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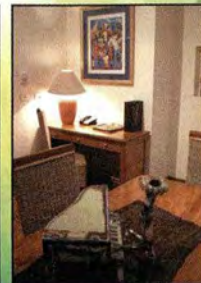




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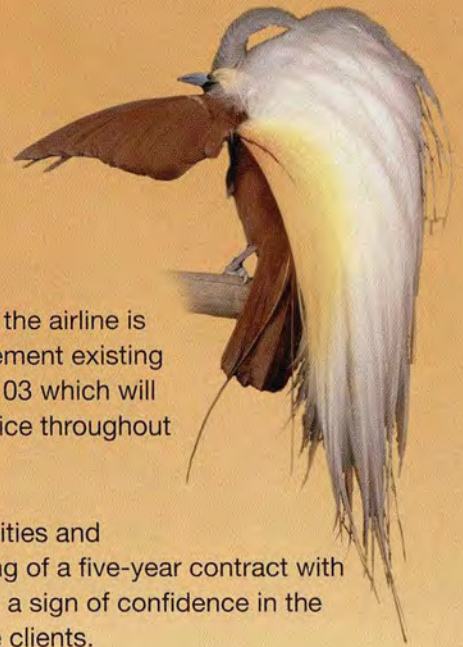
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# Chairman's Message



Welcome Aboard.

In line with our policy to continue improving our operation, the airline is assessing and evaluating additional F100 aircraft to supplement existing capacity as well as looking at the acquisition of a Dash 8-103 which will be suitably converted to providing a dedicated freight service throughout the domestic network.

Air Niugini is vigorously seeking new commercial opportunities and upgrading all aspects of its operations. The recent awarding of a five-year contract with Oil Search to provide the company's travel requirements is a sign of confidence in the airline's capability to deliver services to its major corporate clients.

We have recently opened two new Paradise Lounges in Rabaul (East New Britain Province) and Wewak (East Sepik Province) making a total of 8 lounges for the comfort and convenience of our Executive Club members. Other Paradise Lounges are located in Lae, Mt Hagen, Goroka, Madang and two in Port Moresby.

Through strategic marketing campaigns we have seen positive growth in passenger numbers from all our routes for the first six months of this year.

September 16 is always a special day for Papua New Guinea as the whole country joins together to commemorate the country's independence. We welcome our overseas visitors who are in the country during the 32nd independence celebrations and invite you to take part in the colourful festivities in any one of the 19 provinces and experience true Melanesian hospitality.

During your flight, take time to go through our inflight magazine **PARADISE** and read about our feature city. Lae is a commercial and industrial city of the country and the administrative center of Morobe Province.

With a major port facility built on a natural harbour, the city serves as the gateway to five highland provinces. Lae has a vibrant population of diverse ethnic cultures from regions all over the country. Air Niugini operates six daily flights to and from Nadzab, the airport that serves the city of Lae.

Thank you for flying with us. I invite you now to sit back, relax and let our cabin crew provide you with that special "Bird of Paradise" service.

Sir James N. Tjoeng KBE  
**Chairman**



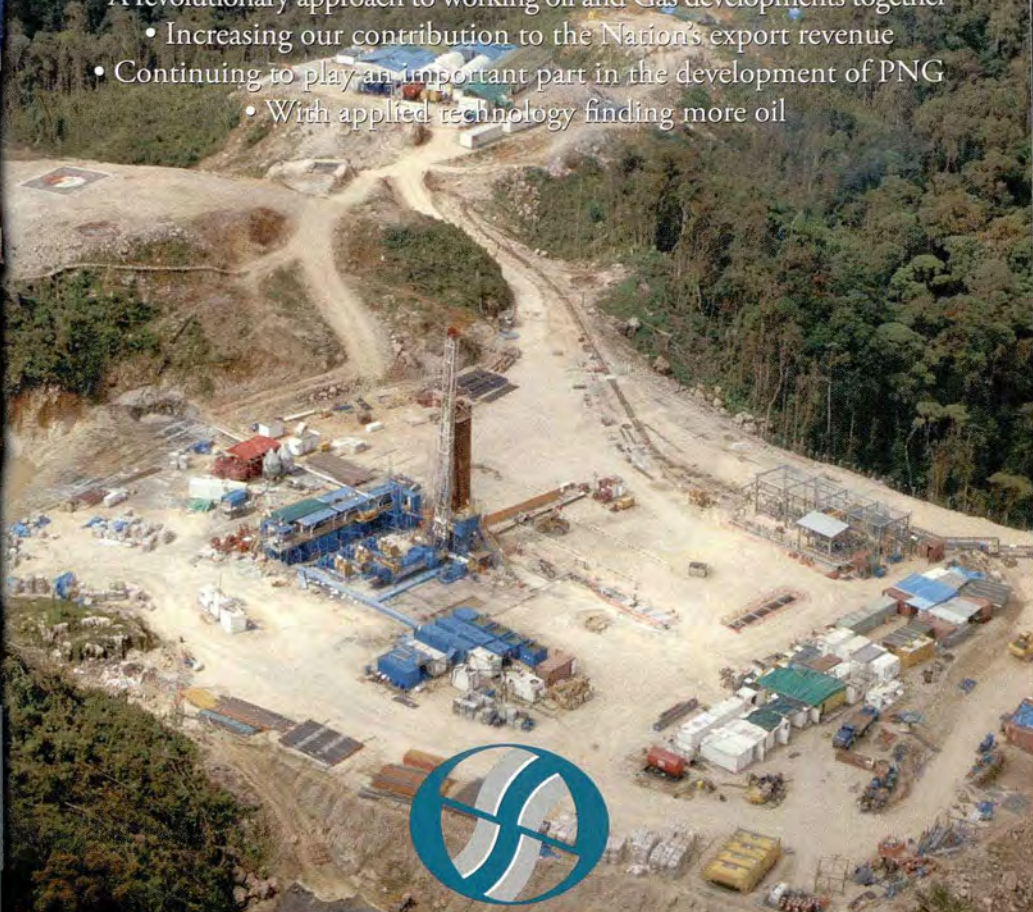


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Photo: Eric Lafforgue



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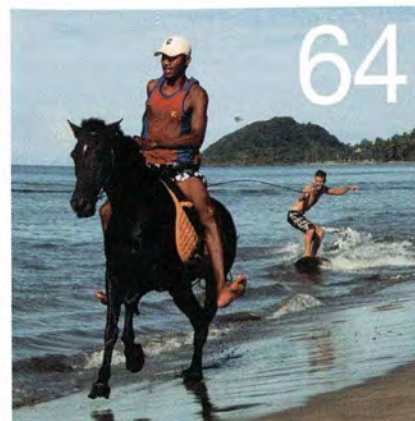
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# BOOMING

# L A E



PNG's largest sea port gets a major upgrade



**B**ooming gate on the main entrance of Lae Port tells the whole story.

The country's largest port - yes, bigger than the national capital's - is booming. Literally.

It is now spotting a smarter and larger look, thanks to a K25.11 million upgrading plan.

This saw the restoration of berthing one, extension of berthing 3 (through Japanese aid), and the upgrade of berthing for tankers, which means that Lae Port can now handle larger tankers.

Its container park was also enlarged, paved and fenced, and a stand-by generator installed to ensure work is not stopped should there be power outage.

Space has also been provided for Ramu Sugar, one of PNG's largest agro-business companies, to build storage tanks for its palm oil. The tanks when completed would hold 200,000 litres.

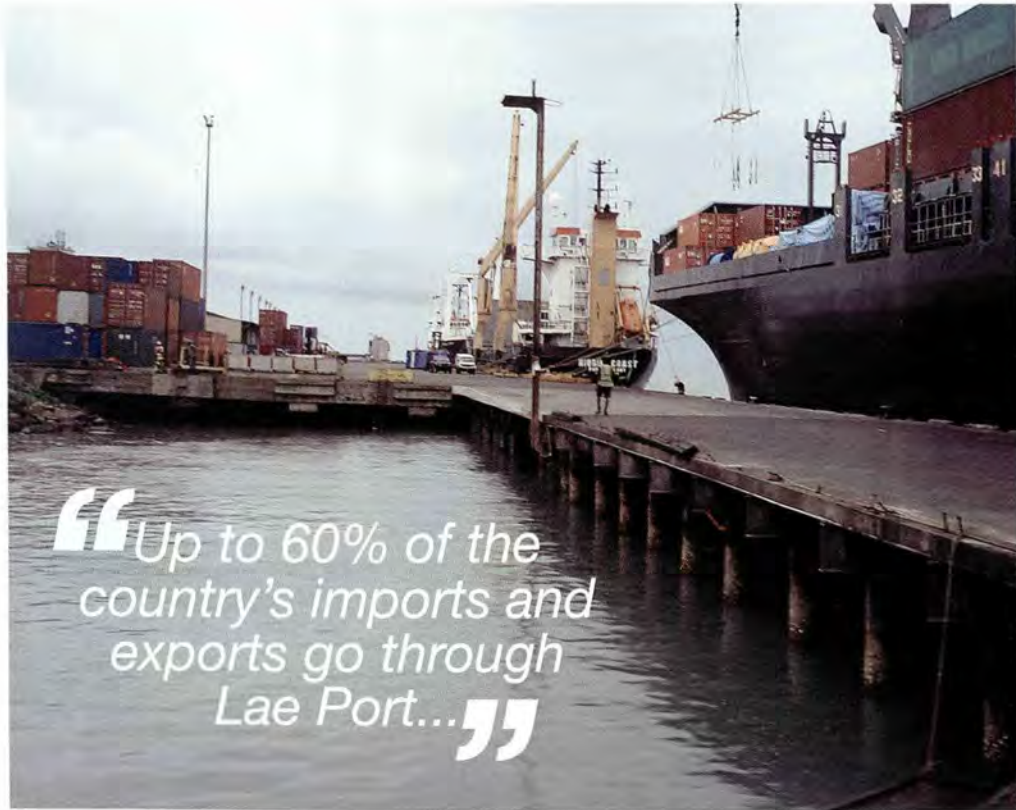
Yet, this is still not enough.

Container ships are still queuing up to berth, spending up to two days anchored out at sea before a spot is free.

The problem, according to the Lae Chamber of Commerce, is not so much the lack of expansion at Lae Port.

Congestion is also due to the growing importance of Lae as a port of entry for both imports and exports, as well as the thriving mineral and manufacturing industries in and around this northern coastal city.

"Up to 60% of the country's imports and exports go through Lae Port," says Alan McClay, president of the Lae Chamber of



*"Up to 60% of the country's imports and exports go through Lae Port..."*

Commerce.

"All the Highlands coffee and other coffee in Morobe province go through here.

Most of the minerals are shipped from here, as well as cocoa, copra, sugar and, very soon, palm oil."

The opening up of the Highlands towns of Goroka and Mt Hagen through a sealed highway from Lae no doubt is a contributing factor to the growth. Sealed highways also link Lae to Madang and Wewak, further north, and

to growth centres further down the southern coast.

"The high fuel cost is also fuelling growth at Lae Port," adds McClay.

"Ships are bypassing other ports along the northern coast, preferring to drop off or load their cargoes from Lae. These cargoes are then taken to their final destinations by road."

Congestion is estimated to cost a ship owner US\$20,000 a day.







Tony Willie and Alan McClay take a look at the port's expansion plan.



Coffee heading for overseas markets.

Because of this, PNG Ports - owners of Lae Port - will soon undergo a massive US\$110 million expansion project that will add another 700 metres to berthing space. And that's a 50% expansion.

The work, financed by the Asian Development Bank, will see the relocation of

people living at the project site.

Currently a swamp, part of the work will be to drain the swamp before dredging of Lae Harbour starts.

"This expansion will definitely ease congestion somewhat," explains Tony Willie, manager of Lae Port.

"Turnaround of container ships will also be faster as we intend to install onshore cranes.

"Rail tracks for these cranes have already been built."

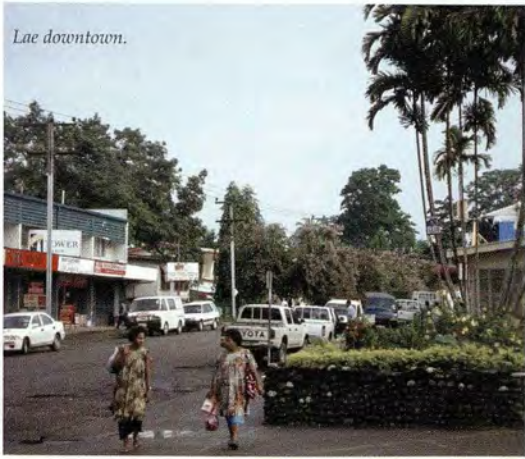
Willie believes the modernisation of Lae Port is only enhancing its image as the country's biggest and fastest growing port.



Container park...full.



Lae downtown.



Having three stevedoring companies comprising mostly of Lae landowners enable a fast turnaround.

“We operate 24/7 and the only time the port is closed is during Good Friday and Christmas Day.

“Overseas freighters also find Lae Port attractive because our charges are Kina based.”

The growing importance of Lae Port is important for McClay and his 220 members of the chamber.

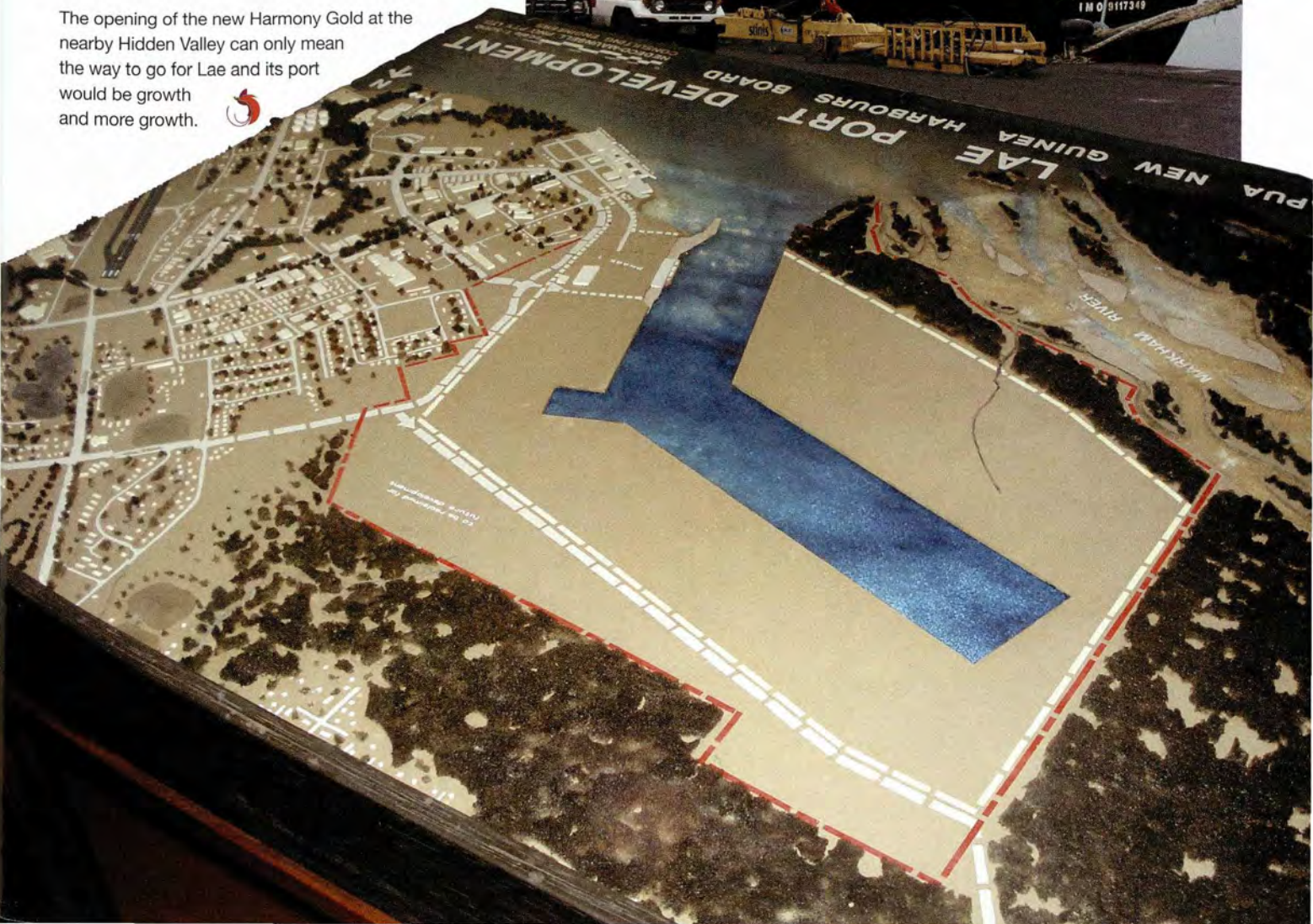
Being the industrial and manufacturing capital of PNG, having a bigger and efficient port is of course crucial.

Lae is home to corporate giants like Nestle PNG, Orica PNG, Trukai Industries and, of course, Ramu Sugar.

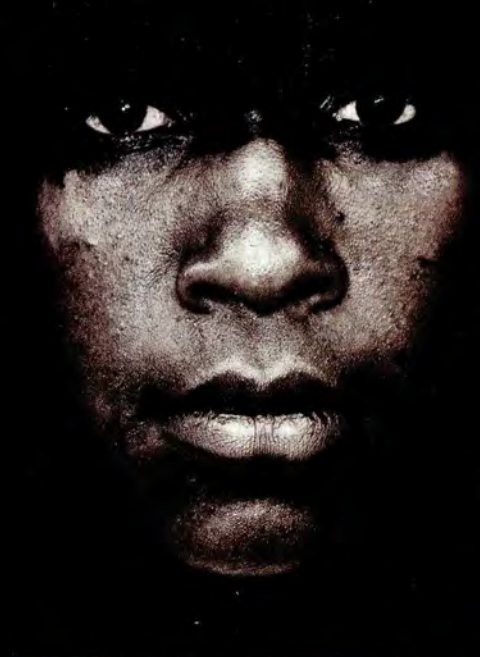
The opening of the new Harmony Gold at the nearby Hidden Valley can only mean the way to go for Lae and its port would be growth and more growth.



Niugini Coast at Lae Port.







# FACES OF PNG

through the eyes of  
Eric Lafforgue











# WORLD'S LARGEST, WORLD'S BEST

## Crocs for export thriving

WORDS & PHOTOGRAPHY  
SAMISONI PARETI

Crocodiles may not be the roaring type, but this has not prevented the owners of one of the world's largest crocodile farms from running a lucrative trade dealing mainly with the animal's highly priced skin and meat.

Mainland Holdings Limited runs a neat operation at its croc farm along the main highway near Lae, where young crocodiles are hatched in controlled conditions in an artificially-heated hatchery and grown in specifically tailored pens.

In an almost god-like fashion, David Wilken and his farm assistants determine the sex of their baby crocs in the hatchery as gender is dictated by heat.

Wilken is general manager of Mainland's crocodile farm.

By the last count, it had 46,000 live crocs in its stock.

Most of these came through the farm's hatchery - the only one of its kind in Papua New Guinea - although some were shipped in from neighbouring provinces, the Sepik region mostly.



*“In one of their recent ‘shopping’ trips, Wilken bought up to 20,000 croc eggs...”*”





"We don't really need to buy baby crocs and some even larger ones from individuals but we do it anyway," explains Wilken.

"We know that crocs can be a source of income for them, so we hardly turn anyone away."

He was watching four of his farmhands handled a shipment of young crocs sent to them by a hunter from a neighbouring province that morning as we spoke.

These came in well-marked cardboard cartons and freight forwarded. This means the recipient, in this case Mainland Holdings, meets the freight cost and not the sender.

Measuring 60 to 70 centimetres in length, these will earn the sender some K50 per croc.

A croc egg is also highly priced with each one fetching up to K10.

In one of his recent 'shopping' trips, Wilken bought up to 20,000 eggs.

He had to charter an aircraft to ship them across from the Sepik region to the croc farm in Lae.

Such massive shipments and egg relocation may alarm those concerned about sustainable harvest resource and conservationists.

For the Sepik, the context matters. For a start, the Sepik River is one of the world's greatest river systems.

It is 1126 kilometres long and covers 7.7 million hectares.

Add to that is the insistence by Mainland Holdings that the egg harvesting scheme be sustainable.

"We insist that the whole nest of eggs ought not to be removed," says Wilken.







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"The harvesters in the Sepik region understand that some eggs ought to be left to regenerate the croc population.

"We also insist that if the baby crocs are being removed to be sold to us, then its papa and mama ought to stay."

Wilken's Mainland Holdings is actually a main sponsor of the Sepik Wetlands Management Initiative (SWMI), a community-based organisation dedicated to the conservation of the Sepik's extensive flora and fauna.

"Systematic aerial nest count since 1982 indicates a significant increase in the saltwater crocodile population," says a SWMI document.

"The highest count was recorded in 2006.

"The greatest improvement in nesting and habitat is in the upper Sepik."

That document provided for SWMI's nomination to the 2006 Equator Prize also disclosed that Sepik landowners received US\$45,000 for eggs harvested in February 2006.

"A similar amount is expected in 2007 from sales of size-controlled skins and young.

"This vital economic return enables local people to pay high school and university fees, bride prices, local travel (often enabling access to markets) and other basic goods and services, start business enterprises, construct

potable water systems and fund pilot efforts at village-level crocodile ranching."

The SWMI nomination singled out Mainland Holdings for playing "a lynchpin role in purchasing eggs and young at good prices".

"It sponsors technical consultants to collaborate with SWMI and local communities in the field and provides funding for crucial conservation-oriented fieldwork when other partners cannot assist."

Once the eggs are placed in the farm's hatchery in Lae, Wilken usually charts a small plane to ship money to Sepik landowners.

At the Lae farm, eggs tend to hatch between 36 to 46 hours, a far cry from eggs left in the wild whose incubation period usually lasts three months.

From the hatchery, it's straight to the orientation pens where growth of the crocodiles are closely monitored.

Staff in the sterile environ of the adjacent farm hospital help in this.

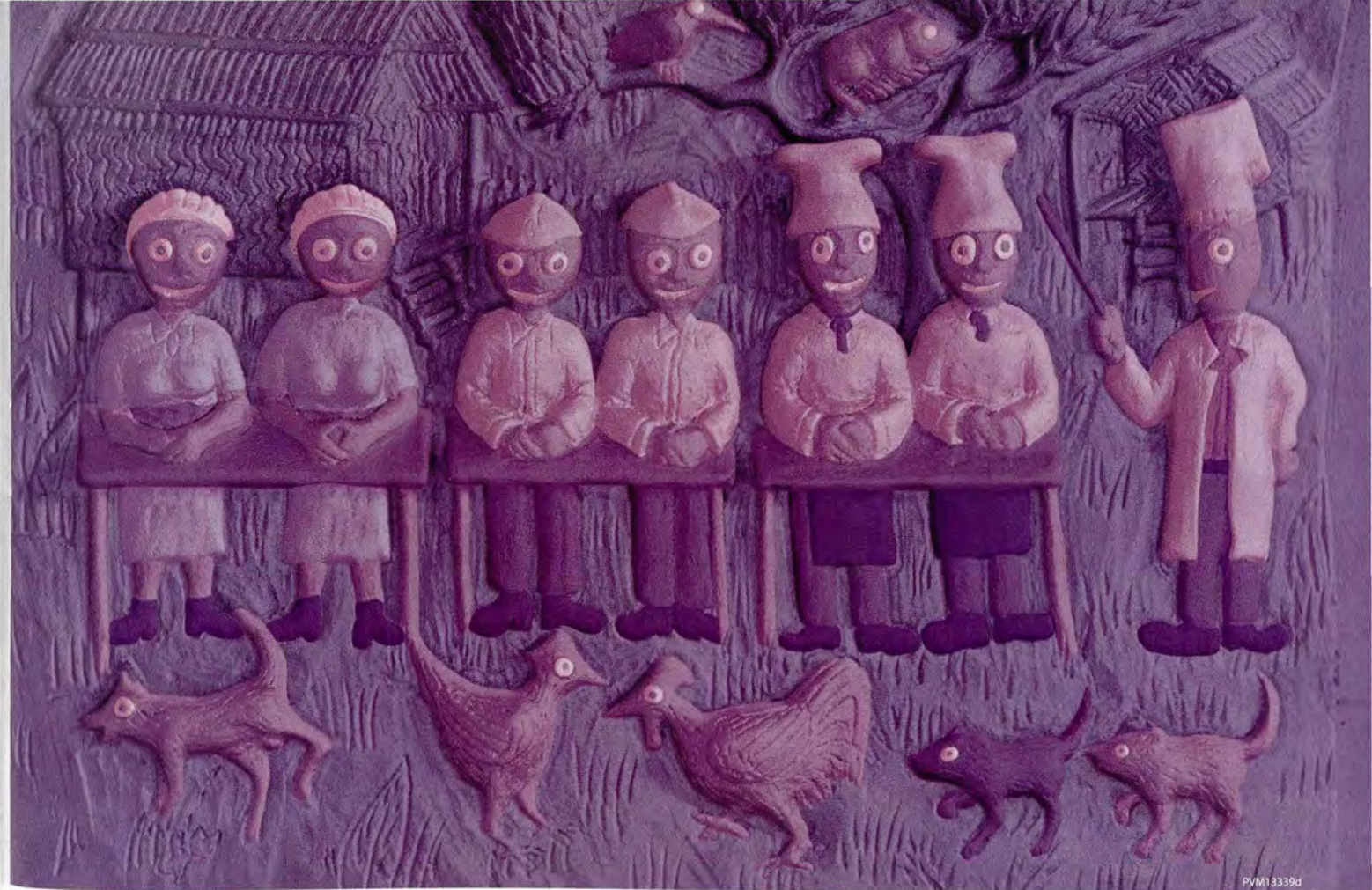
Heat is crucial in crocodile farming.

Temperature in the pens, Wilken explains, tends to hover around 30 degrees Celcius.

He said heat at 30 degrees help the crocs metabolise.







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"If the temperature is down say at 27 degrees, crocs find this too cold and they tend to go to sleep, they hibernate.

"This is, of course, not good for the farm as the crocs sleep all the time and they don't eat, so they don't grow."

From the orientation pens, it's straight to the big pens down the hill to the cubicles where crocodiles in various sizes and lengths frolic, feed and fight, sometimes.

Brawling is not encouraged as it tends to damage the highly valued croc skins.

Feeding, usually once a day, is frenzy time as crocs swing and sway their massive bodies to tussle for food.

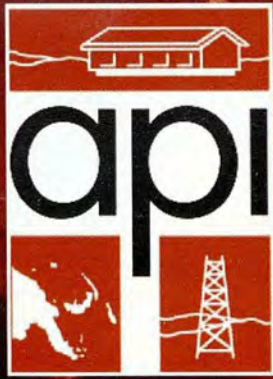


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beds in coolers.

For shipment abroad, these skins are clipped with red brands - signalling they are lawful exports under CITES (Convention on International Trade in Endangered Species) - rolled up and stored in big cloth-like copra bags. Up to 30,000 skins are exported this way each year.

Wilken and his staff must be doing something right as 70% of the croc skins are classified as top grade, a far cry from their early years where only 20% of the product got grade one.

Croc skins also generate the most revenue, accounting for some 85% of Mainland's earnings and croc meat providing the remaining 15%.



Slaughter time comes two or three years after, and this is not done openly in full view of the animals. A modern concrete house acts as the slaughter house.

Like the Pacific's coconut tree, nothing is put to waste in Lae's saltwater crocodiles.

The meat is exported to Australia and the skin is airfreighted to buyers in France and Japan to be turned into much sought-after items such as handbags, belts, purse, shoes and coats.

Paris usually goes for the lengthier skins, up to 44 centimetres. Tokyo, on the other hand, prefers the shorter 32 centimetres skins.

Once skinned, Mainland Holdings observe a delicate process where croc skins are immersed in salt



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# GRATEFUL HEARTS

Giving the young a new lease of life

WORDS EURALIA PAINE | PHOTOGRAPHY ROCKY ROE



‘ Suzie No. 1’ - that was her name she said, as she introduced herself. She had that matronly look...warm, exuberant and yet at the same time with a no-nonsense air about her.

A mother of three, she works as a nurse at a Perth hospital in Australia. She has been travelling to Papua New Guinea every year for the past seven years. She is part of a medical team of volunteers who had spent one week at the Port Moresby General Hospital carrying out heart surgeries, mostly on children.

Suzie is one of 53 doctors, specialist nurses, anaesthetists and other support staff who arrived on August 9 to a rousing welcome and a fond reunion with friends, former patients, grateful parents and counterparts in Port Moresby. There is a bond that knows no boundaries. It is based on selfless concern and sacrifices - to give someone a second chance in life.

The Operation Open Heart programme began 14 years ago to assist Papua New Guineans who could not afford to travel overseas for medical attention. Instead, a plan was hatched to bring the ‘specialists’ to Papua New Guinea to carry out the operations over one week. Credit must go to the initiators of this programme - paediatrician Dr



Local and Australian volunteers working together.





John Vince, former Chief Executive Officer of the Port Moresby General Hospital, Dr Chris Marjen and volunteer worker Mrs Sue Darby. Ms Kathy Johnston took over as chairperson of the Operation Open Heart Programme after the resignation of Dr Marjen.

Just before the medical team arrives in Port Moresby every August, an Australian heart specialist Dr Richard Hawker travels around Papua New Guinea's main hospitals screening patients to refer for the operations. This year, he recommended 60 patients from around the country for operation. Last year, 50 medical volunteers arrived on August 4 and stayed for a week, successfully conducting 63 heart operations in that week.

The Australian programme co-ordinator Russell Lee organises the team annually through advertisements in Australia's main hospitals. He also organises the equipment and medicines to be used during the Operation Open Heart.

Born at the Port Moresby General Hospital 51 years ago, his tireless effort over the last 14 years has paid off handsomely - over 400 Papua New Guineans have received a new lease on life.

The Operation Open Heart is without doubt a major community project which tugs at the heart strings of many individuals and companies. The volunteer medical team members take time off work, pay their own return airfares to Papua New Guinea and meet their own living expenses. A couple of companies in Port Moresby meet the cost of their accommodation and transportation.

Air Niugini, as the major sponsor, air freights the four tonnes of two heart/lung machines from Sydney's Prince of Wales Hospital to Port Moresby and then back again through a sponsorship of about K100,000. TNT Cargo does the customs clearance and delivers

the equipment to the Port Moresby General Hospital, playing a crucial role by way of packing and reloading it back to Sydney after the heart operations.

Local media organisations raise awareness through intense publicity campaigns before and during the Operation Open Heart programme. A fundraising committee raises funds every year to pay for the patients' return air fares from their provinces; their living expenses in Port Moresby; emergency generator set and fuel; oxygen; equipment and pharmaceuticals required

*The Operation Open Heart is without doubt a major community project which tugs at the heart strings of many individuals and companies.*



*Getting a child ready for the operation.*





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*Surgeons on the job.*

for the operations. The money raised also pays for cleaning and maintenance of Port Moresby General Hospital operating theatre. Last year, over K400,000 was raised including K100,000 through a raffle of a vehicle. This year, two vehicles have been provided by Boroko Motors on cost value for a raffle to raise a target of K500,000 for next year's programme.

When I walked into Port Moresby General Hospital last year to watch an open heart operation, much to my surprise, the atmosphere was a little jovial. The doctors were animated in concentration as the music seemed to float across the room. The song was "A New Sensation" by Australian band INXS which played from a music box sitting in a corner of Operating Theatre Number 2.

Every year, the medical team selects a theme and the doctors and nurses are attired accordingly. This year, the theme is characters from story books, for example - Cinderella, Old Mother Hubbard, etc. In addition, the team brings toys and gifts for their patients. Most of the patients suffer from a birth defect, a condition known commonly as a 'hole in the heart'. This is when a heart valve at the end of the artery remains open after birth and affects the heart pumping motion, causing the child to have shortness of breath. In a normal heart, the valve is closed after birth. The medical team's stance is to create a friendly calming environment and to bring smiles to the patients and their parents while they mend the hearts.

In fact, I didn't know what to expect when I stepped into the operating theatre. All I could think of was blood, guts, gore and tubes entangled in all of that...much like the scenes out of television's Grey's Anatomy. But watching such late night TV hospital dramas never really prepare





*Sleeping soundly after the operation.*

you. Seeing the sick children with bandages across their tiny chests in Ward 7 one day and then seeing them again the next day sitting up and smiling is certainly like watching a miracle unfold.

You cannot help but believe that angels are definitely at work! The combined medical staff of Australian and Papua New Guinean origin, working side by side in the Intensive Care Unit, are oblivious to the miracles they perform. For the seven days of Operation Open Heart, they



*Waiting to go into the Operating Theatre.*

are very busy - working from 7am till late in the evenings, trying to get the daily patient-quotas in check.

The local staff have benefitted a great deal from this joint medical exercise. Hands-on training, knowledge and skills transfer have formed a priceless learning curve in so far as bringing the Papua New Guinea team to a level where two local doctors were able to perform heart operations in the Solomon Islands a year ago. The Operation Open



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Dr Darren Wolfers (right) carrying a patient.



Russell Lee...Operation Open Heart co-ordinator.

Heart has also made it possible for the loan of the much-needed heart/lung machines and associated paraphernalia from Australia which otherwise would not have been obtained by the Port Moresby General Hospital alone.

The attention and publicity surrounding the work being done by the Australian and PNG medical teams have created a buzz and the annual visit of the Australian medical team is an event



A success...a happy occasion after the operation.

that everyone involved looks forward to. But nothing compares to the lasting friendships formed between the Australians and Papua New Guineans over the last 14 years.

This year, most of the medical volunteers who returned had been here on previous occasions.

Suzie No. 1 coined it perfectly, perhaps on behalf of her colleagues too, when she said, "This is a reality check for me. I am appreciated here. It is very gratifying for me and I look forward to coming here every year. I cannot wait to see the look on those faces when they have had a second chance in life".



■ If you want to help mend a heart, please call:  
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# ENCOUNTERING

# ORCAS

WORDS & PHOTOGRAPHY THOMAS KUHN

We are sailing between the diving areas of "Inglis Shoal" (Sea Mountain) and "Zero Fighter" when Stefan notices a giant tailfin about 200 metres from our boat.



*Dorsal fins of two orcas near Cape Campbell.*

He turns to a dive staff team member who immediately exclaims: "That's an orca!" They change the course of our boat towards the huge tailfin. We approach the pod of orcas as they swim fast from the east to meet us on the starboard side of our boat.

It is a pod of six orcas - two large ones, three of medium size and a juvenile. Now the orcas begin to dive underneath our boat in different formations, time and time again, over several minutes. We can't believe it but we are all very excited!

We begin to take pictures of the orcas with our digital cameras. Their heads break the water many times directly next to the boat.

After about five minutes,



*Orca juvenile diving near the boat.*



*Orca passing the boat.*

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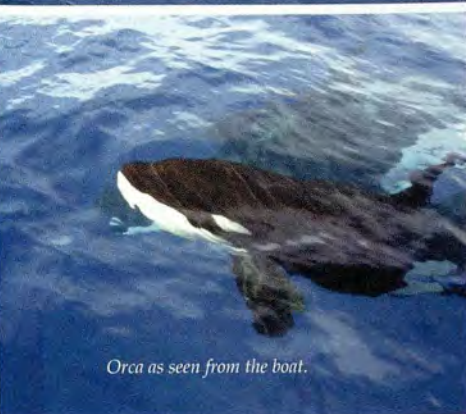




I jump into the water with my underwater camera.

An inquisitive group of orcas swims directly past me. The pod leaves and swims northwards (towards Cape Campbell and Lake Dakataua). We follow them slowly in our boat.

Three orcas taking a breath.



Orca as seen from the boat.



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Orca close-up.

the dive staff and I were on the other side. Now, four orcas approach us fast from straight ahead, emerging from a depth of several metres to about 1.5 metres. They swim around us quite closely for a while and then the pod dives off and disappears.

### The third orca encounter

We are following the orcas slowly northwards. We are scanning the surface of the sea very closely across the bow and towards starboard and port. I am standing at the stern ready to jump in - mask, snorkel and camera, all ready.

After a while, I turn around and to my astonishment, I see a huge orca tailfin behind me in

the wake of the boat. We are actually being followed by orcas! I shout, "behind". The crew members turn off the engine. I jump into the water, followed by Stefan and Maria, to get closer to the large orcas behind the boat.

The whole pod approaches me (us) one more time. They linger near the boat for quite a

### The second orca encounter

We watch the orcas occasionally surfacing ahead of us. As we get closer, the dive staff members begin to assemble the outriggers for the dolphin nets. This special construction, developed by Max Benjamin of the Walindi

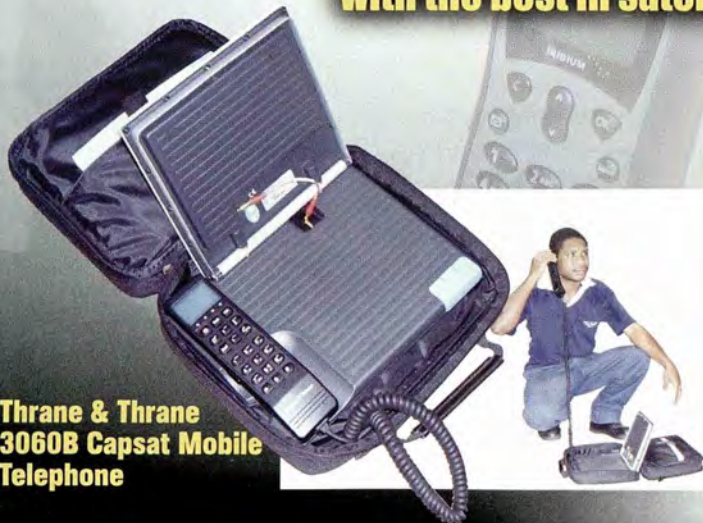
Plantation Resort, was actually designed for watching dolphins.

Fully mounted, the coarsely meshed nets can be used by two people on either side of the boat to hold on to at slow speed. Stefan and Maria were on one side while a buddy from

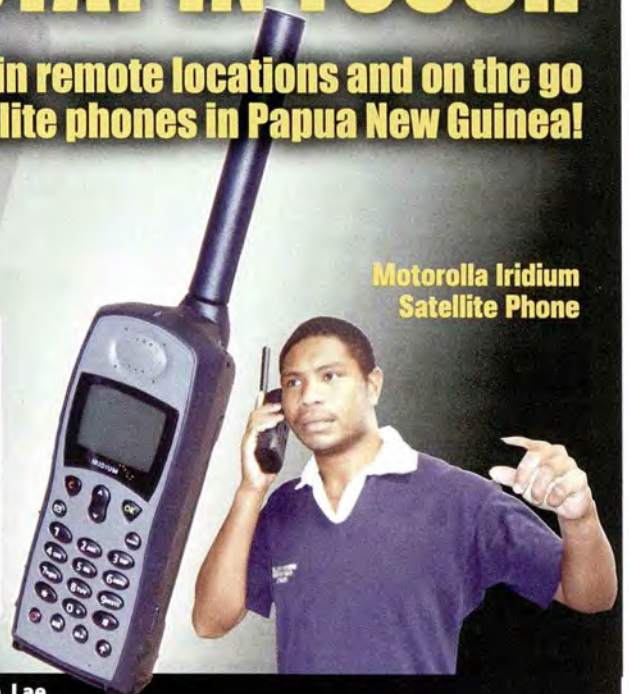


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while. It is only then that they finally disappeared into the deep blue of the open water of Kimbe Bay. We keep snorkelling around the boat for a short while before we resume the trip to the diving area "Zero Fighter".



• Thomas Kuhn lives in Darmstadt, Germany. He is a senior information researcher in charge of research on Asia at a large development bank. Thomas Kuhn has been a passionate diver since 1989 and started underwater photography in 1999.

Orca close-up.



**FACT BOX**

The orca (*Orcinus orca*) is a whale species also known by the name of "killer whale". It is a member of the dolphin family (Delphinidae) and belongs to the sub-family Orcininae. Its average length is 5.5 to 9.8 metres and can weigh between 2.6 and 9 tons.

Four orcas swimming away.



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# PRYDE OF PNG

## Making a name for itself

By DIANE McMANUS

Papua New Guinea has some of the loveliest furniture timbers in the world - rosewood, kwila, ebony, tulip oak and taun - just to name a few.

Unfortunately, the great forests are being logged at a great rate, often by foreign-owned companies who enjoy the benefits of the industry back in the home country. However, one company which is rapidly making a name for itself, here and abroad, is Pryde Furniture.

Originally an overseas-owned company, it was recently acquired by ISAS (Industrial Sales and Services), which is owned by an Australian expat - Stuart Fancy - a permanent resident of Papua New Guinea.

Employing one hundred and twelve full-time PNG staff, eighteen casuals and eight on-the-job training staff, the company turns out high quality, beautiful furniture for the local market.

In fact, the company's stated mission is the "manufacture of quality standard product line and made-to-order furniture for the bedroom, lounge, dining room, office and outdoors."

So admired is this furniture that many ex-pats 'going finish' purchase huge orders to remit to their countries of origin.

Pryde Furniture started operations in Port Moresby in 1969. It was formerly known as B. Poetscher and Company P/L with its owner living overseas. It has since established workshops in Lihir Island and Ok Tedi.

The original Port Moresby base was the factory at Six Mile which still remains as the major manufacturing base. In the early nineties, it decided to move the showrooms and upholstery divisions to Gordons Industrial Estate, where it may be found at Morata Street, opposite the Hitron satellite dishes.

The factory is divided into various sections. Milling takes place in one of the three main sheds where the workers cut the timber to the required lengths and thicknesses.

The standard section makes chairs, tables, lounge chair and sofa frames and also has an area for the refurbishment of people's tired old favourites.

The main shed is a hive of activity. There is a special custom order design unit where men like Kenny Adam and David Nangas can reproduce any piece of furniture which customers may desire simply from descriptions



or catalogue pictures they may produce.

Another section is devoted to building various styles of bookshelves or entertainment units.

The table section makes fabulous dining tables, both fixed and extension, using the skills of Daniel Pamba, Dominic Louis and Tony Geno. Recently, they have branched out into producing elaborately inlaid tables using a variety of PNG timber in geometrical patterns,

one of which was commissioned by Sir Michael Somare himself.







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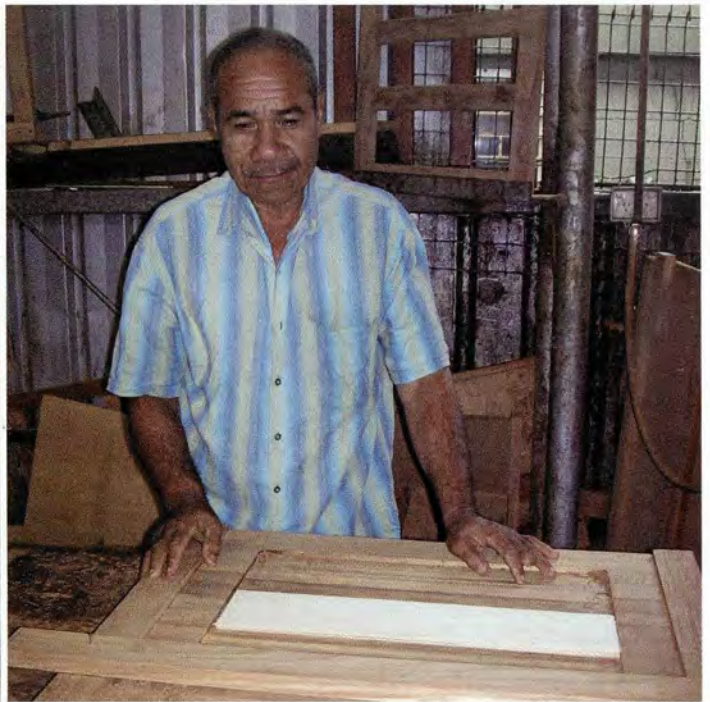
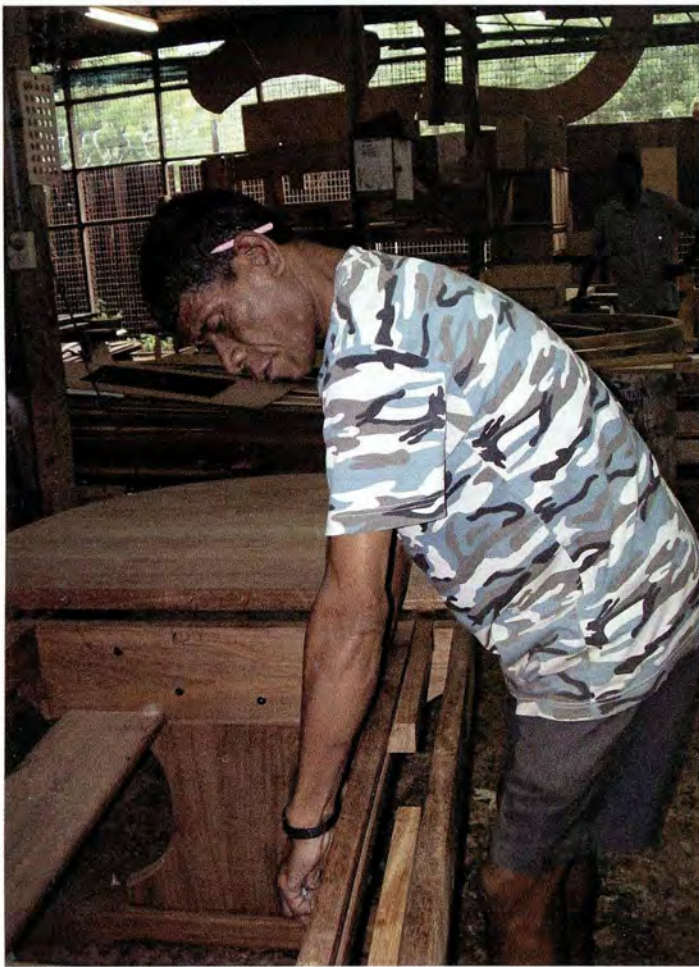
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Craftsmen at work.

The finishing section, as the name implies, is where sanding and polishing takes place and final coats of sealer applied. Once finished and relevant upholstery completed, they are destined for showrooms and public consumption.

Meanwhile, back at the Gordons' establishment, staff members are busy with complimentary and sales activities. The company also manufactures and installs curtains, all types of blinds and awnings

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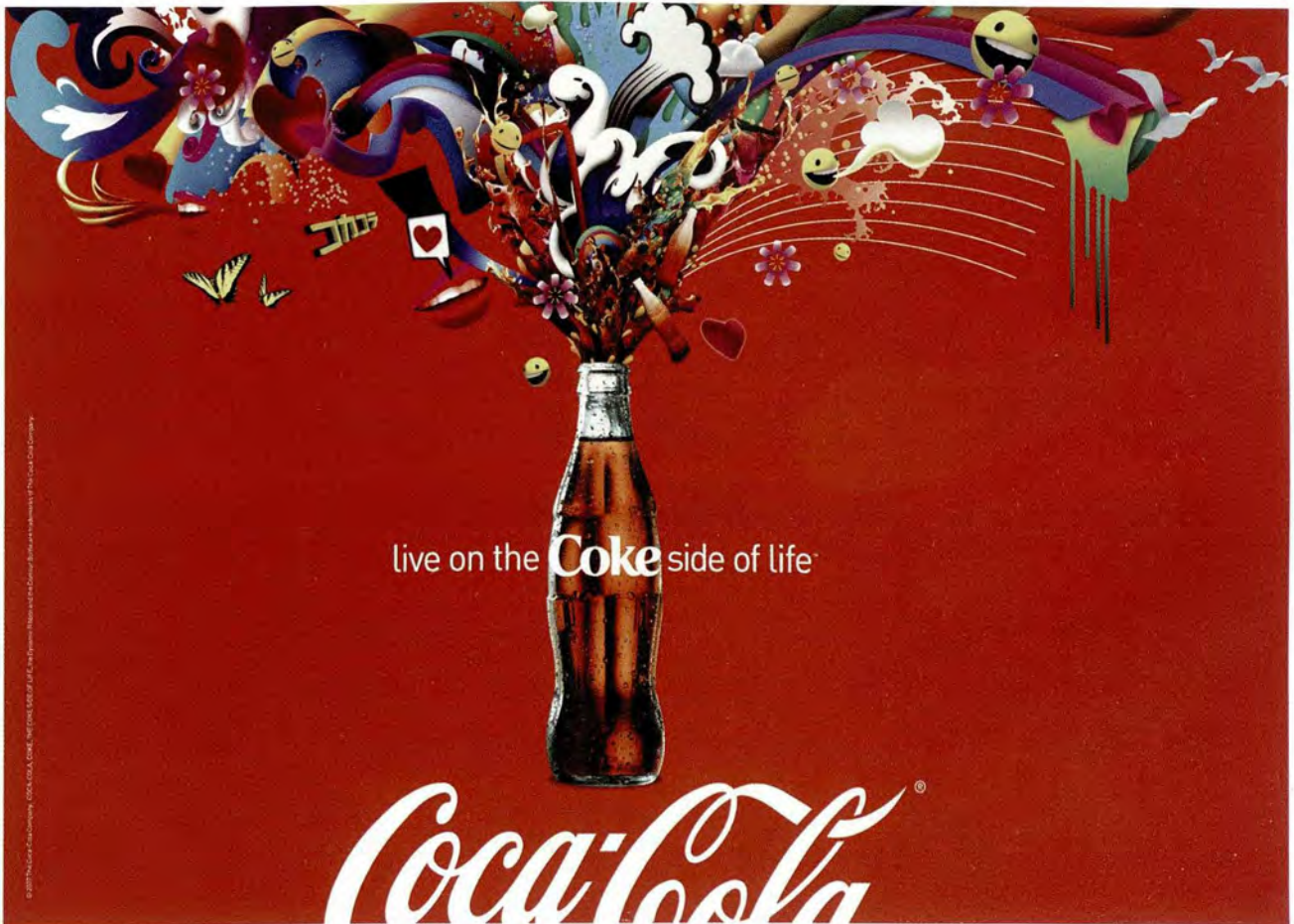
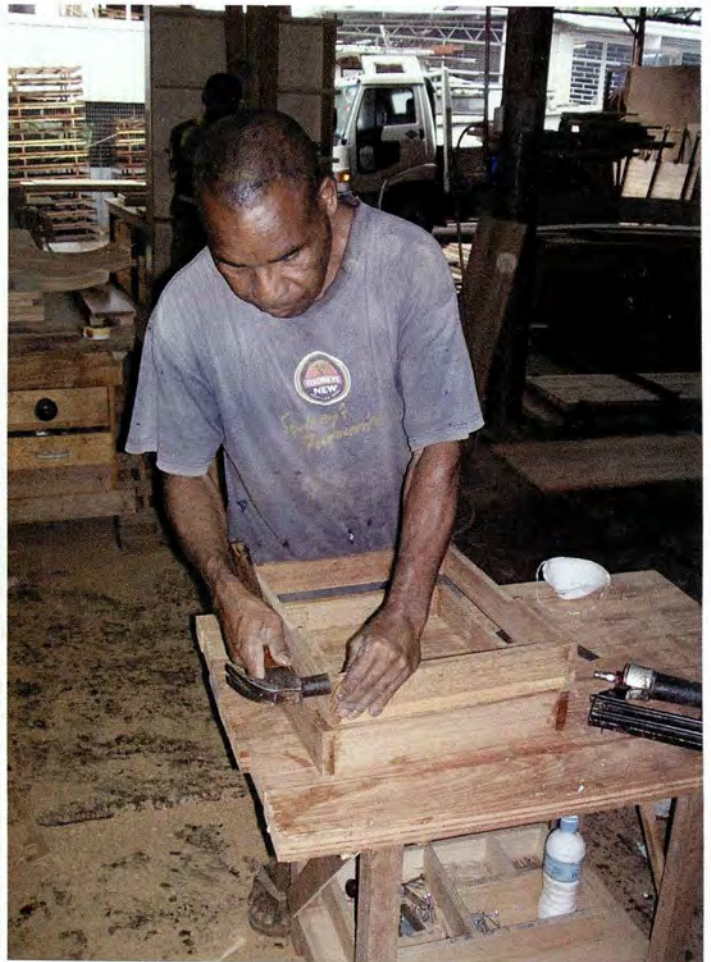

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for both domestic and business purposes. It manufactures and distributes innerspring mattresses and supplies soft furnishings including bedspreads and pillows.

Above the showrooms, bolts of colourful fabrics and strangely shaped pieces of foam wait to be fashioned by a contingent of busy sewers on their industrial sewing machines.

In fact, Pryde services many of the major hotels in PNG with these products and has provided fittings (and flooring) for such companies and institutions as Ela Beach Towers and Windward Apartment, the National Fisheries Authority in Deloitte Towers, the MVIT Private Hospital, UPNG dormitories and science block, all Bank of South Pacific branches, Holiday Inn and CTSB offices in Defense Haus, just to name a few.







Carved coffee tables.

Adjoining the showrooms is where the carvers work. These skilled men produce wonderful glass-covered tabletops with elaborate designs of village or rainforest life, and anything else which requires carving such as 'lazy Susan's', poles and beams.

When we visited, there were two beautifully carved poles destined for the Institute of Business Studies, which just needed final touches of sanding and sealing.

Master carver Gilbert Woimba, who started carving as a young boy, was making a sign and carving the lettering against a backdrop of tropical vegetation.

He has been with the company for more

than fifteen years.

The showrooms always have a great variety of furniture on offer and it's always a surprise to find new and different things.

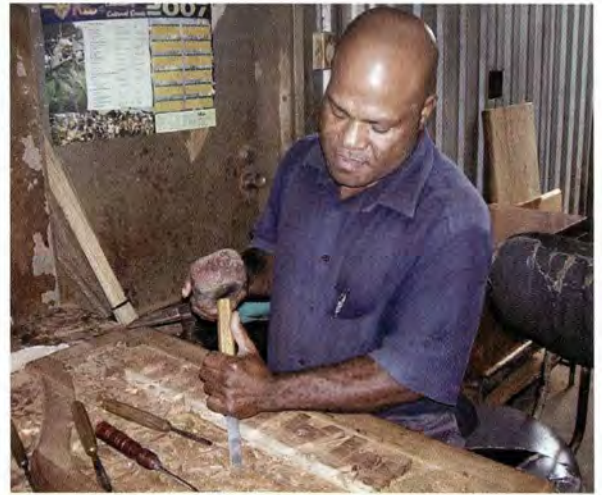
There are the coffee tables and dinner tables finished by the carvers, buffets, bureaus, chests of drawers, bedside tables, full dining sets, beds or bed heads, soft and wooden framed lounges, even mobile chopping blocks.

Leading upstairs is a curved wooden staircase.

Accompanying us on our visit to these premises was Daniel Patoux, a master craftsman formerly of France, whose specialty was designing and building custom-made staircases for renovated old French villas with all their queer angles and slumped levels.

He was astonished at the excellent design and execution of this staircase and with the quality of Pryde's workmanship in general.

Pryde's regular customer base includes the mining and



Master carver Gilbert Woimba at work.



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resource sector, embassies, aid agencies, banks, real estate firms, major builders, property developers as well as hotels throughout Papua New Guinea. Pryde also manufactures and supplies quality furniture to overseas customers.

These PNG timbers are gorgeous and combined with superb craftsmanship of local artisans, the company is assured of a bright future. The furniture is very reasonably priced.

In our world with its diminishing forest resources, I would recommend buying some of Pryde's furniture. I certainly have! And if you don't need to buy anything, it's still worth a look. Good job done Pryde! Someone named you well.



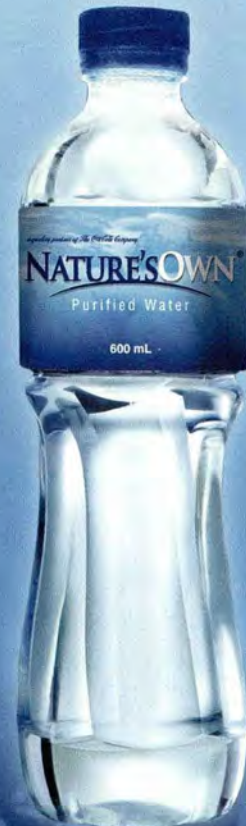
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# GEORGE LAWES

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By JAMES SINCLAIR

*William George Lawes.  
(July 1, 1839 Aug, 6, 1907.)*

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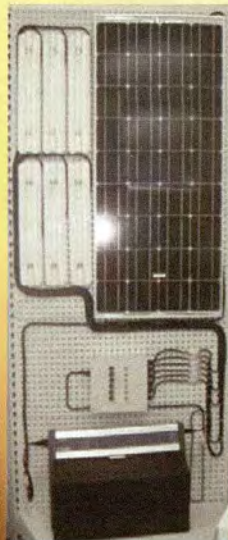


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Port Moresby today is a bustling, cosmopolitan center and capital of the independent state of Papua New Guinea, despite its obvious drawbacks such as being located on arid land in what is for this country a dry belt; remote from other towns; and not connected by road to any other major center.

But Port Moresby has one overriding asset; its superb harbour. It was the existence of this harbour that attracted the first white settlement and was to determine Port Moresby's future to the present day.

The harbour was discovered by Captain John Moresby, RN, during a famous surveying voyage on HMS Basilisk in February, 1873.

He proudly named his discovery in honour of his father, Admiral Sir Fairfax Moresby, and called the inner reaches "Fairfax Harbour", and the outer, "Port Moresby".

The first white settlers were missionaries of the venerable London Missionary Society (LMS).

Rev A W Murray had earlier established a small LMS station at Somerset, near Thursday Island, and Captain Moresby called there on his return voyage to Australia.

He told the missionary of the magnificent harbour he had discovered.

Murray decided to investigate and sailed there in the cutter Reprieve with four Polynesian teachers, whom he settled at Redscar Bay.

He was sorely disappointed at what he found. Captain Moresby had visited Port Moresby during the wet season, when the steep surrounding ranges were clothed in the soft green of new growth.

It was now the dry season, the hills were dry and bare, and the prospect not pleasing.

Nevertheless, Murray's colleague, Rev Samuel MacFarlane, recommended to the LMS board that the work of the society be extended to New Guinea, with the head station located at Port Moresby.

Soon afterwards, MacFarlane voyaged to England. On board the vessel was another LMS missionary, Rev William George Lawes, travelling home on leave with his wife.

Lawes was born in Berkshire, England, on 1 July, 1839, and educated at a church school. He became interested in missionary work in 1858, was accepted by LMS, trained at Bedford College, and ordained in November 1860, just after he had married Fanny Wickham.

He was first assigned to the tiny island of Niue - then known as Savage Island - where he remained for 11 years.

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He was ready for a change when he met MacFarlane, and readily agreed to accept the challenge of establishing an LMS station at Port Moresby.

On 21 November, 1874, Lawes landed aboard the LMS ship John Williams, with his family at Port Moresby, thus beginning what would be 32 years of work in New Guinea.

MacFarlane and Murray were among the party. A site for the station was selected and crew members from John Williams and Ellengowan, a 36-tonne steamer which had been gifted to LMS for the New Guinea work, began to erect a simple pre-fabricated house for the Lawes family.

"The place on which we had fixed and which we succeeded in obtaining is a beautiful spot," Murray reported, "a more beautiful spot it would, I should think, be difficult to find in any part of the world. It lies between the villages of Hanuabada and Elevara, and conveniently situated for both.

"It is near the sea on a ridge of land...at each end, at a short distance, is a little hill, and behind all around, are hills and valleys of various shapes and sizes...the grand mountain range in the interior is hidden by the intervening highlands..."

Reverends MacFarlane and Murray sailed away and left Lawes to begin his work which could conveniently be divided into four periods.

1874-1880 saw the establishment of the Port Moresby station and they were years of considerable difficulties.

The station site proved to be unhealthy and the missionaries suffered a great deal from malaria and other ills.

In March, 1878, another missionary couple - Dr and Mrs George Turner - arrived. In August, the Lawes' son, Percy - first European child to be born in Port Moresby - died of malaria, aged just 18 months. Lawes moved his people to Thursday Island in an effort to restore their health, but Mrs Turner died there.

Lawes took his wife home to England and returned to Port Moresby on his own to continue his work. Late in 1877, Lawes was joined by a colleague who would win fame as an explorer, Rev James Chalmers.

1881 to 1888 saw the arrival of more missionaries and the extension of LMS work. It was during this period that British New Guinea (later called Papua) was annexed.

The first attempt was made by H M Chester, who was a police magistrate of Thursday Island. He had proclaimed the island as a Protectorate on 4 April, 1883, on behalf of the Queensland Government.

Lawes represented the Port Moresby villagers. Chester's

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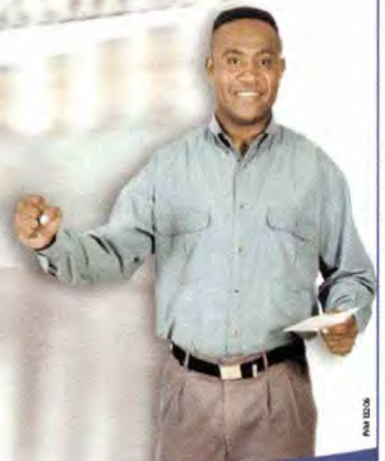
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action was rejected by the Crown, but Lawes acted as an interpreter when Commodore Erskine performed the official annexation ceremony in November 1884.

He was an advisor to the first Special Commissioner, Sir Peter Scratchley, and later to the first Administrator, Sir William MacGregor.

During 1888-1897, Lawes' reputation and influence was consolidated. He wrote widely on the language and customs of his flock.

He was one of the group of mission representatives who formulated MacGregor's "spheres of influence" policy, which allocated specific areas of operation to each mission.

He established the first European church in Port Moresby and in 1894 became the first Principal of the Vatorata Training Centre for Papuan clergy.

During this year, Glasgow University conferred the honorary degree of Doctor of Divinity on Lawes on the recommendation of Sir William MacGregor.

The final period was marred by the murder of Chalmers and Rev Oliver Tomkins at Goaribari on Easter Monday 1901.

Lawes was saddened and depressed by this senseless loss, and in 1906 he decided to retire. He died at Waverley, NSW, on 6 August, 1907. He was survived by his wife, and three

sons.

At the time of his passing, Lawes was a patriarchal figure, known and respected in worldwide - far beyond the shores of Papua.

A memorial service held for Lawes was attended by representatives of the Commonwealth and State Governments, Chief Justice Sir Samuel Griffith, and naval officers associated with the pioneer missionary in the early days.

Prime Minister Deakin sent a message expressing his "appreciation of and admiration for the noble work which, with great self-sacrifice, he carried out for so many years for the benefit - morally, intellectually and spiritually - of our fellow subjects in Papua".

Sir George Le Hunte, Lieutenant-Governor of British New Guinea from 1898 to 1903, wrote a tribute to Lawes.

"To know Dr Lawes was to feel the strong personality which lay beneath a singularly quiet character, the force of an ocean current in a calm sea setting always to what was best and highest. He was a scholar of high order and a man of practical ideas and common sense..."

Lawes was widely mourned by the Papuan people. By the time of his death, he was known throughout the land as "Tamate".



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# MADANG'S MAGICAL ISLES



WORDS & PHOTOGRAPHY TONY KARACSONYI

**R**olling into the big blue near Krangket Island, we drift down the steep coral walls. There are fish everywhere: fusiliers, barracuda and big-eye trevally. A school of sweetlips line the sandy bottom - all facing the same direction. I hug the bottom to catch this magical shot. We glide along with the incoming current. Huge barrel sponges loom from the 30-metre depths, as do impressive sea fans and green coral trees. The marine life is just so rich!

A 2.5-metre grey whaler shark gives us a close look and darts off in search of lunch. The sight of a decent sized shark chasing fish is a little unnerving but makes for a wonderful adrenalin rush. Magic Passage was certainly turning on the action. Magic Passage comes alive on an incoming tide when currents flow in from the open sea.

Each day brought new adventures such as

swimming with immense schools of barracuda and trevally at Barracuda Point, exploring a B25 Mitchell bomber and shipwreck diving on the Henry Leith, USS Boston and Coral Queen.

Madang is often overlooked as divers step onto liveaboards in Port Moresby and Alotau. If you are visiting Madang, it is well worth spending a few days diving in Madang. There are superb dives up the coast, some of which can be dived from shore. Depending on the time, you could book onto the DMV Kamai, and spend a few days diving off Hansa Bay, famous for World War Two wrecks.

One of our best dives was the USS Boston, which sank during mine clearing operations just after World War Two. The ship is 70 metres long and 25 metres wide. The propellers, which have been salvaged, became tangled in the clearing wires when she sank.

The ship lies upright but sloping downwards, with the deck at 30 to 40 metres. Its hold is filled with crates of typewriters, wine bottles and crockery.

"The sea was muddy on top, but we were told it would be clear below. Alas, it was an impressive 30 to 40 metres visibility below. The bow of the USS Boston appeared. Green coral trees grew from her steel hull, surrounded by dainty orange anthias. With the northward current, we took shelter on the leeward side of the wreck and swam up to the bridge. My dive buddy Helen took the helm, while I took some wide angle shots through the now glassless windows."

The USS Boston is one of many excellent dive sites, north of Madang. Day trips can be made up the North Coast Road to Cape Croissilles for shore dives. Other best shore dives are the Waterhole, Blowhole and Quarry. Watch





The shallower reefs of Madang lagoon offer fascinating marine life, while the outer barrier reef has islands with spectacular reef passes. Most of the dive sites are on this outer reef. Some of the best dives are Mililiat Passage, Rasch Passage, Magic Passage and Barracuda Point. Whale sharks have been seen at Planet Rock and Barracuda Point in June and August.

Mililiat Passage, not as famous as Magic Passage, is an excellent dive. "It's shallower than Magic Passage, but every diver we have taken there has been thrilled. There is lots of fish life, white-tip reef sharks and nudibranches," says Leslie Scoon, of Aqua Ventures, which is based at the Jais Aben Resort.

Scoon and her partner Tim Rowland have been running Aqua Ventures for eight years. Aqua Ventures is the only PADI Gold Palm Instructor Development Centre in PNG. They operate a 14-metre long liveaboard - DMV Kamai - which carries eight passengers.

"Even diving off the dock at Jais Aben Resort is rewarding as you can see mandarin fish, ghost pipefish, mantis shrimp and a 'little Cessna' aircraft wreck," says Scoon.

Madang's lagoon has fascinating dive sites like the Coral Queen, Henry Leith (especially good at night) and the B25 Mitchell Bomber. The Coral Queen is not being dived at the

out for sharp rocks on your exits and strong currents running along the shore.

Staying at the Jais Aben Resort will cut 20 minutes off your road trip from Madang. The Malolo Plantation Lodge, 42 kilometres from Madang, belongs to Trans-Niugini Tours. The lodge no longer conducts scuba diving, but takes guests sea kayaking, snorkelling and

nature and cultural tours. It also runs day trips to Karkar and Tadwai Islands for snorkelling.

Madang Resort Hotel runs a dive operation, Niugini Diving Adventures. It belongs to Melanesian Tourist Services, The resort has a spacious dining room and is close to town. You can visit the market and drink fresh coconuts.



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moment, as dive operators are waiting for the flashlight fish to return en-masse.

**B25 Mitchell diving...**

Descending onto the B25 Mitchell, it spread its wings like a great albatross. Intact with the exception of the port engine, which broke when the plane crashed into the sea, it lay on a clean sandy bottom. She did battle with the Japanese in 1943, but was shot down. Rounds of 50-calibre ammunition lay near



her machine guns. My dive buddy Helen, gently slipped inside the pilot's seat for an underwater joy ride.

The bombs are still wired in position. Wreck diving legend, David Pennefather, discovered the aircraft in 1979. It's a shallow dive at 12 metres with excellent underwater photography.

Madang was a stronghold for the Japanese during World War Two. Many allied aircraft were shot down like the B25 Mitchell, which lost its port engine to gunfire. The crew swam



to Wongat Island, where they were captured and executed by the Japanese. The pilot swam to the mainland where he was hidden for several days by natives, before being captured and sent to a POW camp.

**Henry Leith dive...**

"On the shipwreck's bow at 15 metres, tropical fish hovered over the ship's winch gear. Blue-fin trevally greeted us. There were dozens of fairy basslets, batfish, long-fin bannerfish and three-spot dascyllus. Vibrant soft corals hung off the ship's metal hull. On the stern, we



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examined the propeller shaft where there were more soft corals. A scribbled toadfish lurked among its fronds. Rising up over the stern, we saw six butterfly cods on the deck. We must have seen almost every tropical fish in Gerald R. Allen's 'Reef Fishes of New Guinea'. There were moon wrasse, purple anthias, six-banded angelfish and chaetadons galore."

The Henry Leith was an iron sailing ship, converted for World War Two use. Last used as a flagship of the Pimpco Shipping Company for coastal freight services, she was sunk at Wongat Island to be used as a wreck dive. The B25 Mitchell aircraft was discovered nearby later.

Madang's most famous dive is Planet Rock, a sea mount rising from the depths to four metres. Located between Lighthouse Point and Bilbil Island, the seamount is a magnet for pelagics like dogtooth tuna, barracuda and hammerhead sharks. You can finish your dive in the shallows where there are anemones, clownfish and commensal shrimp - great for macro photography. There is no finer dive than waking at 30 metres on a dawn dive, surrounded by jumbo dogtooth tuna.

Hansa Bay, an eight-and-a-half-hour boat trip from Madang, has a volcano on Manum Island, 15 kilometres off the coast. This is the first year that this volcano has behaved itself. Trips to Manum have been banned due to

volcanic instability.

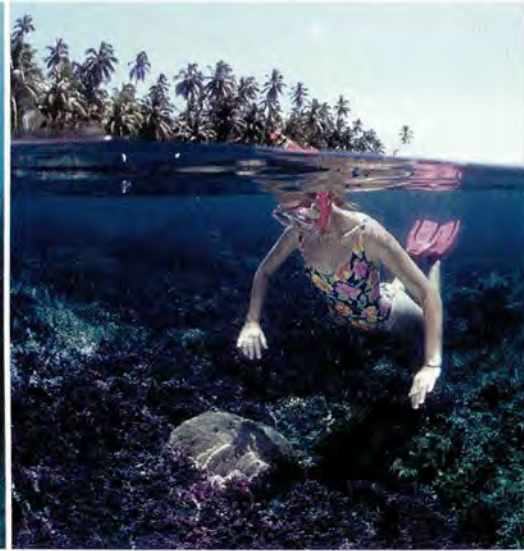
At Hansa Bay, Japanese freighters were caught and bombed by American forces during World War Two. With 34 ship and aircraft wrecks, including an Air Cobra at 27 metres, this bay is a wreck diver's paradise. Visibility can vary at Hansa Bay due to rainfall and seasonal currents. The best time to dive Hansa Bay is from May to November.

The 60-metre long Shishi Maru is commonly dived in Hansa Bay. It lies 500 metres off the beach. A large freighter, the Shishi Maru

weighs over 5000 tons and has fire engines, trucks, and thousands of saki bottles in its hold. Anti-aircraft guns still point skyward and brass shell casings lay on her deck. The marine life growing on it is outstanding.

Laing Island, in the middle of Hansa Bay, has excellent diving around the island's fringing reefs, especially on the eastern side, where the reef drops into deep water. The island is home to the King Leopold 3rd Biological Research Station.

The Encounter Reefs, off Laing Island, offer



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Other best dive sites are Karkar, Bagabag and Crown Islands. The reefs at Crown Island, eight hours from Madang, are untouched, with giant dogtooth tuna, sharks, sea whip and sea fans gardens. Hanikow Reef, a volcanic seamount, is big fish country between Bagabag and Crown Islands.

The diving at Karkar and Bagabag Islands is stunning with endless walls of sea fans, undamaged corals, pelagic fish and spinner dolphins.

On one trip, divers on the DMV Kamai saw sperm whales which came close to the boat. The currents can be very strong in these islands.

spectacular dives on a series of sea mounts. The closest one is four kilometres north-east of Hansa Point. On the north-east side, the reef goes from five metres to beyond sport diving limits. It's home to super-sized pelagics and tigers sharks.

### HOW TO GET THERE

Fly to Port Moresby, then Madang, with Air Niugini. They have direct flights to Port Moresby from Nadi, Honiara, Brisbane, Cairns, Manila, Japan, Singapore and Hong Kong.

### WHAT TO TAKE

Basic dive gear, cameras, sunscreen, light clothing and malaria medication.

### OTHER THINGS TO DO

Shopping at Madang market; 'Bird of Paradise' viewing with Madang Resort Hotel; visit the Ohu Butterfly Conservation area, visit Bilbil village for pottery making; visit the Balek Wildlife Sanctuary; Singings at the Madang Cultural Festival, in September), sea kayaking and day trips to Karkar/Tadwai Islands with Maloio Plantation Lodge.

### TRAVEL & HEALTH

Madang Town is quite safe during the day. Most resorts have taxis or shuttle buses. Take malaria medication wherever you travel in PNG.

I hope I have whet your appetite to spend a few days diving in Madang, or look at stepping onto the liveaboard DMV Kamai. Dives like Milliat Passage, Hansa Bay, Crown Islands, Karkar and Bagabag Islands will knock your socks off!

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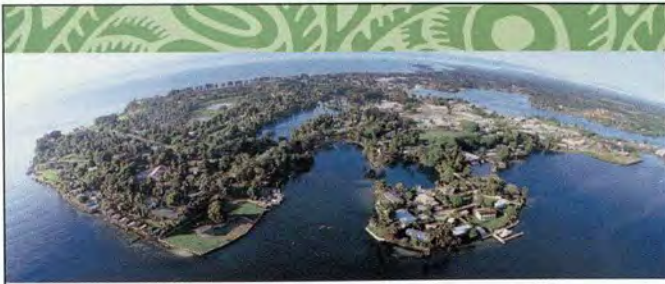
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# UPRISING ON THE BEACH

Rising out of the swamp...



WORDS SAMISONI PARETI | PHOTOGRAPHY UPRISING BEACH RESORT



There are so many reasons why Uprising Beach Resort is such an appropriate name. That a charming beach resort could rise up out of a swamp is revolutionary in itself.

Its move to put Pacific Harbour back in contention as the beach and adventure capital of Fiji also has wider appeal.

Even the person behind the concept is someone who is known for his great dislike for conformity and the tendency to go with the flow.

Doing things his own way seems to be the motto that Rene Munch lives by these days. And he's only 27 and a sports science graduate!

A simple, unglorified sign along the main Queen's Highway belies the ground-breaking development that is taking shape amidst the coastal bushes near the Arts Village in Pacific Harbour.

The Beach on Uprising Resort is no silly marketing gimmick. It is a real one, long and





winding, reminiscent of what Pacific Harbour used to mean 10 to 20 years ago for residents of Suva - the state capital - who on holidays craved for a swim at a real sandy beach.

At Uprising Beach Resort, Beqa Island - home to Fiji's firewalkers - looms large, just a few miles out at sea. Its proximity also means that the wonder world of Beqa waters is only a speed boat ride away.

Uprising Beach puts the resort in the enviable position of offering five-star resort location at fabulous backpacker prices. Guests have the choice of a private bure - with either beach or garden views - or the resort tree house dormitory with shared facilities.

Each bure - and there are twelve in total - comes with outdoor hot & cold showers enclosed with young, dried bamboo walls, complemented by luxuriant shrubs for added privacy. Interior deco is a delight, with highly polished teak floors and a raised platform for a Queen size bed.

Extra beds can be brought in, depending on the needs of guests. Each bure has its own private balcony which opens out to a full view of the blue Pacific Ocean for beach

bungalows, or the tropical garden for garden bures.

All around the garden at Uprising, you won't miss the deliberate attempt to preserve the coastal flora. Trees were only removed if absolutely necessary.

Soft grass was bought in and successfully re-planted around the bungalows and the freshwater pool is built next to the restaurant and bar.

These are located in a high-ceiling timber building that is wall-less on the east side, as it opens out to acknowledge the ocean.

Centre of attraction at the bar is the large mosaic of tiles bearing the resort's name. Above the bar, near the rafter is a large satellite TV flat screen.

A paved pathway lighted at night by solar-powered lamps connects the restaurant and bar to the reception bure, which is located near the resort's carpark and dormitory some 10 metres away.

Munch, the resort owner, said the design was intended to celebrate the Fijianess of Uprising Beach Resort.

"In a way, that is the main meaning behind the name," said Munch.

"Surrounded by much bigger and more expensive hotels along the coast, we thought we should have a resort that truly captures the Fijian essence. It is owned by a group of Fijians and one that portrays the real image and feel of Fiji.

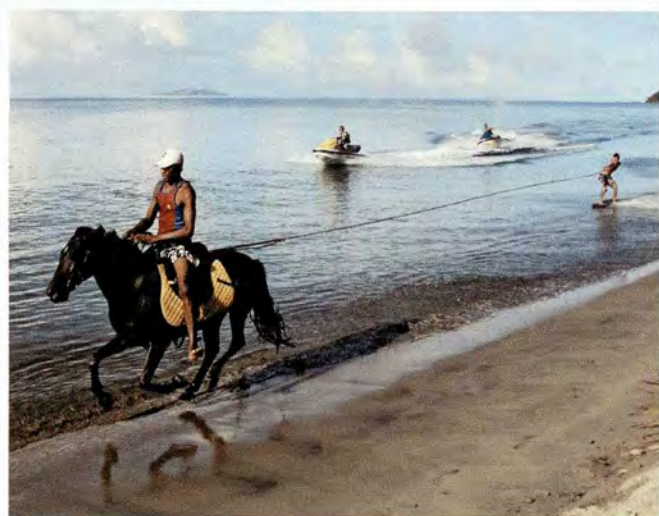
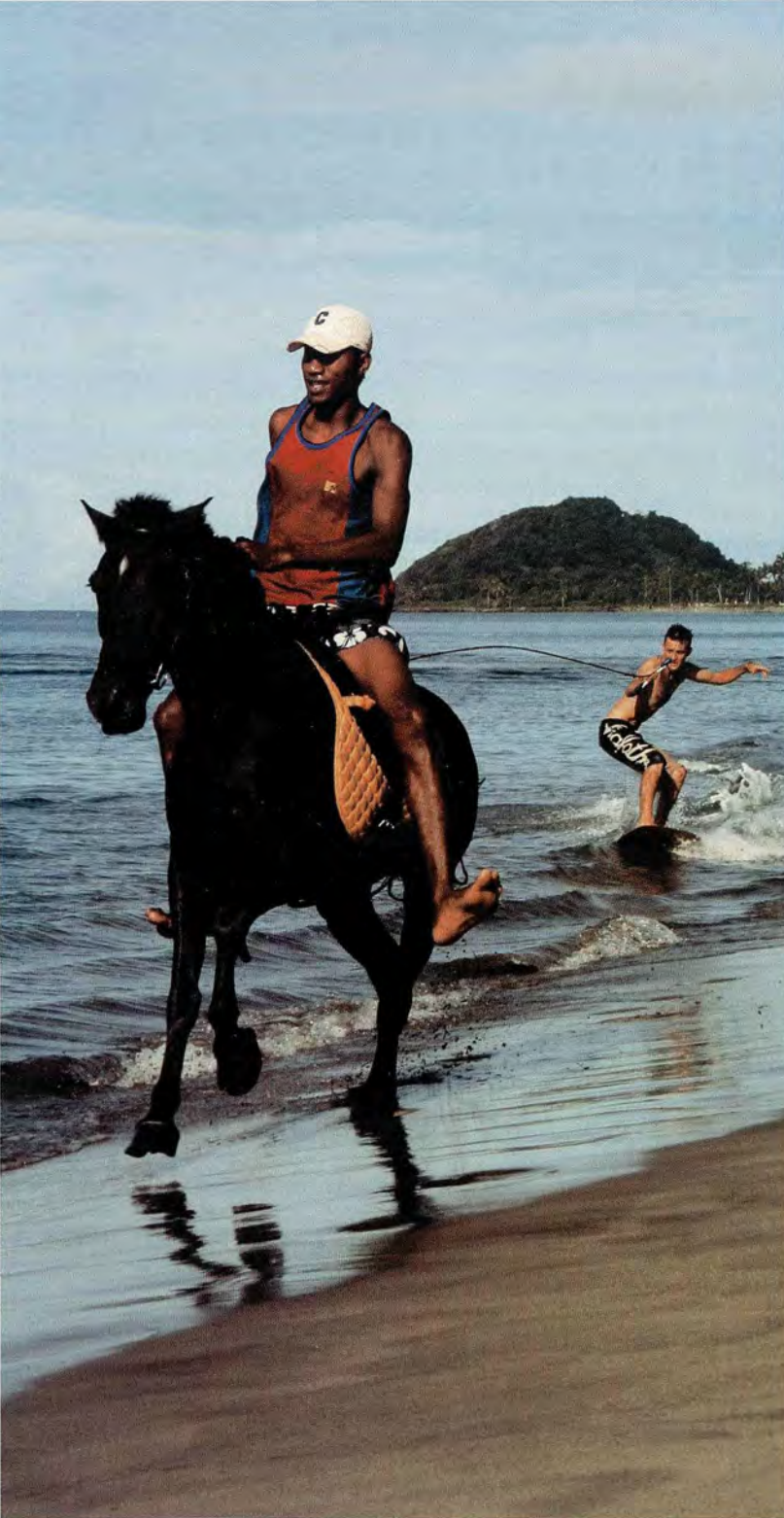
"I don't think tourists come to Fiji because they want to live in large, concrete jungles.

"All they want is a room that is nice and clean, food that is delicious, beer that is chilled and a beach that is real and safe.

"In believing this and in opening a resort that reflects this, I think we have achieved a real, good uprising."

Munch is an amazing story himself. His father was a retired French Navy sailor who came to Fiji more than 40 years ago, fell in love with the place and jumped ship to stay. It was love at first sight in many ways because not only did he successfully build a shipping empire from scratch, he also married a local maiden and raised a family of three daughters and Rene, his only son.





“You can say that I was a rebel in many ways. I loved what dad was doing but I don’t like to earn what he had single-handedly worked hard for. I want to earn my own money, to chase after my own dream and it’s been so good so far.”

It’s obvious Munch had acquired the common island trait of modesty. Uprising Beach Resort is doing really, really well. Even before the official opening or the launch of its first marketing blitz, guests have begun checking in.

Through emails and mainly through the coconut wireless (the word of mouth), the

Easter weekend last April for Uprising was a full house. Only a month after it accepted guests, Uprising was voted the number one accommodation in Pacific Harbour by [tripadvisor.com](http://tripadvisor.com)

With a real beach and cosy holiday bures, Uprising Beach Resort lives up to its five-star resort location at backpacker prices by offering good food and a fantastic bar.

Dharam Singh is the resort’s chef and already his daily specials of seafood are already the talk of the town.

“Singh has been a chef in major resorts like

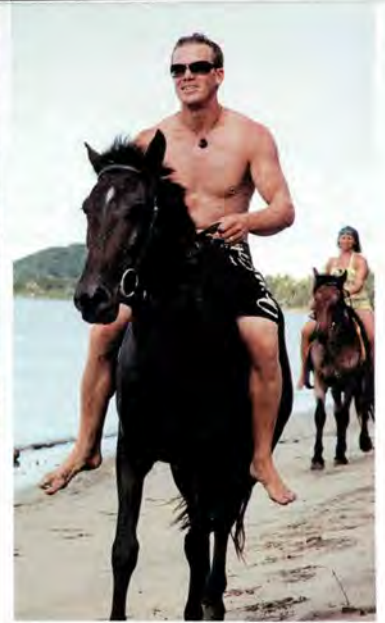
Shangri-La’s Fijian and Raffles Tradewinds, so we were lucky to have him,” says Munch.

“I told him, ‘you are local so we want you to be the resort chef,’ and he’s been doing wonders ever since.”

Singh maintains the local theme in his kitchen and most of what they offer on their blackboard menu daily comes from local ingredients.

Seafood delight is a best seller. At F\$28, the dish comes with grilled lobster served with mornay sauce, white wine, mushrooms and potatoes.





Also keep an eye out on the Viti Levu Special of fresh fish simmered in coconut cream sauce with onion, fresh tomatoes, Chinese cabbage and served with taro or sweet potatoes.

Like chef Singh, Munch's choice of resort manager reflects in some ways the rebellious streak in him.

"When I asked Alfred to be resort manager, most people told me that he's the wrong choice because he's young and has no experience in tourism.

"But Alfred is one of the few people I can trust and he has a very rare trait, honesty. He does things by the book and very loyal."

It would be hard to dispute Munch's assessment of Alfred Christoffersen, as the two grew up together in the same neighbourhood at Pacific Harbour.

Christoffersen was a human resource management cadet at a large freight and logistic company in Suva when Munch offered him the resort manager position.

Providing the true down-to-earth Fijian experience is Christoffersen's main concern for now.

Almost all of their 40 staff members are young

and live in the same neighbourhood. Service training has been a priority with Christoffersen falling back on his human resource management background.

"Future plans is to build two more dorms at the back part of the resort," said Christoffersen.

"We also would like to develop our beachfront, construct an activity bure and perhaps a lookout tower which should be perfect for sunset watching."

In addition to the bar and freshwater pool, the beach is of course a major centre of attraction for Uprising.

Apart from the usual water activities of jet skiing and banana boat rides, Christoffersen and his staff have also introduced a first: horse boarding.

Instead of a speed boat towing you and your board in the water, a horse ridden by a guest activity staff does the job.

Of course, all this is done on the shallows, just near the point where the beach meets the sea.

Horse boarding is a far cry indeed from skiing in the French Alps, an annual holiday retreat Munch and his family used to do when his father was alive.

The young Munch was so good a skier that he qualified to ski for Fiji at the Salt Lake Winter Olympics in 2002.

An administrative blunder, perhaps related to the political events back home that year, deprived him of the honour.

For now, Munch has the Uprising to worry about. But the sudden death of his father in September 2006 meant he now needs to divide his time between the resort and the family shipping business, driven no doubt by the legacy his father had left behind.

"When he and mum bought their first boat, dad used to tell his local crew; 'I can't pay you much but you will have good food, a chance to travel and lots of hard work and fun.

In a similar way, I'd like to do what I enjoy. If I can enjoy what I'm doing and make a little money along the way, then I will be a very lucky man. It's not perfect...It's paradise!"



**Contact Details:** Uprising Beach Resort  
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 Fax: (679): 3452 059  
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 Website: [www.uprisingbeachresort.com](http://www.uprisingbeachresort.com)



# A Royal Treat at the Crowne Plaza



BY DIANA McMANUS

As the name suggests, the Crowne Plaza Hotel in downtown Port Moresby offers a royal treat in dining and much more since there are no less than three alternative venues within the premises to satisfy your culinary cravings.

The jewel in the 'Crowne' is, of course, the Rapala Med restaurant. The stately Rapala Med is by far the most sophisticated of the three and offers world class food in luxury surroundings.

It would have to be the best of its kind in Port Moresby. Its name derives from the fact that the a la carte menu is based on Mediterranean dishes, not to mention the subtle terracotta and the Mediterranean Sea colouring of the décor.

Tables have crisp pale beige, ochre and peach patterned tablecloths and comfortably upholstered chairs.

Crystal mini chandeliers and down lights muted with blue and peach striped glass add a soft and classy touch to the relaxing atmosphere which is enhanced by stylish, unobtrusive music playing softly in the background.

Along one patterned emerald green wall, reminiscent of Russian malachite, the wine selection is on display with each bottle presented in sparkling, stainless steel cradles.

Other walls are decorated with a washed or suede effect, with recessed areas which harbour interesting food or restaurant related lithographs.

A central decorative table around which the tables seem to have been arranged spots a giant slab of gorgeous PNG timber supported by mock Grecian urns.

Upon this, stands a wonderful dried flower arrangement and after dinner liqueurs and brandies with appropriate glasses. The whole effect is very pleasing to the senses.

As for the sense of taste, Rapala Med has a menu to make you want to die for! Starters range from K12 to 35 and include such wonders as seared fresh tuna with balsamic dressing, tomato and olives, a Rapala antipasto platter with king prawns, marinated grilled vegetables and parmesan cheese, and calamari rings with lemon pepper and aioli dressing.

There is also a variety of exotic pasta dishes ranging from K25 entrée size to K35 for a full meal.

The main event, and it truly is a culinary event, includes exotically prepared beef, lamb, seafood, chicken and vegetarian dishes with varied and delicious plate companions.

I spoke to a table of diners next to me who said: "This is the only place in Port Moresby where you can come and have a quiet chat in pleasant surroundings with superb ambience, superb food and superb presentation."

I might add that the service was also superb, with waitresses dressed in jackets of emerald green to compliment the décor.

As well as the a la carte menu, there are regular blackboard specials offered by German-born chef Klaus, which change nightly.

The night I was there, it featured grilled Ramu steak with mashed peas, Mediterranean



Wine selection.

vegetables and pineapple salsa, grilled rib eye steak with herb crust, fresh asparagus and onion sauce and pan-fried yellowfin tuna with black pepper on coconut rice with pepper salsa. Rapala Med opens only for dinner from 6:30pm to 10pm daily.

The Rapala Med also hosts regular cuisine dinners where diners are treated to a four-course cordon bleu meal accompanied by specially selected wines to compliment the various flavours on offer, complete with a local wine expert to expound upon their various bouquets and palates. These evenings are open to the general public, usually on the first Tuesday of every month, at a cost of around K130 and have replaced the former Wine Club dinners.



Seared tuna with balsamic dressing.



Grilled Eye fillet with Mushroom.



Rack of lamb.



Grilled Salmon.



For stylish but more casual eating, you can't go past the Crowne Plaza cafe at the top of the lobby stairs.

Comfortable cane furniture creates a relaxing ambience along with the deep autumn tones of the walls and carpet. See-through laced wooden shutters give the café a measure of privacy, whilst still admitting light from the adjoining wall of large windows which look onto the hotel pool.

A glass of wine or world class beers are available from the nearby Heritage Bar which has its own airy lounge for relaxation or business on the hop.

Each day the café serves full breakfast from 6am to 10am for K39, and a buffet lunch from 12 to 2:30pm and buffet dinner from 6pm to 9:30pm with a different theme daily; Pacific on Mondays, Gourmet on Tuesdays, Seafood on Thursdays, a monthly special on Fridays, Gourmet on Saturdays, and a carvery on Sundays and special Brunch. Most of these will set you back around K44 with a little extra for seafood and specials. There is also a soup and salad bar operating on Mondays, Tuesdays and Wednesdays for K26 or K20 for salad only.

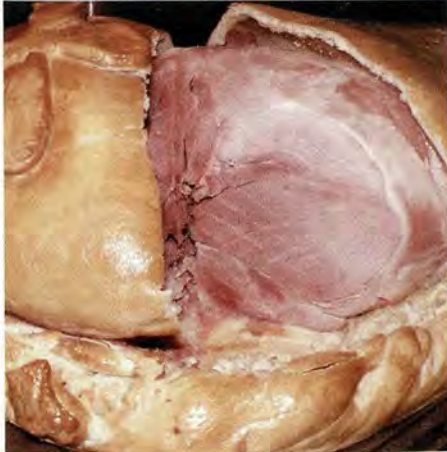


Some of the monthly specials for the year have been British month in May, Christmas in July, and the popular Thai

Special. There is an a la carte menu as well and the restaurant remains open until 10pm for customers with a more discerning palate.

As this is a family restaurant, there is quite a nice kids' menu with favourites such as fettuccini bolognese, fish and chips, ham and cheese toasties and chips, grilled steak and monster mash and Happy Hawaiian pizzas for K11. Add another K7 and they can have ice cream with chocolate topping or fruit salad. The café caters for special events such as children's birthday parties, private parties and business luncheons.

The Crowne Plaza is by far the most sophisticated hotel in the downtown area and offers some very nice dining venues, all the more pleasant, on the whole, because of the plush hotel décor. Take your pick!



Baked ham.



Crab dish.



Cakes galore.



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## Air Niugini Australia in with big business

As the national airline of Papua New Guinea, Air Niugini is only too aware of its pivotal role in the promotion of tourism to PNG and is justly proud of its contribution to this sector. As a commercial airline business operating in an extremely competitive environment, we are also aware of the importance the business sector plays in the ongoing success of the airline.

Already a major force in the mineral and resource sector within PNG and Australia, Lihir Gold is one such company that continues to support Air Niugini. Our Regional Manager for Australia, Charles Morley, recently paid Arthur Hood, CEO of Lihir Gold, a visit.

Morley's visit to Lihir was to personally thank Lihir Gold for their ongoing support and to present Mr Hood with a complimentary green card membership to Air Niugini's Executive Club, in recognition of the support that Lihir Gold has made towards Air Niugini.

Air Niugini's recognition of the loyalty that Lihir Gold has shown to Air Niugini continues to grow within their new partnership with Corporate Travel Management which now provides Lihir Gold with all their travel services. Working with professional partners like Corporate Travel Management ensures the best outcome for both Lihir Gold and Air Niugini and this is a testament to strong relationship that exists between the three companies.

Apart from overseeing the airline's operations in Australia, part of Morley's role is to focus on the development and management of the corporate market and to ensure that Air Niugini is "top of mind" for this vital sector to Papua New Guinea.

Much of this is really about ensuring that Air Niugini is seen as a professional airline and one that is more than capable of delivering a quality product to its flying customers at competitive prices.



Arthur Hood (CEO-Lihir Gold) receiving the complimentary Executive Club membership from Charles Morley (Air Niugini's Regional Manager for Australia).

## The 'Larry Blackman' gets a revamp

On July 31, 1977, the DC3s were withdrawn from the Air Niugini service - except for one, which was mounted outside Air Niugini House in honour of Captain Larry Blackman at a ceremony on October 6, 1981.

Blackman first flew a C47, the military version of the Douglas DC3, nearly 40 years previously and when he retired, he had flown 17,000 hours on this type of aircraft.

After he returned to Australia, Blackman joined TAA in 1951, flying DC3s in Queensland before his posting to PNG in 1960 where he flew for the next 19 years firstly with TAA and later with Air Niugini until he retired with a total of 23,000 flying hours during his career.

Captain Blackman passed away in Australia on September 18, 1981 - just two years after his retirement from Air Niugini. At his request, his ashes were flown from Australia and strewn over Rabaul harbour from an aircraft.

The "Larry Blackman" was one of the "Side-Saddle" DC3s inherited from TAA and Ansett. The DC3 "Side-Saddle" got its name from the way its seats were arranged: Sixteen seats on each side of the aircraft with passengers facing each other, their luggage placed under the seat or lined together and strapped down the aisle.

In mid-July 2007, the mounted DC3 outside Air Niugini House was taken down for a refurbishment exercise by the Air Niugini Engineering department, a job that took almost three weeks to complete by the Engineering Cadets under the watchful eye of Eddie Matane, the Lines Maintenance Manager.

The "Side-Saddle" named Larry Blackman is looking smarter and proudly wearing the old Air Niugini livery, the red and black colours.



Left to right: Ms Eva Arni (Corporate Affairs Manager, Air Niugini) Ms Kathy Johnston (Chairperson- Operation Open Heart), Mr Wasantha Kumarasiri (Chief Executive Officer, Air Niugini.)

## Air Niugini sponsors Operation Open Heart

Operation Open Heart is a volunteer surgical team that provides cardiac surgery to many Papua New Guinean children and adults over the last 15 years; all of whom have been given a second chance to live a normal life.

This service however would not be possible without the support of many individuals and companies who provide services and funds to make it possible for the team first to get to PNG and carry out their work. Since the inception of Operation Open Heart, Air Niugini has played its part as a good corporate citizen in the community and is once again proud to be the major sponsor of this annual event.





# Farewell - F28-4000s

**A**ir Niugini's F28-4000 series closed a chapter of aviation history with its final flight on 31 July 2007. The passing of the F28-4000 from our skies marked the end of a long history of servicing both the airline's international and domestic routes, and serves to highlight Air Niugini's commitment to ongoing modernisation of its fleet.

When the F28-4000 retired from flying the Port Moresby-Cairns route on 31 March

2004, this eminently airworthy aircraft with an excellent record of safety and reliability, continued operating the domestic services until its passing from the Papua New Guinea skies. Just as many aircraft such as the legendary DC-3 go on to write a unique place in the aviation history books, for the F28-4000 that proudly wore the livery of Air Niugini, the passing of its career is merely the closing of one chapter for the national airline.



*This F28-4000 photo was taken on its final international flight from Port Moresby to Cairns on March 31, 2004. The faithful F28 was accorded a true "hero's welcome and farewell" with two fire trucks providing a victory shower as the aircraft made its last taxi in to Cairns Airport.*

# Good corporate citizen

**A**s a good corporate citizen, Air Niugini participates in various fundraising projects throughout the year such as the Daffodil Corporate Golf Challenge which raises much needed funds for the Cancer Relief Society.



*Air Niugini golf team: (l to r): Capt Umake Tavinke, Lama Monagi, John Basil, Veronica Weiang Ruimb and their caddies.*

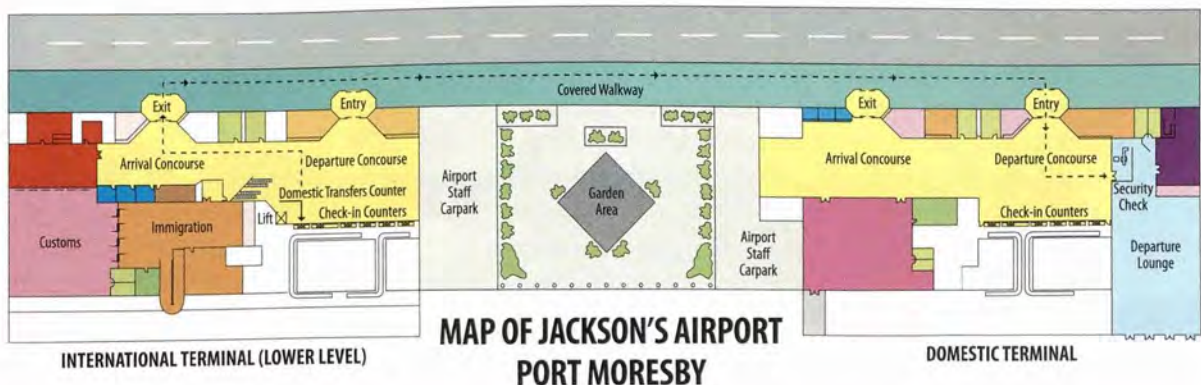


## Air Niugini Domestic Transfers

For those passengers who require to transfer to an Air Niugini domestic flight, firstly clear customs and then call at our transfer counter in the Concourse area, alongside the international check-in counters. Our courteous staff will check in

your baggage and issue you with your domestic boarding pass.

When you exit the International Terminal, turn right and follow the covered walkway to the Domestic Terminal entry gate and proceed directly to the Departure Lounge.







# WELCOME ABOARD



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

### Electronic equipment

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

### 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 inflight 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 Customs 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

## B767-33AER



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
B767-33AER	59.94m	47.57m	2 PW4000	857kph	11,000-12,000m	250 + bags	8100km

## F100



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
F100	35.528m	28.076m	2 Rolls Roys Tay 650	780kph	11,000m	98 + bags	3000km

## DASH 8-Q315



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
DASH 8-Q315	25.7m	24.4m	2 Pratt & Whitney PW123	440kph	7,500m	50 + Bags	1,800km

## DHC-8-202



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
DHC-8-202	22.25m	25.89m	2 Pratt & Whitney	550kph	7,600m	36 + bags	1700km







# IN-FLIGHT EXERCISES

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

**Foot Pumps**

Foot motion is in three stages

1. Start with both heels on the floor and point feet upward 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.

**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 and 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 toward 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





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**SEE IT ALL AT THE CROWNE PLAZA - OCTOBER 12/13, 2007**





# YOUR HEALTH IN-FLIGHT

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

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

## **Blood Circulation/Muscle Relaxation**

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

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:

- Increasing age above 40 years

- Pregnancy
- Former or current malignant disease
- Blood Disorders leading to increased clotting tendency
- Personal or family history of DVT
- Recent major surgery or injury, especially to lower limbs or abdomen
- Oestrogen hormone therapy, including oral contraceptives
- Immobilisation for a day or more
- Dehydration - Heart Failure
- Trauma - Varicose veins
- Obesity - Tobacco smoking

## **Recommendations**

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

## **Jetlag**

The main cause of jetlag is traveling 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.

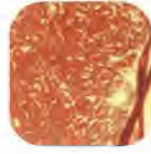
## **Recommendations**

- 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.
- Fly direct to minimise flight time. This allows you to relax more upon arrival.
- Leave your watch on home time if you're staying at your destination less than 48 hours. Also try to eat and sleep according to your home time.
- Change your watch to the local time if your stay is longer than 48 hours, and try to eat and sleep in accordance with the local time.

On longer stays, try to prepare in advance, 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.

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### 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.

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

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### Eating and Drinking

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

- 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.

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### 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 hayfever, 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 traveling.
- To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalizing pressure between your middle ear chamber and your throat.
- When flying with an infant, feed or give your baby a dummy during descent. Sucking and swallowing will help infants equalize the pressure in their ears.

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### Motion Sickness

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

### Recommendations

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

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



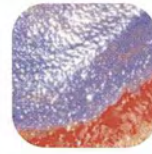
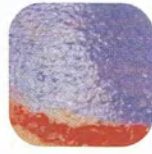




# PAPUA NEW GUINEA







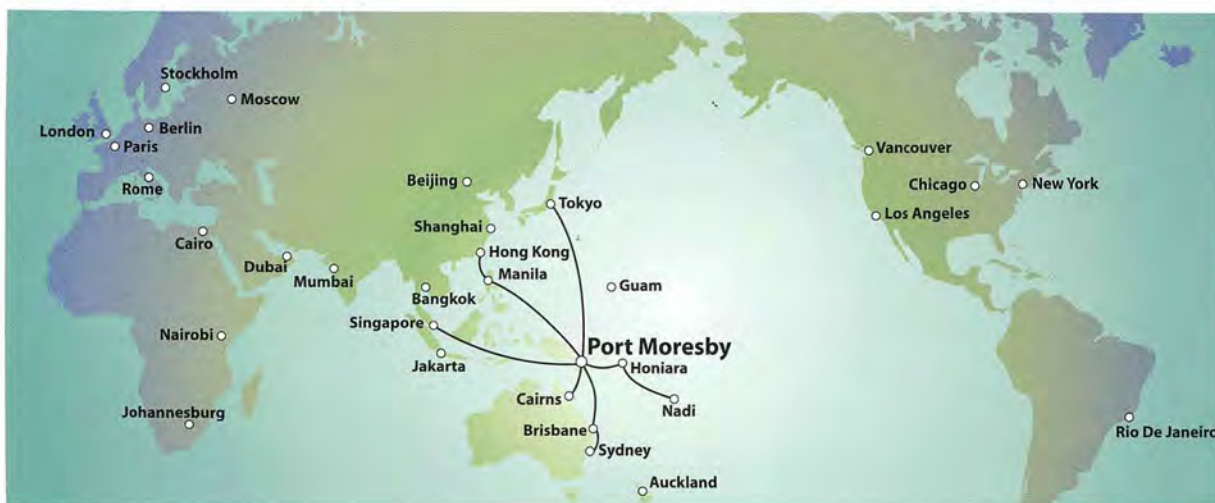
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# Cultural Festivals and Shows in Papua New Guinea for 2007

## SEPTEMBER

- Aug 31st - Sep 1st : Garamut and Mambu Festival, Wewak - East Sepik Province  
Hiri Moale Festival, Port Moresby, National Capital District
- 9th -11th : PNG Tourism Expo
- 12th : National Tourism Conference
- 16th : Independence Day, Constitution Day - Public Holiday  
New Ireland Mask Festival, Kavieng - New Ireland Province
- 16th - 18th : Goroka Cultural Show, Goroka - Eastern Highlands Province

## OCTOBER

- 27th - 28th : Morobe Show, Lae - Morobe Province

## NOVEMBER

- 2nd - 4th : Kundu & Canoe Festival, Alotau - Milne Bay

## DECEMBER

- 25th : Christmas Day - Public Holiday
- 26th : Boxing Day - Public Holiday
- 31st : New Year's Eve

**Climate:** Warm to hot and humid throughout the year. Rainy season differs in each province. Generally the dry months are May to November. Coastal temperatures are usually 25-30 degrees celsius

**Accommodation:** Good quality comfortable 5-star hotels, resorts to budget and backpackers style

**Entry requirements:** Valid passport

**Health:** Anti-malaria precautions are recommended

**Currency:** Kina

**Transport:** Rental cars, local boats, taxis, ferries and buses

**Language:** Pidgin and English





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