

A young child, likely from the Niugini region, is the central focus of the image. The child has dark hair and is wearing traditional attire, including a large, light-colored, crescent-shaped necklace made of what appears to be animal teeth or bone. They are also wearing multiple necklaces of smaller teeth and beads. On their head, there are several large yellow flowers and a bird with long, flowing tail feathers perched on top. The child is looking directly at the camera with a slight smile. The background is a blurred natural setting with green foliage.

Paradise

inflight with air niugini

VOL 5, 2009

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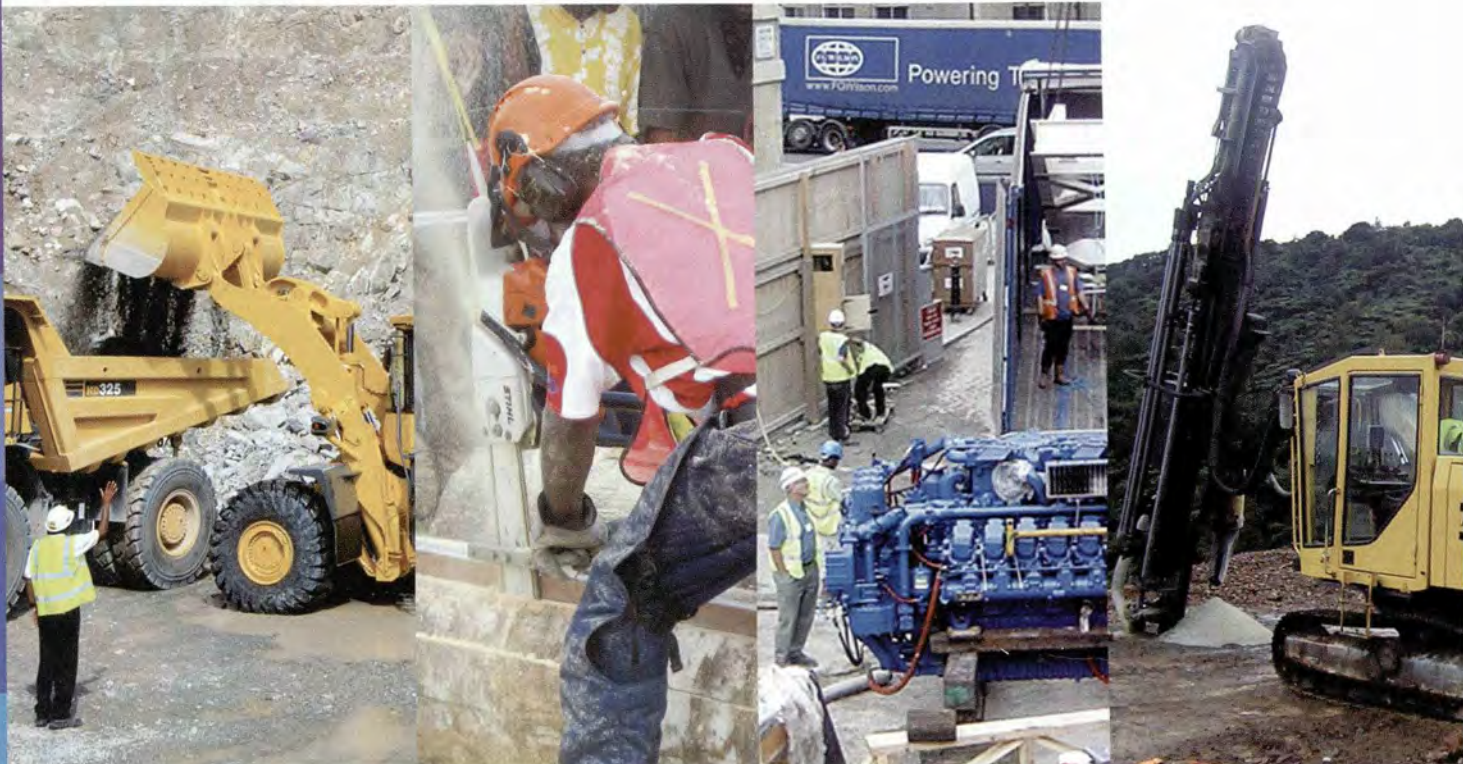
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Chairman's Message



WELCOME ABOARD.

As we approach the end of another year, it is time to reflect on the highs and lows of 2009.

It has been a year full of challenges with the global financial crisis and H1N1 Influenza severely impacting traffic around the world.

Despite the tough global economic conditions, Air Niugini has performed better than many other airlines and is optimistic about the future.

Air Niugini firmly believes in the customer as the top priority and works around-the-clock to ensure all our customers are happy, satisfied and, of course, get value for their hard-earned cash.

With our recently introduced Destinations Loyalty Program allowing passengers to earn points that can later be redeemed through airline tickets to any of Air Niugini's many destinations - the airline is looking at another PLUS for its customers - all in the name of customer satisfaction.

We are now set to purchase two brand new Dash 8-Q400 next generation aircraft to improve our domestic services. We have already signed a deal with the Toronto-based Bombardier, manufacturers of the Dash 8 aircraft. The Dash 8-Q400 is considered one of the fastest prop operated aircraft in the market. It has a capacity of 74 seats and burns less fuel than aircraft of similar size currently operating.

The two new Dash 8-Q400s will assist in schedule reliability and redundancy, should other aircraft go through maintenance or become unserviceable.

Air Niugini expects the two aircraft to be delivered by mid next year with the first expected to be in service by July and the other by September 2010.

We have also launched a new in-flight duty free catalogue with an extensive line of new products on offer for our customers flying international routes. "**PARADISE WORLD BOUTIQUE**" offers 152 world renowned brands of duty free products at attractive prices.

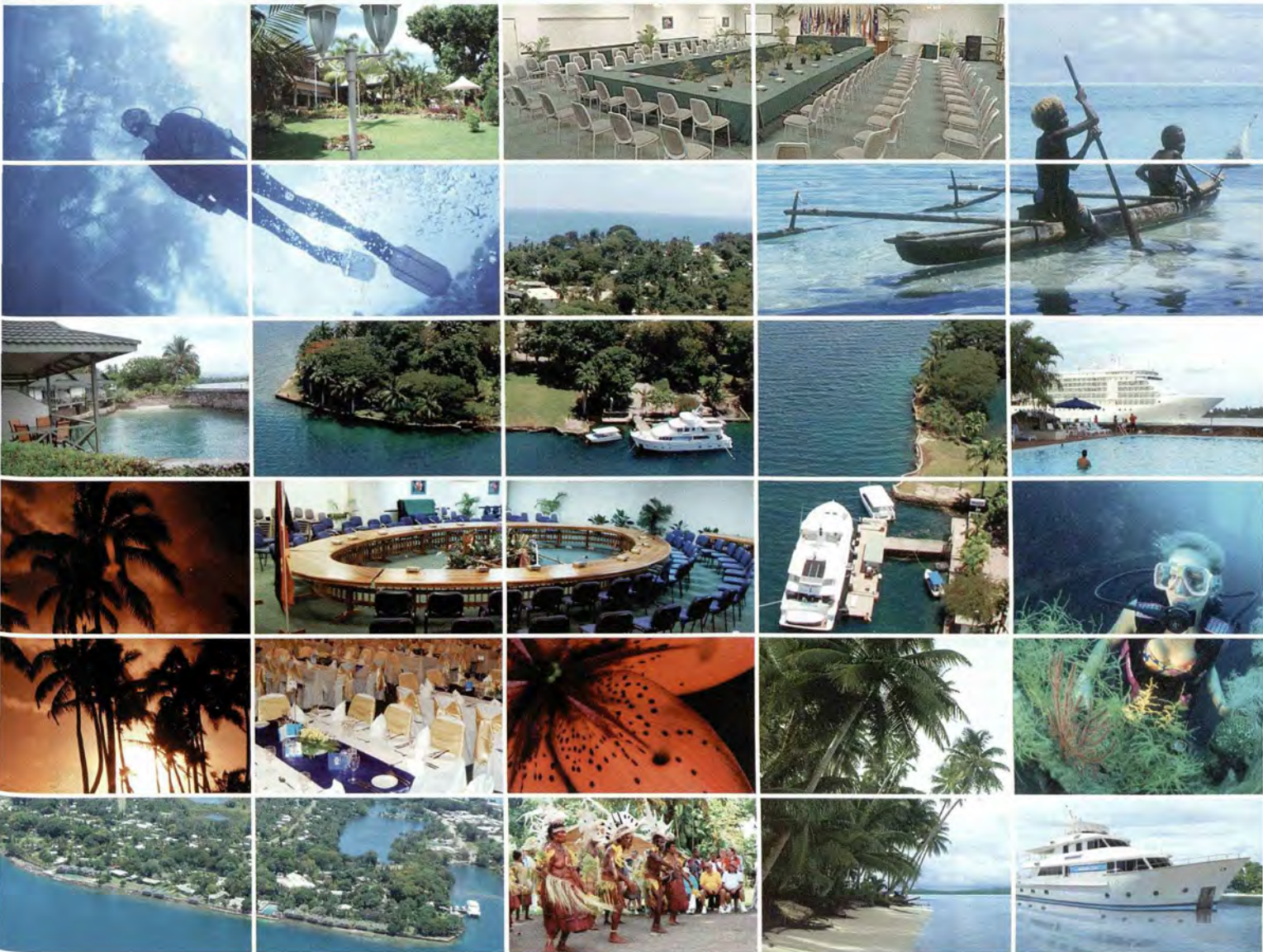
Air Niugini is pleased to be leading the way in providing customers with a world-class standard and most importantly giving our valued customers many options to purchase duty free items of their choice." (*More details in the Airline News section*).

You are currently reading our very own in-flight magazine **PARADISE**. Please do take the time to read through as it has a lot of interesting and thought-provoking pieces. One such story is about the Montevideo Maru - how it was lost at sea and from Australian history. Another story is about the Coastwatchers and their role in protecting our country. And there are many more that will captivate and add to your Papua New Guinea experience.

Sit back, relax and enjoy our unique *Bird of Paradise* service. I would like to thank you for flying with us and look forward to your continued support in the future.

Sir James N. Tjoeng, KBE
Chairman

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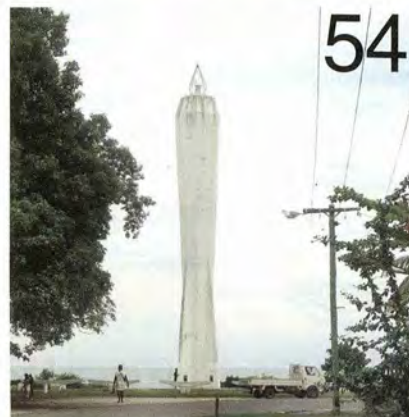
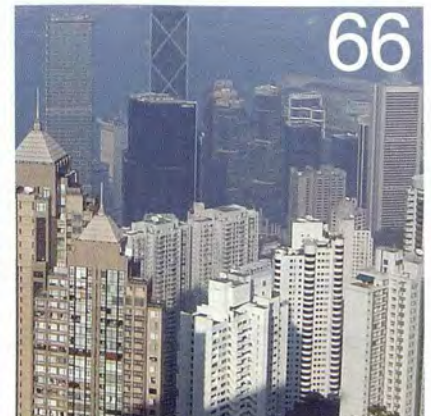
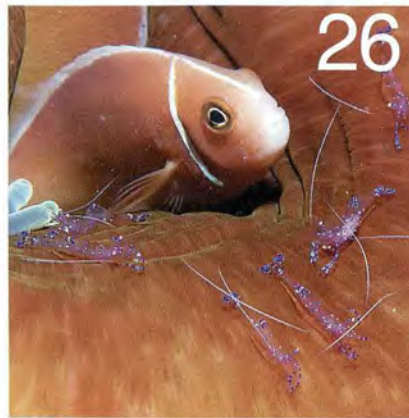
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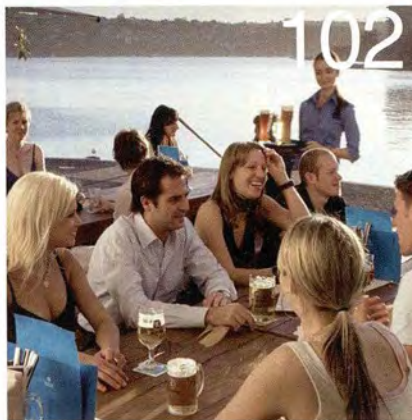
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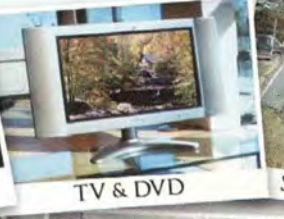
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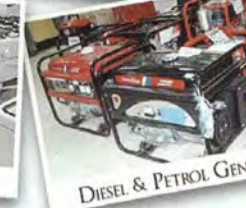
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WELCOME ABOARD



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

B767-300ER



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
B767-300ER	59.94m	47.57m	2 PW4000	857kph	11,000-12,000m	214 + 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



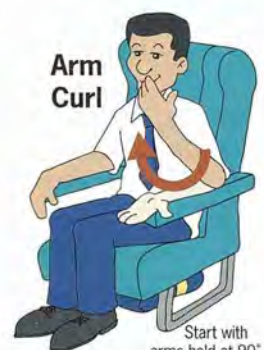
Knee Lifts

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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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 excises 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.

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.

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.

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.

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:

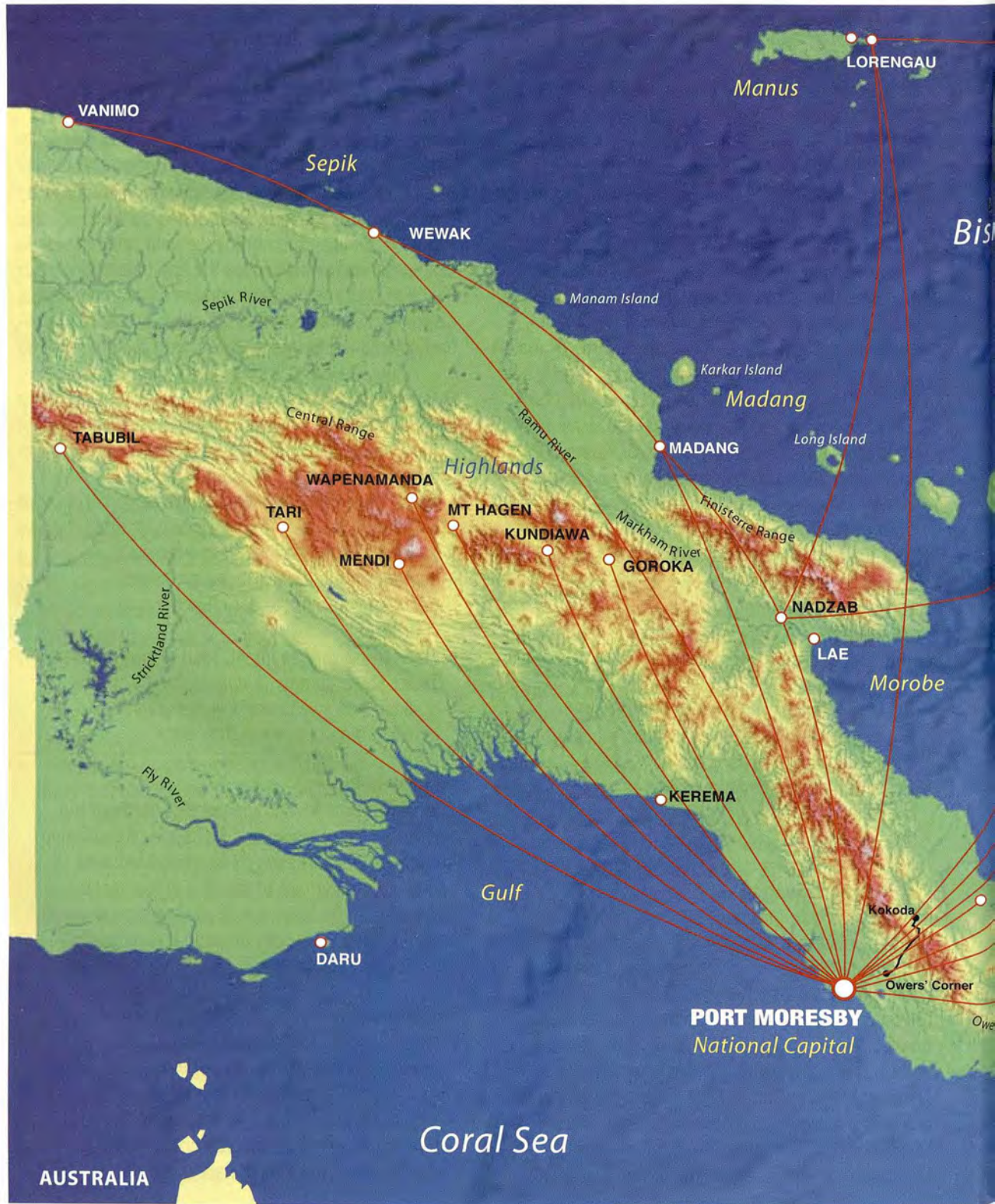
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

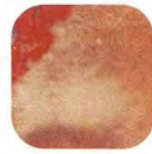
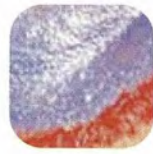
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Heavenly Dive

It is the second time I have visited Papua New Guinea. It is so huge and diverse that a visitor could spend half of his life just exploring everything worth seeing and learning about what this part of the globe has to offer.

WORDS & PHOTOGRAPHY | WULF H. KOEHLER

I will, however, limit my account to diving and to the world of underwater photography in PNG - only a fraction of this great variety.

After almost 48 hours of travelling, jumping on four different planes, a fully-booked Air Niugini plane finally takes me to Alotau, the southeastern-most tip of the country. Ninety minutes on a bus, I finally arrive at the end of a gravel road through the rainforest. It is late in the evening but we still manage to find the jetty with the help of our torches.

Bob Hollis is waiting with a speed boat to take us to his Tawali Hotel and Dive Resort, one of Papua New Guinea's premier resorts. Hollis is one of the resort owners.



Tawali Hotel and Dive Resort...from the air. For divers and underwater photographers, it is one of the most spectacular spots in the world.



Finished in 2004, it offers accommodation for 28 guests. For divers and underwater photographers, it is one of the most spectacular spots in the world.

The word paradise is often used to describe beautiful nature in general. But here, the term is truly appropriate.

Diving along the coastline, the amazing coral reefs and around the islands of Milne Bay, you can encounter a wide range of creatures - from the smallest critters of just one centimetre to





Underwater world...fascinating.



Skull cave...an attraction on a guided tour.

large mammals like whale sharks or orcas.

Diving at dusk one day, I encountered an Epaulette Shark, which so far has been unknown in these waters. He is a night hunter and walks with his fins rather than using them for swimming.

On a rainy day, you may want to explore the local culture on a guided tour to a small remote village and a skull cave.

Tawali owns two big live-aboard vessels and four smaller boats for day tours. The Spirit of Niugini is the latest star in the sky of dive safari boats. The maiden voyage of this luxurious ship to the northern part of Papua New Guinea was the reason I travelled halfway around the world.

One of two live-aboard vessels owned by Tawali Resort.





Mt Tavorvur in Rabaul...erupting.

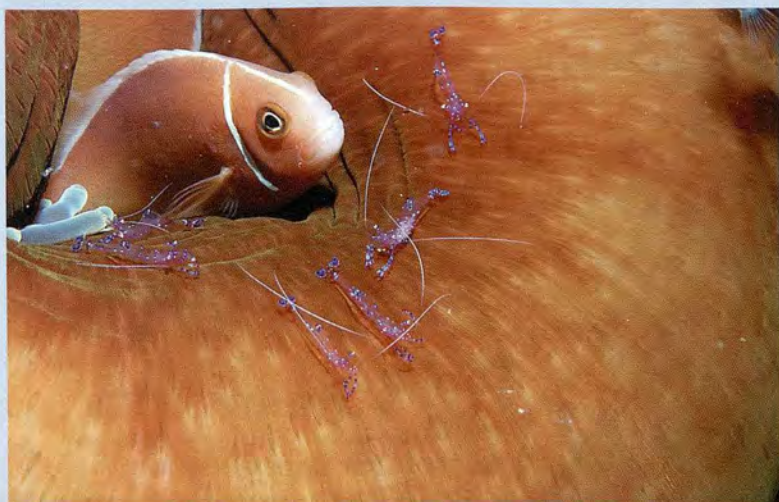
After diving for five days off the resort, we sailed to Fergusson Island, the Trobriands and the Solomon Sea up to the north-eastern part of New Britain.

Arriving at Rabaul, we were sitting on the upper deck of our vessel when Mt Tavorvur, one of the 19 more or less active volcanoes, gave us a big welcome with an unexpected eruption, with a lot of smoke, ashes and a roaring sound like a Boeing 747 jet taking off.

Within 30 minutes, the ship was

covered with a layer of ashes. It took the crew the best part of the day to clean the mess with fire hoses.

In Rabaul, we only stopped to pick up some parts for the ship. While the ship was in the harbour, we went downtown and visited the market place and the seismographic institute. We took off the same day, passing Father's Reef to explore more spectacular dive spots. Here, in the open waters, we met big sharks, schools of batfish as well as untouched bommies and pinnacles





Dolphins jumping around (top photo) on our way to sunken Japanese airplane, the A6M2-model 21 Mitsubishi Zero fighter.



with the finest coral formation full of incredible fish life.

The last stop on our voyage was at Walindi Plantation Resort in Kimbe Bay, northern New Britain. The friendly owners - Max and Cecilie Benjamin - were expecting us when we arrived at their jetty. Walindi is the oldest dive resort in PNG. Today, 12 bungalows are tucked away in the rainforest along the coastline.

A lounge, a pool deck with a bar side, and a library invite guests to relax and enjoy life. In 1970, Max bought this piece of land. He was working as a farmer. At the time, oil palm was big business. During the following years he became a diver and explored the various dive sites and was fascinated by the beauty and variety of marine life.

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Star Dancer and MV FeBrina - you can reach 200 fantastic dive sites with more than 400 species of corals, more than 900 different types of tropical fish and the loveliest colourful creatures you can imagine.

On the way to a very special dive site, we were followed by a school of dolphins, frolicking and jumping around our boat. The visit to a sunken Japanese airplane, the A6M2-model 21 Mitsubishi Zero fighter, was the kick of this day.

The wreck was only found in 2000, although it had been sitting in 17 metres of water since 1943, 100 metres offshore.

With my Japanese dive buddy Keiko, I shot several photographs and was very happy to finish my four-week trip this way.



• Wulf H. Koehler, born in Germany, started diving when he was 15 years old. His passion took him to almost all the best dive spots around the world. Now, at the age of 67 years, living in the 'Azores/Portugal', he still enjoys travelling, diving and taking photos, wherever and whenever he can.



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The Montevideo Maru

Lost at Sea, Lost from Australian History

By Hank Nelson

Starboard view of the Japanese passenger vessel Montevideo Maru.
Photo: Courtesy of the Australian War Memorial



On 5 June 1942, the United States submarine, Sturgeon, commanded by W. L. ('Bull') Wright, left Fremantle in Western Australia on her fourth war-time patrol. After a six-hour chase on 25 June, the Sturgeon caught up with a Japanese merchant fleet off Manila in the Philippines. It fired three torpedoes at one of the largest ships and then evaded depth charges. The Sturgeon reported that a 'few' gauges and lamps were shattered. On 1 July while about 65 miles west of Luzon, she attacked and sank what appeared to be an unescorted transport, the Montevideo Maru, and on 5 July scored hits on a tanker in a convoy. She was back in Fremantle on 22 July. It had been a long, dangerous and apparently successful patrol. But between leaving from and returning to an Australian port, the Sturgeon had unwittingly and for long unknowingly fired the shots which resulted in Australia's greatest tragedy at sea.

I n late 1940, a year after the start of World War II, the Australians had almost no defences in Rabaul, then the headquarters of the Australian administration of the Territory of New Guinea. There were no fixed defences and the only trained men were the few Australians - and later Chinese - who had volunteered for part-time service in the New Guinea Volunteer Rifles.

They also had New Guinean riflemen in the police force. But the Australians were unsure just how they could or should use the police in the event of an attack. The absence of defences in Rabaul was not unusual and there was not much more protection in Port Moresby or Darwin.

Rabaul Harbour.



There were 53 people on a 21-seater DC3 leaving Port Moresby, two children shared a belt on one seat, women held infants and babies were in baskets at their feet. Mission women and nurses were given an option to stay and that meant Methodist mission, government and army nurses and the women of the Sacred Heart mission were almost the only white women at Rabaul and Kokopo.



Rabaul's Chinatown...where one can look for bargains or the bung.

On the advice of the Australian Chiefs of Staff, the Australian conservative governments of Menzies and then Fadden began shifting troops north. One of the main components of Lark Force arrived in Rabaul appropriately on Anzac Day, 25 April 1942. The Australians enjoyed the sight of the deep, almost enclosed harbour and the spectacular volcanic cones of Tavurvur, Mother, North Daughter, South Daughter and Vulcan: the exotic smell of wet tropics, copra and sulphur from the smoking Tavurvur; exploring the shaded tree-lined streets and gracious colonial buildings, some built by the first colonial power, the Germans; looking for bargains in Chinatown or the bung (the market); and taking a drink at the Cosmopolitan or Rabaul hotels, or even the exclusive Rabaul Club.

The Australians were worried about German warships disguised as merchant ships which had been in the area. But even as the main unit of Lark Force, the 2/22nd Battalion, assembled in Rabaul, Australian military commanders were warning that 'in the event of war with Japan', the Lark Force could face an invasion 'in vastly superior strength'. Most of the troops in Lark Force, less conscious

of the growing threat from Japan, thought they had been sidelined in a tropical outpost. Some began asking for transfers to the 'real war' then taking place in North Africa, the Middle East and Europe. At the same time, the Australian commanders increased the urgency of their warnings.

By December 1942, Colonel Joseph Scanlan, the Lark Force Commander, had about 1,400 troops and few of the heavy weapons required to meet a serious invader. 24 Squadron equipped with Hudsons and Wirraways had also arrived. Lakanai and Vunaknau were operating airstrips.

Scanlan was hoping that more troops were on their way and that the Americans would use Rabaul as a base. Equipment to make Rabaul a suitable port for the American navy was at sea when the Japanese struck Pearl Harbor, Malaya and the Philippines on 7 and 8 December 1942. With the Japanese already having bases in their Micronesian colonies, there was nothing between the Japanese and New Guinea. For months, the Administration had been discouraging Australian women from going to New Guinea, but it had been

restrained as it did not want to cause alarm. Some Germans thought to have been sympathetic to the Nazis regime in Germany had been interned in Australia and now more Germans, Italians and Japanese were interned.

Plans were in place to evacuate white women and children from both Papua and New Guinea. The gathering of women and children in the main centres and then flying and shipping them to Australia was underway at Christmas. The *Neptunia* and the *Macdhui* sailed from Rabaul, leaving a town lashed by wet season squalls. Crowded aircraft took out those from the outer stations who had missed the ships.

There were 53 people on a 21-seater DC3 leaving Port Moresby, two children shared a belt on one seat, women held infants and babies were in baskets at their feet. Mission women and nurses were given an option to stay and that meant Methodist mission, government and army nurses and the women of the Sacred Heart mission were almost the only white women at Rabaul and Kokopo.

No places were offered to Asian women in Rabaul, but later some were evacuated from the mainland, New Guinea.

The Australian military commanders faced tough decisions. By January 1942 they had over 20,000 troops to the north of Australia - from Malaya and Singapore through Java, Ambon and Timor to New Guinea.

With most trained units still in the war against Germany, the Australians could do little to support the men facing the advancing Japanese. The Australian Chiefs of Staff advised the Curtin Government to retain the troops in Rabaul, although they could not re-enforce them or guarantee ships and protective aircraft to get them out. The Australians were asking the Dutch, British and Americans to fight in their colonies and they wanted the Americans to use Rabaul as a base. So they themselves could scarcely withdraw.

It was already too late. On 20 January, about 120 Japanese aircraft attacked Rabaul. Both the bravery and the ineffectiveness of the Australian airmen in their Wirraways against modern fighters were obvious.



They also wanted to retain Rabaul for as long as possible, the key point in their forward observation line. They wanted to force the Japanese to put together the fleet, aircraft and landing force needed to take a defended Rabaul.

That would cost the Japanese time and if there were no defenders in Rabaul, the Japanese would immediately have other options further south. The Australians in Rabaul - and other troops to the north - faced disaster.

As Rabaul prepared to be a battleground in a world war, it was losing its status as the capital of Australian New Guinea. Sir Walter McNicoll, the Administrator, had left Government House on Namanula Hill with its view across Rabaul and St George's Channel and shifted to Lae. Harold Page, Government Secretary, became Deputy Administrator in Rabaul.

Japanese reconnaissance aircraft were seen over Rabaul and the first bombs fell on 4 January 1942. About 15 New Guineans living near the Rapindik labour compound were killed and many more wounded. Other raids followed.

On 15 January, Page cabled Canberra asking that all unnecessary civilians be evacuated. The Chiefs of Staff advised the Australian Cabinet on 19 January that the civil administration should be maintained as long as possible; they could not guarantee the safe passage of civilians to Australia; and Page

should compile a list of non-essential civilians who 'could advantageously be evacuated'.

It was already too late. On 20 January, about 120 Japanese aircraft attacked Rabaul. Both the bravery and the ineffectiveness of the Australian airmen in their Wirraways against modern fighters were obvious. At the same time, the ship that might have evacuated the civilians, the *Herstein*, was sunk and the dangers facing any unarmed and unescorted shipping were demonstrated.

On 21 January, an Australian Catalina crew reported that an invasion fleet was on its way and the next day it could be seen from the high grounds near Rabaul. The last serviceable Australian aircraft left and the remaining

airmen began leaving for the east coast where they hoped to be picked up by flying boats. Heavy pre-invasion bombing continued on 22 January.

The men of Lark Force made their way to defensive positions on the coast and on the main roads. The Japanese official history reported that at 11.40pm on 22 January, the first landing barges of the 5,000 strong South Seas Force took off: "Light from the distant volcano and the burning streets of Rabaul reflected with a weird beauty into the night sky, making finding the way relatively easy".

Rabaul town itself was undefended, but fighting was soon heard, particularly near Raluana Point. As dawn broke, the Australians could see the harbour and the channel dense with Japanese shipping. Any sign of Australian resistance or movement attracted low-flying Japanese aircraft and naval fire. The Australians had been told there would be no retreat. But overwhelmed by numbers and firepower, groups cut-off and communications breaking down, the order was changed to 'every man for himself'.



Montevideo Maru.

Within hours, the battle for Rabaul was effectively over. Groups of troops made their way south into the rainforest and mountains of the Baining hoping to reach the north or south coast. Most had no maps, few rations or medicines and no plan of escape. Only about 400 of Lark Force escaped and they did so by their own determination to keep travelling. When they were given assistance, it was from people already in Papua and New Guinea before the war. Little help came from Australia facing the loss of over 20,000 servicemen who became casualties in the first months of the war with Japan.

The Japanese gathered over 1,000 prisoners of war and civilian internees in Rabaul. Many were held in the old Lark Force camp at Malaguna. Apart from knowing that Rabaul had 'fallen', the Australian public knew almost nothing of what had happened in Rabaul. Then in April, newspapers began publishing reports from the men who had escaped.

These were alarming as they made public the killing of over 150 Australian prisoners of war at Tol plantation, south of Rabaul. Then the Australians were surprised when Japanese aircraft over Port Moresby dropped bundles of letters from prisoners in Rabaul. Most of the prisoners - including the nurses and civilians - said they were being treated reasonably. The Australians now had contradictory information: some men had been killed and because of a strange act of enemy chivalry others were known to be alive. That was all most Australians were to know for another three years.

On 22 June 1942, the civilian and military prisoners in Rabaul, except the officers and nurses, were loaded on the Montevideo Maru. Just before they left, they were able to tell the officers that they were on their way to Hainan. Off Luzon, early on the morning of 1 July, she encountered the torpedoes of the Sturgeon. Not one of the 845 prisoners of war or the 208 civilians survived. Most of the crew and guards reached the shore in the Philippines where many were killed by Filipino guerrillas. Only three Japanese guards and 17 crew survived.

The officers and 18 women (17 military, mission and civilian nurses

Off Luzon, early on the morning of 1 July, she encountered the torpedoes of the Sturgeon. Not one of the 845 prisoners of war or the 208 civilians survived.



Montevideo Monument...in recognition of the men who died on Montevideo Maru.



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The search for an appropriate memorial and recognition of the men who died on the *Montevideo Maru* continues. This year, a privately funded plaque in memory of the 1053 lost at sea was unveiled at Subic Bay in the Philippines on 1 July.

*Two memorial services, one at Vulcan beach, the other at Rabaul were held to mark the fourth anniversary of the sinking of the *Montevideo Maru*. Australian army medical women's service nurses from the 118th Australian general hospital inspecting the wreaths at the conclusion of the ceremony.*
Photo: Courtesy of the Australian War Memorial



and one planter) sailed separately to Japan where all survived imprisonment. Through the war, captured Japanese prisoners, New Guineans who had been in Rabaul and reached Australian forces, and other sources gave the Australians scraps of information.

At the end of the war, the Japanese in Rabaul, civilians who had survived the war in Rabaul, and officers returning from Japan said what they knew.

Convinced that all on the *Montevideo Maru* were lost but unable to make a clear public announcement without confirming evidence, the Australian authorities sent Major Harold Williams, a long-term pre-war resident of Japan, to Tokyo.

He quickly found the evidence and on 5

October - nearly two months after the end of the war - the Minister of Territories, Eddie Ward, told parliament of the terrible toll. It had been a long wait for the tragic news.


The list of the lost included six heads of department in the pre-war administration in New Guinea, leading planters and businessmen and sixteen missionaries. There were a surprising number of Axels, Gustavs and Gunars among the dead: they were the crew of the Norwegian freighter, the *Herstein*, sunk at Rabaul.

Among the soldiers were many members of the much-praised 2/22nd battalion band, nearly all having been Salvation Army bandsmen before volunteering for another army. Added to the soldiers were 133 men of the 1st Independent Company who had been stationed on New

Ireland and captured at sea.

Doubts about the numbers on board and particular names on the rolls add to the anxiety of uncertainty of loss to many families.

The search for an appropriate memorial and recognition of the men who died on the *Montevideo Maru* continues. This year, a privately funded plaque in memory of the 1,053 lost at sea was unveiled at Subic Bay in the Philippines.

There was media and formal recall of the tragedy on 1 July. The enormity of the disaster - the result of the carriage of so many on an unmarked ship in dangerous seas - may be penetrating general Australian consciousness 67 years after the event. 

• More details may be found at www.montevideomaru.org

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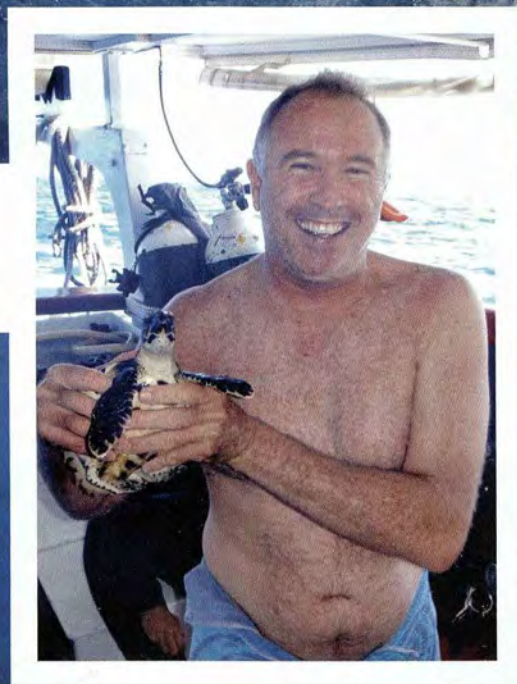
e had blue skies and sea and a gentle breeze - pretty much a perfect diving weather. But we still had a couple of hours cruising before reaching Aua Island and the reef in the Bismarck

Sea.

One of the crew members yelled out and said there was something floating off the port bow. Captain Craig de Wit steered the Golden Dawn towards an abandoned fishing buoy, a sophisticated one, with a high radio aerial.

There was a mess of line and canvas around and beneath the buoy. I guessed it was from a long-line fishing boat. I hate long-line fishing. The hooks catch indiscriminately and the owners often illegally fish far too close to the islands, resulting in kilometres of nylon line hung up all over the reefs. If I were in charge, I would make them clear the mess up and then sink all their boats for dive sites.

The crew jumped in the inflatable boat to check the buoy out. The first thing they did was to liberate a tangled young turtle and brought it back to the boat. Fortunately, it was in good health, but we did not put it straight



DIVING WITH THE SHARKS OF BISMARCK

WORDS & PHOTOGRAPHS | BOB HALSTEAD



back into the ocean as we could see a shiver of excited sharks below, stirred up by our activity.

"Shark Dive!", Craig declared, and we rushed into our gear. We would not have to wait for an island dive after all. I grabbed my camera and was soon in the boat heading for the buoy. The sharks were congregating right below us.

As I rolled in, I remember thinking, "Hell, do I want to live forever?" Sure enough, the sharks were all over me and I swung my camera around to bump a couple that were just a bit too close to my juicy legs. Soon, all the divers were in and the sharks calmed down. They were Silky Sharks, most very small but with larger relatives in the background.

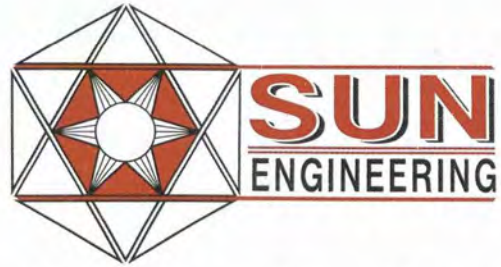
I have never accidentally dropped my camera but I found myself clutching it fiercely knowing that if I did let it go, it would be gone forever. I had to concentrate on maintaining my depth and not going too deep.

Later, Craig told us that he was concerned that some divers were dropping 30 to 40 metres well away from the boat and vulnerable if a really big shark did turn up. But big sharks are overfished and rare these days.

But we had a glorious hour, revelling in the sunlit sky, crystal ocean water and the cheeky Silky Sharks. Sunbeams search-lighted the magical depths as we peered and scanned for monsters.

I descended a little, swam away from the other divers and worshipped the glorious view. It was a fabulous experience, suspended in inner space. Alas, it ended too soon. We salvaged the buoy so it could not trap any more turtles, released the turtle and had an exuberant breakfast with extra bacon and pancakes while continuing our cruise to the island.

I descended a little, swam away from the other divers and worshipped the glorious view. It was a fabulous experience, suspended in inner space. Alas, it ended too soon.



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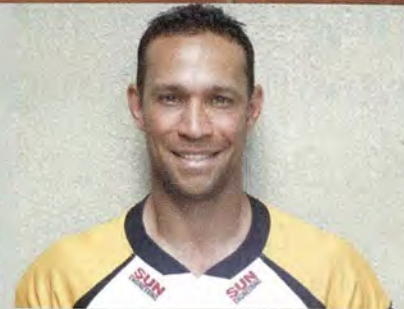
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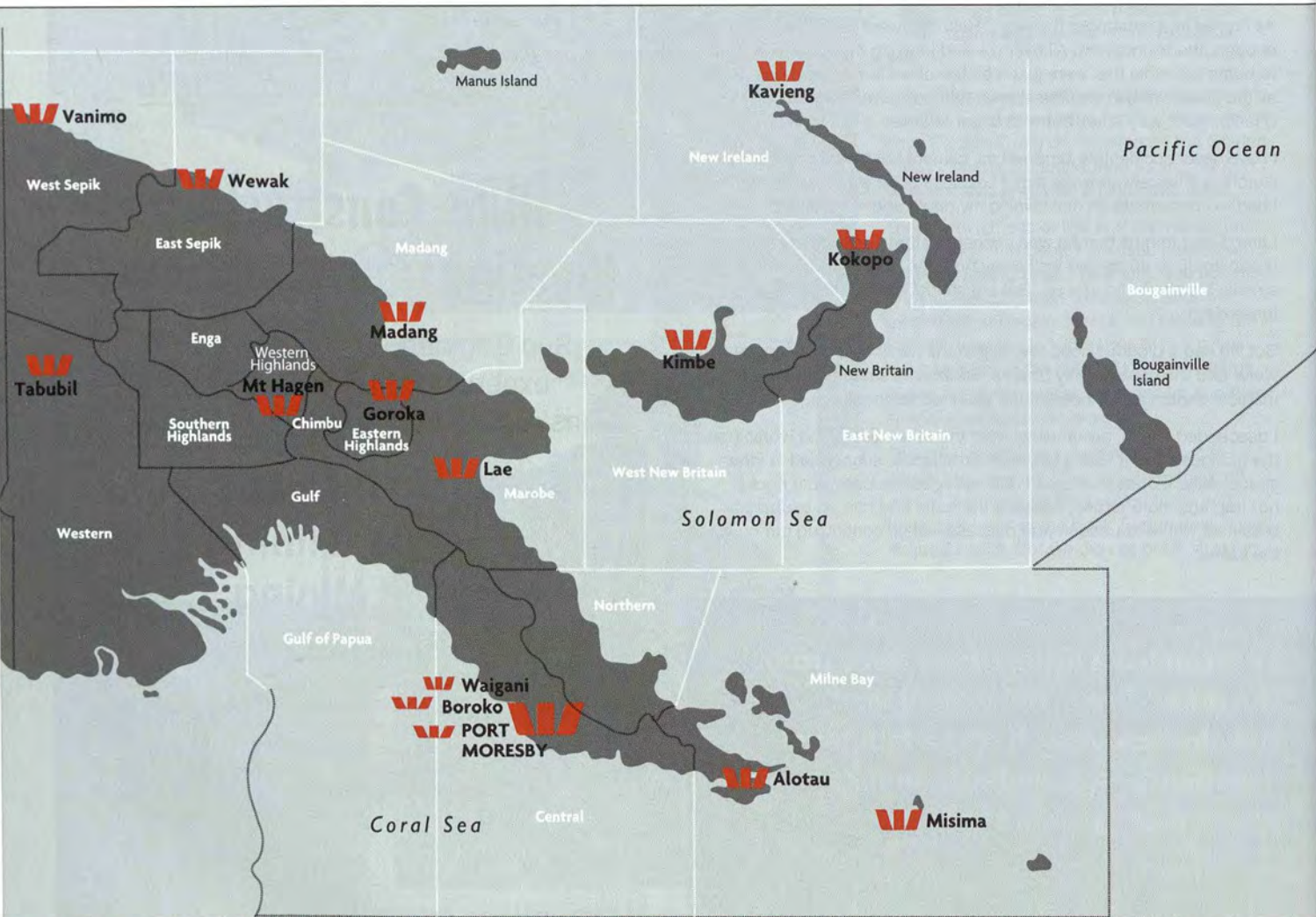
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Just as you lose sight of the reef and boat, a magical sensation takes over and the weightlessness of diving is enhanced. Do not be surprised if something big swims out of the blue towards you.

The unexpected is predictable in Papua New Guinea. Craig is a Captain that understands adventure and scorns "the guided tour".

He knows the great dive sites in the Bismarck Sea but his priority is to try sites he has not dived before - and in the area we were in, if Craig has not dived them, then probably no one else has. This site was oceanic and transient, and according to the chart, we had 2000 metres of water below us.

Open ocean dives are very different from reef dives and they do not feature regularly in most divers' logbooks. I wonder how well some divers would cope.

Craig had concerns that divers were sinking too deep. You have to use your depth gauge and check your buoyancy far more than you would do on a reef or even a wall.

It is a good idea to practice by swimming off into deep water at a site you are familiar with.

Just as you lose sight of the reef and boat, a magical sensation takes over and the weightlessness of diving is enhanced.

Do not be surprised if something big swims out of the blue towards you - Craig himself, on his first Open Ocean dive many years ago in the Coral Sea out of Port Moresby, had a Black marlin check him out.

As the Boy Scouts say - "Be Prepared".



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MALAGAN

A culture where the dead and the living merge

By Samisoni Pareti

In Malagan culture, the two worlds of the living and the dead are fused into masks, totems and figurines.

There is this totem, for instance, depicting a face coloured in brown, yellow, black and white dyes. Its two eyes are huge, skilfully carved to pierce fiercely - it seems - at people.

Below its chin, seemingly lying on the totem's stomach is a huge cat-like animal.

At least, that's how it looks for an outsider.

But in the world of Malagan, the totem has very significant meanings.

"That's a Ngel, depicting a Ngus (spirit) hunting for a possum," Chief Noah Lurang interpreted the carving for *PARADISE* magazine.

"This Malagan carving comes from Tabar Island and it's our way of commemorating the spirits of our ancestors."

Lurang is a traditional leader in his own right; he comes from the village of Tauvovoi on Tatau Island in the Tabar group, the heart of Malagan culture.

He is also the director of the New Ireland Tourism Authority and chief protocol officer for the Governor of New Ireland province, Sir Julius Chan.

Because of his traditional role, Chief Lurang offered *PARADISE* a one-off rare glimpse into the world of Malagan, a distinct form of culture

that originated from Tabar Islands and practised in just about half the province.

Malagan culture is observed in the regions of central New Ireland, extending to the west including Lavongai Island, Tigak areas and islands and Djaul islands.

Using the same bright colours of brown, yellow, black and white, Chief Lurang explained another carving.

"This is what we call a Walik, which signifies a sea-god that took the form of sea birds.

"Carvings such as these basically tell the story of where the Malagan culture originates from, it tells us that our ancestors came from the sea."

I was getting my lessons on Malagan culture - its masks, totems and carvings - out on a beautiful stretch of the beach at Matanasoi, a hamlet not far from Kavieng town.

Chief Lurang had picked me up at around 7am from Kavieng Hotel.

Even then, the chief admitted it was quite late because in Malagan rites, like the one I am about to witness, ceremonies can start from as early as 3am!

Actually his two nephews he had asked to demonstrate the rites had been up since that time.

This is a concession the chief was able to give, since he acknowledges the need to photograph the event.

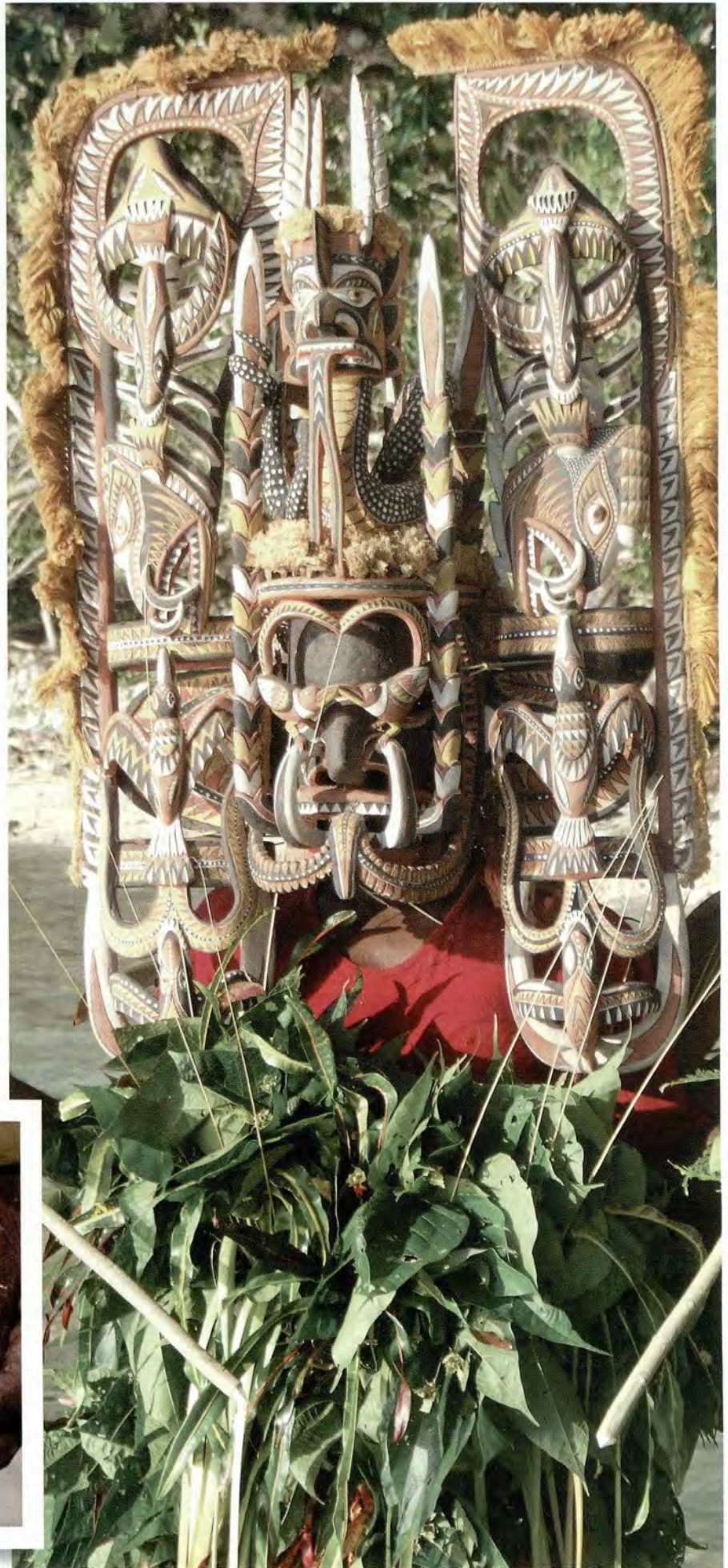
First, there is the dye that Malagan men paint their bodies with.

Careful as not to reveal too much, Chief Lurang said the yellow dye as an example, is a cocktail of several chemicals.

There's the crushed lime harvested from the corals.

In an old Coca Cola plastic bottle is a liquid which he said is a mixture of green coconut juice and juice of a crushed bark of a special tree.

Mix the lime and the liquid together, presto, one gets the yellow dye.





For the red dye, a similar concoction is also prepared; including a mixture of a special tree bark and lime.

Black dye is easy to guess as it's mostly taken from crushed charcoal mixed with water.

Now for the Malagan mask ceremony; first the two young men were dressed up.

"Dressing is never done out in the open as it is a taboo place," explains chief Lurang.

Stripped to t-shirts and shorts, the men tied a skirt of thick green leaves around their waste.

Helped by their uncle, the two men delicately don their masks.

The two masks are called Verem in Malagan tradition.

From their shoulders, the two masks towered almost one metre high.

The edges on one of them are decorated with colourful bright orange wools, while the other has bird feathers as trimmings.

They do not look light, but the intricate design doesn't take away the fierce look.

For Malagan masks, I find the eyes to be particularly unnerving; it seems to have that

piercing look and the face is half human and half animal.

The two men slowly waded into the sea up to their knees holding a spear or a paddle.

Chief Lurang later joined them in his chiefly attire; head and arm bands carved from turtle

shells. On his chest, he dons an intricately designed shell breastplate.

He didn't wear his smaller mask but held it with his left hand.

"In Malagan rituals like these, villagers will wake up in the morning to see a long line of

Malagan warriors standing from the surf breaks (with waters up to their chest) to the beach," said Chief Lurang.

"These are no ordinary masks as they are quite powerful," said the chief.

"Since we wear them only during rituals, they revive the spirits they depict, the spirits of the land and sea. That is why they are so powerful."

This, Chief Lurang said, is the reason why it is taboo for pregnant women to approach a Malagan mask.

The expecting mother runs the risk of giving birth to a deformed child.

Women generally stay away too, although this taboo is relaxed sometimes for women of the same clan as the Malagan warriors, which explains why Chief Lurang's two surviving sisters and their two cousins were later allowed to have their pictures taken with the two young warriors and the chief himself.

Such a ritual is usually followed by a big feast for clan members, before the masks are destroyed in a bonfire.

"If we don't destroy the masks,

we will attract the evil spirits and curses and things like falling off a tree or being beaten by a shark or snake can occur.

"But since we are now Christians and serve the living God, we no longer burn our masks and we keep them as a cultural identity and for cultural performances."

Back at his big double-storey government issued home in Kavieng town, Chief Lurang invited *PARADISE* to view his personal collections of masks, totems and figurines.

He pointed out that the Uli is a totem that has a female body with a penis.

These are the works from the Madak region of New Ireland's main island, he said.

"Most of these have been ordered by a French private collector and they are being readied for shipment to Europe," said Chief Lurang.

While non-Malagan people may frown at such a practice, Chief Lurang knows that for a culture that is under threat of extinction, such commercial orders go a long way in ensuring that Malagan culture and its practices live on.



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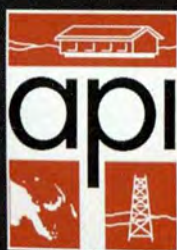
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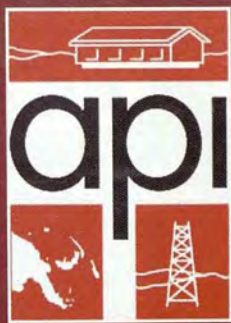
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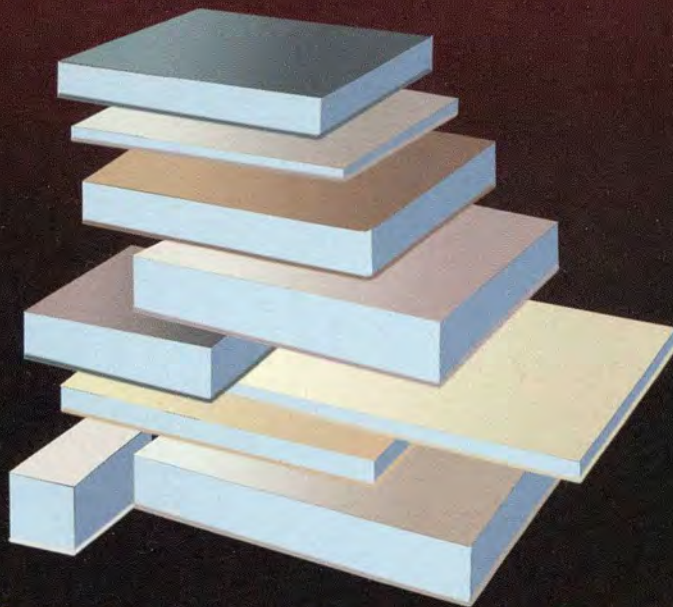
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Spotting the Enemies... the Coastwatchers

By Jim Sinclair



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"THEY WATCHED AND WARNED AND DIED THAT WE MIGHT LIVE"

On 15 August, 1959, a magnificent lighthouse was officially opened in Madang by Sir Donald Cleland, Administrator of Papua New Guinea. The Coastwatchers Memorial Lighthouse was the culmination of years of planning and fundraising by many people in Australia and Papua New Guinea.

On the base of the lighthouse is a bronze plaque and inscribed on it: "In honour and grateful memory of the Coastwatchers and of the loyal natives who assisted them in their heroic service behind enemy lines during the Second World War in providing intelligence vital to the conduct of Allied operations.

"Not only did they transmit by means of teleradio from their jungle hideouts information which led to the sinking of numerous enemy warships, but they were able to give timely warnings of impending enemy air attacks.

"The contribution towards the Allied victory in the Pacific by the small body of men who constituted the Coastwatchers was out of all proportion to their numbers."

Who were the Coastwatchers? Their story begins after the First World War. Australia was a huge country with a small population and vast shoreline. The war had brought home to Australians the reality of their isolated situation. There were many stretches of the coastline where prospective enemy forces could land, completely undetected.

Australia could not afford a coastguard service

Reliable civilian volunteers were appointed as members, usually local officials such as policemen, schoolteachers and postmasters and residents in coastal regions who were prepared to report what they saw to the authorities.

such as that in America, so it was decided to form an organisation to ensure as far as was possible the systematic surveillance of the coast and the prompt reporting of any unusual activity in times of war, in particular the movement of ships or aircraft, enemy landings or suspicious behaviour.

The new organisation was controlled by the Royal Australian Navy. Reliable civilian volunteers were appointed as members, usually local officials such as policemen, schoolteachers and postmasters and residents in coastal regions who were prepared to report what they saw to the authorities. It was expected that most reports would be sent by telegraph or telephone.

In 1928, the coastwatching organisation was extended to Papua, the Mandated Territory and the British Solomon Islands. There were, of course, no telegraph or telephone networks linking these vast territories in 1928. The only means of rapid communication with Australia

was by wireless telegraphy. There were Admiralty Reporting Officers at key places in the territories and it was planned that the Coastwatchers would report their findings as rapidly as they could to these officers, who would then encode the messages and forward them by wireless telegraph to the Australian authorities. It was a far from satisfactory arrangement - only a few Coastwatchers then had access to wireless equipment.

The obvious class of local officials to be appointed Coastwatchers in the Territories were the field officers of the several Administrations. In Papua, the Resident Magistrates in charge of the Western, Delta, Gulf, South-Eastern, North-Eastern and Northern Divisions were appointed Coastwatchers, as were the Assistant Resident magistrates at the coastal and island stations of Kairuku, Rigo, Abau, Misima, Kulumadau, Losuia and Baniara, and the inland station of Ioma. The same principle was followed in the Mandated Territory,

where the District Officers of Madang, Aitape, Sepik, Morobe, Rabaul, Gasmata, Talasea, Namatanai, Manus and Kieta Districts were appointed Coastwatchers. (In 1932, the Districts were reduced to seven: Madang, Sepik, Morobe, New Britain, New Ireland, Manus and Kieta).

The Coastwatching organisation only became active "in time of war or proclaimed imminence of war", in the words of the official Coastwatching Guide. It is understandable that relatively little attention was paid to the organisation by busy Administration officers in peacetime. As officers were transferred from one station to another, the Coastwatching Guide was all too often handed on and left unread in the station safe. But at least the organisation existed.

By the end of the 1930s, there were some 800 Coastwatchers throughout Australia and the Territories. All major government stations in Papua and the Mandated Territory now had pedal radio or teleradio sets and information could thus be relayed swiftly from the most isolated regions. Many planters and missionaries had also joined the ranks of the Coastwatchers and the network was far stronger than it had been in the 1920s.

But there were still many gaps for the



The Coastwatchers Memorial Lighthouse...in Madang.



“On 21 September 1939, with the war sixteen days old,” he writes, “I set out with a sheaf of printed coastwatcher instructions to visit every man in the Islands who had a teleradio. My travels took me by ship, motor boat, canoe, bicycle, airplane and boot throughout the Solomons, the New Hebrides, Papua, New Guinea, New Britain, New Ireland and their satellite specks of land.

Coastwatchers were thinly spread over a vast expanse of land and water.

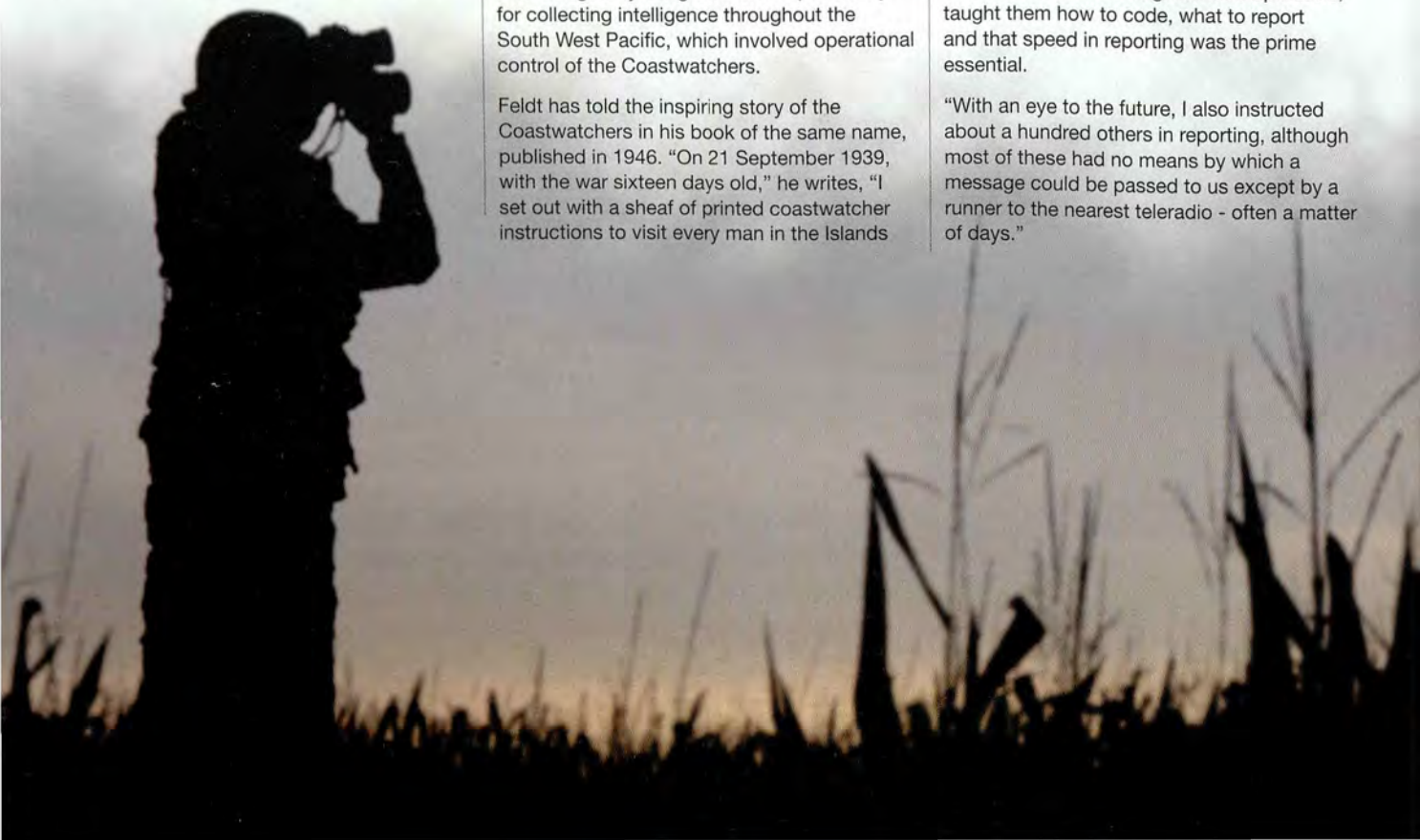
When the Second World War began, the Coastwatcher network was activated. Eric Feldt, at the time a mining warden, was an ex-naval officer, and in September, 1939, he

rejoined the Navy and was appointed Staff Officer (Intelligence) at Port Moresby under Commander R.B.M.Long, Director of Naval Intelligence. Feldt had been an Administration officer for many years and had a wide knowledge of the Mandated Territory. Now, he was charged by Long with the responsibility for collecting intelligence throughout the South West Pacific, which involved operational control of the Coastwatchers.

Feldt has told the inspiring story of the Coastwatchers in his book of the same name, published in 1946. “On 21 September 1939, with the war sixteen days old,” he writes, “I set out with a sheaf of printed coastwatcher instructions to visit every man in the Islands

who had a teleradio. My travels took me by ship, motor boat, canoe, bicycle, airplane and boot throughout the Solomons, the New Hebrides, Papua, New Guinea, New Britain, New Ireland and their satellite specks of land. I saw nearly everybody...by December 1939 I had enrolled all existing teleradio operators, taught them how to code, what to report and that speed in reporting was the prime essential.

“With an eye to the future, I also instructed about a hundred others in reporting, although most of these had no means by which a message could be passed to us except by a runner to the nearest teleradio - often a matter of days.”



Each Coastwatcher was issued with a crystal cut to a special frequency known as X, and at any hour signals could be picked up at key stations in Rabaul, Tulagi, Port Moresby and Thursday Island. The sets used were AWA Type 3Bs, and were maintained by AWA technicians.

The result was that when the Japanese began the Pacific War, there were 64 telerradio-equipped Coastwatcher stations in existence throughout the South West Pacific, in Feldt's words "a secret and highly unorthodox military unit which, out of the foresight of the Australian Navy and the determination of a handful of enemy-surrounded planters, missionaries, government officers and miners, grew into the organisation that supplied information from the heart of Japanese-occupied tropical islands in the south west Pacific, to the two Allied headquarters of the Pacific Theatre.

The organisation was known by the codeword Ferdinand, after the gentle bull of Walt Disney, who hated fighting. For the role of the Coastwatcher was to secretly observe and report, not fight, although many were forced by circumstances to do so.

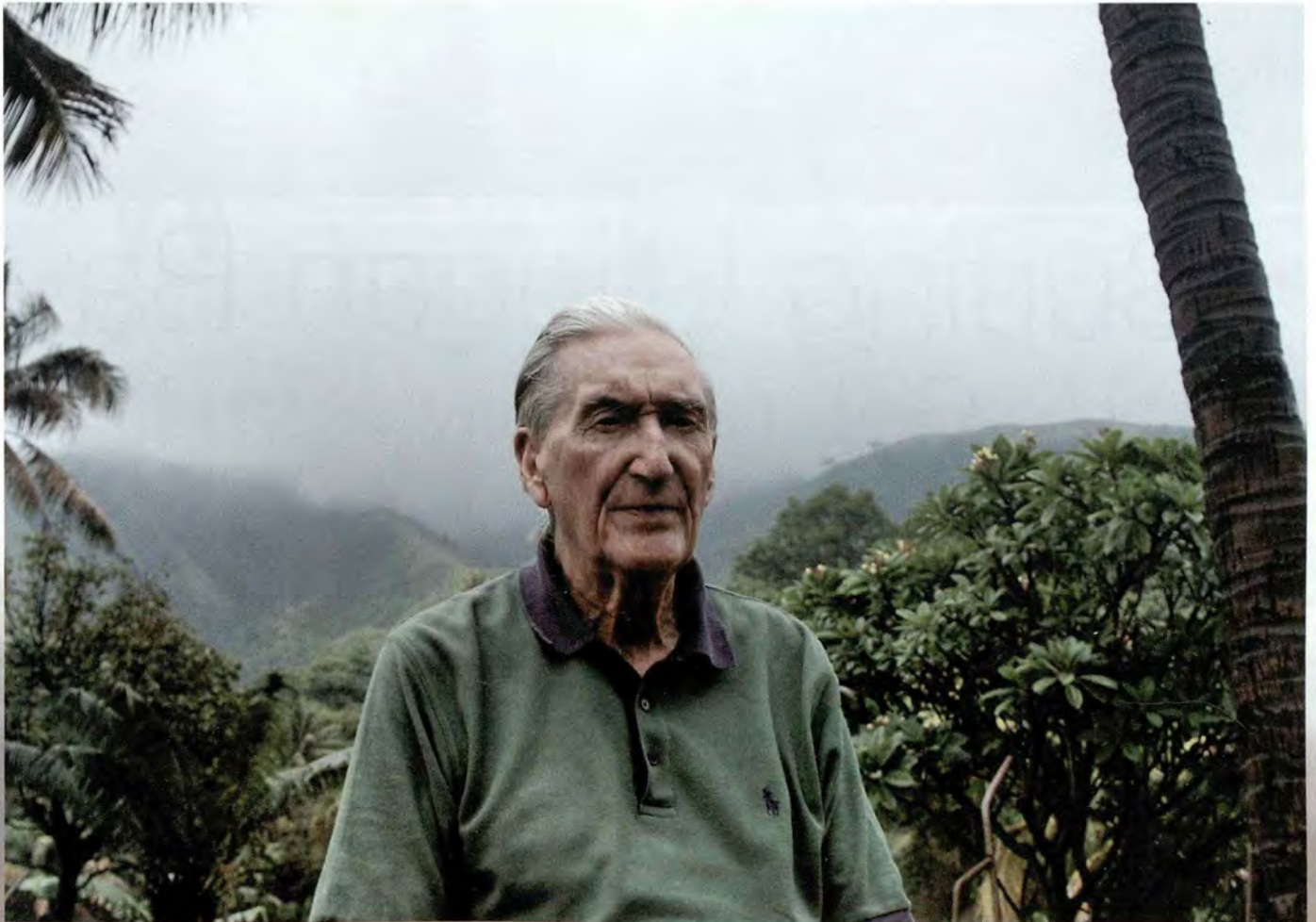
Readers are referred to Eric Feldt's book for a vivid description of the work of Ferdinand and the individual exploits of its officers, a story which cannot even be outlined here. The incredible initial speed of the Japanese onrush meant that a number of Coastwatchers were overrun before they could escape. Twenty eight were killed during the Pacific War and 18 captured, of whom only two survived. Over 60 native members of Ferdinand were killed or captured.

In the early stages of the war the Coastwatchers were all civilians, legally liable to execution as spies if captured. Later in

1942, they were given naval rank, although this seldom saved those who were taken.

Ferdinand remained active during the whole of the Pacific War, although purely intelligence work had virtually ceased by late 1944, when the Japanese were in full retreat. There was scarcely a campaign in the South West Pacific theatre where the Coastwatchers did not provide intelligence useful and frequently vital to the Allied's success. Many Coastwatchers were decorated for bravery.

Perhaps the most striking of the many tributes paid to the Coastwatchers was by the American Admiral "Bull" Halsey, referring to the work of two of the most famous of them - planter Paul Mason, and Administration officer Jack Read, on Bougainville. Intelligence from Bougainville had saved Guadalcanal, said Halsey, and Guadalcanal had saved the South Pacific.



Matt Foley...once a Coastwatcher.



Surfing Ulingan Bay

Getting away from it all

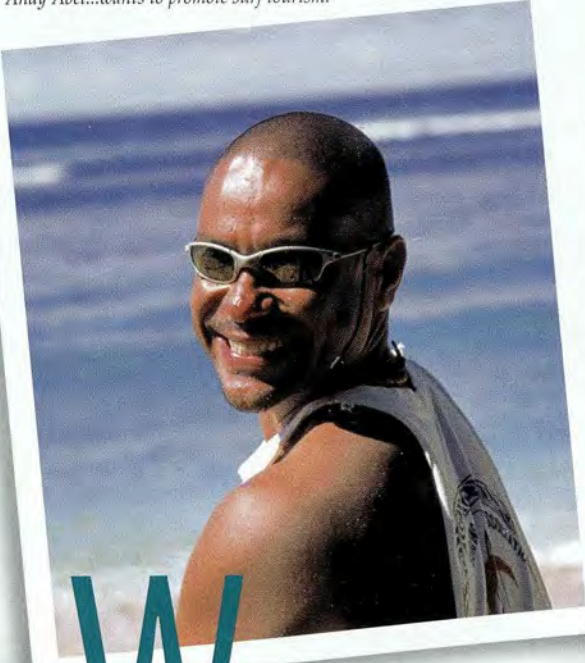
By Christopher Tabel

It is mid-day and as Madang's glaring heat sets in on the picturesque and pristine coral beach of Ulingan Bay, a lone figure with a white board a little over his height slides into the silvery surface.



Andy Abel...wants to promote surf tourism.

Andy, as President of the Papua New Guinea Surfing Association, has been surfing for more than 30 years and has a deep passion to empower the locals and promote surf tourism in the country.



With powerful strokes, he set out onto the reef's edge. His tattoo-clad arms, burnt red by the sun, stood out in contrast to his piercing brown eyes.

As he inched further away, a blue giant appeared from behind, rising from the depths with a certain divine and mystical force as if to swallow the lone man.

Undaunted, he rose to the challenge. Fastening his grip on the board, he stood, steadily balancing himself. As the board gained momentum, he accelerated slicing through the smooth swell, dispersing sea-spray and foam.

To the awe and applause of the locals, he expertly inched past the snarling razor sharp reef and coral that rushed forward to meet him, cheating the now tamed giant once more.

Surfing enthusiast Andrew "Andy" Abel has been riding the waves from Vanimo to Kavieng with a passionate dream of promoting surfing in Papua New Guinea.

Andy, as President of the Papua New Guinea Surfing Association, has been surfing for more than 30 years and wants to empower the locals and promote surf tourism in the country.

"What we are doing is giving the local people the opportunity to generate a sustainability form of

income through a sustainable resource that can support the livelihood of local people that cannot be met with existing government systems. The government can't do this but we're here to do just that.

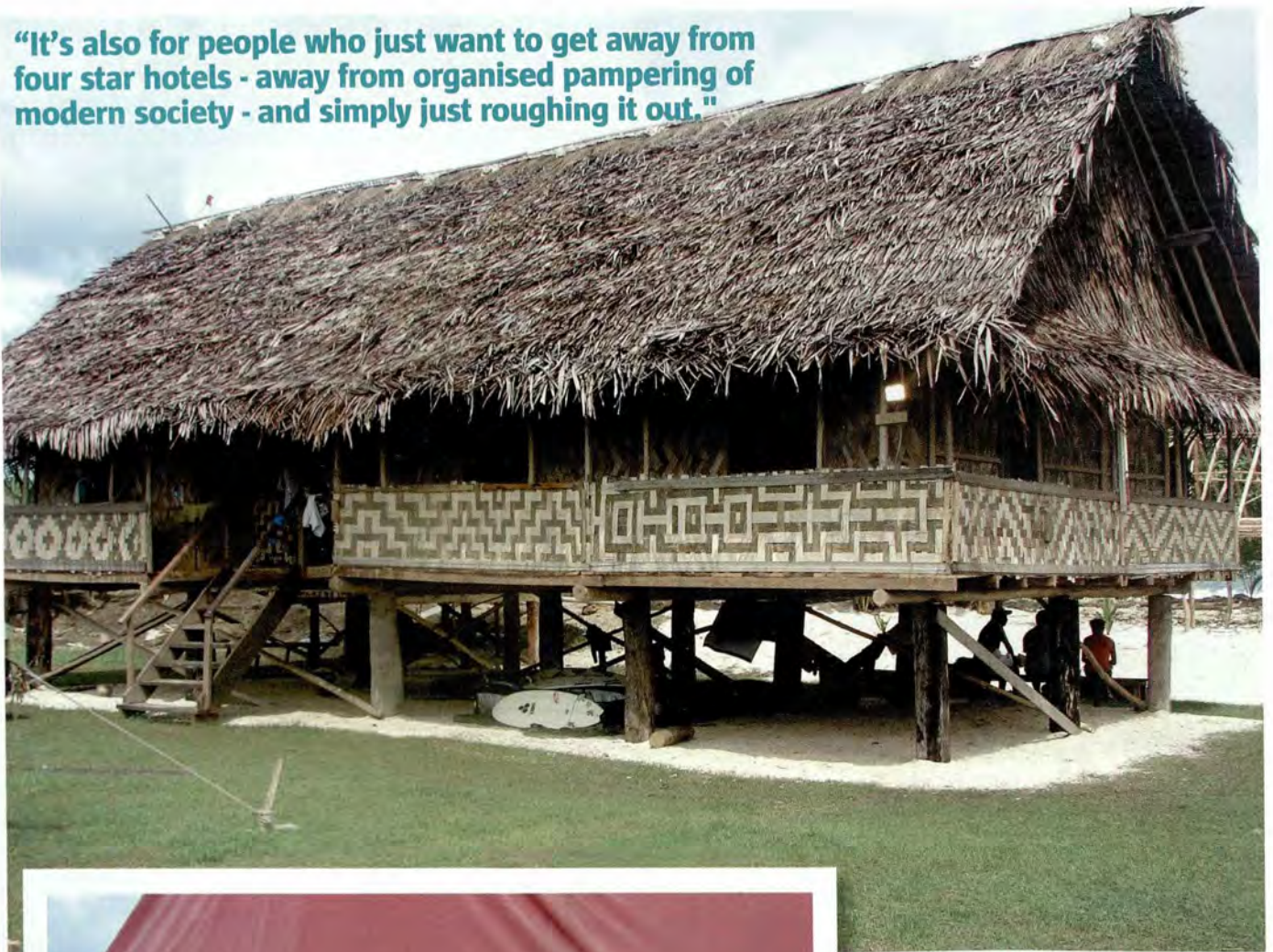
"I've been criticised by outsiders for being radical, but to me that's just common sense and I will continue to fight for this cause until the local people around PNG recognise and harness the huge potential of surf tourism - or that is if I don't break my head on the reef one day."

Alongside Andy are founders of the Tupira Surf Club of Madang, which is an initiative of PNG National Court judge Nicholas Kirriwom who is from the area.

"This is the first support of its kind for any tourism project in the country by a member of PNG's Judicial arm in conjunction with the Papua New Guinea Surfing Association and Papua New Guinea Tourism Promotional Authority," smiled an enthusiastic Aloysius "Al" Mom, Tupira Surf Club President.



"It's also for people who just want to get away from four star hotels - away from organised pampering of modern society - and simply just roughing it out."



International surfers from Japan - helping put PNG on the international surfing map.

"The Tupira Surf club is open to everyone from all walks of life harbouring an avid interest in surfing, just winding-down for a vacation or a weekend getaway. It's definitely for people who have an awesome zest for adventure.

"It's also for people who just want to get away from four star hotels - away from organised

pampering of modern society - and simply just roughing it out PNG style. If you're one of them, then Ulingan Bay's Tupira Surf Club is the ideal destination for you,"

The club is far away from the hustle and bustle of booming Madang town on a two-hour beautiful stretch of road along the province's northern coast.

TUPIRA
SURF CLUB
 ULINGAN, MADANG PROVINCE

The club recently hosted its first batch of international surfers from Japan. The seven-man team included three professional surfers and four Japanese reporters from Japanese surfing magazines.

They were here with the sole purpose of putting PNG on the surfing map in Japan through the production of a promotional DVD. The Japanese donated five surf boards to local caretakers in an effort to encourage the sport.

The club currently has a five-bedroom bungalow, enough to cater for up to 10 guests at a time for K80 per night with breakfast K15, lunch K15 and dinner K20 prepared using

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But wait, it gets better...the Tupira Surf Club is only one of four locations along the Ulingan Bay ideal for surfing enthusiasts and professionals alike. The other three are Simbini, Sukula and Patakai - all boasting superb swells for all generations and levels of surfers.



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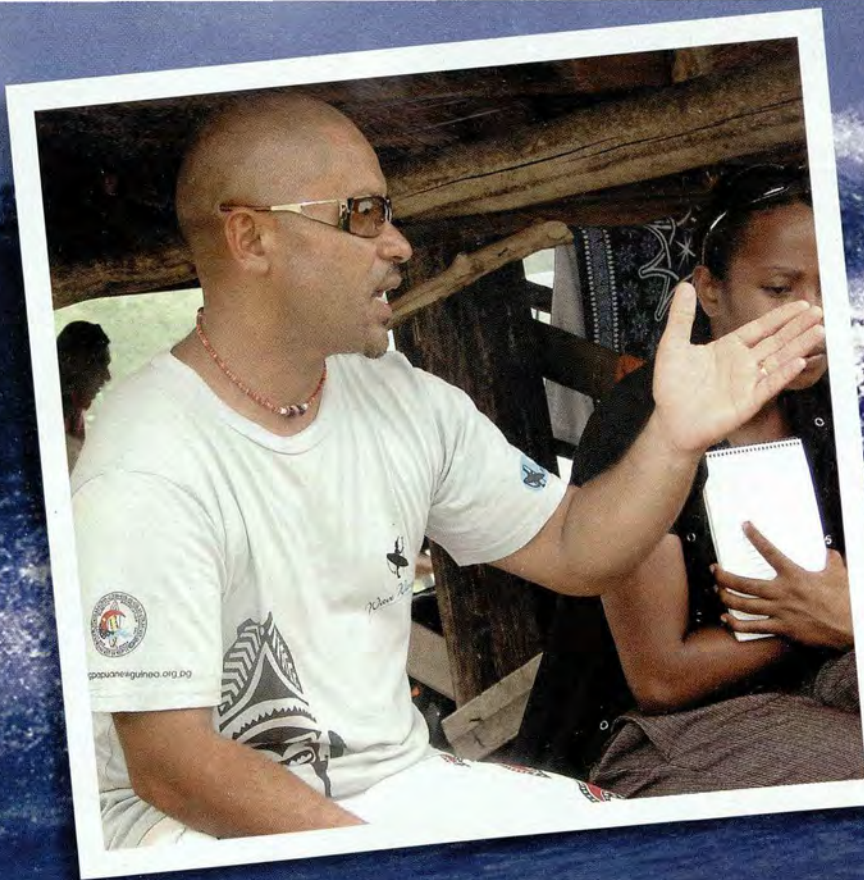
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Andy Abel...explaining what surf is all about.

fresh coral and deep-sea fish, crabs and mussels and an assortment of freshly picked organic home-grown fruits and vegetables.

As for the thirsty traveller, the Tupira Surf Club is also fully licensed to serve alcohol and you can enjoy PNG's local beer as well as a range of soft drinks and bottled water.

But wait, it gets better...the Tupira Surf Club is only one of four locations along the Ulingan Bay ideal for surfing enthusiasts and professionals alike. The other three are Simbini, Sukula and Patakai - all boasting superb swells for all generations and levels of surfers.

So wait no more - pack your bags and head to Tupira Surf Club, Ulingan Bay, Madang Province, as your next ideal vacation spot.

• Reservations can be made through Tupira Surf Club President Aloysius Mom on Ph: 8520258 or by email - tupira.surfpng@gmail.com



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Hong Kong view from the The Peak.

HONG KONG Shopaholic's Delight

By Susan Eames

As a popular tourist destination, Hong Kong offers her visitors many faces. Forever famous for shopping opportunities, the variety of choice can be almost overwhelming.

On Hong Kong Island, Central offers swanky shopping malls brimful with designer shops loaded with sumptuous haute couture. Virtually all the big names in the fashion industry tout their latest collections in Hong Kong.

Even if you're only window shopping, centres like The Landmark are worth exploring. Clothes, jewellery, watches, shoes and leather goods are arrayed in mouth-watering displays. And dreaming comes cheap.

At the opposite end of the scale, Stanley Market is a must for bargain-hunters. Located in an old fishing village well away from the bustle of the business district, Stanley Market's narrow lanes are fun to explore. Whether you're after cotton shirts, denim jeans, Thai silk scarves or Chinese artwork, Stanley has it covered at rock bottom prices.

The Western Market is a fabulous Edwardian-style building that was built in the early 20th century. Chock-full of stalls selling all manner of handicrafts, don't miss Cloth Alley on the first floor. Vendors in Cloth Alley offer a large choice of fabrics including beautiful silks and it's possible to find bargains if you take your time to dig deep.



Fishing boats at Aberdeen Harbour.

If antiques and curios are your thing, try 'Antique Street' for silks, embroideries, jade and handicrafts.

On 'Ginseng and Bird's Nest Street', you'll find, well - Ginseng and bird's nests for sale in speciality shops. A persuasive vendor tried to convince me that his products would give me "great energies, madam" and improve my complexion!

Travel west of Central and you find shopping 'Chinese-style' on 'Dried Seafood Street' (Des Voeux Road West) in the form of back to back establishments loaded with sacks and bins full of dried seafood.

Pungent smells notwithstanding, I was fascinated by the drums of dried sea cucumbers - or beche-de-mer, tiny translucent fish no bigger than my little finger, flattened squid and octopus, scallops and abalone. However, I was equally repelled by the sight of vats of dried seahorses and shark fins.

We delved deeper into this Chinese area away from the modern glitz of Central and came upon vendors selling dumplings. No English spoken or understood here. We took our chances and simply pointed. I was rewarded with pork dumplings doused in vinegar: tart, delicious and absurdly cheap. My husband liked the dumplings filled with red bean paste, although I found them oversweet.



Hong Kong streets... away from the glitz.



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At Aberdeen Harbour, we saw for ourselves where some of the squid probably came from. The harbour is home to the Tanka, Hong Kong's remaining fisher folk who live in a substantial community of old houseboats. We took a sampan ride to catch a glimpse of life on these water-borne dwellings. Conditions looked cramped and some families had expanded their homes to include small floating platforms. A number of boats had racks of squid hanging out to dry in the hazy sunshine, presumably destined for 'Dried Seafood Street'.

Squid...hanging to dry at tanka houseboats.



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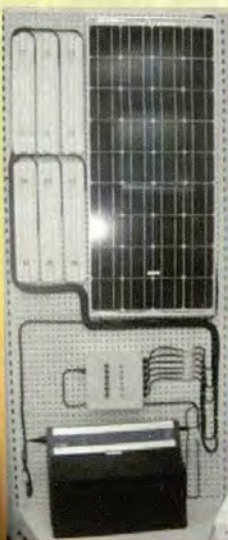


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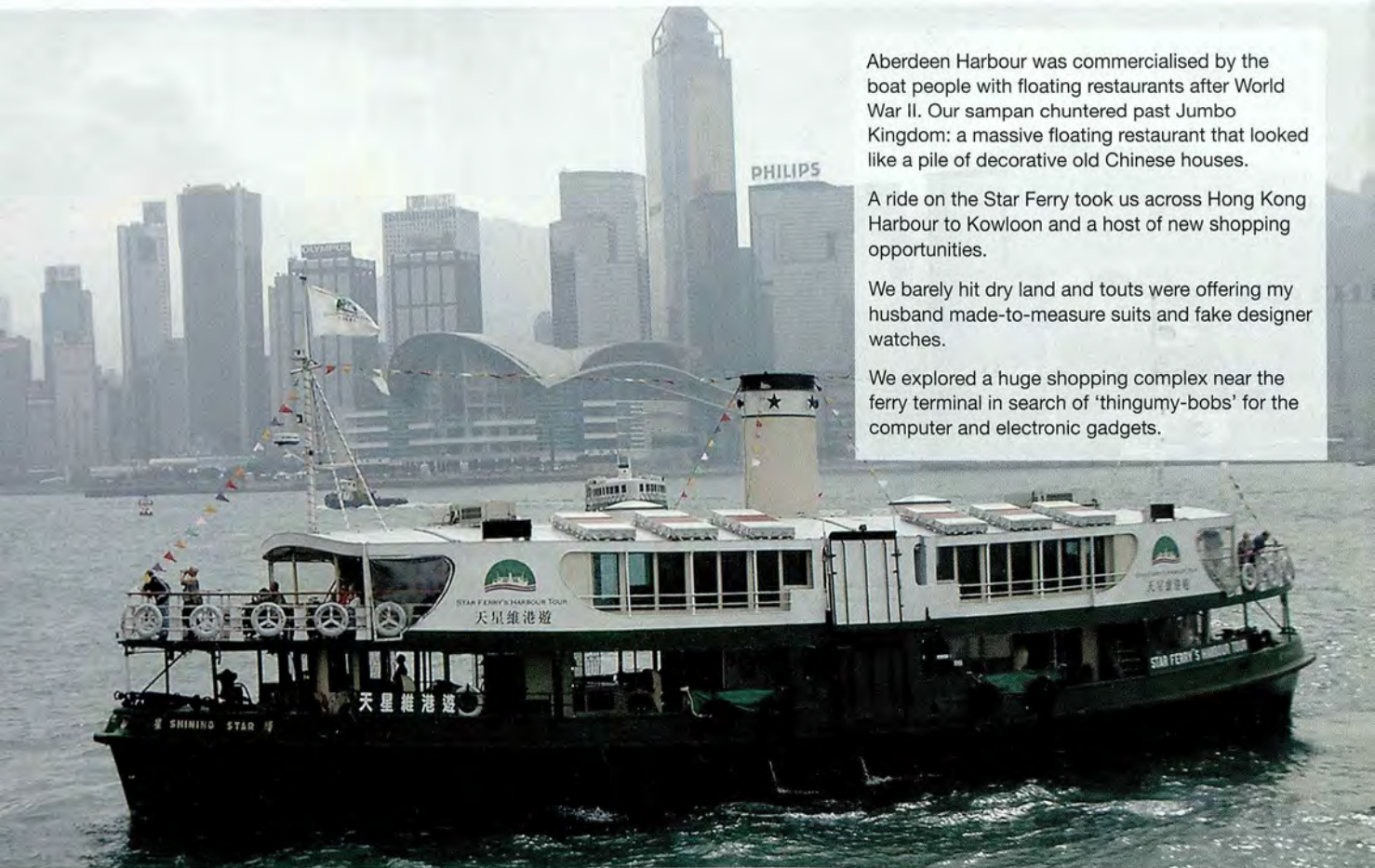
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Aberdeen Harbour was commercialised by the boat people with floating restaurants after World War II. Our sampan chuntered past Jumbo Kingdom: a massive floating restaurant that looked like a pile of decorative old Chinese houses.

A ride on the Star Ferry took us across Hong Kong Harbour to Kowloon and a host of new shopping opportunities.

We barely hit dry land and touts were offering my husband made-to-measure suits and fake designer watches.

We explored a huge shopping complex near the ferry terminal in search of 'thingumy-bobs' for the computer and electronic gadgets.

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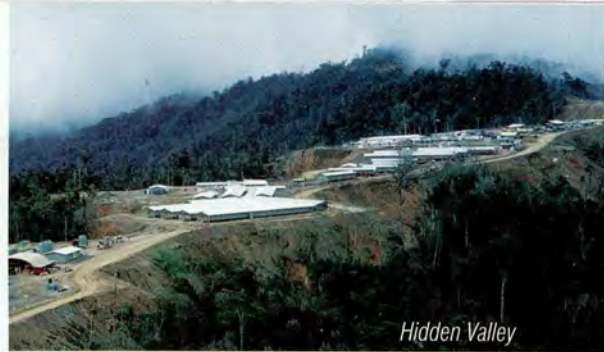
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The same evening we took a long walk up to Temple Street Night Market where cheap souvenirs, gifts and goods of dubious provenance like CDs, pens, belts, handbags and luggage abounded. Food stalls were doing a brisk trade. A Chinese fortune teller looked intriguing and seemed to be quite popular with Chinese visitors. The nicest thing about this market was the lively atmosphere rather than shopping opportunities.

If you plan to spend any time in Kowloon, don't miss the nightly synchronized laser show called Symphony of Lights from across the harbour on Hong Kong Island. The view from Kowloon when Hong Kong Island lights up is spectacular.





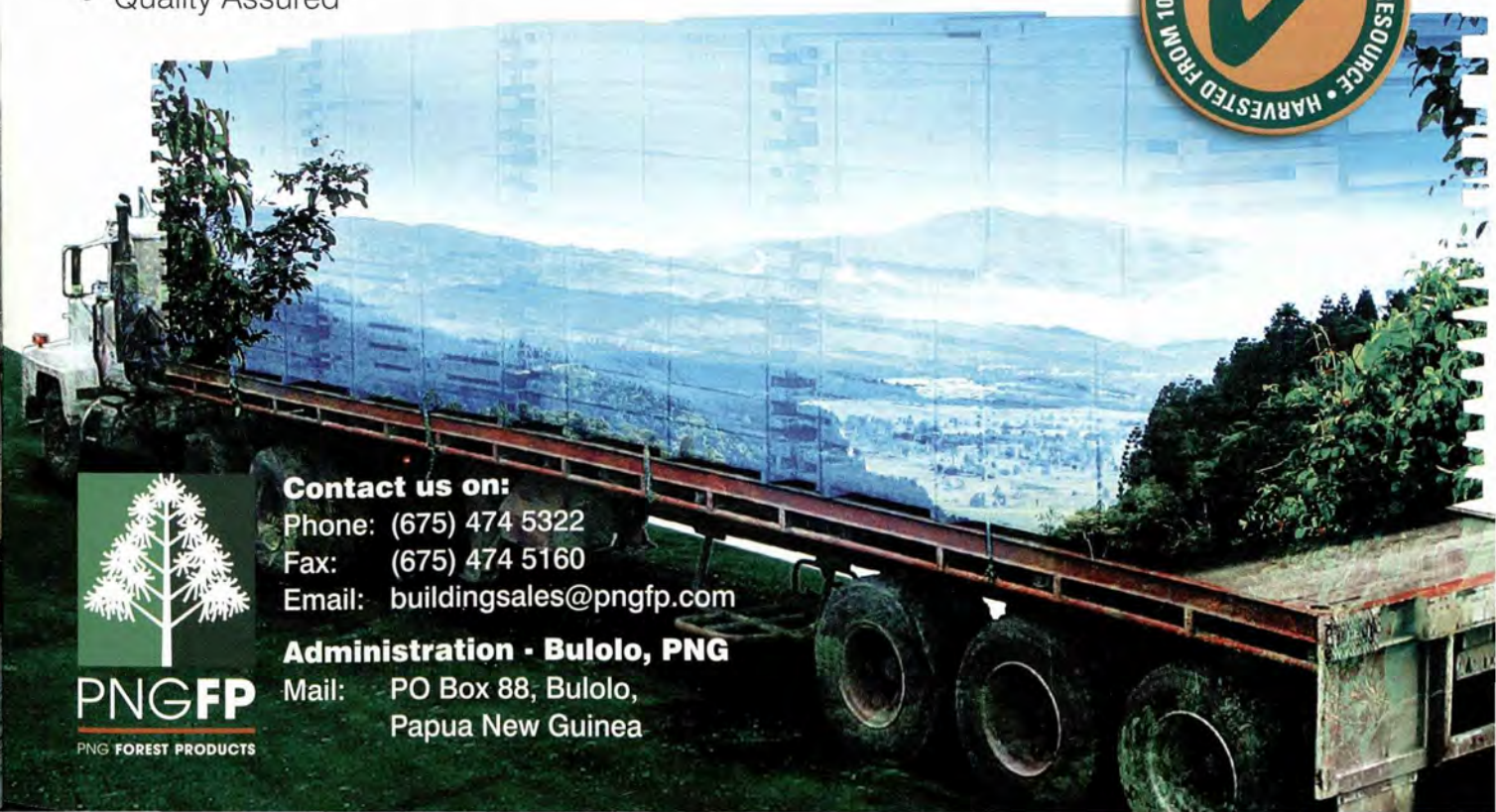
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If all this isn't enough, a final shopping spree is possible when your visit comes to a close. Hong Kong International Airport's SkyMart has no less than 160 shopping outlets, just in case you've forgotten anything!



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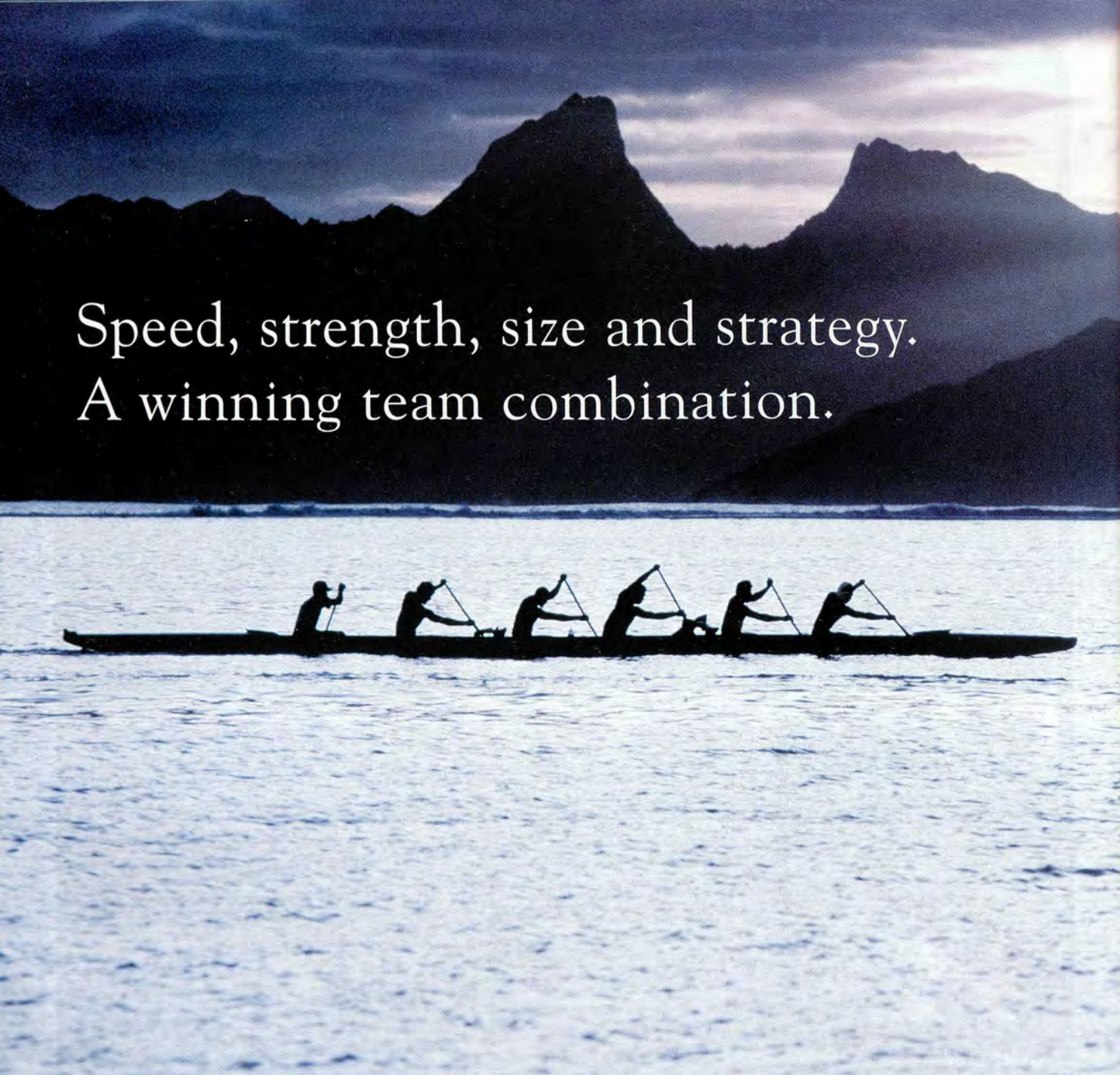
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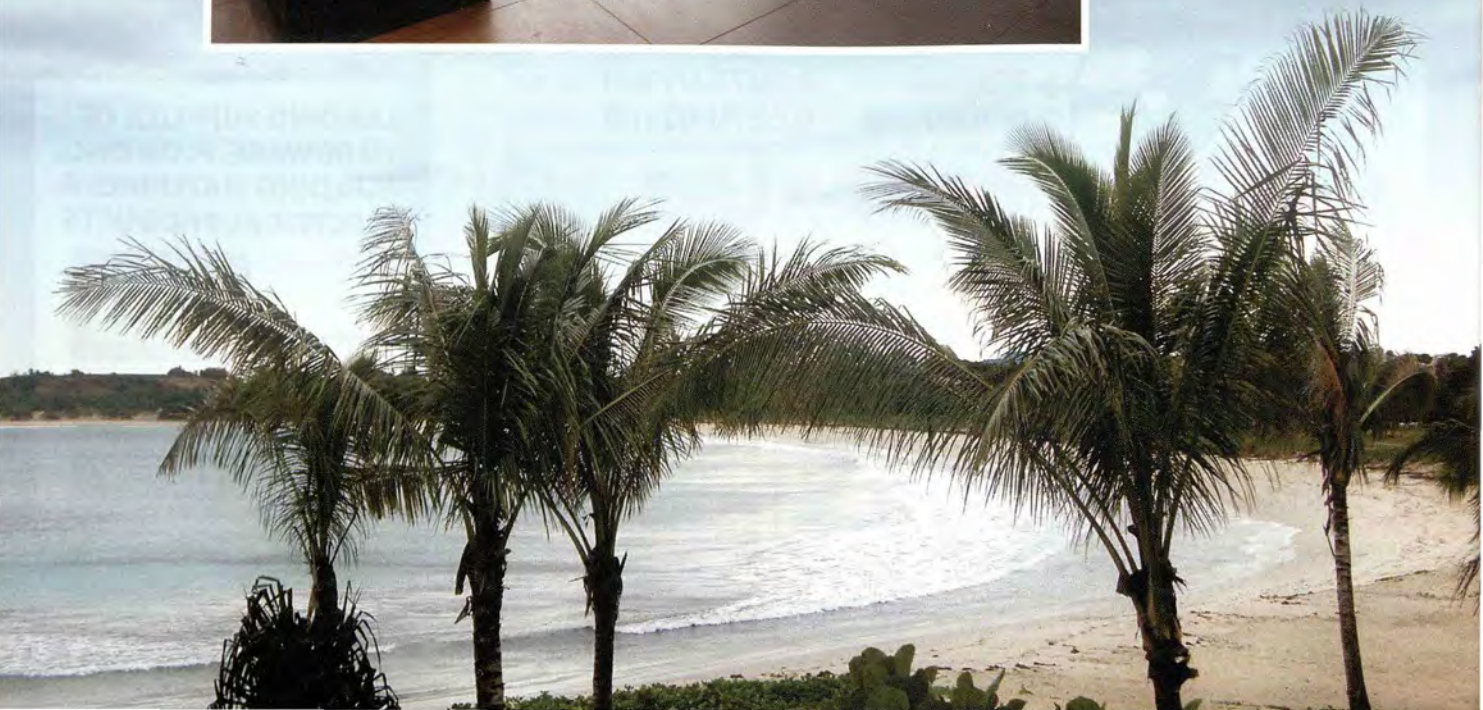
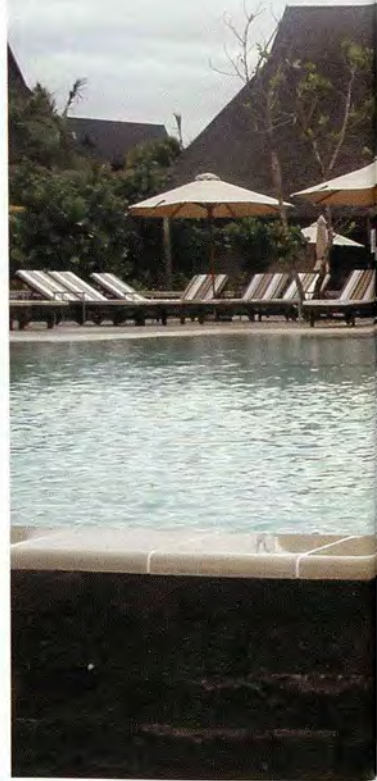


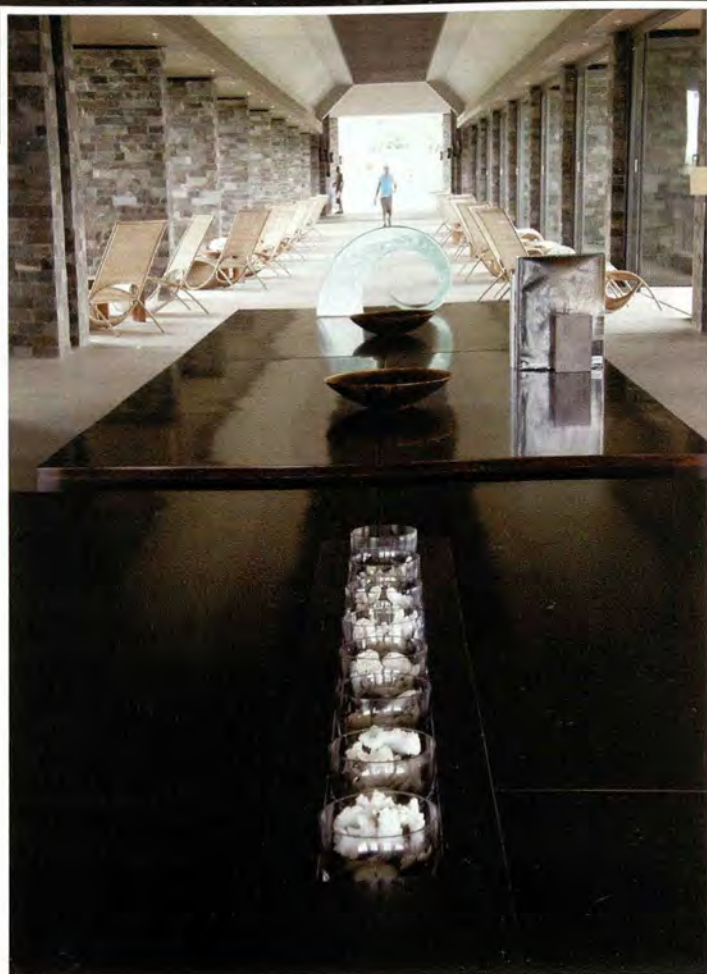
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It is the latest addition to Fiji's hotel inventory. It is located on Fiji's own Waikiki beach at Natadola - about 45 minutes by car from Nadi International Airport.





The design of this 271-room gem - spread over a 35-acre piece of land - projects an impression of infinite space. The dominating rectangular columns, earthy in colour, emit a rough, unfinished mason-look that spells 'contemporary luxury'.

The modern traveller is guaranteed a genuine Fijian smile with a fountain of sincere Fijian hospitality flowing freely in this secluded slice of goodness.

Water is a major part of the landscape; it is never really 'quiet' for the cacophony of nature's symphony is perpetual.

This resort will bring you to your knees, literally, for it is nestled in one of the top 10 beaches in the world; two kilometres of white beach complemented by nature's play of ocean colours, thanks to its coral-fringed lagoon.

The layout design intends to emulate a Fijian village; the InterContinental Fiji Golf Resort & Spa has stayed true to this concept, complete with a village green for traditional, outdoor performances.



Your playground

The smallest room measuring 65 square metres is comparatively much larger than standard rooms in other Fiji resorts. It offers a private balcony or terrace featuring a day-bed and a Cleopatra-style tub for two.

The interior designers have outdone themselves in ensuring that the contemporary does not compromise space and comfort.

Your playground boasts five restaurants and bars ranging from casual to fine, elegant dining.



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If you're into yoga, there are 15 private cabanas overlooking Natadola Beach. If swimming pools are your thing, an adults-only infinity-edged pool featuring submerged sun lounges and spa jets or a 105-metre family activity pool awaits you.

You can even get a PADI (diving) qualification here as well.

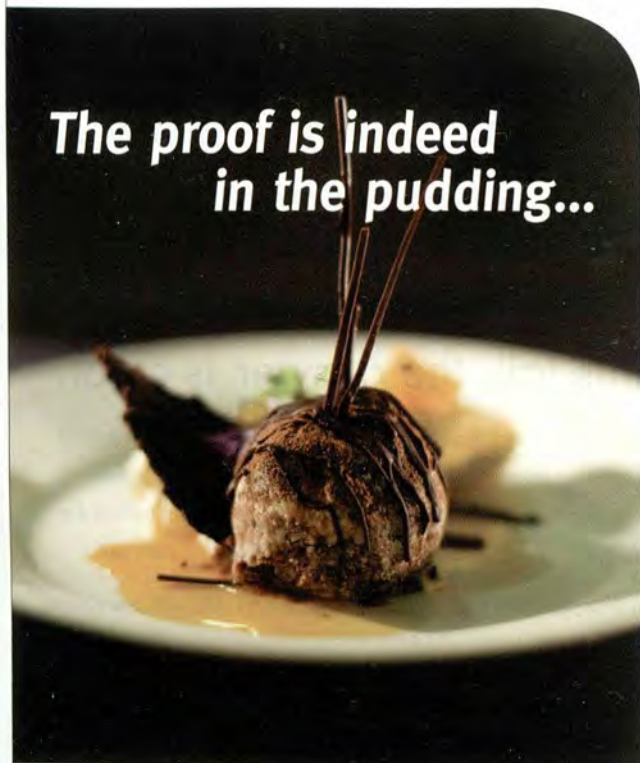
Missing golf? The gorgeous 18-hole par 72, 7000-yard Natadola Bay Golf Course is your neighbour; apart from an amazing albeit undulating landscape, the Club House is a trip in itself.

If you have children between three and 12 years, professional nannies will watch over them at the Planet Trekkers kids club; the miniature toilets will make you smile.

The wedding pavilion aptly called Loloma (vernacular for love) is air-conditioned and glass-walled and is the sole claimant to providing a live video feed of your ceremony -

be it a wedding or an impulsive whim to renew your vows.

The Spa InterContinental is a story on its own but suffice to say: if you're there, it's a top three of the must-do list. Before any treatment - whether it's a four-hand mind and body massage or a tropical botanical facial - the Wai (vernacular for water) Zone is highly



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recommended. The body's exposure to contrasting temperatures of hot and cold - from the steam room to the hydrotherapy pool to the ice-room energiser - acts as a catalyst for cell regeneration and muscle repair.

The hotel will soon introduce to the market its 55 hill-top private club villas that will have breathtaking and uninterrupted views of the Pacific Ocean.



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Your decision

The staff's attitude and anticipatory moves are noticeable. The basic philosophy of good staff conditions to create a happy, loyal and productive workforce, applies here.

Most consider themselves lucky.

"They provide transport and training has been so good for us; it's a joy to work," one worker said. Another says he's changed his lifestyle - no more kava drinking on week-nights that is. "We get paid so much better here. You want to work here and I'm not losing this job," he said.

Sales & Marketing director Rahel Grier said 6,500 people applied for 400 jobs. The selection process materialised into a good mix of experienced and young enthusiasts.

"The staff members are absolutely fantastic," Grier said. "They have mastered the anticipatory service where it's there when you want it and invisible when you don't."


Two New Zealand sales reps who stayed at the hotel were very impressed. The property


layout, the hotel's natural blend with nature, the staff, attention to detail, relatively large rooms and unique touches like the bath on one's balcony are attributes that stood out for them.

General manager Neil Houghton admits the global financial crisis has made a dent in expected outcomes but he's optimistic saying its marketing efforts should start to bear fruits.

"Whatever your definition of relaxation, we can provide that for you, even if you want to just stay in the room, order pizza and watch DVDs," he said.

"Plus where else in Fiji would you get a beach like this one? It is the ultimate outer island experience without having to go to one," Houghton says.

I concur with Grier when she succinctly encapsulates what she's selling: "There is a difference between a five-star resort and luxury, we are the latter; it's in the detail." 

 **Air Niugini flies to Fiji twice a week - on Friday and Sunday.**



KL - Muddy Estuary City!

By John Brooksbank

"So what'll you be drinking, my hearties?" asks the Johnny Depp look-alike barman, resplendent in red headscarf, pirate dreadlocks and dark mascara, although in the dim smokey light of the Beach House bar, it's somewhat difficult to check such personal make-up details.



Thumpingly loud pop music, the faux thatched roof, the constant movement of Carlsberg and other beers around the room to the international clientele crowd - one could be forgiven for forgetting that you are in the centre of the capital of a Muslim country, in its nightlife heart - Bukit Bintang.

Kuala Lumpur, known almost universally as KL, is in some way a microcosm of Malaysia - a land of contrasts and differences that seem to peacefully co-exist for the benefit of everyone. It is a cosmopolitan city and in a stroll down its streets one meets with people with skin colours ranging from anaemically pale Caucasian to dark brown and every hue in between, found in its predominant Malay and Chinese and minority Indian population.



Petaling Market entrance. Left: A Chinese store.

In 1857, a group of Chinese coolies engaged by the local Malay sultan rowed up the Klang River in search of tin deposits; they landed and made a camp at the confluence of the Klang and Gombak rivers. They did find tin, but also malaria - which unfortunately killed most of them - but their camp, named 'muddy estuary' or Kuala Lumpur had been born and still lives on as the proud capital of Malaysia.

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From these inauspicious beginnings, the miner's camp grew into a mining town which, after the Selangor Civil War, led to the permanent presence of a British administrator or Resident under whose rule KL became the capital of the state of Selangor and then in 1896, the capital of the Federated Malay States.

Today, KL is a thoroughly modern and extremely cosmopolitan city of more than two million people. Nicely, everyone is incredibly polite and speaks English - in some form - and they drive on the correct (left) side of the road! Although it doesn't have the long history of trading ports such as Penang and Malacca, KL still has its share of stately colonial buildings and grand residences and the areas that were traditionally Hakka and Cantonese, Chinese retain their unique ethnic architecture.

A trip to Chinatown is essential - a walk down Pentaling Street ones' will bombard one's senses with the sounds and the wild smells one associates with SE Asia - the occasional waft of something dead along with the sweet aroma of baking and Chinese cooking, roasting chestnuts and then, as one walks past a motorcycle repair shop, the two-stroke exhaust fumes associated with that as well. Open during the day, but having much more character at night, the Petaling markets are a myriad of stalls selling a dizzying array of bolts of cloth, jewellery, fruit, dried food, sports shoes, bags, wallets, T-shirts and much, much more with the sometimes loud stallholders displaying their rudimentary knowledge of many languages with great style and panache whilst hawking their wares - " Good evening, would sir like a DVD, very cheap,



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Downtown KL suburb.

also looks over a 20 hectare park - all that remains of the Selangor Turf Club. A visit to the observation deck of the KL Tower, taller than the Twin Towers since it is built on a hill above the city, is well worthwhile - it provides a bird's-eye view of the city and its suburbs carpeting the floor of the Klang River valley almost to the horizon in most directions. This aerial view also shows that much of the city is still green with parks, open spaces and the Royal Selangor Golf Course.

KL appears to be a city in transition with towering cranes dotting the skyline and vibrating building sites active in most suburbs. Whilst the city centre is well served with public transport, as one moves out towards the suburbs where bulk of the population lives, infrastructure drops off with fewer services available. With land at a premium, most higher income earners reside in high rise condominiums in the city centre and in what are termed 'link' or terrace houses in the suburbs - reflecting the style of more traditional shophouses. Detached houses are few and far between and, in gross understatement, are referred to in Malaysia as bungalows although in reality they are usually mini-palaces with multiple bathrooms, domestic quarters and live-in security.

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Radiating out from the prime real estate 'golden triangle' around the KL convention centre in the centre of the city are residential suburbs that have ethnic flavours, some being primarily Chinese, others Malay whilst those on the hill slopes are just 'high cost', where wealth seems to overcome any ethnic differences.

Being densely populated and with so much concrete everywhere, open space, greenery and water features are held in high regard by Malaysians; larger satellite residential developments such as Desa Park City, once a quarry, low rise and high rise units in a suburb with its own shopping centre, sports facilities and open spaces. Real estate prices reflect the closeness of these amenities.

There are plenty of expatriates about on the streets - some looking disoriented and desperately clutching copies of Lonely Planet, others more obviously local residents, such as the denizens of Finnegan's Irish Pub where one can partake in the drinking of draft Kilkeny, Old Speckled Hen, Heineken and Stella Artois, as well as the local Carlsberg whilst watching worldwide sports events on the big screen. There are number of other Irish and European pubs that feed, water and entertain a cosmopolitan crowd in almost traditional surroundings.

Of course, one cannot visit KL without being aware of its iconic buildings - the 452-metre high glass and steel clad 88 storey Petronas Twin Towers with their skybridge and the KL Tower. The base of the Twin Towers is a mammoth 6 storey shopping centre that



Petronas Twin Towers... the 452-metre high glass and steel-clad 88-storey building.

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At almost every hour of the day, the city is abuzz with people and action. The roads are filled with hundreds of cars and buzzing motorcycles ridden by folk wearing their jackets back to front, usually moving, but gridlocked during the morning and evening rush hours.

Malaysians appear to be a nation of shoppers, there are shopping malls literally on every other corner - in KL at least - and these are not small, they are vast complexes of shops, eateries, bars and exhibition areas where one can stay the whole day - and be able to partake in breakfast, lunch, supper and evening entertainment. Notable shopping edifices include the Times Square, KLCC, Peninsula, Bukit Bintang, Sungei Wang, SoGo and Pertama malls. Food, clothing and many other goods are cheap so tourists always seem to leave with more bags than when they arrived!

We sit down to a multi-course Chinese meal on the side of the street - a chance to study the multinational passing parade of humanity, a few pale-skinned Europeans, the odd swarthy Arab but mainly Asian - delicate alabaster Chinese, dark hued Indians and Milo coloured Muslims, their women in dainty head scarves. Although all races peacefully co-exist, they respect each other's religions, so places of worship also co-exist. In fact in Malacca, Indian, Malay and Chinese temples are all located in the appropriately named Harmony Street.

Eating out in KL is a geographic adventure - one can find restaurants from almost every part of the world, so there is never any excuse to eat at the same place twice! Despite it being a Muslim country, there are even European restaurants that specialise in pork dishes, where of course none of the staff are Malay. City nightlife is active with many clubs, bars and venues, often with live music that are open until the early hours of the morning.

A visit to KL also offers the chance to taste the fruits of Malaysia - the distinctive hairy red rambutan, the weird looking mangosteen and the famous durian, commonly described as "tasting like heaven and smelling like hell" and which, one has to say, has an 'interesting' flavour. Markets also sell a wide range of other more conventional tropical fruits, nuts and vegetables.

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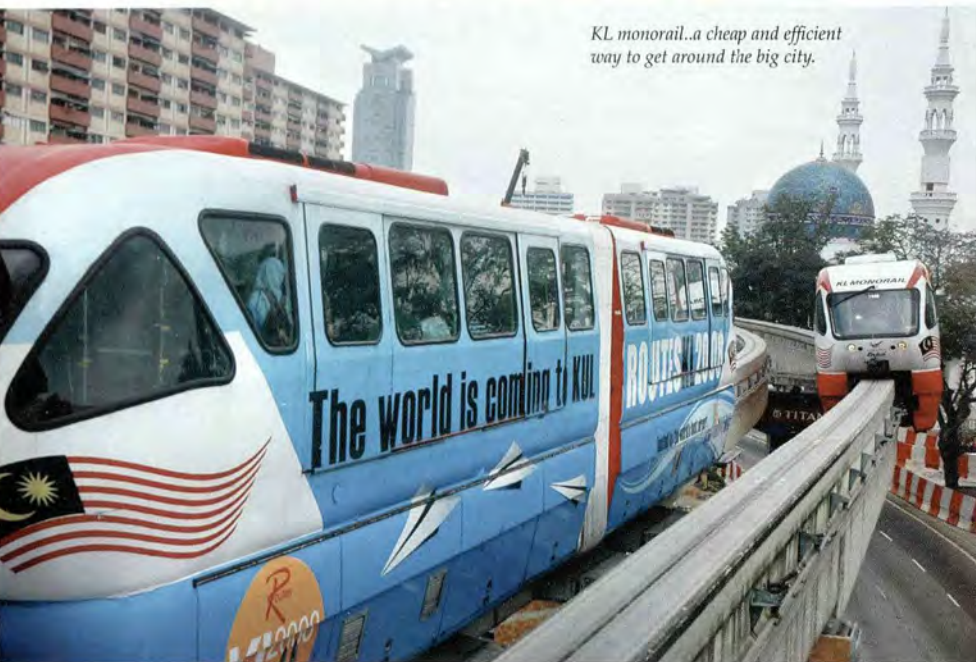
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KL monorail...a cheap and efficient way to get around the big city.

notice the main feature of the landscape is oil palm, stretching to the horizon in almost every direction.

KL, as capital of the country, is the gateway to many other tourist destinations nearby and within a day's drive such as the cooler Genting and Cameron Highlands, Fraser's Hill, Batu Caves, wildlife parks, the islands of East Malaysia, the sun-drenched east coast and historical trading ports of Penang and Malacca on the west coast. Singapore is just a four-hour drive to the south.

Linked by regular Air Niugini flights from Port Moresby, KL has something for everyone in the family at very reasonable prices.

Air Niugini flies to Kuala Lumpur once a week.



Like most new tourists, we get taken in by a taxi driver charging a 'special' price of 20 ringgit for a fare, later found out to be only 5 ringgit on a metered taxi ! It only happened once. As awareness builds, one starts travelling on the railways, buses and monorail - whose raised lines snake across the city above the streets and depending on the distance costs no more than 2 ringgit,

about K2, per trip to travel in sometimes much needed air conditioning.

There is a good road system of dual carriageways that join the city to all other parts of peninsular Malaysia which, with a speed limit of 110km/hr, means that traffic moves swiftly until one hits the often gridlocked cities. Travelling out from the city one can't help



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B MOBILE

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SINGAPORE'S MELTING POT

By Matthew Knott

One moment you can be soaking up colonial elegance, and then the heady scents of spices whisk you away to an Indian street market.

The ultra-sleek skyscraper business district has necks craning towards the heavens, but the atmospheric Chinatown soon returns attention to street level.

Temples, mosques and churches coexist within a short walk of each other. Singapore may be the smallest country in South-East Asia, but it is a true melting pot where the harmoniously blended styles of architecture reveal its diversity, culture and history.

Central to most visits to Singapore is a trip to the iconic Raffles Hotel. First opened in 1887, the magnificent complex with its neo-renaissance curved main building, grand spaces and tropical garden courtyard, has been declared a national monument and is like stepping back in time to the days of the British Empire. Other hotels in Singapore may be bigger, taller and more convenient but few can exude the luxury, history and atmosphere that have made Raffles one of Asia's most famous landmarks.

A room may be beyond many budgets, but there is plenty for non-residents to enjoy. A shopping arcade offers gifts and boutiques, while there are a plethora of quality bar and restaurant options. There is a long literary tradition at the hotel so inspiration might be found at the Writers Bar, dedicated to some of the famous authors that have stayed including Joseph Conrad, Rudyard Kipling, W Somerset



Masjid Abdul Garfoor Mosque.

Maugham, Noel Coward and Anthony Burgess. The Long Bar, meanwhile, has an earthy décor inspired by Malayan plantations and is the birthplace of the Singapore Sling cocktail. Invented by its former barman Ngiam Tong Boon around 1910, the delicious mixture of gin, cherry brandy and benedictine is as popular as ever for day-trippers.

The hotel is named after Sir Thomas Stamford Raffles, founder of the city of Singapore in 1819. The British saw Singapore as a strategic halfway house on the spice route and a policy of free trade quickly attracted merchants from far and wide. Within a few years, the population had grown exponentially. The names 'Stamford' and 'Raffles' are common around the city and many legacies are still prominent today.

One of the most significant was the division of the new immigrant communities into distinct ethnic neighbourhoods. The area south of the Singapore River was designated as Chinese. The river served as an artery for much of the island's trade and Boat Quay was constructed by Chinese labourers on reclaimed land to take advantage.

The southern side of the river was thought to resemble the belly of a carp, which chimed with a Chinese belief that this is where wealth and prosperity lay.

Accordingly several shophouses were crammed into the area and the superstition

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Restaurants at Boat Quay.

seemed to hold true as Boat Quay once accounted for three quarters of Singapore's trading business with tiny bumboats fighting for berthing space to unload raw materials, rice, coffee and manufactured goods.

Mechanisation eventually killed off the port trade, but the area still thrives as a lively expanse of bars and restaurants. The shophouses with their characteristic 'five foot way' arcades providing pedestrians with shelter from the sun and rain - another Raffles stipulation - were thankfully conserved, while statues depict the former times of heavy labour on the river front.

Visitors these days are not expected to do anything more strenuous than enjoy some al fresco dining with glorious views across to the colonial buildings on the north of the river.

Singaporean cuisine weaves together the cultural tapestry as much as the architecture does and the full range of delights is available here.

A few bumboats also still exist for the tourist's pleasure, although the venture into the bay can be bumpy and is advisable before eating!



The view across Singapore.

Boat Quay also acts as an enigmatic front to the high rise business district of Raffles Place, where the wish that Singapore becomes a "great commercial emporium" certainly seems to have become a glass-fronted reality. Just a short walk away is the bustling Chinatown district, which retains its old-world charm, but also displays the extent to which the communities have overlapped since the segregation era. The Indian Al Abrar Mosque and the Sri Mariamman Hindu Tamil Temple

sit comfortably in the area. Meanwhile the Chinese Heritage Centre in Pagoda Street preserves memories and exhibits of early immigrant life here, fittingly inside an old storehouse.

The Chinatown night market around Trengganu Street also makes for an enthralling contemporary experience, with an eclectic mix of goods, food stalls and dancing.



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The 70-tonne, 8.6-metre Merlion statue...stands guard of the city at Marina Bay. The statue has become a favoured landmark and makes the perfect symbol for the fusion that makes Singapore so enthralling.



Fact File

Country – Singapore consists of 63 islands including the mainland and covers an area of 710.2 km² with a population of 4,839,400 (2008 estimate), consisting of Chinese, Indian, Malay and various other ethnic groups.

Climate – Singapore lies close to the equator and has a tropical rainforest climate, with no distinct changes in temperature or seasons. Temperatures range from 22 °C to 34 °C (72° to 93 °F). The wettest months are November and December, while June and July is the hottest season.

Festivals – Popular events include the Chinese New Year (January/February), Thaipusam Hindu festival (January), Vesak Day (Buddha's birthday, May), Mooncake Festival (September), and Deepavali (Indian festival of lights, October). Dates vary according to Lunar/Chinese/Hindu calendars.

Shopping – The Orchard Road is studded with department stores, boutiques and entertainment spots.

Cuisine – Reflects Singapore's ethnic diversity with Chinese, Indian, Indonesian, Malay and Western influences and some dishes combining elements. Hawker stores and food courts and are an excellent and inexpensive way to sample local food.

Further Information – Go to www.visitsingapore.com for background, sightseeing, hotel and dining information.


Singapore's first Indian settlers arrived with Sir Stamford Raffles as assistants and soldiers in 1819, followed by another wave in the late 19th century. Today, Little India forms the colourful hub of their community. The visual feast of the pastel buildings with bright shutters, decorative wood carvings and silk saris provide an assault on the senses that is complimented by the scent of spices and jasmine garlands from the street markets, and the taste of local flavours in the hawker stalls of the Tekka Centre.

The centre lies just off Serangoon Road, which formed the heart of the original Indian community when it featured lime kilns and a cattle trade as well as the lively markets. The Sri Veeramakaliamman Temple became the religious focal point of the area. Built in a South Indian Tamil style in 1881, gradually developed and then rebuilt it was dedicated to the Hindu goddess Kali, a fierce embodiment of power. The first thing visitors will notice is the fantastically ornate tower covering the entrance, festooned with colourful deities it is designed to be highly visible and gleams like a crown from afar. More understated, but no less beautiful are the mustard walls, calligraphic inscriptions, minarets and star and crescent motifs of the Masjid Abdul Garfoor Mosque, just a short walk through Little India's backpacker district. The mosque was built for Singapore's South Indian Muslim community in 1907.

One other man-made icon in Singapore is dedicated to a famous former resident that may never have existed, but nonetheless played an important role in the country's history. Legend holds that in the 11th century a passing Sri Vijayan prince saw an animal he took to be a lion and thus the name "Singa Pura" ("Lion city") was born.

The beast was more likely a tiger, but the emphatic title has stuck. The 70-tonne, 8.6-metre Merlion statue stands on fearsome guard of the city in Marina Bay and honours the legend with a combination of a lion head and a fish body (the prior name of Singapore being "Temasek" meaning "sea town"). Officially installed in 1972, the statue soon became a favoured landmark and makes the perfect symbol for the fusion that makes Singapore so enthralling.



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By Rob Dunlop

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All food is expertly matched. Like the James Squire Amber Ale, with a mild citrus finish, that goes well with the gourmet bangers and mash, and the James Squire Porter is nice finisher with the chocolate cake.

The James Squire history is just as interesting. He was a convict cum brewer who set up his first pub along the Parramatta River in 1806. But ten years earlier he was already making a name for himself, having received a cow from Governor General for producing the first harvest of hops.

In 1822, he died one of Australia's richest men. And it wasn't until more than 150 years later, in 1988, the brew was resurrected in his honour.

Inside, the legacy is timber furnishings and chesterfield lounges, while outside the casual seating spills out from umbrellas onto the promenade for Sydney water views and great people watching action.

Located at King St Wharf, near Darling Harbour. Visit www.jamessquirebrewhouse.net.au or phone +61 2 8270 7901.



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Photo by Jason Pini

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Bavarian Bier Cafes

The Germans are flooding Sydney with their beer. There are now six Bavarian Bier cafes scattered across the city. However, the two iconic locations would have to be Manly and Bondi Beach.

The Bondi cafe is across from the world-famous beach, while the Manly cafe is perched over the harbour waters. Both promise authentic beer and food, like pretzels, cured meats and yummy Flammenbrot, which is a light crispy base with soft cheese and caramelised onions sprinkled with mushroom or speck toppings. Yum.

The Germans take their beer very seriously, especially from the south eastern state of Bavaria. The Bavarian Purity Law of 1516 dictates that only four ingredients can be used: hops, malt, yeast and water.

And they take their beer cafes very seriously too, and even have a word to describe a place with good beer, good beer-friendly food and a loose and homely atmosphere. It's "Gemutlichkeit".

The Bondi cafe is located at 108 Campbell Parade, Bondi Beach, phone +61 2 8988 5935. The Manly cafe is located at Shop 2-5 Manly Wharf, Manly, phone +61 2 9977 8088. Other cafes are located in Parramatta, Entertainment Quarter - Moore Park, O'Connell Street and York Street in the CBD. Visit www.bavarianbiercafe.com.au.

Belgian Beer Cafes

The granddaddy of Sydney's Beer Cafe scene, strangely enough, is still in its infancy, turning 10 years old in October 2009. The Epoque Belgian cafe at Cammeray in Sydney's north was in fact Australia's first ever beer cafe.

It was created by one of Sydney's top chefs, Olivier Massart, who saw a gap in the market for quality casual dining. Massart has since opened two more cafes.

The Balmain cafe has a sun drenched beer garden while the Heritage

in The Rocks is fashioned out of the beautiful St. Patrick School Hall of 1914.

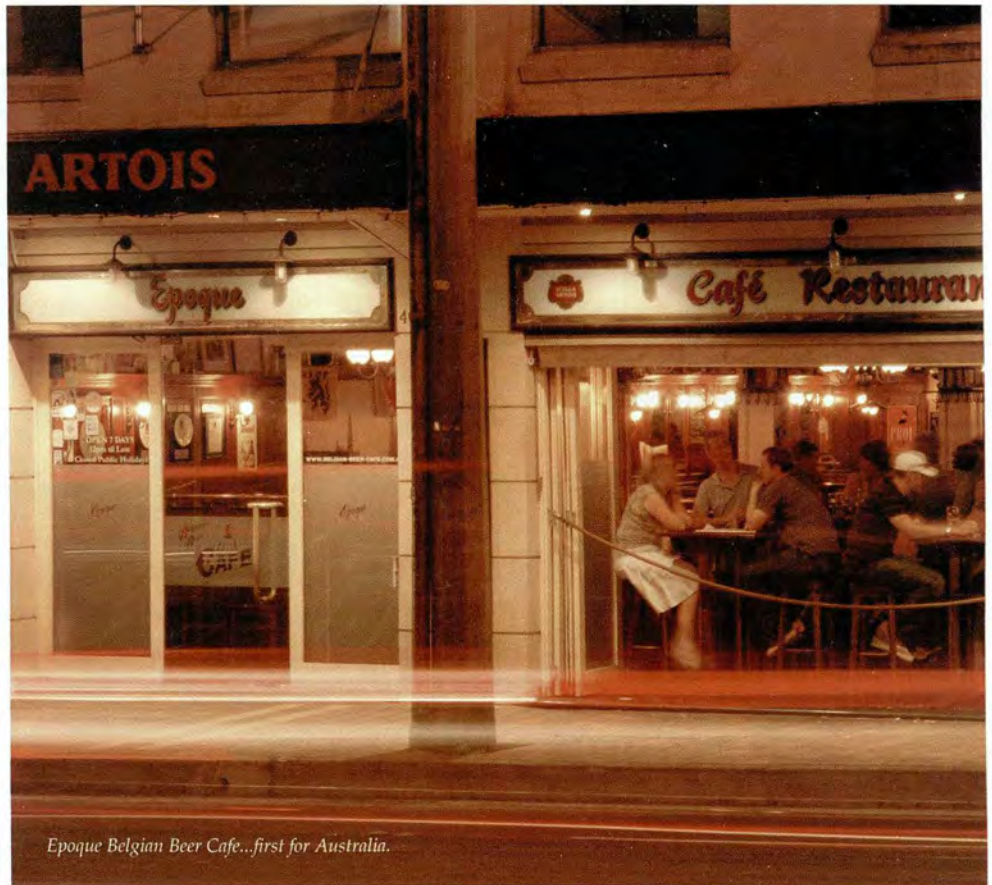
Massart enlisted the help of top Belgian designers to authentically recreate the atmosphere of a 1920s bistro in all three cafes. The result is warm timber hues with gold lighting, bevelled mirrors, antique tiles and vintage beer posters.

Over 40 imported Belgian beers, and locally made Stella Artois, are on offer, each accompanied with a matching glass and extraordinary history. The Olvar, a dry bitter beer, has been made by Belgian monks in a monastery since 1070.

A unique passport system allows punters to test all beers. Each time you try a beer the passport is stamped, and once it's full you receive a mystery gift pack (think beer) and get inducted into the Hall of Fame, for all to see.

Massart has also designed the food menu. The signature dish is the mussels, a classic Belgian accompaniment to beer. Here they are served in a one kilo pot, freshly steamed.

Located at Cammeray (Epoque), Balmain and The Rocks (Heritage) - phone +61 2 9241 1775 or visit www.belgian-beer-cafe.com.au



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Redoak Boutique Beer Cafe

There is no escaping Belgian beer, even the Aussie variety. When Olivier Massart from Belgian Beer cafe noticed one of his regular customers had disappeared, he had no idea

he was across town setting up his own cafe.

Ever since, David Hollyoak, has been busy winning awards for his Redoak Boutique Beer Cafe and its brew. He won three gold medals at the World Beer Cup (the beer Olympics)

and was crowned the Grand Champion at the Australian International Beer Awards.

Not bad for a boy who started brewing Ginger beer at aged 14. The upstart has also gone to make beer truffles and beer ice cream - an Aussie first.

A big hit with the locals is the tasting menus in either meat, vegetarian or cheese flavours. The Meat Tasting Board matches kangaroo, quail, chicken and pork belly with tasty ales and bitters.

There are over 40 beers available, but David considers his Framboise Froment the signature drop. Tipping his hat to influences, the beer is brewed in a Belgian style, but with an infusion of fresh handpicked raspberries. It goes a treat with the Australian cheese platter or beer ice cream - made daily from a selection of the Redoak beers. Delicious.

The warm atmosphere is complimented by the stunning bar tops, made of 700-year old jarrah timber from Western Australia. Sydney's beer cafe scene is indeed tasty.

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Restaurants battling it out

By Rob Dunlop

In the Islamic world, they have been doing it since the 10th century. And the Chinese have been at it since the 11th century. Yet, it was not until the 18th century that the Western world caught on.

And what a fuss it caused when it finally did - the French had inadvertently created a tourist attraction. Word of their bizarre antics quickly spread. Ordinary folk flocked to Paris to witness the brazen indulgences. What they viewed in public was an act that would normally take place behind closed doors - in the privacy of homes.

"Ooh la la," the tourists stood and peered into windows to watch and listen to the shenanigans themselves. Past the greasy windows, they saw the well-heeled doing things with spoons and slurping over broth. Alas, the restaurant was born.

For centuries prior, aristocratic travellers ate at lodgings such as inns, but where the food was notoriously bad. So, in one swift entrepreneurial move, a new service industry was created under the guise of "restorative" services. The soup was being flogged as a restorative, of which the French word is restaurant.

When sheep's hooves entered the mix in 1765, a new era of eating out was heralded in. All kinds of offal and wine made it to the menu.

And as you can imagine the purveyors of such restorative services, restaurateurs, have been involved in endless face-slapping since, trying to out-manoeuvre each other with the title of oldest restaurant.

The two hotly contested restaurants in Paris include La Tour d'Argent, a six floor affair which claims roots to 1582, where a meal can cost €300, and the more modest, A La Petite Chaise, dating from 1680, where meals cost around €30.

Here's a list of establishments doing battle in our own region.

Tokyo, Japan

Tokyo may have started as a small fishing village, but has grown into the world's largest metropolitan sprawl with 35.5 million people.

In Tokyo, it's the battle of the sushi style. The most commonly known variety of raw fish and rice wrapped in seaweed is known as Edomae Sushi. The ruler of this style is the family owned restaurant, Sushiei, which was established in 1848, settling into its present location after World War II.

The other style of sushi doing battle is Sasamaki Kenuki which is sushi wrapped in bamboo grass instead of seaweed. Sasamaki kenukisushiso Honten restaurant has been serving up this style since 1702, from various locations.

The multi-floor Sushiei restaurant is located at 7-13-2 Ginza, Chuo-ku, Tokyo. Telephone: +81 (0)3 3541 5055. Open 11:30am to 9:30pm, Monday to Saturday. Closed Sunday and public holidays. Visit www.ginza-sushiei.com

Sasamaki kenukisushiso Honten restaurant is located at 2-12 Ogawa-machi Kanda, Chiyoda-ku, Tokyo. Telephone: +81 (0)3 3291 2570. Open 9am to 6:30pm, Monday to Friday, and Saturday 9am to 5pm. Closed Sunday and public holidays. Visit www.kanda-hojinkai.com/sinise/sinise12.html



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Hong Kong

At around the same year that Hong Kong's oldest hotel, the posh Peninsula Hong Kong, opened its doors in 1928, Lin Heung Tea House also appeared, making it one of the city's oldest restaurants.

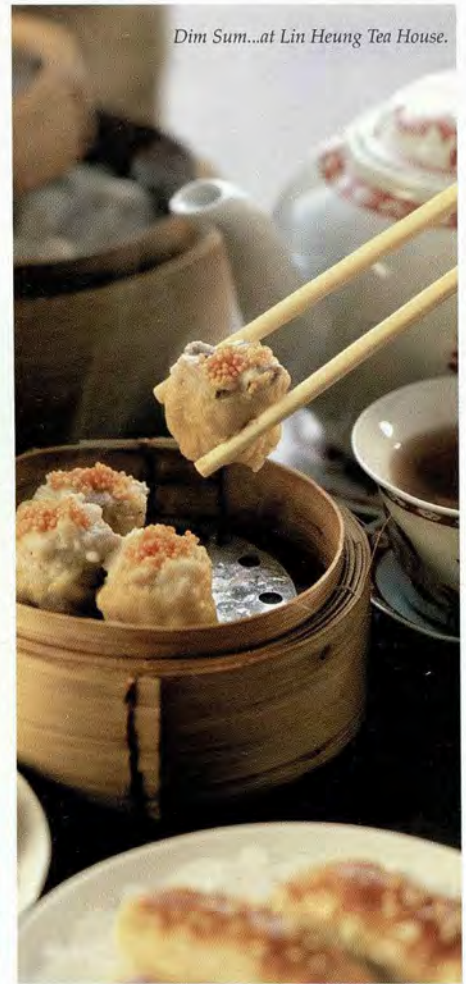
So, if you're not into refined high-tea and would rather be in the more humble ambience of a busy yum cha restaurant, then Lin Heung Tea House is the place. Highlights of the menu include the chewy pig's stomach dish, Siew

Mai, and Dai Bao buns made of chicken, mushroom and egg, surrounded by fluffy dough. Lin Heung Tea House is a dim sum hit with locals and serious foodies.

The Lin Heung Tea House is located at 160-164 Wellington Street, Central District, Hong Kong. Telephone +852 2544 4556. Open from 6am to 11pm; closed from 4:30pm to 5:30pm.

Peninsula Hong Kong hotel is located at Salisbury Road, Kowloon. Phone: +852 2920 2888. Visit www.peninsula.com

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Sydney, Australia

And of course, we cannot ignore the institution that dispenses the ubiquitous "liquid diet", popularised by the Brits, and which the French are still appalled by - the pub. C'est la vie.

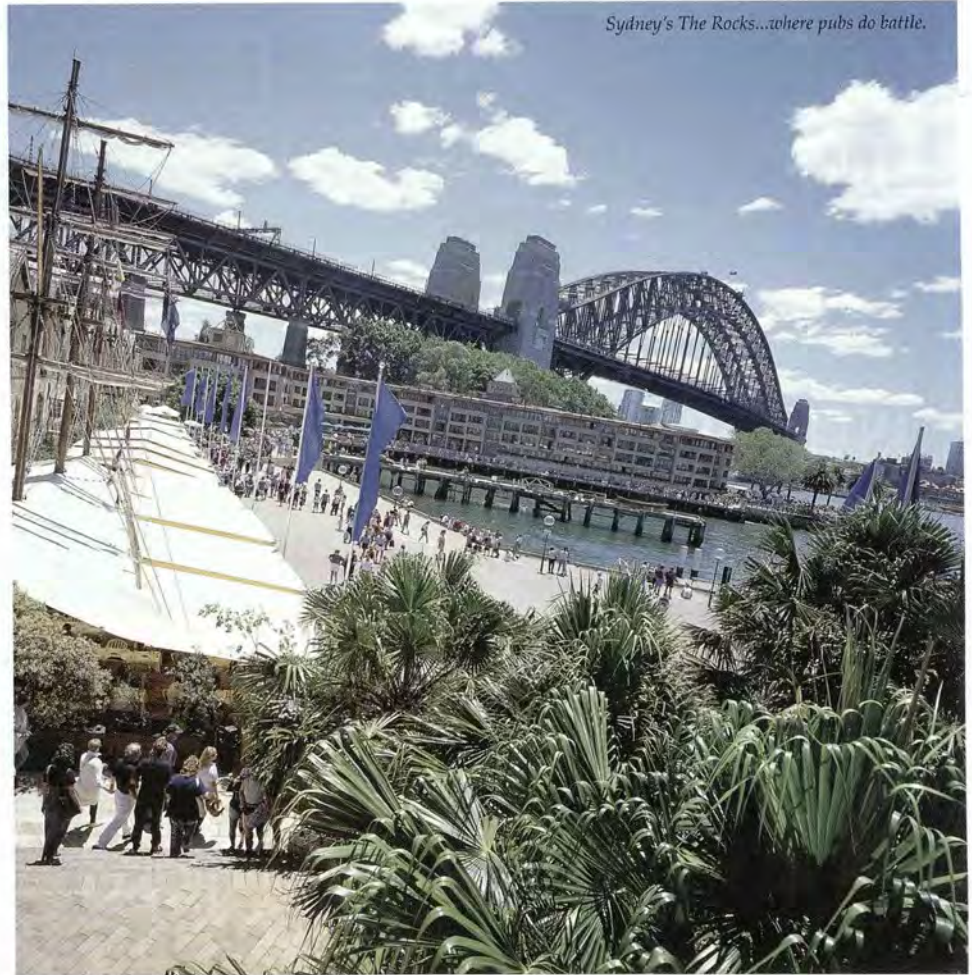
The battle of Sydney's oldest liquid diet institution takes place in The Rock's, Australia's first European settlement right on Sydney Harbour, home to 13 heritage pubs.

The Fortune of War proudly boasts on its awnings that it is Sydney's oldest pub, open since 1828. But this is a claim that stirs lively debate among local historians, licensees and loyal locals.

The hearty bistro menu serves up homemade gourmet pies, beef goulash and roasts.

The Fortune of War is located at 137 George Street, The Rocks. Bar opens from 9am till late; bistro opens Monday to Friday from 12pm to 2.30pm. Phone +61 (0)2 9247 2714. Visit www.fortuneofwar.com.au.

Sydney's other "oldest pub" is the Lord Nelson, located at 19 Kent St, The Rocks. Opens Monday to Saturday from 11am to 11pm, and Sunday from 12pm to 10pm. More than just pub grub, seafood concoctions are served up for lunch from 12pm, Thursday and Friday, and Dinner from 6pm, Tuesday to Saturday. Phone: +61 (0)2 9251 4044. Visit www.lordnelsonbrewery.com



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Robert Burns statue...pays tribute to the famous writer and poet.

Dunedin, New Zealand

Just like the Brits and the Aussies, the Kiwis have a predilection to liquid diets too.

Dunedin is New Zealand's oldest city, so can safely claim home to the first pub, the Original Robert Burns (1859), and the first hotel, The Grand (now Southern Cross) of 1883.

Dunedin takes its moniker from the gaelic name of Scotland's capital, Edinburgh.

So, the city is proud of its Scottish links, boasting a statue that pays tribute to famous writer and poet, Robert Burns, and, of course, the popular local pub, affectionately known as "The Robbie."

But it's all about finger-food and bar snacks at Dunedin's oldest establishment. Perhaps a visit to the Southern Cross lady for a proper feed might be in order.

The Original Robert Burns pub is located at 374 George St, Dunedin. Open Monday to Saturday from 4pm. Phone: +64 (0)3 479-2701.

The Scenic Circle Southern Cross Hotel is located at the

corner of Princes and High Streets, Dunedin. Phone +64 (0)3 477 0752. Visit www.scenic-circle.co.nz

Levuka, Fiji

On the small island of Ovalau, less than 20 minutes flight from Suva, the sleepy town of Levuka once basked in the glory of being Fiji's capital. But the exaltation lasted only eight years before the crown was handed to Suva and its more spacious surrounds.

The year was 1877, and in some respects the town of Levuka has become a time-capsule of that era. Especially the oldest hotel in the South Pacific, the Royal Hotel (circa 1850s), which could easily claim the title of the oldest restaurant.

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Air Niugini's New Loyalty Program: but why so long?



By Glenn Armstrong,
Business Development Manager, Air Niugini

In 2005, The Economist magazine calculated that frequent flyer points were the second-biggest global currency after the US dollar...since then they have grown even more in popularity

(Source: The Weekend Australian, Saturday August 22, 2009)

The world's second biggest currency is about to come to Papua New Guinea when Air Niugini launches the country's first-ever home-grown frequent flyer program.

The concept of frequent flyer programs was born in the 1980s in the United States. American Airlines was the first to launch a full-scale program. AAdvantage was launched in 1981 and is still going strong today. Also in 1981, Delta Airways (US) quickly followed the lead of American Airlines with their Sky Miles program, while across the Atlantic British Airways launched their Executive Club program.

Since the 1980s, the concept of frequent flyer programs has evolved into what we now call loyalty programs. It is about rewarding loyal customers as well as understanding and customizing marketing opportunities for customers.

The advent of the computer age has allowed marketers to understand and track their customers better - it is no longer just about demographics (broad population characteristics including age, sex and location), but also about psychographics (knowing what makes people tick, what they like, what they do not like and habits).

So why has it taken PNG so long to get into the airline loyalty program business?

There are a few reasons. Air Niugini is a very successful airline. It has proud, talented and dedicated employees and as the national flag carrier, it is a true PNG icon. The airline performs extremely well given the various challenges that confront it, day in and day out.

However, one area that the airline is keen to improve, like any forward-thinking company, is its customer relations.

The development of Papua New Guinea as

a consumer market, has rapidly accelerated in recent years, meaning that the market has become diversified and more sophisticated. There is now a rapidly growing and upwardly-mobile middle-class in PNG. That means a growing affluence and more disposable income. And for an airline, that means more people are flying more often.

The only way to really understand the market is to quantify and qualify it through a highly sophisticated computer software program, and to do this Air Niugini has invested in a system called CRIS: an acronym for Customer Relationship Information System.

CRIS has come to Air Niugini through its Information Technology (IT) project partner Mercator.

Mercator is the IT division of one of the world's most successful airlines Emirates, based in Dubai in the United Arab Emirates.

CRIS is a significant investment on the part of the Board of Air Niugini. When people think of airlines they think of aircraft. However there is just as much collateral and investment sitting in IT solution programs that assist the airline in maintaining control of everything from ticketing, boarding, cargo, scheduling to catering and crewing.

CRIS is a state of the art system. Air Niugini is fortunate to be entering the world of customer loyalty programs at a time when many lessons have already been learnt. The airline can proceed with some degree of confidence, knowing that someone, somewhere has already done the 'hard yards'.



I was surprised to learn that the name Destinations was not used by any airline, anywhere in the world.

Air Niugini has a very capable and hard-working sales and marketing team that will provide the driving force behind the loyalty program. A series of awareness sessions was conducted with Air Niugini employees in early September. As well, a visiting team from Mercator have installed the CRIS program which has allowed further hands-on training for the Air Niugini sales team in particular.

Given that Air Niugini has the technology and the people to drive it, the real challenge comes in trying to adapt the model to the very unique market that is Papua New Guinea. So it is not just a case of imitation over innovation, it is a case of adaptation.

That is where local knowledge comes into play.

When I was doing background research on frequent flyer programs which is not hard to do, given the amazing research resources we now have at our fingertips via the internet, I did some "Googling" on airline programs...there are hundreds of them world-wide, just about every national airline has one.

I was surprised to learn that the name Destinations was not used by any airline, anywhere in the world. My local knowledge tells me that Papua New Guinea is a wonderful country, it is rich in culture and diversity. I learnt this because I created and produced the Happy Gardener series with Justin Tkatchenko when I was working as General Manager at PNG's television network EMTV.

In twenty episodes, we saw and recorded the diversity, the wonderful people, culture, fauna and flora.

PNG must have one of the most diverse range of travel destinations than any country in the world, and most of them you can only access by air.

Training session: Air Niugini employees in an awareness session on the new Destinations loyalty program.



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OUR BEER



The aim will be to give our Members a sense of belonging and to create unique opportunities. Our launch promotion for instance gives three lucky members the opportunity to win 100,000 points.



Unique...Glenn Armstrong with Papua New Guinea traditional dancers. PNG is rich in culture.

The one driving desire that has kept me focused on the task of launching Air Niugini's loyalty program is that we may offer more opportunities for more people to see this wonderful country.

The other thing I know about Papua New Guinea is that its people have a wonderful sense of family, something that is now lost in many western countries.

For this reason, a unique feature of Air Niugini's Destinations Loyalty Program is that we welcome and encourage our members to enroll as a family. Mum, Dad and the kids. They can all pool their points for a common goal – it might mean sending Mum back to the village to visit her own family, it might mean sending a child overseas for schooling. If we can assist families in this way then my level of job satisfaction goes to extreme.

The other thing about loyalty programs is that they are fun. The aim will be to give our Members a sense of belonging and to create unique opportunities. Our launch promotion for instance gives three lucky members the opportunity to win 100,000 points.

We will offer other member opportunities in months to come.

We also plan to announce partners in the loyalty program. Our partners will provide other opportunities for members to earn points, at the same time rewarding their own loyal customers.

The concept of loyalty programs will fly throughout Papua New Guinea off the back of Air Niugini and its partners. Our collective aim is to reward loyalty. The more you fly, the more you earn.

Given the basis of our Destinations Loyalty Program is a point for every kina spent, it will not take too long before our members are reaching the destinations of their dreams.

■ To learn more, go to www.destinations.com.pg



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Air Niugini's new inflight duty free catalogue



Launching the catalogue... Ray Jayasekera of King Power Traveller, Air Niugini's flight attendants and CEO Mr Wasantha Kumarasiri.

"Do not hesitate to ask our helpful cabin crew who would be more than happy to offer you duty free products of your choice to suit your needs.

All items are quoted in US Dollars, however payments can also be made in PNG Kina, Philippines Peso, Japanese Yen, Australia, Singapore and Hong Kong dollars. Air Niugini's cabin crew will convert the currencies for customers. Major credit cards will also be accepted.

Paradise World Boutique will be reviewed every four months to bring in new products based on the current market trend and demand.

It is part of improving the in-flight service on board all Air Niugini international flights for the benefit of our valued customers.

Should you wish to see the first edition of *Paradise World Boutique* with all the renowned products, please log onto Air Niugini's website: www.airniugini.com.pg



Our national airline, Air Niugini, has launched a new in-flight duty free catalogue with an extensive line of new products on offer for customers flying on international routes.

Called *Paradise World Boutique*, the recently launched catalogue offers 152 world renowned brands of duty free products at attractive prices. Papua New Guinea's very own finest coffee and hand-crafted, exquisite jewellery are among the duty free products.

Air Niugini Chief Executive Officer, Wasantha Kumarasiri, in launching the new catalogue said the new duty free range provided a wide selection of products offering customers a much greater selection of high quality products.

This is the first edition of *Paradise World Boutique* and Air Niugini is pleased to be leading the way in providing customers with a world class standard and most importantly, giving our valued customers many options to purchase duty free items of their choice, Mr Kumarasiri said.

Paradise World Boutique offers inspirational gifts from fragrances to watches, cosmetics and skin care products, jewellery and travel accessories among other beautiful items to suit all ages. It also offers gifts for children and chocolates with a tantalising range of tastes and textures.





Additional Dash 8-Q400s to improve domestic services

Air Niugini is now set to purchase two brand new Dash 8-Q400 next generation aircraft to improve its domestic services.

This followed the recent signing of the aircraft purchase agreement between Air Niugini Chief Executive Officer, Mr Wasantha Kumarasiri and Bombardier's Sales Vice President, Mr Trung Ngo in Port Moresby.

Bombardier is a Dash 8 aircraft manufacturing company based in Toronto, Canada.

The purchase of the two brand new aircraft will greatly enhance Air Niugini's domestic services by ensuring reliability and on time performance.

The new generation Dash 8-Q400 is considered one of the fastest prop operated aircraft. It has the capacity of 74 seats and burns less fuel.

Although a propeller driven aircraft, the speed of a Dash 8-Q400 aircraft is almost close to a Fokker 100 aircraft.

Based on financial capability in the past, Air Niugini on many occasions acquired used aircraft to carry out its operations and this new aircraft acquisition now sets a new direction for the airline.



Prime Minister Sir Michael Somare (right) gets a miniature Dash 8-Q400 aircraft model from Bombardier's VP Sales for Asia/Pacific, Mr Trung Ngo. With them is CEO Mr Wasantha Kumarasiri (middle).

The purchase of the two brand new Dash 8-Q400 aircraft is an added advantage to the airline's current aircraft fleet. The two aircraft will assist in schedule reliability and redundancy, should other aircraft go through maintenance or become unserviceable due to defects.

Air Niugini expects the two aircraft to be

delivered by mid next year. The first aircraft is expected to be in service by July and the other by September 2010.

The representatives from Bombardier met with Prime Minister, Grand Chief Sir Michael Somare after the signing where they presented the Dash Q-400 aircraft models to the Prime Minister.

Air Niugini supports triathlon



The PNG triathlon team to the OSIM International Triathlon in Singapore.

Air Niugini came good in ensuring the participation of PNG Triathlon Association in the OSIM International Triathlon in Singapore in August.

The national airline was the proud sponsor of the airline tickets enabling the four young athletes to compete at this international stage.

The four athletes who took part were Susie Pini, Andrew Schoeffel, Simon Kore and Mairi Feeger.

The OSIM International Triathlon in Singapore is described as one of two world-class events that international athletes would mark in their annual calendar and getting our athletes to compete at these international events gives them the opportunity to compete against seasoned athletes especially at PNG's infancy in triathlon.

Such an event also ensures international exposure for our athletes and prepares them for the 2010 Pacific Games in Noumea, but more importantly in 2015 if PNG wins the bid to host the event here in Port Moresby.

Air Niugini has been a regular supporter of triathlon in the country and was pleased to do so again this year.

Welcome to Papua New Guinea

General Information

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

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

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

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

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

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

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

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

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

What to See and Do



Ideal Cruising Experience

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

Diving

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

Trekking the rugged terrains

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

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

Excellent Fishing

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

Surfing the waves

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

Bird Watching

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

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

World War II Relics

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

Astounding Volcanoes

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

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

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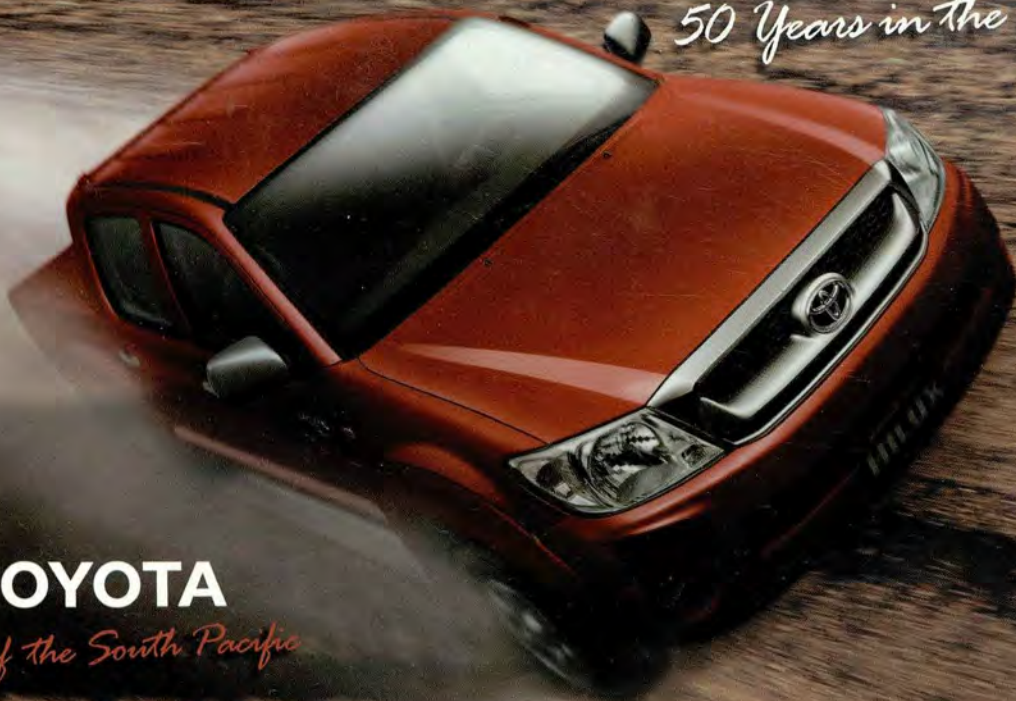
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50 Years in the Making



The Pride of the South Pacific

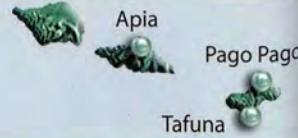
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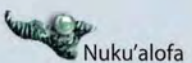


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