business leader who might be mentioned in official Government records, Grimshaw was drawn to Papua New Guinea and chose to promote and popularise the country in her own unique way.

As she wrote in 'Isles of Adventure', "I have written as a traveller, a wanderer, to whom new and strange things are the chief happiness of my life."



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Photo by Jason Pini

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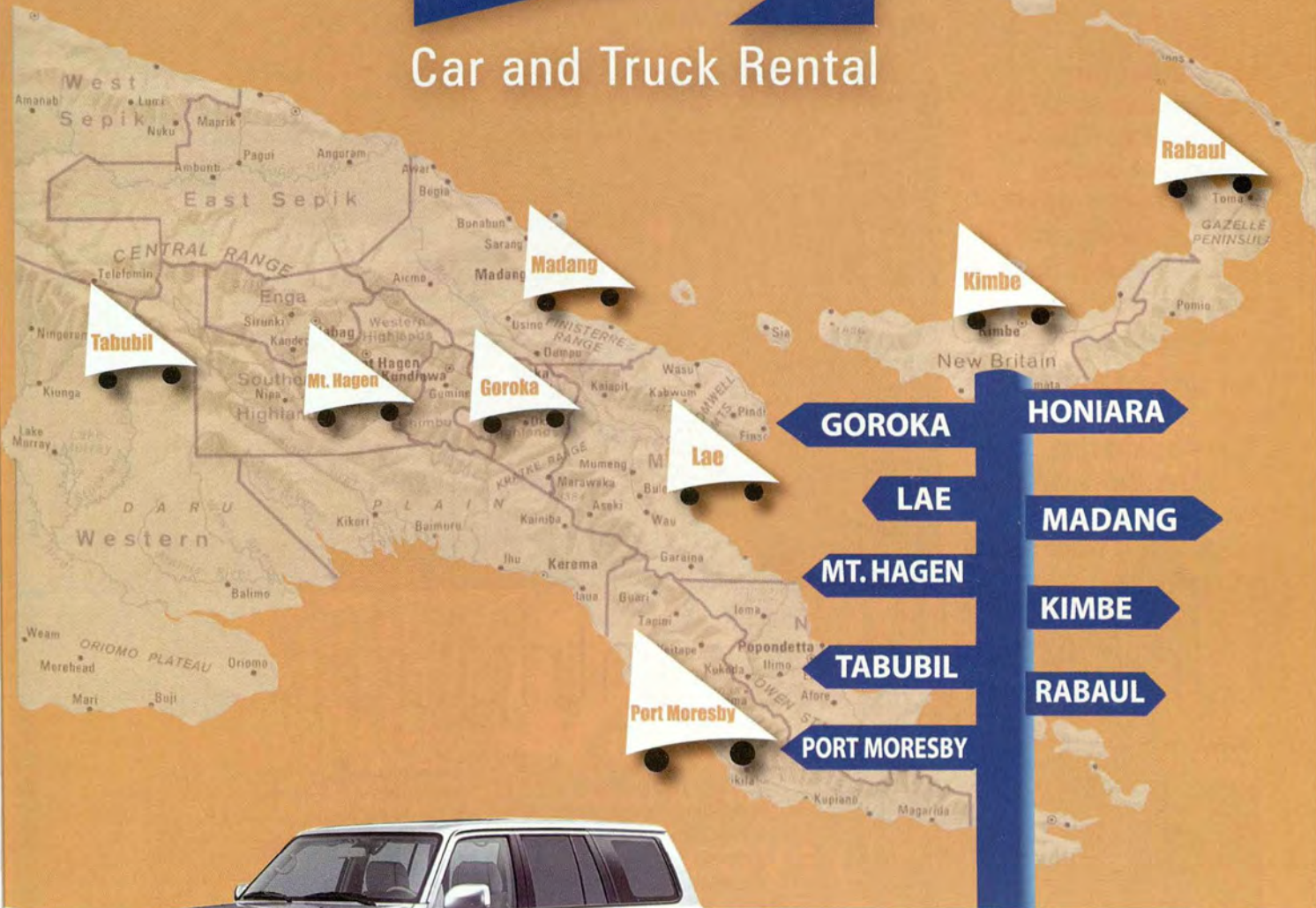
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It looked like something from the movie, *The Abyss*. The diaphanous tube-like organism, five feet long and spiralled with purple beads lay curled under the overhang.

We looked at each other, baffled. Once again the underwater world had offered up something new to intrigue us.



Egg mass of a diamond-backed squid.

Underwater Intrigues

BY SUSAN EAMES



Banded boxer shrimp.

With over 7,000 islands, the Philippines has an enticing choice of dive destinations. We picked the Visayas - a region in the heart of the archipelago, comprising seven substantial islands plus hundreds of small ones.

We flew from Manila to Dumaguete on the island of Negros and transferred to Thalatta Beach Resort, about 20 kilometres south of Dumaguete. Thalatta is an attractive resort with good facilities and an independently owned dive centre.

The dive sites along this stretch of coastline offered fascinating 'muck' dives. The unappealing name was coined because muck diving usually involves exploring barren looking or muddy sea beds to find unusual critters.

With the help of our eagle-eyed dive leader, Elray, the local dive sites revealed a wealth of enthralling marine life. Shrimps, crabs, nudibranchs - or sea slugs - abounded. Pipefish and thumbnail sized lionfish delighted us. We found a large devil scorpionfish with a face only a mother could love and a cute little orangutan crab with orange fluffy-looking pincer arms. A peacock mantis shrimp

popped out of his burrow to stare us down while the helmet gurnards skimmed away like miniature hovercrafts.

We did a night dive straight off the beach in front of the resort. Small man-made 'reefs' have been constructed out of tyres to attract marine life.

Elray led us around the 'reefs'. I was astonished at the abundance of creatures that have made these unpromising looking clumps of rubber their home.

Large crabs raised vivid blue, orange and red pincers, warning us to keep our distance. Hingeback shrimps skittered about and banded boxer shrimps waved their delicate antennae at us. We found finger-sized cuttlefish, lionfish and scorpionfish. An ornate ghostpipefish was attracted to our lights and approached us. Ghostpipefish are shy and usually camouflage themselves by hovering head-down amongst crinoids and other soft corals. To have one of these little creatures approach us was a rare privilege.

A 40-minute boat ride away from our resort was Apo Island. The coral reefs surrounding Apo were breathtaking and teeming with life.



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Red lizard fish poses patiently.



Porcupine fish.

Brilliantly coloured parrotfish foraged and blue eyed split-banded cardinalfish hovered in tightly packed groups, while reef lizardfish posed obediently for the camera.

Schools of reef fish competed with pristine hard coral gardens for our attention. The corals were home to nudibranchs, moray and blue ribbon eels, and improbably coloured frogfish. However, apart from a sighting of a large ball of trevally, there was little pelagic life and not a shark to be seen. Sadly, shark finning has decimated the once healthy shark populations in the Philippines.

After a couple of weeks of resort-based diving, we went on a five-day dive safari to explore other islands in the Visayas.

Our dive boat, the Goya, was pretty but the cabin and bathroom facilities were basic. However, the crew members were great, the food good, and some of the diving was spectacular.

At Siquijor Island the top of the reef was richly active. Brilliantly coloured parrotfish foraged and blue eyed split-banded cardinalfish hovered in tightly packed groups, while reef lizardfish posed obediently for the camera.

We dived again at Cogon, off Apo Island, my overall favourite dive site of the trip. The bommies - or pinnacles - on this reef are exquisitely beautiful. We found a leaf-scorpionfish perched on a staghorn coral. A couple of yellow-margin triggerfish and a pair of trumpetfish were displaying what looked like courtship behaviour. A big school of trevally swirled out in the blue and schools of fusiliers streamed over the reef as we drifted along.

Off Cebu Island at Liloan we found banded sea kraits undulating around coral bommies, causing alarm in the colonies of anemonefish.

At Moalboal, we spotted numerous pipefish, turtles and a school of rigid shrimpfish. These fish are fascinating to watch. They hang head down in close formation. For reasons

Elray dive boat with Apo Island in the background.





Nudibranch - Ardeadoris egretta.



*Peacock
mantis shrimp.*



Porcelain crab.



Tomato anemonefish.



School of trevally.



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Ringed pipefish.

I couldn't fathom, they would suddenly flip to a horizontal position in perfect unison, then flip back to their vertical position a moment later.

The highlight at Moalboal was in the waters of uninhabited Pescador Island. We were fortunate that a huge school of sardines was sheltering around Pescador's reefs when we were there. The school flowed and changed shape to confuse the

predators in a skittish ballet. We spent several dives just hanging in the water, watching the show.

As well as offering a feast to fishy predators, the sardines were a bonanza for local fishermen and we saw several fishing boats near Pescador. Closer to Cebu's mainland were dozens more fishermen on small outriggers. Their fishing method was interesting. We could see them leaning over the sides of their

Underwater world in Cogan, Apo Island.



boats, heads underwater to first locate the shoals of fish before casting their nets.

From Cebu we moved to Bohol where we dived at Balicazag. Our first dive yielded turtles, chevron barracuda and a kaleidoscope of reef fish. The following day a massive ball of trevally entertained us at Rico's Wall.


We tucked ourselves close to the wall for a birds-eye view. From this overhead vantage we could see the changing outline of the ball as the fish constantly

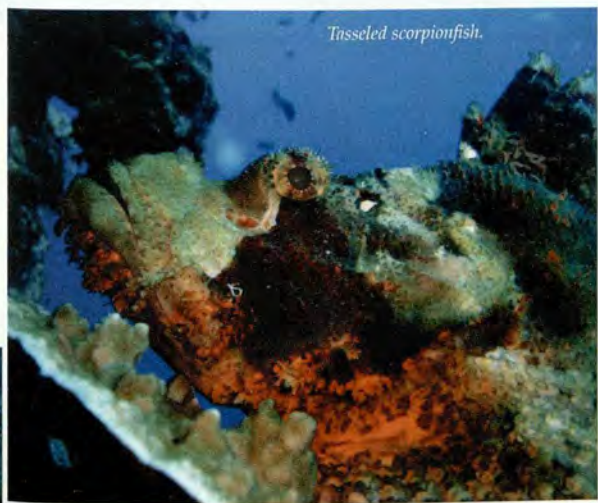
rearranged themselves, jockeying for position. It was at Balicazag that we saw the strange purple beaded tube. After the dive we speculated what it was.

No one had seen anything like it before. It wasn't until I returned home and did some research that I was able to identify it as the egg mass of a diamond-backed squid.

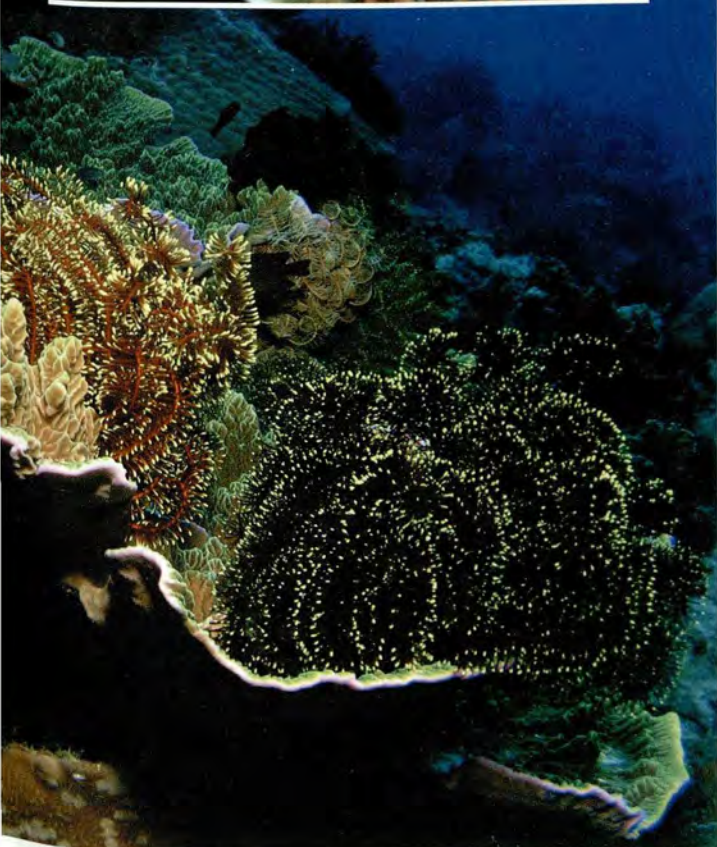
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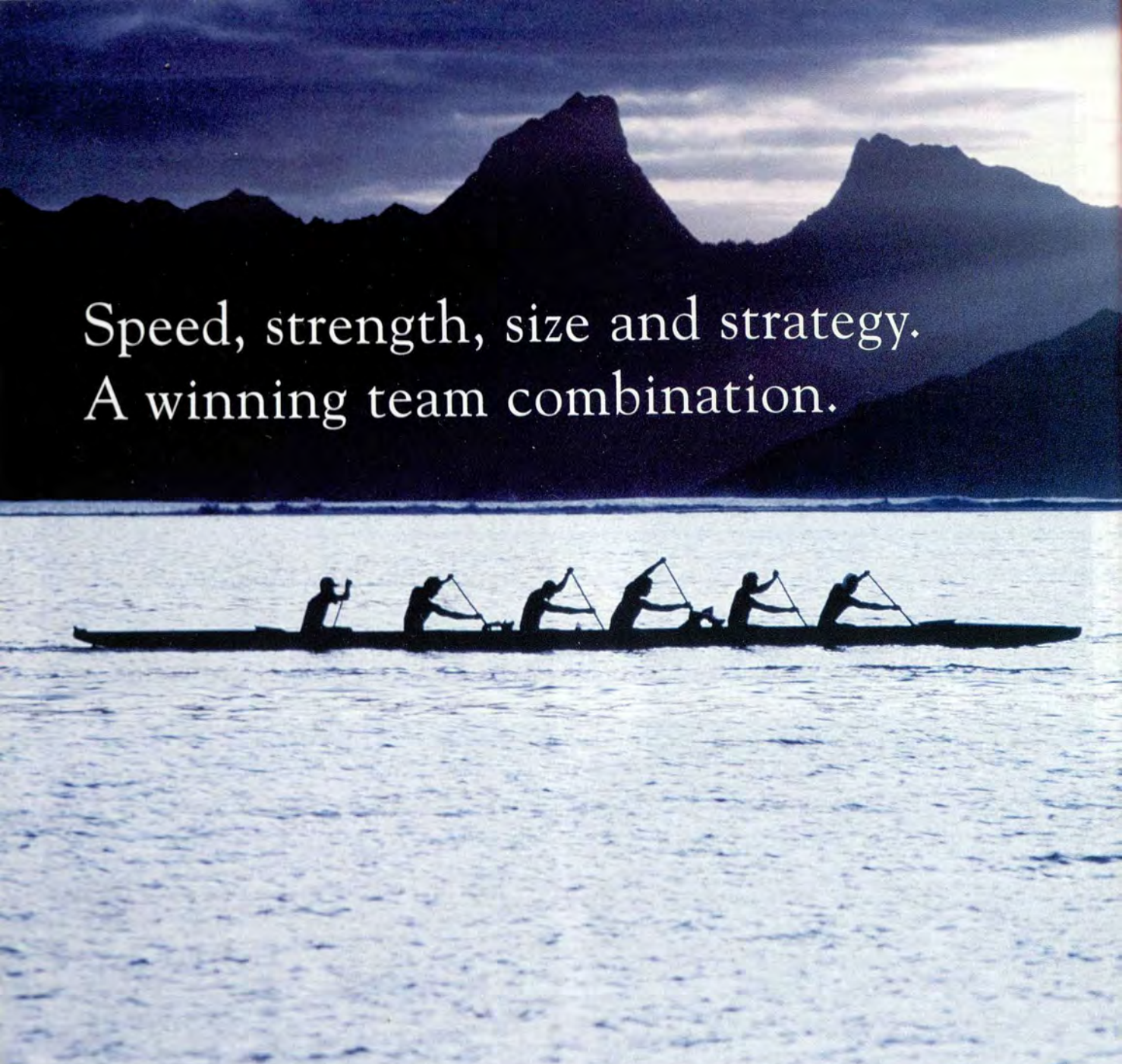


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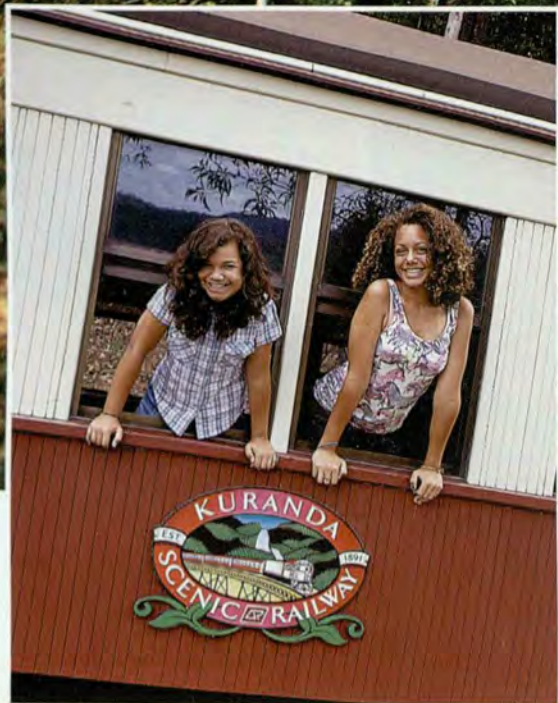
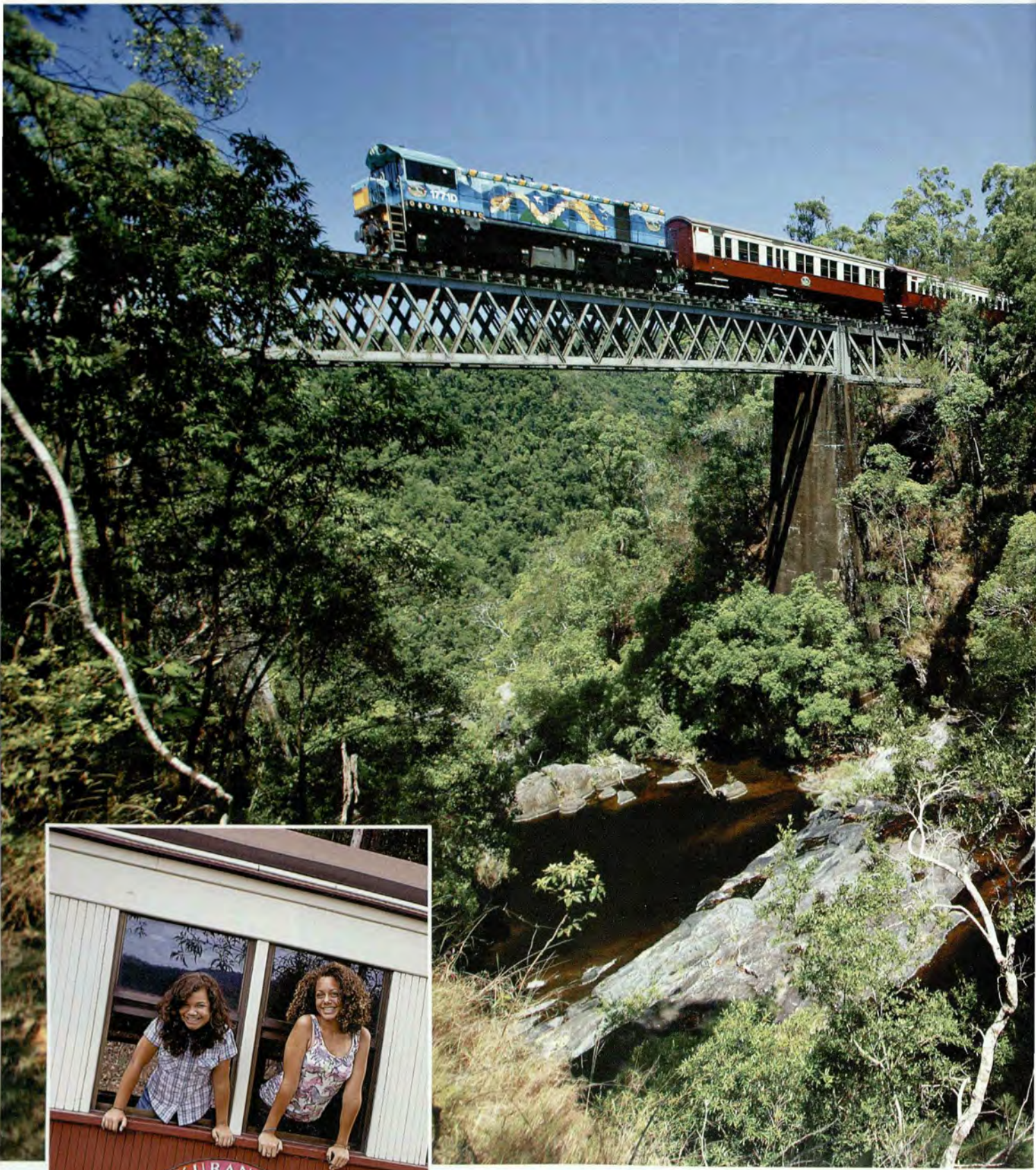
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The Kuranda

BY ISABELLE DINA

A visit to Cairns and tropical North Queensland in Australia would be incomplete without a journey to the world's famous historic Kuranda Scenic Railway.



Twenty five kilometres northwest of Cairns, the tour is a one hour and 45 minutes journey to the World Heritage Rainforest in authentic timber carriages and meandering through 37 kilometres of mountain ranges, steep ravines, cascading waterfalls and rivers all the way to the mountain village of Kuranda.

This is a tour with a difference - encapsulating the wonders of our natural world and Australia's history. The construction of the railway commenced in 1887 in response to a need for a reliable route from the mountainous gold fields to the sea.

What is listed today as a national engineering landmark, required more than 1500 men armed only with picks, shovels and dynamite to move over two million cubic metres of earth and 328 metres above sea level in an unforgiving and rugged landscape of jungle and mountains.

It took four years and the death of many workers from accidents and tropical diseases to complete the tracks from Cairns to Kuranda. It included 15 dark tunnels, 37 precarious bridges and 98 curves and has been described as a 19th century engineering feat and a testimony of the pioneers courage, ingenuity and fortitude.

Kuranda Scenic Railway crossing Surprise Creek.

Scenic Railway



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Today, the railway stands as a monument to the many men who lived and worked under extraordinary conditions with the only ambition to open up the tableland to civilisation.

From the pioneers to modern times, prospectors to tourists, the Kuranda Scenic Railway has since 1936 become a tourist operation.

The Kuranda Scenic Railway offers four different day packages - all include the option of a skyrail 7.5-kilometre cable journey over the rainforest canopy.

The Rainforest Experience includes a visit to the rainforest with an array of activities such as a cruise on the rainforest waterways in a World War II amphibious army duck and a dance performance from the Pamagirri cultural dance group.

The Wildlife Experience has three unique attractions - the Kuranda Koala gardens with Australia's most unique animals including freshwater crocodiles, kangaroos, koalas, wombats and cassowaries; Birdworld; and the Australian Butterfly Sanctuary with the electric blue Ulysses butterfly and Australia's largest butterfly, the Cairns Birdwing.

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Kuranda Railway winding past Robbs Monument.



presented by the descendants of the local Tjapukai people.

The Tjapukai are the traditional inhabitants of the region. Finally, the Classic Experience that I was offered invites you to wander through several exotically handcrafted goods markets and aboriginal art galleries.

The first part of the journey started with the Skyrail Experience. Departing from Caravonica terminal 15 minutes north of Cairns, I boarded one of the six-seater gondola cabins and gently eased into the air. The large perspex windows provided uninterrupted views throughout the journey.

I felt tremendous peace despite my fear of heights as I eased away from Cairns and the surrounding farmlands and reached the first tree tops. Delighted, I watched some noisy white cockatoos flying over a sea of greens while the morning light cast deeper shadows on the different levels of the rainforest. Towering Kauri pines emerged from the canopy standing 50 metres like iconic giants.

Before the terminal in Kuranda, there are two mid-air stations (Red Peak and Barrons Falls). At this height, the air was much cooler and moist with invigorating scents of greens. Although the Queensland State was still waiting for its rainy season at the time of my visit, the mighty waterfalls in Barron Gorge National Park were quite a site. You need to allow up to an hour-and-a-half to complete

this one-way experience. I then wandered a couple of hours in Kuranda which has kept a bohemian charm from its origins as a centre for those choosing an alternative lifestyle in the late 60s.

Although historic buildings from the villages now house a variety of upmarket restaurants, cafes and bars, the residents have kept their laid-back approach to life, some playing drums at street corners, others selling items of clothing made from hemp or fortune telling at one of the markets.

From its original market in 1978, Kuranda now offers three markets gathering the abundance of talented artists available in the region with potters, painters, photographers, glass and craft workers, carvers, jewellery makers and dress designers.

Aboriginal culture is very alive in Kuranda. The Djabugay tribe members who live here have strong ties to the land and if at first fearful by the sudden stream of European settlers moving into the region in the 70s, they soon find their community growing and are now unified by the love of art and music.

Djurri Dadagal Art Enterprises is a locally owned Aboriginal art gallery and is worth a visit. It was established to counter the exploitation of indigenous arts and to raise the economic level of its local Indigenous people. Artists are from the ages of 8 to 85



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The Buda-Dji locomotive...symbolises the legends of the region's indigenous people.

years and the elderly provide exquisite textile and embroidery works. I recognised several paintings by renowned Aboriginal painters sold at lower prices than those in art galleries in Brisbane.

I returned to the picturesque Kuranda station to start the final leg of my journey with the Kuranda Scenic Railway.

I would recommend a seat in wagon number

one, being right at the end of the train and offering the best view of the colourful eye-catching Buda-Dji locomotive which symbolises the legends of the region's indigenous people.

The restored heritage carriages are adorned with brass insignias and plush Victorian-inspired interiors.

A commentary on LCD screens in each

carriage guides you through the sites and recounts the pioneer history of the railway.

The crossing over skinny bridges were impressive as the view plunges right into the Barron River which carved out the magnificent gorge over the last 400 million years.

Steep ravines, creeks and waterfalls keep you on your toes shifting from one side of the window to the next to embrace it all.

The one and a half hour ride came to an end at the historic Freshwater Railway Station. This historical station is a sight in itself and was named "Freshwater" being it was the first point where fresh water could be obtained by the railway construction teams before ascending the Kuranda Range.

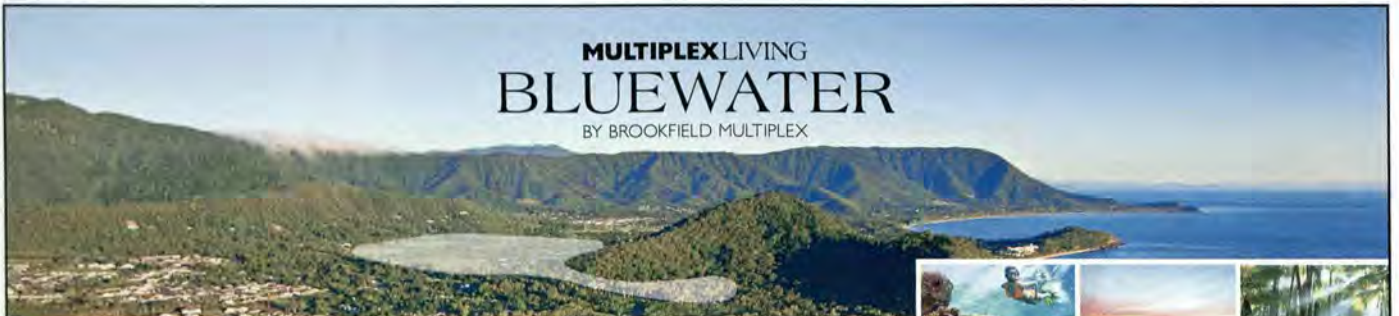
It boasts a museum dedicated to the building of the railway and a restaurant set up in the 85-year old railway carriages. I stepped out into the heat of the quiet suburb with my head still spinning from the grandiose sights of the rainforest.

I felt fulfilled by the overall journey from its scenic beauty to the epic history of the railway. It was definitely a unique and rewarding experience to discover the World Heritage Rainforest and its surroundings.

• More information on day tour packages and costs can be found at www.ksr.com.au.

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BY BROOKFIELD MULTIPLEX



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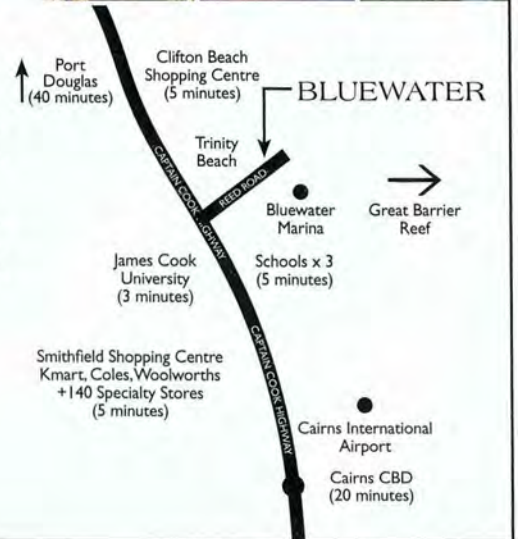
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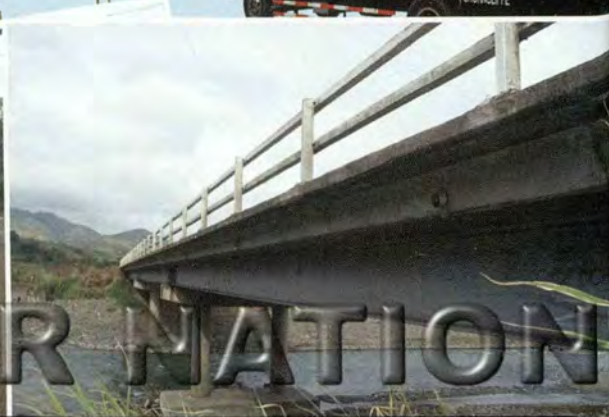
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Singapore is set to revolutionise tourism in Asia with the opening of two new mega resorts this year.

The first, Resorts World Sentosa, has already had a partial opening and is expected to be fully operational by November 2010. While the other, Marina Bay Sands, has a scheduled first phase opening set for April 2010, followed by other stages throughout the year.

The two resorts will also boast Singapore's first casinos. Here's a sneak preview of what's to come.



Artist impression of Marina Bay Sands.

Singapore's New Mega Resorts

BY ROB DUNLOP



Resorts World Sentosa at night...artist impression.



by American architectural icon Spa Villas, which is a tropical respite with water bungalows and beach cottages; Hard Rock Hotel with its legendary rock and roll theme; Festive Hotel - contemporary and chic; Equarius Hotel, on the edge of a pristine forest; and the shining glory, Crockfords Tower, which is the ultra-luxury offering that also houses the RWS casino, which has opened as well.

Resorts World Sentosa will firmly place the playground island of Sentosa on Singapore's must-do list.

Getting there: Resorts World Sentosa (RWS) is located on Sentosa Island and is around 10 minutes from Singapore's Central Business District via the 6-lane Sentosa Bridge. It's easily accessible by frequent buses, rail system, cable car, and taxis. Over 3000 public car spaces are also available at RWS. In late 2010 it will be possible to walk to the island using travelators from the VivoCity shopping mall, which is also the best place to catch the RW8 bus and the Sentosa Express light rail system.

Contacts: For general enquiries, phone: +65 6577 8888 or email: enquiries@rwsentosa.com. Visit www.rwsentosa.com.

Marina Bay Sands

Marina Bay Sands is aiming for sky-high luxury within a signature building designed to transform Singapore's skyline. The stakes are indeed high.

The 15-hectare site, in the heart of the CBD along the Marina Bay waterfront, will comprise of three 55-storey towers with 2,500 luxury rooms and suites.

Straddling the three towers will be the SkyPark, a lush elevated playground with palm trees, gardens, restaurants, a 150-metre long infinity pool and viewing platforms offering 360-degree views of the city.

Sci-Fi-City...Battlestar Galactica ride.

Resorts World Sentosa

Located on Singapore's resort island, Sentosa, Resorts World Sentosa is being billed as a "tropical family mega-resort". Think 49 hectares of sun-drenched hotel resorts and fun-filled activities geared towards families.

The S\$6.59 billion project includes Southeast Asia's first and only Universal Studios theme park, home to 24 themed rides and the world's tallest pair of duelling roller-coasters - the Battlestar Galactica ride.

Seven themed zones will feature virtual Madagascar, Far Far Away, Sci-Fi City, Ancient Egypt, The Lost World, New York and a recreation of Hollywood's Walk of Fame. The complex will also house live studios and sound stages for television productions.

Marine Life Park will be the world's largest oceanarium with over 700,000 marine creatures, including sharks, rays and dolphins. Twenty million gallons of water will spill into the eight-hectare area.

The main artery of Resorts World Sentosa will be a round-the-clock pulsating strip called FestiveWalk. The half-a-kilometre stretch will have waterfront restaurants, trendy clubs and concept stores. Roving acts and street artists will perform, while all around the resort cutting-edge light and sound shows promise to dazzle.

The Maritime Xperiential Museum will be an exploration of Asia's legendary seafarers, and

will include a 360-degree multimedia theatre where visitors can "board" an Arabia bound sailing ship and feel the sensation of being on water as the theatre floor moves.

And with its six star spa offering, Resorts World Sentosa hopes to become South East Asia's premier wellness and health renewal destination.

As of February 2010, the six hotels have opened. These include Hotel Michael, designed





SkyPark at Marina Bay Sands (artist impression)

Developers of the \$5.25 billion dollar project have promised a combination of luxurious indoor spaces with breathtaking outdoor areas.

A museum, with its design inspired by a lotus flower, will feature major exhibitions from around the world. Two theatres are planned. One will host the resident Broadway hit *The Lion King*. An outdoor entertainment plaza along the promenade will host up to 10,000 people for events.

Marina Bay Sands also hopes to become a major shopping destination. Over 300 stores will offer a mix of international luxury brands, cutting edge fashions and emerging labels. Luggage label, Louis Vuitton, will create a new flagship store, which will be an "island" floating off the retail precinct.

And with six international celebrity chef restaurants locked in, the resort looks set to become a foodie destination as well.

Australia's Tetsuya Wakuda of Tetsuya's restaurant fame in Sydney, regularly voted one of the world's best restaurants, is one of the award-winning chefs who'll have a restaurant in the complex.

In the region's biggest ballroom, 6600 people will be able to chow down for a banquet together.

Marina Bay Sands is part of the Las Vegas



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Hollywood's Walk of Fame,
Resort's World Sentosa.

Sands Corporation, a large casino group which operates casino resorts in the United States and Macau. So, Las Vegas-style gaming will certainly become a prominent highlight of the resort.

Marina Bay Sands although open for business will have a grand opening in June, 2010. The completion of this huge project should not only transform the face of Singapore's skyline, but also the face of tourism in Asia.


In fact, both mega resorts will set the world

abuzz. Singapore, you have arrived!

Getting there: Marina Bay Sands is located on the Marina Bay waterfront right in the CBD. The complex on Bayfront Avenue will be accessible via Central Boulevard.

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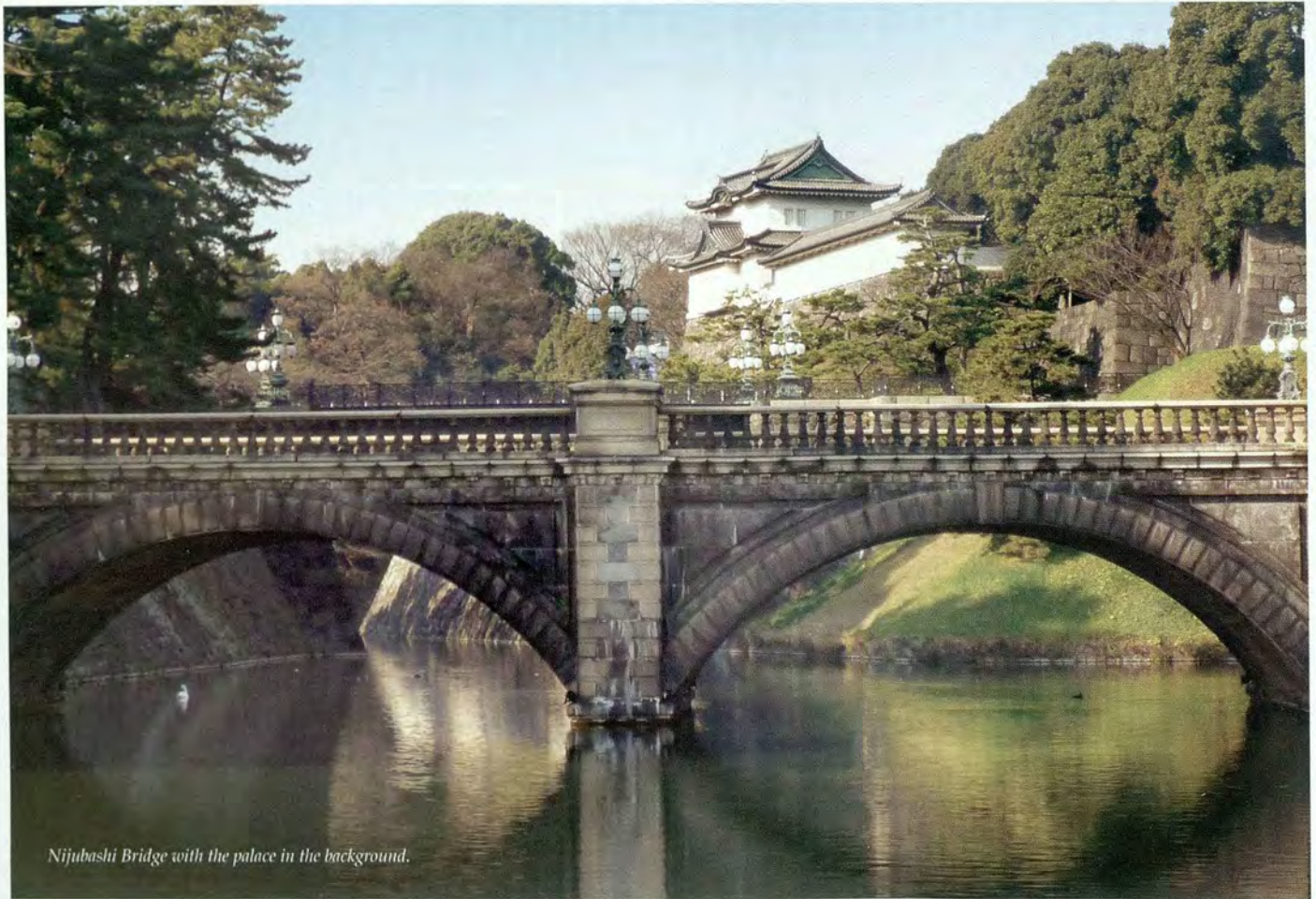
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Nijubashi Bridge with the palace in the background.

Tokyo's Royal Circle

BY MATTHEW KNOTT



In a city where trains are 'bullets' and punctuality is measured in seconds, it is easy to become lazy. However, struggling to catch a view of Tokyo from the jam-packed commuter trains is not the best way to experience all of its charms.

The capital's longest unbroken walk around the perimeter of the Emperor's Palace is perfect for slowly soaking up some of the city's most beautiful sights inside the track and exploring the fascinating contrasts and areas nearby.

The palace is a must on most tourist itineraries and a large group of photographers can be found there at pretty much anytime.

The iconic scene they are capturing is Nijubashi Bridge, a stone and steel structure that crosses the moat and matches the elegance of the swans gliding beneath it. In the right hand corner of the shot, the white towers of the palace with their gently curving tiled roofs seem to hover imperiously above the foliage.

Kyokyo, as the palace is named in Japanese, stands on the grounds of the old Edo Castle and was claimed by the Imperial household in 1868 after the capitulation of the ruling shogunate, also the year that the city was renamed Tokyo.

Even the royal residence wasn't immune from the threat of fire though and it has been rebuilt several times, most recently completed in 1968 following the bombings of WW2, but the traditional architectural methods used maintain the old ambience.

During the 1980s property boom the 7 square kilometres were reputed to be more valuable than all the real estate in California.

The actual inner palace complex can only be viewed by pre-arranged guided tour or on the two days a year when the Emperor opens the gates and welcomes visitors.

To access the palace there are several stations that can be used, but Tokyo Station is undoubtedly the grandest. An impressive red-brick, renaissance-style building completed in 1914, it represents part of the rapid Westernisation that Japan underwent during the early 20th century.

The Marunouchi district is an opulent area with wide boulevards initially inspired by London and then reconstructed with New York as a model following



One of the guardhouses of the palace.

the destructive 1923 Great Kanto Earthquake.

Leave the station through the Marunouchi Exit and approach the palace along Gyoko-Dori, as you pass the giant glass skyscrapers a spectacular view of the palace and its perfectly manicured lawns appears.

As well as the throng of tourists, you will also encounter several people limbering up on the pathway, for the palace is also the site of a popular jogging/walking route. The 5.3km trek around the inner

moat represents the longest unbroken walkway in the city.

The crowd is a mixture of serious runners in preparation for a marathon, active pensioners, stressed office workers from Marunouchi in search of a lunchtime stretch of the legs and casual walkers.

Following the runners will take you alongside the moat, where the massive stone walls and the ancient white guardhouses remind one of the castle's original purpose.

The Marunouchi business district.



A small wooden bridge leads to the Otemon gate, one of three on the route that allow visitors to enter the Imperial Palace East Gardens. Centred on the exact land where Edo Castle once dominated, we now find a huge lawn and a few remains of the building, while in the Ninomaru area of the grounds a gorgeous traditional Japanese garden has been built as a replica of one designed on the shogun's orders in 1630. The azaleas, irises, ponds and teahouses offer a peaceful contemplation that seems a million miles away from the nearby bustle of Tokyo Station.

The jogging course can be rejoined by returning to Otemon Gate or by skipping a few hundred metres and exiting at Hirakawamon Gate, where the moat starts to get taken over by lotuses.

At the northern end of the route it is possible to cross over the road and enter Kitanomaru Gardens. The neatly-maintained lawns make for a wonderful place to take a picnic, one of the rare spots of tranquillity in Tokyo from where no concrete is visible.

However, elsewhere in the grounds there are some worthwhile attractions, not least during cherry blossom season when Chidorigafuchi is flush with the delicate pink of the cherry blossoms and couples hire rowing boats on the moat. The concrete lattice-work of the Science Museum is a curious entrance and the interactive exhibits inside are a playful diversion. And then there is the world-famous Budokan.



Tokyo Imperial Palace moat and skyline.

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ultra-modern Marunouchi in the background is stunning.

The walls of the moat are so steep here that it is a wonder any police are necessary, yet a couple of years ago a British man caused a stir when a video of him swimming naked in the moat and then running away from the police before finally being arrested was shown across Japanese TV. He wouldn't have needed to go far to receive consular help as the British Embassy also stands elegantly opposite the palace as this point.

As you enter the final straight back towards the start an interesting contrast between the old and new seats of power emerges. After passing the National Theatre and the angular blocks of Tokyo's Supreme Court you will be in the Kasumigaseki district, where most of the government ministries are clustered.

The most important - and impressive - among these is Japan's parliament, the National Diet Building - named 'Kokkai-gijido' in Japanese - which contains both the House of Representatives and the upper House of Councillors.


The central tower dominates the skyline and can be reached by following the wide boulevard heading away from the running course. Although plans were being developed from the 1880s, the parliament wasn't opened until 1936 and the eventual design was a hybrid of German and East Asian styles. Free tours of the lavish interior are available

when the parliament isn't in session. Returning back along the boulevard the end of the route is in sight. Follow the runners over the moat and through Sakuradamon Gate for the triumphant completion of one whole circuit. 'Sakura' means cherry blossom and this area of the palace is especially beautiful in the spring time.

If you have enough remaining energy for retail therapy and an altogether less calm environment, then head to the nearby Ginza, Tokyo's high-class shopping district. The name has always been synonymous with money having been named after a silver coin mint that occupied the area in 1612.

These days Ginza is home to a number of flagship shops and department stores, plus the famous Sony Building housing all the very latest in mind-boggling technology. The Wako department store and its famous clock are a throwback to the Georgian brick buildings that used to characterise the area and the magnificent Kabuki-za theatre is the home of Japan's unique kabuki drama.

The crowds of affluent shoppers in Ginza and the inevitably punctual train home bring you back to the reality of being in one of the world's most populous and built-up cities, but around its imperial heart is there is a tranquil beauty definitely best discovered on foot.

 **Air Niugini flies to Japan twice a week.**

The name translates as 'martial arts hall' and the imposing, octagonal structure was originally constructed as a judo venue for the 1964 Tokyo Olympics, but is more famous to Westerners for large rock concerts - the Beatles were the first group to perform there - and several bands have released 'Live at the Budokan' LPs.

On the day I visited hundreds of excitable teenage girls were queuing to purchase tickets for a forthcoming pop performance.

Slightly further away - across a footbridge from the Budokan - a more sombre atmosphere prevails at Yasukuni Shrine. Built in 1869 and dedicated to the spirit of Japan's war dead, Yasukuni beckons visitors through a huge steel torii gate, and the path to the Shinto shrine lined with cedar trees, statues, decorative yellow rice wine barrels and chrysanthemums is particularly photogenic.

Returning through Kitanomaru Park leads to the quietest part of the track. As I walked this stretch I couldn't help but feel unhealthy as a procession of joggers, many of them grey-haired, shot past me in a blur. One eager runner was still dressed in full work clothes and I hoped for the sake of his colleagues that there was a shower back at the office!

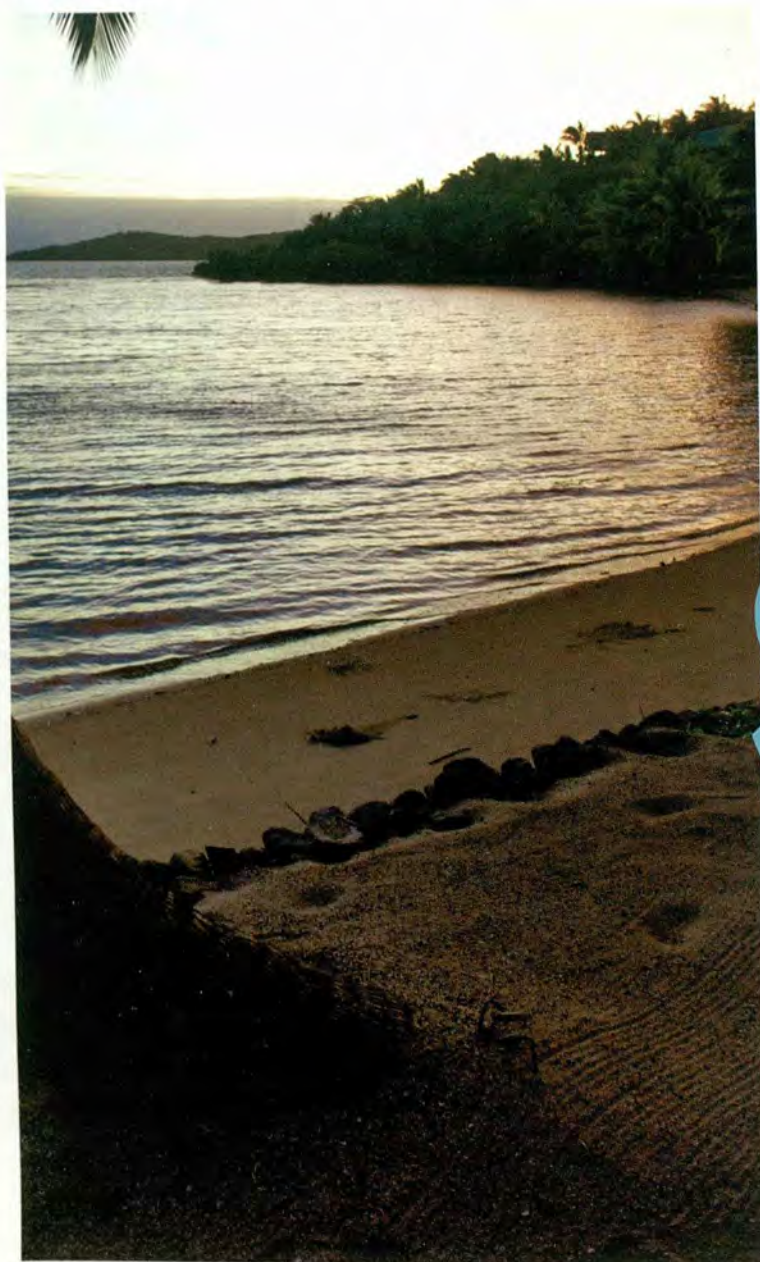
Turn left at the corner, past the watchful glare of the guarding policemen, and you are in the Hanzomon district, where there are a number of street art installations and the view of the traditional palace and moat framed by the





Wonderful Wah Nah Nah Voo

BY RAJAN SAMI



As *Moto Moto*, the smooth talking hippo in Dreamworks' animated feature *Madagascar: Escape to Africa*, says: "A name so nice, you say it twice". "Wananavu", which simply means "wonderful" in the native tongue, is an appropriate moniker for the 4-star 34-bure boutique property on Fiji's Sun Coast.



Situated on a hillside in Rakiraki within 14 cascading acres of lush, tropical gardens (where flamboyant hibiscus, frangipani and bouganvillea all vie for your attention), the 15-year-old resort recently appointed two new pedigreed managers to turn the place around.

Known in the business as "tweakers", Englishman Ben Plummer and his Australian wife Rachel Mander arrived from Brisbane's Peppers Spicers Peak Lodge in October 2008 to turn Wananavu around.

As a testament to their skills, the Peppers' property they managed won Best Luxury Accommodation and Best Restaurant from *Luxury Travel & Style* magazine during their tenure. With that under their belt, one could fairly expect them to be snobs but the couple's refreshingly down to earth when I met them at Wananavu.

We (my cousin Jo, visiting from Toowoomba, Queensland and I) had taken the Kings Road from the Fijian capital Suva, a two-and-a-half hour ride past dense tropical bush and the gorgeous Wainibuka River. In some places, the scenery is pastoral and in complete contrast to the coastal vistas you encounter from Nadi along Coral Coast through to Suva.



The view alone from the resort's hilltop entrance of its lush, sprawling grounds blending into the turquoise bay with its distant chain of islands is well worth the trip. And there's a good reason why this area was branded "The Sun Coast" some 10 years ago: you tan easily.

The last time I was on this road was some 20 years ago and this latest trip brings back childhood memories of visiting relatives on a sugar cane farm in Rakiraki. Madonna's "This Used To Be My Playground" plays on a loop in my head - thankfully minus the poignancy.

In the two decades since, there's been major improvements to the Kings Road, which is mostly tar-sealed except for a short stretch. The turn off to Wananavu takes us on a rough, off-the-beaten gravel track which heightens the experience of getting there.

The view alone from the resort's hilltop entrance of its lush, sprawling grounds blending into the turquoise bay with its distant chain of islands is well worth the trip. And there's a good reason why this area was branded "The Sun Coast" some 10 years ago: you tan easily.

On our first afternoon at Wananavu, we take in a cultural talk with Evaloni, the resort's resident wise man, who's also incredibly knowledgeable about local herbal medicine. Evaloni tells us that Ra province where Rakiraki is based (Fiji is divided into 14 provinces) is believed to be the birthplace of Fijian culture.



In Ra, the people say “Yadra” (literally “Good Morning”) all day long whereas “Bula” is more commonly used in most parts of Fiji.



Two nights later, we watch a meke (traditional dance) during Fiji Night which tells the story of early Fijians in the area. One of the more infamous one's was the cannibal Udre Udre, whose burial site (with 182 stones marking each of his victims) is a tourist attraction in the area. “So hungry you say it twice,” jokes Ben.

In Ra, the people say “Yadra” (literally “Good Morning”) all day long whereas “Bula” is more commonly used in most parts of Fiji. Our second day at the resort, we set off by boat on an island discovery tour, passing the defunct Ellington Jetty, used to load sugar from Penang Mill onto ships going to Australia back in the day. The chain of three islands in view from the resort are Nananu-i-Ra, Yanuca or Dolpin Island and Nananu-i-Cake. The first has a number of smaller pocket-friendly accommodation providers and second homes of Aussies and Kiwis. Dolphin Island shares the same owner as New Zealand's prestigious Huka Lodge while Nananu-i-Cake is privately held.

Our tour guide Seci, who also happens to be one of the resort's dive masters, stops at a sheltered reef where we snorkel in teal waters before swimming at a deserted beach. There are three or four deserted beaches where guests can choose to be dropped off with a picnic basket.

Wananavu's idyllic setting - on the mainland yet with easy access to the

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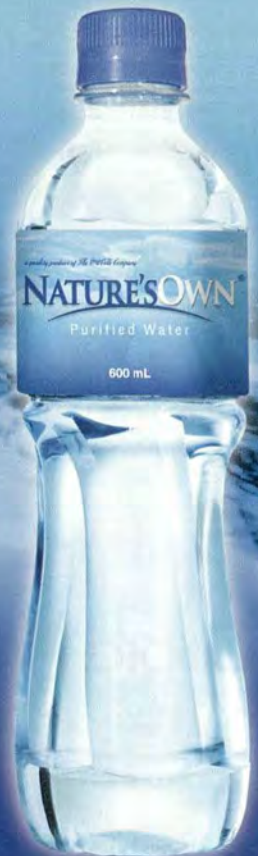
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nearby islands - has made the resort incredibly popular with the wedding market.

Guests booking 22 of the 34 available bures are given exclusive use of the resort.

"They mainly love the fact that the resort can be catered to them," says Rachel.

"Weddings can be held on one of the islands while the girls can have a hen's picnic and the boys their beer and barbeque."

Another drawcard is Rakiraki's spectacular diving. One of the best-

known dive sites is the Vatu-i-Ra Passage, also known as the Bligh Waters with amazing soft corals, mazes and swim thrus.

Almost 50 percent of Wan'anavu guests are divers. Of this number, some 85 percent are Americans. At dinner the second night, we bump into some divers from California, who have dived just about everywhere and were blown away by what the area had to offer.

"There are gazillions of beautiful exotic fish, eels, and sharks," says one. "The tropical colours are not just above water but underwater too."

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Breakfast time...at Wanunavu.

Earlier that afternoon, Jo and I visited the Catholic Church of the Black Christ with Ben and Rachel. To find a beautiful 200-year-old European stone structure with stained glass windows in the middle of nowhere is a little mind-boggling as is the mural painted in 1962 depicting a black Christ on the crucifix with a masi (bark) loin cloth.

The next day, we head to Narara Village but not before making a quick pitstop at Rakiraki Town, which has a charming stuck in a bygone era feel with hand-painted store signs and dead stock in the dusty windows.

Jo and I are given a sevusevu, a traditional ceremony of welcome with kava at Narara, which means "playground" or "village green" in Fijian before we're escorted by "Fijian warriors" on a forest trek to some sliding rocks and a heart shaped pool.

We return to find a display of handmade souvenirs by the village women where I pick up a mosaic mirror and a white cowry shell. We find that we are sad to leave Narara but promise to return.

Sunset is cocktail hour back at the resort when guests mingle at the bar and share their day's stories before sitting down to a sumptuous three-course meal made with fresh ingredients from the resort's own gardens.

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OUR BEER



Having come from eight course degustation menus at Peppers, Ben and Rachel are certainly upping the ante when it comes to the food at Wananavu.

I go from eating sweet pawpaw one morning at breakfast to having it smeared all over my body at the Wai Spa a couple of hours later. Combined with cucumber and cooling mint, the freshly made Pawpaw Wrap is great for rehydrating sun-drenched skin - perfect for Wananavu beach bunnies and divers. Reijeli, my spa therapist, is a lovely part Fijian/American girl, who like the majority of the resort's staff hails from a nearby village.

Evaloni's daughter Vulo (his son also works at the resort) and I hit it off from day one and there's a lot of fun bantering over the next few days. Even though I'm also from Viti Levu, Wananavu and Rakiraki feel like they could be another island altogether. The people here are warm like the sun and go to great lengths to ensure you have a wonderful stay. We hear "sega na leqa" (no worries) every time we put in a request. There's a marked difference between genuine hospitality and doing a paid job.

A guest leaving Wananavu for one of the larger resorts in Nadi remarked sadly, "Now I'm going somewhere that no one will know my name and I won't know theirs".



WHERE

Wananavu Beach Resort is situated on Fiji's Sun Coast, 10 minutes outside Rakiraki on Viti Levu's northernmost point. The resort is two and a half hours by road from Nadi International Airport and three hours from the Fijian Capital Suva.

CONTACT

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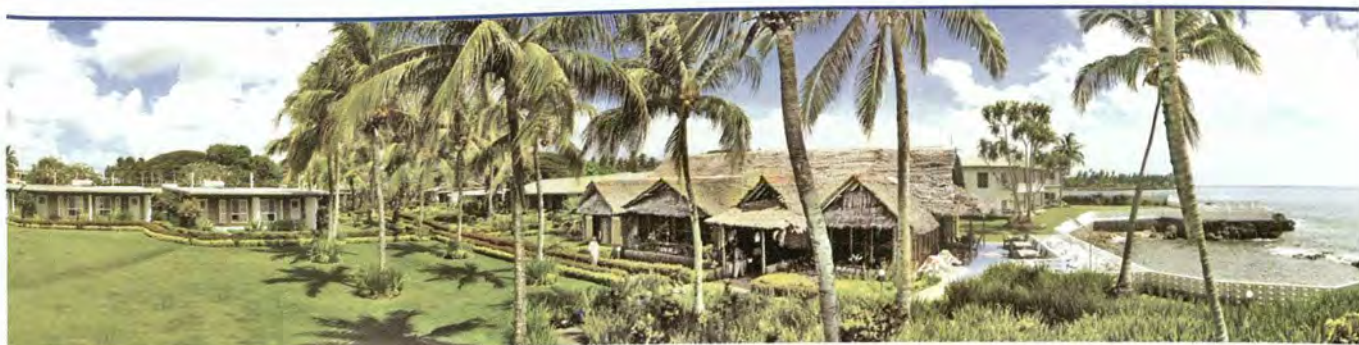
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CULTURAL EVENTS FOR 2010 FROM THE NATIONAL CULTURAL COMMISSION

MOMASE REGION		
Date	Event Description	Town/Province
4th June – 7th June 30th Oct – 31st Oct	Madang Festival Morobe Agricultural Cultural Show Festival	Madang
3rd Sept – 4th September 8th September 10th Sept – 11th Sept	9th National Garamut & Mambu Festival 4th Garamut & Mask Festival 2nd Middle Sepik Festival	Lae Wewak Rofudogmu Village Paliambe Village
SOUTHERN REGION		
Date	Event Description	TownProvince
15th Apr – 18th Apr 5th May – 7th May 11th June-12th June 23rd July 10th Sept- 15th Sept 5th Nov-7th Nov	National Arts & Craft Exhibition 8th Gogodala Canoe Festival 6th Gulf Mask Festival New Ireland Cultural Day Hiri Moale Festival 7th National Canoe Festival	Port Moresby Balimom Town Toare Village Port Moresby Port Moresby Alotau

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“Paradise”, the inflight magazine of Air Niugini, is published every two months and is the only magazine placed in every seat pocket on all Air Niugini international flights.

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NEW GUINEA ISLANDS REGION

Date	Event Description	Town/Province
8th July – 14th July	Warwagira Festival	Kokopo (Rabaul)
15th July-18th July	16th National Mask Festival	Kokopo (Rabaul)
20th July-22nd July	Tavur Cultural Show	Kimbe (West New Britain)
22nd – 24th July	Kavieng District Cultural Show	Kavieng
27th July-29th July	Kono Wokisok Festival	Kono Village - West Coast New Ireland
30th July – 2nd Aug	Kontu/Tembin Shark Calling Show	Kontu Village - West Coast New Ireland
5th Aug-8th Aug	5th Namatanai Mask Festival	Namatanai Town – New Ireland
12th Aug – 14th Aug	Mona Festival	Autonomous Region Of Bougainville
10th Sept- 13th Sept	Choral Festival Show	Kokopo
14th Sept- 15th Sept	Kokopo District Cultural Show	Kokopo
16th Sept-19th Sept	Music Festival	Kokopo

HIGHLANDS REGION

Date	Event Description	Town/Province
TBA	Enga Cultural Show	Wabag
14th Aug-15th Aug	Hagen Show	Mt Hagen
13th Sept-15th Sept	6th Bilasim Skin Festival	Goroka
17th Sept-19th Sept	Goroka Show	Goroka
TBA	Coffee Festival	Goroka

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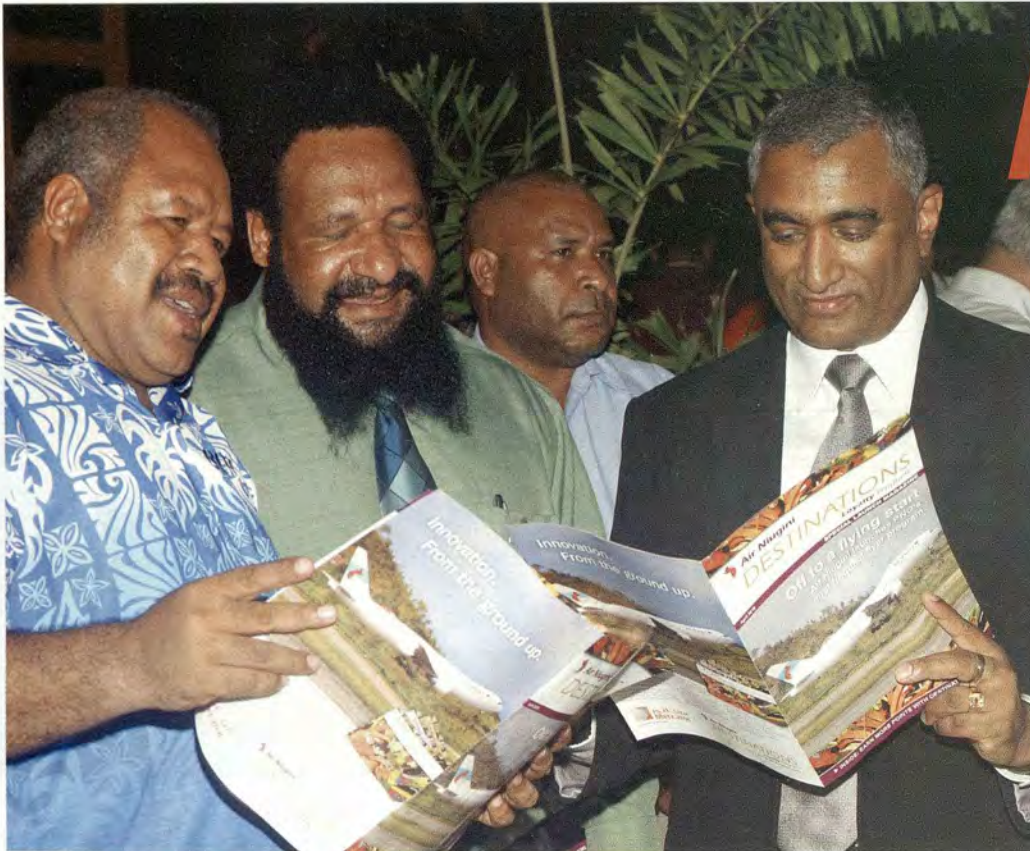
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At the launch (from left): Hon. Powes Parkop - Governor of NCD, Hon. Don Polyé, Minister for Transport, and Wasantha Kumarasiri - CEO of Air Niugini looking through the a copy of Destinations - special launch magazine.

Destinations - Off to a Flying Start!

Air Niugini launched the country's first ever home-grown frequent flyer program on April 28, 2010 and with it a whole new era of marketing in Papua New Guinea.

The theory behind Destinations Loyalty program is consistent with that of any other airline loyalty program in the world: the more you fly, the more points you earn.

Many airline loyalty programs around the world are based on miles flown. However, Air Niugini is following a more recent trend in having a points-based program, where points are awarded based on money spent rather than miles flown.

A wonderful feature of Destinations is family membership where the whole family can pool their points to obtain a valid reward flight for any nominated family member.

From July 1, 2010 Destinations members will also be able to earn additional points with foundation program partners; Brian Bell & Co. Ltd, Coral Sea Hotels and Data Nets. Air Niugini is expected to name additional program partners in the coming months as businesshouses in PNG choose this new and innovative means of direct marketing to reward their loyal customers.



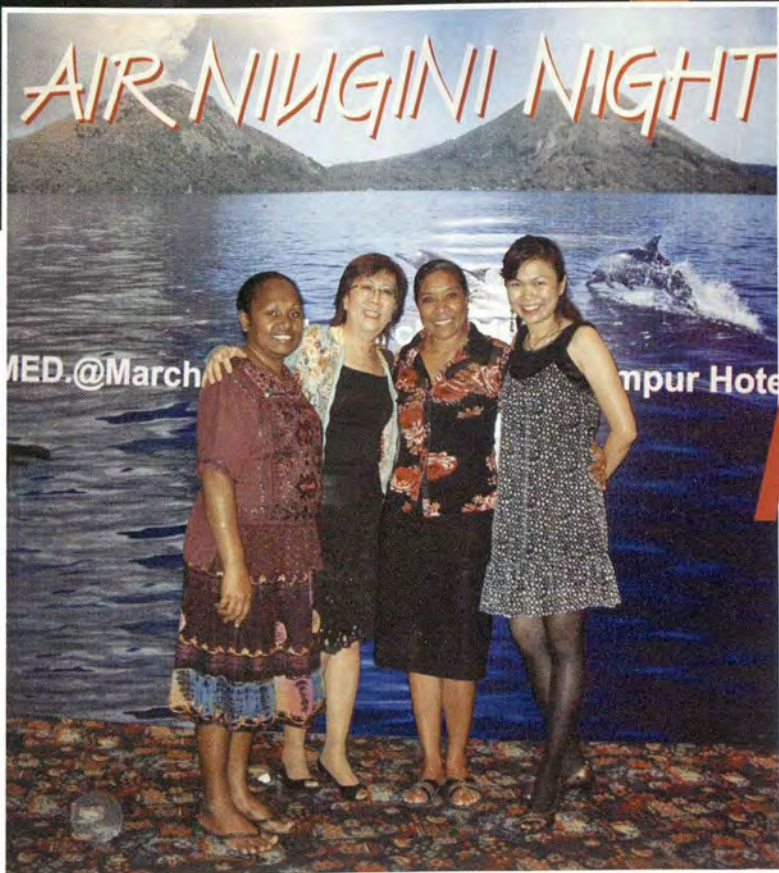
PNG REUNION - Bikpela Pati

At the recent PNG Reunion's Bikpela Pati held at the Gold Coast, Queensland, Australia, Air Niugini donated two return tickets from Brisbane to Rabaul while Kokopo Beach Bungalow Resort donated two nights accommodation with Continental breakfast and transfers to the lucky winner.

Mr David De La Cruz (left) was the happy winner seen here with his sister (middle) and Mrs Cathi Taukuuro of Air Niugini. The Bikpela Pati (PNG Reunion is becoming a popular event for PNG and former residents alike.



Airline celebrates KL service



Above: (From left): Air Niugini General Manager Marketing, Mr Colin Lyttle presenting a gift to a representative from Malaysian Airports Holdings Berhad as a token of appreciation for their continued support.

Air Niugini celebrated its first anniversary of operations to Kuala Lumpur, Malaysia, in March this year. The anniversary celebrations were held at Renaissance Hotel in Kuala Lumpur where Air Niugini took the opportunity to thank its partners in Malaysia for supporting the airline's operations there, the Malaysian Airports Holdings Berhad, travel agents and Abadi, Air Niugini's representative in Malaysia, for continuing to ensure a professional presence of the airline in Malaysia.

Left: Illan Kaprangi (left) and Nori Maniana (third from left) of Air Niugini with staff from Air Niugini's General Sales Agent - Abadi Aviation Services.

Second Japan service

Air Niugini CEO, Mr Wasantha Kumarasiri (right) and Pastor Giminas Mileng cutting the ribbon to mark the commencement of the second Narita service on Wednesday March 31, 2010.



Air Niugini General Manager Marketing Mr Colin Lyttle (left), Cricket PNG CEO Bill Leane (second from left) and other sponsors. Also among the group is the PNG International Cricket Coach, Andy Bichel (fourth from right).



Air Niugini helps PNG Cricket

Air Niugini is a proud sponsor of Cricket PNG. Recently, the sponsorship assisted in the uplift of several shipments of turf wicket from Sydney to Port Moresby for the establishment of world-class facilities in PNG.

The construction of the turf wicket will enable PNG to host visiting teams to play cricket on international standard wickets. The turf wicket is being laid at Amini Park, Colts Grounds in Port Moresby.





Promoting Malaysia



Air Niugini in conjunction with the popular Brisbane radio station B105 ran a promotional campaign during April and May to raise the airline's profile in the marketplace and promoting Air Niugini's fantastic brand and competitive fares to PNG and Asia.

To complement the advertising campaign, Air Niugini and B105 offered an unbelievable prize consisting of two return tickets to any Air Niugini destination with the radio station contributing \$4000 towards accommodation and spending money.

The lucky winner was Amy Miller who will be flying to Kuala Lumpur on Air Niugini for a long overdue honeymoon with her husband. Amy is thrilled to win and is looking forward to travelling on the "Bird of Paradise".

Pictured at the presentation (from left) Kiri - B105 announcer, Laudia Moore - Air Niugini, Amy Miller - competition winner, Charles Morley - Air Niugini.



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Welcome to Papua New Guinea

General Information

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

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

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

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

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

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

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

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

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

What to See and Do



Ideal Cruising Experience

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

Diving

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

Trekking the rugged terrains

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

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

Excellent Fishing

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

Surfing the waves

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

Bird Watching

Bird watching does not only require dead silence, it provides the opportunity for watchers to take in nature's most eerie surroundings and eternal spring whether up in the Highlands or in a typical tropical weather in the coastal areas. Over 700 species of feathered fliers flutter across our island including 38 of the 43

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

World War II Relics

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

Astounding Volcanoes

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

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

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