

INFLIGHT WITH AIR NIUGINI VOLUME 4, 2011

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Our Commitment to Sustainable Development



Steamships Trading Company has been conducting business operations across Papua New Guinea for almost a century. It is one of the nation's major employers, and is a significant contributor to the national economy.

Steamships has long been aware of the need to protect the environment, and this principle underlies all of its activities. It is company policy that its businesses meet or exceed all legal and regulatory requirements for environmental best practice. To ensure this, Steamships has put in place formal systems to monitor impacts on the environment, and over time as data is accumulated the findings will be used to design and implement new policies to help manage and reduce adverse effects and encourage sustainability.

The Company is deeply involved in climate change and environmental impact monitoring projects in PNG, and in particular on the effects of deforestation on the absorption of greenhouse gases. Steamships is working with various NGO's to further our understanding of long-term sustainability, and its effects on climate and land use.

In the long term, such initiatives not only make good business sense, but will also help to preserve and protect the future of the great nation of Papua New Guinea, on which we all depend.

In November 2011, the Company's new Grand Papua Hotel in Port Moresby will be opened. This, too, is a reflection of Steamships' part in the history of the country, as the new hotel is built on the site of the famous old Papua Hotel, of glorious memory.

The Grand Papua sets a new industry benchmark for sustainable and efficient construction and operation in a luxury environment. Its lightings, air-conditioning and elevators are designed and sensor controlled to minimize energy use, and reduce the carbon footprint of the hotel.

Steamships is indeed proud to make this commitment to the future of Papua New Guinea.



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Chairman's message



Welcome aboard

The airline world in 2011 is a very challenging business. Europe and the USA are struggling with debt economies and airlines are fighting to survive. Nevertheless, I am pleased to share some positive Air Niugini news with you on recent commercial developments and other achievements:

- ◆ Last month, the airline signed interline e-ticketing agreements with Air France and KLM giving travellers a wider choice for ticketing opportunities and greater flexibility to combine itineraries on the networks serviced by Air Niugini, Air France and KLM. This also means passengers travelling on these airlines now have a wider range of competitive fares available to them and better connections to and from Port Moresby via any of Air Niugini's Asian destinations to and from any European city in the network of Air France and KLM. Our passengers will have a seamless service between PNG and Air France and KLM's extensive network in Europe.
- ◆ In the aviation industry where safety and compliance issues are of paramount importance, the granting of a five-year Air Operator Certificate (AOC) and Maintenance Organisation Certificate (MOC) to Air Niugini by the Civil Aviation Safety Authority (CASA) PNG is a milestone and highlights the efficiency of Air Niugini's operations. It is worth adding that the approval for a five-year period is quite a significant achievement because the normal period is for three years. The certificates were given to Air Niugini following extensive audits carried out by CASA PNG, which included aircraft maintenance capabilities and checks on operation activities in terms of air safety observance. The renewal of the certificates allows Air Niugini to provide airline service to the travelling public for a period of five years.
- ◆ Five cadet pilots graduated with their Commercial Pilot Licenses (CPL) from the Professional Pilot's Training School at Coffs Harbour following the completion of their 16-month course which began in April 2010. The board recently acknowledged the achievements of Captains Barry Casupang and Daniel Varvar who successfully completed their respective Dash8 command training last month and attained their captaincy. The two pilots join another colleague Captain Taueda Ugava to become the first national pilots in the airline's history to have undertaken and successfully completed their career development path as allowed under the Civil Aviation Rules of January 1, 2004. Air Niugini is committed to training its own pilots and has invested millions of kina annually since the resumption of the national cadet pilot program in 2001.

If you are thinking of taking a holiday soon, please visit our website at www.airniugini.com.pg to find some great breakaway packages and other useful information on Air Niugini. In the Airline News section of this issue, read about our fantastic Holy Land tours package and contact your nearest Air Niugini sales office for further details.

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CHAIRMAN

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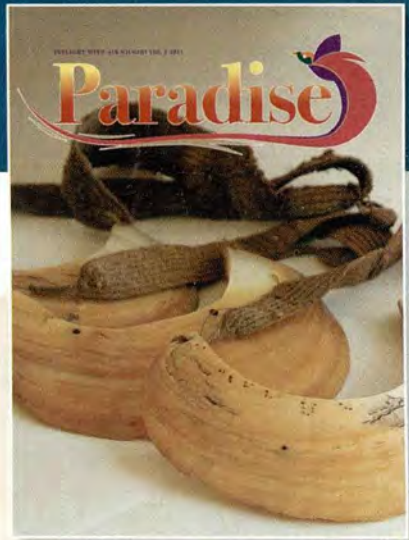
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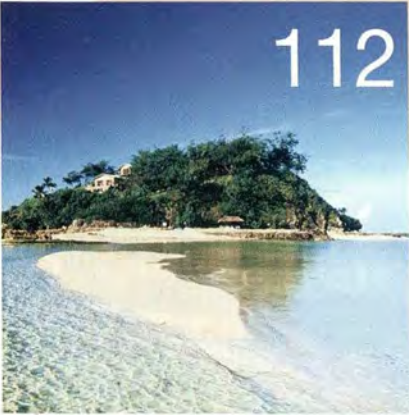
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Lucille Neethling
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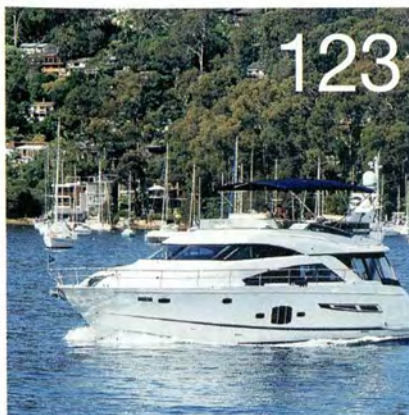
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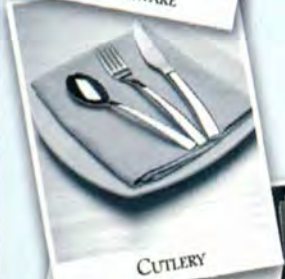


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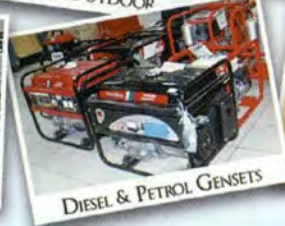
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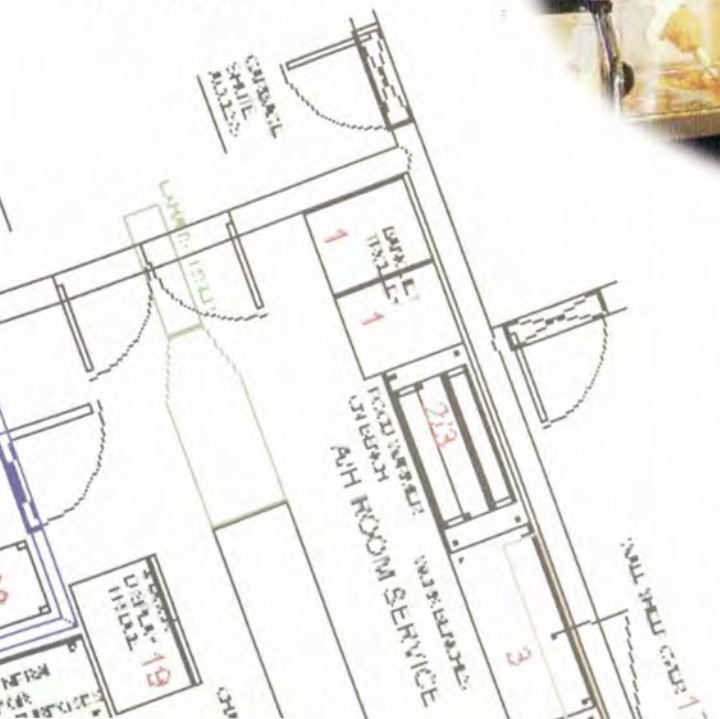
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Hand luggage

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.

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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

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Boeing

Length: 59.94m
Wing span: 47.57m
Range: 8100km
Cruising speed: 857kph

Power plant: 2 x PW4000
Normal altitude: 11000 - 12000m
Standard seating capacity: 214
Number of aircraft in fleet: 3



F100

Fokker

Length: 35.528m
Wing span: 28.076m
Range: 3000km
Cruising speed: 780kph

Power plant: 2 x Rolls Royce Tay 650
Normal altitude: 11,000 m
Standard seating capacity: 98
Number of aircraft in fleet: 6



DASH 8-Q400 NextGen

Bombardier

Length: 32.8m
Wing span: 28.4m
Range: 3000km
Cruising speed: 670kph

Power plant: 2 x Pratt & Whitney PW150 A
Normal altitude: 7500m
Standard seating capacity: 74
Number of aircraft in fleet: 3



DASH 8-Q315

Bombardier

Length: 25.7m
Wing span: 24.4m
Range: 1700km
Cruising speed: 510kph

Power plant: 2 x Pratt & Whitney PW123E
Normal altitude: 7500m
Standard seating capacity: 50
Number of aircraft in fleet: 3



DHC-8-202

Bombardier

Length: 22.25m
Wing span: 25.89m
Range: 1800km
Cruising speed: 550kph

Power plant: 2 x Pratt & Whitney PW123D
Normal altitude: 7600m
Standard seating capacity: 36
Number of aircraft in fleet: 3



DHC-8-100

Bombardier

Length: 22.25m
Wing span: 25.89m
Range: 1800km
Cruising speed: 500kph

Power plant: 2 x Pratt & Whitney PW121
Normal altitude: 7600m
Standard seating capacity: 36
Number of aircraft in fleet: 2



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.

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.

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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, and a support team of 50 highly skilled loyalty systems business and technical professionals.



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Your health in-flight

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

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

Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

- ◆ 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 acts 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

Air Niugini Domestic Route Map





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Kina shell necklace.



The Coining of the KINA

WORDS: RENEE CLUFF & PHOTOGRAPHY: LUCILLE NEETHLING

Traditional forms of currency in Papua New Guinea are as numerous and diverse as the clans that have traded with them.

The teeth of dogs, dolphins and bats have been exchanged, along with pig's tusks, axe heads and even caterpillar legs.

In 1975, when the most common form, the kina shell, became the namesake of PNG's modern-day currency, the trade of traditional money didn't stop. In fact, one province even boasts a government-authorised bank which still deals with shell currency.

In the early 1930s, when Australian gold explorers - the Leahy brothers - first opened up the PNG highlands to the rest of the world, they soon discovered the local people valued the kina shell over the gold nuggets that were so abundant on their land.

The gold-lipped pearl shells had been traded

from the coast, valley to the mountains for centuries and were particularly coveted in the highlands because of their rarity.

Back then, the territorial highlanders had never seen the ocean and had no real concept of it.

Startling in its beauty, the gold-lipped pearl oyster, or *pinctada maximum*, is the world's largest pearl oyster and produces jewels with white and golden sheens. The interior wall of the shell is coated with mother-of-pearl. In some coastal areas of Papua New Guinea, the shells are known as "mairi".

Michael, Daniel and James Leahy flew in thousands of kina shells over the coming years as wages for their labourers. There are reports their use as currency was so common they were given a fixed exchange rate of 12 shillings per pair up until the 1960s, although this information is difficult to verify.



Quarter fathom tabu chain.

Toea shells were also made into armbands, which were used for body decoration as well as trade. A large toea shell armband with incisions typical of exchange was recently dated by the museum of Papua New Guinea to be up to 2000 years old.

In any case, it would have meant little to the highlanders. In village terms during this time, eight kina shells were worth a fully-grown pig and you could buy a small pig for one kina shell. That's generally speaking, for the value of the shells varied from one region to another, depending on how easy they were obtained and by the condition, size and colour of each shell.

Particularly big and beautiful kina shells were often given a name and kept in decorated bags. In some areas, those of most value were painted with red or yellow ochre and many became the feature of breast plates, known as 'kina moka', which were only traded during ceremonies. A bamboo stick was embedded on the breast plate board with resin each time it changed hands.

Some kina shells were made into necklaces and most were decorated with carved patterns, seeds, fur or smaller shells. They formed an essential part of bride price payments, compensation payouts and land purchases, and were also worn as ornaments as a sign of prosperity.

Over time, however, the white man's ability to import the shells and the construction of a highway linking the highlands with the coast, significantly increased the number of available kina shells and diminished their value.

Today, their use is limited to major ceremonies, feasts and sing sings. On the global market, however, artefact collectors will pay upwards of US\$150 per shell.

Oddly, the design of the modern Papua New Guinea one kina coin isn't based on the kina shell, but on the toea, which is a Motuan word, meaning 'cone-shaped shell'.

In the past, round discs were carved from the toea shells and the hole in the centre was used to thread the discs onto necklaces so they could easily be exchanged like coins. This shape was replicated in the design of the one kina coin.

Toea shells were also made into armbands, which were used for body decoration as well as trade. A large toea shell armband with

incisions typical of exchange was recently dated by the Museum of Papua New Guinea to be up to 2000 years old.

The kina and toea are no longer considered legal tender, however the tabu shells used in East New Britain are. In 2002, the world's first shell bank was officially opened to regulate the exchange of the tabu, which is otherwise known as tambu or Tolai shells.

According to estimations by the Tolai Exchange Bank, transactions involving tabu are worth more than small change, with circulation of the shells on the Gazelle Peninsula worth about eight million kina.

The mollusc shells are threaded onto pieces of rattan five millimetres apart, and the strands are measured by the nautical fathom, which is close to two metres in length. A one fathom tabu chain is worth K4 today. Half-fathoms and quarter fathoms are the other common lengths. The shell 'money' is used at local markets and stores and even to pay taxes!



Doba...banana leaf money.

The Doba also obtains its value by the amount of work needed to grow it and to prepare the leaves for monetary use. This particular form of currency is controlled by the women in the Trobriands, the only region in Papua New Guinea which is matrilineal – that is, in tracing descent and settling inheritance, they follow the maternal line.

In the Trobriand Islands, money literally grew on trees, with locals there using a form of paper money made from banana leaves, called Doba.

Doba is a fragile currency because it was made from one particular type of banana tree which is relatively scarce in the Trobriand Islands. The Doba also obtains its value by the amount of work needed to grow it and to prepare the leaves for monetary use.

This particular form of currency is controlled by the women in the Trobriands, the only region in Papua New Guinea which is matrilineal - that is, in tracing their descent and settling inheritance, they follow the maternal line.

The women scrape fresh banana leaves against a board which is engraved with the

family seal. This signature allows them to identify and regulate the exchange of Doba. Strips of the impressed leaf money are bundled into hundreds, which today, is worth about one kina.

It is still used unofficially in exchange for garden food and pigs and is significant to the cultural feast called 'sagali', which accompanies occasions such as funerals. The giving of Doba is seen as a way to mourn those who have passed away.

In the Milne Bay, Kula Ring, red shell necklaces called Bagi and white toea arm bands known as Mwali were exchanged as currency.

The Kula Ring was an extremely complex trading system which moved through a series of islands, along a particular path.



Toea shell money strand.

The mwali shells were passed in an anti-clockwise direction through the island villages, while the bagi moved through the same villages clockwise. The shells were expected to return to their origin within two to five years.

One basic rule of the Kula Ring was that one man could not withdraw a valuable bagi or mwali from circulation unless he owned it personally. The shells increased in value with age and by any association with highly regarded men. They were also assessed by their size, colour and how well they were polished.

Another common form of traditional currency was the Tridacna ring or Yua, a mussel shell disk with a carved inner circle, most common to the Sepik region. Rings over four centimetres in diameter were used as money; anything smaller was made into jewellery.

In the Lower Ramu area of Madang Province, the backs of nassa shells were broken and threaded on a cord with a 12-shell strip equal to one shilling about 60 years ago. And, for a long time, the shell of a green snail called Talipun was one of the most treasured items in the highlands and East Sepik regions. They were taken over by the kina shells close to the turn of the 20th century and by the 1940s had lost their importance.



Yua...another common form of traditional currency. It is a mussel shell disk with a carved inner circle, most common to the Sepik region.

The mwali shells were passed in an anti-clockwise direction through the island villages, while the bagi moved through the same villages clockwise. The shells were expected to return to their origin within two to five years.



Holey shillings...allowed the coins to be strung onto a necklace.

After the war, when Japan had surrendered, both Papua and New Guinea were combined under the same Australian administration and special coins were minted specifically for the territories of Papua and New Guinea, such as the holey shilling. It was common in Papua and New Guinea during the 40s to the 60s. The hole allowed the coins to be strung onto a necklace, which was how they were commonly worn.

THE TRANSITION TO MODERN MONEY

From the late 19th century up until independence, the people of Papua New Guinea traded in German, Australian, British and Japanese currency, depending on which country was governing at the time.

At times, there have been four or five different currencies trading alongside each other - and that's not including traditional forms of money!

In 1884, the Germans were the first to assume control of the northeast corner of the main island, which was then known as New Guinea.

And while the German Mark and Pfennig became the official currency in that region, across the highlands, in the southern coastal area known as Papua, British pounds, shillings and pence started to change hands. Papua had been made a British protectorate in 1884.

By the time Australia had its own currency in 1911, Papua had become an Australian territory, so acquired its new pounds, shillings and pence.

The Australian money became Papua and New Guinea's universal currency when in 1914, during World War One, Australian troops

occupied the northern German New Guinea.

During World War II, when many areas fell to the Japanese, the Yen also came into play.

After the war, when Japan had surrendered, both Papua and New Guinea were combined under the same Australian administration and special coins were minted specifically for the territories of Papua and New Guinea, such as the holey shilling. It was common in Papua and New Guinea during the 40s to the 60s. The hole allowed the coins to be strung onto a necklace, which was how they were commonly worn.

In 1966, Australian currency went decimal and soon dollars and cents flooded into Papua and New Guinea to replace the pounds, shillings and pence.

The 'and' was dropped from the territory's name in 1972, and three years later, Papua New Guinea achieved its independence and its own currency.

It's a wonder, with all this change, that traditional forms of currency survived. After all, they'd been consistent for hundreds of years, making them more familiar and credible to a population which tended to be suspicious of the unknown.

PNG CURRENCY TODAY

(All pictures courtesy Bank of Papua New Guinea)

Today's notes and coins are based on the theme of traditional currency and the patterns were designed jointly by a Milne Bay artist and a man who was studying at the Goroka Technical College when they were minted in 1975.

THE NOTES

The front of each of the notes contains the national crest, which is a bird of paradise seated on a kundu drum and a picture of parliament house, also known in Pidgin English as Haus Tambaran.

The back of the two kina note includes pictures of a Kula Ring arm band and engraved dogs teeth from Bougainville.



The reverse side of the five kina note contains a Hombuli mask from the Sepik, a highlands kina shell and a Bagi necklace from Milne Bay.



The back of the 10 Kina note has pictures of a Tami Island bowl, a bird of paradise skin, tambu shell money and boar tusks from the highlands.



The reverse side of the 20 note features a boar head, a toea shell necklace from Madang, a toea armband from Central Province, a shell ornament from Western Province and tapa cloth patterns.



On the back of the K50 note is a portrait of Prime Minister Sir Michael Somare surrounded by designs of headdresses and masks from East New Britain, the Gulf Province, the Southern Highlands, New Ireland and Sepik. It also has karkar spears and tapa designs from the Oro, Central and Morobe Provinces.



The reverse of the K100 note contains pictures symbolic of Papua New Guinea's transition from its traditional economy to the modern economy, including references to mining, agriculture, petroleum, tourism, transportation and technology.



THE COINS

PNG's coins pay tribute to its fauna.



The 5 toea coin features a species of turtle rarely found outside PNG. The plateless turtle, otherwise known as pig-nosed turtle, is completely aquatic and lives on vegetable matter in large rivers and swamps.



The 10 toea coin shows a cuscus while on the back of the 20 toea coin is a cassowary.

50 toea South Pacific Arts Festival release



There are three different fifty toea coins and each commemorates significant milestones in Papua New Guinea's history. The first was released in 1980 to pay tribute to the South Pacific Festival of Arts, which was hosted by PNG. The second commemorates the South Pacific Games held in Port Moresby and Lae in 1991 and the third pays homage to the silver jubilee of the central bank in 1998. The back of the one kina coin features two crocodiles - a saltwater croc on the left and on the right, a freshwater species found in inland swamps and rivers.



And, believe it or not, a K100 coin was released in 1975 to celebrate Papua New Guinea's independence. The gold coins are extremely rare, with only 8,020 minted in all. The K100 kina coin features a portrait of Sir Michael Somare on the front, while the reverse contains pictures of the national flag, a soaring bird of paradise and the five stars of the Southern Cross.

Today, they can be sold for upwards of US\$500.

The Good Samaritan

Making a difference



BY DIANA MCMANUS

Everybody knows the Christian parable of the Good Samaritan and its message of helping people when they're down and out.

Based in Wewak, Samaritan Aviation, as its name implies, is part of an ambitious vision to bring better health and education services to people living in remote parts of Papua New Guinea.

This vision is the brainchild of Gary Bustin, 38, otherwise known as GT. Born in PNG of missionary parents, whose own parents were also missionaries here, Gary embodies the best of that missionary zeal with a love for his homeland and extraordinary organisational and negotiation skills.

It is these skills which have seen Samaritan Aviation, in partnership with existing networks, leap to the forefront of health services in the Sepik Province. It offers a paradigm for the development of a successful network of services which deliver relief to the people most in need of it.

Gary was born in Goroka. His father spent 25 years of his life in the Highlands establishing and supporting schools and clinics, many of which had been founded by his grandfather.

He grew up as a 'jungle kid' and loved his local friends and their families. He was sent to the USA to complete his schooling but flew back and forth during those years. It was in college in Kansas City, with his friend Mark Palm, that 'the dream' was conceived.

'The dream' was to bring a float plane to PNG with all its rivers and tributaries and deltas, to provide a health service to the people.

And in 1999, when the pair was barely out of college, Gary founded the beginnings of the dream with Samaritan Aviation.

They had no big backing, no money, just a passion to make a difference nationwide and the 'reality' is now spreading in influence.

Funded through donors in the USA, Samaritan Aviation is a faith based, interdenominational mission organisation that provides health services in partnership with other stakeholders.

These include provincial health, local church groups including Catholic Health, NGOs such as OXFAM Australia and Save the Children's Fund. This team-work model is quite unusual. These organisations, apart from other vital services, provide a radio network, and the rainforest villagers always want to know how to get in touch with these 'lifelines'.

Samaritan Aviation has been operating for about 10 years and at present it has one sea plane flown by Mark Palm whose family lives in Wewak. This is the only sea plane in PNG.

It does 'life flights' or emergency flights from remote places to Wewak Hospital. It delivers medical supplies to remote aid posts and runs Community Health Programmes in remote villages.

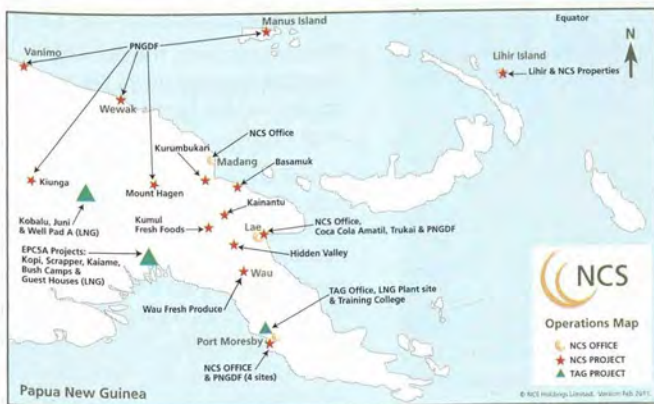
The sea plane has only been operational since 2010 and during the past year, no less than 72 lives have been saved. The plane will only fly people who are in critical condition and most of these are pregnant mothers with birthing problems.



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Samaritan nurse attends to a patient before his flown to Wewak Hospital.

As Hobart was being loaded into the plane, one of his family members said, "I can hardly believe this! I thought we would come to this lagoon and go back home disappointed as we watch our brother slowly die. Instead, he's being loaded onto a plane that is actually floating right here next to us."

There are many heart warming stories as a result of these mercy missions. These are but two:

Hobart's Story

When twenty-two year old Hobart got his hand completely chopped off by a machete, his family knew his only hope for life was Samaritan Aviation. They live deep in the jungle and believed Hobart would bleed to death before they could make the trip for several days through the jungle to the hospital in Wewak.

Hobart's friends were able to get to a place where they could put out a call for help and were told how to make a tourniquet by the Samaritan staff. They were also told to make their way to the lagoon in the morning. Hobart sat against a tree all night drinking water and holding his injured arm above his heart as he had been instructed.

The next morning, the Spirit of Paradise touched down just as Hobart and his family arrived in a large canoe.

As Hobart was being loaded onto the plane, one of his family members said, "I can hardly believe this! I thought we would come to this lagoon and go back home disappointed as we watch our brother slowly die. Instead, he's being loaded onto a plane that is actually floating right here next to us."

Hobart was almost dead but he started to improve as the contents of IV (intravenous therapy) were pushed into his veins. His dad, who joined him on the flight, smiled as he saw his son start to revive.

Today, Hobart is back in his village adjusting to life with only one hand. If you were to talk with Hobart, he would

The man who has made it possible... Gary Bustin talking to students of PNG.



Gary Bustin.



tell you, "I shouldn't be alive but God used that airplane to save my life."

Deborah's Story

Sixteen-year old Deborah of Wantam Village fell ill and became unconscious in a matter of days. Her dad loaded her in a canoe and paddled for a long time to a place they could call Samaritan Aviation for help.

He took his shirt off and waved it wildly when he saw the seaplane fly over and circle to land. Deborah's dad cried as he told pilot Mark Palm and a local nurse that they had to save the life of his only daughter. Deborah was soon in the air with her mother and headed to the provincial hospital in Wewak.

Deborah remained in a coma for several weeks and the staff of Samaritan made sure she and her mother had needed supplies like bedding and food. Often patients from remote areas have no contacts in town and Samaritan Aviation's local team makes sure to look after their needs.

After almost a month in the hospital, Deborah's condition improved enough to return home. She's continuing to recover and her dad will tell you that Samaritan Aviation is responsible for



Spirit of Paradise...delivering medical supplies to rural areas.

helping to save the life of his only girl.

Whilst Mark concentrates on the operational side of things, Gary focuses on administrative work and is back and forth between PNG, USA and other countries which show an interest in supporting the organisation, such as Australia and Japan. He is always looking to expand this support network.

It was with this in mind that he founded the PNG Tribal Foundation in 2009. It's a humanitarian organisation focusing on health and education provision throughout PNG.

This organisation receives funding through NGOs such as OXFAM, provincial governments and national donors. It operates in partnership with Samaritan Aviation but independently of it. Each

With the 'Good Samaritan's' energy and commitment there is no reason why this dream should not succeed. If there's a message in all of this, Gary says, it's to show that one person can make a difference, and he urges people to get involved with the Tribal Foundation to enable more good works to be done.



organisation has its own board. Tribal Foundation's board is an international group of people from USA, PNG and Japan. Other nationalities are being sought.

Tribal Foundation's goal is to be an organisation that produces meaningful results and which people come to trust; an organisation with accountability.

Tribal Foundation supports several projects including Samaritan Aviation, Cheshire Homes and Strongim Pikinini, the AIDS orphans homes, as well as educational initiatives such as providing school supplies and fees.

It has been able to provide medical supplies such as sutures, bandages, bloodlines, crutches and linen at wholesale prices and brings in 40 containers at a time each worth K750,000 wholesale. It's made many donations of hospital beds in conjunction with the manufacturers, Hill Rom; mostly for the maternity ward.

With funding increasing, networks and partnerships established, and an operation that is running smoothly and effectively, Gary is delighted. He said Samaritan Aviation had to be set up in one province first to demonstrate its viability and usefulness, but the dream is national expansion.

Recent talks with government leaders of the Western Province and other outlying provinces have taken place with a view to expanding this wonderful model throughout PNG.

With the 'Good Samaritan's' energy and commitment, there is no reason why this dream should not succeed. If there's a message in all of this, Gary says it's to show that one person can make a difference and he urges people to get involved with the Tribal Foundation to enable more good works to be done.



If you would care to help or know more about them, visit their website on www.pngtribalfoundation.org



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Close-up view of active volcano, Mt Tavurvur.



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*A view of the Muscoota off
Wagga Wagga in Milne Bay.*



PNG's Hidden Treasures ...and they're underwater

BY JOHN BROOKSBANK

Diving is not always about marvelling at the pretty corals, anemones and other denizens of the reef - the waters of Papua New Guinea are also littered with interesting wrecks.

They lie at various depths, at all sorts of crazy angles, and are home to a multitude of colourful corals, seaweeds and fish.

This natural growth, sometimes centuries in the making, blurs the outlines of liners, warships and submarines...they are truly some of the 'man-made' underwater treasures of the country, known mainly to divers and other sub-surface adventurers.

In years gone by, the numerous marine remnants of the past and Second World War in particular, that are scattered on the seabed were of little interest to anyone except intrepid salvors like Fritz Herscheid.

His search for brass, copper and other valuable non-ferrous metals in, on or around sunken vessels in the 1960s and 1970s took him to almost all marine provinces and left him with a lifelong love of the people and the country, particularly the underwater bits.

In those times, people had a different mind-

set - the nation had yet to gain independence and there was little general interest in wrecks, especially those that rested in deep water.

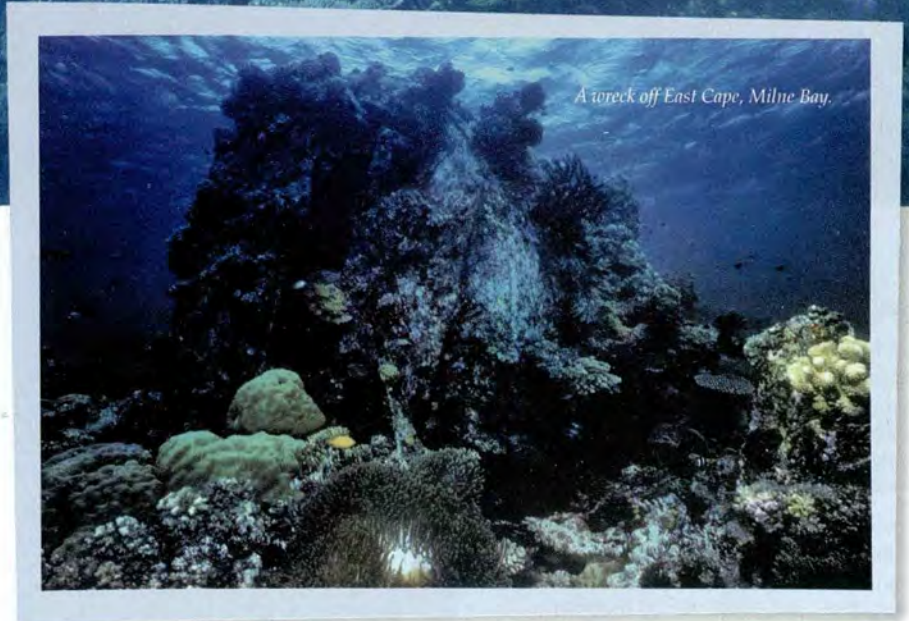
The remote reefs that dot the more than 3 million square kilometres of sea that the maritime boundaries of Papua New Guinea encompass are still as pristine and untouched as they were in the 1960s, when they attracted those interested in what they could salvage from ships that had foundered on them.

These natural obstacles to plain sailing stretch from those around the many islands of Manus and Milne Bay, to the offshore reefs of Madang, Bougainville and Gazelle Peninsula.

The Second World War resulted in the loss of thousands of tonnes of Allied and Japanese shipping that sank after being bombed or torpedoed, adding to the tally of vessels lost in PNG waters prior to the 1940s.

Vessels in shallow water were often plundered by local villagers and anyone else nearby with a canoe or dinghy. However, those ships that ended up in deeper water had to await the development of compressed air and modern scuba diving technology before they could be properly explored.

Another war-time memento...a ship's cannon.



A wreck off East Cape, Milne Bay.

Sports and recreational divers regularly research the many wrecks around Papua New Guinea's coastline as targets for their expeditions, although most today focus on the aesthetic or photogenic qualities of such sites. Wreck divers are however a different breed.

Underwater gardens

As time passes, shipwrecks gradually become underwater gardens, an instant reef and substrate for the growth of all types of corals and a safe home to many kinds of fish. Sports and recreational divers regularly research the many wrecks around Papua New Guinea's coastline as targets for their expeditions, although most today focus on the aesthetic or photogenic qualities of such sites. Wreck divers are however a different breed.

Many wrecks have historical significance - such as the SS Queenscliffe, an old coal

burning iron steamer, built in 1855, which lies in Milne Bay. This was the first vessel purchased in 1918 by Captain Algernon Sydney Fitch and his co-venturers for a then small company called the Steamships Trading Company Pty Limited.

The company was successful, grew rapidly and the rest is history...although the Queenscliffe ended her days as a sad coal storage hulk parked off Sariba Island in 1927, where she gradually rusted away. Near Rossel Island, also in Milne Bay, are the remains of the American vessel St Paul, built

in 1845, which with 20 crew and 327 Chinese passengers en route to Sydney from Hong Kong, ran onto a fringing reef in 1858. After the captain and some crew left in a long boat to reach a port for help, the survivors clustered on a small islet and attempted to exist on rainwater and seafood scavenged from the reef. However, when help came, only one Chinese had survived.

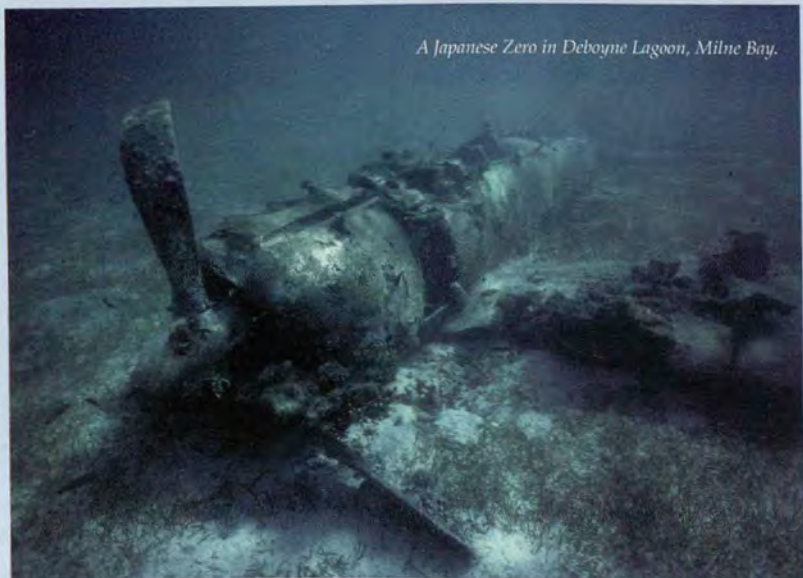
Salvage divers and treasure hunters, whilst respecting the ships' historical characteristics, are more interested in the monetary value of the wrecks.

Diving above a ship's propeller.

The combination of corrosive sea water and the elements ensures the relatively rapid break up of steel and iron of such surface wrecks. Vessels in deeper water have a longer life as man-made reefs.



A Japanese Zero in Deboyne Lagoon, Milne Bay.



Treasure sweeteners

Apart from the non-ferrous metal of propellers, condensers and other fittings, some vessels and their passengers were reputed to be carrying coins and bullion - an added 'treasure' sweetener for some underwater explorers.

Wrecks on the surface do not last long. For example, above sea level only the boilers remain of the British freighter SS Pruth on Nateara Reef, just south of Port Moresby, where it bumped into the reef after missing Basilisk Passage during a cyclone in 1924.

During World War Two it was bombed in error by the Japanese and for training by the Allies. Unfortunately, this training resulted in a number of aircraft crashing into the sea as some pilots managed to damage themselves as well as the target - in the process creating more underwater dive sites!

Then, there is the more well known MV Macdhui, which foundered in Fairfax Harbour between Tatana and Hanuabada villages after being bombed by the Japanese in 1942, whose above surface profile is shrinking every

year. The combination of corrosive sea water and the elements ensures the relatively rapid break up of steel and iron of such surface wrecks. Vessels in deeper water have a longer life as man-made reefs.

According to Fritz, many of these underwater wrecks remain undisturbed and are found away from the routes taken by the main dive vessels that ply the waters of Papua New

Guinea, based out of Port Moresby, Alotau, Madang or Kokopo.

Although much of the commercially valuable non-ferrous parts of these wrecks may well have been salvaged, they along with a multitude of downed aircraft, still offer a colourful and interesting picture of the wartime history of the country for those who are adventurous enough to track them down.

Supporting our local community



We strive to make a positive difference to the communities in which we live and work.

We focus on community education and economic development, including using local labour and businesses for our projects where possible. By working with local government, NGOs and private sector colleagues, we manage and monitor the impact of our activities.

With the Ausenco Foundation and Newcrest Mining we have thrown our support behind a wide range of worthwhile causes. For example, we gave young people in Bulolo, the opportunity to participate in a football clinic hosted by former

Kangaroo captain and football legend Mal Meninga.

We have also supported the Port Moresby community by sponsoring the Brothers Rugby Football Union Club by ensuring the team had football jerseys to compete in local games.

In Vanuatu, we sponsored 10 students from the Malapoa College and five local Kramer Ausenco employees to participate in the 10 km fun run as part of the Independence Celebration.

In 2010 Kramer Ausenco contributed to the planning and construction of the Nara Health Clinic, a charity project on the Kokoda Track where

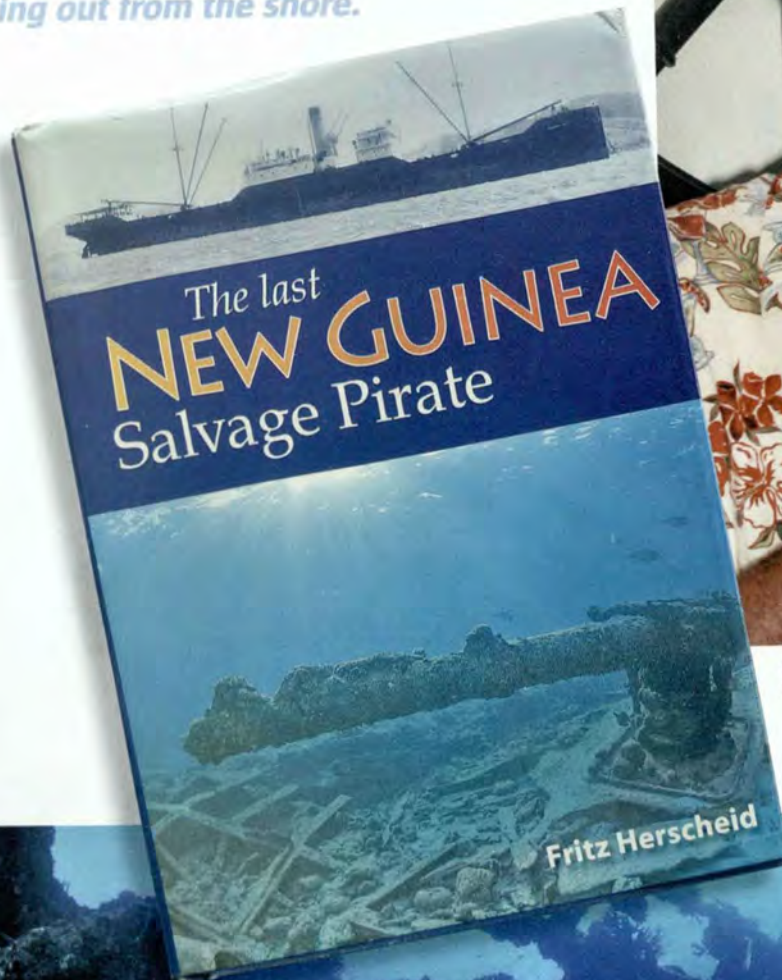
we worked alongside other companies to provide materials and labour to construct this facility for the Kokoda Track community.

We have also sponsored students through our engineering and technical programs in country and overseas. We provide ongoing mentoring programs for our graduates and encourage 'continuous professional development' for all our people.

Regardless of where our projects are located, we find ways to give back to the communities in which we operate. We want to make a positive difference to their lives.

LOCAL DESTINATIONS

In some places, you don't even need a dive boat - at Cape Croisilles near Madang, the US Navy Boston, built in 1944 and sunk just two years later, is largely intact and can be dived on after walking out from the shore.



Salvor Fritz Herscheid...tells all in his book 'The Last New Guinea Salvage Pirate'.

Then there are, of course, the more than 50 sunken Japanese ships that litter the floor of Rabaul's Simpsons Harbour. Although the remains of many of these have gone as a result of the 1994 volcanic activity in the East New Britain area, some are still diveable.

There are many other vessels, including the odd submarine in or around wartime operational areas such as off Bougainville, New Hanover and the coastal parts of Oro Province. In some places, you don't even need a dive boat - at Cape Croisilles near Madang, the US Navy Boston, built in 1944 and sunk just two years later, is largely intact and can be dived on after walking out from the shore.

There are wrecks such as the Japanese Zero fighter in Deboyne Lagoon in Milne Bay, a 1923 US submarine S-39 (SS-144) in shallow water under the breakers in crystal clear water off Rossel Island where it struck the reef in 1942, and near the Trobriand Islands, there are the remains of liberty ship Russell H Chittenden, off the Starr Reef that she rammed into, and the steamship SS Admiral Wylie near Kitava Island.

At Three Islands Harbour off New Hanover in 20 metres of water, rests an undamaged but now coral encrusted, Type C Japanese midget submarine that was scuttled by its crew in 1944, after they were abandoned by their mother submarine and nearby freighter when they came under attack from American B-25s.



Russel H Chittenden in the Trobriands.

At Kairiru Island, off Madang, lies the India Maru in over 40 metres of water, a Japanese freighter sunk by American aircraft in 1943. The wreck was only discovered in 1980 and although reputed to have been carrying gold from Singapore, none has ever been reported as found.

Fritz's adventures as a salvor in the waters of PNG are related in a book of his exploits - "The Last New Guinea Salvage Pirate". This book details the many dives he made in the late 1960s and early 1970s, as well as a listing and characteristics of most of the known large underwater wrecks in the country.

He considers the 'best' diving wreck in the country is the S'Jacob, a 1907 Dutch freighter pressed into service during World War Two, and sunk by Japanese bombs in 1943 whilst part of a convoy transporting supplies from Milne Bay to Oro Bay.

The vessel lies in about 50 metres of water near Tufi in Oro Province - sitting bolt upright on the sandy sea bottom.

The elusive AE1 submarine...lost without a trace.



The mystery submarine

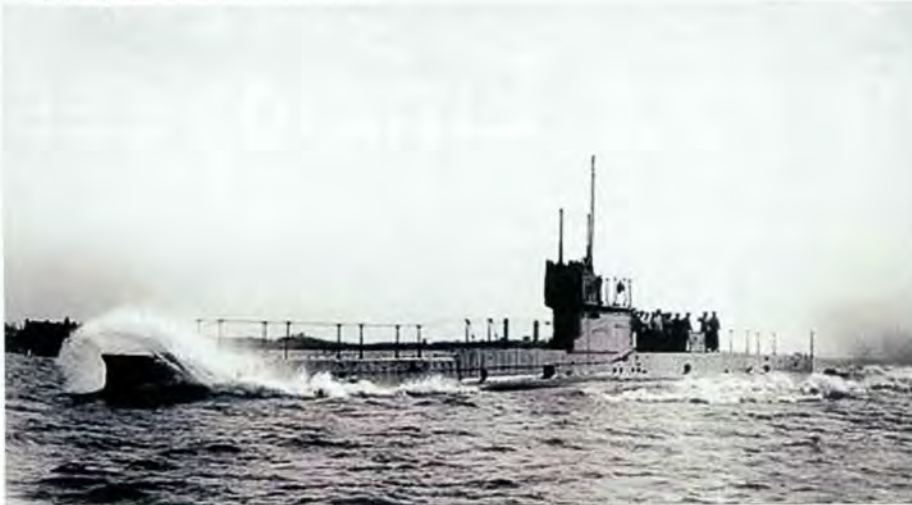
Despite his research of official and unofficial records and numerous personal contacts, there is one shipwreck that still eludes Fritz - and not because of its scrap metal value - but

the fact that neither he nor anyone else has been able to find it.

It is the Australian submarine AE1; lost without trace and with all hands, a total of 36 officers and men, off the Gazelle Peninsula on 14 September 1914. Its disappearance somewhere between the Duke of York islands and Rabaul remains a mystery to this day.

Fritz intends to mount another expedition this year to try and locate this historic Australian naval vessel and other yet to be discovered wrecks and would no doubt welcome hearing from anyone with background information on these to assist him in piecing together the jigsaw of facts that might help to find these sites.

So, as you fly over the variegated blue waters that surround the mainland and islands of Papua New Guinea, just remember that beneath those waters, but often invisible from above, there are likely to be underwater treasures - passenger ships, freighters, warships, aircraft and perhaps even a submarine or two!



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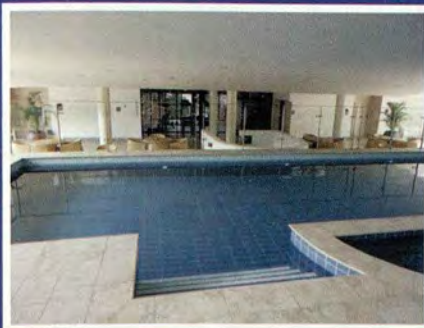
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GILMA'S LABOUR OF LOVE

Tapping the forgotten people of rural PNG



Paul Gilma graduated with a degree in tropical agriculture from University of Vudal (now University of Natural Resources and Environment) in 2006. But unlike his colleagues who settled for cosy jobs in towns and cities, he answered the call of the wild.

This young man from Nondugl, in the great Waghi Valley of the Western Highlands province, decided long ago he wanted to work in the rural areas of Papua New Guinea, serving the people that time has forgotten.

That dream came true when, after graduation, he joined the Coffee Industry Corporation in Goroka. There, with single-minded determination, he worked himself up to the position of freight surety co-ordinator.

This job is not for the meek or faint-hearted, as it involves travelling to some of the most-remote and rugged terrain of PNG where only eagles dare, to ensure that coffee from these areas - that are off the government's radar - are delivered to the markets.

There is so much coffee in these forgotten rural areas, estimated at 700,000 bags or almost the entire coffee production of PNG, that rots away because there is no transport to take them to the marketplace.

When Gilma flies in on a wing and prayer on a tiny singled-engined Cessna 206, flown by the dedicated missionary pilots from third-level airlines like Missionary Aviation Fellowship (MAF), New Tribes Mission (NTM), Summer Institute of Linguistics Aviation or Seventh Day Adventist (SDA) Aviation, he is in his forte.

He is feted like royalty and the locals - who see outsiders only once in a blue moon - cook up a feast for him.

He spends days, even weeks with these



“These little people also contribute to the economy of the country through their coffee and yet they don’t complain. They are my heroes, my driving force.”

people, organising freight for their coffee as well as carrying out extension work as he awaits the next available flight to Goroka, which no one knows when it will arrive.

He admits that sometimes when he is with these rural people, he breaks down and cries as he thinks about what people in town have.

“Sometimes, when I talk to these people, I break down and cry,” Gilma told me.

“Some of these people have never been to town. Planes are the only means of transportation.

“We, in urban areas, have access to so many services and yet we still complain.

“These little people also contribute to the economy of the country through their coffee and yet they don’t complain. They are my heroes, my driving force.

“Sometimes, I feel that I want to buy a plane for them, if I had the money.

“When I go, they say ‘bosman bilong CIC I



kam (the CIC boss is here)’, and they cook so much food for me.”

Gilma’s anecdotes could fill a whole book. “Once,” he recalls, “I flew out to Owena airstrip in the Obura-Wonenara area of the Eastern Highlands. From Owena, I walked for a day to Aziana airstrip.

“I stayed there for two days talking to farmers,

walked back to Owena, and from there walked to Tainoraba airstrip. I came back to Owena and stayed there for three weeks, collecting data and organising farmers. That was the whole purpose of the trip.

“Sometimes later, I flew to Simbari in Obura-Wonenara, where the MAF plane left me, and I walked with a group to Norambi airstrip.



“Sometimes, planes don’t even land in these areas and as a result, coffee just rots away because there is no means of transporting it to town.”



“Another time, I went to Marawaka. After that, I went to Andakombi, which is on the border of Eastern Highlands, Morobe and Gulf provinces.

“I went there and gave them two days training in rehabilitation and post-harvest. I stayed at Andakombi for a week and came back in an SDA plane.

“Some of these people still go about in their traditional clothing. Sometimes, planes don’t even land in these area and as a result, coffee just rots away because there is no means of transporting it to town.”

The freight surety scheme has the full blessing of the CIC board and is a successor to the former freight subsidy scheme, which was also run by CIC.

“We identified the need to help rural growers who found it hard to transport their coffee to the markets,” Gilma explains.

“The programme first started in 1999 as a freight subsidy scheme. Back then, the government funded the programme.

“At that time, there was also the ‘Green Revolution’, and PNG Defence Force aircraft were used.

“The government subsidised 40% of the total freight costs and 60% was met by the farmers themselves.



This was done from 1999 to 2001, but by then, the funding was not enough to cover all coffee-growing provinces in PNG, and the programme came to a halt in 2001.

"In 2002, the CIC board reviewed the freight subsidy policy and revived it as freight surety or revolving scheme. Under this scheme, growers themselves had to pay 100% of the costs.

"Some farmers had the capacity to take their coffee to the markets, while others couldn't. Under this scheme, CIC made upfront payments to third-level airlines.

"When farmers asked for assistance, we paid upfront and we expected them to pay back the money.

"This is how our freight surety scheme worked. This was in place from 2003-2007."

A spanner, however, was thrown into the works when the airlines were not properly reporting coffee shipments, as well as farmers not wanting to pay the surety component. Again, the programme came to a halt in 2007.

In 2008, it was revived again under the CIC's incentives scheme, and in 2009, the full programme came under Gilma's wings.

"In 2009, the full responsibility was given to me," he says.

"We had not been very consistent in the past. Some farmers lost interest in the programme. There was no information going out to them. I had to start from scratch, identifying grower groups and mobilising them.

"We restarted the programme only in Eastern Highlands and Chimbu provinces, with only K200,000.



"We want to get as many growers as possible on board. We are also building the sustainability concept. We're looking at expanding to all coffee-growing provinces."



"Since I came on board, there has been some difference, especially in volume.

"In 2008, only 23,000kg of parchment coffee was airlifted. In 2009, I tried my best to increase the volume, and we increased this to 53,000kg. Last year, it was about the same...we air freighted about 50,000kg.

"We did not get any new grower groups or spread out to the other provinces."

Gilma has made a submission to the Department of National Planning and Monitoring for assistance, and some funding has been approved for this year and next year.

"We're now looking at expanding to all coffee-growing provinces," he adds.

"We want to delegate responsibilities to all provinces so farmers can access the service.

"We want to get as many growers as possible on board. We are also building the sustainability concept."

Gilma, one of the many unsung heroes of PNG, continues his labour of love for the forgotten people of rural PNG.



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The picturesque Loloata Island.



The Wildlife of LOLOATA ISLAND

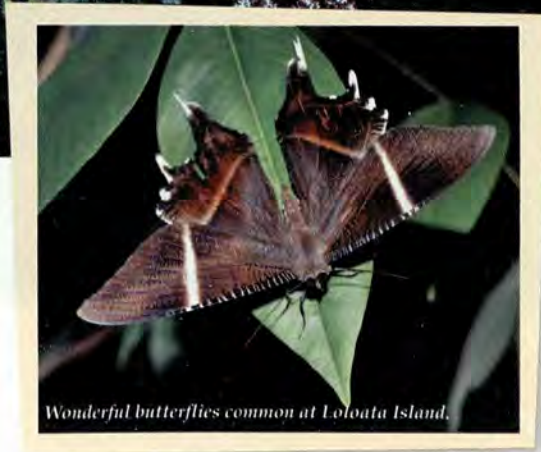


One of the resident Victoria crown pigeons found at the resort.

TEXT AND PHOTOGRAPHY BY NIGEL MARSH & HELEN ROSE

We had barely stepped off the boat and already we were having a wildlife experience. Blocking our pathway were two giant grey coloured birds with blood red eyes and striking white crowns on their heads.

These were Victoria crown pigeons, the world's largest pigeon species, about the size of a turkey, and they were strutting around the reception! This was just the start of a wonderful week of wildlife encounters on Loloata Island.



Loloata Island is a lovely little island located off Papua New Guinea's capital of Port Moresby, only thirty minutes from the airport. Situated on the northern end of the island is a very secluded resort established over thirty years ago by Australian expat Dik Knight.

Loloata Island Resort has twenty-three spacious cabins located around the mangrove shoreline and facilities include a conference centre, bar, shop, large dining area and dive centre.

As mentioned in the introduction, Loloata Island is a wildlife experience. Apart from the giant pigeons, guests will also see hundreds of wallabies bounding around the resort, bred from two marsupials introduced to the island many years ago.

During our week on the island we also saw frogs, sea birds, butterflies, parrots and even

a few sea snakes that come ashore at night but are easily avoided as they are sluggish on land. But the main wildlife attractions at Loloata Island are found in the waters surrounding the island, as the resort offers some of the best diving and snorkelling to be found in PNG.

Papua New Guinea is well known as an adventure diving destination, but few realise that some of its best diving is found right off Port Moresby. Surrounding Loloata Island are countless coral reefs that are packed with marine life. While you can snorkel and dive around Loloata Island itself, nearby Lion Island is a more popular spot for divers looking for small and unusual creatures.

On the sand and in the sea grass beds at Lion Island, divers will find cuttlefish, octopus, shrimps, lionfish, crabs, anemones and colourful sea slugs called nudibranches. Several ships have been scuttled around Lion Island for divers to explore, all of which are now covered in colourful corals and populated by a wide range of reef fish and invertebrate species.

A number of other ships have also been scuttled in the waters off Loloata Island, including two very popular shipwrecks off Horseshoe Reef. The 25-metre long MV Pai II was a prawn trawler that is now a haven for marine life. Exploring this ship, which rests in 27 metres of water, we found lionfish, batfish, groper and a sleepy tasselled wobbegong shark resting on the deck. The coral growths on this ship are just incredible, transforming the steel hull into a tapestry of amazing colours.

Another scuttled ship nearby is the Pacific Gas, a 65-metre long gas tanker that now sits in 15 to 45 metres of water. This ship is also decorated by wonderful corals and populated by a range of reef fish and pelagic fish, however its best feature is only revealed at night. Descending on the ship at night was a creepy experience, but it got even creepier after we landed on the bow and turned off our torches. We could see an eerie glow coming from a hatch. Peering into the hatch we could see hundreds of flickering green lights - flashlight fish!



The waterfront cabins at Loloata Island Resort.

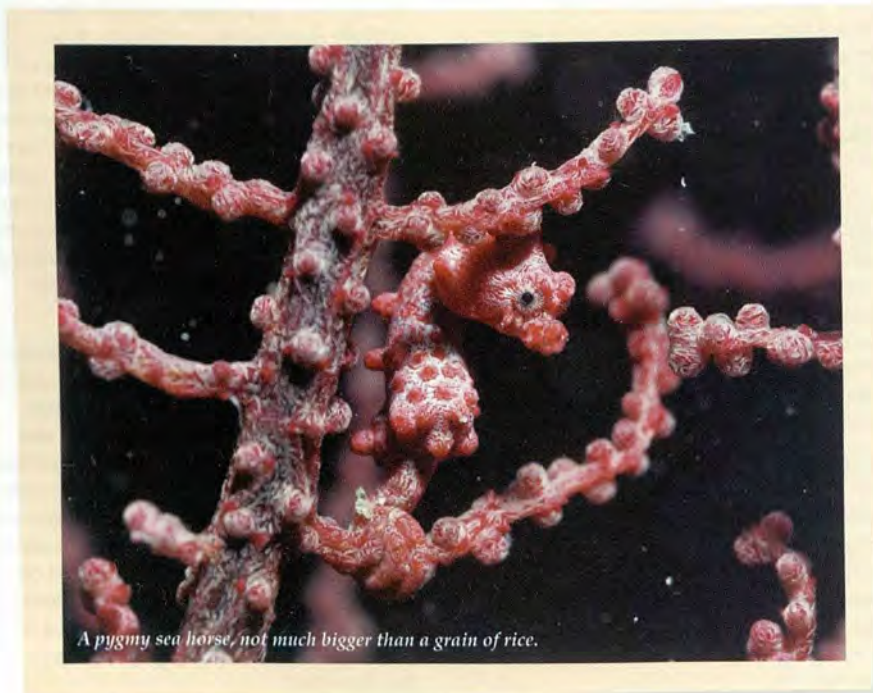
Living in sea fans, and highly camouflaged, these tiny sea horses are barely 1cm tall and extremely difficult to find without the help of a great dive guide.

These tiny fish have luminous organs that they can switch on and off to assist them to attract prey. We sat mesmerised for five minutes as a stream of flashlight fish emerged from the hatch and spread across the ship, lighting it up like a Christmas tree. A truly amazing experience.

Our wildlife experience continued on the pretty reefs found off Loloata Island. Suzie's Bommie is one of the most popular dive sites in the area and is a tower of coral rising from 40 metres. Coloured by wonderful corals, this bommie is populated by a diverse range of reef fish, while on top swarm schools of trevally, fusiliers and very photogenic diagonal-banded sweetlips.

On other reefs in the area, we saw white tip reef sharks, large Maori wrasse, moray eels, eagle rays and a wide variety of reef fish and invertebrate species. One of our favourite dive sites was a small clump of reef called Lillian's Patch. The resident reef fish were wonderful to watch, including a variety of anemonefish, but the highlight was a colony of pygmy sea horses.

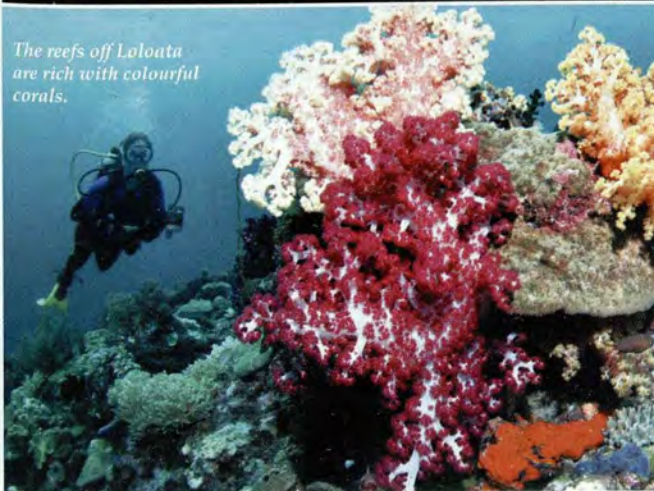
Living in sea fans and highly camouflaged, these tiny sea horses are barely 1cm tall and extremely difficult to find without the help of a great dive guide. Fortunately, Loloata Island Resort has four wonderful dive guides in Franco, Roy, Kitty and Henry.



A pygmy sea horse, not much bigger than a grain of rice.



A colourful nudibranch at Lion Island.



The reefs off Loloata are rich with colourful corals.



A leaf scorpionfish found at Suzie's Bommie.

These dive guides were put to very good use at a number of dive sites as they found us sea snakes, cuttlefish, leopard sharks, stonefish, octopus, moray eels and numerous other interesting subjects to photograph. The most exciting creature they showed us was a lacy scorpionfish at Baldwin's Bommie, a very rare and highly prized photographic subject. Kity pointed out the brilliantly camouflaged fish sitting on top of the bommie, and we were very pleased he did as we would have never found it ourselves.

The most exciting creature they showed us was a lacy scorpionfish at Baldwin's Bommie, a very rare and highly prized photographic subject. Kity pointed out the brilliantly camouflaged fish sitting on top of the bommie and we were very pleased he did as we would have never found it ourselves.

Our most impressive wildlife encounter at Loloata Island occurred on our last day at a dive site called The Finger. This site is known as a 'sharky area' as it is washed by strong currents. We found the current to be very strong on one side of the reef, but fortunately the other side wasn't too bad, so we got to explore a lovely coral wall. Drifting along the wall, we found reef sharks, eagle rays, trevally and mackerel. But the highlight was when a shark ray, a very rare creature that has the head of a ray and body of a shark, swam by us. We surfaced elated to have seen this rare ray off Port Moresby, only to discover that we had missed seeing two hammerhead sharks that had buzzed around the other divers!

The menagerie of wildlife found above and below the water at Loloata Island makes this resort a very special place.

Coral cod common in reefs off Loloata Island.



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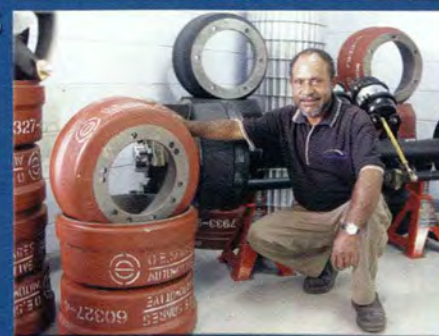
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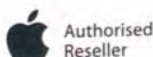


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The 'GRAND of Port Moresby

BY DIANA McMANUS

KEVLACAT

700



When one turns 90, it seems absurd to describe them as having a fresh young face, a vital body and energy to spare. But not so for the Royal Papua Yacht Club (RPYC) which is currently enjoying its 90th anniversary.

This 'grande dame' of Port Moresby society not only has 'more life in the old girl yet' but she's literally been reborn.



The club itself was 'born' in 1921 and started its life as the Port Moresby Aquatic Club. For years, it occupied what has now become the Law and Justice Sector building on Champion Parade.

How can a yacht club have no marina?, you may well ask. Because back then, it was on the waterfront! Those container bases and new buildings you now see on the opposite side of the yacht club are built on reclaimed land where once bobbed multitudes of little vessels. All the racing was conducted on lagatoi. The lagatoi had racing numbers on their sails and were crewed by both locals and the colonial sailors of the day.

LOCAL DESTINATIONS

The very name Royal Papua Yacht Club conjures up images of elegance and an elite world of expensive yachts beyond the reach of most people and colonial ties to the monarchy.



The club did close for a few years during the Great Depression and World War Two. The Commodore's Board reflects this by telling us that from 1932 to 1937 and from 1942 -1947 the club was inoperative, and from 1947 to 1950 no records of a Commodore can be found. It gained royal assent on 4th February 1977, and a letter

to this effect is proudly displayed in the foyer of the new building which was opened in 1998.

The very name Royal Papua Yacht Club conjures up images of elegance and an elite world of expensive yachts beyond the reach of most people, and colonial ties to the monarchy.

Varied membership

Whilst this may have been true in some societies, this club's clientele has always had a varied membership and offers quite an array of social, sporting and health opportunities.

As the name suggests, the core business of the club is sailing, hence the CEO's title of the Commodore. It's unthinkable to have a Commodore who has no experience with yachts.

The Sailing Division consists of several classes of yachts. The Peeweeps, alias 'Jelly Beans', are the colourful little 'tubs' which the juniors learn on. Next, there are the Optimists, or Opties, then the Lasers and the speedy Hobie Cats. Finally, we have the TYSSY's (trailer sailors) and the bigger A Class boats.

Each weekend you will likely see one or more of these classes out on the water competing in races, or with aspiring young sailors on board learning the ropes!

The club has a vibrant Junior Sailing Programme. The originators of the Peewee class, the 'sweet fleet', were Tamzin Wardley, Rhys Thomson, Brad Johnson and Don Youldon. Many of the young sailors come from the Bootless Bay Sailing Club and are from in or around the village of Gereke, opposite the Taira boat landing which services the Loloata ferry.

In fact, several of the young sailors including John Numa (Grade 9), Rose-Lee Numa (Grade 7) and Ashley Keimelo (Grade 10) will represent Papua New Guinea at the Pacific Games, to be held in Noumea, New





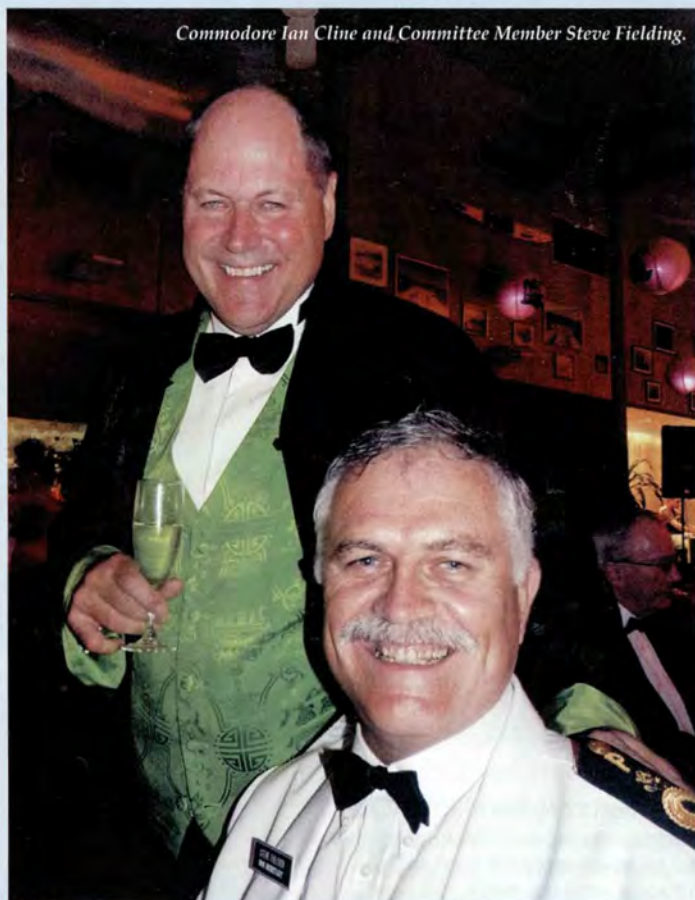
Caledonia, from 27 August to 10 September. Junior and senior sailors alike are extremely grateful for major sponsors such as Bank South Pacific, MMI Insurance, Gala and others.

There are a couple of spectacular events associated with the Sailing Division each year. For example, the Sail Past and Blessing of the Fleet early in the season has all the classes out on the water at once with their colourful sails and team shirts brightening the harbour. This is followed by the Commodore's Cup. Each year, the Pink Ribbon Regatta sees prizes for the pinkest boat before they strip for the race which follows.

Every Wednesday evening yachts set off for a social sail around Port Moresby's beautiful harbour. This weekly event is known as WAGS (Wednesday Afternoon Gentleperson's Sail) and follows international yacht club tradition. It's open to the public to come and enjoy sailing. A couple of beers for the skipper is well worth the experience and the free pizza and discounted drinks afterwards. Just show up at the Wet Bar on Wednesday at 5:15pm.

The Sailing Division tries to encourage more people to get involved in this enjoyable sport. It offers three Learn to Sail courses each year. The next one is in September. There are plenty of opportunities to crew in the weekend races with a little 'know-how'. For more serious sailors, the Captain Marina, Brian Boon, runs a navigation course each year in late June/early July.





Commodore Ian Cline and Committee Member Steve Fielding.

Although the core business of the club is sailing, there are other clubs affiliated with it. The Game Fishing Club, for example, has an on-site premises referred to as The Gantry, down towards the breakwater near the fuel bowzers.

It operates independently with its own raft of activities and competitions. The clubhouse is also used by other affiliations' AGM's or social events such as the annual 'Try Sailing' Days, another initiative to encourage more people to sail.

The RPYC downstairs has a fully equipped gym where aerobics and the popular Zumba keep-fit sessions are regularly held. Monday night dance classes take place in the tiled open air room downstairs which also caters for kids' birthday parties; especially as it's part of the 'Lik Lik RPYC' area incorporating a well turned out playground for the littlies.

Moored on 'A' Finger is POMSAC's (Port Moresby Sub Aqua Club) own custom-made dive boat. Each weekend it offers up to five separate snorkelling or diving trips. It also collaborates with the Bushwalking Club and runs regular excursions across to Fisherman's

90th Anniversary Commodore's Ball. Old Shanghai theme.



If you can't have quantity, then go for quality, and that's what this great club offers. For ninety years, it has been a haven and playground for sailors, but these days it is much, much more.

(Daugo) Island for walks and sleepovers; a project which also benefits the locals who live there.

The Outrigger Canoe Club keeps its boats at the RPYC and on a couple of mornings and evenings each week you can almost hear the grunts of paddlers as they plunge and pull in sync, training for their local and international competitions.

Social events

The RPYC as a whole holds a number of social events throughout the year. The Commodore's Cocktail party and the Commodore's Ball are two well patronised annual events. The charity-oriented 'Have a Heart' function supports the annual visit of a team of heart surgeons from Australia for volunteer work in PNG. The excellent LukSave Art Show on Independence Weekend showcases the stunning work of local artists.

The annual club picnic over at Fisherman's

Island is something to behold. White sandy beaches transform into a tent city as everyone with a boat goes across for this fun-filled day and those that don't have a boat can travel across on the club chartered barge.

Big marquees with trestles and a giant Christmas tree are erected. A smorgasbord of delicacies is laid out in the portable 'bain Maries', then Santa Claus arrives by helicopter or dinghy, and squealing children crowd the tree for their little token of Christmas cheer. Adults loll in the clear waters and drink theirs!

Of course, every week the club holds the usual Key Draws, often accompanied by company promotions, and Joker Draw. It has a variety of food nights for diners at its very nice Macdhui Restaurant or out on the balcony. The restaurant is named after a World War Two troop carrier which brought soldiers up from Townsville to defend Port Moresby along the Kokoda track.

The rusting hulk lies in the harbour shallows where it was bombed by the Japanese, with

minimal loss of life. The full photo documented story adorns the restaurant walls.

Major sporting events are televised on the big screen in the lounge. I suppose the Pokies Room, with its avid and eminent fans, deserves a mention.

With club membership and activities expanding all the time, it's a shame that its early members did not have the foresight to endorse the committee's proposals for the physical expansion of its premises. The past two years have seen phenomenal building developments which have hemmed in the marina. The only way to go now is forward!

And it's forward thinking that drives the current committee members towards improving facilities for its members. If you can't have quantity, then go for quality, and that's what this great club offers. For 90 years, it has been a haven and playground for sailors, but these days it is much, much more.

Happy 90th birthday RPYC. We wonder what you'll look like when you're a hundred!



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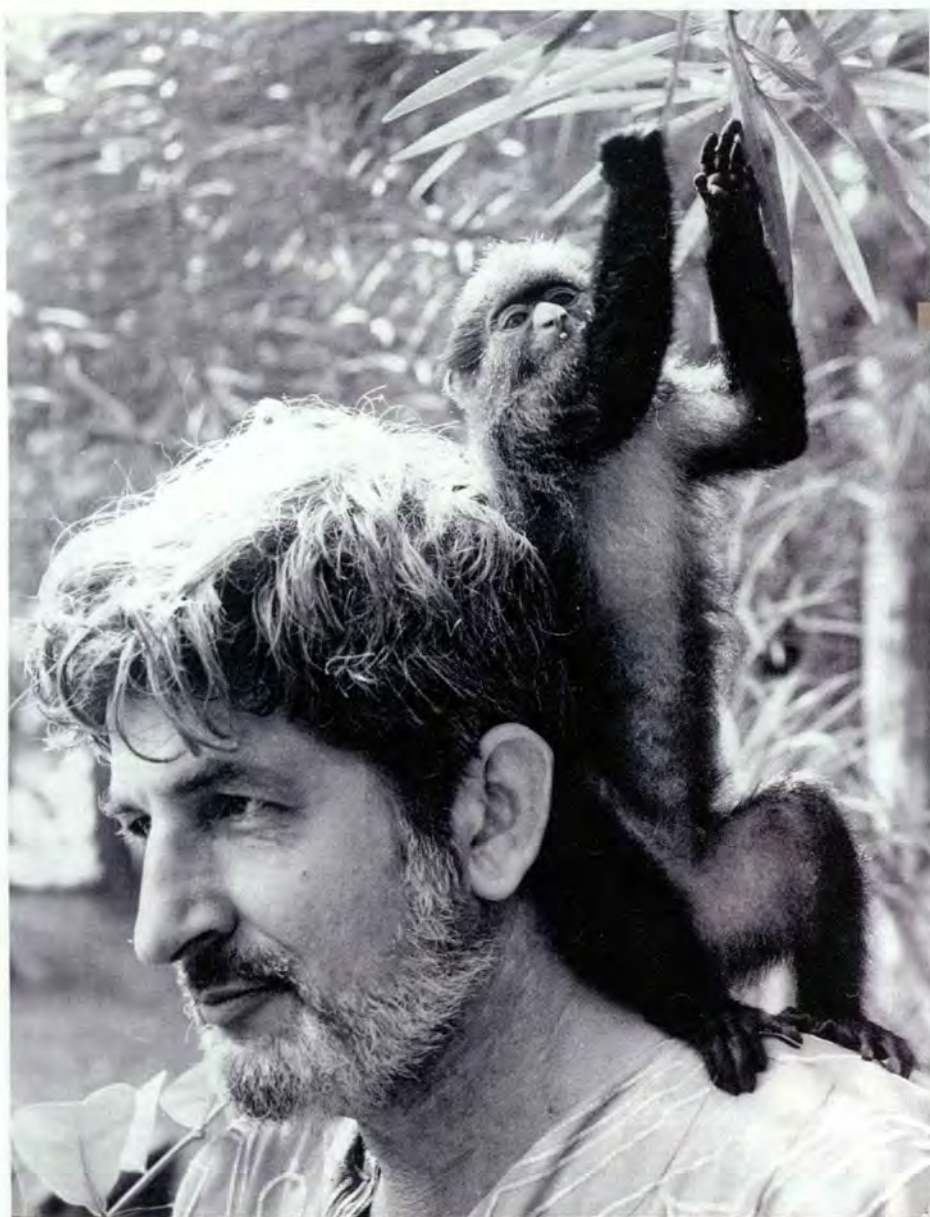
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This is what Ulli Beier told me late in his life, quoting the lyrics from a German song.

He knew he had lived his life to the fullest and no one could take all his wonderful experiences away from him.

In Papua New Guinea, Ulli is remembered for his outstanding contributions to a flourishing contemporary writing scene, encouraging young Papua New Guinean writers and artists to find their voice and to express their stories.

Ulli died on April 3, 2011 in Sydney.

I got to know Ulli only late in his life and it has been a privilege to learn from his work and his experiences.

My recollections of his life are from stories he told me and that inspired me with my media and film work in Papua New Guinea.

Despite the fact that Ulli was most influential in PNG in the late 1960s and early 70s, I have found little comparison of his legacy today.

Ulli was born in Germany in 1922. His family migrated to Palestine in 1933 where he went to school.

His father worked as a doctor and Ulli was able to obtain a bachelor of arts degree in English literature as an external student from the University of London, where he later also obtained a phonetics degree.

In 1950, Ulli was offered a lecturer position at the University of Ibadan in Nigeria. Here his unconventional teaching methods challenged the British university system with the aim of promoting local literature.

He published the first African literary journal *Black Orpheus* and in doing so became deeply entrenched in Yoruba culture.

He had lived in Nigeria for 16 years when on a holiday in London, he and his wife Georgina saw an advertisement for a position in Papua New Guinea to teach literature at the University of Papua New Guinea (UPNG).

Curious and not knowing much about Papua New Guinea, Ulli rang UPNG to find out more. They were excited that Ulli was interested in the position.

Ulli was curious but did not know anything about Papua New Guinea when he accepted the offer in 1967.

Ulli Beier

An inspiration to PNG

“As beautifully as the sun is shining, eventually it will have to go down”.

BY VERENA THOMAS

On his way to PNG, the first Papua New Guinean he met was Albert Maori Kiki, at the time leader of the political party Pangu and later to become foreign minister.

When Maori Kiki began telling his life story about growing up and adjusting to a colonial system, Ulli was fascinated.

He saw the potential in Kiki's personal story to be published for others to know about Papua New Guinean experiences and culture. It took Ulli 12 weeks to record and edit Kiki's story, meeting with him once a week.

Before Ulli came to PNG he had sought information from the Australian Embassy in London, but there was no material available about Papua New Guinea.

The result was *Ten Thousand Years in a Lifetime*, the first Papua New Guinean autobiography. It was later published in a variety of languages, including Swahili and Japanese, and sold widely throughout the world.

Ulli did not wait around for things to happen. He made them happen. He saw the potential in sharing people's experiences, their creativity and stories.

During his time in PNG, he demonstrated that oral literature existed in what was considered a non-literate society.

He worked with his students at UPNG to record, translate and publish stories from their communities.

He encouraged one of his students, Vincent Eri, to complete his novel - *The Crocodile* - which became the



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first Papua New Guinean novel ever published.

With his students at UPNG, he published the poetry booklets *The Papuan Pocket Poets*, through which Ulli encouraged students to write their own poetry by reading each other's stories. He said to teach writing he needed to know the person and to understand what they wanted to express.

He taught many of his students individually after hours, outside the regular university system. He introduced many to literature from around the world, from Nigeria, Japan and Indonesia, to name a few.

What eventually emerged through Ulli's teaching was a confident Papua New Guinean style of writing, growing out of the Australian colonial legacy.

In 1971, Ulli and his wife returned to Nigeria, where he became the Director of the Institute of African Studies at the University of Ife.

Three years later in 1974, he was asked by Michael Somare to establish an Institute for Papua New Guinea studies in Port Moresby.

He headed back to PNG with his wife Georgina and two children in 1974 and over the next four years, Ulli ran the Institute for PNG studies. During that time, an amazing wealth of materials were produced that included discussion papers, plays, films, radio programmes and journal publications.

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Above all, it is Ulli's sense of humanity, his interest and fascination with people's stories and experiences that made him a wonderful person. What often emerged in his recollections was a high regard for the most simple acts of kindness that brought out the humanity and beauty in people.

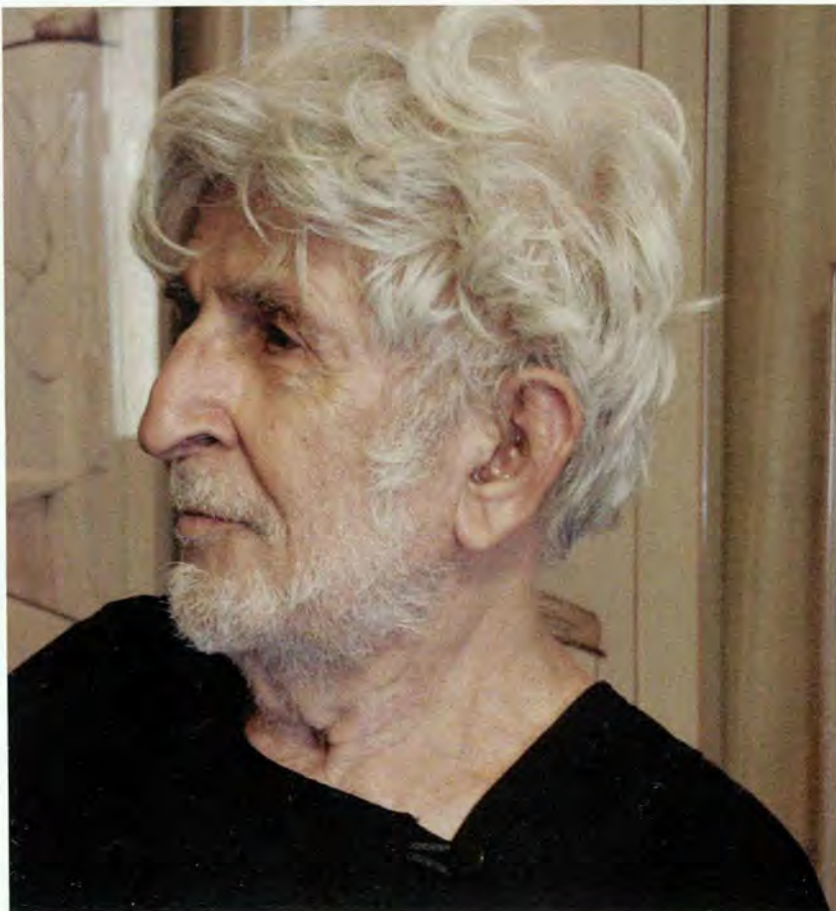
He collaborated with people such as Peter Trist, at the time Director of NBC Radio' or Chris Owen who began to work with the institute's film unit.

Today, Ulli's legacy demonstrates the possibilities of arts and culture in Papua New Guinea.

He showed how stories and imagination are important to maintain a sense of tradition and culture while finding contemporary forms of expression.

Above all, it is Ulli's sense of humanity, interest and fascination with people's stories and experiences that made him a wonderful person. What often emerged in his recollections was a high regard for the most simple acts of kindness that brought out the humanity and beauty in people.

Ulli described some of his experiences in Papua New Guinea in his book *Decolonising the Mind* (2005) published by Pandanus Books.



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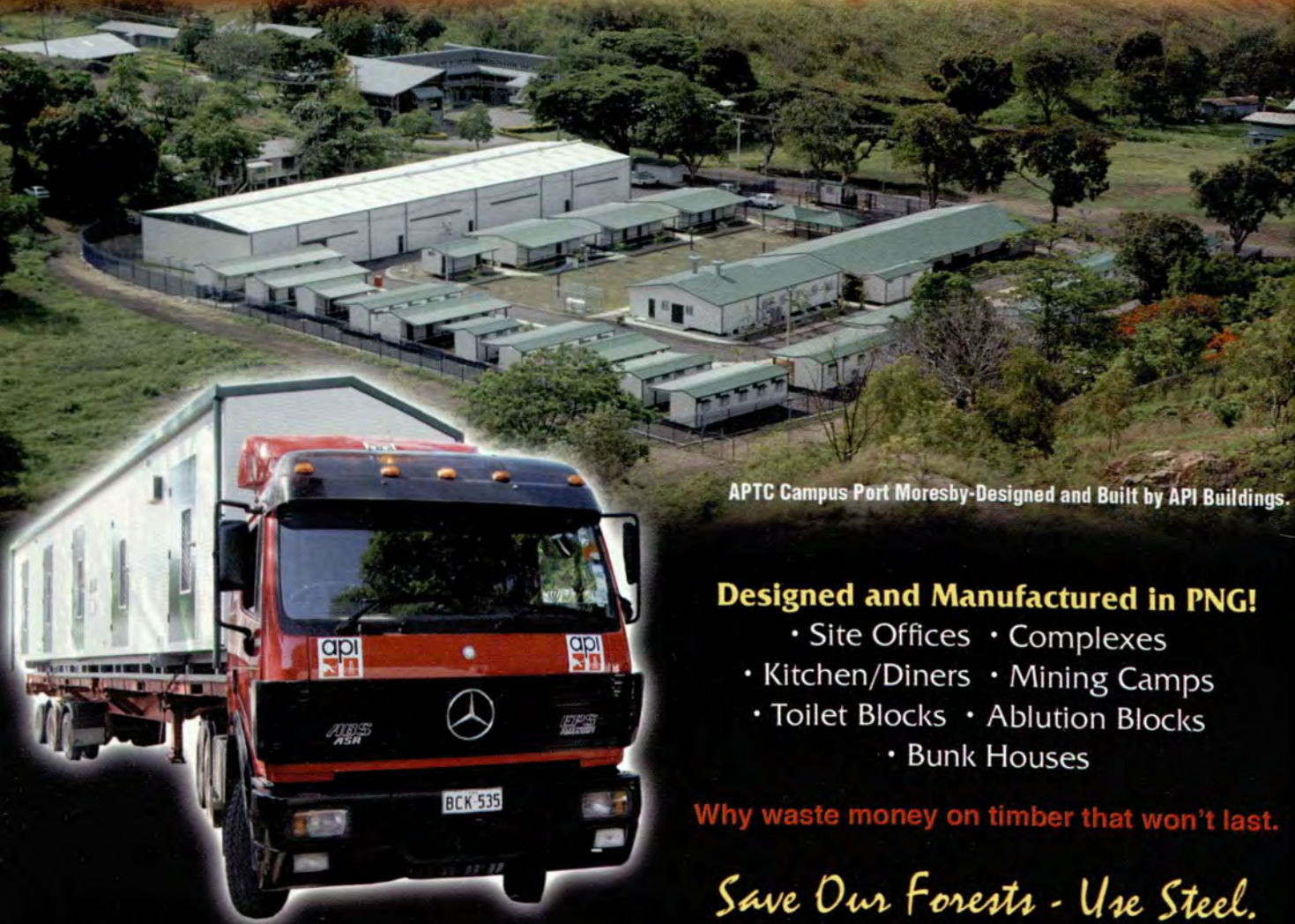
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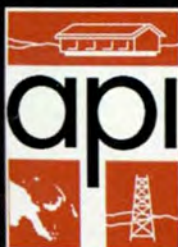
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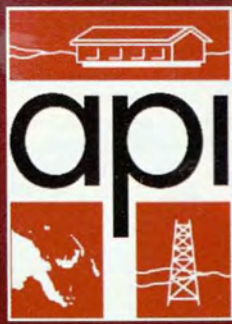
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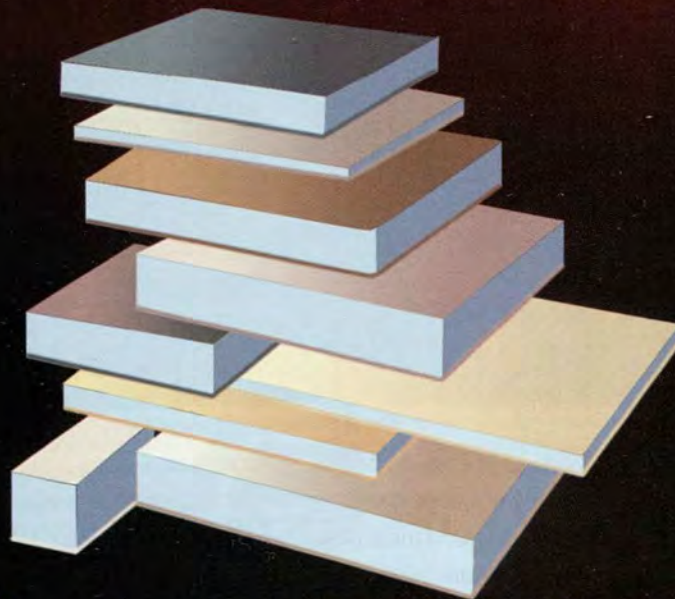
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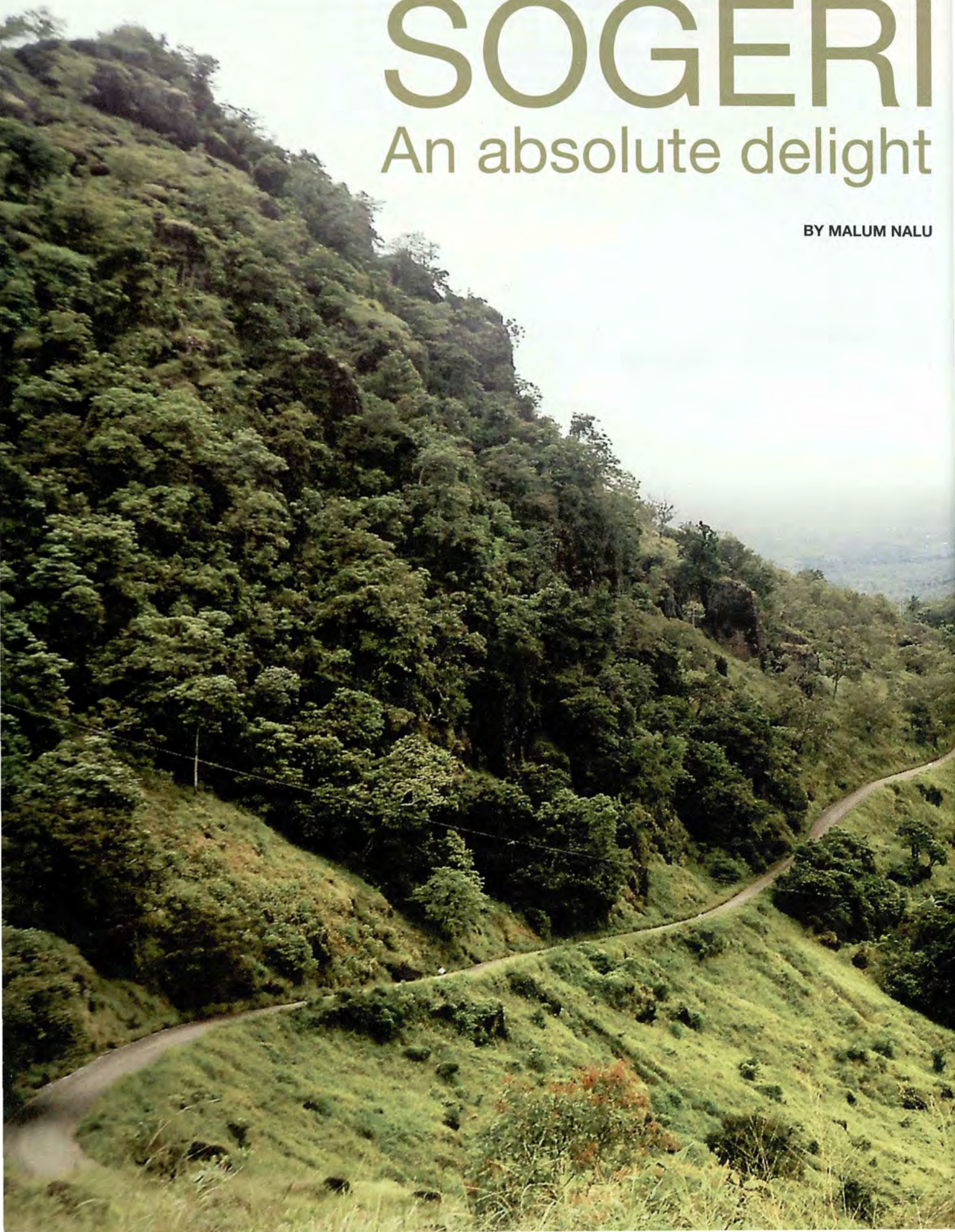
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LOCAL DESTINATIONS

SOGERI

An absolute delight

BY MALUM NALU



Sogeri, for many years, has been a means of escaping from the sweltering heat and scorched landscape of Port Moresby.

While Port Moresby is dry for over six months of the year, Sogeri, invariably, is moist and green and its mountain air cooler.

The mountains, foothills, forests, savannah woodland, rivers and streams have long captured the imagination of many.

It goes without saying that when one goes to Sogeri, one returns to the city very much relaxed and reinvigorated.

Sogeri is a chance for residents of Port Moresby - often disparaged (rather unfairly) as one of the "world's worst cities" - to get away from the stresses of the capital.

It is quite ironic that 30 minutes drive from Port Moresby one can find one of the many jewels in Papua New Guinea's crown.

In fact, the whole drive from Port Moresby to Sogeri, particularly from Bomana War Cemetery onwards, is spectacular and breathtaking. I often wonder why not many people - apart from the Kokoda trekkers and tourists - visit this part of the country.

I feel an attachment to Sogeri since my father, the late Mathias Nalu, was trained there to be a teacher in 1956. He was in the same group as Michael Tom (now Sir Michael Somare and

prime minister of PNG), Paulias Matane (now Sir Paulias, a former Governor-General of PNG), Alkan Tololo and other great men of the country.

Many of my close friends and family members who attended the national high school at Sogeri over the years, found their time there an unforgettable experience.

Beatrice Grimshaw, the Irish writer, traveller and close friend of Sir Hubert Murray, the Lieutenant Governor of Papua from 1908-1940, had a cottage there overlooking the falls at Rouna. It was her, who described Sogeri as "one of the most beautiful places in the world" - a view former staff and students of the school will subscribe to.

On Good Friday (2011), I travelled to Sogeri with Tanja Meijer, who had travelled halfway around the world from Ireland to revisit her beloved childhood home at the Itikinumu rubber plantation.



A little further on the right can be seen an old tin smelter, set on the kunai grass slopes a few hundred metres from the road.

Known as the Sapphire Mine after a nearby creek, it also used to be called the Errol Flynn's Tin Mine.



With Meijer was Australian Alan Cullen, another child of the colonial era. He grew up in Port Moresby from 1950-1970, and for whom Sogeri was a playground.

All the way from Port Moresby to Sogeri, Cullen, 60, and Meijer, 51, pointed out their old stomping grounds like excited children.

We later enjoyed lunch and coffee at the Kokoda Trail Motel, a delightful home-away-from-home overlooking the meandering Laloki River, that would test the best hotels in Port Moresby.

The Sogeri Road runs close to the Laloki River, between the twin spurs of Hombrum Bluff and Varirata, passing the popular drinking hole, the Bluff Inn, on the left.

A little further on the right can be seen an old tin smelter, set on the kunai grass slopes a few hundred metres from the road.

Known as the Sapphire Mine after a nearby creek, it also used to be called the Errol Flynn's Tin Mine. Local folklore claims, Flynn, known for his romantic swashbuckler roles in Hollywood films, worked at the mine in the 1930s.

Lying at 800 metres above sea level and 46 kilometres inland, Sogeri is much cooler and greener than Port Moresby.

The Sogeri Road leaves Sir Hubert Murray Highway near the airport and follows the Laloki River, climbing above the gorge with a view of the spectacular Rouna Falls.

Soon after the falls, a road to the right leads to Varirata National Park, where there is some pleasant walking here, with a network of trails, grassy picnic areas and shelters with barbecues, and lookouts giving fine views to Port Moresby and out to sea. Wallabies are common and birdlife is plentiful.

The next road on the left, marked by the Kokoda monument, goes to Owers' Corner and the start of the Kokoda Trail.

McDonald's Corner and Owers' Corner, further in from Sogeri, have always been favourite places for many residents of Port Moresby.

They are famously known as the beginning of the Kokoda Trail and are visited by hundreds of tourists, mainly Australians, every year.

Enjoying a cold beer after a hard couple of days on the Kokoda Trail

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has always been part of the routine for these trekkers.

A family picnic at Owers' Corner under the blue sky, white clouds, majestic mountains and lush, green environment is a moment to treasure.

Crystal Rapids, where you can picnic and swim for a small fee, and Sirinumu Dam are along the next road on the right, or you can continue straight to Sogeri.

Sogeri, in the Kairuku-Hiri open electorate, supplies fruits and vegetables to local markets, supermarkets, restaurants/hotels and large companies throughout PNG.

The Pacific Adventist University (PAU) at 12-Mile produces quality farm products like banana, water melon, corn, aibika (local spinach) and pawpaw.

Sogeri Primary Produce located in Sogeri is the largest in the Pacific. This modern hi-tech hydroponic farm grows and supplies lettuce and tomatoes to the city residents and mining, oil and gas companies.

Livestock and poultry is farmed and bred at various locations. Koitaki Farm is the second largest cattle farm in the country. It provides fresh meat to the city freezers, butcher shops and the local market.

Boroma Limited at 14-Mile breeds and provides quality hog carcasses and



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Hagen Planters, located at 15-Mile, specialises in piggery and ducks.

Hugo Canning Company located at 15-Mile is the supplier of Ox & Palm corned beef, Boston, Hereford and a distributor of Ocean Blue tinned fish.

Rubber is mainly grown at Itikinumu. Sogeri Rubber Development Corporation has the largest rubber plantation.

Quality cup lump rubber is produced at the Doa rubber factory along the Hiritano Highway for export to overseas markets.

Coffee is milled by a nationally-owned company, Koiari Holdings, which manages and operates the only coffee mill in the Southern region.

Vanilla is grown on a small scale.

There is a prospective gold mine at Mt Bina in Koiari. Some landowners are in favour of commencing operations, but others are concerned about its impact on the Kokoda Track and the environment.

Sogeri National High School holds a special place in the education history of PNG. The school began in 1944 when commander of ANGAU (Australia New Guinea Administrative Unit) Major

General Basil Morris decided to set up a 'central school for teaching the locals various trades'.

Established at the former site of the 113 Australian Convalescent Depot, the school was blessed with mild climate and green environment - a stark contrast to the hot and dusty Port Moresby, only kilometres away.

The history of Sogeri has been recorded in a 342-page book titled *Sogeri - The School That Helped To Shape A Nation* by former schoolteacher Lance Taylor.

My father, the late Mathias Nalu, was in the last teacher-training course Sogeri would offer in 1956 and included a "top notch bunch of trainees", which included Enos Baloiloi, Lohia Boganu, Vela Kila, Bobi Livinai, Paulias Matane, Aisea Taviai, Alkan Tololo, Ronald ToVue, Waterhouse Wai Wai and Michael Tom.

Michael Tom emerged from Sogeri in the 1960s as Michael Somare.

Teacher John Newnham recalls that the class of '56 was "an absolute delight to teach."

Likewise, magical Sogeri remains an absolute delight, to this very day.

The history of Sogeri has been recorded in a 342-page book titled 'Sogeri - The School That Helped To Shape A Nation' by former schoolteacher Lance Taylor.



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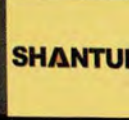


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FLOWER POWER!

BY GLENN ARMSTRONG

Call it flower power, but the Orchid Society of Papua New Guinea has been busy promoting our wonderful country throughout South East Asia by showcasing its many unique and fascinating orchids.

In 2008, the society set the benchmark by winning a number of prizes for its display at the Singapore Orchid Show, held in conjunction with the Garden Festival at the Suntec Exhibition Centre. The most prestigious prize won by the Orchid Society was the Times Straits Cup for the best landscape display.

The Papua New Guinea display caught the imagination of the show judges with a trio of Sepik statues set among native orchids from all over Papua New Guinea.

The orchids on display included the *Dendrobium lasianthera*, *Dendrobium lineale*, along with yellow and orange Mokaras and also some very rare slipper and miniature orchids that are suited to the cooler conditions of the PNG highlands.

Preparing for an Orchid Show in a foreign country is not an easy task. According to the President of the Orchid Society of Papua New Guinea Justin Tkatchenko preparations commenced about six months prior to the event.

"To prepare for an event such as this, we need to have quarantine and CITES clearance from relevant government departments. CITES* is a worldwide convention that protects native animal and plant species"

"All flowers must be inspected and treated to ensure all quarantine requirements of the host country are met.



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"Air Niugini, as a major partner in our shows, makes it possible for the plants and display components, including those huge Sepik statues to be air-freighted ahead of the team responsible for putting the display together," said Tkatchenko

"At Singapore, we had a team that included Steven Kami, Godfrey Seeto, Helen Olle, Maree Berry and some of my wonderful staff from PNG Gardener.

"We also had two Papua New Guinean orchid growers whom we discovered when

filming one of our many documentary programmes. Pint Kupal from Mt Hagen is a prize-winning orchid grower best known for his miniature orchids. Pint has become quite an expert and has won two grand champion prizes at our annual International Orchid Spectacular in Port Moresby.

"Daniel Kage from Lake Kutubu in the Southern Highlands Province also joined us in Singapore.

"It is their trip out of PNG, so we had to also arrange for their passports and visas.

"Air Niugini then helped us again by flying Pint and Daniel to Port Moresby where they joined us for the flight to Singapore," Tkatchenko said.

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The Olympics of Orchids

According to President of the Orchid Society of South East Asia Dr John Elliott, the World Orchid Conference is the "olympics of orchids".

The World Orchid Conference is the premier international orchid event. It happens once every three years and in Singapore we are very fortunate to be hosting the Conference in November 2011, Dr Elliott said.

The Orchid Society of Papua New Guinea was supportive of the Singapore bid, aware of the importance to the region and acknowledging that Singapore had so much to offer an event of this magnitude.

The World Orchid Conference 2011 will consist of a conference over four days and a show over ten days. The conference will bring together serious orchid scientists, conservationists and biologists alongside enthusiasts, commercial people and amateurs, Dr Elliott said.

The World Orchid Conference will be held adjacent to the new and very impressive Gardens by the Bay from November 14-23, 2011 under

the theme "where new and old world orchids meet".

The Gardens by the Bay is the ambitious, world-first multi-million dollar project that underlines Singapore's commitment to integrating gardens in an urban setting. The philosophy is not new to Singapore as it has made it one of the most livable cities in the world, however the sheer scale of the Gardens by the Bay is breathtaking.

Part of the project includes a cool conservatory that will showcase Mediterranean species in an artificial environment, alongside a biome that will feature the tropical plants more typical of our region.

Another feature of the futuristic Gardens are "supertrees" which will be up to 55 metres in height and feature planting on a vertical scale. At night the supertrees will come alive with a light show that will create a magnificent spectacle for visitors.

The scope of the project is immense and has included the procurement of plants from all over the world.

The 2008 Singapore Orchid Show and the PNG display can be seen in Air Niugini's Destinations DVD. The programme also features visits to the Singapore Botanical Gardens, the Singapore Zoo and Jurong Bird Park.

The Singapore Orchid Show was the first stepping-stone for the Orchid Society on its way to the World Orchid Conference.

In 2009 and 2010, the society also had prize-winning displays at the Sanya Orchid Show in the People's Republic of China and at the Royal Thai Orchid Show in Bangkok, Thailand, and the next destination is once again Singapore - this time for the big one - the World Orchid Conference in November, 2011.

Air Niugini flies direct to Singapore four times a week, with afternoon flights from Port Moresby on Mondays, Tuesdays, Thursdays and Saturdays with return night flights on the same days.



Artist's impression of the Gardens by the Bay precinct in Singapore. Image courtesy Gardens by the Bay



Futuristic supertrees up to 55 metres high will be a feature of Singapore's Gardens by the Bay. Image courtesy Gardens by the Bay



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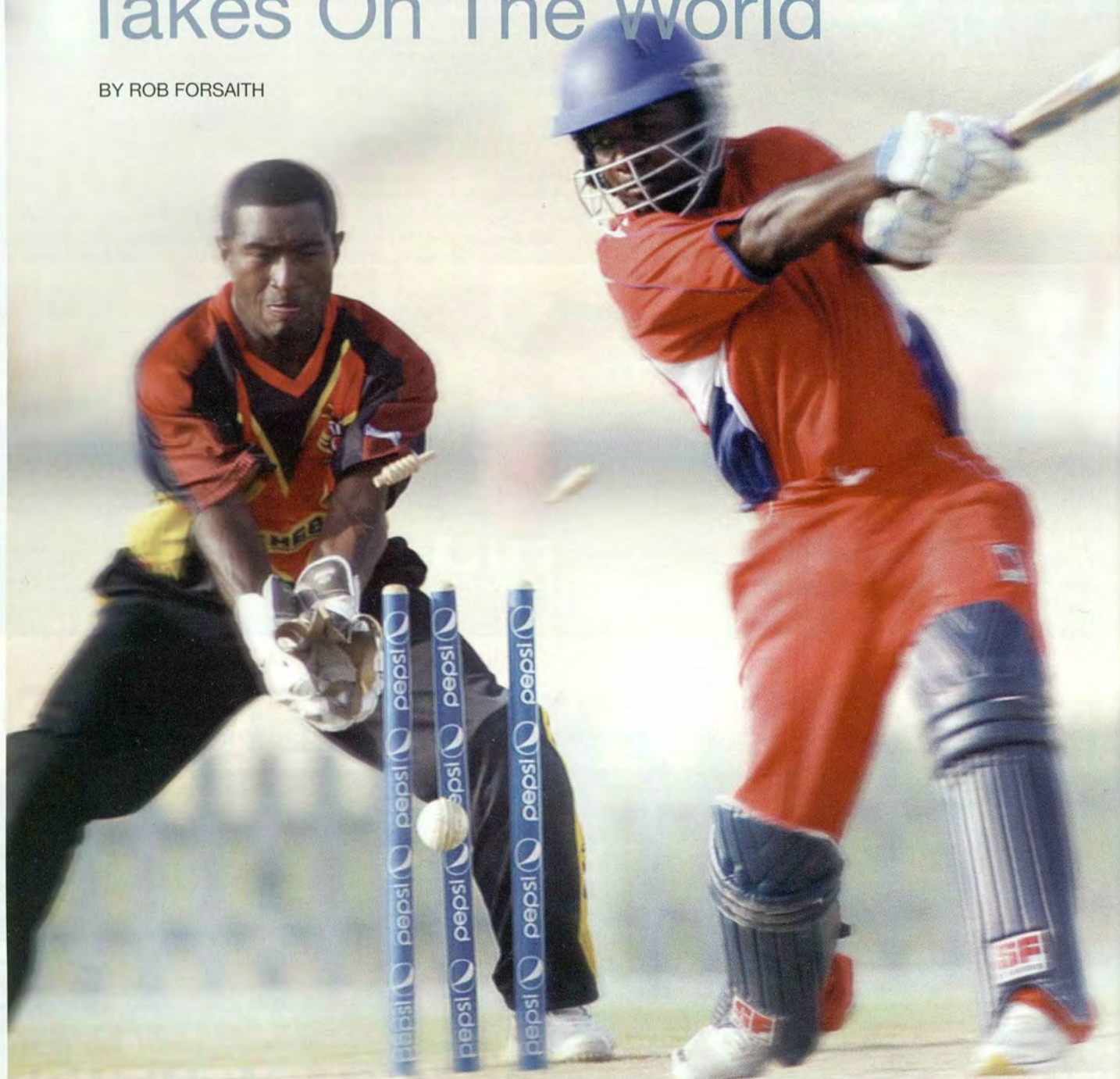
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Cricket PNG Takes On The World

BY ROB FORSAITH



The sport of cricket continues to flourish in Papua New Guinea (PNG), with the national team breaking into the world's top 20 rankings for the first time, and the game's participation rates skyrocketing back home. PARADISE caught up with the Australian who is creating most of the momentum, Cricket PNG CEO Bill Leane.



It's unthinkable the Kumuls will ever be displaced as the nation's main source of sporting heroes, but PNG's cricket side continues to cause upsets and achieve incredible success. The Barramundis, as they are colloquially known, earned promotion to World Cricket League (WCL) Division 2 with a second-place finish in January's Division 3 tournament.

In a country where rugby league is entrenched as the national sport, pastime and obsession, Cricket PNG CEO Bill Leane knows all too well his code will forever be the underdog.

"Rugby league is not just a game, it's a passion, it's a way of life. It's cultural, they grow up with a ball in their hand right from birth. I don't think cricket wants to take over from league, we can't, we just want to be relevant in our society and hold our own stake and share of families," Leane says.

It's unthinkable the Kumuls will ever be displaced as the nation's main source of sporting heroes, but PNG's cricket side continues to cause upsets and achieve incredible success. The Barramundis, as they are colloquially known, earned promotion to World Cricket League (WCL) Division 2 with a second-place finish in January's Division 3 tournament.

This success was then followed by a stoic performance at the six-team Division

2 tournament in Dubai. PNG ranked third at the competition and qualified for the International Cricket Council (ICC)'s High Performance Programme, a scheme that will provide up to US\$350,000 of funding per year for the next two years.

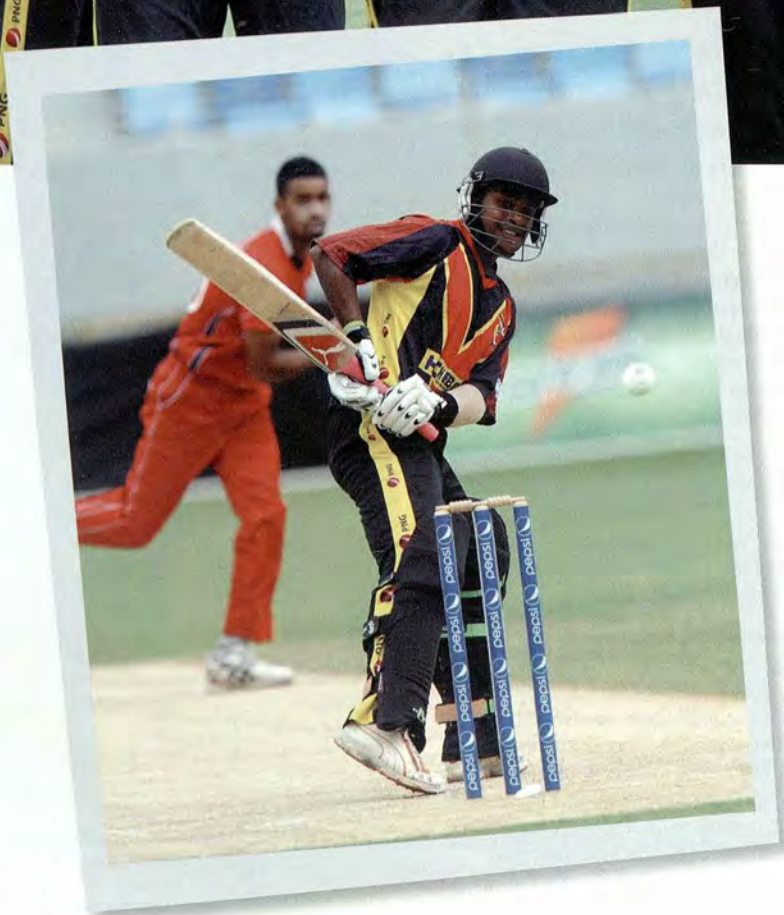
Their current world ranking of 19 may seem unimpressive to someone unfamiliar with the ICC's top-heavy structure, but in reality, it's a significant achievement for a side that has come a long way in the past few years.

PNG has been an Associate (non Test-playing) member of the ICC for almost 40 years, and while the talent and passion has always been there, it was just underdeveloped and underfunded prior to Leane's arrival in May 2009. Through a series of initiatives, Leane has helped lift cricket in PNG to unprecedented levels, both domestically and internationally.

It started with the successful headhunting of hard-working pace bowler Andy Bichel as Cricket PNG's director of coaching.



Commercial support is where Cricket PNG stands head and shoulders above its competitors. While most Associates rely on government or ICC funding, Cricket PNG receives the majority of its income from local firms.



Bichel's management skills and cricket nous have been key in the side's on-field success.

"Andy's a great asset to have. The boys respond well to the way he goes about things, and you couldn't meet a better man in the sport. We're also very open and frank with each other and we've had a joint game-plan right from day one," Leane said.

Recognising the importance of clinical coaching, Leane also recruited New Zealander Andrew Cavill and two more Australian Test players - Greg Campbell and spin guru Ray Bright.

The support staff are all there because of some strong business acumen. Commercial support is where Cricket PNG stands head and shoulders above its competitors.

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Leane has raised roughly US\$1.6 million from a series of non-conflicting sponsorships.

"We've just taken a very business-like approach," Leane says of his group's success.

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Air Niugini and Bichel's links with Queensland Cricket have helped the team regularly access one of the world's premier training facilities, the Centre of Excellence in Brisbane.

"We've been very exclusive, we've only got eight strategic partners. Whereas our competing codes go to people and ask for handouts all the time, they're non-transparent and non-accountable."

"We've sold the fact that it's a clean sport that is doing well within the country and outside of the country, and that's certainly resulted in great outcomes for us. We had a very clean image to start with, so we haven't had to try to change perceptions. We were just off the radar, whereas now we're starting to be talked about."

Air Niugini and Bichel's links with Queensland Cricket, have helped the team regularly access one of the world's premier training facilities, the Centre of Excellence in Brisbane, while Hebou Constructions assisted with recent renovations at Cricket PNG's headquarters, Amini Park in Port Moresby. The nation's first turf wickets were installed and two cricket fields were converted into a five-ground facility.

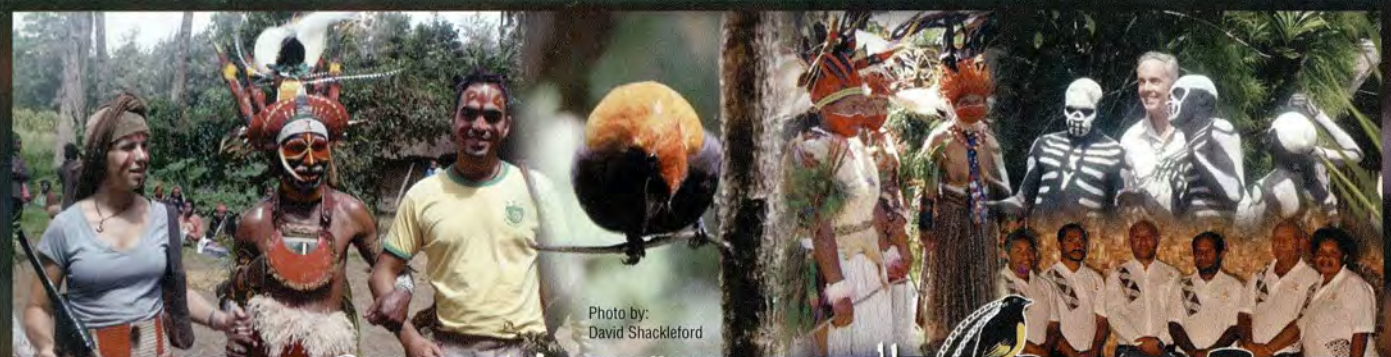


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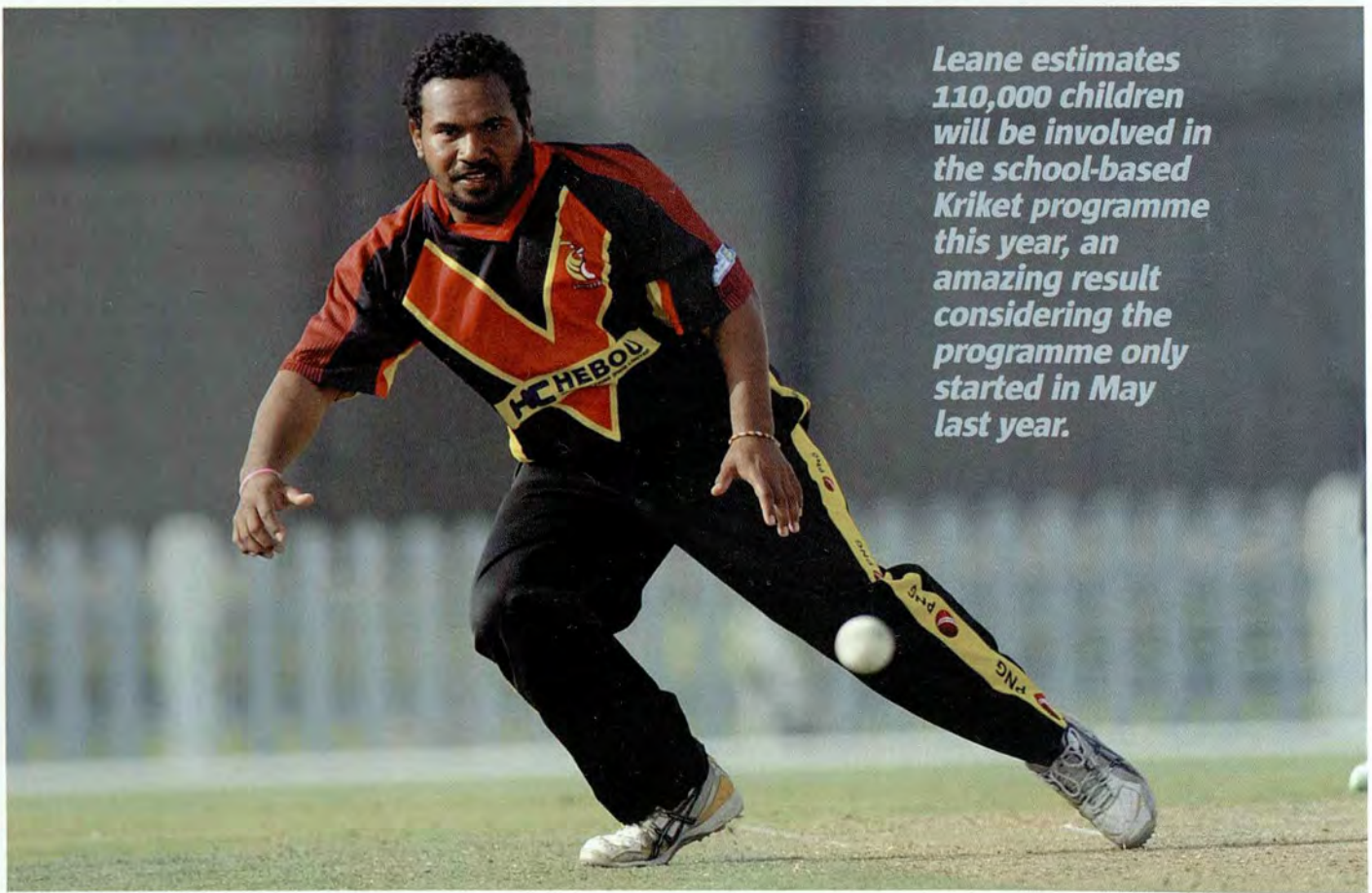
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Leane estimates 110,000 children will be involved in the school-based Kriket programme this year, an amazing result considering the programme only started in May last year.

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Leane has worked hard to successfully grow the game at grassroots level, a ploy that has undoubtedly helped with selling the sport. In 2010, PNG ranked first amongst the ICC's Associates and Affiliates in administration growth. Leane started with a staff of six working under him, he now has 72.

"Cricket PNG was a business based in Port Moresby and focused on Port Moresby. Now we have a regional structure, with 10 regions around the country," Leane said.

"Each year, we bring in six to eight former Test cricketers and mix them with our best local talent in a televised event, the 'Don't Drink and Drive' Legends T20 Bash, and that's starting to gain a lot of momentum. We're also starting to get local government support."

Cricket PNG was well-recognised at the 2010 ICC Development Awards, earning the gongs for 'best junior cricket initiative' (BSB School Kriket) and 'best cricket promotion and marketing programme' (the Legends T20 Bash). Cricket PNG also took home four honours at the 2010 PNG Sport Awards, with captain Rarua Dikana named sportsman of the year.

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It may not quite be taking the place of rugby league, but cricket has undoubtedly become a leading sport in PNG.






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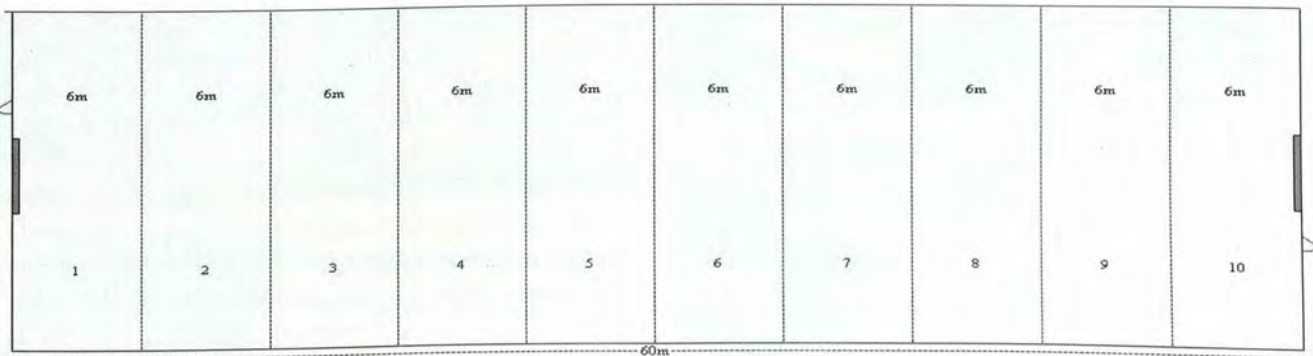
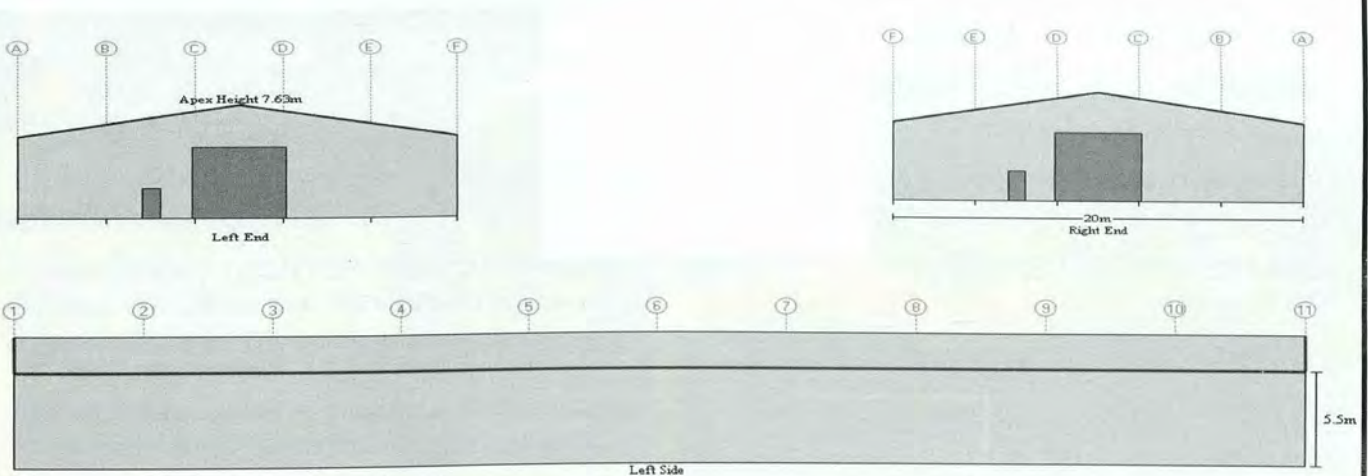
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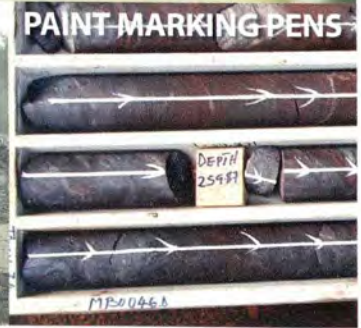
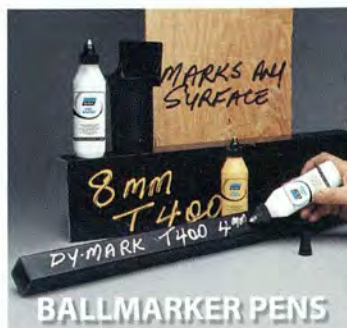
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WADIGI ISLAND

Fit for a 'Big Man'

BY JULIE IHLE

It's hard to get respect these days. The litany of life's daily problems, big or small, can easily conspire to make you feel like a number. Yet I have found a place where you are treated like a chief: Wadigi Island.





W

hen the opportunity to visit Wadigi Island, a private island plopped in the middle of the Mamanuca Islands, cropped up, I took it eagerly. Wadigi, run by Queensland expats Jim and Tracey Johnston, has just two luxury villas and takes only one group at a time. This means you have the island to yourself and in Wadigi terms that means not only the island, but two personal chefs catering to your every whim, activities and the island's well-stocked cellar (Dom Pérignon? No problem).

The chiefly treatment starts the moment we hop off the ferry. Greeted by friendly staff, Andie and George, whose smiles threaten to erupt from their faces, we are then whisked from the beach up to the restaurant/bar to imbibe in a refreshing tropical drink. Then they tell us the one house rule: relax and enjoy. This is your island!

We drink in the view then Andie leads us to our villas via a winding, fairytale-like garden path. First she shows us the private guest lounge, complete with cable TV, DVD collection, music, Fiji Water (what else?) and beer.

On either side of the private lounge are two villas. Inside is all simplicity, with Fijian artwork and fresh flowers but with everything you'd expect from a five-star luxury resort. Think pillow menu, CD player, MP3 connection, air-conditioning and gorgeous bathroom with an outdoor shower in the main villa.



The beauty of Wadigi is that you can do nothing (in fact that's encouraged) or you can do it all. Water activities are included - waterskiing, tubing, fishing, snorkelling, windsurfing, kayaking, parasailing - whereas in many resorts you would pay for the privilege.



Both villas afford massive balconies with screensaver-worthy views, where from your lofty position, you can gaze at the water as it turns aqua, crystal, navy or emerald and spy glossy black frigatebirds swoop for dinner. The island may be tiny but thoughtful features unobtrusively appear at every glance, like a hammock cast between two palm trees with panoramic views of nearby islands, the stunning infinity pool with wraparound water vistas and comfy beach daybed.

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But just in case you get cabin fever you can go on an island jaunt. We enlist the island's boatman, Tia, who has a laugh like the breeze, to show us around. We chug around Castaway Island and Likuliku Lagoon Resort - the only over-water bungalows in Fiji. We also visit Malolo Island, Plantation Island and Musket Cove, stopping for a spot of snorkelling in shimmering waters.

Tia points out Monuriki Island, where Tom Hanks appeared in the movie *Castaway* and which today is uninhabited. Just 40 minutes by boat, Wadigi staff can organise picnics there, but staying true to Wadigi's privacy-is-king approach, they arrange trips for late morning before daytrippers from other islands arrive.

It's not hard to see what drove hosts Jim and Tracey Johnston here. Eight years ago Tracey and Jim were looking for another business opportunity when Tracey came across Wadigi. "My wife wanted me to move away from corporate politics so I said let's buy an island," Jim jokes.

However that wasn't the end of it, as although the previous resort had a prime location, it was run-down. A multi-million dollar facelift, desalination plant, landscaping, infinity pool and brand new villas have transformed it into the luxury resort it is today. Although their grown-up children and some business interests are still in Australia, this is home says Tracey, with a sweep of the hand, and Boof, the island dog, a gentle Cavalier King Charles, agrees.





Tracey and Jim are unobtrusive during the stay and leave us in the hands of their capable staff, who let us have the run of the island, merely enquiring as to when we'd like dinner and whether we'd like another drink.

As for those who have stayed here before, Jim and Tracey remain tight-lipped, though Paris Hilton tweeted singing the island's praises after her stay in 2009 and Pink has also gone on the record as having honeymooned here.

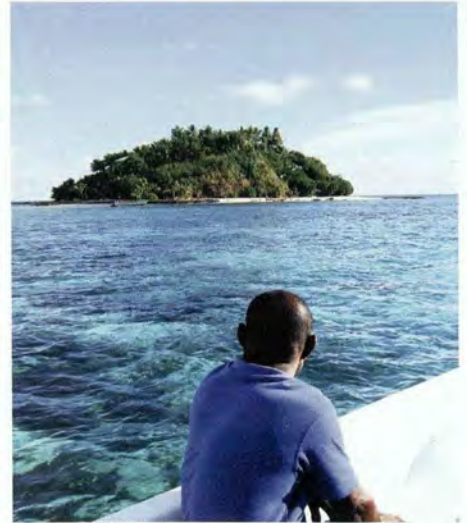
But you don't need to be a superstar to feel like one at Wadigi. There are plenty of James Bond moments, from lolling about on the balcony, drink in hand, watching whirring helicopters and luxury liners plying the stellar-bright waters, to having your own personal chef on tap.

On the last night, Wadigi dishes up a torch-lit beach feast. Head chef, Lai, who studied under Jacques Reymond, is adept

at recreating Fijian classics using French techniques. We devour fragrant coconut, pumpkin and prawn soup followed by lobster and a mango soufflé - divine!

The next day as we leave on the island tender, we are serenaded by Wadigi Island's genial staff with the famous Isa Lei farewell song.

As we sail away, listening to Isa Lei, with its poignant mix of sadness and happiness, Wadigi Island turns into a green dot on the horizon and I feel my reign as island chief comes to an end.



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EXPLORING KYOTO

BY SUSAN GOUGH HENLY



The epicentre of traditional Japanese life for more than 11 centuries

I hold a horsehair brush dipped with pine soot ink in my right hand. Master Michiki Moriya has shown me how to create the character for infinity...just eight simple brush strokes. If I can master them I have the building blocks of calligraphy. For the Japanese, this is a discipline or life practice. And the way of calligraphy has much in common with the way of tea, the way of Budo or the way of Noh dance. With enough practice, the grace of movement...the muscle memory, if you will... helps quiet the mind. The goal is emptiness for that is where enlightenment lies. Michiki encourages me to become the character itself. I am transfixed and follow her rhythm of slow and fast movements of brush against paper...the marks I make are where I have left my heart, she says quietly.

Clearly, this is no ordinary painting class. I am sitting in an arts practice hall in a machiya or traditional townhouse in Kyoto gaining valuable life lessons as well. Started by Japanese scholar and expatriate American, Alex Kerr, Origin Arts offers classes in calligraphy, chabana flower arranging, martial arts, Noh drama dance and tea ceremony. By the end of the afternoon I not only experience one of Japan's living arts but also gain a set of mental tools to better understand Japanese culture. Now I feel much better equipped to explore Kyoto, which has been the epicentre of traditional Japanese life for more than 11 centuries.

When the Vikings were still raiding England, Kyoto became the imperial capital of Japan, at the beginning of the Heian period, and remained so

until the court moved to Edo, or Tokyo, in 1868 during the Meiji Restoration. To cater to the sophisticated tastes of royalty, Kyoto developed a thriving cottage industry of skilled artisans...kimono makers, wood-block artists, potters, lacquer ware craftsmen and fine woodworkers...which still survives, admittedly in a much smaller way, to this day.

Although it has been ravaged by wars, fires and earthquakes, Kyoto's cultural treasures helped it to be spared from US bombing raids during World War II and as a result it is one of the few Japanese cities with pre-war buildings such as the merchant townhouses that Origin Arts is restoring. With its 1600 Buddhist temples and 400 Shinto shrines as well as a bevy of palaces and gardens, it is a must-visit historic destination.

First time visitors are, however, often surprised that Kyoto is also a busy modern city whose key industries include information technology and electronics (Nintendo has its headquarters here), higher education (there are 38 universities), and film and television production. If you take the bullet train you will arrive via the futuristic glass and steel Kyoto train station, one of Japan's tallest buildings. While, of course, you must savour Kyoto's historical treasures, don't ignore the contemporary city, with its thriving food markets, fusion restaurants and cutting edge design stores, where local craftsmen use their traditional artisanal training to create contemporary pieces.



Compared with Tokyo's haphazard development, Kyoto is laid out on a Chinese grid pattern with wide boulevards backed by narrow laneways, making it very easy to explore. And the most efficient way to do this is to spend one day on the Eastern side of the city and another in the West. An auspicious place to start is the Heian-jingu Shinto Shrine, built in 1895 to honour Kyoto's royalty on the 1,100th anniversary of the founding of the city. Its massive

vermillion torii gate, one of the largest in Japan, marks the entrance to a sacred space while its main building is designed to imitate the Kyoto Imperial Palace at 1/3 scale. (Shinto is the indigenous Japanese religion which focuses on rituals for the living, such as wedding ceremonies, birth celebrations and harvest festivals. Most Japanese also practice Buddhist ancestor worship and funeral services are held in Buddhist temples.)





Nearby, I suggest visiting the Kyoto Museum of Traditional Crafts, with its elaborate exhibitions as well as live displays of gold inlay work, lacquer crafts, indigo dyeing, wood block printing, kimomos and obi sashes.

Next up one of my favourite pastimes is strolling along the two-kilometre Philosopher's Walk, a cherry-tree-lined, canal-side footpath named after Nishida Kitaro, a philosophy professor at nearby Kyoto University, who walked the path in daily meditation. There are numerous temples secreted along the way, as well as inviting tea houses and shops in a quiet residential neighbourhood. At the northern end of the path, at the top of a hill lined with souvenir shops and stalls selling all manner of Japanese delicacies, are the exquisite gardens and the Temple of the Silver Pavilion or Ginkaku-ji, which is not actually gilded in silver but remains an unpainted brown, exemplifying another Japanese philosophy that something plain can also be beautiful.

At dusk make sure you are at the magnificent UNESCO-World-Heritage-listed wooden Kiyomizudera, or Pure Water Temple, built into the side of Kyoto's eastern mountains. Inside is a priceless statue

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of Kannon Bodhisattva, the goddess of mercy, while the temple's veranda, supported by massive 13-metre high wooden columns, is the best place to view the sun setting over Kyoto.

As evening descends, head to the Gion district, the heart of the geisha quarter, with its wooden inns, restaurants and ocha-ya or traditional teahouses. There are numerous restaurants here offering traditional kaiseki cuisine, a series of delicate courses based on fresh seasonal ingredients each presented on distinctive ceramic dinnerware. Kyoto is renowned for its beef, pike eel, tofu and vegetables like bamboo shoots, mushrooms and chestnuts. For more contemporary fare, several interesting fusion restaurants in Gion offer, for instance, a mélange of French and Japanese cuisines at Gion Okumura as well as Italian and Japanese fare at Ti Veglo Bene. More informal cafes and bars are located in the narrow streets of the neighbouring Pontocho district.

You might catch a glimpse of a geisha, dressed in sumptuous kimono, her face painted in traditional white makeup and hair piled high with elaborate decorations, as she slips through a doorway but

it is very expensive and next to impossible for foreigners to hire a geisha for an evening's entertainment of singing, dancing and drinking games. However the enterprising Gion Hatanaka Ryokan, or traditional inn, offers a kaiseki dinner and entertainment with two maiko, or trainee geisha, for groups of ten or more. It is an entrancing experience as you enjoy several songs and dances, play a few parlour games with the maiko, and learn a little about their lives as you chat through an interpreter. On a recent visit, I learn that 17 year-old Tanefume thinks that mobile phones and the internet is evil and that she loves feeling special and different as a maiko. The only problem is that she must sleep with her head on a hard wooden pillow to protect her intricate hairstyle.

Early in the day, I love visiting the Nishiki Food Market, dubbed the kitchen of Kyoto, which stretches from Teramachi to Takakura streets along several covered arcade laneways. There are plenty of temples and shrines here as well, squeezed between stalls selling fresh and dried fish, Japanese sweets, pickled vegetables, tea, tofu, mushrooms and gleaming knives.



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- Gion Hatanaka Ryokan is a traditional inn that also serves kaiseki dinners with maiko entertainment (www.thehatanaka.co.jp/english).

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Exploring Kyoto

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In the west of Kyoto are several more iconic temples including the gorgeous gold-leafed Kinkaku-ji or The Temple of the Golden Pavilion, designed with three different styles: the top floor is Zen Buddhist, second floor is samurai-style, and the third floor is built as a wooden imperial palace. All three tiers reflect dreamily in the surrounding mirror pond.

Not far away is the Ryoan-ji Temple renowned throughout Japan for its mysterious rock garden. Enclosed by an earthen wall, fifteen


carefully placed rocks seem to drift in a sea of raked white gravel, highlighting the harmony of Zen meditation principles. From whatever angle you view the garden, you can never see all fifteen stones.

On the western outskirts of Kyoto, in Arashiyama, near the pretty Ooigawa River, lies the Tenryu-ji or Heavenly Dragon Temple with a large pond reflecting the surrounding maple trees. Time your visit to enjoy a delicious lunch of Zen vegetarian cuisine at Shigetsu, located in the temple grounds, where you will savour a presentation of delicate dishes that are a symphony of five different cooking methods, five colours and five tastes. Afterwards, you can take a

rickshaw ride through the cool bamboo forest, where, this being Japan, your rickshaw runner will offer to take your picture at every scenic spot.

When temple fatigue finally sets in there is always the Kyoto International Manga Museum, Japan's largest comic museum, which is in the process of acquiring every manga ever published. I love to chill out on the museum's astro turf and read Astro Boy in English alongside hundreds of translated Japanese manga as well as a huge collection of foreign comics.



 **Air Niugini flies to Tokyo every Wednesday and Saturday.**





CRUISING SYDNEY WATERS

BY JOHN BROOKSBANK

Picture perfect blue sky above, a beer in hand, good food and a slightly disrespectful but amusing commentary from a local captain who knows the area like the back of his hand - river cruising is definitely a very civilised way to spend a day out just north of Sydney.

The venerable timber-hulled Lady Kendall II cruises the smooth inland waters at a leisurely pace that befits her role as a gentle tourism platform. Brisbane Water and Pittwater are just two of the many waters that indent the central New South Wales coast, notched like fiords and along which more wealthy individuals locate their retirement or weekender homes.

She heads out from the Gosford wharf into the main waterway, the horizon framed by more than 1200 hectares of rugged sandstone bushland.

It is an area of natural scenic beauty, protected in perpetuity as part of national parks such as Dharug, Marramorra and Ku-

rin-gai Chase, the latter named after the original Guringai coastal Aboriginal inhabitants who lived in the area from Sydney harbour in the south to Lake Macquarie in the north.

Taking the four islands cruise on the Lady Kendall provides a much more illuminating view of the area than one could possibly get from the land. It starts from the quiet wharf in downtown Gosford at the head of Brisbane Water, confusing to some but named after grandly titled Sir Thomas MacDougall Brisbane, governor of New South Wales from 1821-1825.

The pure and shallow waters, only just over 5 metres deep, are host to acres of oyster beds suspended just below the surface, these supply the city with these delicacies.

These waterways were first discovered by the early colonists in 1789, soon after arrival in Australia, providing them access to valuable inland timber reserves and farming areas.

The bay is a huge natural waterway junction where five riverine or estuary systems join, and the swells of the ocean can be felt as we pass the rocky Lion Island and cross the bay to turn right, sorry I mean starboard, when we see Indian Head...



Brisbane Water was in fact the cradle of ship building in the state, where more than 500 vessels were constructed between 1829 and 1953.

After stopping to pick up more passengers at Woy Woy, from the Aboriginal word meaning 'big lagoon', with its characteristic resident pelicans - huge birds that loiter around like itinerant thugs on any handy mooring pylon or rooftop, the vessel heads out and manoeuvres around massive sandbars that have built up mid-channel.

Once past Ettalong, again named after an Aboriginal word meaning 'place for drinking', an activity that no doubt continues to this day in this beach suburb - the boat motors out into Broken Bay where various waterways discharge into the Tasman Sea.

The bay is a huge natural waterway junction where five riverine or estuary systems join, and the swells of the ocean can be felt as we pass the rocky Lion Island and cross the bay to turn right, sorry I mean starboard, when we see Indian Head (its silhouette does in fact resemble an indian!) topped by the Barrenjoey Head lighthouse, commissioned in 1881. This is only about 20 kilometres from Sydney as the crow flies but a world away in all other respects.

Our captain regales the passengers with almost believable tales of yesteryear, suitably

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spiced with derogatory references to the antics and apparently non-sensical actions of the Gosford Shire Council, demonstrating an intimate and longstanding knowledge of the area.

Soon we enter Pittwater and pass Palm Beach, better known to almost everyone on board except me perhaps as Summer Bay - the setting for the TV soap Home & Away, with its particular brand of domestic dramas.

It is a public holiday and everyone seems to be out on the water on or in some sort of vessel from single man kayaks to fishing tinnies, jet skis, family half cabin cruisers and yachts of all sizes to sleek tinted-windowed cruisers straight from the pages of boating magazines that no doubt cost more than the average family home.

There are water skiers, posers, family outings, picnickers and those who just want to spend a day dangling a line in the water.

The region has in fact been a recreational area for a couple of hundred years, the only difference nowadays being the million dollar homes that encrust the shoreline.

We circle Scotland Island with its 200 or so homes but which still have all the normal power, water, sewerage and communications services, so not exactly an underprivileged rural backwater.



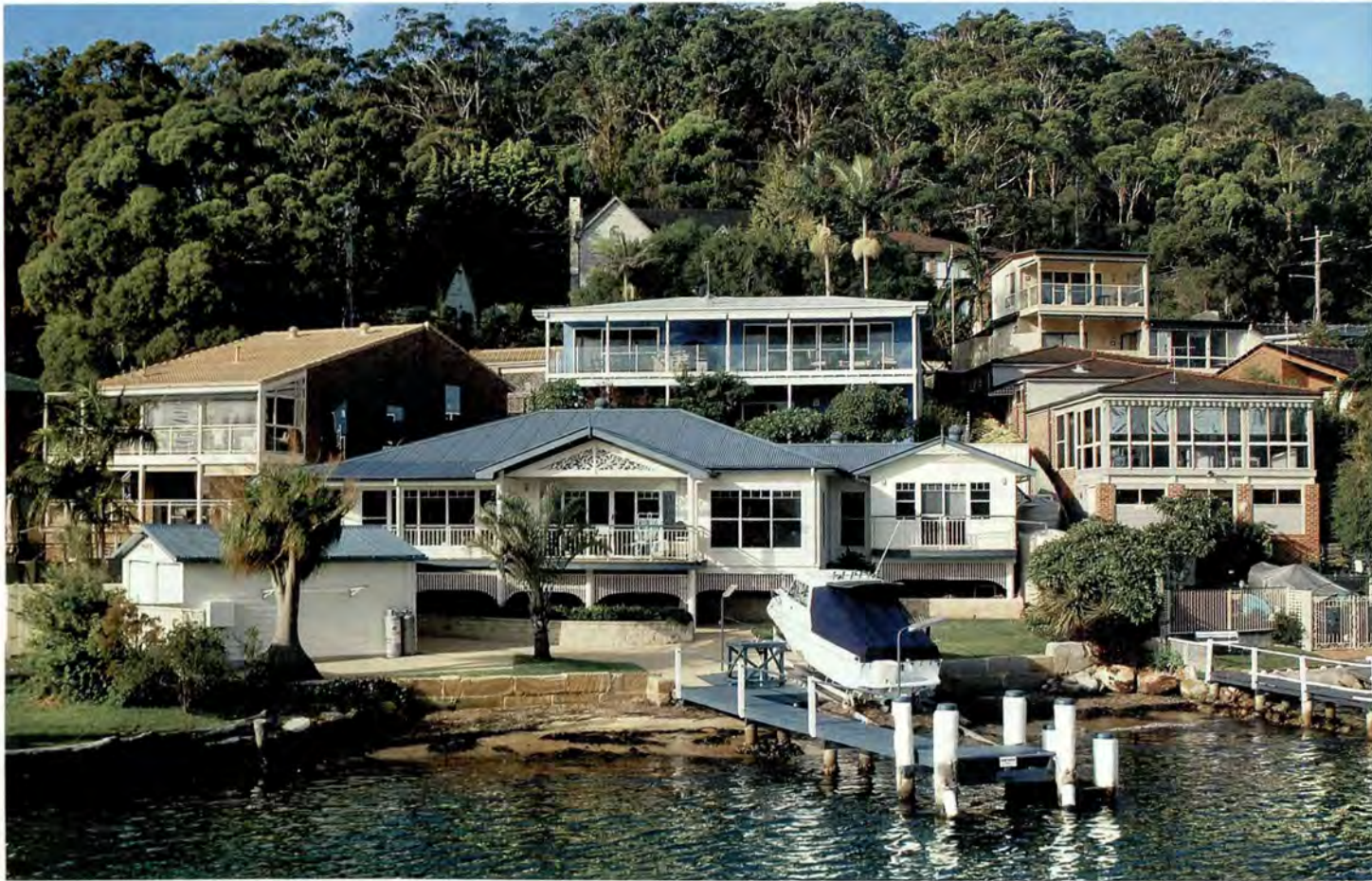
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For those of us with a penchant for useless trivia, the captain points out the house built by the fellow who invented the Victa lawn mower, Mervyn Richardson, presumably after he had made his fortune.



Almost every house seems to have its own jetty, boathouse and boat of some kind, a sort of marine suburbia.

For those of us with a penchant for useless trivia the captain points out the house built by the fellow who invented the Victa lawn mower, Mervyn Richardson, presumably after he had made his fortune, with its distinctive light blue tile roof tiles. One can't help but wonder at the amount of wealth contained in the houses and boats that line these waters.

We turn left, rather port, as we come out of Pittwater, take a quick detour up Cowan Creek and then enter the Hawkesbury River at its widest. It is in fact navigable to large vessels for as much as 90 kilometres of its length and was an important waterway in the colonial era carrying sawn timber, goods and people in and out of the agricultural lands to the west of Sydney.

The river is crossed by road and railway bridges, the first constructed being a railway bridge in 1887 by engineers of the Union Bridge Company of America fresh from building the Brooklyn Bridge in

New York - they named their construction camp on the banks of the river after this city suburb and the island in the river Long Island, also after their home town.

The current railway crosses on a distinctive multiple 'coat hanger' style bridge opened in 1946 after the piers of the old bridge started to fail.

Today, residents of the small riverside township of Brooklyn and nearby Dangar Island live in remote, rural riverside homes but are still only 45 minutes by train from the Sydney CBD by virtue of the railway station on their doorstep.

Further up river the main arterial from the city to the north, the F3 Freeway, also crosses with its seemingly constant flow of traffic. Starting its life as the more meandering Pacific Highway, roads reached this area from Sydney in 1930 and initiated another development spurt.

Housing development however is still constrained by the large amount of land under the 7 national parks and 5 Nature Reserves within its catchment - this serves to maintain the exclusivity and

SYDNEY

also prices in some of the small settlements along the Hawkesbury such as Spencer and Wiseman's Ferry, before the river morphs into its tributaries the Nepean and Grose rivers.


The river system totals more than 470 kilometres, virtually encircling Sydney and is tidal even 145 kilometres upstream.


Amid the clusters of holiday homes, weekenders and rural retreats, some only accessible by water, are a few anachronisms, such as Milsons Island - once an armed forces VD clinic, then mental hospital and currently reincarnated as a childrens adventure camp, as the captain charmingly says, "No difference really - still used to lock up the folk we don't want at home!"

At a bend in the river there are the sad scuttled remains of the Australian Navy's first warship, HMAS Parramatta, launched in 1910 but now an almost unrecognisable hulk since the removal of most of her superstructure, bow and stern, which were both turned into memorials.

The bow of this once proud vessel is now found on the northern tip of Garden Island in Sydney Harbour, whilst what now remains seems hardly worth preserving any longer.

The Lady Kendall retraces her steps back up the Hawkesbury into Broken Bay, the narrows of Brisbane Water and past the affluent suburbs of Gosford such as Saratoga, Point Clare and Point Frederick as the sun slowly sinks in the west.

For those who don't have the mechanical aptitude or energy, or money to operate boats or active enough to be water skiing about the place, catered cruising is the way to go - admiring the waters from the safety of an upper deck whilst someone else does the driving. Try it next time you travel to Sydney. 

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From far left: Mr Colin Lyttle-General Manager-Marketing, Air Niugini; Mr Darren McGregor - Country Manager New Zealand/Papua New Guinea - AirFrance/KLM; Mr Wasantha Kumarasiri-CEO Air Niugini; and Mr Paul Rombeek, General Manager - Singapore, Indonesia, Australia and New Zealand, AirFrance/KLM.

UNIQUE AGREEMENT FOR AIR NIUGINI

PNG'S NATIONAL AIRLINE, AIR NIUGINI recently signed an interline e-ticketing agreement with two European airlines, Air France and KLM Royal Dutch Airlines.

From July 1, passengers travelling to/from Port Moresby to/from Europe can benefit from this new agreement between the three airlines. Within this agreement, Air Niugini, Air France and KLM will form an interline arrangement which will encompass Papua New Guinea destination and Air France and KLM Hubs in Paris and Amsterdam.

Papua New Guinea is a fast growing country blessed with numerous natural resources like copper, gold, oil and gas. With a US\$15 billion LNG project in progress, it puts Papua New Guinea as an important and much travelled to destination.

Air Niugini Chief Executive Officer, Wasantha Kumarasiri said: "The implementation of the interline e-ticketing agreement ensures that Air Niugini, Air France and KLM customers now have easy connections to and from Port Moresby via any of the following Asian destinations - Singapore, Hong Kong, Manila and Tokyo - to and from any European city in the network of Air France and KLM. Furthermore, passengers' baggages are tagged all the way to/from Europe without hassles. It saves them time from having to re-check baggage for the next flight."

"We are very happy with this agreement with Air Niugini to offer our customers a seamless service between Papua New Guinea and our extensive network in Europe and vice versa," says Paul Rombeek, General Manager

Singapore, Indonesia, Australia and New Zealand, Air France/KLM.

The signing of this interline e-ticketing agreement with Air France and KLM now brings the Air Niugini airline agreements to a total of 28.

Air France and KLM combined operate 208 weekly flights to 24 Asian cities spread over 11 countries. With the combination of the two hubs (Paris - Charles de Gaulle and Schiphol), they have a vast well-balanced dual network at their disposal and linking Europe to the rest of the world. This new partnership will offer travellers a wider choice of ticketing opportunities and will give potential customers greater flexibility to combine travel on the networks of Air Niugini and Air France and KLM.



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Graduating pilots...(from left) unidentified, Pondrilei Posananu, Tamarari Nama, Mattie Merimba, Karol Kutan and Gomara Rawali.

Another Success Story

FIVE AIR NIUGINI CADET PILOTS have successfully gained their Commercial Pilot Licenses (CPL) and graduated from the Professional Pilot's Training School at Coffs Harbour, New South Wales, Australia, recently.

They were conferred with their flying wings in a ceremony at the flying school recently - attended by family and friends of the cadets as well as representatives from Air Niugini.

The five cadet pilots - Pondrilei Posananu, Tamarari Nama, Mattie Merimba, Karol Kutan and Gomara Rawali - started their 16-month course in April 2010. They have returned to PNG where they are being trained as first officers with Air Niugini and to gain aircraft type endorsements for the Dash 8 aircraft.

Air Niugini Chief Executive Officer, Mr Wasantha Kumarasiri in congratulating

the young pilots said given the world-wide shortage of pilots, Air Niugini is committed to training its own pilots through the cadet pilot programme.

He said Air Niugini invests millions of kina annually to train young pilots. It is part of the airline's commitment to develop the skills of Papua New Guinea citizens.

"These young men are a result of such investment and we are pleased with the progress so far. They are an inspiration to us all and we wish them the very best of luck as they now enter the next phase of their career as pilots.

Since the commencement of the cadet pilot programme in 2001, Air Niugini has on average trained a minimum of five cadet pilots each year. From 2011 and for the next five

years, Air Niugini will be taking in ten cadets (each intake) for the professional pilot training.

Air Niugini's cadet pilot programme is very competitive where hundreds of young Papua New Guineans apply each year. After a rigorous selection process in the areas of academic, aptitude and personal traits, only five to ten are selected.

Air Niugini currently has a total of 38 cadet pilots at various stages of training on the domestic fleet. Amongst the cadet pilots are four young women - Beverly Pakii, Jacqueline Naing, Sharon Tara and Rhoda Ilave.

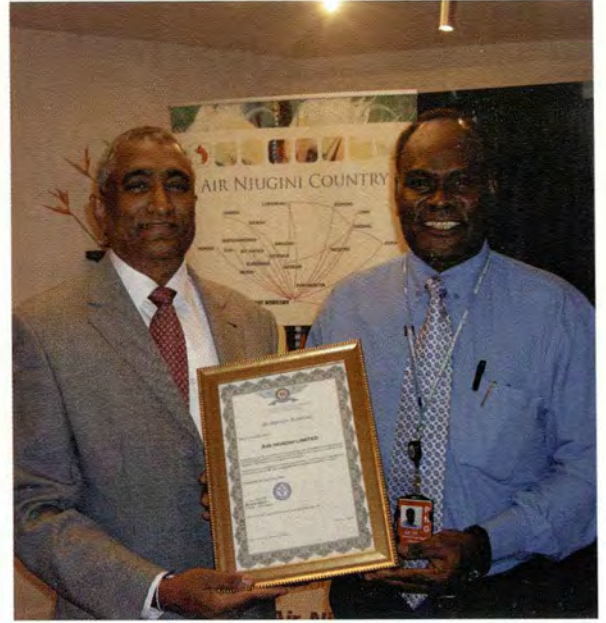
In addition to the cadet pilot programme, Air Niugini's initiatives focus on two other streams which include Engineering Cadet Programme and the Management Graduate Scheme.



Airline's Seal of Approval



Left to right: General Manager Engineering - Tahuwar Durrani, CEO - Wasantha Kumarasiri and General Manager Flight Operations - Captain Daniel Wanma proudly display the Air Operator and Maintenance Organisation Certificates.



Air Niugini CEO, Wasantha Kumarasiri receiving the Air Operator and Maintenance Organisation certificates from Acting CEO, Civil Aviation Safety Authority (CASA) PNG, Wilson Sagati. The AOC gives Air Niugini the approval to operate for the next five years.

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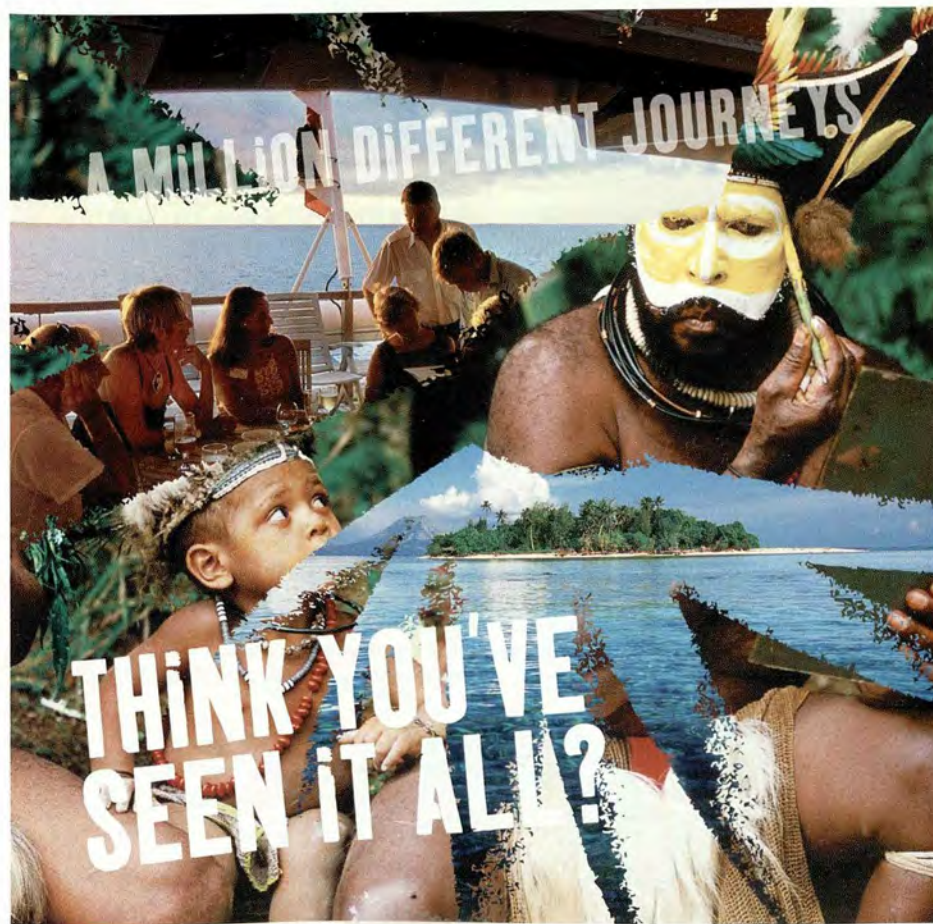
AIR NIUGINI WAS THE MAJOR SPONSOR of the recent Rotary Club of Lae 6th Black tie ball. The airline donated 3 domestic return tickets; 2 return tickets Lae-Pom Lae; and one Lae-Gurney (Alotau)-Lae. An international ticket was also given for travel from Lae to Hong Kong return.

Air Niugini has been a major sponsor of this event since its inception six years ago. Air Niugini is very supportive of the Rotary Club of Lae's anti-malaria campaign by uplifting treated mosquito nets throughout the country.

The Rotary Against Malaria (RAM) is a five-year programme targeting communities and villages nationwide with the distribution of treated mosquito nets.

Air Niugini also assists with another programme ROMAC - Rotary Oceania Medical Aid for Children - where young Papua New Guineans are flown overseas for special medical care and surgeries.

From left: President-Rotary Club of Lae, Anthony Whitfield, Air Niugini's Orim Turbarat and District Governor, Rotary International, Caroline Krueger (far right) presenting a winner with a return ticket for two to travel from Lae to Hong Kong.



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General Information

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

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

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

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

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

appearance they are quite varied.

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

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

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

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

What to See and Do



Ideal Cruising Experience

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

Diving

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

Trekking the rugged terrains

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

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

Excellent Fishing

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

Surfing the waves

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

Bird Watching

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

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

World War II Relics

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

Astounding Volcanoes

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

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

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KAVIENG - PH 984 2788 FAX 984 2251 LIHIR - PH 986 4099 FAX 986 4097 POM - WAIGANI - PH 325 7388 FAX 325 1252 WEWAK - PH 456 2255 FAX 456 2252

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