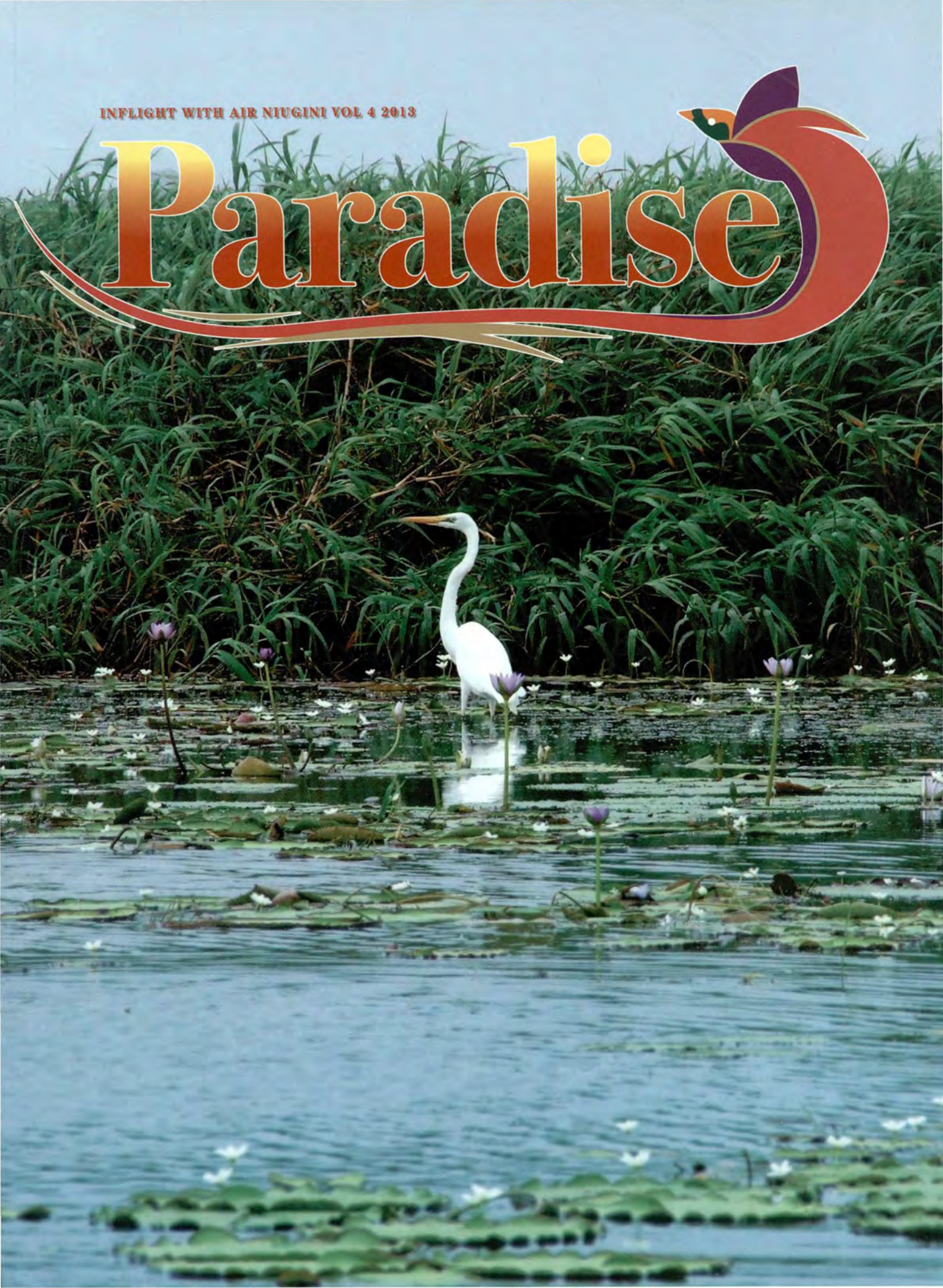


INFLIGHT WITH AIR NIUGINI VOL 4 2013

Paradise





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is a Papua New Guinean success story. Today the company is a well established business conglomerate with diverse commercial interests and listings on both the Australian and Port Moresby Stock Exchanges.

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thanks for taking us into your home!

You know a lot has changed in 80 years since our humble beginnings in the Wau Gold fields, in August 1933, but one thing has not changed, that is Paradise Foods commitment to making a range of quality biscuits and snacks.

Our modern manufacturing facilities in Port Moresby and Lae ensure you continue to get only the best and freshest products, what you've come to expect from Paradise Foods.

The values of our company and our employees have remained strong; inspiration, dedication and a love of biscuit making.

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IN PARADISE ? IN SEAVIEW !

FURNITURE & HOUSE APPLIANCE LIST

Space	Description
Entrance	Entrance Cabinet with Shoes Unit
Living Room	TV/ TV Cabinet / Sofa Set with Table / Air Condition
Dining Room	Dining Table with Chairs / Sideboard / Wine Cabinet
Kitchen	Kitchen Cabinet / Oven / Dish Dryer / Range Hood / Gas Stove / Refrigerator / Electromagnetic Cooker / Coffee Maker / Auto Rice Cooker / Electric Jug / Active Water Restructuring Filter
Bathroom	Electric Water Heater / Vanity Unit / Shower Unit / Toilet / Hardware Fitting (Shower, Towel Rack, Shelf Rack, Mirror, Roll Holder)
Bedroom	TV/TV Cabinet / Bed with Mattress and 2 Bedside Drawers / System Wardrobe / Dressing Table / Sofa Set / Air Condition
Balcony or Laundry	Washing Machine / Clothes Dryer / Leisure Chair Set



LEASE/SALES INFORMATION

Phase I

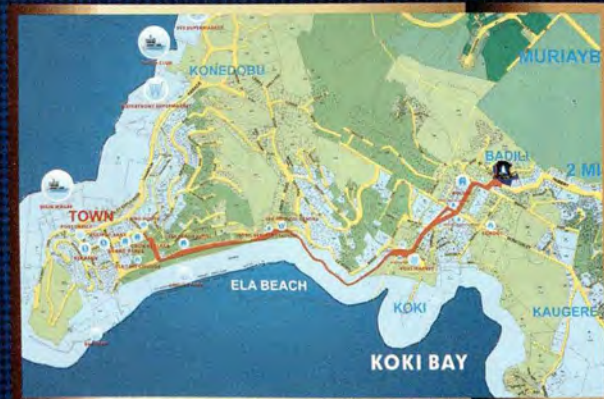
24 Units Single Level Apartments of 2 or 3 Bdrm
 12 Units Split Level Apartments of 4 or 5 Bdrm

Phase II

32 Units Single Level Apartments of 2 or 3 Bdrm
 12 Units Penthouses of 4 or 6 Bdrm
 4 Units Split Level Apartments of 3 or 5 Bdrm
 4 Units Townhouses of 3 Level, 5 Bdrm
 4 Units Semi-detached villas of 3 Level, 5Bdrm

Phase III

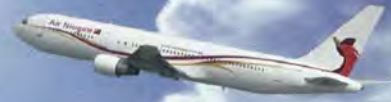
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Message from the Office of the Chief Executive Officer



Welcome Aboard

Most people we hope are aware of the incredible diversity of Papua New Guinea – its 800 plus distinctly different languages and the multiplicity of cultures that this reflects; cultures with their own colourful songs, dances, stories, myths, legends, decoration and artefacts.

In many instances, Papua New Guineans themselves are often unaware of the cultures elsewhere in their own country, although we at Air Niugini are more than happy to fly you to all the main centres. Air Niugini wants to do more than just take you home though, we want to give you and our overseas visitors the chance to see, smell, hear, taste and totally experience the unique social and physical environments that the country has to offer.

The topography of the country is equally diverse and rugged – from sometimes snow-capped Mt Wilhelm and Mt Giluwe at 4,509 and 4,367 metres above sea level, along the mountainous spine of the mainland to the grass valleys and forests of the Highlands down to the coastal river deltas and mangrove swamps.

Between these extremes are micro-environments where many weird and wonderful plants, animals, birds and insects are found. Then, of course, there are the more than 600 large and small islands, most fringed with coral reefs and the sub-surface wildlife that they provide a home to, that also provide a valuable food source for village subsistence lifestyles.

Although Air Niugini flies to the main centres of the country in most of the 22 provinces that have a suitable airport, one cannot forget that only 18% of our population of just over 7 million live in these centres. Most people in PNG still reside in a rural area where despite years of education, development and national Independence life goes on much as it has for millennia – it is these environments that make our country unique.

Our **PARADISE** articles are a chance to provide readers with awareness about some of the places one can travel both domestically and internationally, not just the kaleidoscopic underwater colours of reef, corals and fish but also the other equally interesting destinations above sea level.

So whilst others see this wonderful country as Papua New Guinea, we call it home!

Enjoy your flight with us today and if you would like to learn more about Air Niugini, please visit us at www.airniugini.com.pg

Simon Foo, CBE
CHIEF EXECUTIVE OFFICER

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Paradise is the complimentary inflight magazine of Air Niugini, Papua New Guinea's international airline. It is published six times a year by Islands Business International.

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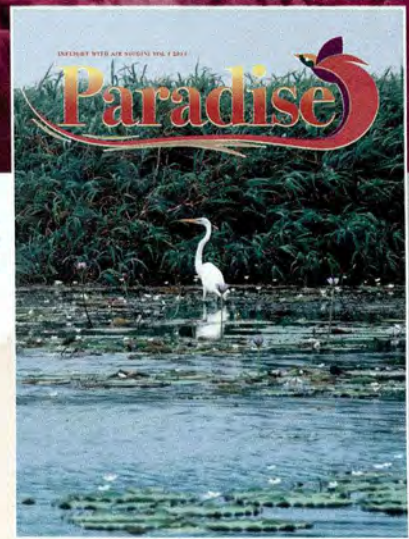
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The Fly Adventure

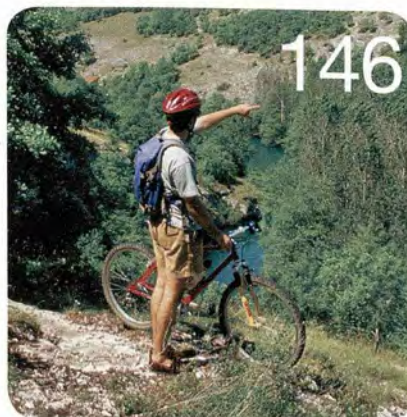
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Cover photo:
By Mackhenly Kaiok
Story on page 32.

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Steamships have been shipping in Papua New Guinea for over 90 years. We operate a fleet of coastal vessels and specialise in estuarine and river trades in the Gulf and Western Provinces. Steamships provides short and long term vessel charters, and reliable cargo liner services using geared, multipurpose vessels. The company can also develop, implement and support inter-modal logistics shipping solutions, linked to land based services such as road transport, cargo handling and storage.

In addition to owning vessels and providing domestic coastal shipping services, Steamships is a shareholder and manager of stevedoring companies at seven of the country's ports, where it also operates the largest shipping agency business. As Swire Shipping's in-country representative, Steamships can offer a range of international shipping services to and from North and South East Asia, Australia, New Zealand and the Pacific Islands with the network extending to Europe and the west coast of North America. All services are provided by flexible, multipurpose ships offering hold configurations and cranes designed specifically to carry a range of commodities, containerised, break bulk and project cargoes.

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Enjoy our Bird of Paradise in-flight service

Please ask us

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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

In-flight Duty Free

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

Immigration and Customs Forms

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

Before you leave

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



Air Niugini fleet

B767-300ER

Boeing

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

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



B737-800

Boeing

Length: 39.5m
 Wing span: 35.79m
 Range: 8100km
 Cruising speed: 857kph

Power plant: 2 x CFM56 - 7B26
 Normal altitude: 11300m
 Standard seating capacity: 158
 Number of aircraft in fleet: 1



B737-700

Boeing

Length: 33.6m
 Wing span: 35.79m
 Range: 6370km
 Cruising speed: 830kph

Power plant: 2 x CFM56 - 7B22
 Normal altitude: 11300m
 Standard seating capacity: 122
 Number of aircraft in fleet: 1



F100

Fokker

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

Power plant: 2 x Rolls Royce Tay 650
 Normal altitude: 11000 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: 4



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

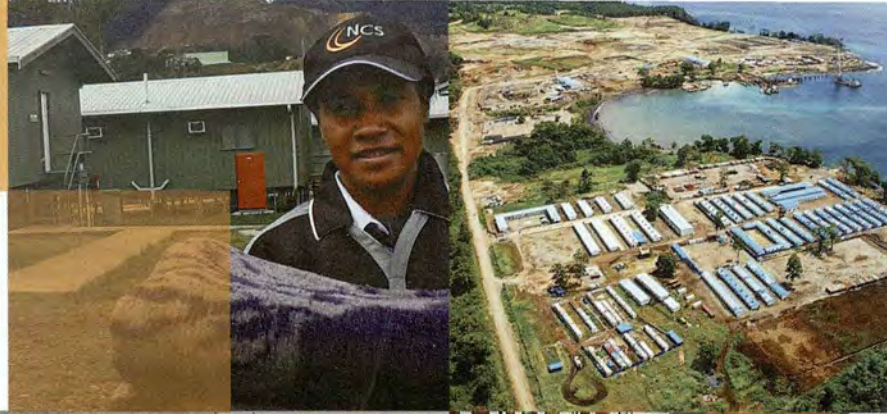
Foot motion is in three stages.
1. Start with both heels on the floor and point feet upwards as high as you can.



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.



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Your health inflight

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

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

Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

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

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

Recommendations

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

Jetlag

The main cause of jetlag is travelling to different time zones without giving the body a chance to adjust to new night-day cycles. In general, the more time zones you cross during your flight, the more your biological clock is disturbed.

The common symptoms are sleeplessness, tiredness, loss of appetite or appetite at odd hours.

Recommendations

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



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

Cabin Humidity/Dehydration

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

Recommendations

- ◆ Drink water or juices frequently during the flight
- ◆ Drink coffee, tea and alcohol in moderation. These drinks 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

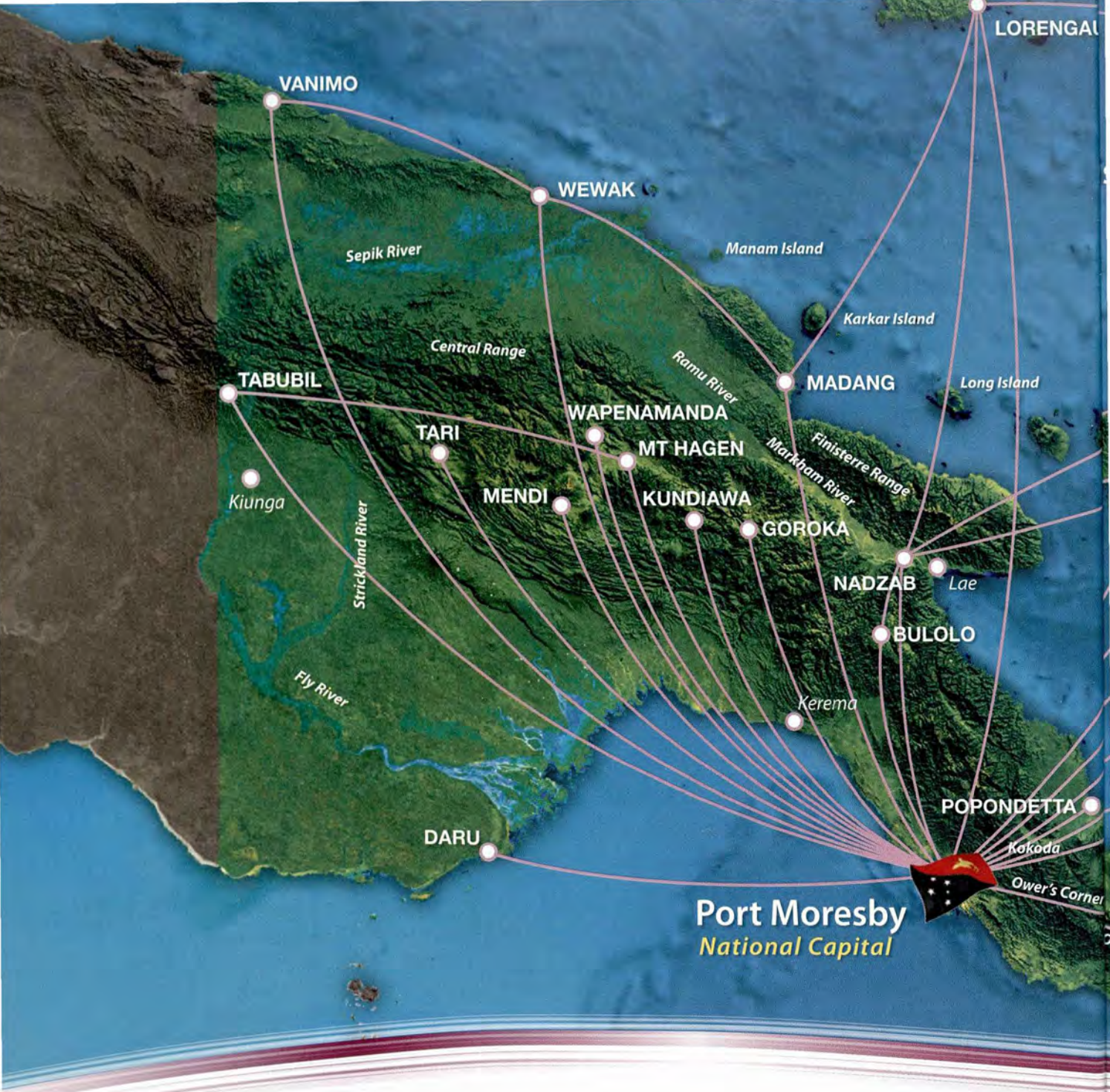
- ◆ If you have a pre-existing medical condition that warrants supplemental oxygen, you can order from us. Please give at least seven days notice before travelling.
- ◆ To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalizing pressure between your 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.



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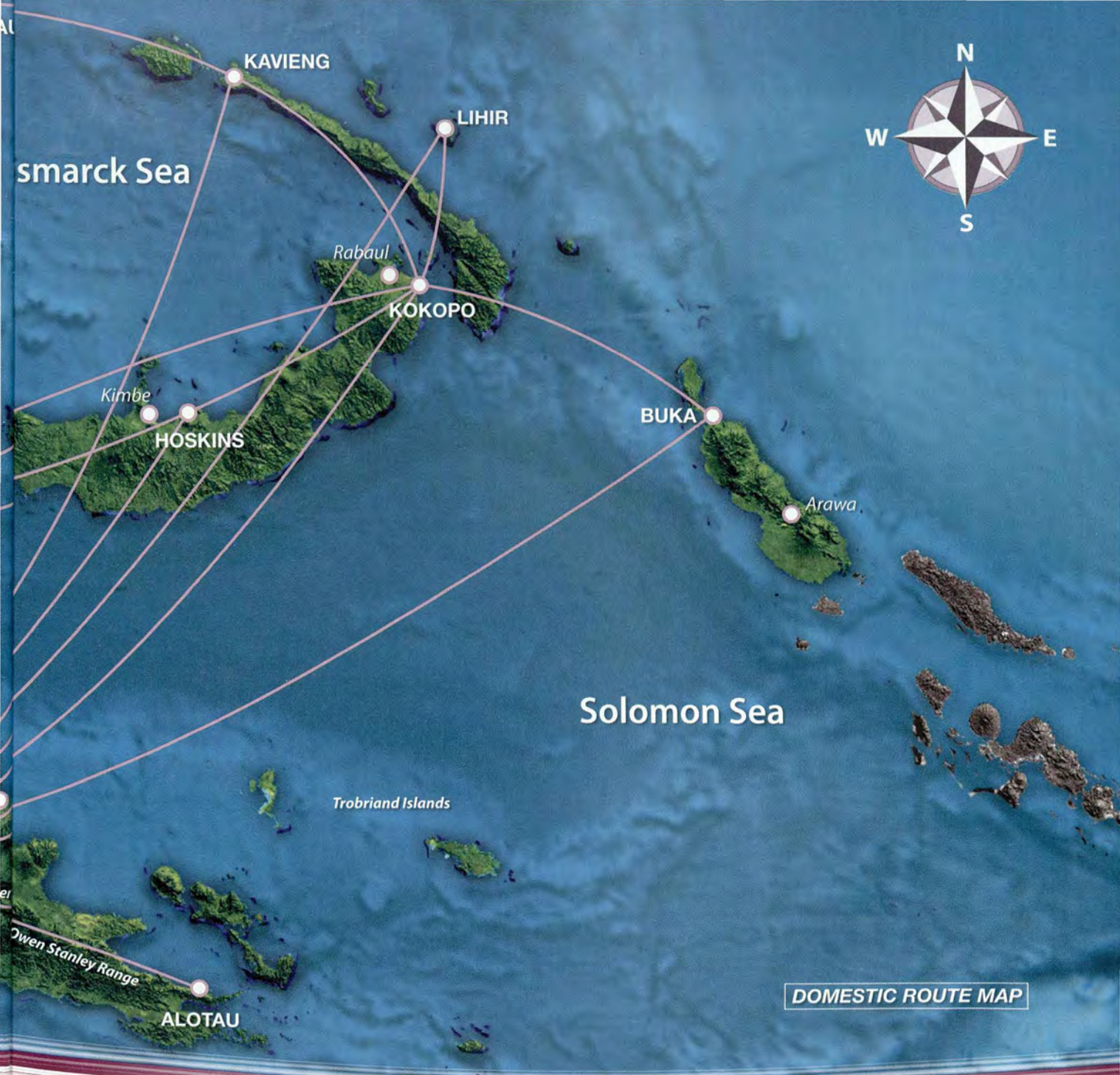
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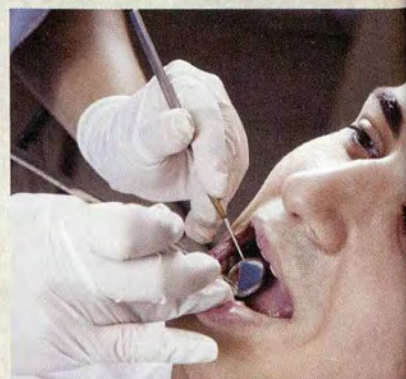
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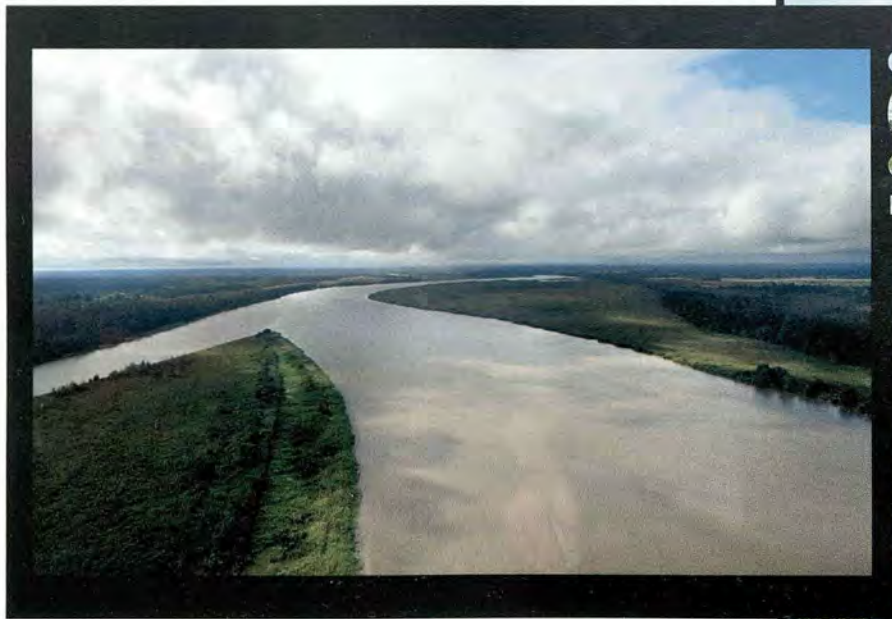
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The Fly Adventure

WORDS AND PICTURES | MACKHENLY KAIOK

It's a photographer's haven the moment you sail into one of Western Province's many lakes that feed off from the meandering Fly River.

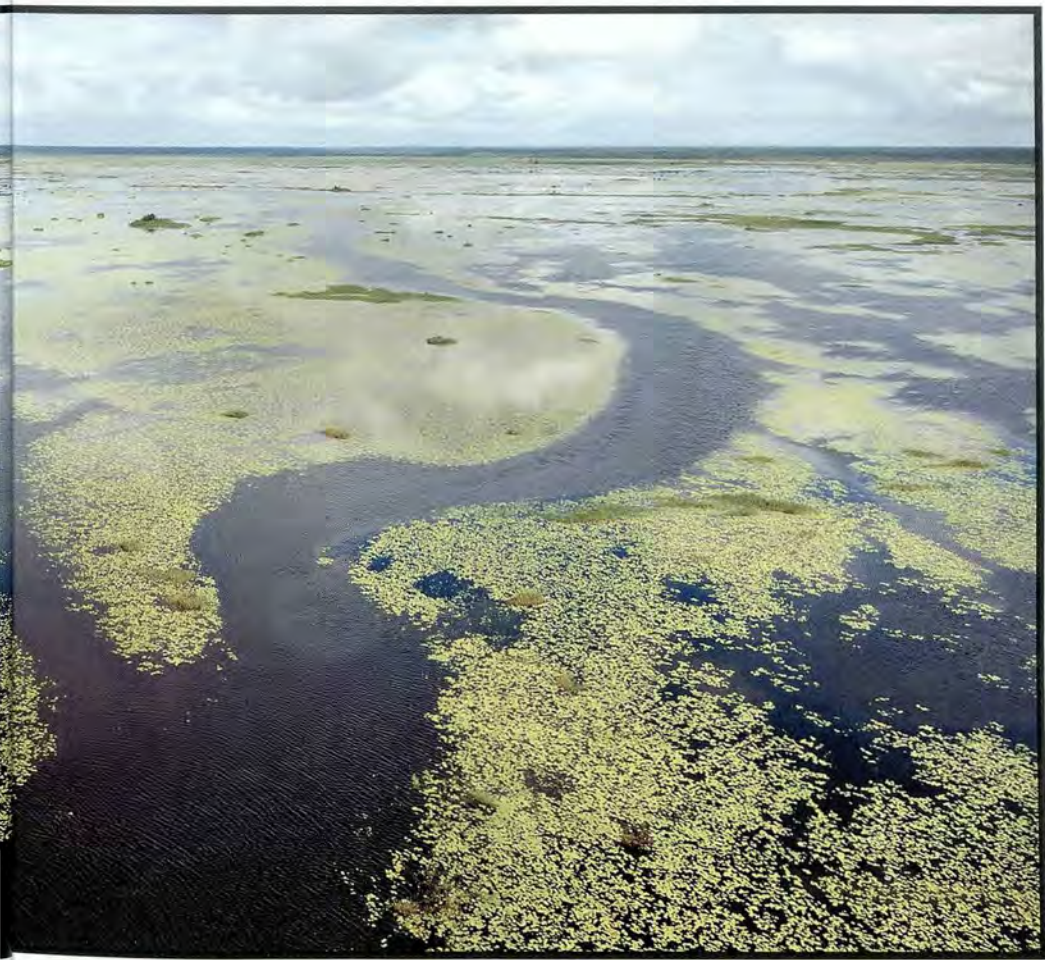
The river itself too offers smooth sailing for obvious reasons but not so much when you hit the waters towards the south.

Here, the currents are strong as the water meets the sea but seeing the locals navigating across is astonishing. The swells in this part of the river can reach near five metres.

The last time I was tested on this section of the Fly River was at Maduduo in the South Fly where I was nearly thrown off the dinghy while trying to board a support vessel. Call it 'dangerous' but it encourages one to remember and take care when next you are there.

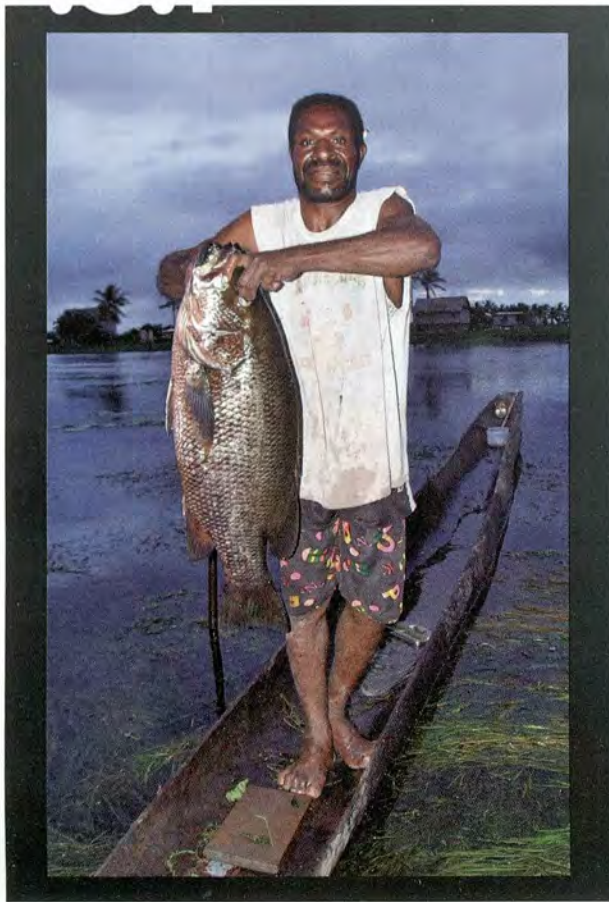
What lies beyond the Fly River is something that is not much talked about in glossy magazines.





The last time I was tested on this section of the Fly River was at Maduduo in the South Fly. There, I was nearly thrown off the dinghy while trying to board a support vessel. Call it 'dangerous' but it encourages one to remember and take care when next you are there.





For almost five years, I've travelled the length of the Fly River and visited some of its giant freshwater lakes...and I have never gone wrong with the photos I've taken. Truly, it is every photographer's dream.



□□ KO

64

D55/5.5 140

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11



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11

The river supports large water basins rich in bird life and water-chiselled landscapes great for photography, and for those who just want to get out there to experience the unknown wilderness.

It's a pity too, given the scenery and wildlife this river and its many lakes hold that tourism itself in this part of the country is yet to be greatly promoted.

Nevertheless, for one who loves exploring the unseen or the less talked about places, the Fly River in Papua New Guinea's Western Province is the ideal choice.

Fly River is better known for its legacy associated with the mining activities happening up in the north of the province.

For almost five years, I've travelled the length of the Fly River and visited some of its giant freshwater lakes and I have never gone wrong with the photographs I've taken. Truly, it is every photographer's dream.

The day I first came to know of this great wilderness was back in 2008 when I stepped out of my "floating hotel" and into a dinghy sailing straight into a huge lake, just outside Obo, a small riverside station along the Fly River. Obo is located some distance from Kiunga, the river port where much of the supplies for Ok Tedi mine are off-loaded from vessels.

Obo is serviced by an airstrip with flights to and from Daru, the provincial capital, and Kiunga once or twice a week. Accommodation is plentiful in these two towns but not so much on the riverside places like Obo.

Well, I got my first glimpse of the beauty of Western Province when I was given a friendly tour of the lake at Obo.

Apart from the ever present bird life, the lake is also home to some very large black bass, which I later found to be in abundance in many other lakes as well. The people living along the river continue to live a nomadic lifestyle.





The icing on the cake that you probably won't forget is the sunset which is worthy of postcard brochures. The scene of a setting sun along the river soothes the soul and at times brings back long forgotten romantic memories.

Throughout the year, they leave their villages to camp in certain spots along the river and the lakes to fish, hunt deer and wild pigs, and gather sago.

Protein is in abundance and if you are lucky enough, you'll enjoy a barramundi on your dinner plate.

Another great fishing spot and truly an adventure for those who are strong at heart is Suki. The area is also rich in bird life and boasts of some magnificent sceneries.

Located in the South Fly district, the lake there stretches as far as the eye can see. There's also a lodge there but reachable only by air.

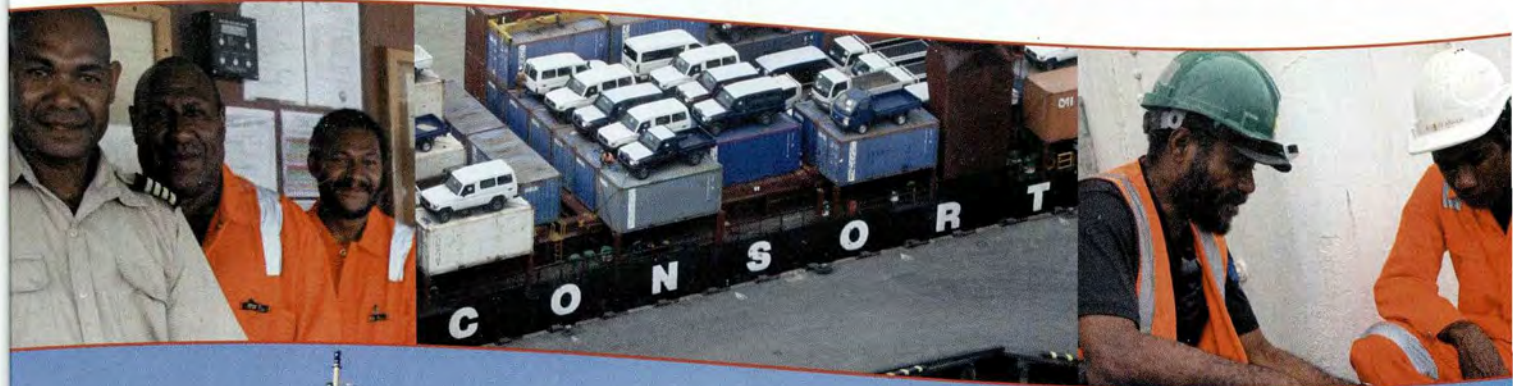
The icing on the cake that you probably won't forget is the sunset which is worthy of postcard brochures. The scene of a setting sun along the river soothes the soul and at times brings back long forgotten romantic memories.

Everything about this area - the wildlife, the scenery - makes me realise that this is a relatively undiscovered paradise and I can't wait to rejoin my floating hotel, the MV Sapura, to download my photographs so that I can share with others the beauty I have captured.





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WORDS & PICTURES | IAN NEUBAUER

A barefoot girl with a baby slung across her shoulder approaches a tourist at Watam village on Papua New Guinea's wild north coast.

She hands him a wooden carving - an intricately carved mask with an elongated nose, bulging red lips and big bulging eyeholes. "A present for you," she says.

Unsure how to react, the visitor accepts it graciously. Her husband then reminds her he's now got to give a present in return, so she pulls out her wallet and offers the girl a 10-kina bill - the equivalent of A\$5.

"No, it's a present," the girl says, breaking his heart.



And while the girl is eventually coaxed into accepting the cash, it doesn't take anything away from the highly moving cultural exchange - one of countless experienced by passengers aboard the MV Orion's action-packed bi-annual 11-night cultural highlights tour of Papua New Guinea.

Departing from Cairns, this 5-star expedition vessel spends a day and two nights crossing the Coral Sea before arriving at Alotau on New Guinea's southeast tip.

In August, 1942, Alotau was the scene of the Battle of Milne Bay - the Allies' first decisive victory over the Japanese Imperial Forces during World War I.



During their stopover, passengers see tanks, planes and landing barges abandoned in the jungle and pay their respects to fallen Allied soldiers at an Australian war monument.

Back on board, passengers' moods are lightened when they are treated to the first of a dozen sing-sings - traditional song-and-dance shows performed by local men, women and children - donning feather head-dresses, body paint and jewellery made of shells, corals and seeds. Afterwards, passengers enjoy duck liver parfait on brioche, seared veal tenderloin and hazelnut nougat crème brûlée - as part of a six-course degustation menu - designed by Serge Dansereau of Sydney's Bather's Pavilion restaurant.

Served on the read deck and expertly matched to fine wines, it's the perfect end to their first day in this beautiful, exotic and widely misunderstood country.





The Orion spends the next four days steaming north along the coast while taking in some of the world's most paradisiacal tropical islands.

At Samarai Island, passengers partake in a fascinating walking tour through this forgotten 19th century trading post where crumbling colonial buildings line once-grand avenues now overgrown with trees and grass.

They swim and snorkel in the translucent blue water of Kwato and Dekka Dekka Islands, where colourful soft and hard coral teem with tropical fish. And they ride speed boats into the colossal fjords of Oro Province where they are transferred on to log canoes for a paddle down a river that weaves like a snake through thick, green jungle.

When they alight, the group is surrounded by islanders donning war-paint and spears who demand to know if they are enemies or friends.

When they confirm they're the latter, they are invited to a clearing in the jungle to see traditional female face tattooing, palm-thatch and fire making, and the complex and ancient process used to manufacture sago - a starch-laden carbohydrate Papua New Guinea villagers subsist on.





THE CRUISE

HIGHS & LOWS

HIGH - Traditional dance troupes ('sing-sings') staged at villages and ports

HIGH - Exploring through fjords and jungles of Oro Province on log canoes

LOW - An outer-reef snorkelling tour run by a contractor that failed to reach its destination


LOW - The heat can be a little hard to handle onshore



"Most people think PNG is dangerous," says expedition leader Mick Fogg. "But I would argue that by the end of our cruise, 99 percent of our passengers' perceptions have flipped 180 degrees. The parts of it we visited are some of the safest and most beautiful in the world."

A week after leaving Cairns, the Orion makes a pit stop at Madang, 'the prettiest town in the Pacific', before continuing north to the Sepik River - PNG's answer to the Amazon.

The ship then veers east across the Bismark Sea to Rabaul, capital of New England province. The last two nights of the expedition are spent docked on Simpson Harbour where passengers watch active volcanoes bellow smoke during the day and streams of hot ash from their calderas after dark. It's a show unlike anything else on earth

"Most people think PNG is dangerous," says expedition leader Mick Fogg. "But I would argue that by the end of our cruise, 99 percent of our passengers' perceptions about the country have flipped 180 degrees. The parts of it we visited are some of the safest and most beautiful in the world." 



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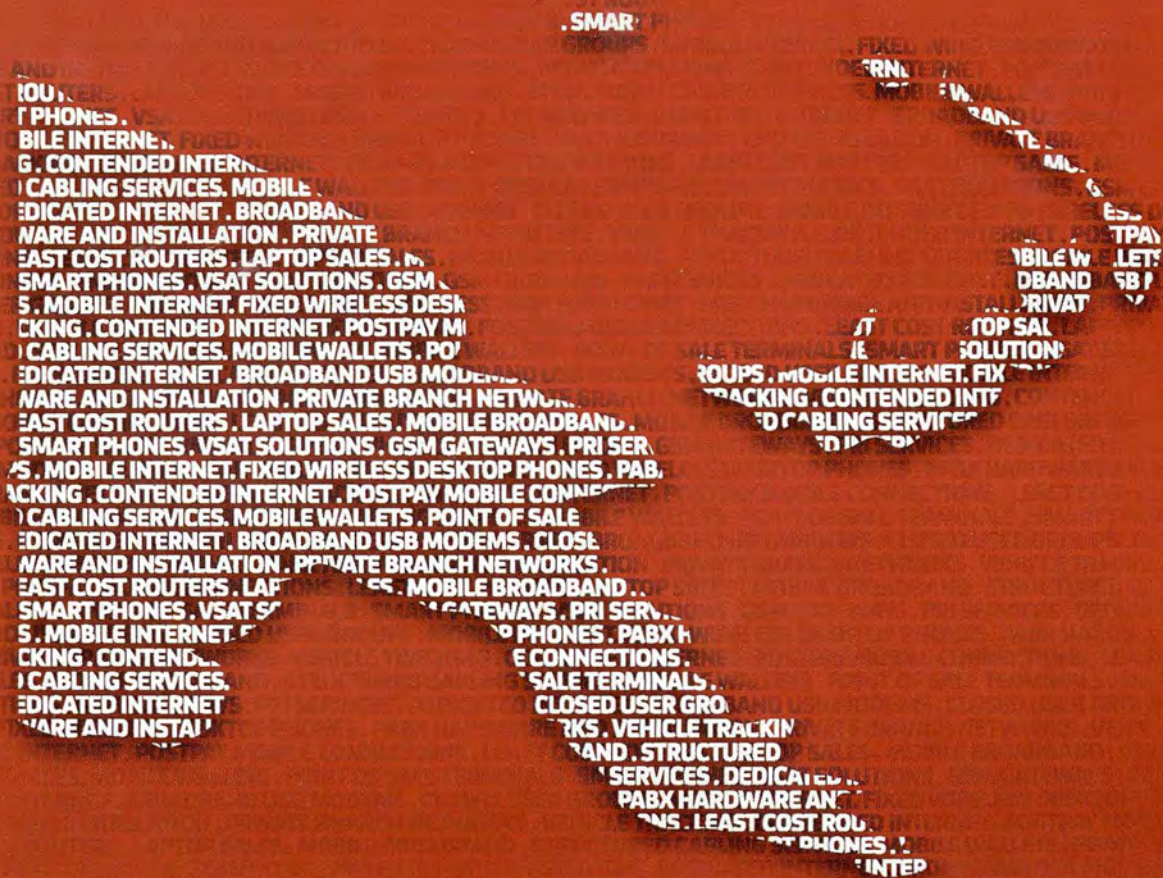


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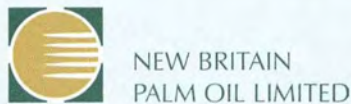
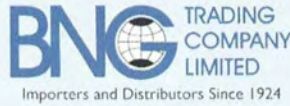
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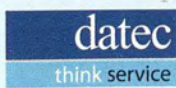
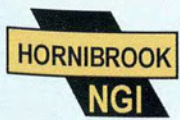
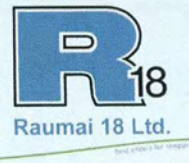
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Cruising the Mighty Sepik

BY SIR PETER BARTER





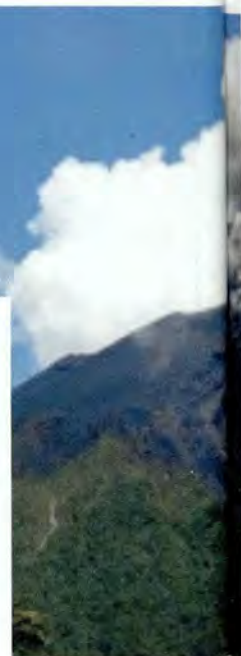
"An experience above all others". This is how some guests have described their cruise aboard the Kalibobo Spirit, a 30-metre luxury motor yacht that travels the Sepik River and exotic islands of Papua New Guinea.

Since the previous operator MTS discontinued scheduled cruises of the Sepik River aboard the Melanesian Discoverer, the Kalibobo Spirit has been chartered by wealthy tourists to travel up through the lower and middle Sepik River - a cruise that takes up to a week.

Departing Madang, the vessel travels north west along the Madang Coast, passing Karkar island and the Manam volcano which is frequently seen discharging fire and pumice into the sky.

The Kalibobo Spirit arrives at the Sepik River in the early hours of the morning and continues upstream to the mouth of the barat leading to Murik Lakes - a large area of lakes, islands and mangroves - home of PNG's first prime minister, Grand Chief Sir Michael Somare.

Mendam is the first of many Sepik villages guests of the Kalibobo Spirit will visit. The art of the people here differs from that found further up the river in as much as it seems to have an Egyptian influence.



The youth of Mendam are always ready to perform a play which involves traditional dress, story, music and a narration in tok pisin.

Canoes loaded with food travel up and down the river, trading with villages as they pass.

The Murik Lakes are well known for their delicious crabs and these will invariably appear on the evening menu.

After re-boarding, the vessel continues up river passing Marienberg; what used to be a large Catholic mission station is now a community school and logging camp.

At mid-day, you arrive at Angoram, the largest township along the Sepik River and one that has a road connection to Wewak.

Angoram remains the main trading centre

The final day of the journey is spent floating down the river, assisted by a five-knot current, visiting a few of the places that were missed on the way up. Then an overnight cruise back to the Madang Resort marina, where all the artefacts and handcraft mementos are unloaded and packed. Not so the memories - they will live with you forever.





along the river, boasting a hotel, market, high school, police station and administrative headquarters for the district, with plenty of local enterprises selling carvings from the surrounding district.

Most of the lower Sepik is a flood plain covered by millions of tons of sediment washed down from the Central Range.

Marienberg and Angoram are the only places built on small hills above the height of the flood.

During the wet season, other villages on the plain use canoes to collect sago palm [saksak], the staple diet, and maintain trade and communal life between themselves.

As the water retreats between April and November, the ground dries out, food gardens emerge and with the soil re-fertilised, it quickly produces bananas, yams and other forms of vegetables to supplement saksak and fish.

During the dry season, kindams (fresh water prawns) are caught, some as large as crayfish, which are again eagerly purchased by the crew for another special meal aboard the Kalibobo Spirit.

After leaving Angoram and continuing upstream, we pass Kambaramba, a village off the main river built entirely on stilts over a lake.

The village is renowned for the generous nature of its women and up river folk are frequent visitors.

The Middle Sepik is home to the Latmul people and is one of the most interesting places to be found on the river. Each village has a unique form of carving, its



own legends and many have unique haus tambarans (Spirit Houses) or boi house, which, as the name implies, is only for men that have been initiated.

At certain times of the year, it is possible to witness initiation ceremonies where skin cutting is performed to create welts that resemble the skin of a crocodile.

On this voyage, many other villages are visited and their differing cultures explored.

Haus tambarans, the Chambri lakes, garamut drums, sacred flutes, pottery-making centres - all these fascinating places and activities are experienced and enjoyed.

The scenery, bird life and culture are

unique, as are the people, and will be a never-ending source of nostalgia.

The final day of the journey is spent floating down the river, assisted by a five-knot current, visiting a few of the places that were missed on the way up.

Then an overnight cruise back to the Madang Resort marina, where all the artefacts and handicraft mementos are unloaded and packed. Not so the memories - they will live with you forever.

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IN VULCAN'S SHADOW

BY IAN NEUBAUER

The photographs pinned to the wall of the Rabaul Hotel, one of the few buildings still standing, are as faded and damaged as the places they depict.

But focus on the gaps between the watermarks and you'll make out scenes befitting the capital of German New Guinea, one of the wealthiest colonies the Pacific has ever seen: vintage cars pattering down frangipani-lined avenues, grand old manors with wrought-iron balconies and couples strolling under parasols in the sun.

Yet, it wasn't the occupation by Japanese troops during World War II or the subsequent carpet-bombing by the Americans that turned this once-idyllic trading post into a post-apocalyptic ghost town.

It was something far less malevolent but infinitely more destructive: the 1994 eruptions of Vulcan and Tavurvur, two of six volcanoes that dominate this part of Part Papua New Guinea. And while the ash settled not long after the twin eruptions, smoke continues to billow from their sister Mount Mother in a beautiful but malignant showcase of



Yet it's one thing to see an active volcano from the safety of a moving ship and another to feel its ungodly rumble while standing at its base. Even more disturbing is the sound - that of a thousand jumbo jets tearing down a runway but never taking off...until the day it inevitably explodes.

nature's ultimate force.

"What's it like living next to an active volcano?" I ask my driver as he steers our car through the barren, busted landscape. "Like living with a crocodile," he answers. "Never turn your back to it."

It's the second active volcano I've seen in more than two decades of adventure travel. The first was a week earlier while crossing the Bismarck Sea aboard the Australian-based expedition vessel

MV Orion. I'd just sat down for supper on the aft deck when I saw a round of sparks hanging like wildfire in a night sky - red-hot lava spewing from one of PNG's many volcanic islets.

Yet it's one thing to see an active volcano from the safety of a moving ship, and another to feel its ungodly rumble while standing at its base. Even more disturbing is the sound - that of a thousand jumbo jets tearing down a runway but never taking off...until the day it inevitably explodes.

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"We predicted an eruption in '84. But when the twin volcanoes erupted a decade later, it was the fishermen who saved us when they saw dead fish floating in the sea. We quickly understood they'd been killed by sulphur dioxide escaping from the underwater fissures and set off the alarm."

"The science of volcanology is very young, only about a century old, so we have no real way of predicting eruptions," explains volcanologist Clement Mutupit, who, along with Suzie McGrade, owner of the Rabaul Hotel, provide expert commentary on the Rabaul Volcano Tour.

"We predicted an eruption in '84," he continues. "But when the twin volcanoes erupted a decade later, it was the fishermen who saved us when they saw dead fish floating in the sea. We quickly understood they'd been killed by sulphur dioxide escaping from the underwater fissures and set off the alarm."

We continue our ascent to a ledge made of hardened black lava at the very base of the caldera but the heat and stench of sulphur is unbearable and, after snapping a few photographs, we make a hasty retreat.

On the return leg, I learn McGrade is a third-generation New Britainer. Her grandfather, a prospector from Scotland, came here looking for gold after WWI, while her father, an engineer from Australia, was sent here to rebuild the town after WWII.

"It must have broken your father's heart," I say, "to see all he rebuilt fall down?"

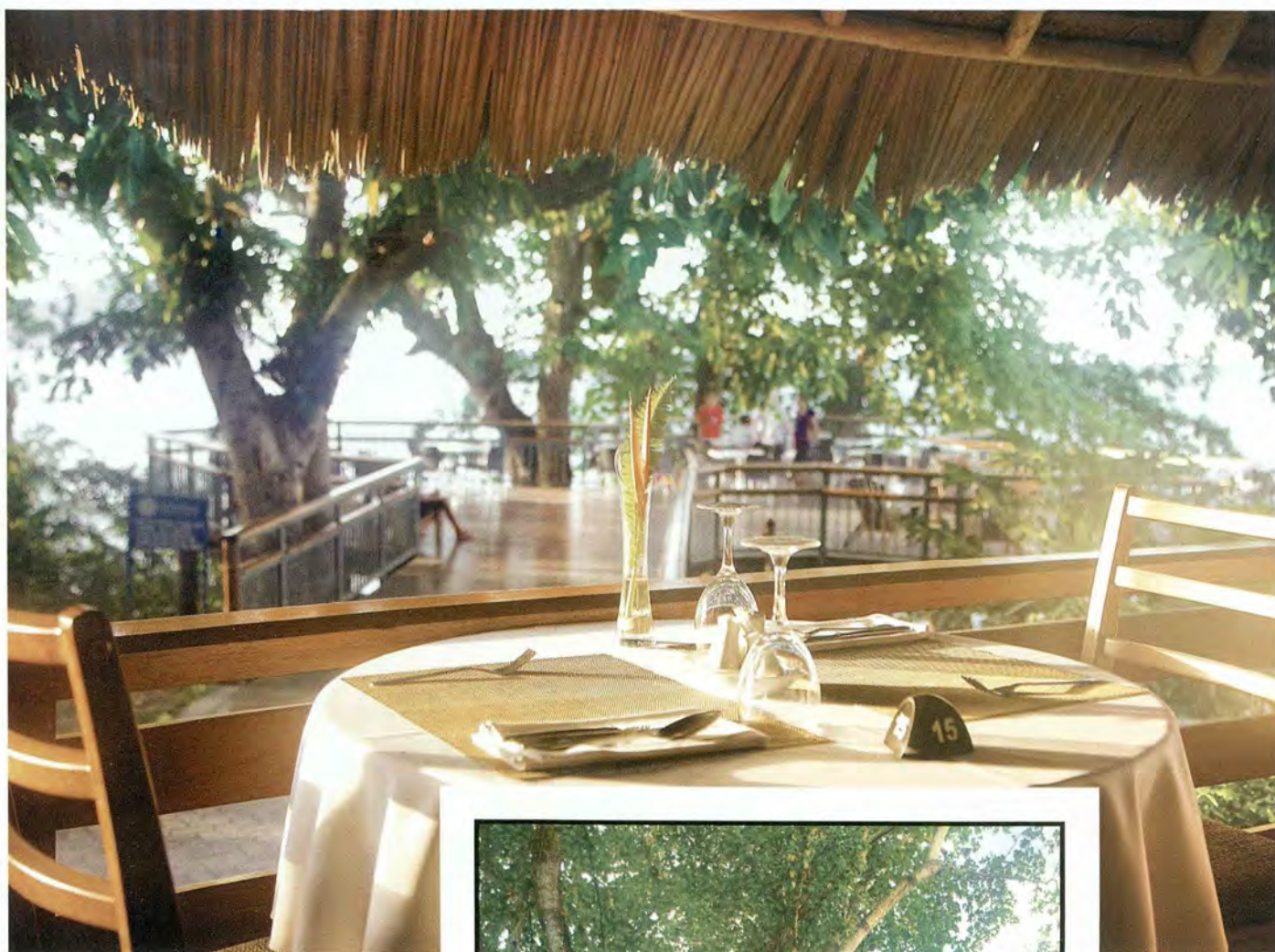
"Not at all," McGrade replies. "My father was the most optimistic man in the world. He saw it as an opportunity to redevelop Rabaul."

But the regional government felt otherwise. It was the third eruption in a century and, after the ash had settled, New Britain's capital was moved to Kokopo, 30km to the south.

When Evelyn Foo, a Papua New Guinean of Chinese and Australian heritage moved to Kokopo in 2001, the settlement was still in its infancy. "There wasn't much infrastructure, just dusty roads and bush," she says.

"The beach was a dumping ground with layers of broken bottles and scrap metal





and ordnance dating back to the war.”

What a difference 12 years have made. Today, Kokopo spots a relatively well-paved coastal road lined with tidy markets and stores, a Samoan-style open-air church and a waterfront golf course. The law and order deficit that plagues PNG’s cities is functionally absent here and the town boasts a collection of luxury accommodation properties.

Chief among them is Kokopo Beach Bungalows, a 40-room resort opened by Foo and her husband in 2010 that’s recognised as the island’s best. Set at the end of a cul-de-sac across a large drain carpeted in plants, it appears deceptively low-key until one strolls through the lobby. There, a corridor of polished timber lined with indigenous sculptures and face masks opens into a voluminous thatch-roofed restaurant and bar modelled on a ‘haus win’ - an elevated communal hut designed to collect the breeze. It leads to a wooden viewing platform suspended 30 metres over the beach with panoramic ocean and volcano views.

“We asked our architect to design something that flows with the land and that showcases the beauty of Papua New Guinean



Today, Kokopo spots a relatively well-paved coastal road lined with tidy markets and stores, a Samoan-style open-air church and a waterfront golf course. The law and order deficit that plagues PNG’s cities is functionally absent here and the town boasts a collection of luxury accommodation.

architecture,” Foo says.

“The cabins are made from local timber and the roofing and blinds were hand-made by villagers. It’s all traditional, down to the very tiniest detail.”

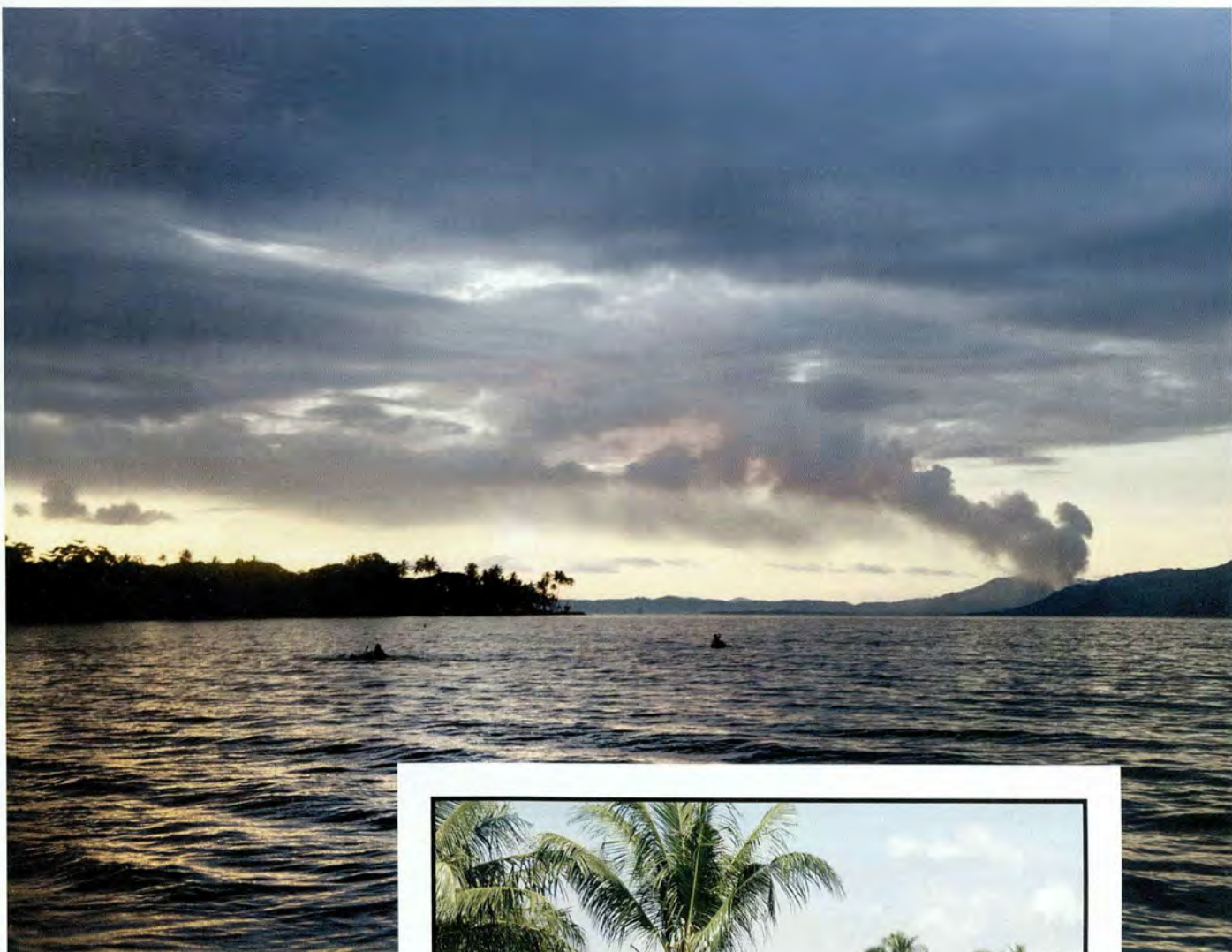
Kokopo Beach Bungalows offers daily trips to the Duke of York Islands. It takes about an hour by speed boat, on a route that cuts through the nursing ground of bottlenose dolphins.

Throughout the journey, they swarm around our boat, riding along the bow and breaching the surface with acrobatic finesse.



Kokopo Beach Bungalows offers daily trips to the Duke of York Islands. It takes about an hour by speedboat, on a route that cuts through the nursing ground of bottlenose dolphins. Throughout the journey, they swarm around our boat, riding along the bow and breaching the surface with acrobatic finesse.





We pull up on the beach of one of Duke of York's 13 islands for a bit of snorkelling in waters so clear it looks like solid glass. Below me coral gardens teem with all kinds of tropical fish, soft and hard coral, sea snakes, marine turtles and starfish.

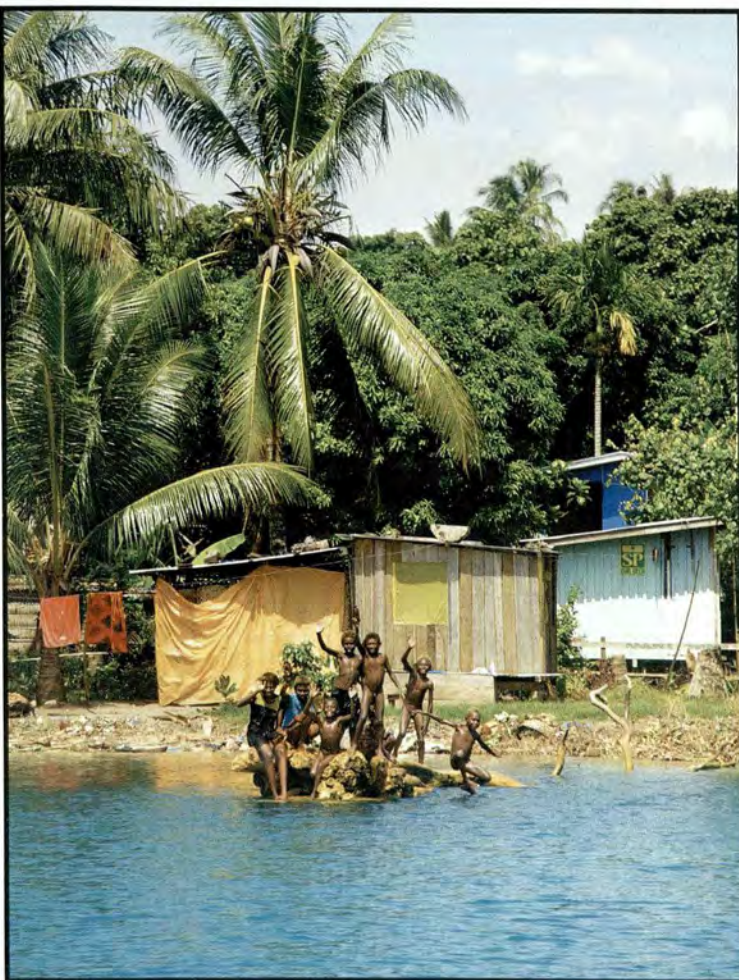
Later in the day, I'm sitting on the beach eating my lunch and chatting to our bubbly boat driver Grace.

She's cutting open a couple of coconuts with a bush knife while a group of island children splash about naked in surf. When I finish my sandwich, she hands me a coconut; it's lukewarm but goes down like a treat.

"You wouldn't believe how much my father worried when I told him I was going to PNG," I tell her.

"He said I'd end up in a cooking pot."

Grace bursts out laughing so hard she drops her coconut on the sand. Out of reflex, the children join her and start giggling in fits, in a chorus of laughter under the hot, tropical sun.



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PAPUA NEW GUINEA

Beautifully Ugly

Saving PNG's pig-nosed turtle

BY JOHN BROOKSBANK



basin to develop sustainable approaches to try and ensure this unique species is protected from extinction.

While environmentalists care about the lifestyle of this freshwater turtle and its ability to continue to breed, the reality is that for villagers living on the banks of the Kikori River and its delta, the animal and its eggs are an important source of protein.

The lower Kikori River catchment is an area that is predominantly swamp with huge swathes of mangroves and sago palms, leaving little dry land suitable for gardening.

Villagers here subsist on a diet of sago and whatever fish or other produce they can catch from the waters around them.

At certain times of the year one is sure to find turtle meat and eggs on the menu in the villages and for sale at the local market.

Environmentalists fear the number of turtles and eggs harvested will exceed annual reproduction as human population numbers increase, along with access to outboard motors, dinghies and nets.

Over recent years, research into the pig-nosed turtle has been carried out by WWF, supported by Oil Search along with scientists from the University of Canberra, including Carla Eisenberg, whose doctoral thesis was on its nesting ecology.

It is clear from this work that the combination of unsustainable harvesting of nests and occasional flood events is putting the animal under serious threat.

Populations in the southern river deltas of Papua New Guinea are thought to be completely separate from those found in certain rivers in the Northern Territory of Australia - the only other place in the world where the turtles are found.

This pig-nosed variety is the only surviving example of the *Carettochelydidae* family which in past millennia was represented by many species, spread over large parts of the globe.

In villages along the Kikori River, the turtle is known as piku, and this local term has

Environmentalist Saina Jeffrey of WWF stands in the waters of Wau Creek in the blazing sun and wet to the waist but happy - she has managed to catch another elusive turtle to tag, measure and weigh in order to estimate her age. Just another day in the office!

It may be oxymoronic but some folk, probably mainly scientists, would say that specimens of *Carettochelys insculpta*, the pig-nosed turtle, are beautifully ugly.

They certainly wouldn't win an animal beauty contest. However, these creatures live in a limited range in Papua New Guinea and their long-term future is endangered.

It is for this reason that WWF is working with local communities in the Kikori River



been used in educational materials on turtle conservation, produced for local primary schools such as *'The adventures of Piggy on the Kikori River'*, sponsored by WWF, University of Canberra and Oil Search.

The anatomical feature that provides the basis for the unflattering name is an extended snout that acts like a snorkel so the turtle can breathe whilst submerged, making it very difficult to spot.

This organ is also equipped with hairs and sensors that enable the animal to locate food in disturbed or murky water and silt when it is foraging under logs, debris and along creek banks. Females are larger than males, growing to as big as half-a-metre in length from pig-nose to tail tip and weighing in at more than 20 kilos.

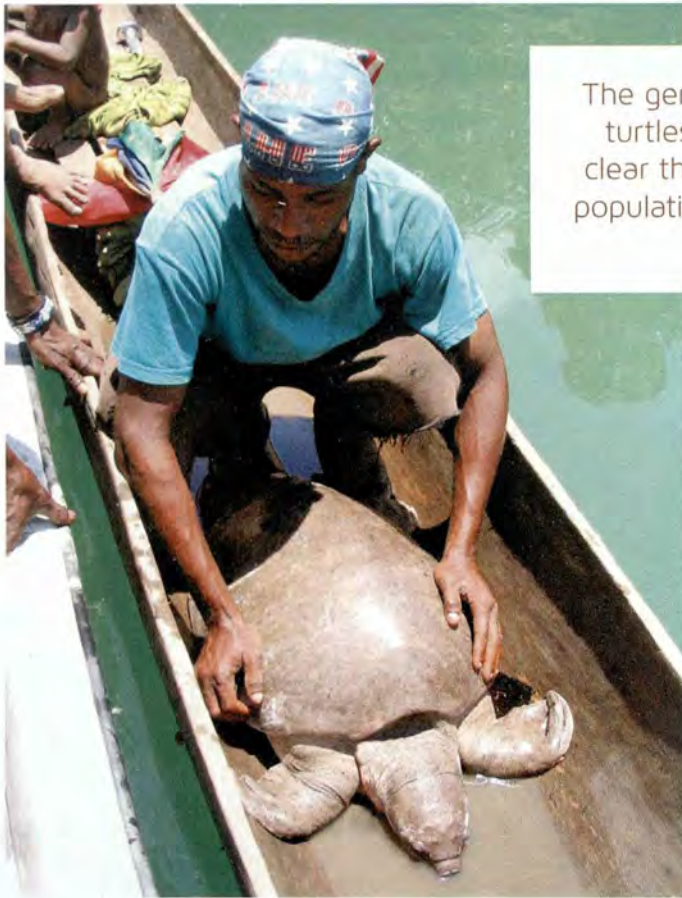
Other adaptations that assist its lifestyle also make the piku hard to find or catch are a tough leathery shell whose dull colour matches its underwater environment, clawed front flippers and webbed hind flippers that enable it to move quite fast when necessary.

It is thought of as an evolutionary transition species between freshwater and saltwater species of turtles. Outside the breeding season, it is rare for a turtle to be seen, let alone be caught.

Anyone wanting to catch a pig-nosed turtle usually has to do so at night during the breeding season, the only time mature females come ashore on suitable riverside sand banks to lay eggs in a shallow hollow that they scrape out.

The pig-nosed variety is the only surviving example of the *Carettochelydidae* family which in past millennia was represented by many species spread over large parts of the globe.





The general opinion is that the number of pig-nosed turtles in PNG has halved since the 1980s, so it is clear that something has to be done to maintain the population of this animal, whose image is featured on the country's five toea coin.

On land, the turtles are easy to catch and because only the females come onto land, it is only the females that get harvested for food, often at the same time as eggs are collected from nests.

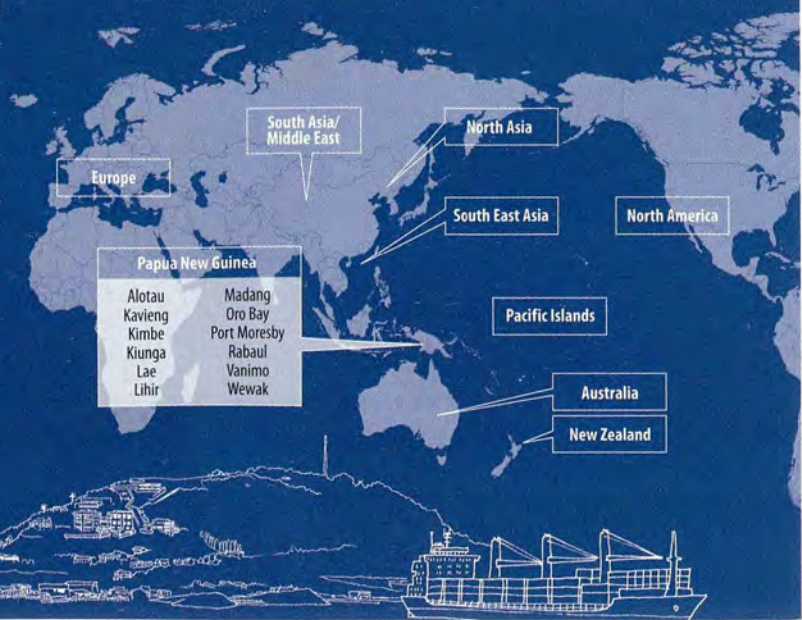
Saina and her environmentalist colleagues spend time with local villagers during the turtle breeding season, catching and tagging adults and harvesting eggs from known nest sites to protect them from predation by goannas and other creatures until they hatch and hatchlings can be safely released into the water.

Fencing of nesting sand banks provides some protection against wild predators but as in many security scenarios, it is the attitude of local community members which will ultimately have the most effect.

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An important factor to be taken into consideration in any management programme is that the female piku does not reach maturity and lay eggs until it is about 25 years old.

Once mature, a female can continue to lay eggs for many years. Also for some reason, possibly the necessity to build up sufficient body food reserves, the turtle lays two clutches of eggs every other year.

These characteristics along with the traditional harvesting of females and eggs make conservation of this unique creature a real challenge.

Awareness messages stress the benefits of not harvesting breeding females, so they will continue to lay eggs.

Like some other species, the sex of the hatchlings is determined by the nest temperature whilst hatching is triggered by rising water levels.

The turtle is a flagship species for the Kikori River delta environment and this will hopefully ensure that funds for its conservation will continue to be received from petroleum development companies

such as ExxonMobil and Oil Search, whose activities in some way impact its riverine environment.

Pig-nosed turtles are listed under CITES as a protected species and their relative rarity means that they are valuable in the international illegal pet trade.

Just recently, in March 2013, 687 month-old pig-nosed turtles from the Indonesian province of Papua were discovered by quarantine officials at Jakarta Airport - destination unknown - they were sent back for release into the wild.

In places like Waira village on Wau Creek, a tributary of the Kikori River, WWF works with local villagers to establish a protected turtle nesting site, where unharvested populations can be monitored during the breeding season from September to December every year.

It is hoped another protection site would be established on Turivio Island in the Kikori River delta to similarly monitor downstream populations.

Scientists and laymen alike are concerned that this relic species does not become



extinct, hopefully through local communities accepting a regime that enables ongoing sustainable harvesting - really a definition for any conservation project - and one that requires the cooperation of all stakeholders in order for each to achieve their own particular outcomes.

We should all hope that the piku can find some refuge of peace so this ugly beauty can continue to loiter and multiply in the backwaters of PNG's southern river deltas.



Dolly

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PNG Art Takes Sydney by Storm

TEXT AND PICTURES | DEV NADKARNI

The third annual *Maketi Ples* show of Pacific arts and artefacts in Sydney early this year has shown that interest in Pacific islands art is growing by leaps and bounds.

More than 230 Pacific art enthusiasts attended the inauguration at a small art gallery in Paddington, Sydney's distinctive old quarter, where previous years' shows were also held.

It featured a range of artworks by some 37 artists from seven countries including Papua New Guinea, the Solomon Islands, Marshall Islands, Tonga, Samoa, Cook Islands and Fiji. PNG had the lion's share of art exhibits as well as participating artists.

The focus this year was on PNG's unique bilum weaving technique.

Despite only being in its third year, *Maketi Ples* has slotted itself into the Sydney arts circuit diary as a significant event successfully selling more than a quarter of a million Australian dollars worth of artwork since its inception in 2011.

Opening night sales this year were reported to be 30 percent higher than last year's opening night sales.

Artworks featured contemporary visual art, textiles and 3-D artisan works: drawing, painting, printmaking, ceramics, textiles and garments, basketry and weaving, woodwork, carving and jewellery, besides other arts and crafts-based on traditional techniques.

The show has helped expose Pacific art to a wider international audience while also

introducing it to fashion and home-ware designers to explore their application on a range of items.

One of the significant outcomes of the show was Australian fashion icon Alistair Trung collaborating with the Goroka Women Bilum Weavers Association in PNG to create a range of accessories with traditional and contemporary bilum motifs that the fashion designer will sell through his shops across Australia.

Bilum artist and acknowledged champion of the traditional craft Florence Jankae, who has attended all three events, says the *Maketi Ples* exposure has helped improve their craft and get a better sense of what designs do well commercially.

It has helped me to communicate better with the community and helped produce much better contemporary designs suited to the markets in Australia, she told PARADISE.

Some of Jankae's art has now found its way into the collection of the Australian Museum in Sydney, which has a considerable body of traditional and indigenous Pacific art.

Jankae hails from the Eastern Highlands and is dedicated to reviving the unique art of bilum weaving and exposing it to the outside world, bringing revenue to the weavers and artists.

She has had no formal training in the craft and is self taught, picking up techniques by watching other craftspeople and innovating on their techniques.

She uses a number of naturally occurring materials in her craft including ginger and seeds of native trees that yield colourful dyes when crushed and pressed.

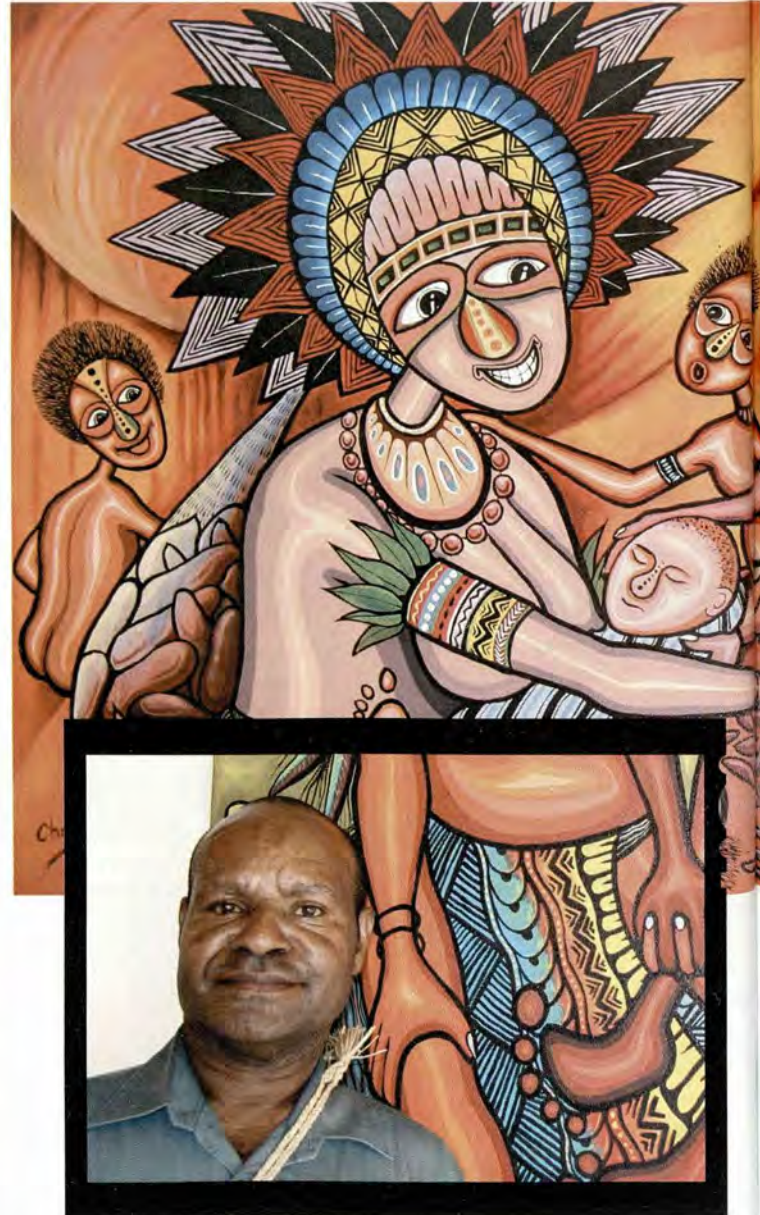
In Sydney, Jankae exhibited some of her creative innovations like tulip fibre, coconut and baby coconut leaves and poultry textiles - garments made from fowl feathers - as well as accessories fashioned out from shells.

Jankae is the prime organiser of the Bilum Festival in PNG, which happens to be the only all-female festival in the country held in September every year.

Passionate about the craft, she promotes it at every opportunity -

One of the significant outcomes of the show was Australian fashion icon Alistair Trung collaborating with the Goroka Women Bilum Weavers Association in PNG to create a range of accessories with traditional and contemporary bilum motifs that the fashion designer will sell through his shops across Australia.





Over the next three years, there are plans to extend the exposure of Pacific arts and crafts to other locations in Australia, as well as in other countries. The trade commission has offices in New Zealand, China, Japan and Switzerland, besides Australia.

big and small. Thanks to her efforts, bilum is featured at one of the country's biggest national events, the Goroka Show.

She has a natural gift for story telling and presents her art with local stories, histories and interesting information.

Accomplished sand painter Stanley Peasaro, from PNG's Enga Province, displayed a range of his artworks painted with natural colours made from crushed sand and stone. A student of sand stone painting pioneer Aki Tamu, Peasaro now teaches school

dropouts in Enga. Seven of his protégés have now been employed by the Provincial Government of Enga and are undertaking further training in sculpture and textile-based crafts.

Peasaro's sand paintings were selling at between A\$1600 and A\$1900 with the smaller ones being sold at A\$500.

Chris Kawage's contemporary oils and acrylics are well known in PNG. A first time exhibitor at the *Maketi Ples* event, Kawage won a sponsorship to participate - thanks

to PNG's Department of Commerce and Industry.

A graduate of fine arts from the National Art School, Kavage spent 16 years of his life in the defence force and saw action in Bougainville. He turned to full-time painting in 2006.

Pacific Islands Trade & Invest (PT&I), the Pacific Islands Forum Secretariat's trade and investment arm conceived the *Maketi Ples* event three years ago and has hosted it every February in Sydney.

While PT&I meets the costs of hosting the shows in Sydney and arranges for publicity and promotion, it is up to the artists to obtain sponsorships for transporting their artworks and visiting Sydney during the show.

Pacific islands governments are beginning



to see merit in the initiative and this year, at least a couple of countries sent officials along with their sponsored artists with a view to learning from the experience. The Investment Promotion Authority of PNG fully sponsored its artists and also sent an official.

Over the next three years, there are plans to extend the exposure of Pacific arts and crafts to other locations in Australia, as well as in other countries. The trade commission has offices in New Zealand, China, Japan and Switzerland, besides Australia.



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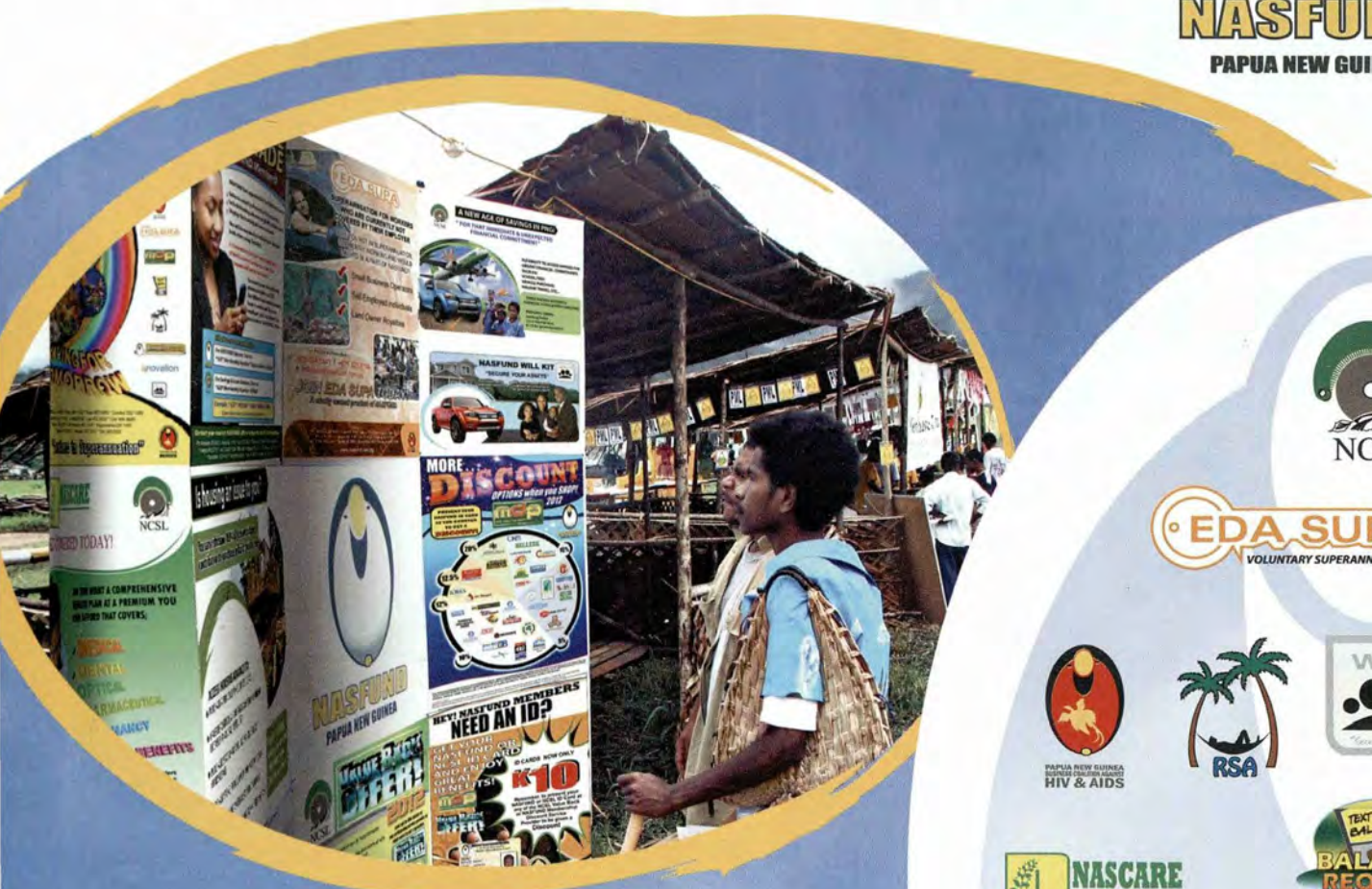
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BY DIANA MCMANUS



The drizzle and grey skies reminded me I'd chosen to visit during the wet season. Nevertheless, all the rain in the world wasn't going to dampen my enthusiasm to visit my namesake place.

The Admiralty Islands form Papua New Guinea's northern-most province of Manus.

With a name like mine, it was only a matter of time before it featured as one of my travel destinations.

'Welcome to our Island in the Sun', declares a Lions Club sign at Momote Airport on Los Negros island.

The drizzle and grey skies reminded me I'd chosen to visit during the wet season which seems to be the opposite climatic pattern to the provinces on the south side of PNG. Nevertheless, all the rain in the world wasn't going to dampen my enthusiasm for this visit to my namesake place.

Thirty minutes away is Lorengau, the provincial capital, a small town with a pretty setting on the edge of Seeadler Bay, which is ringed by the small islands of Pityilu, Hawaii, Ndrilo and Koronat and punctuated by Two Islands and Rara.

It was Saturday and Papindo's closes at noon, so my first call after check-in was a brief walk around to the Chinese shop to buy some camera batteries. Then it was to the market for the renowned small, green Manus snail shells, which make such nice jewellery items and can't be found anywhere else in the world.



The market building, though it's seen better days, is architecturally interesting in concept with its arched shingle roof and small beehive-like promontories. The main things on offer seemed to be betel nut with its accoutrements; mustard and packets of lime for that extra kick to the chewers; dried or smoked fish; and brown beer bottles filled with coconut cooking oil. The roof has sagged dangerously in places and the Australian government is funding a complete facelift from July this year.

Shortly afterwards, I set off in the hotel mini-bus with staff members - Andrew and Marcus - to see the Rossun Falls. It is possible to kayak up the Lorengau River for about 40 minutes for a view, which in more clement weather, would have been wonderful. I chose the soft option; a 10-minute drive out of town. Well, that's what it was supposed to be!

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...if you're interested in World War history, the Admiralty group has a lot to offer and is littered with World War II relics, including the remains of soldiers, still being uncovered by unsuspecting villagers today.

After a week of heavy rain, it had turned into a quagmire, but did that deter Andrew?

"I've been driving this road for 14 years and I know what to do. Just put it into second gear. Don't rev..."

Of course, we got bogged, but 14 years of experience also got us out after digging little channels through the mud to divert water from the wheels, a few more palm leaves thrown under for traction and some help from a local lad who happened to jog by.

They say you should see the wet tropics in the rain for a proper feel of a place and I believe that's true. The sago palm valleys and steep-sided jungled hills shrouded in mist were green and beautiful.

A short walk down to the river brought us to a roaring waterfall powering down through a time worn rocky race. Not quite like New Zealand's Lake Taupo outlet, but pretty impressive all the same.

Speaking of impressive, if you're interested in World War history,

the Admiralty group has a lot to offer and is littered with World War II relics, including the remains of soldiers, still being uncovered by unsuspecting villagers today, most recently on little Hawaii island.

Looking across the serene waters of Seeadler Bay, it's hard to imagine that it was once filled with over four hundred Allied vessels waiting to participate in the invasion of the Philippines, and that this little group of islands played a central role in General Douglas MacArthur's strategies to regain the Pacific from the Japanese.

Twenty miles long and six miles wide, this bay afforded one of the safest anchorages for a fleet anywhere in the Pacific.

A trip to the Lombrum naval base on Los Negros is a time warp in itself, bringing this history alive.

Today, the base is used by the PNG Navy and its patrol boats which sometimes pick up illegal fishing boats such as the Japanese long-liner, half submerged in the shallows opposite the wharf.





On the hill top overlooking the surrounding waters, is the house which was, reputedly, MacArthur's domicile. MacArthur swept into the Admiralties in February 1944 with a reconnaissance force, aboard the Phoenix. It was accompanied by other support ships and the men of the 1st Cavalry; odd name for seamen! I guess they traded their warm blooded, land lubbing steeds for a steelier kind.

They landed at Ryang Harbour on Los Negros, outwitting Colonel Yoshio Ezaki, who expected them to negotiate the passage between Pityilu and Hawaii islands into the mine-filled Seeadler Harbour where he had amassed his troops.

Several weeks later, the Americans had secured the Admiralties with a casualty count of 326, a tenth of the Japanese death toll. During the invasion, Australian troops evacuated many Manus people to Ndrove island for their own safety.

MacArthur used Lombrum as a naval base from which American air and sea power was brought to bear on Madang and other PNG strongholds further along its north coast, as well as on the island groups to the north, such as the Philippines.

Driving down into the base, much of it is like a ghost town today with streets of unused Quonset huts and rusting old mines and machinery standing as silent sentinels, guarding the memories. And down beyond the last of them is the contentious Manus Island Detention Centre.

Next morning, I again espied the centre from the sea as Nick Solomon, accompanied by his son Jonathon, and friend Michael banana boated me around to Lonina Passage, the narrow waterway between Manus and Los Negros, to see war relics.

Earlier in the morning, Nick had offered me a delightful cultural experience as we visited his wife's village, Ndrel, on Pityilu Island. The day had shaped up fine and the bay crossing was smooth and blue.

People were incredibly friendly and happy to demonstrate their sago-making skills, or canoe-making in progress, and even the simple chores of washing the dishes.

One woman showed us the shells she was cleaning to sell at the market. Little boys stopped to show us the fish they were carrying to their families.

From this island, we scooted across to Rara, an acronym created by the Americans for rest and recreation.

With wide, white sandy beaches, thick vegetation and no inhabitants, I can see why it was, and still is, a popular recreation spot. It was home to the hugest ficus tree and the most enormous acacias I've ever seen.

Relaxing on the sand were three Balinese, crew from several Sanko Busan fishing vessels waiting in the bay for fishing licences to be finalised as some kind of revamped provincial government initiative.

Two islands are also gorgeous and easily accessible by boat from Lorengau. An enterprising family has built six traditional huts on Island One, the first stage of creating a holiday getaway.

Pityilu also has a little guest house should a visitor wish to come and experience the island. Beyond the rim - about two hours away by boat - is Bipi, which according to Nick, is a bird and turtle nesting haven where many Manusians go to collect eggs.

After five hours exploring water perspectives, we headed back to 'the boat shed', the beach where outlying villagers arrive with their market produce. It was time for an inland experience with Andrew and Albert.



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The compacted unsealed highway climbs gradually through dense tropical forests to the lush, rugged mountains of the centre. There were less creepers in the cooler climate and spectacular views across Manus to the ocean and other outlying islands. Along the way, evidence of family affluence is in the number of modern, new houses being built.

Manusians have a reputation for being well educated and moving to the mainland where they've formed a large percentage of the government and public service in the past.

In fact, Powes Parkop, governor of the National Capital District, hails from the island of Mbuke in the Manus group. Much of the earnings of these sons and daughters have been remitted for development 'back home'.

At Powat village, we came across small crowds engaging in Sunday sports, which is pretty common throughout PNG; an important social outlet for rural people.

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At the heart of the island is the Tingau Health Centre and a cluster of houses standing at the junction of three roads. At this point, we turned back. The road is crumbling and slow for travel and the afternoon was slipping away.

A long weekend isn't enough time to taste all that the Admiralties have to offer. Traditional dancing here is one of the most energetic and popular styles in PNG.

There are superb diving and snorkelling opportunities, and even trekking to the top of a nearby mountain. On a blue Monday, the islands did indeed bask in the sun and after a walk around town and another trip to the market, it was time to say goodbye to magical Manus. I can truly say I'm proud to bear the name McManus, Scottish for 'daughter of Manus'.

Tour organiser for the Lorengau Harbourside hotel, Nick Solomon, tailored these varied experiences for me. Formerly a worker for the Post Courier, he compiles magazines to promote the Admiralties as a tourist venue and is the Manus Island media contact. Call him on 9709755 or 70382653 for an itinerary to suit you.



On a blue Monday, the islands did indeed bask in the sun and after a walk around town and another trip to the market, it was time to say goodbye to magical Manus. I can truly say I'm proud to bear the name McManus, Scottish for 'daughter of Manus'.



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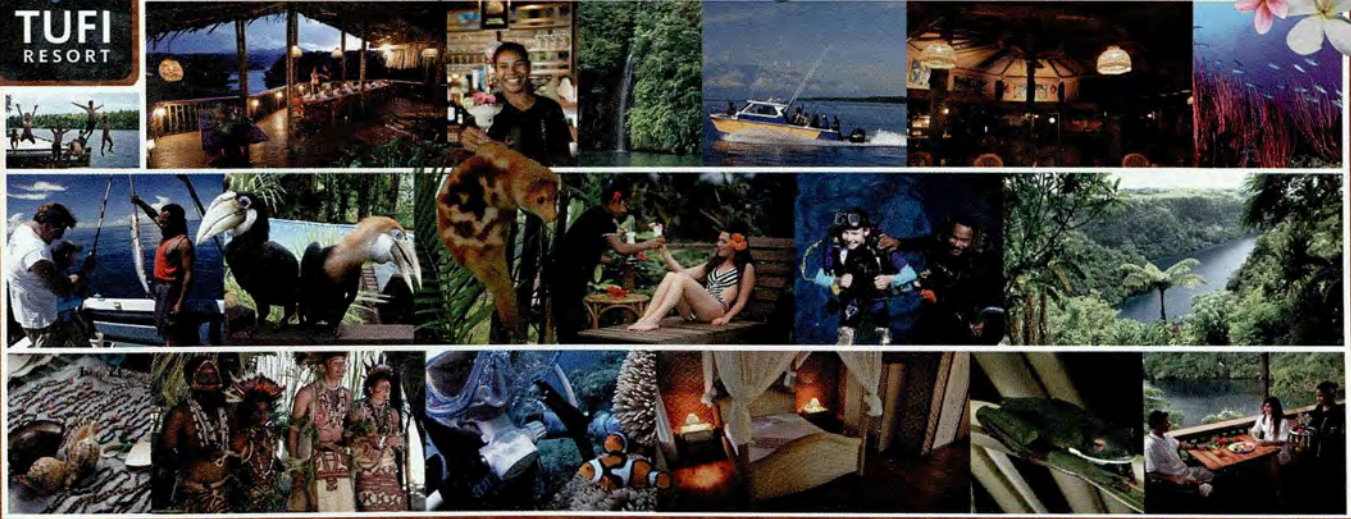
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THE DUBAI CONNECTION

BY JOHN BROOKSBANK

Glance quickly at the haus win and one might think you are in PNG, and in some ways you are. Propping up the bar, decorated with tapa cloth, bilums and a variety of memorabilia related to sport, the important South Pacific Brewery, and even an antlered deer head, are a mixture of Papua New Guineans and Europeans enjoying a relaxing drink or two.

Tico is the accomplished barman, whipping up cocktails for the ladies and deftly pouring a perfect schooner of draught beer from the notoriously temperamental small keg delivery system. Others try but inevitably end up with half a glass of froth, even when sober.

However, bar equipment is not the only machinery that Tico is capable of handling - Timothy Narara - is just as skilled in

command of the controls of an Etihad Airways Airbus A380-800, based out of Abu Dhabi and flying all over the world.

He and other Papua New Guineans have followed in the footsteps of his older brother Grainger Narara, leaving their home country for aviation careers in the Middle East. His cosy 'bush bar', found at the back of his house in one of the better residential suburbs of Dubai, is a meeting place for many who are from, or who have worked at some stage of their lives in PNG.

The history of Papua New Guineans working in this part of the globe started when Grainger Narara left Air Niugini in 1991 to join Emirates in Dubai as an Airbus A310 instructor.

He was an international pioneer so to speak, since until that time, most national pilots' aspirations hadn't extended beyond Australia, where many had done their training. Grainger himself learned to fly at Cessnock in New South Wales after gaining a scholarship after high school, returning to join Air Niugini as a Fokker 27 first officer on 4 April 1978, a time when there were about a dozen national pilots at the airline.

Always somewhat restless to further his knowledge and experience, Grainger joined Talair in 1979 and flew all over the country including Tabubil and Chimbu before returning to Air Niugini in 1982 as a Dash-7 captain.



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The royal visit in November 2012 was commemorated with the release of a Silver Proof Coin while a Gold Coin was released to commemorate Her Majesty Queen Elizabeth II's sixty years on the throne. These coins are illustrated here, with the special print of bank notes commemorating PNG's 35th year of independence.

The Bank of PNG also has the following commemorative items available for sale:

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He recalls that he was the fifth Papua New Guinean to gain PX captaincy following others such as Vincent Peni, Nat Koleala, Aria Bouraga and Leka Gura. He was transferred to Fokker 28 jets in 1987, initially as a pilot and then an instructor, before carrying out similar roles in the first Air Niugini Airbus.

The national airline had no plans to get any larger planes and after a few years, Grainger felt the only way to progress his flying career was to move to another airline, one that would provide him with an opportunity to command a bigger balus.

Inspiration

The Graingers' career with Emirates has been an inspiration to other Papua New Guinean pilots who realised that they too had the qualifications to enable them to get a job in many airlines around the world, and the chance to earn a better salary than they were getting at Air Niugini.

Those who moved on from PX over the years include Tico Narara, who joined Emirates in 1998; Locklyn Sabumei who also joined Emirates in 1999; and Hans Pederson who joined Etihad in 2005.



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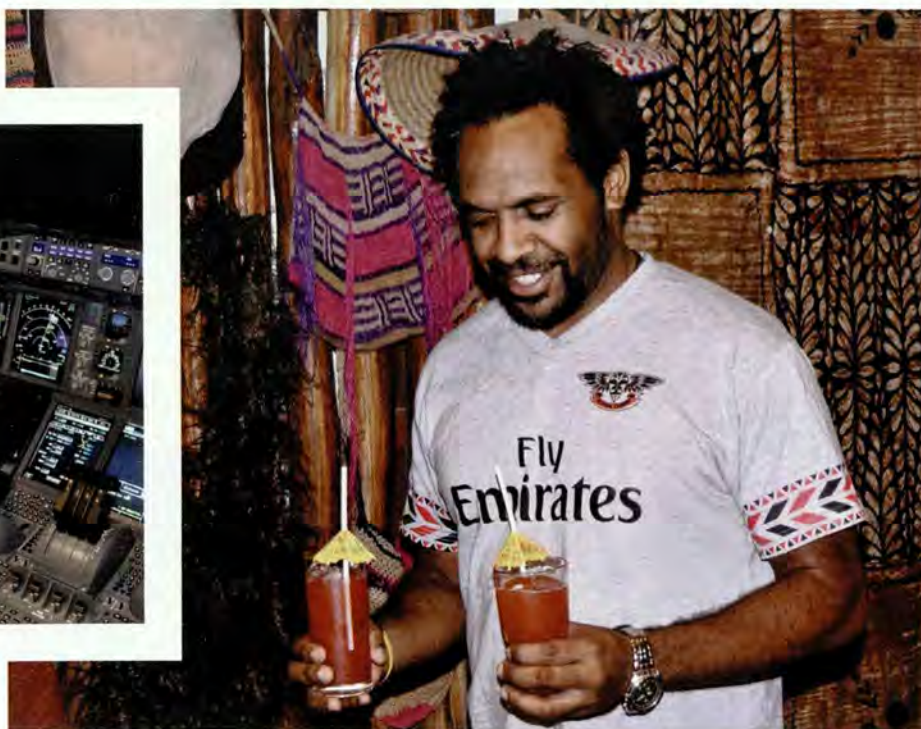
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The personal histories of these individuals are all a bit different of course - Tico joined the PNGDF in 1982 after Grade 12 at high school and flew Nomads and Aravas before joining Air Niugini in 1994 as a first officer on Fokker 28s and then Dash-8s. At Emirates, Tico started as a first officer on an Airbus A310 before progressing to A330 and in 2010 became the first Papua New Guinean to be commercially licenced to fly the monster A380, although his brother Grainger was the first Papua New Guinean to have flown this aeroplane on a test basis prior to that date.

Chatting at the bar, as one does, I am impressed by the modesty of these national pilots who, whilst worldly in their experience flying some of the largest commercial aircraft around the world, have to be more than gently chided to discuss details of their aviation careers.

The overriding feeling, however, is that they are all passionate about flying and this is partly what drove their departure from the 'mother' airline Air Niugini. Arriving at Tico's place, I couldn't help but notice the monster Ford Raptor utility and the sleek Ford Mustang parked amongst the visitors' cars, so possibly good salaries also play a part in the motivation!

Locklyn Sabumei for example, learned to fly privately in Christchurch, New Zealand, before joining Air Niugini in 1987 as a first officer on Dash-7 and Fokker 28. After a stint at Islands Aviation, he returned to PX to captain these same aircraft. He was appointed as the F28 training/check captain before moving on to fly an Airbus

The loss of senior pilots did not go unnoticed by Air Niugini's management and recent years, terms and conditions of employment for national pilots and engineers have steadily improved that not many now leave looking for greener pastures in Australia or the Middle East.

A310 with Emirates, where he quickly rose through the professional ranks to become an A310 captain in 2001, A340 captain in 2004 and A380 captain in 2010.

Hans Pederson, of mixed Denmark and Bougainville parentage, learned to fly at Port Moresby's Aero Club before gaining valuable hours flying for mission airline MAF, followed by four years with Nat Koleala's Nationair. In 1997, he joined Air Niugini, staying with the airline until 2005 when he joined Etihad as a Boeing B777 captain. He is still there today. Hans says, "my best and most enjoyable flying was done in PNG".

Nostalgic goodwill

It is apparent that there is nostalgic goodwill towards Air Niugini, where most of these pilots started their flying careers; they all have nothing but praise for its training programmes.

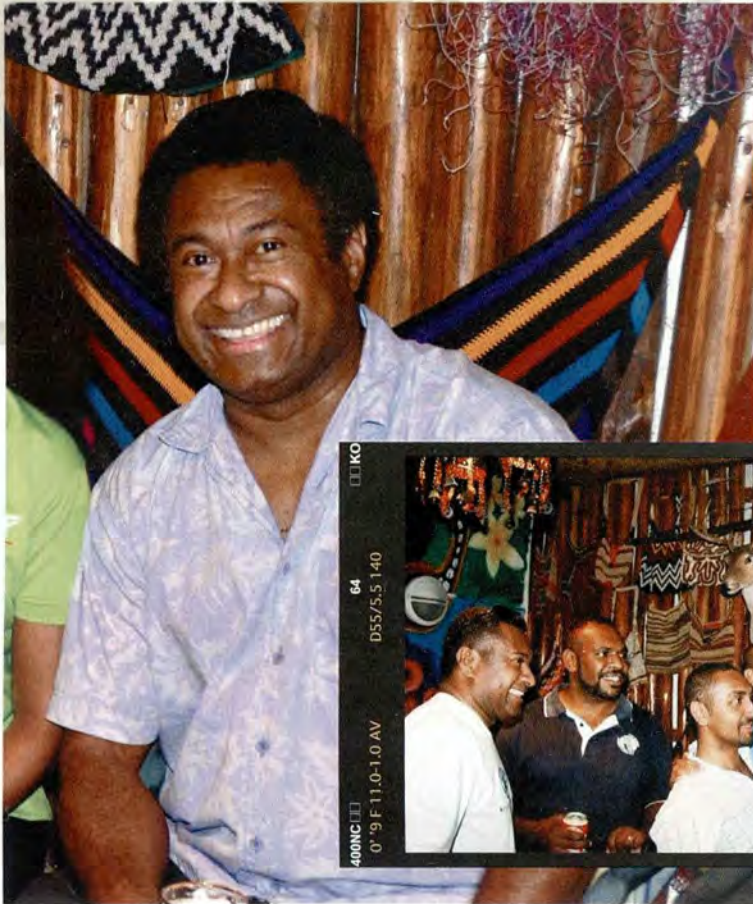
Grainger noted that young national pilots particularly, if they showed keenness, would be supported in upgrade training and given the opportunity to gain experience and confidence, often promoted 'out of sequence' over expatriate pilots, rather than strictly on the basis of seniority. In many airlines today, one might stay a junior pilot for much longer.

It is not only pilots who have made the move to the Middle East though. With his permanently smiling face and a regular patron at Tico's 'haus win', is aircraft engineer Samson Narakobi.

After self-funding his basic training, he started work with Air Niugini in 1999, staying until 2008 when he moved to Abu Dhabi Aviation, where he currently works on Dash-8s, F28s and F100s. Grainger was a role model for Samson, who says that "PX brings out the best in people" and has nothing but compliments for Air Niugini.

The loss of senior pilots did not go unnoticed by Air Niugini's management and in recent years, terms and conditions of employment for national pilots and engineers have steadily improved that not many now leave looking for greener pastures in Australia or the Middle East.

Grainger remained at Emirates for 15 years as a pilot and instructor on their Airbus A330, A340 and A380 aircraft and was Chief Pilot for their Airbus fleet from 2003-2006, when he moved 'sideways' to join Etihad Airways, another UAE airline which had started just a couple of years earlier. At Etihad, he was appointed vice president flight operations until 2008, when he took the role of senior examiner of pilot instructors.



Making aviation history

The Nararas of Milne Bay continue to make aviation history and inspire their countrymen. On March 29, 2013, an Airbus A330 of Etihad Airways, Flight EY055, flew from Abu Dhabi to Brussels with an all-PNG crew.

It was not just any crew, it was the first Papua New Guinean father/son crew - Captain Grainger Narara and his son Nigel as first officer.

"It was the highlight of my aviation career to-date," says Grainger, who has been an Airbus instructor now for 22 years and currently 1 of only 5 instructors in Etihad Airways

certified to conduct base training on A330 and A340 aircraft.

Nigel Narara was literally following in his father's footsteps. As a seven-year old, he completed his primary and secondary school in Dubai before moving overseas and graduating with a degree in aeronautical science in the United States.

The call of the air was always there and after gaining his commercial pilot's licence in Australia, he spent two years flying Twin Otters for Airlines PNG out of Port Moresby



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So while they might be based in Middle East and flying all over the world...the Papua New Guineans propping up Tico's bar still think of PNG as home and know that Air Niugini is an airline for their country to be proud of.

and Porgera, before moving to Air Arabia in 2007 as a cadet first officer on a Airbus A320. In 2012, he moved to be with his father at Etihad Airways as an A330 first officer .

As we continue to imbibe liquid refreshment and chat around the haus win bar, it is clear that whilst everyone is enjoying their jobs and the benefits that these bring, all are very aware that being overseas separates them from the safety nets that family and wantoks back home in PNG provide. Some visit Papua New Guinea regularly and most express an intention to eventually 'go home'.

When talking about their memories of working with PX, the responses of those who left Air Niugini for the Middle East are remarkably similar. All have nothing but good words for the airline's support of Papua New Guineans in terms of recruitment, chances for advancement and particularly upgrade training.

I am also told not to forget Sam Siaguru who left Air Niugini after two decades of service to fly with Jade Cargo in China; and James Makop. He moved from PX to join Emirates before moving to Jade Cargo to fly Boeing 747s. Jade Cargo is apparently no longer operating but both men are believed to still be flying in China.

Other Papua New Guineans who call the Middle East home and may be found at Tico's bar include Terry Togumagoma, an ex-PNDF pilot who is currently an Airbus A330 captain with Etihad Airways; and Sam Duruba, who flies Dash-8s for Abu Dhabi Aviation.

As we all know, once one has lived in PNG, you can never really leave the country and predictably, most of the other Europeans here at the bar have worked at either PX or some other airlines in the country.

Predictably, the night spent with this group of pilots around the bar was guaranteed to

generate a host of memorable and almost believable stories.

Etihad Airways recently acquired a 40% share in Air Seychelles and Grainger was appointed as head of flight operations on a two-year contract, a role in which he still flies as a captain on their Airbus A330-200 but which also involves, regrettably he says, a large proportion of time on the ground in the office and overseeing pilot simulator training.

So while his brother Tico remains 'dean' of the Papua New Guinea social network in the United Arab Emirates and in control of his haus win bar, Grainger has for the time being moved down to Port Victoria on Mahe in the Indian Ocean.

He says, "I am loving Seychelles, much like Rabaul in the 1980s when I was working there as a young lad...Hana and the girls will be moving permanently here after school ends, so I am looking forward to that."

So while they might be based in the Middle East and flying all over the world for Etihad, Emirates or another airline in the region, the Papua New Guineans 'propping up' Tico's bar still think of PNG as home and know that Air Niugini is an airline for their country to be proud of.



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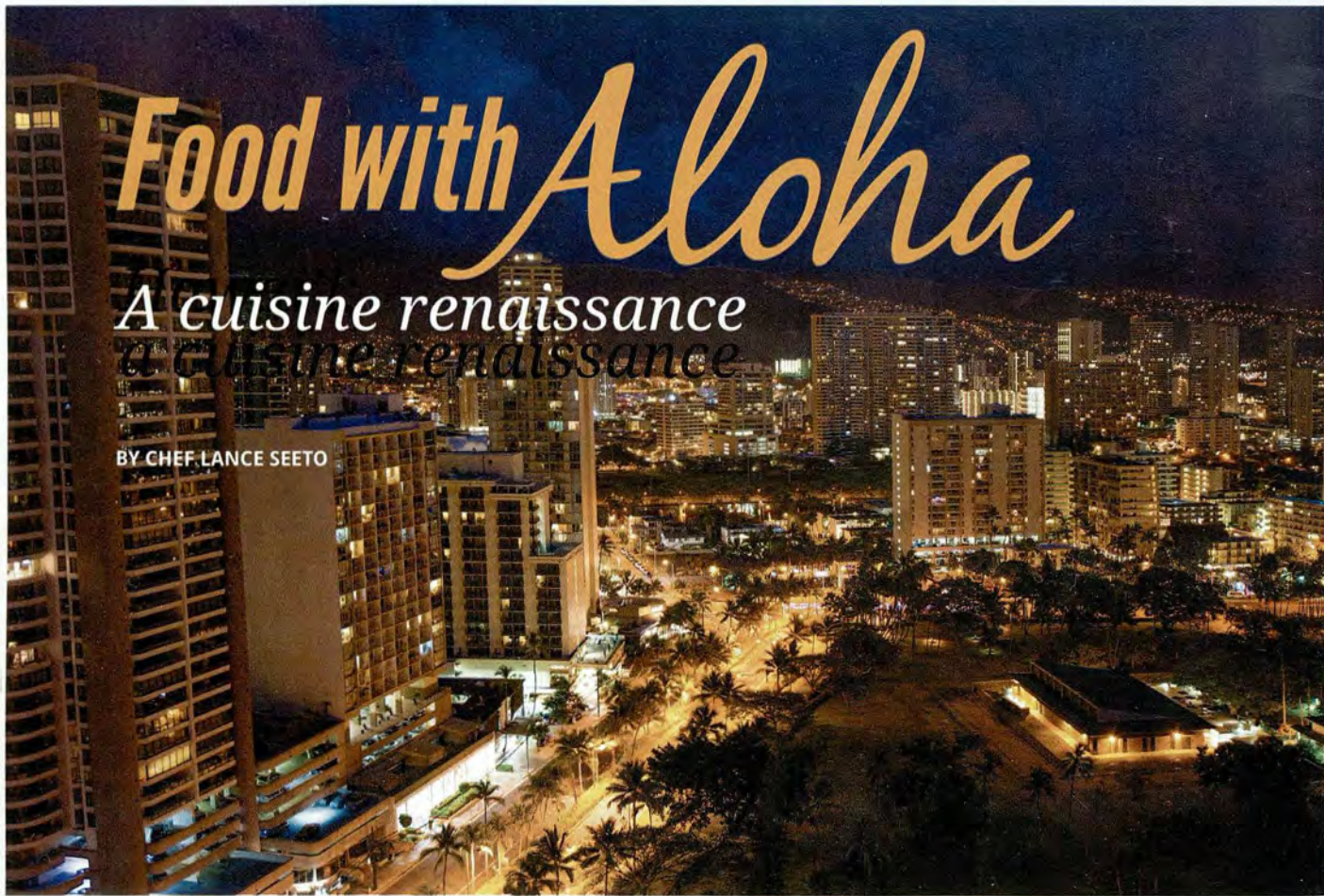
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Food with Aloha

A cuisine renaissance
 & a cuisine renaissance

BY CHEF LANCE SEETO



When most travellers think of Hawai'i, they think of the famous beaches and shopping of Waikiki, the majestic surf breaks of Maui, Steve McGarrett, Hawai'i Five-O or the volcanoes of the Big Island.

But Ha-vai-ee, as most Hawaiians pronounce it, has undergone an incredible renaissance in regional cuisine that now attracts gourmet food travellers and top chefs from around the world.

It wasn't long ago that Hawai'i was infamously renowned for its tourist fare of mahi mahi fish, prawn cocktail, Caesar salad and trout almondine, until in 1988 when a group of 12 chefs decided to get together with local farmers and fishermen to put Hawai'i on the world culinary map.

Led by arguably the most famous of Hawai'i's chefs, Sam Choy, they formed the Hawaiian Regional Cuisine farm-to-table movement, whose exclusive membership reads like a who's who of America's top chefs.

Along with Allan Wong, Roger Dixon, Roy Yamaguchi, Philippe Padovani, George Mavrothalassitis, Mark Ellman, Bev Gannon, Jean-Marie Josselin, Gary Strehl, Amy Ferguson and Peter Merriman; their goal was to partner with the local fishermen and farmers to educate, nurture and produce local foods that could be proudly showcased in their restaurants.





More than twenty years later, the symbiotic relationship is driving farmers to invest and expand, and inspiring chefs to marry locally grown produce with techniques and flavours of the hotspot of exotic cultures that have influenced the Sandwich Islands for centuries.

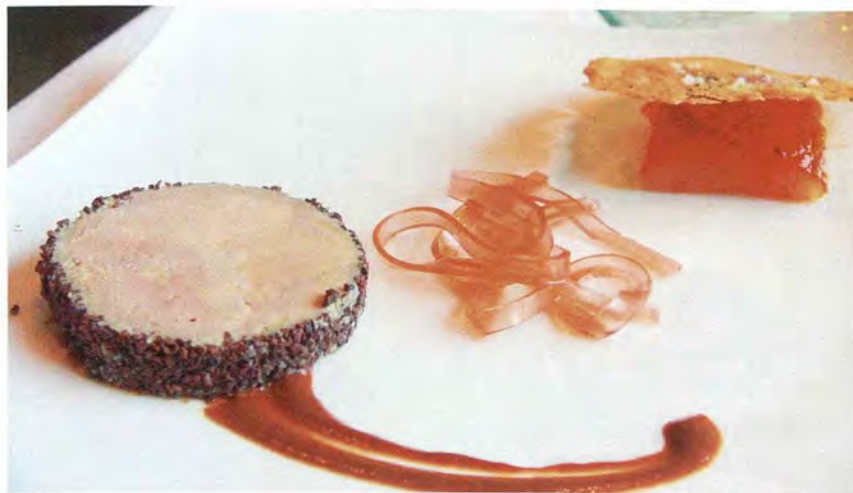
Born in Marseille, the second largest city in France after Paris, of Greek heritage, Mavrothalassitis arrived in Hawai'i in 1989 and has never left.

His Chef Mavro restaurant has won the coveted AAA Five Diamond awards six years in a row, and is also the recipient of the prestigious James Beard award, the culinary world's equivalent to the Oscars. There's no à la carte menu to choose from in his restaurant, but instead a carefully constructed degustation menu of paired wines and fine dining cuisine that has made him one of the top ten best restaurants in the world.

Culinary experience

Mavrothalassitis' culinary brilliance goes beyond pairing just any wine to his food; the wine is the final ingredient or integral garnish that brings the dishes together. Serving a dessert wine with the third course of a nine-course degustation is bold and daring, but the long and lingering sweetness of a Dinderello wine cuts through the richness of a foie gras dish and is complemented by a French Valrhona

...the symbiotic relationship is driving farmers to invest and expand, and inspiring chefs to marry locally grown produce with techniques and flavours of the hotspot of exotic cultures.



chocolate mole sauce.

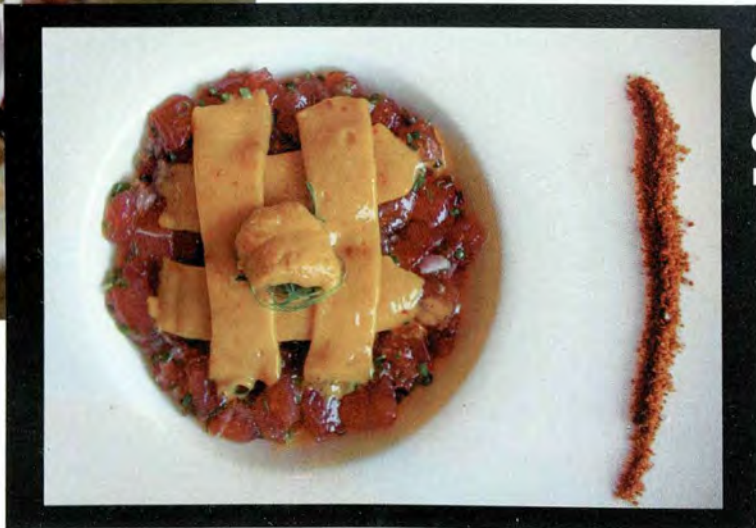
Mavrothalassitis is a champion of the boutique farms and speciality fishermen with whom he works closely to bring the freshest produce to the table. Chef Mavro is the ultimate in fine dining Hawaiian cuisine and far from the shrimp cocktails and Caesar salads Mavrothalassitis encountered some 25 years earlier.

On the Big Island, farms of lobster, lamb,



chocolate and coffee abound and the scenic volcanic island is home to Hawai'i's most famous celebrity chef, Sam Choy.

This chef's passion for his Hawaiian heritage, love of fresh local produce and his colourful aloha warmth has made him a culinary institution. With sixteen cookbooks, a frozen food line bearing his brand and a weekly television cooking show, Choy is a recipient of the James Beard Best Pacific Regional chef award. He is often credited as the "Godfather of "Pokè", the quintessential Hawaiian salad



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of raw sashimi tuna, seaweed, onions, soy and sesame oil.

New generation of chefs

Now 61, Choy has inspired and influenced a new generation of chefs to embrace his farm to table initiatives, with an infectious passion for all things Hawaiian.

His number one fan is another former resident of Hawai'i; the President of the United States, Barack Obama, who regularly invites Choy to cook for dignitaries in the White House.

Traditional Hawaiian food, like most of its native culture, is not so easy to find. The 1890 coup d'état of the Kingdom of Hawai'i by a small group of Americans whose economic interests were threatened, is in stark contrast to the culturally-rich islands of Papua New Guinea.

There are a few mom and pop experiences like the Ono restaurant in Honolulu which offers an authentic dining experience of pork laulau, lomilomi salmon, braised short ribs and chicken long rice that are cheap but divine.

Most hotels offer a weekly Hawaiian

The ultimate tourist experience is undoubtedly at the Polynesian Cultural Centre in the mountainous northern region of La'ie.



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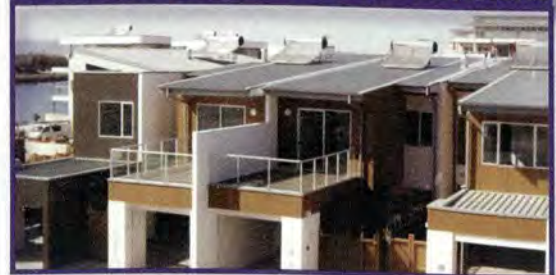
luau (earth-oven feast), but the ultimate tourist experience is undoubtedly at the Polynesian Cultural Centre (PCC) in the mountainous northern region of La'ie.

Despite its theme park feel, the PCC is a living museum of the many Polynesian cultures where visitors can get a glimpse of



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native traditions, dance and food, including the spectacularly choreographed and breathtaking musical show "H: the Breath of Life".

Hawai'i has much to offer the international visitor and beyond the sun, surf, skyscrapers and shopping, there is the gastronomic experience that embraces the resurgence in native Hawaiian cultural pride and a renaissance in regional haute cuisine. Food with aloha!



• Lance Seeto is an award-winning international food writer, author, television presenter and inspirational chef based on Castaway Island, Fiji. He was recently a guest in Hawaii as a member of the International Food Wine and Travel Writers Association.



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Gourmet Coffee & Chocolate

BY LAUREN HILL



With the ever-increasing desire for gourmet coffee and chocolate, more people want to acquire the knowledge to create their own latte, macchiato or epicurean truffles.

In the foodie neighbourhoods of Singapore, a barista-duo and a chocolatier give you the opportunity to do exactly that.

Chocolate Atelier – Swiss Chocolate Making

Among the colourful Peranakan shop-houses on Joo Chiat road, between the family-run local eateries, you wouldn't expect to find a Swiss chocolate school. But this is the location that chocolatier Reto Marzari chose for Chocolate Atelier.

From here, he runs regular gourmet chocolate classes and sells his indulgent truffles and pralines.

"I chose Joo Chiat road as all of the other culinary schools are in the west," he told me.

"I wanted to open mine here on the East Coast and I like Joo Chiat because it's the old Singapore. These Peranakan shop-houses go back to around 1930."

Reto began Chocolate Atelier with 45 years experience of working with chocolate.

He started his apprenticeship in 1963 as a pastry chef and chocolatier - called confiseur in Switzerland - with Raymond Bachmann of Confiserie Bachmann in Luzern. In 2011, he decided to open Chocolate Atelier.

"I thought, why not do it myself, for myself, with my own company?" he confided.

Chocolate Atelier caters for people who already have some experience of cooking, but everyone is welcome. "Mostly people just want to come for fun and learn a bit about chocolate, rather than to open their own chocolate shop.





"You don't have to become a chocolatier after these classes - it took 45 years of experience for me to get where I am.

"Making chocolate isn't easy. You have to learn about the theory and the techniques. However, people can still make truffles and pralines after just one class."

Reto's chocolate always surpasses the expectations of those who try it because he insists on using only the finest ingredients.

"From the beginning I've only used the highest quality Swiss Carma couverture," he explained.

"If I compromised on the ingredients, you would really taste the difference."

In the shop's glass-counter, truffles, pralines and bruchschoggi (broken chocolate) are piled high in a mouth-watering array of flavours from the traditional to the more experimental - champagne or honey and raspberry truffles, cocoa-dusted almonds, passion-fruit ganache-coated in dark chocolate, almond crunch, bruchschoggi with roasted hazelnuts and dark chilli chocolate.

"Of my pralines, the last ones I reinvented are filled with coconut and lemongrass cream," Reto told me.

"A dish I had with coconut and lemongrass inspired me to combine these two ingredients with chocolate."

Reto publishes his class schedule each month and classes are held daily. The basic Swiss chocolate making class is S\$160 and lasts from 10am to 3pm.

The course covers the basic techniques of chocolate making including tempering the chocolate and making a ganache.

• <http://chocolate-atelier.com/>

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Highlander Coffee – Gourmet Coffee Appreciation

Highlander coffee was founded in 2004 by two brothers, Phil and Cedric Ho, after they were inspired to bring good quality coffee to the lives of Singaporeans.

The brothers realised they could add their own value to the community by educating people how to make great coffee.

“We learnt from the Italians.” Phil told me.

“They’re very passionate people but we still didn’t understand the science of coffee, so Cedric flew to Sydney to learn the technical side, after which he came back and taught us all what he’d learnt.”

In their first ever barista class, there were two students - one of whom is now operating their own café. Once the class went online, they were surprised by how many people wanted to take part.

Then as more interest built, they started their coffee appreciation class as well. “Each month, people who are curious about coffee can join this class,” Phil explained.

“We demystify what local coffee is and how it’s produced - it’s culturally interesting because there’s such a rich history behind it.”

The brothers walk you through the whole process of roasting, grinding and brewing coffee, while retaining the freshness of the beans.

“We demystify what local coffee is and how it’s produced - it’s culturally interesting because there’s such a rich history behind it.”

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The brothers use coffee beans from all corners of the globe and Phil insists that whether the beans are from Brazil, Sumatra or any of the other coffee regions, the taste is always subjective, depending on the strength, sweetness and flavour that you prefer.

Tasting the different types of coffee is taken further in their 'coffee cupping' class.

In the coffee appreciation class, Phil and Cedric, knowing the trend for lattes and cappuccinos, take you through the steps of steaming and layering milk for a perfect layered-latte.

Their main focus though is on espressos. "We teach what the Italians believe in by showing you how to make an espresso that is so concentrated it's actually like pouring honey."

Over the last decade, they have seen the popularity of coffee grow, until today when the coffee scene is exploding. "Everyone wants a roaster and is drinking coffee from Costa Rica, Kenya - all over the world," Phil told me, before going on to compare coffee appreciation with wine tasting.

If you are curious about coffee and want to learn how to make the perfect espresso or layered latte, you can take part in the coffee appreciation class by signing up on the website.

The two-hour classes cost S\$38 and are held once a month at their espresso bar and coffee academy on Kampong Bahru Road.

• <http://highlandercoffee.com>



A little bit of history

In Singapore's colonial years, two entrepreneurial horticulturalists, Jose d'Almeida and William Scott, both brought cacao plants to Singapore in the hope of introducing them to the country.

Around this time, coffee plantations, a crop that flourished in some of the nearby countries, were also being cultivated, but unfortunately neither coffee nor cacao plants were suited to the Singaporean climate.

However, it was from Singapore that the cacao plants were transferred to the rest of Southeast Asia, leading to cacao crop cultivation around the region and chocolate production in Southeast Asia.



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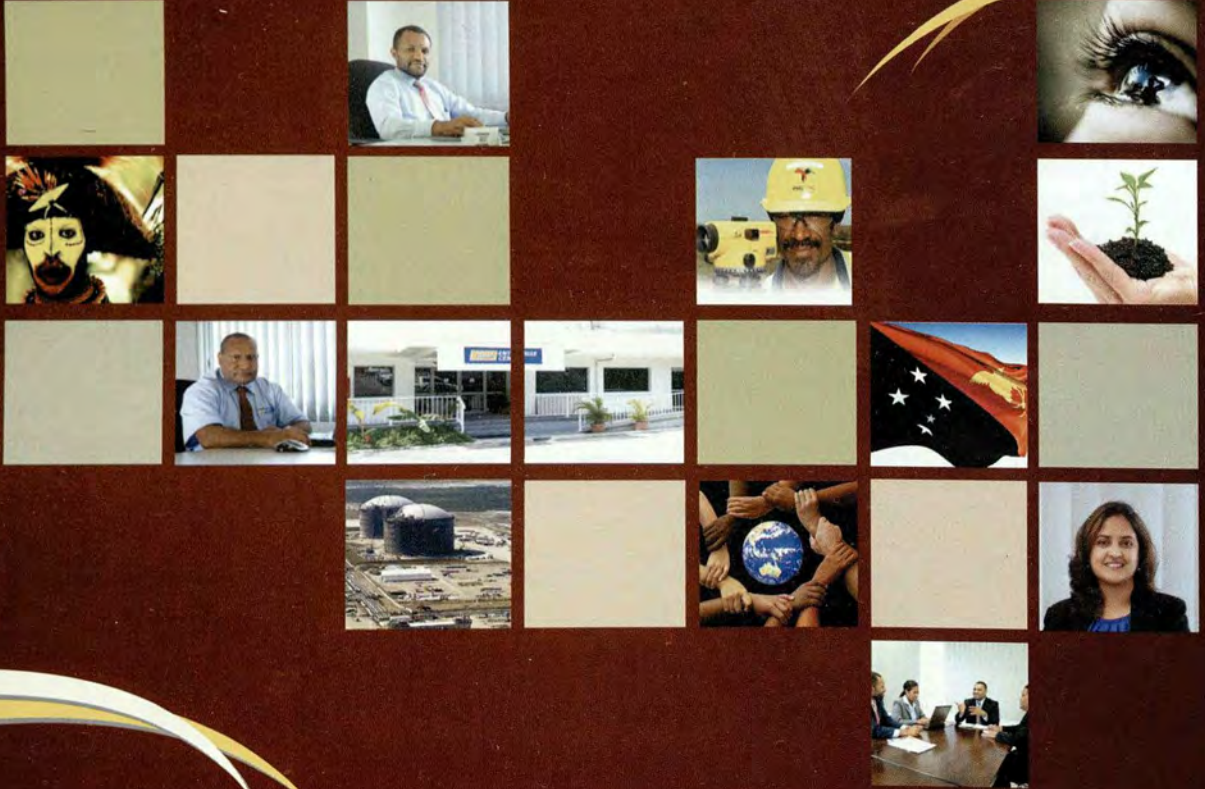
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Endangered DIVING DIVAS

Are Japan's living treasures, the legendary ama pearl divers, going down for the count? **RODERICK EIME** peers into their hallowed realm.



She is the modern mermaid, the living apparition that so taunted sailors and mariners for centuries. But instead of scales and fins, her honey tanned skin is barely concealed by a saturated white cotton wrap, as sheer as transparent silk in the clear summer water. Her delicate face, disguised with an antique diving mask, is the first to go under, followed by a perfectly round bottom and then her feet, pointing skyward like a Bolshoi ballerina's en pointe.

I'm watching this scene, not as I should, from the shore off Japan's Toba City, but on a hazy television screen. A scratchy, forty year old documentary is screening in the little museum dedicated to the ama (or amasan, sea women), its walls decorated with nawa (rope), oke (shallow wooden tubs) and tegane (metal tools) for detaching awabi (shellfish). Toba is one of the few remaining locations around the Japanese coastline where the ama work on a regular basis, fishing in the traditional freediving method, for abalone, clams, crustaceans and seaweed.

The idyllic scene has transfixed me, much as the first western sailors must have been hundreds of years ago when they first caught sight of these athletic, uninhibited women diving in and out of the sea as if they were born to it. Actually they were. The ama begin diving in their mid-teens and continue well into their forties and fifties, often with their daughters by their side.

In 1954, when the young women were still entering this arduous yet honorable tradition, the noted Japanese scholar and ethnographer, Professor Kunio Yanagita, documented 24 sites around Honshu, Shikoku and Kyushu where the ama still practised their traditional skills. But rather than as a field study for academia, it was popular culture and modern mythology where the ama flourished. From the subtly erotic woodblock prints of the 18th Century master, Utamaro Kitagawa, to the voyeuristic "documentaries" and B-movies of the 1950s and '60s, the romanticised ama became the pin-up girls of their time. Sassy, tanned, confident and trim, they monopolised the imagination of

filmmakers, novelists and storytellers.

James Bond fell for one, Kissy Suzuki, in *You Only Live Twice*, while celebrated novelist, Yukio Mishima, penned *Shiosai* (*The Sound of Waves*), a classic romantic love story filmed no fewer than five times since it was first published in 1956. The formulaic 'boy meets girl, boy loses girl, boy gets girl' story is peppered with racy passages that capture the robust sensuality of the ama in their natural environment.

"Laughing boisterously, all the divers were thrusting out their chests, boastfully exhibiting their breasts. Everybody laughed. They were arguing who had the best shaped breasts."

Master Japanese photographer, Yoshiyuki Iwase, produced some of the most stunning and evocative portraits of the ama during his lifetime, garnering numerous international awards in the process.

But enough of this nostalgia and daydreaming, it's time to meet some real ama.

Women divers can earn over a million yen (AU\$12,000) in a three-month season, so it has traditionally been an attractive vocation for women who would otherwise be working in fields or factories. But today's youngsters are not following their mothers.



The little hut, barely more than a picnic shelter, is perched against the sea wall. Reiko and Tazue are waiting to welcome us, the fire already raging and the teapot steaming. Laid out before us is a selection of fresh shellfish, the little animals still squirming in their shells and unaware of their fate. Reiko approaches and bows courteously in the age-old Japanese fashion. We reciprocate and are ushered inside with broad smiles and sweeping arms. Both girls are dressed in traditional après dive attire, with trademark head wear, cotton tunic and skirt. I'm notoriously clumsy at guessing ages, but Reiko quickly volunteers; she's 77 and Tazue is a spritely 74. Yes, both are still diving.



Our ama experience in the little shack is warm and convivial and a popular tourist stop. We are fed clutches of shellfish straight from the fire, juice still bubbling inside the shells. Clams and abalone are delicious, while the turban shells are definitely an acquired taste. Tough and smoky, they take a bit of work, but Reiko is delighted when I accept a second.

"The big abalone are the real prize," Reiko tells me, "they earn us the best money."

Women divers can earn over a million yen (AU\$12,000) in a three-month season, so it has traditionally been an attractive vocation for women who would otherwise be working in fields or factories. But today's youngsters are not following their mothers.

"My daughter doesn't like the cold," laments Reiko who will be the last ama in four generations of her family.

After a belly full of mixed crustaceans, we visit another hut, just in time to sit with the girls after a morning in the surf plucking mollusks. Wrapped in fleecy tops and trousers, they are typically cheerful but clearly glad to be in front of the fire as the diving season draws to a close. The interior is authentic ama with marine knick-knacks and modest personal effects arranged randomly about the floor and walls. There's a little shrine on a shelf where they pray each morning for a safe and bountiful dive.

Ama face numerous hazards as part of their work, such as bites from unfriendly creatures, underwater entanglement and snags. Curiously, traditional diving dangers like the bends, hypothermia and ear damage don't feature on their list. Women apparently have a greater tolerance to cold thanks to evenly distributed body fat and generally make better divers.

The true glamour divers, the prima donnas of the deep, are the pearl divers. Since the advent of cultured pearls, diving is almost a lost art. 'Almost', because at the Mikimoto Pearl Museum in Toba, there are daily diving displays for visitors. The girls are dressed in the white cotton smock that is the ama uniform and plunge for shells while we crane to see what's going on

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Sadly, the era of the ama is rapidly drawing to a close. The average age of today's diver is well over 50 and the alluring fundoshi (tied bikini bottom) and sheer blouse has given way to the more practical, amorphous long-sleeve wetsuit and scuba mask. The ladies still dive without any sort of breathing apparatus and command premium prices for their hand-picked produce, but for how much longer?"



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They disappear for a tantalising minute and re-emerge to the tune of an isobue (whistle) clutching a trophy shell, gleefully displaying it to the gathered onlookers. I can't help thinking an underwater window would really complete the picture. Inside the museum is a mouth-watering display of an entirely different kind. Bring your credit card.

Sadly, the era of the ama is rapidly drawing to a close. The average age of today's diver is well over 50, and the alluring fundoshi (tied bikini bottom) and sheer blouse has given way to the more practical, amorphous long-sleeve wetsuit and scuba mask. The ladies still dive without any sort of breathing apparatus and command premium prices for their hand-picked produce, but for how much longer?

I lament that, apart from the choreographed demonstration at Mr Mikomoto's giftshop, there are only museums and ad hoc visits to see the few remaining genuine ama in action. It needs some enterprising operator to deliver today's experiential traveller a truly immersive experience - pun intended.

For now, it's left to Reiko and Tazue to channel past ama, and to look into their soft eyes is to see a hundred years of life under the waves mixed with the knowledge that their tide is going out forever.

• *The author wishes to express his thanks to Ms Rebecca Honda, then media relations manager for Japan National Tourist Office in Sydney for her invaluable assistance and personal time spent assisting the writer with this article.*

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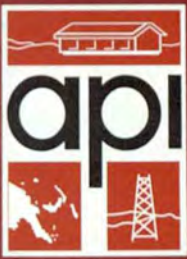


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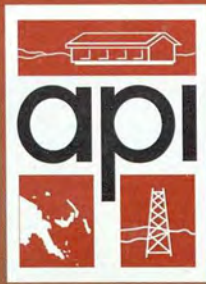
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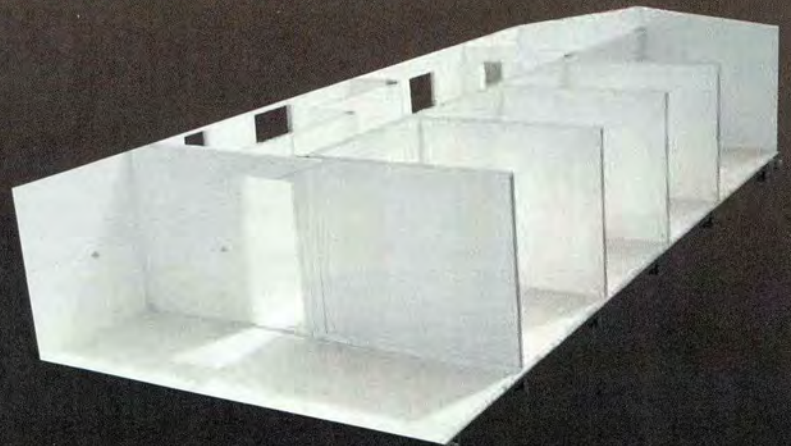
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BALI

A Tale of Two Coasts

BY JOHN BORTHWICK

"BEHAVE, STRANGER, THIS AIN'T YOUR HOME!" cautions a graffito on Jalan Legian, the clotted main artery of Bali's Kuta-Legian-Seminyak beach strip.

The advice comes decades too late. Ever since the mid-1930s when a remarkable Englishwoman, Muriel Stuart - also known variously as Manx, K'tut Tantri and Surabaya Sue - built the first bamboo and thatch hotel here, Kuta's grand sweep of the shoreline has been a magnet for all sorts of strangers and misbehavers.

Coconut groves, wayang kulit shadow puppet shows, morning roosters, midnight dogs, trance dancers and gamelan music - all these were common in Kuta until the late 1980s, but are now mostly gone.

The change was inevitable as we, the leisured classes of the world, blew-in, turned-on and over-stayed, seduced by Bali's mix of exotica and art, warm surf and bargain labour.

With seven million annual visitors - three million of them foreigners - parts of Bali are today choking on their own success. Kuta, as Indonesians joke, is now an acronym for "Kampung Untuk Turis Australi" - Village For Australian Tourists. Others describe it as "Phuket-on-Bintang".



Meanwhile, Kuta culture, in the form of resorts, hawkers, beach bars, surf schools, sun lounges, motorbike jams and transport touts, has spread for some five kilometres along Bali's west coast, from Tuban to Seminyak and far beyond. Construction cranes and new resorts jut above the treetops all the way to Canggu - now nicknamed "Cang-gone".

Each time I come to this sunset coast, I like it less - and yet I still love it. This contrarily glorious strand is like Heaven's Zoo, a Fellini-esque parade of wanderers, poodle walkers, New Age colonials, joggers, gigolos, yoginis, tattoo tragics, remittance women and "trustafarians", dressed or undressed

in every fashion from hot-pink tudungs to topless. And that's just the morning constitutional stroll.

Come sunset at Seminyak, the promenade is even more theatrical, with the full royal flush of dusk colours drenching it all.

When darkness falls on 'the 'Yak', diners sprawled on beanbags spill across the beach. Outdoor flood lamps and music amps crank up, and the Bali Marley in front of one restaurant is soon out-shouting the Seminyak Santana next door.

It's ironic to think that K'tut Tantri named that first hotel just down the beach as Suara Segara - the Sound of the Sea.



The island of the gods is booming with alarming statistics. Bali's governor, Made Mangku Pastika, predicts five million annual foreign visitors by 2015. That's on top of an ever-burgeoning resident population of 3.9 million.

Sixty new hotels are under construction - despite a supposed moratorium on building more resorts in southern Bali. Adding to the tsunami of existing motorcycles, one hundred new ones are registered every day.

The good news is that Bali can be a tale of two (or more) coasts if you want. I take my leave of the Kuta shore and head northeast to Gianyar regency. At Keramas, half-an-hour north of Sanur, we turn towards the sea, down a sidetrack that skirts brilliant green rice fields and the first holiday villas that, as elsewhere in Bali, will eventually engulf those fields. If the west coast can seem like Paradise Googled, then this shore is Paradise Recouped.

Keramas looks east across black volcanic sands and all-day reef surf. This is still a coast of Hindu temples and flower offerings along the shore.

Villagers crouch all day picking tiny black pebbles from the beach to sell for garden decorations. Others sit with legs buried in the hot, dark sands to ward off arthritis.

"The Balinese have a wholesome no-nonsense attitude towards nature: worship it, emulate it but don't let it get in the way of progress."

There are no beach hawkers. Instead, I see a farmer herding his fluffy fleet of 20 ducks along the sands. They rush on in an urgent phalanx - stand in their way and it might be like being trampled by feather dusters. Beyond them the skyline of palms and temple spires is still devoid of preying mantis construction cranes.

I'm staying at a new Keramas resort called Komune. Despite the name, this stylish, eco-savvy property isn't a refuge for old ponytails and post-socialist hipsters. The clientele is mainly twenties-thirties surfing couples, here for the cranking right-hand reef wave that breaks immediately out front, plus the tranquil location.

The morning of the earth here smells just like Bali mornings used to - clove cigarettes, salt spray, last night's rain, a whiff of incense. The sacred mountain, Gunung Agung hangs above the land like a sentinel, its conical tonsure right there, and then, with a shift of clouds, suddenly gone.

The day passes in a welter of excellent early waves, followed by increasing crowds in the break. Time for the great nasi goreng or eggs benedict from Komune's beachfront restaurant; and later, a siesta. Sunset's soundtrack is a toccata of 10,000 cicadas plus the seas' thumping bass-line, even if it is sometimes swamped by the doof-rap-techno wash from the resort's sound system.

"Keramas locals don't want to see their place end-up like Kuta," says Australian Phoebe Clarke, manager of nearby Moonlight Villa. Their wish to see their kids in local employment is already reflected in the make-up of Komune's bright young staff, drawn principally from surrounding villages.

As well, the resort's owners - including pro surfer Luke Egan - are determined to set a benchmark for responsible eco-practice via the installation of world-class wastewater and garbage systems, solar power and vegetable gardens.





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After a week of good waves, beach hikes, photography, scrumptious gado-gado, warung jaffles and the leisure to read two thick novels, it's time for me to head back to the 'Yak. Here, from the fine Anantara Seminyak resort and its rooftop bar, I have a dress circle view of the cocktail sunset and all who promenade before it.

The 'Yak booms on, a democratic mixture of beach vendors and bling boutiques, of day spas, gay bars and massive hotel and condo developments. If my trip has been a tale of two coasts, my conclusions are fittingly polarised.



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After all, Bali is the land of “poleng”, that symbolic, checkerboard-pattern cloth you see draped on statues everywhere, signifying that all things can be simultaneously black and white, shadow and light.

An early, long-term Bali resident, the late Australian painter Donald Friend, foresaw our tourism juggernaut coming and didn't much like the prospect. Back in 1970 he picked that a visiting team of international advisors and bankers were in Bali to “convert villages, forests and mountains into vast, profitable jukebox alleys.” He was right on the money - and so were the bankers, quite literally.

Today, another long-term Australian resident, Bali cultural expert and landscape designer, Made Wijaya, aka Michael White, views Bali's “development” less critically, but still with reservations: “The Balinese have a wholesome, no-nonsense attitude towards nature: worship it, emulate it, but don't let it get in the way of progress.”



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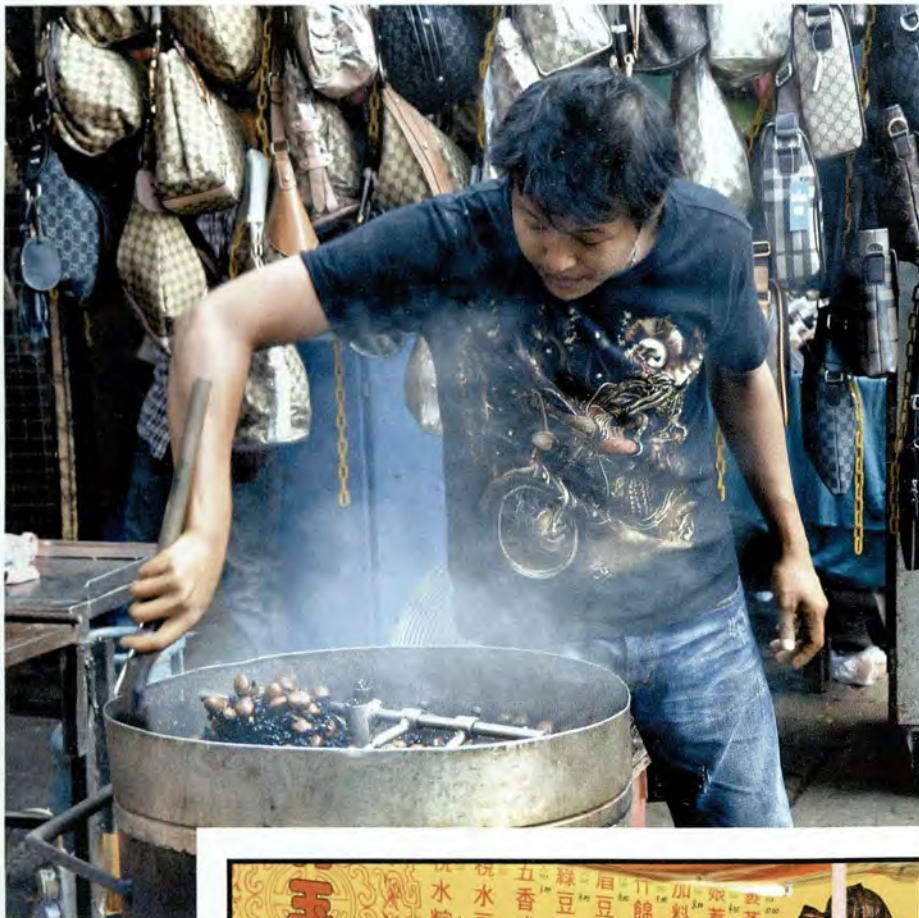
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Chinatown - KL Style

BY JOHN BROOKSBANK



The air was smoky and redolent with the aroma of roasting chestnuts as the stall attendant once again stirred the wok-shaped cooking bowl of brown 'jewels'.

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Many cities around the world have a Chinatown and Kuala Lumpur is no exception. With ethnic Chinese making up 24 percent of the country's population, it is hardly surprising that Malaysia's capital has such a vibrant and bustling retail suburb.

Centred around the spine of Jalan Petaling, the area occupies a part of the city that has not been developed, unlike many other parts of Kuala Lumpur that have been demolished to make way for shining tower blocks of condominiums and offices and a swooping network of freeways and public transport tracks that signify the recent development of the country.

Chinatown today is what the whole city must have looked like before Malaysia's economy boomed, fuelled by development of petroleum resources and increasing acreages





"Getting to Chinatown from almost everywhere in KL is a breeze. It is equally easy to get to by monorail - get off at the Maharajalela station or on the LRT, the extensive Light Rail Transit system, that is cheap and regular. There is also an extensive bus network or if you're a local, you would travel everywhere by motorcycle."



of oil palm that has replaced tin mining, logging and rubber estates of yesteryear.

Hawkers stalls cram the narrow streets between classic colonial Chinese shop houses; they predictably stock a huge range of food, clothing and other goods to tempt the pockets of the many visitors, mainly tourists, who throng the area.

The large number of people, combined with steamy tropical weather make shopping here a sweaty affair and price haggling is common. Chinatown is infamous for pirated clothes and accessories along with bootleg DVDs and CDs but Petaling Street is much more than this.

The area has dozens of restaurants and food stalls, serving local favourites such as Hokkien mee, ikan bakar (barbecued fish), asam laksa and curry noodles. Traders are mainly Chinese but there are also Indian, Malay and Bangladeshi store holders.

Keeping up with the times and proving that 'culture' is constantly adapting there is also a McDonalds alongside food stalls selling a variety of local food such as Hainanese chicken rice and noodles.

Nearby a Chinese bookshop is the old Jamek Mosque, with Moorish architecture and the Sri Mahamariamman Temple, one of KL's oldest and richest Hindu temples, receiving many devotees.

Occasionally Buddhist monks stand inscrutable and expressionless in the market with their bowls, ready to receive offerings.

Chinatown is still the best place to shop for counterfeit branded products and to try out its large selection of local Chinese cuisines.

However, the street does not exclusively offer pirated products and genuine goods are also available; it is always seems to be crowded with both tourists and locals.

Getting to Chinatown from almost everywhere in KL is a breeze. It is equally easy to get to by monorail - get off at the Maharajalela station, or on the LRT, the extensive Light Rail Transit system - which is cheap and regular and you get off at the Pasar Seni station. There is also an extensive bus network, or if you're a local, you would travel everywhere by motorcycle.



Kuala Lumpur has a population of about 1.6 million people but as a hub of government, business and trade it is swelled by those commuting into the city to work from the surrounding federal territory of the same name that is home to an estimated more than 7 million souls.

Historically, business in the country has been dominated by the ethnic Chinese and despite affirmative action legislation to encourage Bumiputra, or Malay, entrepreneurship this is still the case.

The overtly Chinese nature of Chinatown is in fact the relatively small retail tip of the iceberg of commerce in the country, where it is estimated that they control 70% of the economy and contribute the majority of business related tax revenues.

The Chinese in Malaysia constitute the third largest Chinese community outside China itself, after those in Thailand and Indonesia. The four main Chinese dialect groupings found in the country are the Min, Hakka, Cantonese and Wu.

Today's population is derived from a number of 'waves' of Chinese immigrants. The first occurred in the early 15th century when friendly diplomatic relations between China and Malacca culminated in the marriage of Sultan Mansur Syah to the Chinese princess Hang Li Po.

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A senior minister of state and five hundred youths and maids of noble birth, mostly from Fujian province, accompanied the princess to Malacca and it is their progeny who constitute many families today.

A much larger wave of immigrants, mainly from Fujian and Guangdong provinces, came during the 19th century and early 20th century as coolies, encouraged by the British, who used the Chinese to work in tin mines and rubber plantations.

Other immigrants came freely to start up businesses in the booming economy of the time. A third and smaller wave came after the 1990s, mostly from northern China, as foreign spouses married to Malaysians such as national sports coaches.

Mandarin is the choice for instruction in Chinese-medium schools and many Chinese-educated Malaysian Chinese families have taken to speaking Mandarin with their children due to their thinking that other Chinese dialects are growing increasingly redundant. This has led to the emergence of a community of young Chinese who are fluent in Mandarin but unable to speak their native Chinese dialects.



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A majority of the Chinese in Malaysia are Buddhist or Taoist, though the lines between them are often blurred and a syncretic religion incorporating elements of Buddhism, Taoism, Confucianism and traditional ancestor-worship is practiced, with individuals following it to varying degrees.

Chinese Buddhism has been handed down over the generations in Malaysia although about 11% are Christian due largely due to the influences of Western-educated Malaysian Chinese who have been overseas either for studies or work.

The Chinese in Malaysia maintain a distinct communal identity and rarely intermarry with Muslim Malays or ethnic Indians for religious and cultural reasons. According to Muslim laws, the Chinese partner would be required by law to adopt the Muslim religion.

Chinese Malaysians played a major role in the development of the tin, petroleum, and rubber industries in the country during the last century and continue to own about 85 percent of Malaysian retail outlets.

Chinese-owned mines produced nearly two-thirds of the tin in Malaysia and many of those involved used their savings to open small businesses, some of which grew into larger enterprises. Today many Chinese enterprises are family-controlled and run.

Although it is not totally necessary to have a comprehensive knowledge of the history of ethnic Chinese communities in Malaysia it's useful when chatting to people in order to understand their perspective in the ongoing debate in the country about the comparative involvement of the three main ethnic groups in commerce and industry.

Petaling Street, regarded as a heritage site, is totally pedestrianised and is also within walking distance of the Central Market.




New skyscrapers tower over Chinatown, glinting in the sunlight, a reminder of the new and ever changing Malaysia that is equally as vibrant as the buzz of commerce arising from the market stalls.

Petaling Street, regarded as a heritage site, is totally pedestrianised and is also within walking distance of the Central Market. There comes a time though when the heat, humidity and shopping are all too much and one just has to sit down - preferably with an ice cold Tiger beer - and watch the world stream past. Thankfully, this is very possible here at any hour of the day!

Back in Jalan Petaling however, it seems to matter not whether you are Malay, Chinese or Indian - it's all about getting you to part with your Malaysian ringgit, that universal drive found in markets all over the world. So next time you are in Malaysia, head to Chinatown to do your shopping!



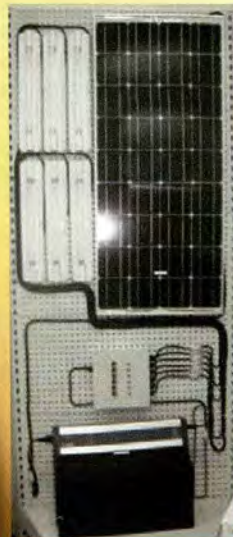
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All Jammed into Jordan

BY GLENN A. BAKER



There are moments, more than one, when you feel that the Jordan unfolding before your eyes is doing so on a large screen.

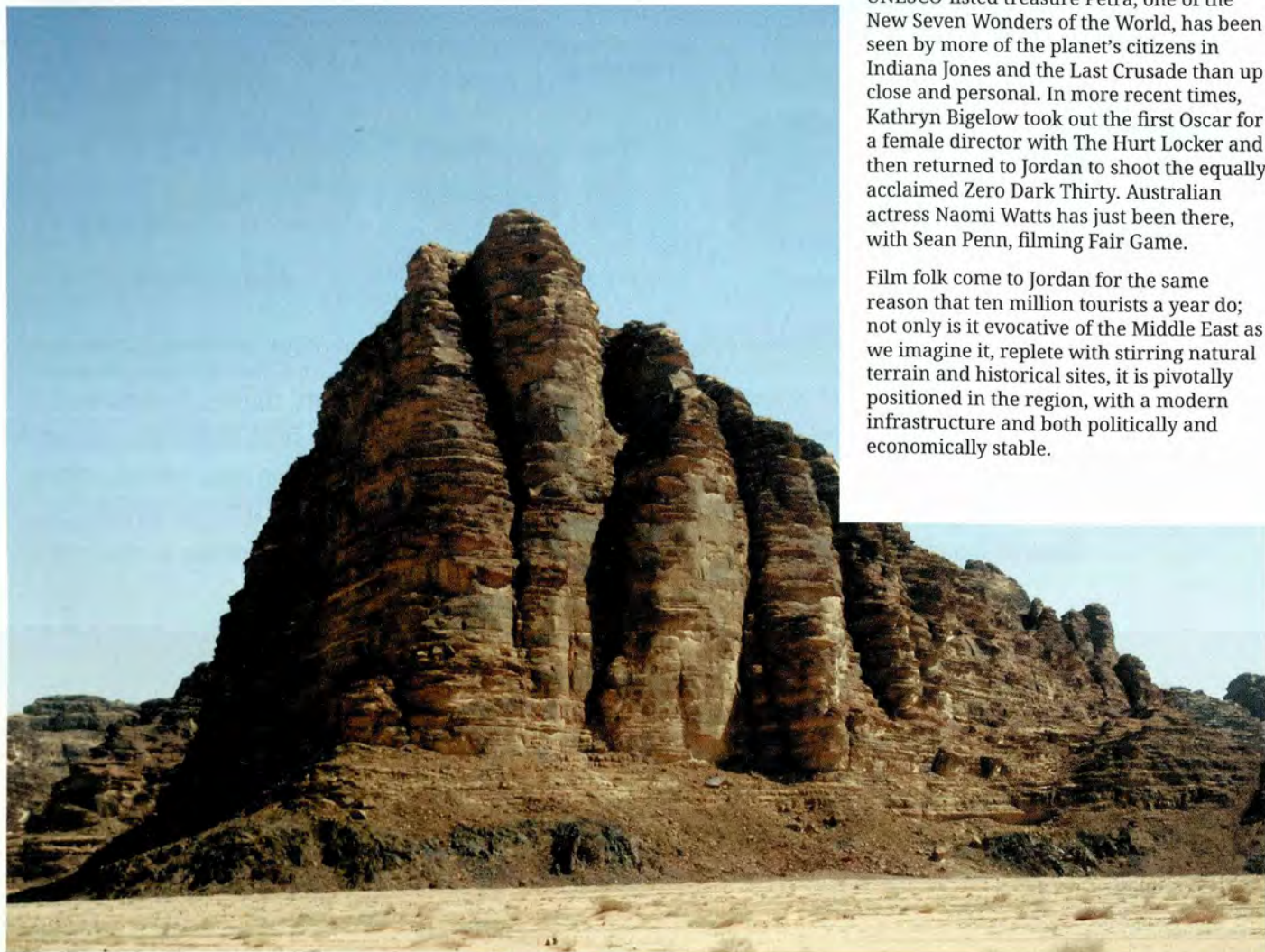
The country is not just metaphorically cinematic but in actual reality. For decades we have been looking at it through the eyes of film directors and cinematographers.

At Wadi Rum, the red desert area down in the south is stacked with dramatic soaring stone outcrops such as the imposing Seven Pillars of Wisdom.

Inevitably one's frame of reference is David Lean's epic *Lawrence of Arabia*, particularly when a classic steam train comes chugging across the landscape.

UNESCO-listed treasure Petra, one of the New Seven Wonders of the World, has been seen by more of the planet's citizens in *Indiana Jones and the Last Crusade* than up close and personal. In more recent times, Kathryn Bigelow took out the first Oscar for a female director with *The Hurt Locker* and then returned to Jordan to shoot the equally acclaimed *Zero Dark Thirty*. Australian actress Naomi Watts has just been there, with Sean Penn, filming *Fair Game*.

Film folk come to Jordan for the same reason that ten million tourists a year do; not only is it evocative of the Middle East as we imagine it, replete with stirring natural terrain and historical sites, it is pivotally positioned in the region, with a modern infrastructure and both politically and economically stable.



The country's visitor flow is multi-layered. There is active health tourism, centred upon the Dead Sea, historical and archeological tourism centred upon myriad ancient settlements, and religious tourism centred upon sites that can be directly related to events and figures from Christian and Jewish scripture.

There is a well-established Biblical pilgrimage trail which sees groups from many nations, including Papua New Guinea, flying in to Amman and crossing by road into Israel after seeking out Holy Land highlights on the Jordan side of the river after which the nation was named.

They find their way to Mount Nebo where Moses sought a view of the Promised Land before his death; areas where the Children of Israel were led by Joshua into that elusive land, and Jabbok, said to be where They also see Herod the Great's hilltop fortress, Muwakir, where his daughter Salome danced the dance of the Seven Veils which lead to the beheading of John the Baptist, the priest who had baptised Jesus at the river Jordan.

Spread across Jordan are the ruins of Hellenistic-Roman cities, desert citadels, and the religious sites of Mahis. One of the strongest drawcards is the city of Jerash, part of the confederation of ten Graeco-Roman cities, with its Corinthian arches, colonnaded streets and outdoor theatres.

The ambience of the Country is enhanced by Bedouin encampments, palm filled oasis, and castles dating back to the crusades. For the more modern tourist the eco-resorts fringing the coral dotted blue water of the Gulf of Aqaba are a stark contrast.



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Let it be known that it is not all history that confronts you. Amman, the capital and location of most of the country's six million or so population, has a young tone with plentiful clubs, restaurants, bars and cafes, hotels, Turkish baths, shopping malls, pastry shops and more internet cafes than anyone has been able to count.

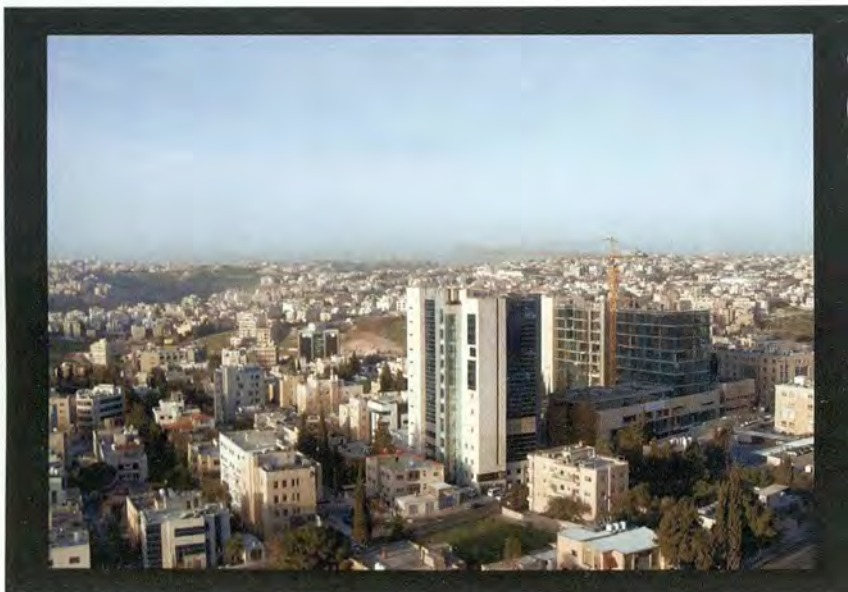
But nothing begins to match the fame and the splendour of the towering and imposing Petra, a complete Nabatean city carved into a mountainside and reached through a narrow gap between mountainous walls.

Evocatively changing colour over the day (and particularly striking around sunset when the rock is of a red/pink shade) Petra also encompasses a Monastery, Royal Tombs a Roman theatre and the High Place of Sacrifice.

It is reached by a fairly strenuous walk or in horse-drawn carts so bone shattering that you may wish you had relied upon your feet. The camels however are a little more gentle on the spine.

Let it be known that it is not all history that confronts you. Amman, the capital and location of most of the country's six million or so population, has a young tone, with plentiful clubs, restaurants, bars and cafes, hotels, Turkish baths, shopping malls, pastry shops and more internet cafes than anyone has been able to count.

There are elements of Beirut and even some touting of the city as a 'New Dubai'. The seaport of Aqaba, which is seeing many billions worth of developments, is popular for water sports and has a range of busy hotels and rave and dance parties staged by international DJs that are famed throughout the Middle East. On holiday weekends you can't move in the place.




The world-class resorts that draw the leisure set from all over are mostly to be found by the Dead Sea, Jordan's side of the intensely salted body of water that washes up on Israel on its other side. The only depository of the River Jordan it is the lowest point on earth – at more than 400 metres below seal level (dropping by a metre a year), it may be said to be the oddest of luxury beach resorts.

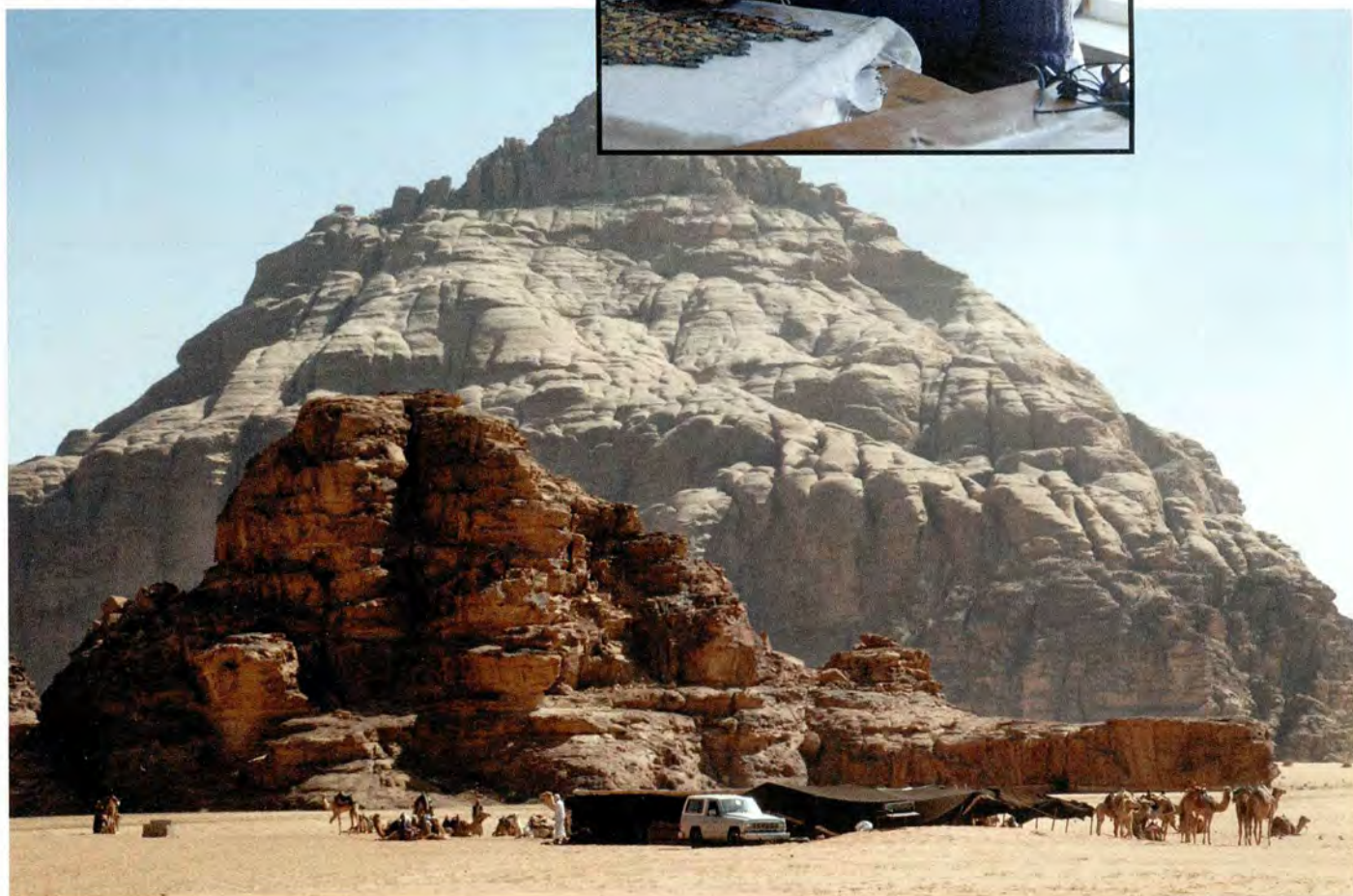
There is an almost juvenile glee in having yourself plastered with thick black oozing mud and timidly entering water so toxic in its impact upon your lips or any scratch upon your person that you audibly gasp. All you can really do is effortlessly float on your back, though standing up, one leg at a time, is not unlike getting off a massage table (though with nobody to help you).

A long time is spent showering off mud and salt on the shore and the novelty of the experience does tend to wear off fairly swiftly. After awhile the cabanas and beach clubs become more alluring, as do the water parks and nearby historical sites (for this was part of the biblical kingdoms of the Midianites and Moabites).

With a new ultra-modern airport and swift transfer times, Jordan is easy to access. Palestinians travelling internationally cross the Allenby Bridge to use it, rather to make their way to Ben Gurion Airport in Tel Aviv. On many levels, this tiny land is an oasis of calm and ease. Certainly one's vivid screen recollections of T.E. Lawrence and Indiana Jones are kept safe within its borders.



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A Tour De France

You don't have to be a cycling enthusiast to enjoy it

BY RICK SMEE



There are seven flat stages, five hilly stages, six mountain stages with four summit finishes, two individual time trial stages, one team time trial stage and two rest days. The world's most prestigious cycling race ends on Av des Champs-Élysées in Paris on July 21.

The 2013 Tour starts from Porto-Vecchio on Corsica's south-east coast, and head along the South Coast before turning north to conclude at Bastia 212 kilometres (132 miles) to the north.

The city of Bastia officially founded in 1372, is the second largest city in Corsica, and is its centre of commerce.

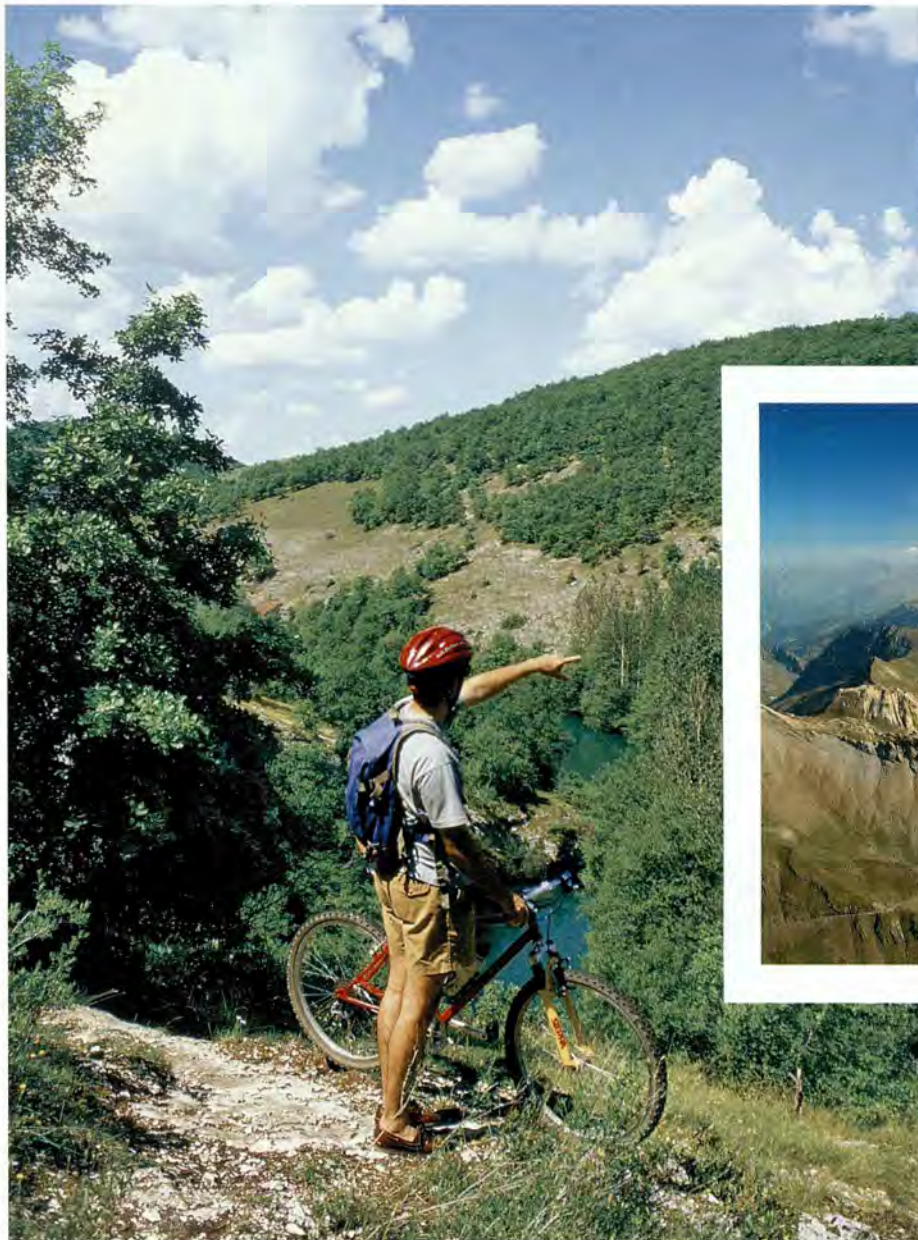
Corsica's wildly beautiful landscape consisting of rugged mountains, forests with myrtle-scented marquis, takes the riders past Glittering bays, stunning peaks and picturesque valleys.

Although Corsica has been part of France for more than 200 years, it has an entirely different feel and a character of its own.

Every year in June and July, I crank up the old TV and oil all moveable parts on the static exercise bike, to get in the mood.

After ordering a few consignments of snacks and drinks to prepare for this visual feast, I dream again of the day when I shall actually be there to enjoy the sights, sounds and smells of one of the world's most thrilling and captivating sporting events, the fabulous Tour de France.

This year marks the 100th anniversary of le Tour and for the first time it comes to Corsica. Running from June 29, le Tour consists of 21 stages and will cover a total distance of 3,360 kilometres through France and Corsica.



Le Tour has had to endure some bad press from day one due to such eccentrics as the high-flying Armstrongs (Lance not Neil) but it was always thus, with every competitor trying to gain an edge or advantage. Drugs and stimulants have been a part of le landscape virtually since the first day.

A few competitors might choose a 'pick me up', while their friends and supporters would adopt throw downs', tintacks, nails and broken glass, once their favourite rider had passed.

However, the rules were often open to debate. Certain riders were penalised for such indiscretions as bad language or throwing a half-eaten sandwich on the ground (where a competitor, thus aiding and abetting the enemy might retrieve it.)

A few 'old favourites' used to keep competitors on their toes, or sometimes on their backs. A handful of pepper in the face belied the maxim, 'Keep your eyes open' or a few sleeping pills dissolved in a bottle of water ensured a placid peloton.

To maintain unremitting motion, laxatives were always a popular addition. Le Tour is not a place for the faint hearted. Some competitors have been known to take short cuts or hitch a ride on passing vehicles, others simply caught the train or withdrew for a time and occasionally a few just lay down and died.

The first Tour de France was initiated by Henri Desgrange, and so on July 1, 1903 sixty men lined up to contest the first Tour de France outside a bar known as The Alarm Clock south of Paris.

The following year Henri announced that it would be the last tour de France due to cheating, bribes, blackmail plus virtually every 'trick' known to fraudsters, charlatans and swindlers in this crazy world of bogus bikers and perfidious pedal pushers.

"The ideal tour would be one in which only one survived the ordeal." (Henri Desgrange.) Yet the tour does survive without being too obsessed with the past. These days its eyes are firmly set on formula one technological developments and the latest from the aerospace industry, in order to gain advantage over the opposition.

The diminutive (5ft. 3 ins) Maurice Garin was the first overall winner in 1903 and was again leading when disqualified the following year.

Organisers hoped that all the cheating and skulduggery that had plagued the 1904 tour would be eliminated by the introduction of a points system and importantly the mountains, which would feature along the route, included the towering Ballon d'Alsace (1247-metres).



However, if the organisers hoped that these new measures would impede or discourage the unsportsmanlike activities of a few villains they were sadly mistaken, le Tour has always thrown up those who would become known as, the Good, The Bad and the Ugly.

Great names proliferate among the winners and losers of the tour de France, names like

Petit-Breton (Fra), Faber (Lux), Thys (Bel), Coppi (Ita), Bobet (Fra), Ocana & Anquetil (Fra), arguably the most outstanding rider of this period was Eddy Merckx of Belgium.

Known as the 'Cannibal', neither rain, sleet nor snow could prevent him from chewing up his opponents and spitting them out in his wake. Whether it was sprinting, time-trialling or climbing Merckx simply

destroyed his opponents, however it was his terrifying downhill acceleration, which demoralised and blew away all opposition. He was truly a Superman on wheels.

But now it is 2013 and Sir Bradley Wiggins is in search of his second title, he will be pursued by Andy Schleck, Alberto Contador and Cadel Evans to name just a few.

It does not seem so long ago that there were just a few Australians to contest Le Tour but this year (2013) thirty-five intrepid Aussie riders will line up with their state-of-the-art high tech machines, featuring carbon-fibre frames and electronic gear shifting. There will be twenty-one stages of vastly different types of terrain all of which must be negotiated and conquered.

The second decade of the Tour de France started with a pistol shot in Sarajevo, which was heard around the world. This unfortunate event assassinated a member of the Austrian Royal family and plunged the world into a merciless war which would rage for the next four years. Ottavio Bottecchia gave cycling mad Italy its first Tour de France win in 1924, leading from start to finish, he then won again in 1925. However, in 1927 he was found dead on the side of the road and foul play was suspected.



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The memorial to Tom Simpson (GBR) who lost his life less than three kilometres from the top of the climb due to cardiac arrest in 1967 reminds all that the price of victory over the mountain can be exorbitant.

This year, Stage 15 from Givors to Mount Ventoux is the longest of this 100th Tour. It is also the most prestigious. Rising to 1,192 metres, this rugged peak is geologically a part of the Alps and is subject to vicious and capricious weather; it can create winners and destroy pretenders.

The memorial to Tom Simpson (GBR) who lost his life less than three kilometres from the top of the climb due to cardiac arrest in 1967 reminds all that the price of victory over the mountain can be exorbitant.

2013 will undoubtedly produce another champion whose name will echo through the years. From the time of its commencement in 1903, le Tour has evolved to become the world's foremost cycling race, and while quintessentially, French, its appeal is and will remain universal.



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Criss-crossing Sydney Harbour by ferry is the ultimate way to experience Sydney
 - Credit Ethan Rohloff, Destination NSW.



SYDNEY'S BEST WATERING HOLES

BY ROB DUNLOP

Criss-crossing Sydney Harbour by ferry is the ultimate way to experience Sydney and its people.

Sydneysiders are friendly. They live around a gorgeous harbour and have beautifully positioned watering holes that welcome visitors.

If your definition of a watering hole is “a special gathering place to eat, drink, and hang out with locals”, then you need to jump onboard a ferry. Quick smart.

Here's a guide to Sydney's best harbourside watering holes and how to find them by ferry.

Manly 16ft Skiff Sailing Club, Manly Cove

When Sydneysiders are showing off their harbour to visitors, it usually involves a ferry ride to Manly. Manly is Sydney's original seaside resort, straddling the harbour and the ocean. And it's where you can experience laid-back Aussie culture via beaches and watering holes.

When arriving at Manly, it's difficult to ignore the Manly Wharf Hotel right on the wharf. Yes, you should have a drink there, but you should also check out the low-key 'Skiffies' tucked away in Manly Cove.

Manly 16ft Skiff Sailing Club, aka Skiffies, is famous for having appeared in the *Amazing Race* television series. Contestants had to endure sailboat racing on Sydney Harbour using the club's skiffs.

The vibe at Skiffies is casual and friendly, and punters are sporty local types. The bistro boasts fish and chips and seafood platters. And there's no argument from bartender Lauren about the best seat in the house - out on the large deck to soak up those views.

See www.manlyskiff.com.au

GETTING THERE

From Circular Quay, board the Manly ferry for a 30-minute cruise. At Manly wharf, turn right, walk around the cove, and continue along the path to Manly 16ft Skiff Sailing Club, which is a 10-minute walk.



Lauren tends the bar outside at Manly 16ft Skiff Sailing Club, Manly Cove - Credit Rob Dunlop

International travellers sail into adventures on Sydney Harbour - Credit Tony Yeates Destination NSW



Australian 18 Footers League, Double Bay

Double Bay is a leafy harbourside village known for flashy upscale shopping. 'Double Bay', nicknamed by cheeky Sydneysiders, acts as a playground for wealthy residents from nearby Point Piper - Australia's richest suburb.

Expect beautifully coiffed people and the odd red Ferrari purring down its streets. But before you can step onto those streets, a sailing club on the ferry wharf welcomes you.

Inside the club, the long trophy-laden display cabinet is a clue that 18 Footers is more than an idyllic watering hole. Eighteen-foot sailing boats are the fastest skiffs in the world, and this club is home to some of the world's finest champions. The club's annual regatta is an internationally renowned event.

Foodwise, the casual bistro and restaurant features the popular seafood platter.

With so many large windows, the vibe is unmistakably bright. Sunglasses are a must. Again there is no disputing the best seat in the house. Resident barman Al, who dresses in a suit on Sundays for faithful locals, points to the outdoor deck over a shimmering Sydney Harbour. Knock yourself out. See www.18footers.com.au

GETTING THERE

Board a Watsons Bay bound ferry from Circular Quay to Double Bay, which takes 12 minutes. Australian 18 Footers League is at the end of the wharf.



Famous ferry action in Manly Cove - Credit Hamilton Lund Destination NSW

Bartender Al dresses up on Sundays at 18 Footers League, Double Bay - Credit Rob Dunlop

Walk past harbourside mansions around Mosman Bay - Credit Rob Dunlop



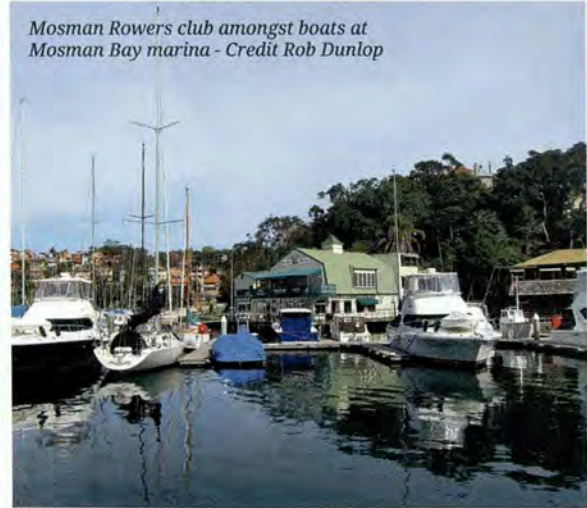
Mosman Rowers, Mosman Bay

Mosman Bay is one of Sydney's most desirable harbourside locations. The ferry ride to the tranquil bay passes bushland, gardens, waterfront mansions and gleaming boats.

On the curve of the bay is Mosman Rowers, which was once the busy boatshed of Mosman Rowing Club. Today, the action is mostly gentle bobbing boats, viewed from the club's timber decks and panoramic windows.

Mosman Bay is one of Sydney's most desirable harbourside locations.

Mosman Rowers club amongst boats at Mosman Bay marina - Credit Rob Dunlop



Food offerings include a bar menu, bistro, and French-inspired restaurant fare. The highlight is beer battered barramundi with chips, unashamedly billed as "the world's best."

The club's vibe is welcoming and friendly, and punters are mostly locals and Sydneysiders in the know. Trudi, the bartender, recommends the balcony or deck as the best place to drink in the views. And drink you can.

For a closer look at the harbourside mansions and gardens, take a 20-minute walk around the bay to Cremorne Reserve wharf. From nearby Old Cremorne wharf, you can then catch the ferry back to the city. See www.mosmanrowers.com.au

GETTING THERE

From Circular Quay, take the Mosman ferry service to Mosman Bay, which takes about 20 minutes. At the wharf, turn left then walk around the bay to Mosman Rowers, only a few minutes away.



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Watsons Beach Club, Watsons Bay

Watsons Bay is spectacularly located on the southern headland of Sydney Harbour entrance, known as The Heads.

On the harbour side of the headland is an old fishing village with a calm beaches, cottages and mansions. On the ocean side, the scene dramatically changes to towering cliffs, lighthouses and crashing waves.

Watsons Bay has long been a popular day-trip destination for Sydneysiders and tourists. And with good reason - it has beautiful beaches, national parks, walking paths and playful watering holes. Watch out for nudie runs on the sands at Lady Jane Beach, one Sydney's few legal nude beaches.

On the more sedate waterfront side is the namesake Doyle's restaurant, where Sydney's famous fishing and restaurateur family have been selling daily catches since 1885.

Next door is Watsons Beach Club, part of Watsons Bay Boutique Hotel, which has a multi-level sprawling beer garden. Colourful umbrellas add to the cheery harbourside vibe. Punters are Sydneysiders and tourists, with a dash of a celebrity.

Gourmet pub grub includes oyster plates, burgers, and fish and chips. Bartender Sophie recommends the top deck for deep views across the harbour to the city. Perfect for sunset viewing too. See www.watsonsbayhotel.com.au

More

Thirst for Sydney is an iPhone app that explores Sydney's best harbourside neighbourhoods and watering holes, including those in this story. The app, written by Rob Dunlop, features walking and ferry routes, photos, insider tips, bar and food reviews, and a check-in function that enables locals and visitors to meet up for drinks. See thirstforsydney.com

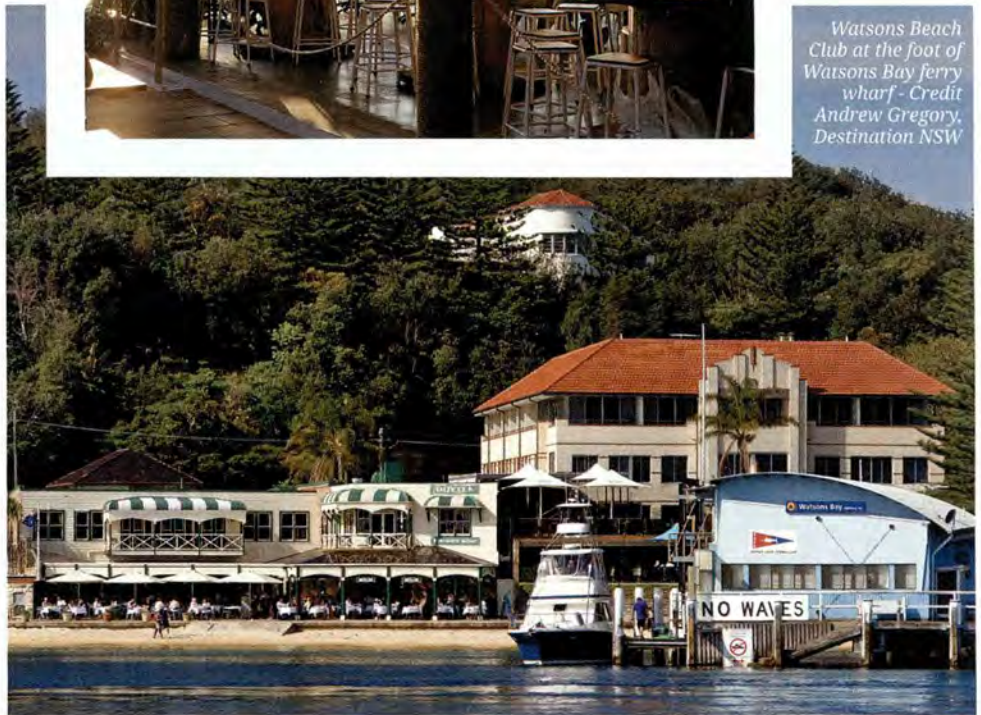


Air Niugini flies to Sydney twice a week - on Friday and Sunday - and to Cairns and Brisbane daily.

Sydney Harbour on display at Watsons Beach Club, Watsons Bay - Credit Watsons Bay Boutique Hotel



Watsons Beach Club at the foot of Watsons Bay ferry wharf - Credit Andrew Gregory, Destination NSW



GETTING THERE

Take the Watsons Bay ferry service from Circular Quay to Watsons Bay, which takes 30 minutes. Watsons Beach Club is directly in front of the wharf.

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AUSTRALASIAN HOMES

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A View from Above

BY RAJAN SAMI

Despite seeing helicopters take off countless times in the movies (admittedly many of them war flicks), I'm still pleasantly surprised by the obvious (like the absence of a runway) on my very first heli ride in Fiji.

And I'm more than grateful that we are as far as possible from a war zone; my 25-minute scenic ride with Heli-Tours Fiji takes off from a sedate back road hangar in Nadi, flying past tourism hotspot Denarau Island and over the beautiful Mamanuca archipelago.

As a Pacific-based lifestyle journalist, I've covered these parts numerous times over the years but only by land and sea.

Seeing it in all its glory from the air gives me a fresh perspective and a newfound appreciation of the lush beauty of the Fijian Islands as well as the pristine coral reefs and inviting blue waters that the country is famous for.

As we fly over island resorts, I can see people parasailing, kayaking, snorkelling and swimming in the Pacific blue.



From the air, they resemble little toy figurines, calling to mind the tiny people made from icing on swimming pool cakes from my childhood.

In just under half an hour, we've covered considerable ground. We've gotten a birds-

eye view of Denarau Island's five-star hotel chains like Sheraton, Sofitel, Hilton and so on as well as the larger, popular Mamanuca islands like Malolo Lailai (home to four resorts and a bustling marina).

From the air, we've also seen several gorgeous little islands with luxury boutique resorts such as Waidigi (which hotel heiress Paris Hilton put on the map) as well as those that are completely uninhabited and untouched.

As we fly, my Kiwi pilot Tyson Bramwell shares interesting tidbits about the area – pointing out islands for sale, the site of the 2000 Tom Hanks movie *Cast Away* and an extinct underwater volcanic crater.

It is easy to see why couples are increasingly choosing to do this as a fun, romantic excursion on their Fiji holiday.

Flying in the Robinson R-44, an adorable four-seater helicopter, is akin to floating in a bubble (and remarkably different from peering out of your tiny aircraft window on commercial planes).

It takes up to three passengers – one in front and two in the back – with open plan seating and large windows that provide unobstructed views for everyone.

In addition to the Robinson R-44, Heli-Tours Fiji has a twin-engine helicopter, the AS355 'Twin Squirrel', which can carry up to six passengers.

The company offers 10, 25, 40 and 55-minute scenic-flight tours. The longer tours fly over the mysterious Evans Mountain Range, offering views of dramatic gorges, pinnacles and seasonal cascades.

• www.helitoursfiji.com

Jumping out of a plane

If you're seeking an aerial adventure with a little more adrenalin, look no further than Skydive Fiji.

Ranked #1 on Trip Advisor's list of things to do in Nadi, it's the long-running sister company to recently launched Heli-Tours Fiji.

Since 2004, Skydive Fiji has been offering novices the opportunity to experience freefall tandem skydiving over beautiful Fijian islands and reefs before landing on one of the resort beaches on Denarau Island.

Says Madison Thompson, from Calgary, Canada, on Trip Advisor: "Skydiving was one of the highlights of my trip! The plane ride itself is worth it, the view so breathtaking you almost forget your fears of jumping out of a plane. Video and pictures are a must!"



OUR PLACE

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After seeing photos of my friends skydiving elsewhere in the world having to put overalls on and gloves due to the cold, it was a real pleasure just jumping out of a plane in a pair shorts and T shirt and not be cold.




The company operates in accordance with the Australian Parachute Federation's operational regulations and employs qualified instructors.

Says Joyce, who set up Skydive Fiji in Nadi after considerable experience in Australia and the Pacific region as both a helicopter pilot and licensed skydiver: "We have put together a highly experienced group of skydiving instructors and pilots and also employ a number of local staff including ground co-ordinators, safety officers and office administrators."

Another satisfied customer on Trip Advisor, Fraser M. from New South Wales, Australia, says: "Skydive Fiji was safe to dive with. The instructors and staff were professional and the equipment in good order."

He too, like other customers thought Fiji's warm climate and the views made for a great experience, adding: "After seeing photos of my friends skydiving elsewhere in the world having to put overalls on and gloves due to the cold, it was a real pleasure just jumping out of a plane in a pair shorts and T shirt and not be cold. Would not hesitate to sky dive with them again."

• www.skydivefiji.com.fj

 Air Niugini flies to Fiji three times a week - Friday, Sunday, Tuesday.

Fiji's warm, tropical climate also offers a comparative advantage, he adds.

"This was the second skydive I had done, but the first time was in Canada over fields and it was very cold on the way down. A completely different experience, Fiji is definitely the place to do it! And the staff members are incredibly professional and friendly. Really, a must-do!"

Jumps start from 8,000 feet and go as high as 14,000 feet. Freefall time starts at 15 seconds at 8,000 feet and goes up to 60 seconds at 14,000 feet.

Almost anyone can skydive, however parental consent is needed for those under 18 years of age while conditions and surcharge may apply for those over 95kg.

Some of the more interesting skydives have included grooms who have surprised their brides by skydiving to beachfront altars and CEOs who have 'dropped in' to join their staff on Fijian island retreats, says the company's Australian founder Tim Joyce, whose 80-year old mother recently took the plunge with her son.

Skydive Fiji has seen its fair share of celebrities including hotel heiress Paris Hilton who kept her tiara on whilst doing the dive with pro surfer Andy Irons.



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FOO'S OUR NEW CEO



THE CHAIRMAN OF THE BOARD OF AIR NIUGINI, Mr Garth McIlwain recently announced the confirmation of the appointment of Mr Simon Foo, CBE (pictured) to the position as Air Niugini's Chief Executive Officer, for a contract term of two years.

Mr Foo is well qualified for this role having worked as a senior executive with Air Niugini for 25 years.

He is particularly experienced in the areas of national airline operations and commercial activities where considerable challenges emanating from rapid growth in recent years exist.

Mr Foo also served as a Board Director for 10 years following the completion of his employment with Air Niugini.

ADDITIONAL FLIGHTS

EFFECTIVE AUGUST 5, 2013 additional domestic flights to Mt Hagen, Lae, Goroka and Vanimo will be added to the new schedule. The additional Vanimo direct service is on Monday and Friday while an extra flight to Goroka will operate on Monday. Daily services to Mt Hagen will increase to five flights and be re-timed to leave early while the direct Buka services on Tuesday and Thursday will be re-routed via Lae. Popondetta will be serviced by a Dash 8 Q400 every Wednesday, Friday and Sunday.

On the international routes, Air Niugini commenced its new service to Denpasar, Bali, on August 5 with an introductory return fare, inclusive of taxes at just K999. The airline has also promoted its Bali packages which can be booked through travel agents or the airline's Tours department.

The third and direct service between Port Moresby and Nadi (Fiji) will commence on August 13, 2013. This flight will return the next day from Nadi. The other two flights to Nadi operate via Honiara, Solomon Islands.

AIR NIUGINI SPONSORS TEAM KUMUL

Air Niugini Deputy Chairman, Sir Fred Reiher recently announced the airline's sponsorship of the Papua New Guinea Rugby Football League High Performance International programme "Team Kumul" in Port Moresby.

The agreement sponsors the Team Kumul programme for the upcoming World Cup in October 2013 through to the 2017 World Cup.

"We are very pleased to be on-board as a major sponsor of the Team Kumul programme because we firmly believe that through this rugby league in PNG can fully realise its potential.

"Attracting a man with the professionalism and calibre of Mal Meninga to head up Team Kumul is a major coup for PNG and we, as an airline, want to be associated with a programme which is both professionally managed and which advances the development of home-grown players and the game nationally and internationally for PNG.

"In the future, we would like to see our own PNG players as 'national heroes and the airline believes the programme will deliver this for our own players.

"Congratulations to the PNGRFL on their foresight and vision and we eagerly look forward to a very successful 2013 World Cup campaign and the ongoing improvement and

development of rugby league over the next five years."

PNGRFL Chairman Don Fox said the sponsorship from Air Niugini was timely and a welcomed one. "To have our national airline on-board is fantastic and the PNGRFL Board and Team Kumul appreciate the confidence from Air Niugini.

"We are determined to move forward and get rugby league back on track and managed professionally nationally and also internationally. To be the best, we have to recruit the best and we firmly believe that setting up Team Kumul and attracting one of the world's best coaches is a great start.

Team Kumul Director of Rugby League Mal Meninga said it was a big attraction for him to take up the offer of heading the international programme and taking the PNG name onto the world stage with the full backing of the government and the sponsorship from Air Niugini.

"I am very proud to be involved and have a long association with PNG. I have always believed that PNG is the sleeping giant of rugby league. Through the Team Kumul programme, we will provide a pathway and an avenue to realise the enormous potential that exists for PNG Rugby League and to develop a programme with specific goals and the latest training techniques and equipment to give PNG players every opportunity to compete against the



Back Row: Left to Right - Horta Boskey (PNGRFL Director NGI Zone), Waibo Mairi (PNGRFL), Sir Fred Reiher (KCMG, KBE, Deputy Chairman Air Niugini Board), Mal Meninga (Team Kumul Director).

From Row: Left to Right - Simon Foo (CBE, Chief Executive Officer, Air Niugini), Adrian Lam (Team Kumul Coach).

best players in the world.

"I would not be here if I did not believe in the programme and what can be achieved. We have already had two Team Kumul camps and the improvement of the players from Camp 1 and Camp 2 is very pleasing.

"We have to be patient however as it will not be achieved overnight. It takes long-term planning, a change in attitude and developing a culture that will lead to long-term success. I thank the PNGRFL for their vision in implementing the programme and showing faith in me to lead it and, of course, Air Niugini for coming on-board as a major sponsor of Team Kumul."

Air Niugini will soon announce an "Air Niugini World Cup Supporters Tour" package, which will allow PNG fans to support their team during the October 2013 World Cup in the UK.

Air Niugini NOW offers a second weekly service from Port Moresby to Cebu.

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New Corporate Charter Terminal



Cutting the ribbon to officially open the Corporate Charter Terminal are from left - Air Niugini Board Chairman, Garth McIlwain and Honourable Peter O'Neill, Prime Minister of Papua New Guinea.

Air Niugini opened its new Corporate Charter Terminal earlier this year to cater for its corporate clients, especially its outbound passengers. Stepping up its customer service, the airline established a separate terminal with a more spacious and convenient environment for its corporate clients.

It provides all basic terminal functions and facilities with direct access to the air side for boarding. The airline is also installing Self Service Check-in Kiosks for passengers to have the option of checking-in themselves for flights with their luggage online and be

able to obtain a boarding pass.

The airline operates twenty two weekly charter flights out of Port Moresby. The returning charter flights, however, arrives at the domestic terminal.

Major clients that use Air Niugini charter services are Oil Search, Newcrest, MMJV and Talisman with flights operating to Lihir, Kiunga, Moro and Bulolo. The airline also operates charter flights for the same companies out of Lihir to Buka/Misima/Lihir, Moro/Mt Hagen/Goroka/Moro, Moro/Cairns/Moro and Rabaul/Cairns/Rabaul.



Sere Kala, winner of the "Community Sports Initiative Award" receiving his prize from Ms Nori Maniana (right). Marketing Manager, Air Niugini.

SP SPORTS AWARDS

AIR NIUGINI AS A MAJOR SPONSOR of the PNG Olympic Committee (renamed entity from PNG Sports Federation), was provided an opportunity to present a prize in one of the categories.

This prize was for the Winner of the 'Community Sports Initiative Award'. The award was won by Sere Kala and Family for their work with youth at Gaire Village (Central Province) specific to a basketball competition arranged during the festive season to keep them engaged by playing the sport and also arranging a referee's course as a way to upskill the participants in the sport.

Airline staff on Queen's Birthday Honours list

Three Air Niugini staff were honoured in the 2013 Queen's Birthday Honours list.

Mr Elsie Paisawa, BEM, Executive Manager for Human Resource Department, was awarded an OBE for service to Air Niugini's human resource management and training. Mrs Valian Tutanava and Mrs Serrie irima Wartovo who are with Air Niugini's Rabaul Sales Office, were awarded the British Empire Medal (BEM) for service to the airline industry.

"It is indeed pleasing to see staff who have been dedicated and committed in

their line of work get such recognition", said the Chief Executive Officer, Mr Simon Foo.

While congratulating the three staff members, Mr Foo said Air Niugini is a quality employer that provides opportunities through investing in upgrading skills and development of its employees and as such, it is an employer that breeds loyalty and dedication from its staff.

The airline invests millions of kina each year through its training programmes for pilot and engineer cadets and conducts onshore training through its

Training department. Staff are also sent overseas for further training in their respective fields to upgrade their skills.

Mr Foo said that in the ever changing aviation environment, it is important for staff to be qualified and get ongoing training.

"We have staff that have been with the company for many years including seven who have been with the company since its inception in November 1, 1973. They will also celebrate with the airline on November 1, 2013 its 40th anniversary."

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