

# Paradise

inflight with air niugini

VOL 4, 2006





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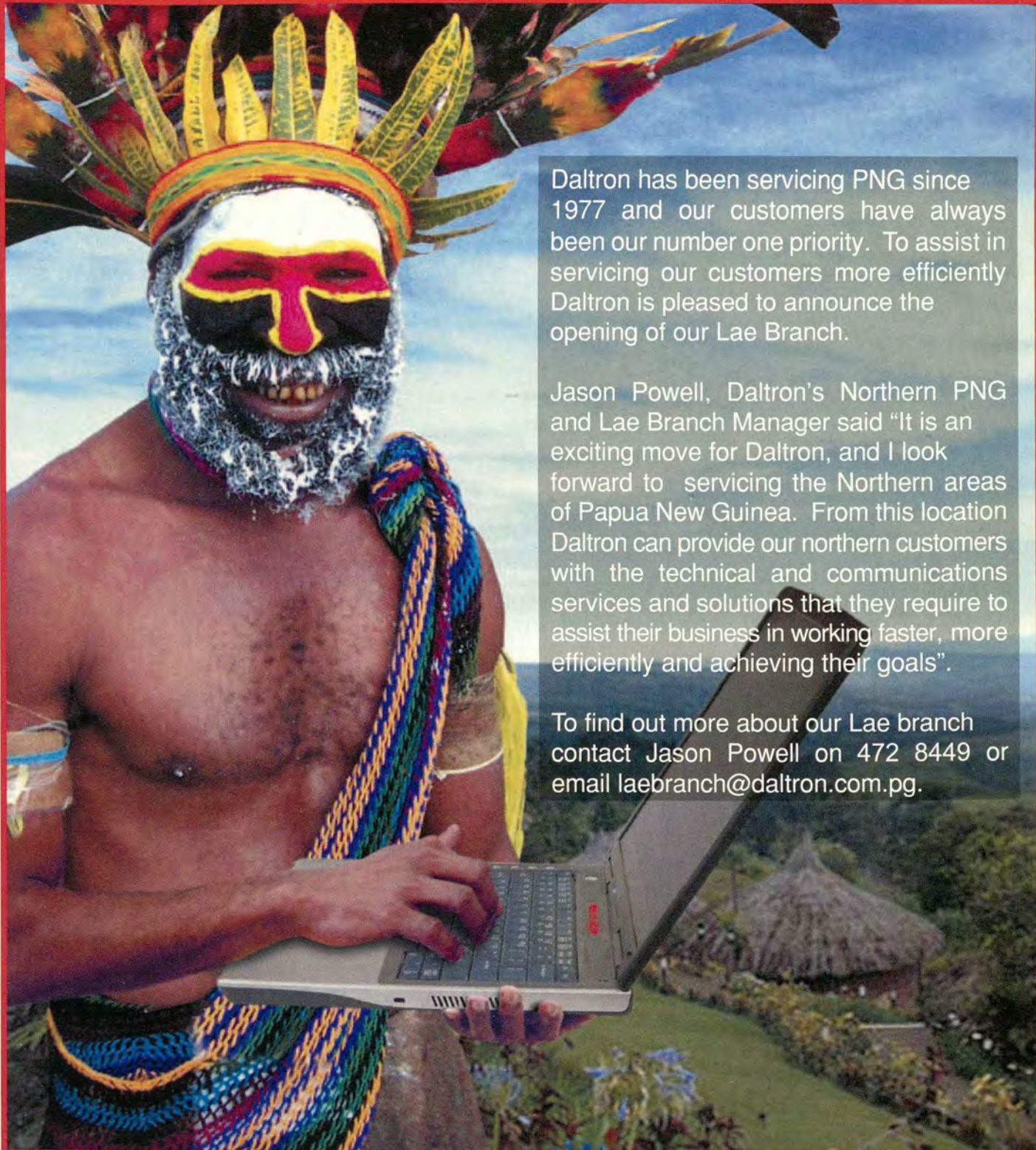
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# Daltron now serving Northern Papua New Guinea from Lae!



Daltron has been servicing PNG since 1977 and our customers have always been our number one priority. To assist in servicing our customers more efficiently Daltron is pleased to announce the opening of our Lae Branch.

Jason Powell, Daltron's Northern PNG and Lae Branch Manager said "It is an exciting move for Daltron, and I look forward to servicing the Northern areas of Papua New Guinea. From this location Daltron can provide our northern customers with the technical and communications services and solutions that they require to assist their business in working faster, more efficiently and achieving their goals".

To find out more about our Lae branch contact Jason Powell on 472 8449 or email [laebranch@daltron.com.pg](mailto:laebranch@daltron.com.pg).

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## Chairman's Message

Welcome aboard and thank you for flying on our Bird of Paradise service.

I am pleased to inform you that commencing 8/08/06, Air Niugini will resume its service to Hong Kong as an extension to the current Manila flight. The weekly service will be every Tuesday with the return flight to Port Moresby on Wednesday evening.

The Hong Kong service opens up business and trade opportunities as well as a new source market for tourism from China. Being one of the busiest airports in Asia, Hong Kong offers good options for same day connections to and from Europe, the Middle East, India and the United States.

Concurrent with the resumption of the Hong Kong service, Air Niugini will introduce a weekly F100 service every Wednesday to boost current scheduled flights to Brisbane.

Recently Air Niugini launched its Super Saver Fares as an initiative to stimulate growth between Australia and Papua New Guinea. An added bonus for tourists to the country is the airline's "See PNG Pass"; a 4-Coupon Pass which allows visitors to travel to other domestic destinations for an additional USD\$375 or approximately AUD\$508 (excluding taxes and surcharges). This can be purchased overseas prior to arrival in PNG.

The Super Saver Fares from Port Moresby will provide an opportunity to Papua New Guineans and residents to travel to Australia at an affordable price.

With future domestic service provided by the F100 jet and Dash 8-200 aircraft, two additional F100s have already joined the fleet. Buka is the latest port now serviced by the F100 aircraft whilst other domestic airports are being upgraded.

With the acquisition of new F100 aircraft, Air Niugini will be retiring the F28-4000s by the end of this year, although it is likely that two will remain in service until mid-February 2007, dependent on the airport upgrade programme.

Enjoy your flight.

J.Tjoeng CBE

**Chairman**

# 75th ANNIVERSARY OF INVESTING IN PNG

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

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

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

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

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

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

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

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

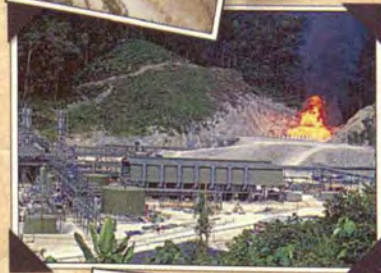
*Oil Search is now embarking on what will be the biggest resource project ever to occur in PNG - the PNG Gas Project which comprises the piping of gas from the PNG Highlands over 2,000 kilometres to markets in Australia, and is also looking at other initiatives to commercialise its vast gas resources.*

# 2005



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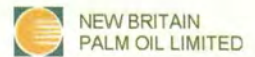
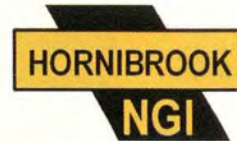
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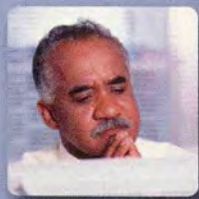
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**Air Niugini**

# Air Niugini Fleet

*Nobody Knows Papua New Guinea like Air Niugini!*



**B767-319ER**

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

**F100**



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



**F28-4000**

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

**DHC-8-202**



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

## Welcome Aboard

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

### Takeoff and landing

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

### Safety first

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

### Smoking

Smoking is not permitted on any Air Niugini flight.

### Before you leave

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

### Entertainment

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

### Hand luggage

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

### Pillows and blankets

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

### Children and babies

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

### Electronic equipment

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



**Air Niugini**

# Medical information

## In Flight Health Tips and Exercises

### Your Health In-Flight

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

### Blood Circulation/Muscle Relaxation

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

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

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

#### Recommendations:

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

### Jetlag

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

#### We recommend that you:

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

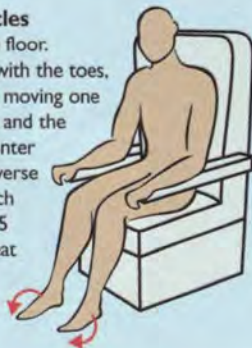
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

## In Flight Workout

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

### 1. Ankle Circles

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



### 2. Foot Pumps

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



# Medical information

## *In Flight Health Tips and Exercises*

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

### **Cabin Humidity/Dehydration**

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

We recommend that you:

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

Use a skin moisturiser to refresh the skin.

### **Eating and Drinking**

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

We recommend that you:

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

### **Cabin Pressurisation**

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

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

and descent.

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

### **Recommendations:**

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

### **Motion Sickness**

This ailment is caused by a conflict between the body's sense of vision and its sense of equilibrium. Air turbulence increases its likelihood because it can cause movement of the fluid in the vestibular apparatus of the inner ear. If you have good visual cues (keeping your eyes fixed on a non-moving object), motion sickness is less likely to occur.

### **Recommendations:**

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

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

#### **3. Knee Lifts**

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



#### **4. Neck Roll**

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



#### **5. Knee to Chest**

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



#### **6. Forward Flex**

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



#### **7. Shoulder Roll**

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



**Air Niugini**

# FORWARD MINING



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**W**elcome to the depth and diversity of Papua New Guinea in the National Museum and Art Gallery.

The Papua New Guinea National Museum and Art Gallery is the “spiritual house” for the rich natural, cultural and contemporary heritage of this country.

The museum is owned by the people of Papua New Guinea and to-date has well over 30,000 anthropological collections, more than 25,000 archaeological collections, more than 18,000 natural science collections, more than 20,000 war relics and more than 7000 contemporary art collections.

It consists of three premises - the main museum is located at Waigani in Port Moresby, the Modern History (sometimes known as War Museum) at Gordons in Port Moresby and the J K McCarthy Museum at Goroka in the Eastern Highlands Province.

The main museum at Waigani consists of five display galleries which are the Masterpiece Gallery, the Independence Gallery, the Sir Allan Mann Gallery (for temporary exhibits), Life and Land (natural history and prehistory) Gallery and the Sir Michael Somare (new acquisitions) Gallery.

In addition, there is a central courtyard with live animals and birds, an amphitheatre, amenities area, souvenir shop, four large storage rooms, conservation laboratory, photographic laboratory, carpentry workshop, graphic rooms and editing equipment rooms.

It is one of the “must visit” icons of Port Moresby like the neighbouring National Parliament and the National Capital District’s Botanical Gardens at Waigani.

It is open to the general public from Monday to Friday (8.30am to 3.30pm) and Sunday (1pm to 3pm).

# PNG'S TREASURE TROVE

**The National Museum and Art Gallery**

*By Malum Nalu*

It is closed to the public on Saturdays except for organised visits.

The Modern History premises at Ahuia Street, Gordons, consists of office space, two storage rooms, display room and a library.

The collection includes aircraft, vehicles and war artifacts from pre-independence and post-independence.

Some of the unique objects in the national collection include a P-38F Lockheed Lightning aircraft, the oldest P-38 in a museum in the world.

The J K McCarthy Museum in Goroka consists of six display galleries which are the Niugini Room, Giddings Gallery, Leahy Wing, Soso Subi Gallery and the Archeological Room.

It also has offices for scientific and administrative staff, a storage room and a gift shop.

Its main collections are artifacts and specimens from the Highlands region.

Artifacts include wooden dishes, stone mortars, stone blades, magic stones and sandstones for making stone blades.

## Independence Gallery

This gallery features a stunning Kula canoe from the Trobriand Islands in the Milne Bay Province.

The upper section of the exhibit contains a fine collection of traditional fishing equipment, bilums (string bags), pottery, traditional ceremonial and casual dress and cooking utensils.

Traditional musical instruments and a variety of PNG's renowned kundu and garamut drums are also on display.



*Stunning Kula canoe display in the Independence Gallery.*



*Display in the Independence Gallery.*



*Canoe display in the Independence Gallery.*



*A giant crocodile carving in the Masterpiece Gallery.*



*Selection of kundus (drums) in the Masterpiece Gallery.*



*Selection of carvings from the Masterpiece Gallery.*

## Masterpiece Gallery

This gallery brings to you a unique selection of the museum's most important cultural objects in terms of religious significance and aesthetic excellence.

In this collection are tall posts from the Sepik used to decorate haus tambarans (spirit houses), ancestral boards from the Sepik and intricately-carved Malangan masks from New Ireland.

Papua New Guinea's astonishing diversity and depth of spiritual expression is demonstrated here.

## Michael Somare Gallery

This gallery, named in honour of Papua New Guinea's first Prime Minister Sir Michael Somare, displays temporary exhibits. It was opened in 1986 with an exhibition of Independence and State gifts Sir Michael received over the years.

## Life and Land Gallery

This exhibition records the lives of the early inhabitants of New Guinea who arrived some 50,000 years ago.

Archaeological excavations have revealed the early Highlanders were among the world's first farmers.

Within this gallery is a colourful collection of preserved bird specimens, including a variety of birds of paradise, while seashore to mountain diorama shows the variety of PNG vegetation and wildlife from the swampy mangroves to the cool of the Highlands.

## Sir Allan Mann Gallery

This gallery is named in honour of the museum's first chairman of the board of trustees. The gallery makes the display of travelling and temporary exhibitions possible. It has displayed a variety of important exhibitions over many years.





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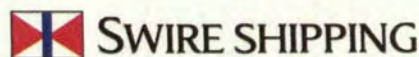
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## Other Features

Right in the heart of the museum is an enclosure of live birds and animals, including horn bills, parrots and ducks.

The museum bookshop is located at the front of the entrance.

The bookshop sells a variety of carvings, bilums and cards, as well as books on Papua New Guinea, which are excellent gift ideas.

A pleasant shady courtyard / reception area is also available for hire at a reasonable rate. Within the museum is a small multi-screen lecture room, normally used for educational activities, and a theatre that can hold up to 250 people.



*Admiring artefacts at the bookshop.*




*Selection of gift ideas available at the bookshop.*



## Science and Research Division

The science and research division consists of Modern History, J K McCarthy Museum, Anthropology, Prehistory, Natural History, Conservation and Contemporary Arts.

These are specialised scientific and research areas that carry out the main functions of the museum's heritage and cultural collections. 

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*Visitors in the Central Courtyard.*



# KARKAR ISLAND

## A volcanic Jewel in the Bismarck Sea

*Words and Pictures by Steven Mago*

Mention Karkar Island anywhere in PNG and you conjure up images of this volcanic island whiffing away smoke off Madang in the Bismarck Sea.

There is something else that you cannot separate from Karkar Island - planters, and the island's famous business icon, the Middleton family, cocoa, coconuts and more and more coconuts.

Karkar Island, which lies 53 kilometres north-north east of Madang, is one of a series of volcanoes which rose above the sea off the north coast millions of years ago, along the southern margin of the Bismarck Sea of Papua New Guinea.

It is roughly elliptical in shape, 25 kilometres long, 19 kilometres in diameter with a perimeter of 88 kilometres, and a total land mass of 324 square kilometres. Another nearby emerald island, Bagabag, which teems with marine life, is 19 kilometres to the east. Manam Island, which erupted recently, is 80 kilometres to the west.

Karkar Island, with a healthy population of about 50,000, rises to 1840 metres above sea level at Mt Kanagioi, at the southern end of the island. It has a caldera (or larger crater) within an older crater at its summit. An active volcano, Bagia, is on the floor of the young caldera which has steep walls rising as high as 400 metres.

But most of these island people live at or near the coast, well away from the caldera and Bagia. The top of Bagia looks spectacular in the morning when the top rises above the mist. On a crispy, clear morning, you will be rewarded with a bird's eye view of the Madang township, the south coast, and further north coast up to Manam Island.

If you are floating on a boat like I did recently in the ocean from Madang, Karkar takes the shape of a pyramid, and steeped with shades of purple, with its peak shrouded by clouds. Float closer and your shades of purple are



*Karkar's island lagoon.*

mere optical illusions as the true green, lush colour of the vegetation and the volcanic island's cloak of tranquillity appear.

The greenery cascades down over the slopes and over the coastal plain to the edge of the water where you will find blue lagoons, surrounded by sharp volcanic rock formations and jagged outcrops.

From beneath the volcanic ash, villagers recently dug up ancient, well-preserved potteries, which are yet to be carbon-dated. It further proves how volcanic eruptions have a unique role in preserving the past by sealing pieces of artifacts and implements from earlier settlements. Eruptions play the role of freezing single elements of time and preserving such historical gems for thousands or millions of years.

On the top of Karkar, you will be fascinated by the unique plant life that has emerged around the caldera and on the solidified lava floor.

Descending into the crater by foot is an awe-inspiring moment that will stay in your memory forever. At this high altitude, you will feel you are in another place in another time. The walls tower high above you and form a giant arena about three kilometres wide. In the centre is a small cone, the remnant of the last eruption of March

8, 1979. On most mornings, you can see a whiff of smoke bellowing from its flanks. On the floor of the crater, trees, ferns and creepers dominate.

Found inside the caldera are two small cones - Bagia and Uluman - which rise from a solidified lava floor which has since been coated by natural forests and unusually-looking trees and plants. Dominating the southern part of the island at 1840 metres is Mt Kanagioi - an adventive cone on the flank of the main volcano.

History explains that this palm-fringed volcanic island was formed when violent volcanic forces lifted an undersea volcano from the bottom of the sea some millions of years ago. This theory makes sense when you reach the volcano's summit, where you will find pieces of sea shells, corals, strewn amidst colonies of sea-loving pandanus.

Volcanoes aside, 90% of Karkar Islanders are Lutherans while the rest are Catholics. Among the famous sons of Karkar are retired army general Jerry Singirok and former chief justice, Sir Arnold Amet, with the former coming from Did Village and latter from Bangme Village.

The island is divided into the northern non-Melanesian speaking Waskia and the south's Melanesian-

speaking Takia. To visitors like me, Takia has a melodic tune to it; it's slow and easy to follow, while Waskia sounds heavy, cumbersome and spoken deep and fast.

There is an all-weather, sealed ring road around the island with ocean views. It provides the stage for scenic seaside drives and cycling. The narrow road, which cannot accommodate two passing vehicles, takes you past food gardens, churches, mission, schools and cocoa and copra plantations that bisect quaint traditional villages.

A late afternoon or night drive is not recommended as you are bound to meet vehicles on the road which have no lights. Seeing people sitting on moving vehicles, holding up dried and lit-up coconut leaves as light and torches is not an uncommon sight. Most vehicles I saw had no registration stickers; some were a collection of different colours.

This is Karkar Island at another place and another time. If I were a local, I would not want to trade this life and catch up with the rest of the world. Life elsewhere is so serious and stressful, this life is better!

A drive around the island can take some two hours and starting at Biabi where you disembark from one of Noel Goodyear's four-cargo/

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*Betty and Pholas Yongale...run a family-sized guesthouse.*



passenger ships. Driving anti-clockwise, the first cocoa and copra plantation you see is Kavalio, owned by former coffee and Highlands-based trucking businessman, Ken Fairweather. Then there's Taab Plantation (Catholic church-owned), Wadau and Bulu (Middleton's), Gaum (Salom family), Kulili and Kaviak (Middleton's), Marangis and Kukul (Goodyear's), Tabel (Catholic), Wokilon (Middleton's), Kurum and Dogowan Plantations (local landowners).

The government station is located at the northern tip at Kinim, which has an airstrip, a government wharf, police station, works unit, a newly opened treasury office, post office and trade stores.

My four nights on the island were spent at Karkar Island's latest entrant into Madang's ecotourism arena - Tugutugu Guest House. It is owned and operated by former airline officer, Pholas Nagu Yongale and his wife Betty.

The Tugutugu accommodation facility used to be the old family house set in a picturesque garden and courtyard, decorated with frangipani, heliconias, bougainvillea, hibiscus, palms and orchids.

Tugutugu is a family-sized guest house. It has three twin-share rooms built from a mixture of modern and traditional materials. Like all village-based guesthouses, toilet and shower facilities are located outside and guests, including a string of tourists who recently visited, eat, sleep and play the way locals do.

Yongale and Betty, who have been planning this tourism venture for the past 15 years, are seriously venturing into this industry and have identified tour activities to keep their tourists occupied while on the island.

Among them are guided hikes over a creek to the volcano's summit which takes about three hours, surfing and



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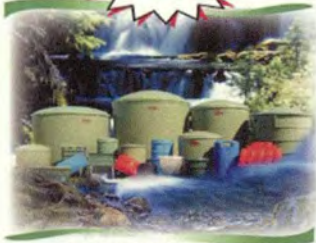
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Owners of Tugutugu Guesthouse...Betty and Pholas Yongale. Below: Pholas Yongale...walks on the white sandy beach found nowhere else on the island.



dolphin watching tours which have proven to be a guaranteed tourist pleasure. Other activities include village study tours, orchid watching and seaside sojourns which include diving, snorkelling, beachcombing and swimming on a stretch of white sandy beach not found anywhere else on the island.

Karkar is surrounded by black sandy beaches and for reasons which were not explained, Yongale's white Warr Beach is the only such tract. It's a little slice of paradise. Sir Peter Barter once visited and likened it to "a little Waikiki Beach."

Some young missionary visitors used the same description of the beach, and so did a recent group of Dutch tourists.

For marine enthusiasts like underwater naturalists, scuba divers, snorkellers and game fishermen, they will have a field day on Karkar Island. This coral encrusted island has a richness of marine life parallel to the best, untouched and pristine marine ecosystems in PNG.

My reluctant speedboat return trip to Kubugam Village on the mainland's north coast was a pleasure. Setting off from Keng Village at 7 o'clock in the morning, our boat, among others, looked like it was in a race over the blue, glassy waters. My thrill came from seeing these ocean-going crafts gliding over these azure waters like skaters on ice.

Karkar, in its colonial days, attracted traders, planters, missionaries, German and Australian administrators and Japanese imperial forces. Today, the only reminders of Karkar Island's colonial past are the many cocoa and coconut plantations which contribute 65 percent of Madang's total production.

Whichever way you turn, seven out of every 10 plant life forms that sprout up from the rich volcanic and fertile soil is guaranteed to be a coconut tree. Coconuts are here, there and everywhere!





James Seeto.

# SEETO KUI'S LEGACY

A multi-million dollar business



Father of James Seeto...Seeto Kui.

By Malum Nalu

In James Seeto's Lae office is a large framed photograph of his father Seeto Kui and his mother, as well as pictures of places precious to his father such as Salamaua, Wau and Lae.

Theirs is a story of Salamaua, Wau, Lae, the horrors of the war, and starting a company with only 100 Australian pounds in war-devastated Lae and turning it into what is now a thriving business.

Seeto Kui was the founder of the current Seeto Kui organisation, now a substantial multi-million Kina business with nearly 1000 employees throughout Papua New Guinea. It is into grocery, variety supermarket, plumbing supplies, hardware, construction and stationery and office supplies business.

Kui had travelled from Canton,

China, by ship and arrived in Rabaul, East New Britain, in 1914 at the age of 13 to work as a tailor.

Some years later, he was sent to the then thriving Salamaua in the

Morobe Province to work as a trade store manager. There he earned enough money to travel back to China in the early 1930s to get married. After being married, he returned to PNG and continued to

Salamaua as seen from the hill overlooking it.



travel back and forth between the two countries. James Seeto, Kui's first son, first arrived at Salamaua with his mother and sister Joyce in 1938 to be with their father.

Unfortunately, his mother died some time after and was buried at the local cemetery.

"My memories of Salamaua are very limited. I went there when I was two or three years old. But I went back again about a year ago and the people made me feel very welcome," James told me.

From Salamaua, the family then moved to the gold rush town of Wau, where Kui opened his own trade store.

"Wau has always had a very cool climate. I would run around, playing. I remember one day, when I went over a cliff and got hurt."

In early 1942, World War II came to Wau with Japanese aircraft bombing the area. All I can remember about Wau is the bombing. We were glad to be evacuated."

"Men, women and children were evacuated by two aircraft but unfortunately, one of the planes was damaged when a vehicle accidentally struck its landing wheels, disabling it and leaving only one aircraft to take the women and children."

The men, including Kui, were forced to escape the invading Japanese by trekking the whole way from Wau to Port Moresby over the infamous Bulldog Trail.

The family was reunited in Port Moresby and then evacuated by the famous ship "Macdhui" MV to Sydney, Australia, where they stayed in a refugee camp until the war ended.

In April 1948, the family returned to Lae by a Qantas DC 3 aircraft. It took two days to arrive at Lae, with an overnight stop at the Queens Hotel in Townsville, Australia.

Kui arrived in Lae with only 100 Australian pounds as war compensation money in his pocket. With this, he built his own trade store in the Lae Chinatown area.

He was assisted by fellow Chinese residents, displaying a community spirit that was possible only during those days.

Young James commenced boarding school in Sydney during the early 1950s. But he was recalled home to Lae two years later to take over the running of the family's trade store due to his father's illness.

Since then, he has been involved in the running of the family business.

His father passed away on March 18, 1972 and was buried in Lae.

James has been active in the local community over the years including participating in fundraising committees, social clubs and organisations, local government councils and government statutory institutions.

He has held various positions in the past through elections, appointment, or voluntarily:

- Lae Chinese Club - foundation member, president for many years;
- Morobe Chinese Association - foundation member, president for many years;
- Lae Rotary Club - member, all directorships, president;
- Lae Golf Club - member, vice president, life member;
- Bank of Papua New Guinea Board - board member by appointment;
- Lae Harbour Board - board member by appointment;
- Town Advisory Council - board member by appointment; and
- Lae City Council - elected as a board member for 14 years, the various positions held from times to time including executive finance chairman, building board chairman, and vice president.

He has also been a member of a number of committees in various organisations including:

- \* Salvation Army;
- \* Red Cross Appeal;
- \* Heart Foundation Appeal;
- \* University of Technology Appeal;
- \* Lae Chamber of Commerce;
- \* Disaster appeals created as required from time to time and supported by the Seeto Kui Group of Companies.

His efforts and contributions to the community have been officially recognised with the award of an MBE in 1980, a CSM and the PNG Anniversary Medal this year.

The Seeto Kui business has been developed extensively with the assistance of James' brothers - Robert, Ronald and Danny - including the establishment of further wholesale and distribution outlets in Lae, dealing in trade store goods, general merchandise and supermarket lines.

Additional branches were subsequently established in Port Moresby, Mount Hagen and Goroka. The Mt Hagen and Goroka outlets have since been sold, but business in the Highlands has in fact grown through trading with clients based in those areas, serviced by travelling representatives, who also travel extensively throughout

the country to service customers.

James and the Seeto Kui organisation have been involved in Mainland Plumbing Supplies (N.G.) Limited, based in Lae, since its inception in 1972, in both managerial and minor equity capacities.

The majority shares in the company were purchased by the Seeto Kui organisation during 1989 and a branch has since opened in Port Moresby.

Ardrossan Investments Pty Ltd, trading under the name of Bowmans - Lae, was purchased in 1991 and this hardware and construction business has further grown with diversification and the development of the stationery and office supplies division.

The business that was started by Kui with 100 pounds nearly 70 years ago is now a substantial multi-million Kina venture with nearly 1000 employees employed in their various business throughout Papua New Guinea.

The Seeto Kui organisation holds an extensive portfolio of local and overseas agencies, including many internationally-recognised brands and this component of this business continues to grow.

The development of training facilities within the



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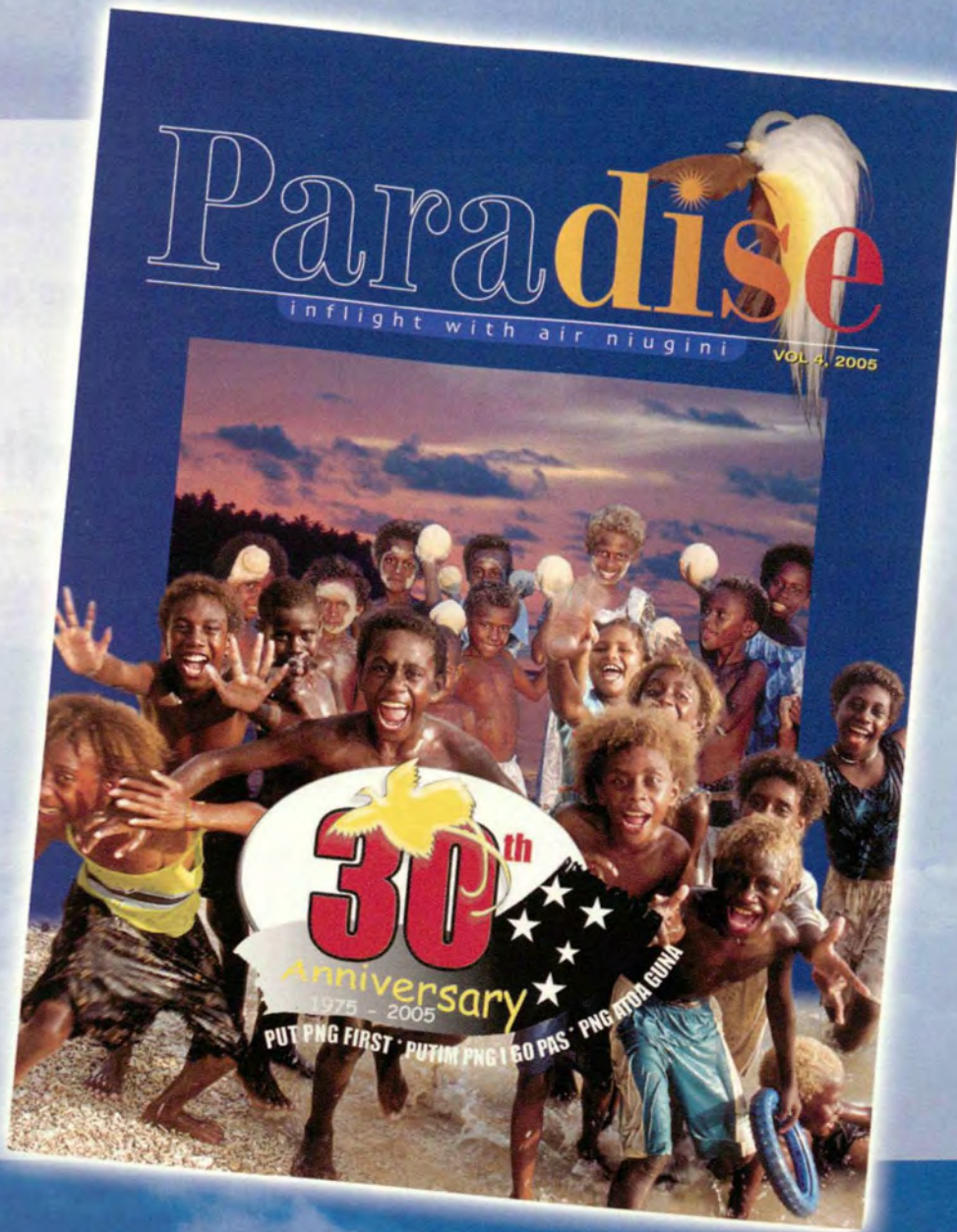
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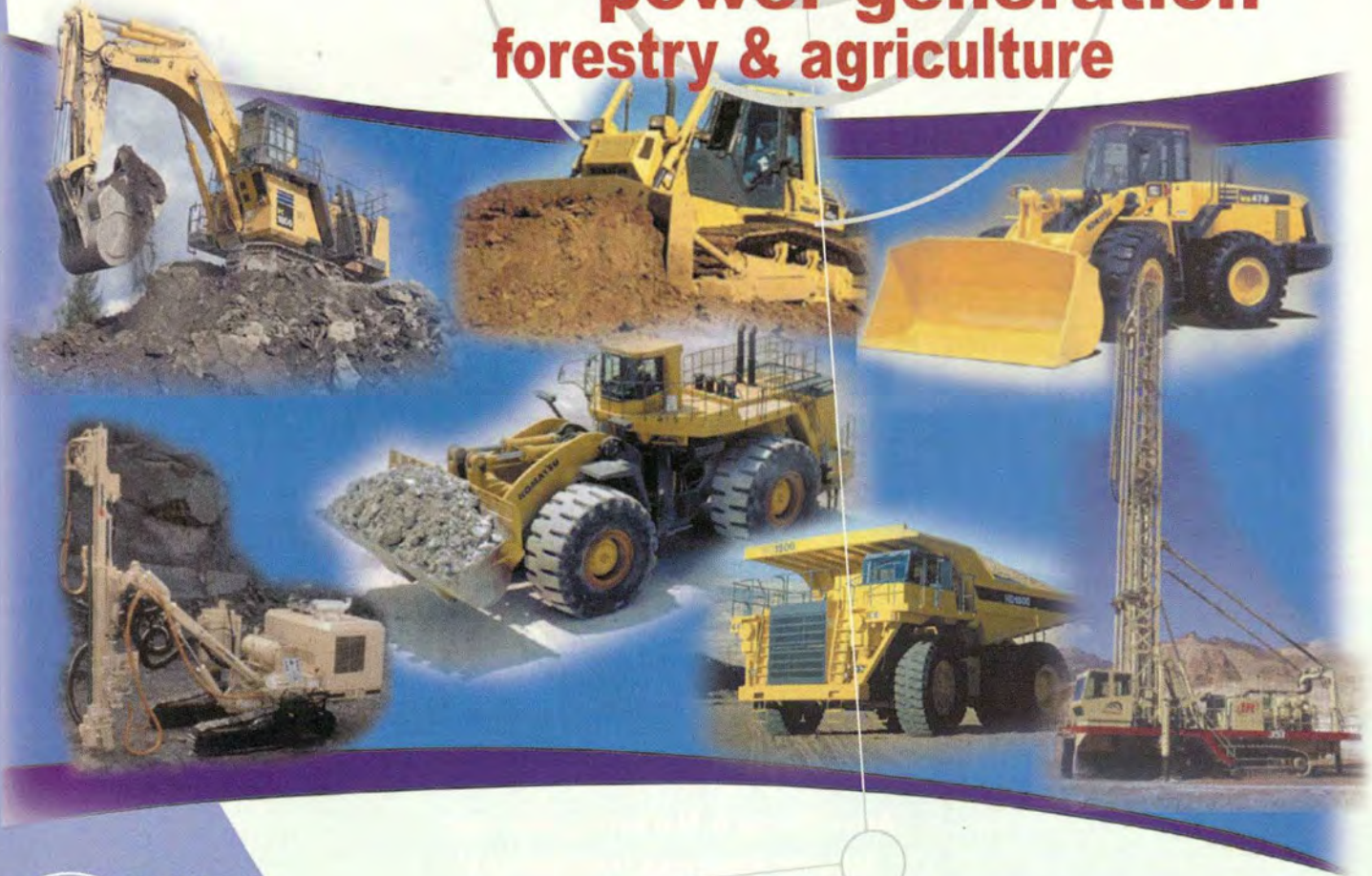
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organisation has been highly successful with a large number of in-house training programmes on offer.

This is considered an important investment in not only the development of the workforce, but also in the long-term success of the business.

The Seeto Kui family has traditionally preferred to reinvest in growing the business and creating employment within Papua New Guinea, rather than transfer the profits offshore.

The establishment of the Food Mart supermarket in Lae is a recent example of this policy and represents a huge investment in the local community.

The Seeto Kui group of companies underwent a company amalgamation in early 2005 and the organisation now trades as Seeto Kui (Holdings) Limited.

James and his family have lived and worked in Papua New Guinea for four generations now and their shared vision is to continue to invest and assist in the development of Papua New Guinea for now and the future.

“Seeto Kui, from day one up until now, has never looked back,” James says.



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**“Papua New Guinea has been good to us and we hope that we, in turn, can help Papua New Guinea. If I weren’t confident of the country, I would not be here now. I’ve been here for too long and I think Papua New Guinea is in my blood.”**

---

“We always try to look forward. We keep adding. We keep going into trade that is compatible with our business. I think our company is now in a much better position.”

Now aged 71, James has remained active in the running of the company. He also has a lot of time for wife Anna, children Belinda, Anthony and Raymond, as well as his six grandchildren.

“I’m in the process of activating the next generation to take over. I know I will not last forever. In my own way, I do my part in looking after my company, my family and our interests in Lae.”

James makes no secret that Papua New Guinea, and particularly Lae, is in his blood. He particularly stresses that Seeto Kui is not a “fly by night company” and it is here for the long-haul.

He remembers the country’s Independence in 1975 when a lot of paranoid expatriates moved out of the country.

“A lot of people moved out of Lae because they feared independence would cause chaos and problems. I stayed!

“All I can say is that the company has confidence in Papua New Guinea.

“We’d like to think that we help the country by providing employment.

“Papua New Guinea has been good to us and we hope that we, in turn, can help Papua New Guinea. If I didn’t have confidence in the country, I would not be here now. I’ve been here for too long and I think Papua New Guinea is in my blood.”







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## The Road Less Travelled

# THE HEAD HUNTER RALLY

Words by Peter Jackson | Photos: Max Beagrie



**T**he definition of 'underestimate' in the dictionary offers the following: to take lightly, undervalue, misjudge or miscalculate, or underrate.

All of those definitions apply when you are looking at a map of Papua New Guinea stretched over a kitchen table and trying to form a mental picture of what the terrain actually will look like once you are physically standing on it.

*Having a quick drink before continuing the journey.*



Those close, swirling lines on the map that snake across the heavy paper, coiling to identify either gentle rising hills or harsh razor back ridge features give only subtle hints of what lie in store.

Elsewhere on the map, symbols denote swamps, marshes and abandoned coconut plantations, while others mark bridges, lowlands and disused airstrips that have not seen planes since the end of the Second World War.

It all looks like a walk in the park in the cool comfort of my Port Moresby apartment, with the ceiling fan lazily moving the curled corners of the map as a group of us discuss the best methods of moving men and motorcycles around the 800-kilometre plus of terra firma, rivers and tidal creeks from Papua New Guinea's capital, Port Moresby, to Alotau in the Milne Bay province.

The plan is to mark a track through some of the country's harshest jungle terrains, and way mark the entire path with GPS. When we have completed the course, we will invite other lunatics to join us when we ride the entire thing in an event we will call "The Head Hunter" Rally.

This trek we are planning is a first and has never been attempted on two wheels before. It will be a major challenge both physically and logistically.

Over the last few months, a group of us have spent our spare time chipping away at the course. A couple of days here, a long weekend there, and so on, slowly stitching it together.

Chief among the 'Head Hunter' trailblazers have been Aussie expat Andrew Edwards, and local blokes Max Beigri and Olie Pedersen, who have been the leading lights.

These blokes have been a big part of the hard work required to make things happen and since last year, the wheels have been in motion ever since, so to speak.

We started late last year with our first track marking exercise which saw around nine members of the Port Moresby Offroad Motorcycle Group load our bikes onto trailers and make our way to the small rural township of Kwik Kila, about 80 kilometres out of Port Moresby.

We approached the local police officer for permission to leave both cars and trailers at his station which he agreed.

We fuelled up, surrounded by villagers who stood around goggle-eyed at these strange beings. Some of the kids who had seen off-road bikes before were calling out 'boss, boss, put 'im up on one leg,' which is the local translation of pulling a wheel stand. No more encouragement was needed as a few of the blokes obliged.

We left Kwik Kila and it was not long before the tarsealed road began to deteriorate and we were on a sweeping dirt road. It was as if a flag dropped as the competitive nature begins to appear amongst the riders. If viewed from above, the pack would have looked like a low-flying dust-coated meteor shower.

*At Kwik Kila village.*



The tracks had been demolished by heavy rain months before and by the village trucks and cars that lumbered over them, carving large deep ruts into the earth.

These now sun-baked ruts can cause some brief heart stopping moments as they can be around three to four feet deep, become covered by kunai grass and appear as a nasty surprise for an unwary rider tripping along at a good clip.

Fortunately, no one fell foul of the unforgiving terrain. After a few long hours through some spectacular countryside that alternated between rocky down hills, sandy tracks and mud, we approached the coast and eventually found our way to one of the fishing villages across the bay from Kupiano.

Faced with a large body of water to cross, one of the local fishermen was approached and agreed to ferry our bikes across two at a time. There were a few nervous looks as the bikes were loaded into the 23-ft fibreglass banana boats. The villagers helped us lift the bikes into the boats and they quickly learnt not to use the exhaust as a lifting point.

The 15-horsepower outboard motor started and the cargo and crew wobbled across the bay. Watching from the shore, you could see streams of villagers on the opposite side rushing down to the beach to catch a glimpse of the strange machines.

The process reversed itself when the guys started the bikes up and the children scattered like frightened baitfish back into the village huts, the sounds of their excited squealing could be heard.

One of the older village ladies informed me that many of the children, as well as some of the adults, have never seen motorcycles before, let alone having them appear in their village. It really is a strange feeling to be mobbed by so many who just wanted to look at the bikes, as well

*The cars and trailers at Kwik Kila village police station.*





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*Getting across on a banana boat.*

as the strange looking individuals who must look like something from out of star wars.

Getting the bikes across by banana boats took around an hour to complete and once in Kupiano, we made our way down to the petrol depot to fill up the much-needed fuel.

Some of the riders opted for the long-range tanks that hold around 24 litres, while others employed a 'piggy back' reserve plastic tank which adds another five litres to their fuel capacity.

Having that extra capacity is particularly comforting as not all the so-called fuel stations here have fuel readily available and discovering that the next possible fuel stop maybe over 80 kilometres away will not have you rolling on the ground in fits of laughter.

Being prepared when you go trail riding goes without saying and here in Papua New Guinea it is more so.

Communication is limited, mobile phones tend to fail within 20 kilometres of the capital city. Should a medical emergency presents itself, we would have to rely on the good nature of the local villagers and some ready cash to get an injured rider or damaged bike back to some form of proper medical assistance. This could mean any thing up to four to six hours travelling in a village truck or banana boat.

Most villages we have been in have treated us like royalty and in turn we respect their community and involve ourselves by taking the kids for a spin around the village or having a kick of the footy with them, and so on.

Common sense and a smile are a sure winner in these areas. I have been riding in this country for



*Looking across the terrain.*

18 months and never had a problem.

Things do go wrong in this country but so do things in Aussie. Be smart about where you go and what you do, is the key. We got all the bikes across and paid the fisherman for his assistance.

We completed our fuel stop at Kupiano and commenced our 100-kilometre return trip to the Kwik Kila Police Station, arriving late in the afternoon to load our bikes onto the trailer and head back to Port Moresby.

That first ride had been a success and the first section of the "Head Hunter" course had been marked with some important lessons learnt that we can now share with other participants. No doubt this will keep us in good stead over the next few trips.

The interest level to complete this course is growing and I hope we will be able to share more of this adventure with you. Enjoy your visit to Papua New Guinea.



*Children of Kwik Kila village bid us farewell.*





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# THE MEDICINE WOMAN

## Minnie Bate: Dr Quinn's PNG equivalent

By Nalum Nalu



If Dr Quinn is television's "medicine woman", then Minnie Bate is Papua New Guinea's answer to Dr Quinn. This quietly-spoken woman from Wedau village in Rabaraba, Milne Bay Province, has become a national icon since her herbal medicine products started winning wide acclaim.

She shot to prominence at the PNG-Made Trade Fair in Lae in 2003, when she won awards for "Small Business Encouragement" and "Best New Product" and has since never looked back.

The sky is now the limit as she awaits clinical trials and certification of her herbal products by an independent international team of scientific researchers.

"The ball is now in their court," she told me.

"Appropriate licence will be issued upon showing evidence of the clinical trials. That's when the real business begins."

Mrs Bate currently produces herbal soap, hair and scalp care cream, face and body care cream, multi-purpose herbal cream and multi-purpose herbal oil under her Gemins brand name. All these are produced at her humble backyard.

She was enjoying a quiet cup of tea on a typically-beautiful Milne Bay afternoon at her home at Goilanai Heights in Alotau when I dropped in unexpectedly for an interview.

Her products are selling well all over the country, with Popondetta, Lae, Port Moresby and Madang leading the charge.

"I have reports from people in high places, especially ladies, who have opted to use our products," Mrs Bate proudly told me.



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"They have found out that our products are better and also cheaper. They have done away with imported products and are using our products.

"Our fastest seller is the soap, sales of which are really picking up. All products are made from traditional medicines."

Mrs Bate's humble beginning with herbal medicine goes back to 1987 when the qualified medical technologist successfully treated a young student who had a serious wart problem for seven years with herbal medicine.

"We successfully treated it using traditional medicine we are now using in our products," she recalls.

"We conducted research into all techniques, products had to be tried out and modified where necessary.

"Over the years, we developed a list of all sorts of problems the product could treat like asthma, arthritis and all forms of skin diseases.

"In year 2003, we participated in the PNG-Made Trade Fair in Lae and were recognised by being awarded the 'Small Business Encouragement Award' and 'Best New Product'. That really opened up another chapter where we have to now look seriously at what we can do to get

our products recognised by the Health Department.

"We were taken to all kinds of workshops by different organisations, including one on traditional medicine.

"This was more or less the government recognising what we were doing.

"I think it was also a World Health Organisation direction to look at traditional medicine in the region."

Mrs Bate was trained as a medical technologist at the then Papuan Medical College in 1972 and 1973, worked for eight years with the Health Department and then went back to the same school from 1980 to 1983 where she completed her Diploma in Medical Technology.

She then joined the Department of Agriculture and Livestock and taught basic science, nutrition and health to diploma students at the Vudal Agricultural College, outside Rabaul, from 1986 to 1990.

She then moved over to the Popondetta Agricultural College from 1990 to 1996 "when I stopped because of this thing (herbal medicine)".

"While I was teaching," Mrs Bate confessed, "I was also doing my personal research. When I finished from the



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public service, the product was already there and just had to be developed.

"A company was established in 1993 called Pomins Ltd. That happened during my long leave.

"While working, I was selling and promoting my products. Most of my promotion happened in Oro Province.

"Here I was, trying to create a change of attitude in people from imported medicine to traditional medicine."

Mrs Bate's big break came in 1995 when she attended a workshop in Fiji on traditional medicine.

"From that workshop," she remembers, "one thing that really hit me was the income that could be generated from traditional medicine, so we started producing multi-purpose herbal cream and multi-purpose herbal oil.

"It was quite exciting."

In 2002, she attended further workshops in Vanuatu and Fiji, where she learned about how seaweed could be blended into her products.

"I successfully produced seaweed-based products

blended with herbs, mainly for face and baby care creams, as well as soap, which are now in high demand.

"The soap production thing has now evolved into a community-based project as people have coconuts as resources we need to produce coconut oil for soap."

Mrs Bate, despite being pressed, would not reveal the ingredients or recipes for her products - which are a closely guarded trade secret.

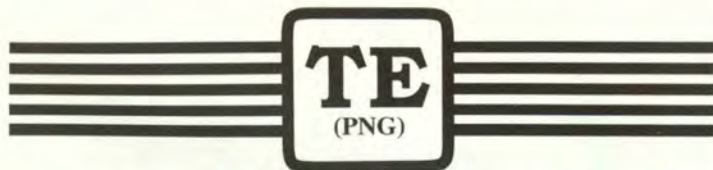
Everything is produced at her backyard with the help of a very supportive husband from Bubuleta village on the East Cape of Milne Bay, as well as her four grown-up sons.

"I depend on my family for support," Mrs Bate says.

"From the very beginning, they understood that I was trying to develop traditional medicine commercially.

"I have a very understanding family which has stood by me during very tough times. Once I get my licence (when the products are certified), I can do business in a big way.

"That's when employment will come in."



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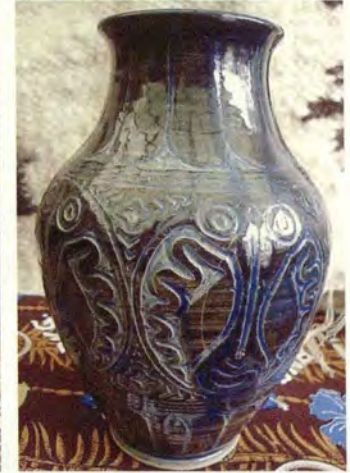
# THE POTTERIES OF KAINANTU

The Eastern Highlands Cultural Centre in Kainantu, Eastern Highlands, has been quietly involved in producing quality arts and crafts for the tourism industry and the local markets over the years.

It also buys works from local artists in and around the Kainantu area. This is despite the fact that it is basically self-supporting, even though the centre comes under the Eastern Highlands provincial government for the last 25 years.

"We make pottery, rugs from local sheep skin, as well as do screen printing," said supervisor Remi Yabuki.

"We also buy arts and crafts from outsiders and resell."



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Business was booming during the 1990s and before that.

But it has slowed down since because of the law and order problem, which inhibits visitors visiting Kainantu.

Because of this, Yabuki said the centre takes its arts and crafts to the PNG Coffee Festival, and Goroka and Morobe Shows to sell.

Of course, there are buyers who stop at Kainantu, but these have slowed down to a trickle.



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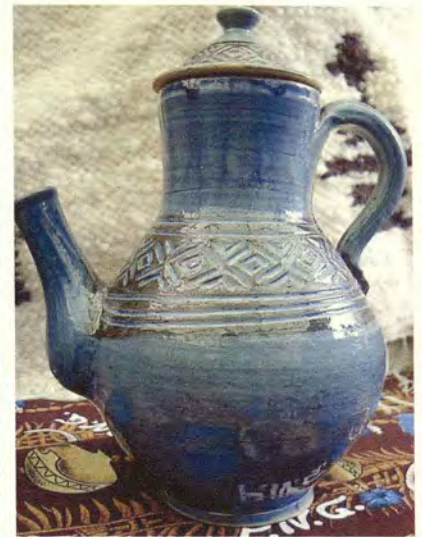
Kainantu is renowned for its distinctive hand-crafted pottery.

"In the 1990s and before that, we used to do a lot of sales," he said.

"But after 2000, because of law and order problems along the road (Highlands Highway), sales have dropped. We now look to expatriates to do most of our buying.

"We are self-sufficient and do not depend on the provincial government for wages, power bills and others."

The Eastern Highlands Cultural Centre employs four potters, three wavers and three sales assistants.



The centre has won several awards over the years. The most recent one was this year at the PNG Coffee Festival when it won K700 for being the best small business.

The award was provided by the Small Business Development Corporation.



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# THE MAN FROM MOUNT BOSAVI

Patrick Danaya Pate: The environment champion



Patrick Danaya Pate (middle) with his award.

By John Brooksbank

**Y**ou don't have to necessarily be educated to succeed in this world!

This has recently been demonstrated by Patrick Danaya Pate, a virtually self-educated Grade 3 dropout from Musula village near Mount Bosavi in the Southern Highlands. He received an award and many other opportunities from an American NGO called Seacology, in recognition of his activities in motivating and organising his remote community in a variety of

environmentally sustainable activities.

In line with its rather marine sounding name, Seacology's charter is to preserve the environments and cultures of islands throughout the world. It supports a broad range of environmental, developmental and disaster relief activities. Every year Seacology presents a monetary award to people, often indigenous leaders, who would otherwise receive little publicity for their achievements - people who risk their lives or wellbeing to protect island ecosystems and cultures.

Mount Bosavi is a craggy, rugged and distinctively shaped extinct volcano, peaking at 2,400 metres above sea level and dominating the landscape around it, often poking through the early morning fogs and clouds that hug its slopes and fill surrounding valleys. It was an area rarely visited during Papua New Guinea's colonial administration.

Since independence governments have shown no interest whatsoever in the region - probably because it has only a sparse population and no significant cash crops. The area has only one rough grass mission airstrip to connect it to the rest of the country.

Apart from the Asia Pacific Christian Mission (APCM), now the Evangelical Church of PNG, which established its mission and school in the 1950s, the only organisation that has made any effort to assist the Onabasalu speaking people living around the mountain in recent years is the WWF project, based at Moro, near Lake Kutubu.

As a result of WWF community extension activities, members of the 91 clans living in 26 villages around Mount Bosavi formed a body to assist in the coordination of their efforts to maintain cultural practices and carry out sustainable resource development

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activities - the Kosuo Orogo Resource Association (KORA).

Although he only received a basic education, Pate became heavily involved in KORA activities such as insect farming, trial planting of vanilla and the organisation of cultural shows that started in 1999.

He is now vice-president of the organisation. The cultural aspects of KORA are totally intertwined with its sustainable environmental work and are an essential part of the community 'reasserting' control over their environment. This is because, despite their well-intentioned health and educational pastoral activities over the decades, APCM missionaries had suppressed many traditional practices.

The Mount Bosavi area, although a long way from any significant population centres, is however close to some timber rights purchase areas granted to various Asian logging companies. Very gradually over the years brown tracks have started to snake northwards from company river camps to the south of the mountain.

The Bosavi communities, under KORA leadership and with assistance from WWF, have decided to establish five Wildlife Management Areas (WMAs) on the slopes of their mountain. WMA areas are defined geographic pieces of land over which the local people agree to apply detailed management plans with regard to the harvesting and utilisation of natural resources.

WMAs do not have to exclude gardening, farming or logging - but they ensure that any activity on the land is controlled and sustainable. This helps to make sure that the future management of environmentally fragile or endangered ecosystems is almost totally in the hands of the local landowners.

The WWF project, and more recently the CDI Foundation, two NGOs supported by Oil Search Limited and its petroleum development joint venture partners active in Southern Highlands and the Gulf provinces,

work closely with the Mount Bosavi communities as part of their annual programmes. WWF focuses particularly on eco-enterprises such as the growing of vanilla vines and high-value mushrooms and the propagation and inoculation of valuable eaglewood (*Aquilaria* spp.) that can be harvested sustainably in years to come.

Importantly, once WMAs are recognised and registered by the National Department of Environment and Conservation (DEC), they are automatically excised from any timber lease that might be issued over a particular area. To date, DEC has registered two of the Mount Bosavi WMAs at Libano and Sulamesi on the northern and south-eastern slopes of the mountain totalling 58,000 square kilometres in area.

So why did Seacology decide to take on a project in a remote location like Mount Bosavi? The link is in fact Pate himself and his nomination by WWF as a person of outstanding influence and without whom much of their work in this area would not have been feasible.

As an active KORA executive and community member, Pate developed a particular interest in insects and also assisted those few outsiders who were intrepid enough to visit his home area, including French doctoral student Florence Brunois and WWF field scientists such as Larry Orsak, Laina Pangasa and Greg Obare.

When Brunois returned to her home country, Pate spent six months with Orsak in the United States as his field assistant on biological control activities with farmers in California.


On his return, he formed the Sulamesi Rural Development Institute Incorporated in his home village, becoming its president whilst still retaining his position in KORA. Affiliated with the regional body, Pate has a vision of his local development association carrying out sustainable development projects, including mobile sawmills.

As a result of WWF extension

efforts, Pate became the first insect farmer in the Mount Bosavi area. His example was followed by two others and all three now regularly send their specimens to the Insect Trading Agency in Wau for marketing overseas.

Apart from recognising Pate and presenting him with an award and cash prize which he intends to donate to KORA and his community, Seacology has also supported the construction of three permanent material resource centres to assist Mount Bosavi communities in their conservation activities. The buildings have already been constructed at Musula and Fogomaiyu villages whilst materials are still being mobilised for the final one in Sulamesi.


This demonstrates what can be achieved through the energy of individuals and cooperation - this time between the local Mount Bosavi community, WWF and an overseas non-government organisation. Another example of grassroots development in action!



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## Beyond Belief is launched

The announcement of the TransFly Vision coincides with the launch of a new WWF publication "Beyond Belief - Linking Faiths and Protected Areas to Support Biodiversity Conservation", which explores the relationship between sacred areas, spiritual beliefs and protected areas like the TransFly.

Beyond Belief examines the 'sacred sites' and 'local belief systems' in some detail and calls on protected area owners, managers and supporters to recognise the importance and legitimacy of sacred values in nature and to work cooperatively with faith groups to ensure that non-material values are also effectively



preserved. It also calls on the faith groups themselves to put the fine statements they have made about protecting the environment to practical use by supporting global efforts to help conserve the abundance of creation through designation and good management of protected areas.

# PROTECTING THE BIRD PARADISE

## With Transfly Biodiversity Vision

By Dennis Badi and Christian Thompson

A conservation vision to conserve one of Asia Pacific's largest, richest and most pristine savanna wetlands, located on the island of New Guinea, has been launched with government, community leaders, scientists and conservation organisations declaring their commitment to support it.

The launch of the TransFly Biodiversity Vision represents the culmination of three years of consultation, data collection, mapping and analysis by WWF and partners to identify and prioritise the habitats and species and document the importance of the region for traditional cultures, local landowner groups and their livelihoods.

### The TransFly - a vital, living organism

The vision aims to preserve one of the most important centres of biological diversity in the world, the TransFly. This unique coastal landscape of grasslands, savannahs, wetlands and monsoon forest habitats spans 10 million hectares and straddles the international border of Papua

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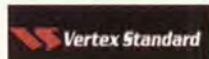
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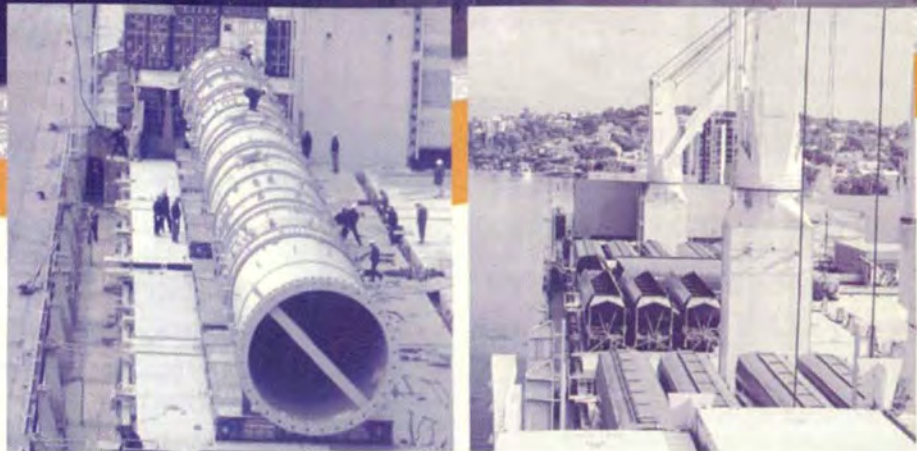
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New Guinea and Indonesia.

"Until now, there has been no attempt to prioritise conservation efforts in the region, properly document its biodiversity values or identify

how conservation efforts can proceed hand in hand with development," said Michele Bowe, TransFly Coordinator, WWF Papua New Guinea.



"The vision is a blueprint for conservation and development in the TransFly for the next 50 years".

Across TransFly, millions of birds inhabit the floodplains of slow moving rivers. The surrounding savannahs and monsoon forests are home to endemic marsupial cats, flying possums and Birds of Paradise.

Over 50% of New Guinea's total bird population is

found in the TransFly, including 80 species endemic to the island.

Although this exceptional region is isolated, it is not immune to development threats. Large areas of native grasslands have been converted for irrigated rice cultivation and almost the entire monsoon forest area is targeted for logging. Numerous roads and settlements are developing in an ad hoc way, which threaten key watersheds.



Less obvious but equally devastating threats include the introduction of alien weed species, exotic fish that are pushing out populations of native barramundi and saratoga (local fish species name), as well as introduced deer that have brought about large-scale changes to native grassland systems.

### The WWF approach in the TransFly

The TransFly is an ecoregion programme managed jointly by WWF in PNG, Papua, and Indonesia. It is the first example of a cross-border terrestrial ecoregion programme developed in New Guinea.

Throughout 2004 and 2005, various analyses have been completed that have expanded our knowledge of key species, habitats and ecological processes in the TransFly landscapes.

The TransFly ecoregion programme is developing approaches to conservation that embrace both biodiversity and the range of cultures of the TransFly. While our wildlife surveys help us identify conservation priorities, it is the socio-cultural factors that will determine the success or failure of conservation efforts.

There are over 60 cultural groups, whose lives, customs, languages and knowledge are linked inextricably with the landscapes of the TransFly. These cultures are as unique and precious to future generations, as the habitats and species that mark this place as an outstanding feature on the world map.

"Our culture is precious to future generations," said Abia Bai, a community leader in PNG, adding





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that "commitment to the vision will stop the destruction of our land. We have many sacred places that mark the route of our ancestors' spirits, the preservation of which has now been recognised by this vision".

## Getting it right

Recognising the unique cultural and biological diversity of this region, WWF is pioneering a "community visioning process" for local landowner groups that spans both sides of the political border.

This approach identifies and prioritises the landscapes, species and traditions that have particular cultural, social, or livelihood values. WWF will then work with community leaders, scientists and partner organisations to integrate the community visions and the biological vision to develop a uniquely vigorous strategy for conservation action across the TransFly.

Forty-eight conservation targets have been identified within the protected area network. The current protected area network does not protect all of these - some have no formal protection at all. WWF, PNG's Department of Environment and Conservation and local communities are working together to establish more protected areas in the TransFly to enhance the coverage of more of these conservation targets in the protected area system. But more still needs to be done to ensure coverage of all targets. The biodiversity vision for the TransFly will guide this work.

In August 2005, WWF and The Nature Conservancy (TNC) worked together to analyse the coverage of the 48 conservation targets within the existing protected area network and to identify possible scenarios for conservation landscapes across the whole region.

Using the CBD commitments of Indonesia and PNG as the foundation of the analysis, the results of this work will form a scientific basis for establishing a comprehensive, adequate and representative protected area system for the TransFly.

During the last half of 2005 and the early part of 2006, WWF is consulting widely with communities, government, NGOs and donors to socialise the biodiversity vision approach, seek input on the process and identify additional priorities that need to be considered in the final vision.

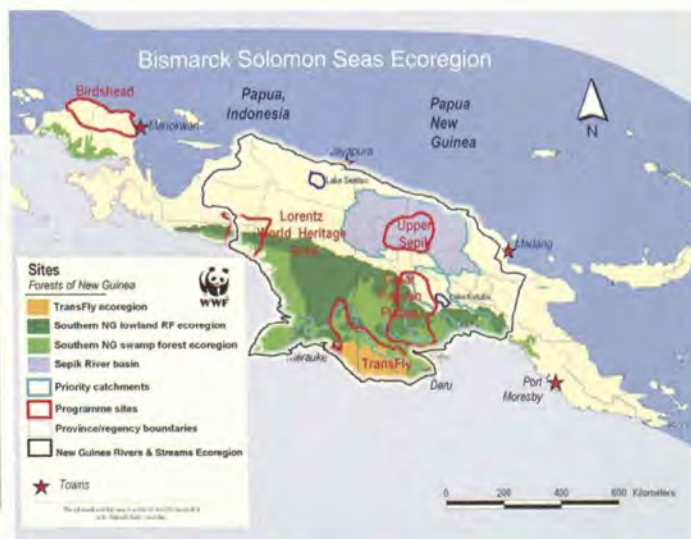
Community groups have already identified that they would like to see their ancestor routes and important cultural places also included in the biodiversity vision. These areas are being mapped in a series of community workshops and also locked into the vision.

The final step involves working with community leaders, scientists and partner organisations to integrate the community visions and the biological vision to develop a vigorous strategy for conservation action across the TransFly.

This will take place at the biodiversity vision workshop to be held this year and will include Papua New Guinea and Indonesia. The final vision will be a blueprint for conservation, development and cultural resilience in the TransFly for the next 50 years.



• Dennis Badi and Christian Thompson are part of WWF PNG Communications Team.



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A bridge that's not too far!

# HEGIGIO

*By John Brooksbank*





It is impossible to miss the Mananda Plateau. Carved out the surface of the earth by a huge dog-leg loop of the Hegigio River and a sheer-sided 600-metre deep gorge that the watercourse has created, it is clearly seen when flying over this part of the Highlands.

Over the centuries as it flowed from the rugged Southern Highlands down to the Gulf of Papua, the Hegigio River eroded the soft limestone surface to create the spectacular gorge that shapes one end of the plateau, which itself consists of slightly harder limestone.

This spectacular topographical feature marks a significant reservoir of oil some 3000 metres below the surface.

In the early 1990s, the then petroleum development operator, Chevron Niugini, drilled a number of exploration wells from locations on top of the Mananda Plateau in

their effort to find sufficient oil close to the already discovered Iagifu, Agogo, Hedinia and Usano fields to justify the construction of processing facilities and an export pipeline.

Oil was found and it was estimated the Mananda reservoir could contain up to 10 million barrels. However, it was not developed because of the complex sub-surface geology and the perceived high cost of engineering necessary to build a pipeline across the rugged terrain, including the Hegigio Gorge, to the Agogo Processing Facility.

So for 12 years until recently, the Mananda Plateau area remained peaceful, pristine and virtually unvisited except by the occasional village hunter in search of tree kangaroos. Local landowner company, Maka Investment Corporation Limited, is named after the Fasu language word for these once plentiful marsupials.



*A frame finally up.*



*Looking across pipelines on the bridge.*



*Rock anchor detail.*



Shell Papua New Guinea. Proud to be fuelling Air Niugini's success.

Flanked on three sides by the river gorge, the Mananda Plateau was hard to reach and apparently never home to any permanent human residents although it was a hunting ground for those who lived nearby.

The Fasu people from Sisibia village crossed the river on a flimsy cane bridge. Mananda is often a dismal place that seems to be a magnet for inclement weather - being regularly shrouded in mist and rain that clings to the rainforest growing precariously on its pockmarked crown and flanks.

Irregular access by Fasu, Huli and Onabasulu speaking people from villages in the Sisibia, Komo and Mount Bosavi areas to the east, west and south respectively continued without disruption or dispute for hundreds of years - until oil was found that is!

Now all three ethnic groups assert landownership claims over the south eastern end of the Mananda Plateau

where the present well heads are located.

When Oil Search Limited took over the management of oil developments in Papua New Guinea in October 2003, the company revised the project economics, reassessed seismic and other data, and undertook engineering studies of a pipeline suspension bridge to get the oil across the Hegigio Gorge. Combined with a beneficial fiscal regime granted by the PNG Government, this resulted in a commercially feasible plan for the development of oil from South East Mananda wells, which are within the existing Kutubu petroleum development licence area.

So the gorge that previously echoed only to the screeching caws of passing hornbills for almost nine months became the focus of attention for a workforce of hundreds as the complex business of pipeline and bridge construction got underway.



*Maintenance techs crossing the bridge trolley.*



*Helicopter lifeline.*



*Path alongside Mananda oil flowlines.*

A large red background with white and yellow wavy lines and water droplets. The Coca-Cola logo is prominently displayed in the bottom right corner, with the tagline 'Real Refreshment™' below it.

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The predominant sound in the gorge was then the constant buzz of helicopters, drills and heavy equipment.

The resulting structure is somewhat of an engineering marvel - a clear, single span 470-metre long pipeline suspension bridge more than 400 metres above the bed of the Hegigio River.

It is the highest and possibly the longest single span pipeline suspension bridge in the world!

The local rugged topography and extremely unfriendly weather conditions made construction of the bridge an engineering challenge - work crews were often isolated for days because of dense cloud cover preventing helicopter access. After construction of the 33-metre high A-Frame on the south side of the gorge using a multi-storey temporary tower, the main cable on which everything else is 'hung' was carried

across the gap using a helicopter - another engineering first.

Apart from its size and dimensions, the bridge construction was also unique - after the main support cable was pulled across and anchored, the bridge itself was launched from just one side in sections called hangers. The hangers were fabricated on the south abutment and gradually pushed out across the gorge until they reached the northern abutment - a process that took a month of careful nudging before final hook up.

And for those who are wondering what holds the ends of the support cables, the answer is what are called rock anchors. These are holes drilled into the limestone, some as much as 50 metres deep because of the cavernous nature of this rock, into which the wire strands are introduced and locked in place with backfilled cement.

The final structure carries three

pipelines - for oil, gas and chemical injection fluids and although definitely not a pedestrian bridge, maintenance technicians can cross on a trolley tracked on the runway beams that separate the hangers. Although the strength of the bridge is in the main support cable that hangs in an artistic parabola, there are two other wind stay or wind brace cables. These combine together as the skeleton upon which a spider web of wires are tensioned to form a rigid structure.

After a gruelling construction schedule of eight months, costing approximately US\$140 million, the pipelines were rolled across the bridge in a period of just eight days!

They are then linked with the 16 kilometres of pipelines that snake along the Mananda Ridge between the well heads strung along its back.

After 'first oil' from South East Mananda flowed in March (2006)

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the daily production now is about 7000 barrels. This is co-mingled and processed with oil from the nearby Agogo and Moran oilfields.

Smaller oil fields like South East Mananda and North West Moran on their own would be uneconomic. However, the presence of existing pipelines and facilities close by in Kutubu means they are worthwhile developing.

With such fields on-stream, Oil Search has reversed the declining production of licences they took over from Chevron Niugini - oil exports are now rising at a time of increasing world oil prices. Later this year, daily oil production from all PNG fields is planned to reach 60,000 barrels.

Despite delays due to bad weather, there were virtually no lost days in South East Mananda construction due to landowner issues - quite

amazing in an area whose landownership is still in dispute between traditionally rival ethnic groups. This was a result of the groundwork carried out by the Oil Search Community Affairs staff was a 'Heads of Agreement' under which all three disputant groups agreed that although landownership had yet to be finalised they would work together to benefit from opportunities that arise during South East Mananda construction.

A tripartite advisory committee consisting of representatives of the three landowner groups met on a monthly basis with Oil Search construction management and an unincorporated joint venture representing the interests of all three groups was formed. This joint venture, managed by another local landowner company, participated in local business development opportunities that arose during



Rock anchor under construction.



SEM VIPs on the gorge lookout.

construction, including labour and plant hire. It is the first time these three groups had cooperated together in any way.

The management committee of this joint venture, again tripartite, ensured that labour and other



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inputs were shared equally amongst the three ethnic groups. After construction was complete, the joint venture dissolved and the profit - more than K2 million - was distributed between the three groups, a real evidence of a successful partnership.



Sir Moi Avei makes his entrance.



SEM leaders at Walagu village.



Cord wood steps make bush tracks.



On March 25, South East Mananda First Oil was celebrated in the same spirit as project construction in three villages on the same day - at the Huli village of Ajakaiba, the Onabasalu village of Walagu, and the Fasu village of Sisibia. All three venues were visited by the Petroleum and Energy Minister, Sir Moi Avei, Community Development Minister Lady Carol Kidu, other Government and Oil Search senior staff and landowner leaders.

Whilst oil now flows from the South East Mananda wells, adding a relatively small but useful percentage to the country's total production,



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SEM choir and dancers of Walagu village.

the Huli, Onabasalu and Fasu clans whose members claim ownership of land where they all once hunted will try and reach some agreement on this contentious point.

The clatter of helicopters and heavy machinery has now gone and although in the villages the talk never dies...once again the sound one is most likely to hear in the Hegigio Gorge is the screech of passing hornbills.



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The Coca-Cola Morobe Open is truly a community event involving corporate sponsorship and hours of volunteer work creating an atmosphere that leaves a great impression on the PGA.

This is epitomised with the Morobe Open running with other PGA Queensland Sunshine Tour tournaments under the professional player voting system as the most popular on the circuit.

PGA tournament coordinator, Broc Greenhalgh, says the Lae Golf Club course and the sponsors and patrons' atmosphere of the Coca-Cola Morobe Open leaves a great impression on visiting professional players.

Since its inception in 1983, the Coca-Cola Morobe Open has developed into an event that all involved can be proud of. Being part of the Sunshine Tour circuit has been commended as contributing to the development of a number of Queensland PGA players into bigger golfing tournaments such as the much-acclaimed Korean Tour circuit.

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Golfers...practising for the top prize. Right...PNG's David Yere.



It is the serious golf that takes off the following three days showcasing the Coca-Cola Morobe Open's uniqueness - a combination of professional PGA golfers with amateurs playing side by side in an international event.

Long regarded as PNG's best, the Lae Golf Club holds a colourful history since its formation in the late 1950s. The course site chosen had been part of an agricultural lease before World War II and during the war U.S. troops had used the area as an ordinance depot and vehicle park.

With the official opening in October 1951, six holes were laid with the first tee roughly where the 8th tee now stands. The original sand greens remained for two years until Goroka couch was introduced at the same time as the course was extended to nine holes.

The nine holes are roughly today's first nine. In 1962, three further fairways were constructed and two years later a start was made on the remaining six to make it the first 18-hole course in Papua New Guinea.

In 2001, the club celebrated its 50th anniversary with a gala event and its founding member Mr James Birrell, was flown in for the occasion. Since then, a major course change was made in 2004 with the construction of a lake adjacent to the 9th and 18th greens, which holds PNG's largest Coca-Cola can. In 2005 major changes were made to the clubhouse with extensive renovations to the lounge bar and the construction of show facilities for members.

The Lae Golf course is a challenging and idyllic tropical resort-style course and is recognised by all as a must-play in Papua New Guinea.

Coca-Cola Amatil PNG (CCA) has been a major supporter of golf in PNG through corporate sponsorships, junior golf development under the Coca-Cola Liklik Golf programme, and recently the sponsorship of PNG golfing

professional, David Yere, through representation at all major golf tournaments and coaching throughout PNG.

At the closing of the 2006 Coca-Cola Morobe Open Coca-Cola Amatil General Manager, Charles Rossi, announced a further five-year commitment (2007 - 2011) to the tune of K450,000.

The professional prize money will increase to A\$50,000 in 2007. It will increase each and every year after that until 2011 - which is not only great for the professionals on the Queensland Sunshine Tour but also for the Lae

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community, who will once again be able to share the experience with Australia's leading professionals. The 2006 Coca-Cola Morobe Open attracted over 30 corporate sponsors making this year's tournament one of the most successful in corporate backing in its 22-year history. International players, most of which in 2006 had not been to PNG before, find the course and atmosphere of the Coca-Cola Morobe Open receptive and so is the country despite initial thoughts of concern.

"It is not only a great golf course but it also has a fantastic atmosphere. We are treated like kings from the moment we step off the plane. It is just a great honour to be part of this super tournament," said 2006 Coca-Cola Morobe Open winner, Jon O'Sullivan.



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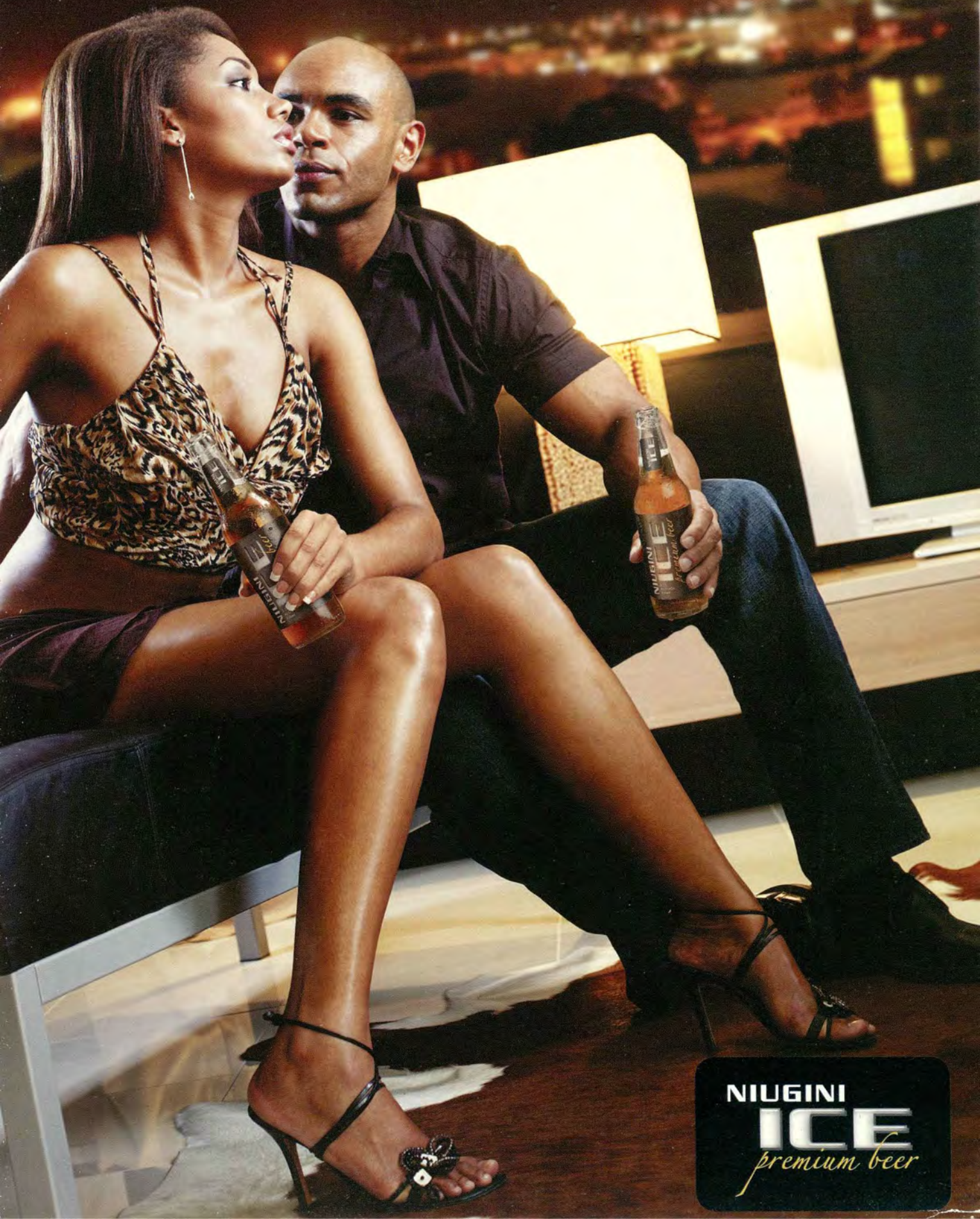
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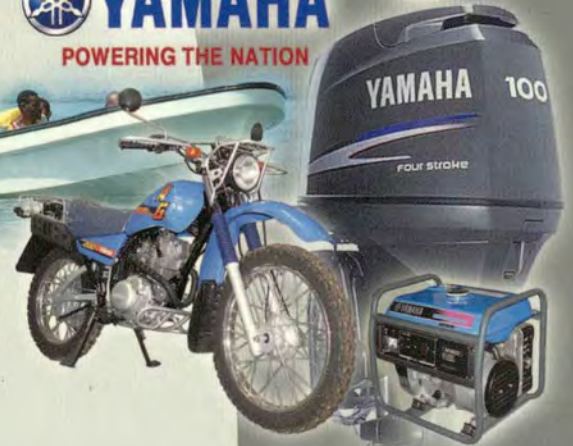
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