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Paradise



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FURNITURE & HOUSE APPLIANCE LIST

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

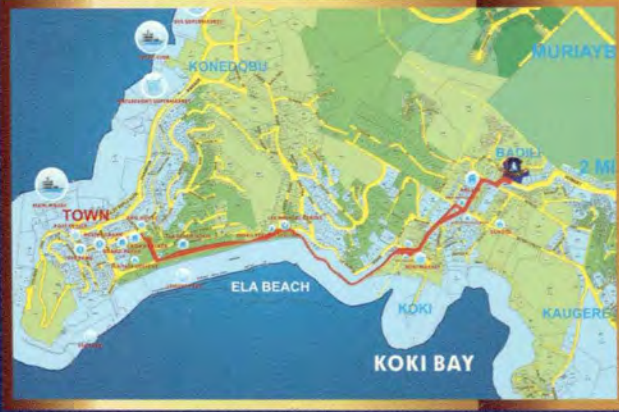


LEASE/SALES INFORMATION

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

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

Phase III
 20 Units Single Level Apartments of 2 or 3 Bdrm
 8 Units Penthouses of 4 or 6 Bdrm
 1 Unit Business Club
 1 Unit Day Care Center



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Message from the Office of the Chief Executive Officer



Welcome Aboard

On November 1, 2013 Air Niugini will celebrate 40 years of flying the skies in Papua New Guinea as well as connecting our nation with the rest of the world via our international destinations. In this issue, we invite you to take a glimpse of our 40 years through a special 7-page highlights - from the airline's humble beginnings, the growth, milestones and achievements, the current operation and looking towards an exciting future.

As a thank you gesture to our loyal customers, Air Niugini launched its 40th year celebration in August with a release of 40,000 seats at 40% fare for three months ending on December 1, 2013. Air Niugini is also giving away 40 tickets drawn from passengers who have completed their travels on any domestic sectors between September 1 and October 31, 2013 on any fare purchased during this period. Prizes will include tickets to Air Niugini's selected destinations including the exotic destination of Bali!

The airline will host a function for staff that have completed 25, 30, 35 and 40 years of continued service to the company including seven original staff from day one of the airline's operation; their profiles can be read in the Airline News section of this issue.

In recognition of their service in the airline, some staff members were recently awarded in the 2013 Independence Day Anniversary Honours list. A hearty congratulations to these worthy recipients who have received their awards prior to us celebrating the airline's 40th anniversary!

We have planned for an open public day on November 2 where staff from various departments will be available to provide information specific to their areas of operation including career opportunities with Flight Operations, Engineering, Commercial and Cabin crew. If you are interested in a career as a pilot or engineer or employment with the national airline, it would be a great opportunity to visit us at the Open Day display. Several of our aviation associates such as Boeing, Fokker, ATR, Loftleidir Icelandic and Bombardier will also join us to exhibit their products and talk to the public. For more details, please call our Marketing department on the venue and time.

For more information on Air Niugini, please visit us at www.airniugini.com.pg

Enjoy your flight with us today and if you are visiting our country for the first time, welcome to Papua New Guinea which we are proud to call home.

Simon Foo, CBE
CHIEF EXECUTIVE OFFICER

“A smile is the most important part of my job.”

In my job, you've got to be ready for anything.

For example, a passenger once asked if he could wind down his window to get some air.

We have a 40-year tradition of great customer service and a perfect safety record.

That's certainly something to smile about.

Elvira Hahis - Flight Attendant.



Air Niugini 40
YEARS

Flying the flag for Papua New Guinea.



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

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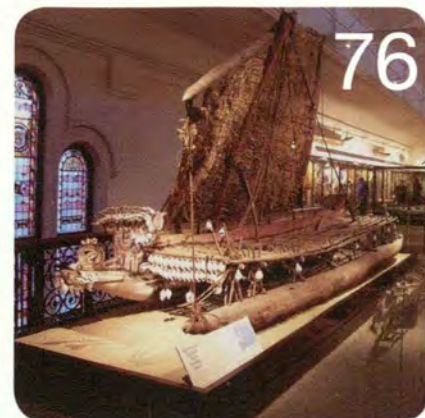


Two Weeks in Paradise

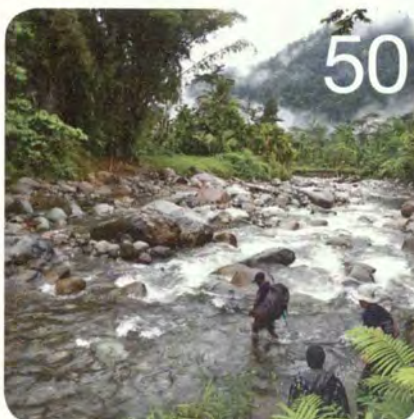
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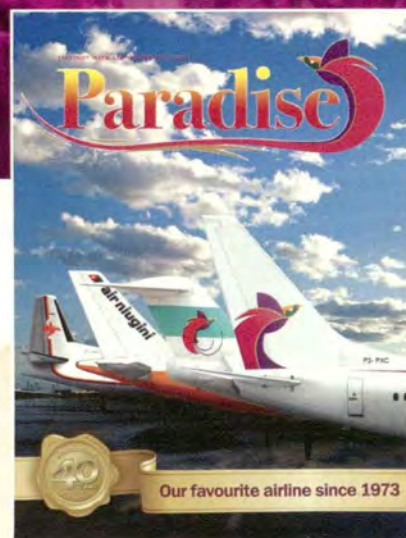
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Services include:

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- Reliable cargo liner services
- Fleet of geared, multipurpose vessels ranging from 500DWT to 6000DWT
- All vessels over 500GT are all IACS classed and comply with all international maritime regulations including SOLAS and MARPOL

Operates from a Port Moresby hub with the following facilities:

- Port with 200m quay face
- Ro-ro ramp
- 20,000 square meters of hardstand lay down and storage area

MARINE ENGINEERING SERVICES provide a variety of services which include:

- Dockyard
- Life raft survey and service
- Fabrication, including fiberglass composite repair, rigging, blasting, painting, canvas-work and upholstery.
- Alongside berthage up to 60m LOA
- Two slips catering for up to 1,000dwt

Joint Venture **STEVEDORING** have modern stevedoring and haulage equipment fleet. Operations, staff training and equipment benchmarked to Australian performance, health, safety and environmental standards.



JVS, Coastal, Transport and MES operations map

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Stevedoring Email: jvs_sec@steamships.com.pg

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Welcome aboard

Enjoy our Bird of Paradise in-flight service

Please ask us

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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

In-flight Duty Free

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

Immigration and Customs Forms









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

Before you leave

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



Air Niugini fleet

<p>B767-300ER</p> <p>Length: 59.94m Wing span: 47.57m Range: 8100km Cruising speed: 857kph</p> <p>Power plant: 2 x PW4000 Normal altitude: 11000 - 12000m Standard seating capacity: 214 Number of aircraft in fleet: 3</p>	<p><i>Boeing</i></p> 
<p>B737-800</p> <p>Length: 39.5m Wing span: 35.79m Range: 8100km Cruising speed: 857kph</p> <p>Power plant: 2 x CFM56 - 7B26 Normal altitude: 11300m Standard seating capacity: 158 Number of aircraft in fleet: 1</p>	<p><i>Boeing</i></p> 
<p>B737-700</p> <p>Length: 33.6m Wing span: 35.79m Range: 6370km Cruising speed: 830kph</p> <p>Power plant: 2 x CFM56 - 7B22 Normal altitude: 11300m Standard seating capacity: 122 Number of aircraft in fleet: 1</p>	<p><i>Boeing</i></p> 
<p>F100</p> <p>Length: 35.528m Wing span: 28.076m Range: 3000km Cruising speed: 780kph</p> <p>Power plant: 2 x Rolls Royce Tay 650 Normal altitude: 11000 m Standard seating capacity: 98 Number of aircraft in fleet: 6</p>	<p><i>Fokker</i></p> 
<p>DASH 8-Q400 NextGen</p> <p>Length: 32.8m Wing span: 28.4m Range: 3000km Cruising speed: 670kph</p> <p>Power plant: 2 x Pratt & Whitney PW150 A Normal altitude: 7500m Standard seating capacity: 74 Number of aircraft in fleet: 3</p>	<p><i>Bombardier</i></p> 
<p>DASH 8-Q315</p> <p>Length: 25.7m Wing span: 24.4m Range: 1700km Cruising speed: 510kph</p> <p>Power plant: 2 x Pratt & Whitney PW123E Normal altitude: 7500m Standard seating capacity: 50 Number of aircraft in fleet: 3</p>	<p><i>Bombardier</i></p> 
<p>DHC-8-202</p> <p>Length: 22.25m Wing span: 25.89m Range: 1800km Cruising speed: 550kph</p> <p>Power plant: 2 x Pratt & Whitney PW123D Normal altitude: 7600m Standard seating capacity: 36 Number of aircraft in fleet: 4</p>	<p><i>Bombardier</i></p> 
<p>DHC-8-100</p> <p>Length: 22.25m Wing span: 25.89m Range: 1800km Cruising speed: 500kph</p> <p>Power plant: 2 x Pratt & Whitney PW121 Normal altitude: 7600m Standard seating capacity: 36 Number of aircraft in fleet: 2</p>	<p><i>Bombardier</i></p> 

Your wellbeing



These exercises are designed to encourage a safe way to enjoy movement and stretch certain muscle groups that can become stiff as a result of long periods of sitting. They may be effective in increasing the body's circulation and massaging the muscles. We recommend you do these exercises for three or

four minutes every hour and occasionally get out of your seat and walk down the aisles if conditions allow. Each exercise should be done with minimal disturbance to other passengers. None of the following should be performed if they cause pain or cannot be done with ease.



ANKLE CIRCLES

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

KNEE LIFTS

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

SHOULDER ROLL

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

ARM CURL

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

KNEE TO CHEST

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

FORWARD FLEX

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



OVERHEAD STRETCH

Raise both arms straight up and over your head. With one hand grasp the wrist of the opposite hand and gently pull to one side. Hold stretch for 15 seconds. Repeat other side.

SHOULDER STRETCH

Reach right hand over left shoulder. Place left hand behind right elbow and gently press elbow towards shoulder. Hold stretch for 15 seconds. Repeat other side.

NECK ROLL

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and to the other side, holding each position about 5 seconds. Repeat 5 times.

FOOT PUMPS

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

2. Put both feet flat on the floor.

3. Lift heels high, keeping balls of feet on floor. Continue these three stages with continuous motion in 30 second intervals.



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Your health inflight

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

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

Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

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

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

Recommendations

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

Jetlag

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

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

Recommendations

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



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

Cabin Humidity/Dehydration

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

Recommendations

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

Recommendations

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

Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health.

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

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

Recommendations

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

Motion Sickness

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

Recommendations

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



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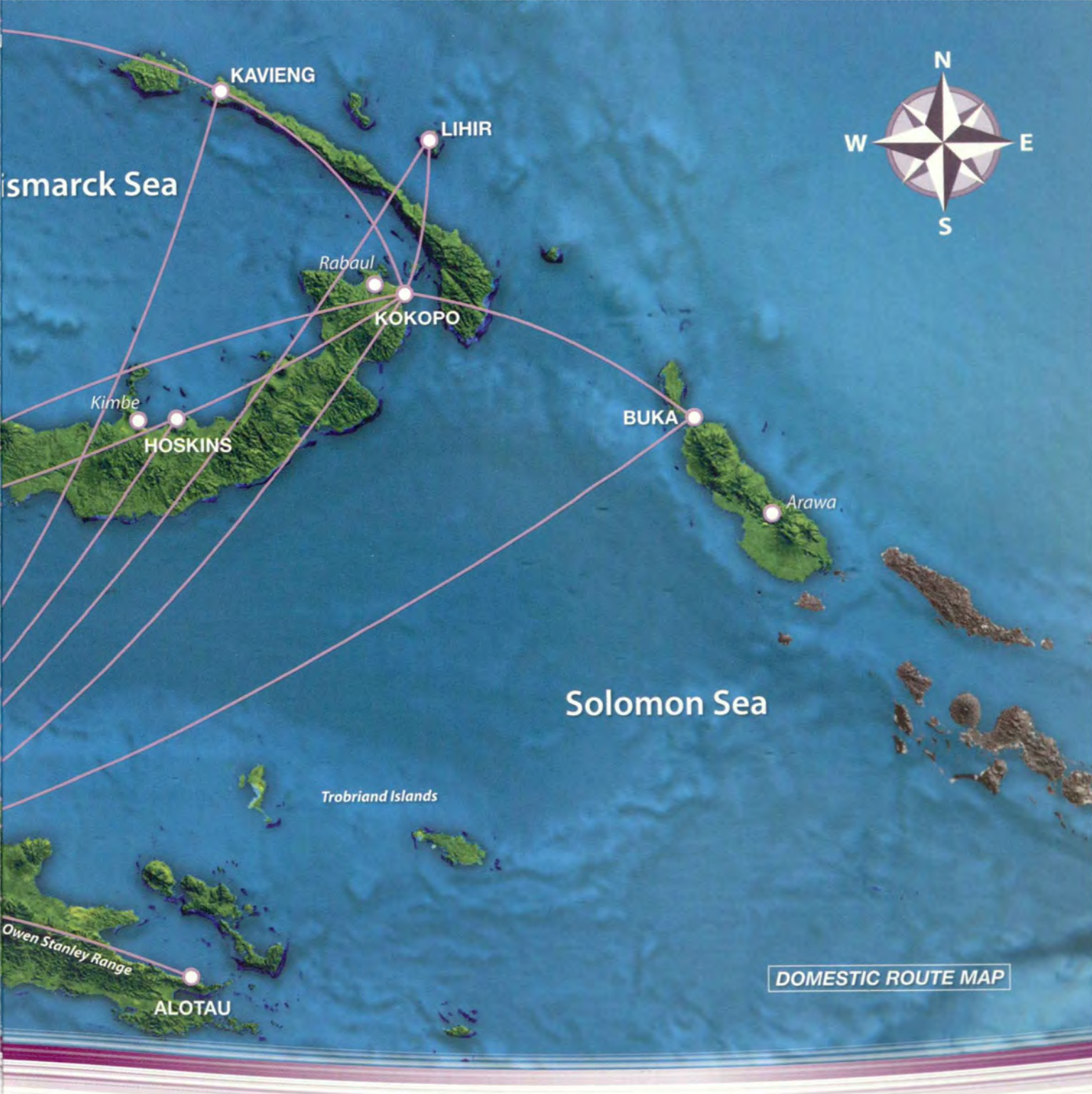
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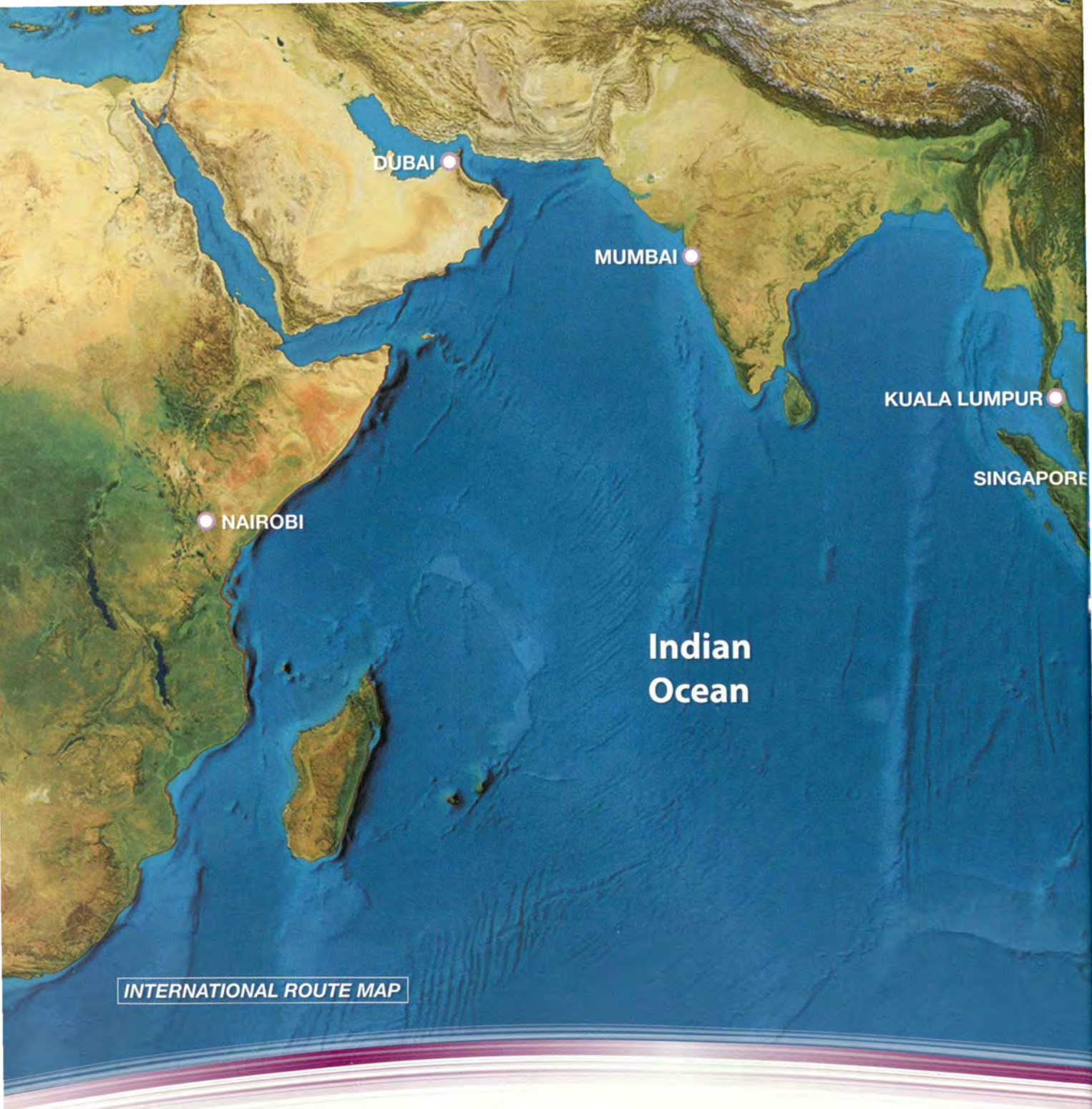
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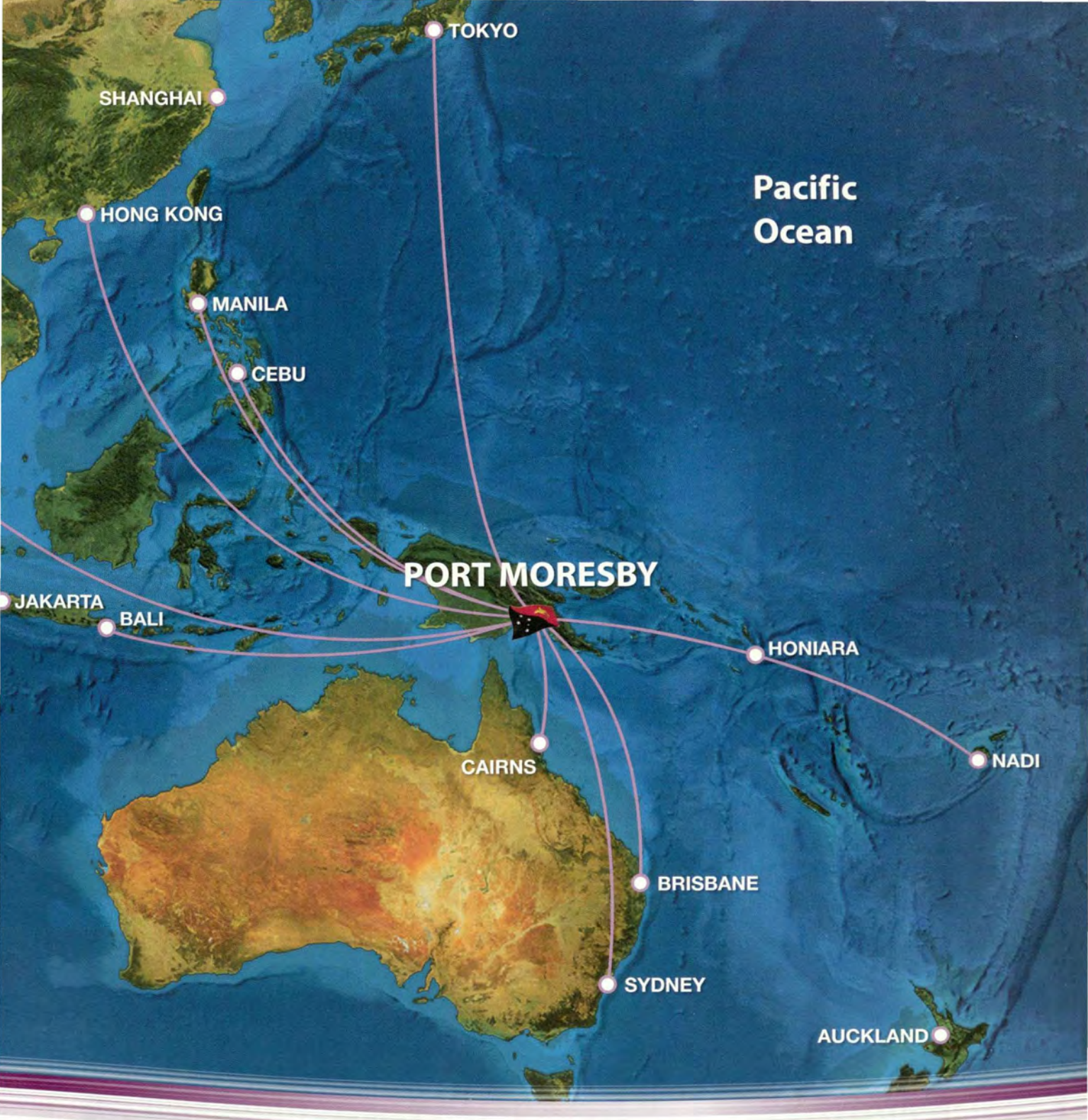
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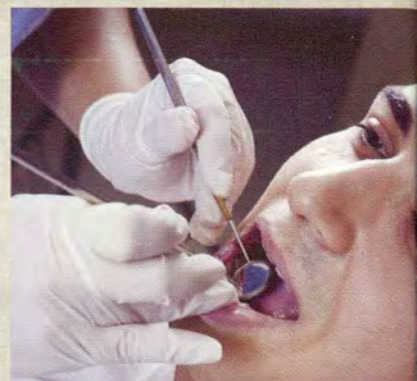
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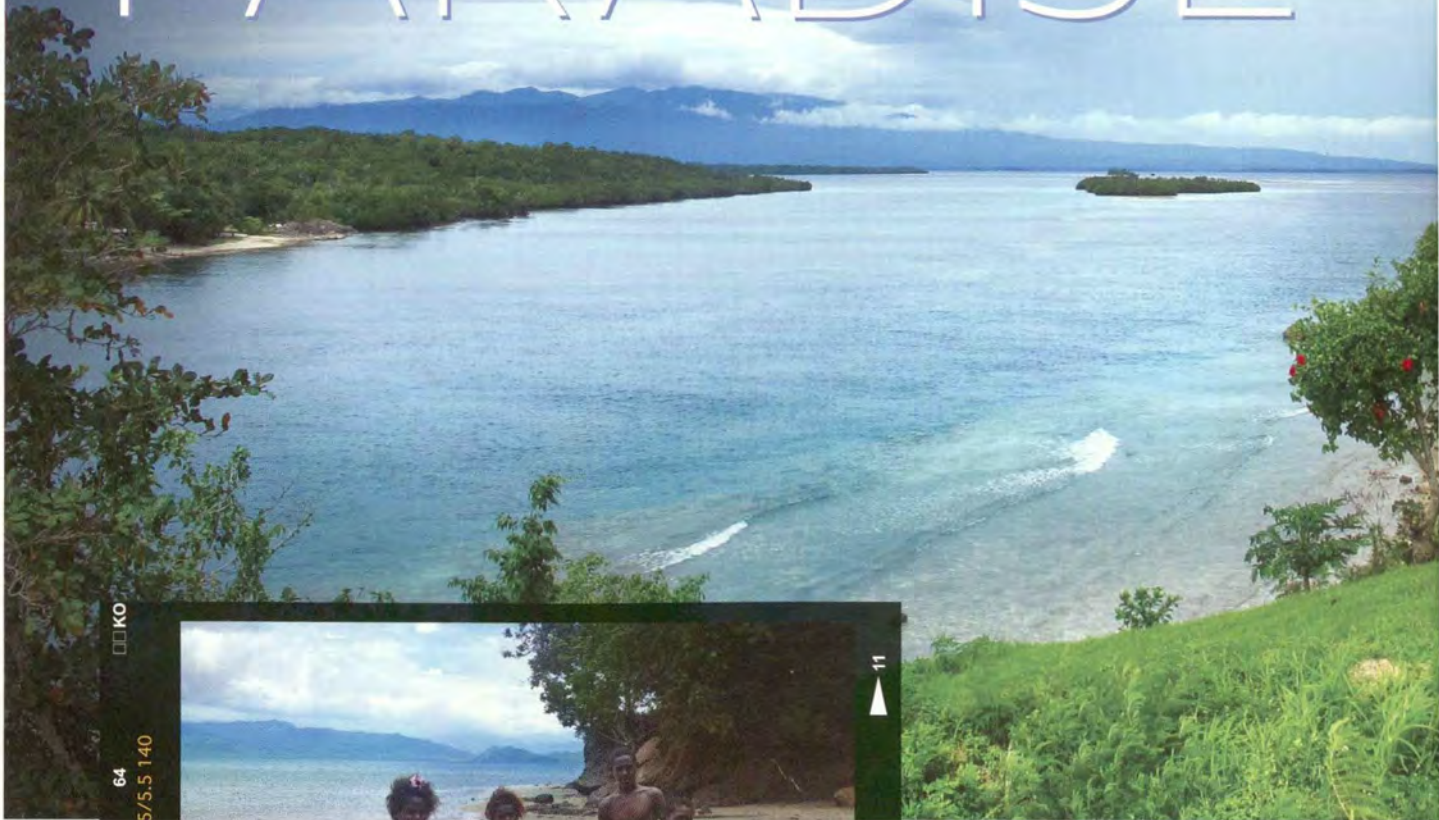
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Bougainville can't remain undiscovered for much longer

BY LACHLAN JOYCE

When I first visited Bougainville in 2010, my travelling companions and I got into the habit of renaming locations with the prefix 'paradise'. Thus, we stayed at Paradise Island, visited Paradise Village and fished off Paradise Point.

On my return visit, this impulse, while not the most imaginative of renaming efforts, was easy to understand. White sandy beaches, untarnished coral, thick jungle and locals unmatched in their generosity and hospitality, all combined to create an environment that for four tourists escaping a southern Australian winter was nothing short of paradise.

The ostensible purpose of this trip was for Lulu, a final year medical student, to complete a two-week placement at Buka General Hospital. Fortunately, we arrived a day before she started work and we used



Buka passage.

On the way to Pidia village.



James and David taking in the scenery.



this opportunity to hire a boat and visit some of the outlying islands.

Our first stop, Sohano Island, had previously housed the colonial administration and contains an impressive collection of well-maintained gardens. From there, we visited White Island, a small atoll where some fishermen were sitting out in the midday heat. We spent the rest of our first full day relaxing at the wonderful Sunrise Village Guest House.

The following day, we visited the hospital. After being welcomed by Doctors Matanu and Imako, we were given a tour of the facilities by Dr Vilosi. Not content with showing us his workplace, the good doctor then escorted us on a tour of Buka and its surrounds. The first stop was the House of Representatives of the Autonomous Bougainville Government (ABG). Here, we were given an outline of its structure

and purpose. This proved to be a valuable asset as politics was a popular topic of conversation during our visit. We were fortunate in this regard to meet a former ABG president, vice president and some members of parliament during our stay.

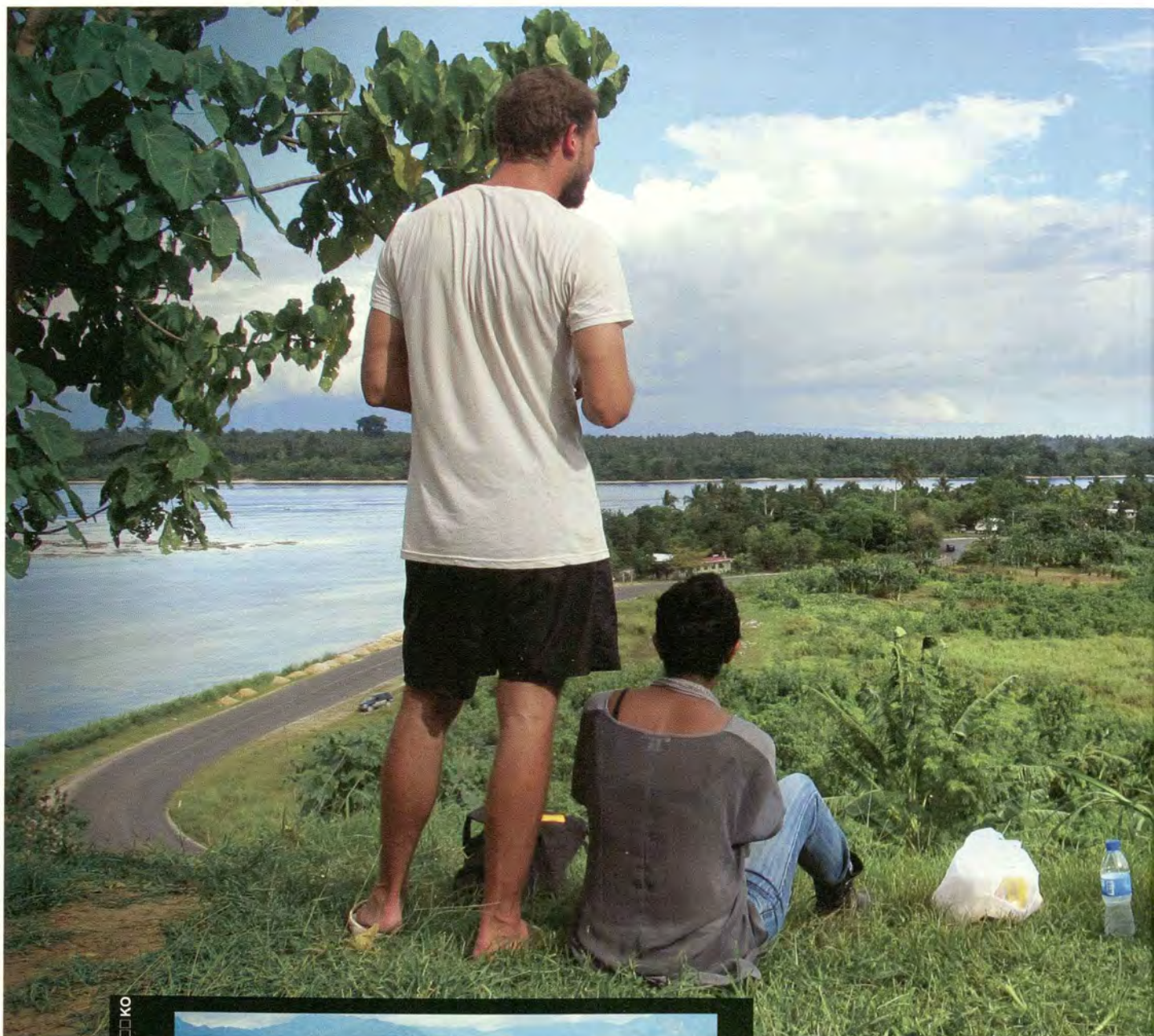
While Lulu was at the hospital over the next few days, James, David and I explored Buka and the surrounding area. We visited Malasang, a picturesque series of villages, and swam with some local children where the Yatsila River exits a cave and flows into the ocean.

We disproved the notion that fish in Bougainville “die of old age” because there

is no one to catch them; on a number of outings we managed to catch exactly zero fish, despite James being an accomplished sports-fisherman in his native Tasmania.

Bigger and sweeter

We accompanied some locals back to their hamlet and gratefully accepted the papayas they gave us - bigger and sweeter than any to be found back home. We sampled exotic foods - the galip nut stood out - and marvelled at the fresh local produce. We sampled (and James acquired quite a taste for) the infamous betelnut, or “buai”. In short, we were not lacking activities while Lulu was relishing her experience of a

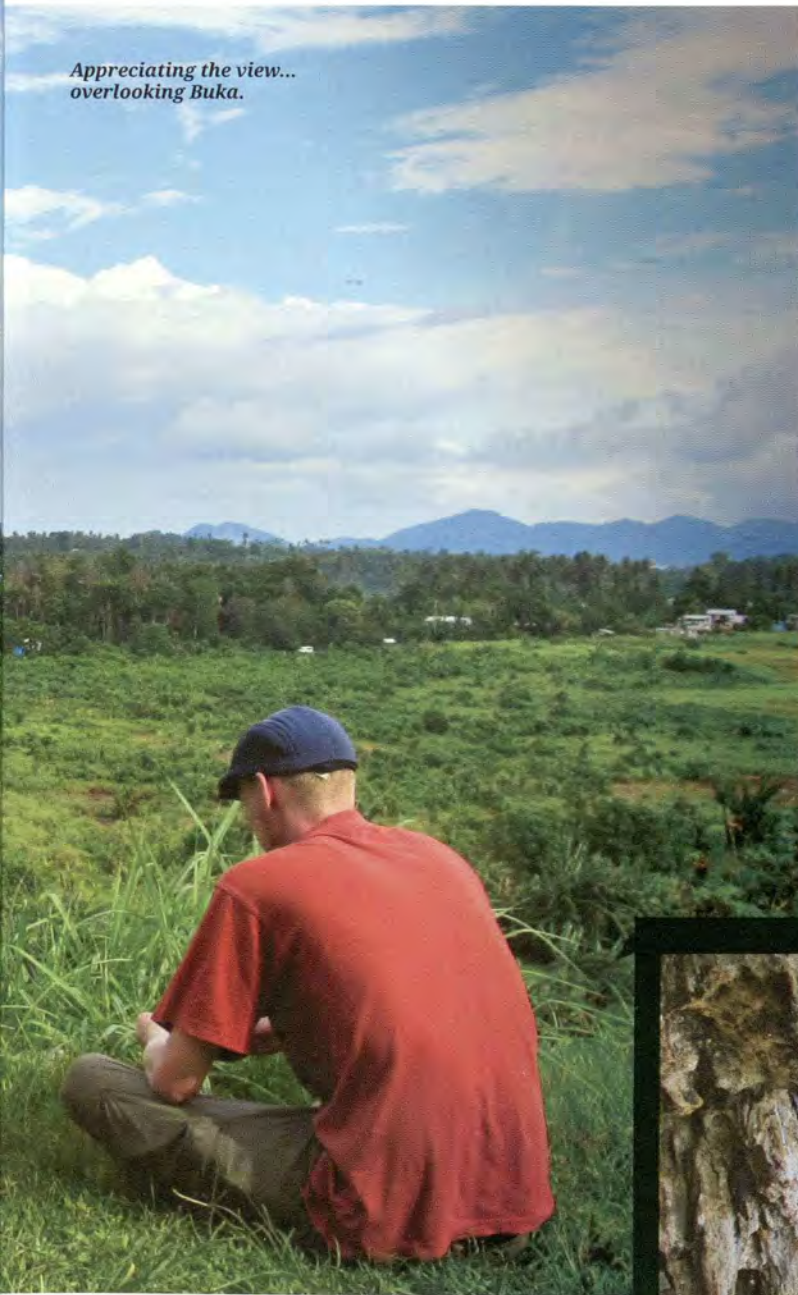


Outrigging in Pidia village.

Bougainvillean hospital. After our first week had flown by, we made a three-hour journey down to Arawa to visit my aunty and uncle. On our previous visit, James, myself and two other friends had made good use of the famous Melanesian hospitality and utilised my aunty's Arawa home as a base for a number of trips around Bougainville. We were very excited to see the household and renew a number of acquaintances.

Along with improvements to the road from Buka, Arawa had also installed a permanent power supply since our last visit and a supermarket had opened. Otherwise, Arawa felt very familiar and James and I were happy to visit our old haunts (although aunty had designated

Appreciating the view... overlooking Buka.



Renewing old acquaintances in Buka.



the local bar off-limits). As with our last visit, James became accustomed to cries of "Yu save kaikai buai?" wherever he went. Although this was to be a rushed visit to Arawa, we managed to fit in a night at Pidia Village. Since we last visited this village - on a peninsula south of Arawa and accessible only by boat - it had hosted the cast and crew of the film version of "Mr Pip".

Tropical idyll

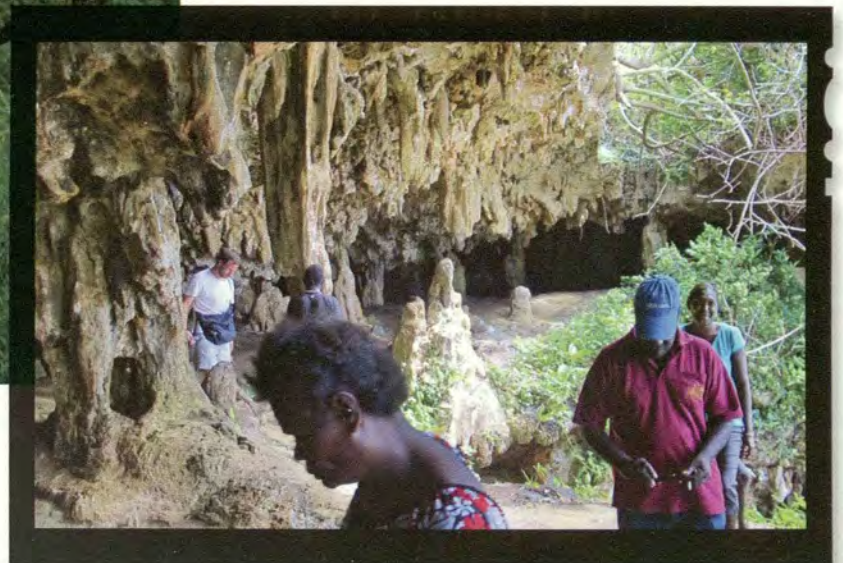
It was not difficult to see why it had been chosen. Our two days here were spent in a tropical idyll. We snorkelled the reef just offshore, ate copious amounts of freshly caught fish (proving that they were out there, however difficult to catch) and soaked up the relaxed atmosphere.

A highlight of our time at Pidia was an expedition in two outrigger canoes to watch some local boys spear-fishing. Although I understood the outrigger to be a big leap forward in canoe technology, we still managed to capsize both quite easily.

While I concentrated on staying alive, our trusted guides recovered our hats, sunglasses, thongs and even the speared fish, and the only lasting damage was to our pride. We returned to Buka on Monday, and our second week followed the pattern

of our first. While Lulu was busy at the hospital, the three of us ventured further afield. One extended boat trip took us to a number of World War II wrecks and to Saposia Island.

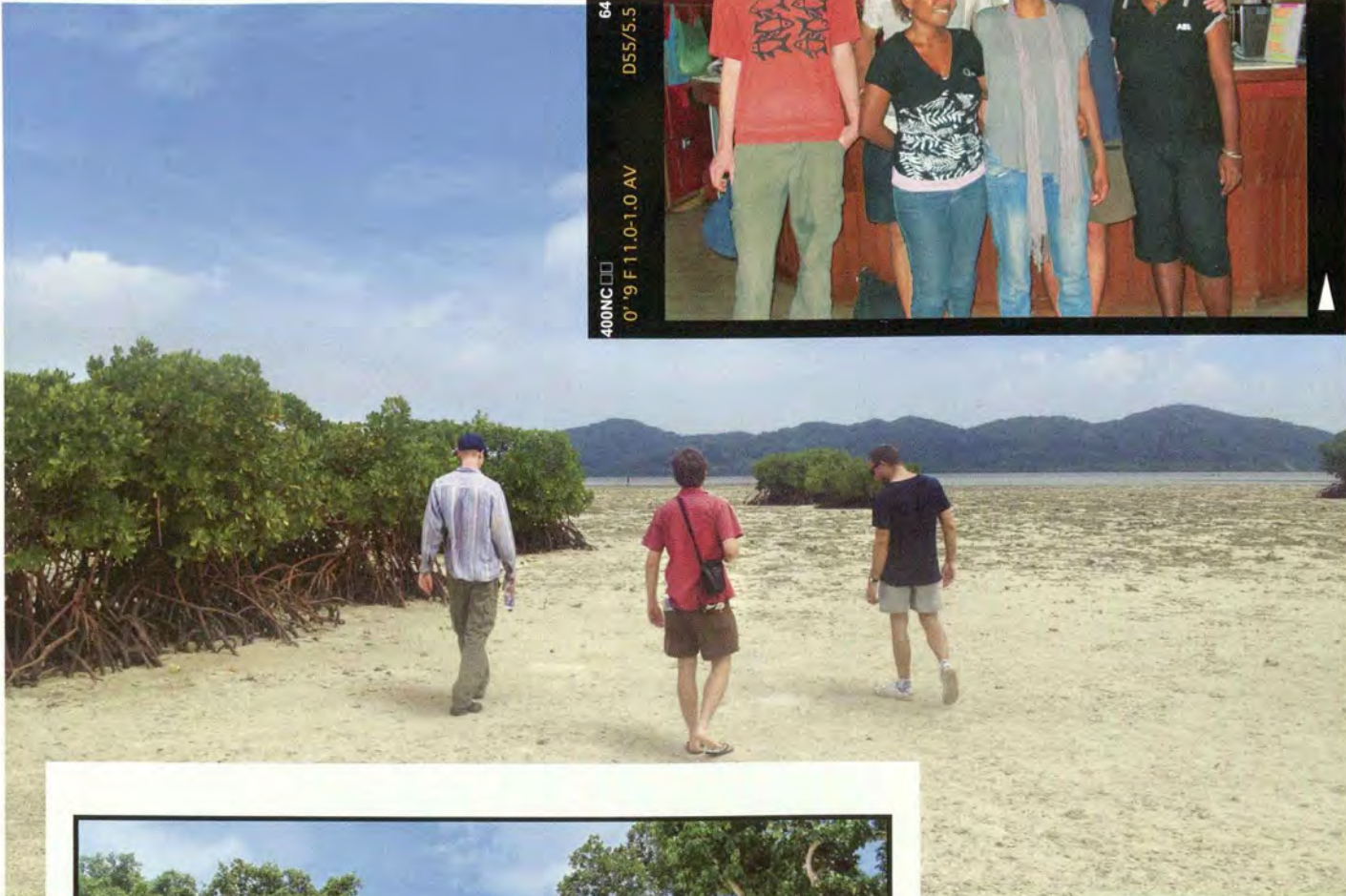
A day of driving saw us visit the northern tip of Buka Island and an incredible complex of caves, just off the main road. We entered one of the caves and were told its story by the locals before being presented with hurriedly made garlands to welcome us.



One of the many cave systems in Buka.

At the Reasons Bar and Grill.

Exploring White Island.



A local Bougainville home.

A constant theme around Buka was the washing of feet on our arrival.

Each afternoon when our adventures finished, we would meet with Lulu and debrief her about our very different days. We would generally partake in a well-earned refreshment at Reasons, a local restaurant, while watching the sun set over Buka Passage. Although we would occasionally encounter other foreigners around Buka, James, David and I seemed to be the only foreigners there purely for tourism.

Although the region's troubled past explains some of this, I don't think Bougainville can remain undiscovered for much longer. I have never felt more welcomed in any country I have visited. And not only does Bougainville offer much to tourists, tourists also offer a sustainable source of income to Bougainville. For the sake of both, I hope the next time I return to Bougainville, I encounter other tourists as satisfied as we were.





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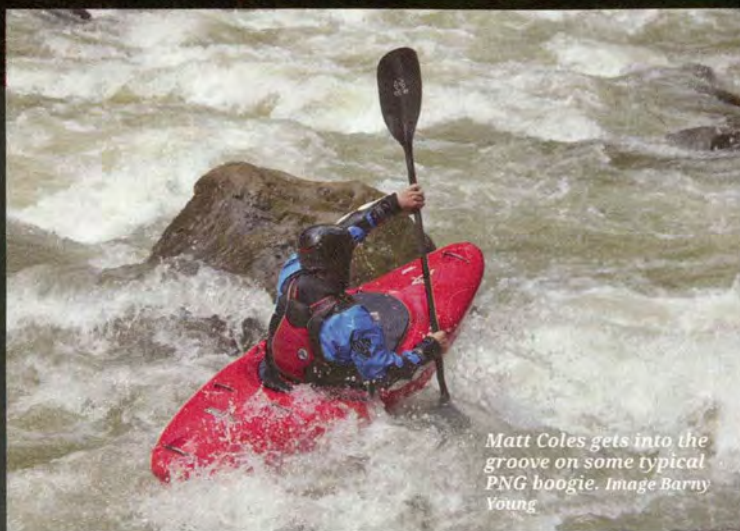
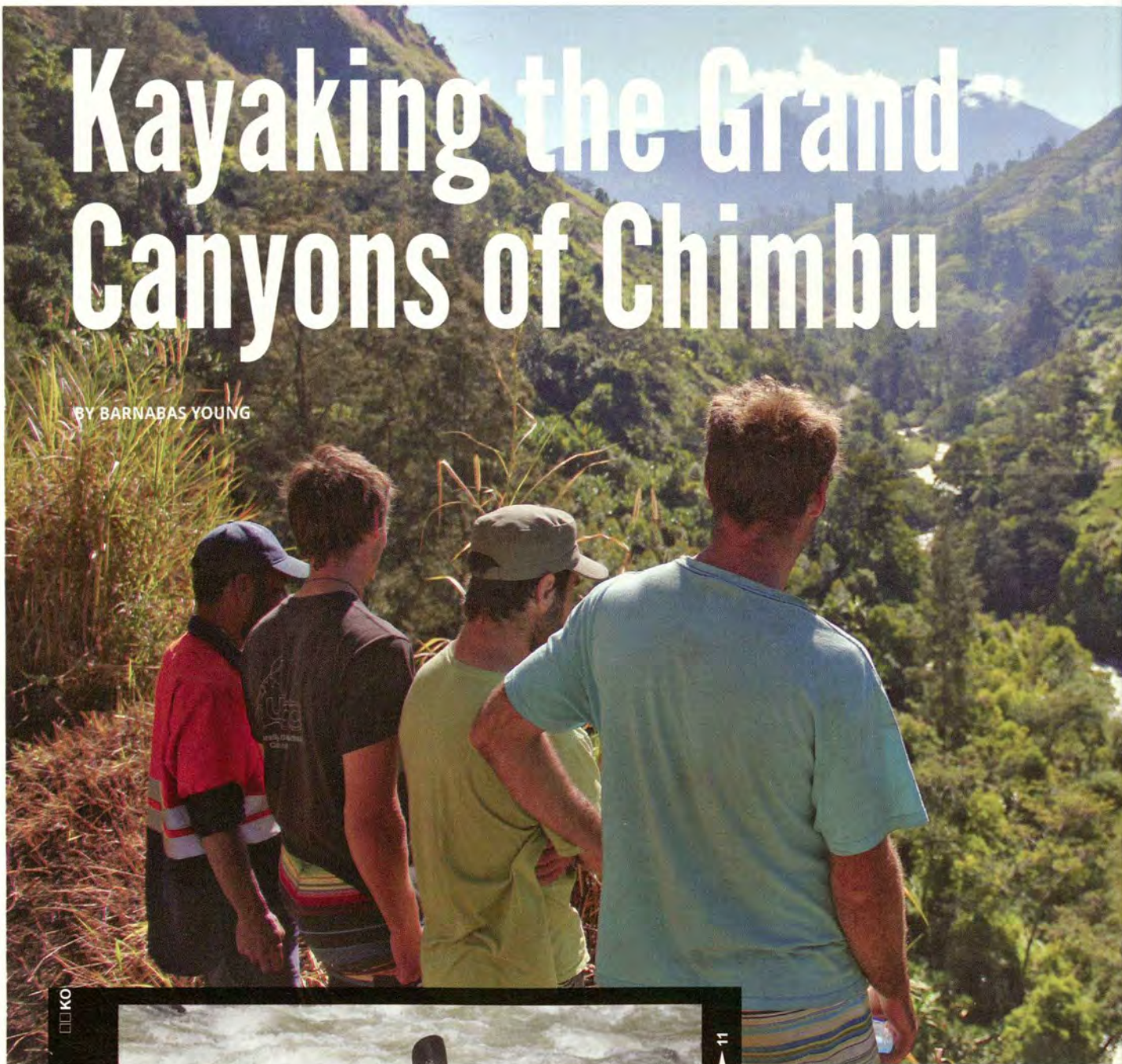
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— ALWAYS A PLEASURE —

Kayaking the Grand Canyons of Chimbu

BY BARNABAS YOUNG



Matt Coles gets into the groove on some typical PNG hoogie. Image Barny Young

Heading back to the “Grand Canyons of Chimbu” in remote Papua New Guinea had been a dream in the making for me and fellow team member Jordy Searle.

In 2011, we had paddled stretches of the Chimbu river but had to abandon a full descent when my kayak was washed underground and I was forced to swim.

Two years later, thanks to a grant from Sport NZ, Searle, myself and two other good friends, Ari Walker and Matt Coles were given the opportunity to head back into the “Grand Canyons of Chimbu” in an attempt to finish what we had started.

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Peering down into the last piece of the Chimbu puzzle.
Image: Jordy Searle

The locals at Gembogl station were stoked to have us stop by! Image - Jordy Searle



Our aim was to travel via a 4WD on a rough road that parallels the Chimbu river to the highest point from which we could use our paddles and thence spend our time negotiating the challenging rapids and canyons of the Chimbu - all the way to Kundiawa and experiencing the rich diversity and culture of the many villages on our way.

A lack of infrastructure and resources makes thorough planning of any expedition to Papua New Guinea difficult.

However, as we had found out in 2011, if you're prepared to put in the effort, the topography and untouched nature of Papua New Guinea allows you to reap the rewards.

Luckily for us, we had forged great local contacts on our previous expedition and allowed extra days in our itinerary to arrange our key requirement - transport.

Setting the stage

Departing Christchurch on the morning of May 3, we reached Lae that evening where our driver Bonne was waiting patiently.

That evening set the stage for the rest of the

trip: us and our kayaks bouncing around on the deck of a truck on un-maintained roads, spectacular scenery and an amazing cultural experience.

Over the weekend, we were able to negotiate a hire rate for a flat-deck Toyota Hilux to pick us up on Monday morning. Much to our surprise, the truck and our local driver Tony arrived without a hitch.

Once on the back of the truck, we were quick to get on the agenda and rallied up through Goroka in the eastern Highlands. That afternoon, we travelled up and over Daulo Pass (2478 metres) and were now in the Simbu Province.

Descending the other side, the topography and nature of the landscape changed dramatically and we knew we were nearing the Mai river, our favourite from the previous expedition.

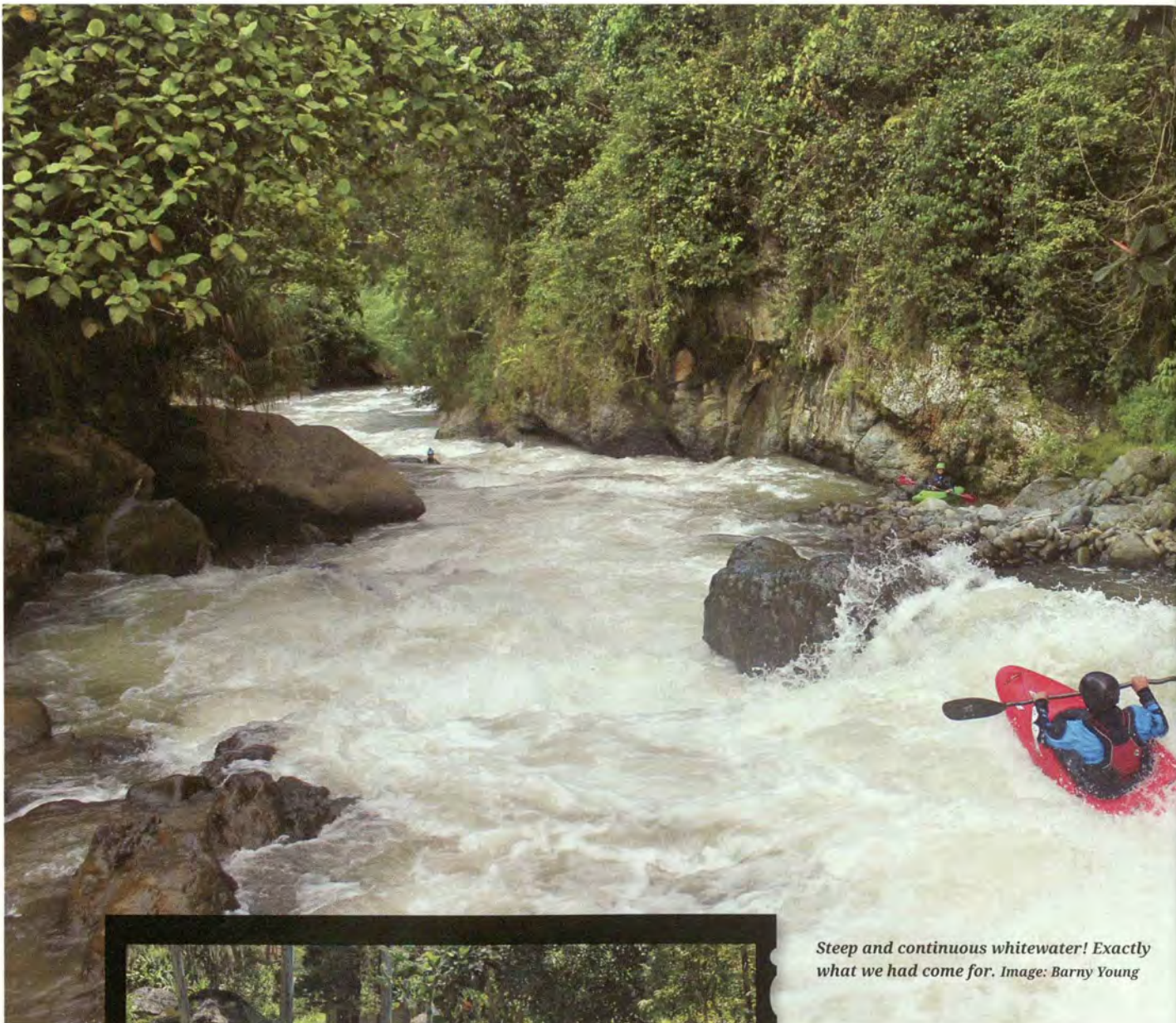
Knowing the quality of Mai, we decided to break up the journey, hoping a descent of the Mai river would help us prepare for the challenges ahead on the Chimbu.

That evening we stayed at the Tama Siane Guesthouse - an idyllic guesthouse nestled in a pristine and natural environment, just before the town of Chuave.

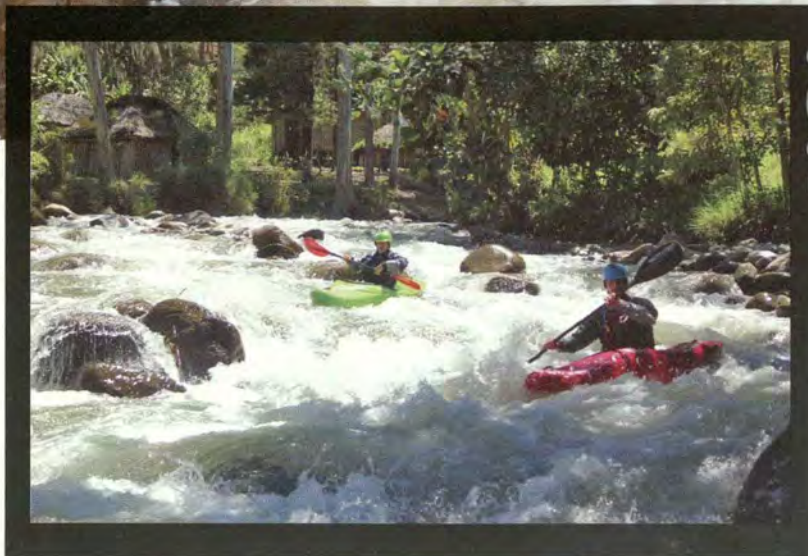
Situated just south of the equator and 160km north of the northern tip of Australia, Papua New Guinea is part of Melanesia, and hence often referred to as the 'Africa of Asia'.

With more than 600 islands and a land mass bigger than the State of California as well as a population which speaks over 800 different languages, it is an extremely diverse country.

Located in the heart of Papua New Guinea's rugged Southern Highlands, just outside the town of Kundiawa, the Chimbu river carves its way from the base of Mt Wilhelm (4500 metres) down to the mighty Wahgi river below.



Steep and continuous whitewater! Exactly what we had come for. Image: Barny Young



The calm before the storm - Ari and Jordy warm up in the upper reaches of the Chimbu. Image: Barny Young

Best kayaking

The following day, the Mai delivered again with the boys grinning from ear to ear as we made our way down 10km of some of the best class IV-V roadside kayaking anywhere in the world.

Arriving in the town of Kundiawa that evening, we were all excited to cross the main highway bridge over the Chimbu - where we would take out if we were successful in our attempt - to negotiate the "Grand Canyons". For Searle and myself, this river had proved our nemesis in 2011, so there was a mixture of awe and excitement.

That evening we stayed at the "Gor Yomba" Guesthouse on the hills overlooking Kundiawa.



Standing in awe the locals watched anxiously thinking his body is about to be impaled. Turning over just before the log, Searle does an eskimo roll just as he reaches the bridge allowing his body to pass under it. The locals erupt into cheers of excitement as he rolls up on the other side.

a bridge over the river. Before long, school had stopped and close to 1000 locals had gathered, intrigued by what the crazy (long long) white men were up to. Spotting a gap under one of the logs, Searle got back in his kayak and paddled towards the log. Standing in awe, the locals watched anxiously thinking his body is about to be impaled.

Turning over just before the log, Searle does an eskimo roll just as he reaches the bridge allowing his body to pass under it. The locals erupt into cheers of excitement as he rolls up on the other side. Quick to follow suit, the rest of us peel out and roll under the bridge with hundreds of enthusiastic locals eagerly cheering us on.

Getting out below the log we loaded the truck surrounded by crowds of excited locals. A few hundred metres up the road we were welcomed by Willie and his wife Pat. They run the Gembogl station resource centre for orphans. That evening we were treated to some amazing hospitality by both Willie and his wife who set up the centre to provide for children who have no one else.

The following morning we said our farewells to our gracious hosts before putting back on the water 400 metres above Gembogl. Again, we were surrounded by hundreds of children who ran out of their classrooms eager to catch another glimpse of us.

As Matt portaged the log, he was approached by the local headmaster of Gembogl Elementary school 'to talk to the students about our expedition'. As hundreds of interested kids and adults alike gathered, we spoke to the kids about how lucky they were to live in such a pristine environment and the importance of taking care of it for the future generations.

Nervously, the kids then asked some questions as the headmaster did his best to interpret what we were saying. After teaching the kids a quick game of duck, duck, goose, we departed all stoked on the positive vibe we had received from the schoolchildren.

On the water that day, we were able to make solid progress greeting friendly villagers along the way as we paddled down the 15-20km of class III-IV bush-

*Barny Young putting the limbo into kayaking as he gets ready to duck a log bridge at Gembogl station.
Image: Matt Coles*

Up early and keen to make the most of our day the following morning, we loaded the truck and headed through Kundiawa en route to the Chimbu Valley.

We stopped in as many villages as possible on our way there hoping the bush telegraph would get the word out that we were in the area.

After a few hours on the back of our Hilux, we peered down the valley at Gembogl station - an impressive array of village huts and a school nestled in one of the most spectacular locations anywhere.

Continuing on past Gembogl station, it was soon apparent that the lack of major tributaries at this elevation meant we must be close to the point where we could use our paddles.

Before long, the road made a rapid descent back down to river level and we arrived at 'Gombok bridge', about 4km above Gembogl station.

Surrounded by friendly locals, we put on the Chimbu and arranged to meet our driver Tony at Gembogl station.

In the water, we quickly got into our groove, manoeuvring our kayaks between tight rocks and improving our limbo techniques to avoid the bamboo strainers lining the river's edge.

Staying with the current we made quick progress and before long we were being cheered down the river by hundreds of enthusiastic school children as we neared Gembogl station. Arriving at Gembogl station, we eddied out to scout some major logs that had been chopped down to create



lined valleys. Rendezvousing with our driver Tony at each bridge, it wasn't long before we knew we were nearing the 'Banana market' swing bridge - where we had begun our descent in 2011. Believing the gradient was relatively flat until the swing bridge, we decided to push on. Rounding the first bend, we were shocked to be greeted by a steep class IV-V 500m section. This kept us on our toes, (especially Matt who had come down with a belt of food poisoning) and we were all relieved when we finally caught a glimpse of the swing bridge.

Stoked to make it to where we had started our trip the last time that evening, we headed back to Kundiawa, deciding on a rest day the following day to let our bodies recover.

Eager to get back to the river, we hit the road

Jordy Searle gets some sideways action on one of the crux rapids of the Chimu experience. Image: Barny Young

on Saturday morning meeting a few interesting characters who still had the aroma from the previous night's SP Lager session lingering on their breath.

Putting on at the Banana market bridge at 8am we knew we were in for a big day, planning on gauging our progress when we reached the Sikewage gorge entrance - the site where we were forced to walk out in 2011.

Making good progress through the first few kilometres of class IV boogie water, before long we reached the heralding of 'portage gorge', a steep class VI lead-in rapid cascading from ledge to ledge before disappearing around a blind corner.

Keen to avoid the gruelling portage around the gorge, Searle and I scaled the rough gorge walls to try and reach a vantage point. Scaling down the steep walls we are able to lower ourselves to the base of the rapid and peer into the gorge. Unfortunately, we could not gauge enough of a visual to allow us to commit to the gorge. Clambering back up the river towards our boats, Searle dislodges a moist layer of soil over limestone and plummets five metres head over heels onto the rocks below.

Thumbs Up

Miraculously he gives me the thumbs up, but this provides a stark reminder that often the risks are just as great off the water as in the water with expeditions of this nature.

Reluctantly we signalled to the other boys that we had decided to portage the gorge. Preparing for the brutal hike, we stripped off our dry gear and offered a couple of locals 20kina each to help guide us.

Being mentally prepared for the portage seemed to help as we summoned the strength to get up to the nearest coffee trail. On the trail, our local guides' nimble footwork on the precarious ledges made us jealous. But we couldn't trade our river shoes for their hardened feet. Despite this, we reached a steep creek one hour later and were able to drop back down it to river level.

Back in the water, we routed through a couple of class V rapids before the river momentarily flattened. We were relieved to be making good progress but knew it wouldn't be long before we arrived at the gates of the ominous looking Sikewage gorge. Checking our watches, the time was 1pm, the exact time we had decided was our latest for heading into the gorge!

After a quick chat, we all decided we were feeling good and keen to push on. Thanks to "Digicel's" great coverage, we were able to call Tony and inform him that we

were going to have a crack at making it to Kundiawa that night! Pushing on through the gorge, we paused briefly to appreciate one of the most majestic places any of us have experienced.

Reaching the rapid that had caused my demise on the last expedition, we all quickly portaged knowing daylight hours were crucial. The end of the gorge heralded a major change where a mountain of limestone had been created as a result of the road being blasted from above. Taking my time to admire the scenery, I heard a yell from Searle telling me to get moving as some limestone debris from the road works above had narrowly missed taking him out.

Below Sikewage gorge, the next 2km consisted of stacked class V kayaking. We paddled and portaged our way down doing our best to avoid the branches poking out at us with razor like prongs. Below this section, the gradient eased off but remained in the class IV realm for the next five kilometres.

Nearing the end of this section we recognised a sweeping left bend with a large hydraulic that we had spotted from the road high above. Knowing the boys were tired, I decided to route down this 200-metre long stretch comprising a pushy lead in with a hole at the bottom.

Next up, it was my turn and after paddling



The local kids of Gembogl station came out to cheer the team. Photo: Jordy Searle

the lead-in well, I was launched into a huge back-loop out of the hole at the bottom. Rolling up triumphantly, I was stoked knowing that from here the gradient eased and we had now completed the crux of

the Chimbu experience. Paddling back to Kundiawa, locals cheered in astonishment and followed us down in tyre tubes surprised to see that we had emerged from the "Grand Canyons of Chimbu".



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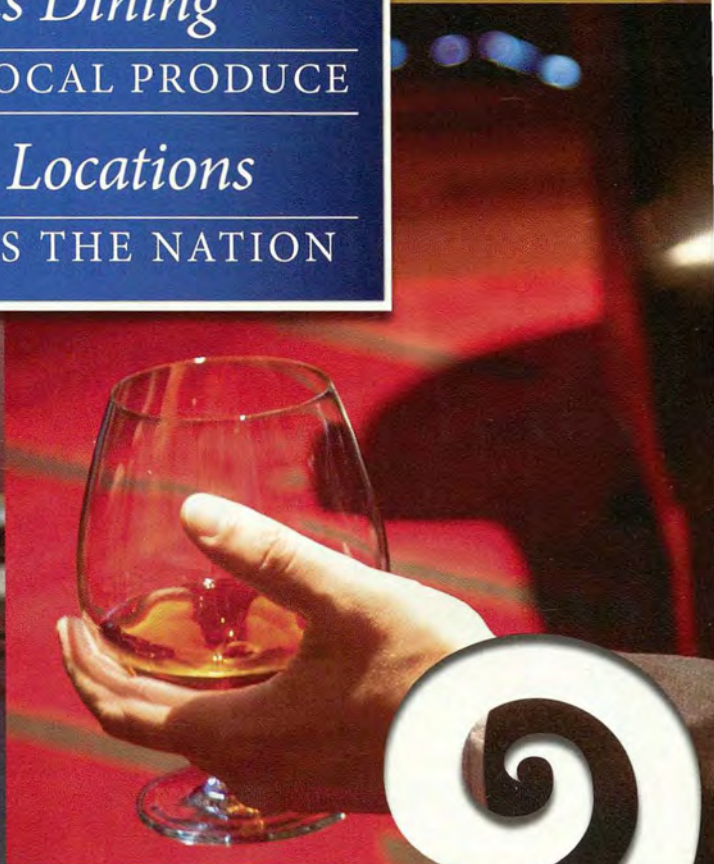
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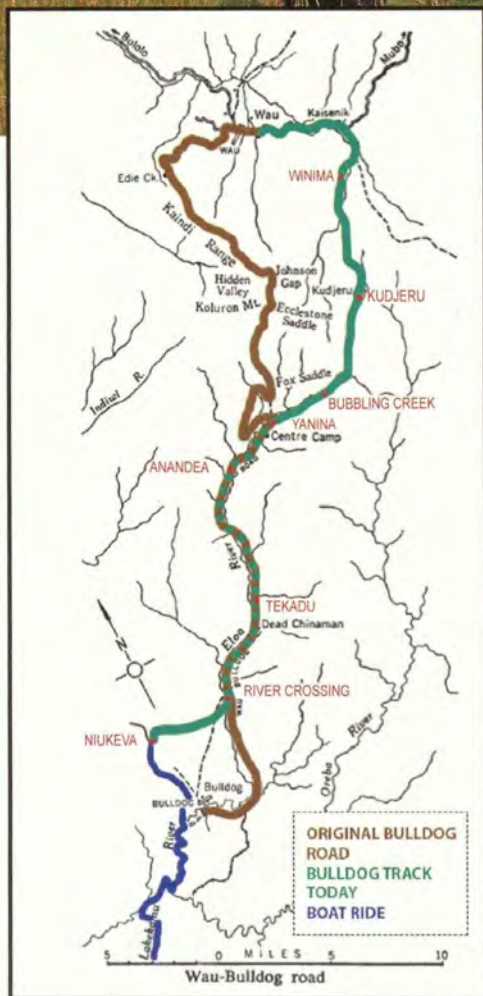
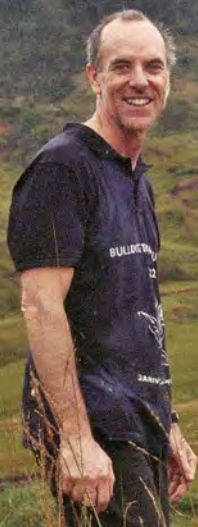
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TREKKING THE BULLDOG



BY NALISA NEUENDORF, PAULINE WEBB & GERALDINE KIMMINS

“By the end of Day Two, some of us had walked for almost 15 hours to get to Yanina so that we could start on the actual Bulldog Track the next day, and we were physically, mentally and emotionally shattered,” says Nalisa Neuendorf, about what was probably the hardest walking day of our epic trip.

We are all ‘expatriate’ Papua New Guineans who have spent large parts of our lives in Australia - Nalisa, who is from the Gulf; Pauline Webb from New Hanover; and Geraldine Kimmins from Milne Bay and Central provinces. Together with an Australian friend, Rowan Silva, we decided we wanted to do something unforgettable back in our home country. For various reasons, we decided that walking the Bulldog Track was going to be it.

“I suppose we walked the track for different reasons; for myself, it was initially about doing something truly unforgettable in memory of my late sister,” says Nalisa. It helped that being from the Gulf meant there were some

useful family connections in both the Gulf and Morobe provinces, including an uncle Henry Timothy, a councillor from Tekadu village.

Unfortunately, the lease area of the Hidden Valley mine, operated by Newcrest with its camps, fences and guards, sits on a higher elevation part of the Bulldog Road and so it can no longer be travelled along from the Wau side via Edie Creek. We drove south-east from Wau to Winima and walked from there to Kujjeru on what is known as the Donkey Track which, following a traditional path across the Owen Stanley mountains, was initially used by the Australian Army to support their besieged forces.



DAY 1

Amidst the Kuper Range we traversed thickly forested hills, which eventually opened out four hours later, and we descended into Kudjeru village, nestled in a beautiful grassy valley, surrounded by misty hills and looming mountains. This was our first overnight stay along the track.

A shortage of aircraft to service the Wau airstrip led to the decision to build a road suitable for vehicles from Wau to Bulldog in the Gulf Province, the site of an old gold mining camp - as a supply line and possible evacuation route.

Over a period of nine months, 2000 Australian Army personnel with a similar number of local people built the road using dynamite, pickaxes and much sweat. It was 114 kilometres long, rising from Bulldog at 59 metres, up over the mountains at 3,000 metres before dropping into the Wau valley, incorporating 17 bridges along the route.

On August 22, 1943, two jeeps drove from Wau to Bulldog, followed the next month by three-tonne trucks, used to bring in supplies and take out the wounded. It is the only motorable road that has ever been constructed across the mountain-peaked spine of Papua New Guinea between the north and south coasts.

DAY 2 — KUDJERU TO YANINA

Rose early the next morning at 6am and set off to tackle the mighty Owen Stanley Range, aptly named 'Double Mountain' by the local communities. Starting at an altitude of over 2,000 metres at Kudjeru, the first mountain ascended to an altitude of over 3,000 metres at the summit. We were informed that on a clear day, you can see all the way down to the Gulf of Papua coastline. Unfortunately,



we were not so lucky and were greeted at the summit by fog and wet weather. Descending from this point, we followed the track down to the section between both mountains and followed a dry river system that divides the mountain.

The river system, very slippery due to the moss covered rocks, is surrounded by pristine forest and amazing natural beauty. Then, there was another steep ascent up the second, harder section of Double Mountain.

Once we reached this peak, we again descended and descended, and descended. It felt as though it was never going to end. It seemed, especially at the peaks, if you stopped for more than a minute, the cold would seep straight through your skin and into your very bones.

The first part of our team arrived in Yanina just after dark at 7.30pm, the second made it just after 9pm.

When hostilities were over, there was no economic imperative for the road to exist so it was not maintained; years of heavy rainfall plus the inevitable floods, land slips and slides mean that all the bridges and much of the actual road on steep gradients had been destroyed and reclaimed by nature. Rivers are now crossed by vine or timber structures that are re-built after wet season floods. The track traverses from swamps almost at sea level to moss-covered mountain peaks and so travelling along it one experiences many different eco-systems with their amazingly varied flora and fauna.

The Chief's wife spoke in tok ples, 'People come, people go; come, and go. We have a desire to become developed too! Once you leave here, will you go from this place and forget us?' It was a heartfelt question.



This lack of maintenance also means that the communities along the track have remained remote and isolated, most lacking even the most basic government services.

DAY 3 — YANINA-ANANDEA-TEKADU

As we were about to leave the village, we were stopped by the Chief and his wife, dressed in traditional costume, the Chief complete with bows and arrows and his wife with a spear. Uncle Henry explained that this mock attack was a ceremonial opening the true track for us. The Chief's wife spoke, in tok ples, 'People come, people go; come, and go. We have a desire to become developed too! Once you leave here, will you go from this place and forget us?' It was a heartfelt question. At this stage, we hadn't even set foot on the true Bulldog Track itself. As traditional owners of the land, they opened the track by breaking a ceremonial gate of pandanus and banana leaves.

We were told this part of the walk was 'the land of sako'. We weren't let down - all along the track on both sides, Kurusako (Choko) grows unhindered up the side of the mountains, along with galip nut, aibika and taro.

This part of the track is still well levelled and wide enough for the imagination to see vehicles driving on the road. Although it is well engineered, we still traversed many cliff sides and navigated amazing rushing

rivers using strategically placed logs, strong bamboo bridges, or simply wading through streams and larger waterways, using a 'human chain' for safety if necessary. Just before the sun had gone down, we crossed our last raging river for the day to arrive safely in the village of Tekadu, the home of Councillor Henry.

There is the inevitable comparison to the Kokoda Trail, some hundred or so kilometres to the south-east, which in terms of topography and physical conditions is just as difficult. Both tracks have roughly the same number of climbs and descents, whether you walk north to south or south to north.

Some consider the Bulldog Track in either direction gives trekkers more time to 'get their legs fit' before tackling the most difficult section between Yanina and

Kudjeru.

Walking out from Bulldog, you get several days of steady gradients along the old 1943 road before you have to tackle any really steep spurs.

Starting from the Winima end, you get a full day of hiking through gentle rolling hills before you come up against more serious gradients at Kudjeru.

No battles were fought along the Bulldog Road but its existence was just as important to the war efforts against the Japanese.

The difference today is that many people trek the Kokoda Trail in well-organised groups. There is an accepted method for levying fees and distributing benefits from trekkers and communities along the route have ready access to health, education and other social services.

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more evidence of the Australian Army engineering - an old army workshop hidden by undergrowth, parts of an old machine gun, strategically placed against a tree. After 4-5 hours of walking, we passed into the Gulf Province and stopped at a place where two river systems combined, a place aptly known by the locals as Wara Bung.

The vegetation and surrounding environment began to change, the land was flat and much easier to walk than the previous days. The forest, although still very thick, was home to more rainforest species of plants, no kurasako, but more and more evident were betel nut and sago palms - we even heard Birds of Paradise calling in the treetops!

This last day of walking was on more level paths, but it still took a lot of energy to navigate the mud, swamps and slippery log crossings, along with more river crossings. Six hours after leaving Wara Bung, we glimpsed the end of the track at Kakoro, marked by the old airstrip with local boys and girls playing an afternoon game of soccer.

We left Councillor Henry and our other friends here so Day 4 ended with a lot of thanks to our support team and Kakoro hosts, lots of emotion and for the first time on our walk, a well earned fizzy soft drink chilled in the Lakekamu River!

The Australian Army transported their supplies by coastal vessel from Port Moresby to Kukipi, where they were taken up the Lakekamu River by motorised canoes to Bulldog camp. Until the road was built, they were then taken by the carrier-load up mountain paths to Wau via Winima. Sick and wounded soldiers were carried back along the same track for evacuation to Port Moresby. Having

The Bulldog Track by comparison is walked by only a few, arrangements are difficult to make and the communities affected in some way have virtually no government services. The first aid post that we came across was at Tekadu, where there is also an unused airstrip.

DAY 4 - TEKADU TO KAKORO

Our last full day of walking started as the last two had...at the crack of dawn! We left Councillor Henry's home and the local classroom where we had slept the night before and headed south for the Gulf Province border. Parts of the track show





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of the country; the three of us see this as one of the messages the national and/or provincial governments should take note of.

They echo the concerns of the villagers we met that - that they want 'development' and would like to be part of the decision-making process that any initiatives or interventions that this might involve.

The Bulldog Track is a real option for those wanting a real, raw off-the-beaten-track bush adventure. It includes diverse environments, superb wildlife, remnants of history and grassroot villagers. It's a great walk in either direction through a cross-section of cultures and environments from chilly highlands to the coastal swamps and rivers of the spectacular Lakekamu Basin.

You will cross countless rivers, climb steep mountain paths and bash your way through thick jungle - the stuff of adventure.



a motorable road made this logistic nightmare much easier. The Kakoro community, although surprised at seeing a party consisting of so many Papua New Guinean women walking out of the bush, were just as friendly and helpful as others that we met along the route.

LAST DAY — KAKORO TO PORT MORESBY

Long voyage, eight hours of skilful navigation in an outboard-powered dinghy, down the Lakekamu River to the highway. Witnessed some of the local wildlife that calls the river home - crocodiles, turtles and various birdlife. Reached the bridge at Yopoi around 3pm, then caught transport back into Port Moresby, a four-hour drive, arriving tired but content at around 9pm that evening. Spent much time storying and laughing - a wonderful pastime in PNG that makes even the most difficult of situations seem easy.

We considered that we were not just tourists, although in some respects as Papua New Guineans who live in Australia we were 'local' tourists. Whatever our reasons were for making the trek, at the end of journey as we relaxed in the boat travelling down the Lakekamu river to Yopoi to catch a PMV into Port Moresby, we all felt a sense of real achievement. We and others who had accompanied us on our journey and shared its highs and lows had forged a bond that would never be forgotten by any of us.

As Pauline Webb says, "The shared experience of walking through some of the remote parts of PNG has ended up enriching all of us".

Sadly, the lack of services along the Bulldog Track is typical of many remote rural areas



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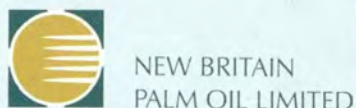
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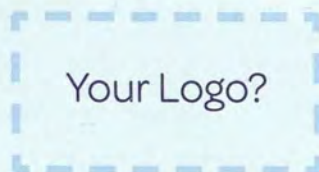
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College in the Jungle?

Air Niugini supports initiative

BY VERA HUNTINK

In a bid to improve the health and education outcomes in Papua New Guinea, the Kokoda Track Foundation is embarking on its biggest project to-date - the creation and construction of a college in the jungle of the Owen Stanley Ranges.

The Kokoda College idea originated about two years ago, when the Kokoda Track Foundation realised the shortage of teachers and community health workers was preventing the development of the communities along the Kokoda Track.

Dr Genevieve Nelson, executive director of the Kokoda Track Foundation, said “when we started researching, we discovered that some 500,000 school-aged children

are currently not going to school due to a shortage of teachers and infrastructure”.

“And in health care, things aren’t looking much better, with a shortage of community health workers - the cornerstone of the rural health system - for PNG’s population living in the rural areas,” she added.

To construct the college, the foundation is engaging 40 Australian volunteers and 40 local PNG carpenters in October and November this year.

With the generous support of Air Niugini, the volunteers will be flown from Australia to Popondetta, from where they will travel by road to Kou Kou village, just outside Kokoda.

The community of Kou Kou has been preparing for the arrival of the volunteers by building staff housing and the construction site.

The women of Kou Kou village will be preparing all meals for the volunteers when they are on site and they will be well looked after.

“As a not-for-profit organisation, we are relying on corporate partnerships to enable us to build the college.

“We are delighted that Air Niugini is offering us heavily discounted airfares for our volunteers’ travel to PNG,” Nelson said.

“The support of partners like Air Niugini and our many dedicated volunteers are absolutely crucial in making the project a success.”

The construction of the Kokoda College will start in October this year. To keep up-to-date with this exciting project or to find out how you can get involved, please visit www.kokodacollege.com



ABOUT THE KOKODA TRACK FOUNDATION

The Kokoda Track Foundation is an Australian philanthropic organisation which aims to repay the selfless help given to Australia during WWII by the ‘Fuzzy Wuzzy Angels’ of Papua New Guinea (PNG) by helping to improve the lives and futures of their descendants. The Kokoda Track Foundation is currently in its 11th year of operation and supports 40 villages along and around the Kokoda Track in the areas of education, health, community development and microbusiness.

www.kokodatrackfoundation.org

Tasty Red Pandanus Sauce

PNG's Ketchup

BY SIVA KIMA



Cozing through the clenched fist of the 'marita' preparer is a juicy red sauce having the exact resemblance of the tomato sauce that's bottled in your refrigerator. But it isn't.

'Marita' is also known as Red Fruit, Red Pandanus, Red Fruit Screw Pine or Pandanus conoideus. It is a unique fruit native to the highlands of Papua New Guinea and when prepared, makes a tasty red sauce that leaves an impression on your memory.

Sauces aren't a typical concoction you would find locals engaged in making for dinner, so marita sauce proves an exception that is prepared occasionally. This is because the fruit isn't as common as say papaya or pineapples in PNG and it takes quite an effort to prepare.

This exotic fruit can weigh over 10 kilogrammes and one metre in length upon harvest and has a unique architectural dome shape. Red spikes bristle out uniformly all over the fruit so that together with the weight, you can't hold it comfortably for long. The spikes are covered with the red sauce making substance.

The red pandanus grows well in the cool highlands climate and takes 7 to 8 years to grow after planting. After the tree has grown, you can expect a harvest of the fruit after every 4 - 7 months. The fruit changes from green to a striking orange or red colour upon maturity.

The orange marita grows more commonly in the valleys of the highlands region. When ripe, the red fruit is also a favourite among native birds.

A related pandanus plant, more popularly known as the karuka or pandanus nut, grows throughout the highlands region. The spiky nut contains an oily white kernel similar in taste to peanuts and can be eaten raw.

In preparing a marita dish, the fruit must first be halved and the softer interior scooped out by a home-made scooping utensil created just for the job. The white sponge-like 'belly' is not for consumption.

As seen in the pictures, it is then cut into pieces to fit the pot and cooked together with local veggies - sweet potato, bananas, pumpkin, beans and greens. It is also baked in earth ovens or mumu - a local term for earth ovens. It is cooked when the spikes can slide off easily from the thin inside layer by the tug of one's fingers. It takes about an hour to cook on an open fire.

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It is then placed separately in a large bowl and churned with both hands. Cups of warm water are added until a ketchup-like consistency is achieved. This takes about 3 to 5 minutes.

Using the fist, the marita spikes are then taken up and squeezed onto the veggies and greens and with a sprinkle of salt is ready for eating.

Many opt to suck the sauce straight off the spikes. This is not advisable for a first-timer but none-the-less adds to the experience.

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Talk about bizarre cuisine! It would be hard to beat the marita sauce dish.

Unlike tomato sauce though, marita sauce is naturally packed with nutrition. Marita contains high levels of oil, anti-oxidants and essential vitamins and minerals.

As such, it is often used as an efficient traditional tonic to treat various sicknesses and dietary deficiencies.

Loaded with health boosting properties, it's not surprising that the red fruit has been valued locally for generations.

Also, red pandanus sauce is usually not spread on other protein sources like chicken or pork because of its naturally high oil content.

For those with more adventurous taste-buds, try the sauce on other boiled veggies like carrots, potatoes, zucchini and broccoli. These veggies are grown locally in the highlands region. Note also the marita sauce stains are pretty hard to get out of clothing, so you shouldn't be wearing your Sunday best when preparing or eating it.



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Belonging to the Pandanus plant family, red fruit is also grown and eaten in the Papuan region of Indonesia, particularly in the mountainous areas.

There, it is called kuansa and also cooked in the earth oven and valued as a health supplement. They believe it is effective for skin, eye and worm treatment.

Indonesians call it buah merah, meaning 'red fruit' and make industrial products out of it such as buah merah oil. They categorise these products as traditional herbal medicine. It can also be classified as dietary food.

Throughout the Pacific islands, various species of pandanus palms grow natively bearing different types of fruits - some of which are edible. Pandanus plant parts such as the rigid leaves are also used for houses and traditional handicrafts like mats.

Marita can be bought at the local markets in the highlands region for as low as 10 kina during the marita season which runs from approximately December to May.





Momo-Carol Kavani Ako and Aa'ron Sidney Lahui-Ako in front of the Memorial Stone commemorating the arrival of the South Seas teachers in Hanuabada.

Hanuabada and the LMS

Providing a sanctuary for the Misi-Tauna

BY LAHUI AKO

The London Missionary Society (LMS) or "Elemesi," as they say in Motu, arrived on the shores of Papua in 1873.

The LMS is the forerunner of the United Church of PNG.

The arrival of Rarotongans Ruatoka, Anaderea, Eneri and Rau on the shores of Hanuabada has become part and parcel of the PNG United Church's history, where songs and dances commemorate this significant piece of history in the lives of the faithful.

The LMS was a non-denominational missionary society formed in England in 1795 by evangelical Anglicans and non-conformists, largely congregational in outlook to preach the word of God as missionaries throughout the world. It sent its missionaries to the South Pacific (South Seas) and Africa in the 1800s.

The first of these South Seas islanders who brought the "Good News" to these far-flung southwestern islands in the Pacific Ocean came from the Loyalty Islands in 1871 and were placed in the Torres Strait Islands by the LMS.

Later on that year, Ruatoka and another five Rarotongans and their wives landed at Manumanu with A.W Murray and W.W

Gill on the "Loelia" as teachers and missionaries. Their stay at Manumanu was shortlived as tropical diseases took their toll on them, forcing Ruatoka and three of his colleagues to move to the Port Moresby area at the unknown behest of a majestic Hanuabada clan leader by the name of Lakani Toi of the Tubumaga clan.

The fact that this mission had no vessel of its own made it impossible for those at the LMS base in Cooktown, Queensland, to provide logistical support for the teachers - who were thinly spread out in the Torres Straits to Manumanu.

Further, new government regulations in respect to the licensing of the shelling boats in the Torres Straits made it more difficult to secure the aid of trading schooners during times of emergencies.

So, despite the assistance provided by

the men of the HMS Basilisk under the captaincy of John Moresby and the sympathy given to them by a gentleman from Melbourne named Orkney in his private yacht the "Loelia", urgent medical treatment was needed for these teachers at Manumanu who were threatened by malaria and other tropical diseases.

Toi's invitation to visit the village of Hanuabada was the final straw that quickly made up their minds to relocate.

Early in 1873, before the teachers decided to evacuate Manumanu for the sanctuary of Port Moresby, Toi had visited the village of Manumanu, 60km west of Port Moresby. Toi had gone there to trade for sago and bananas. It was there that he first met the South Seas island teacher named Ruatoka, from the Cook Islands.

The story goes that Ruatoka, after

meeting Toi, whom he found to be a very likeable person, suddenly realised that despite establishing camp there at Manumanu, they were yet to influence the local populace with the teachings of God.

There in front of him, stood an opportunity to spread the word further eastward down the coast. So, gathering up his courage, he asked in his broken Motu, "Tau badana (Honoured Sir), from what you are telling me, it seems to me that your village is an interesting place to visit. I would love to visit it one day. Is it as big as this village?"

Toi was also taken aback by this gentle, mild but persuasive person who looked like a Motuan, yet spoke the language with a very funny accent. Maybe, wanting to show-off the size of his own village to these foreigners, he answered, "No, no, no!"

As Ruatoka looked expectantly at him, he continued. "My village is much more bigger than this, and I would dearly love to show it to you if you would accept my humble invitation to come visit."

When he saw Ruatoka eagerly nod his head in appreciation with a glint of happiness written all over his face, he warned: "but for your safety, it would be best if you land first at my iduhu which is..." and he proceeded to give him specific directions on how to get to the Big Village and his clan, in particular." So Toi invited Ruatoka to Hanuabada. However, for his safety he had advised this Soldier of God to enter through his clan where he would be guaranteed sanctuary.

When Toi returned from his trading visit to

Misi-tauna Reverend Daroa Toua (middle) before Sunday service at the Poreporena Lahara United Church.



Vagi Gairo and family after Sunday service. In the background is the Poreporena Lahara United Church. This church used to serve the whole village of Hanuabada and Elevala until Hanuabada became a separate circuit in the United Church called the Poreporena Circuit, made up of Poreporena Lahara and Poreporena Laurabada; while Elevala remains part of the North Circuit.



The spot where the first Misi-tauna, W.G Lawes' house stood.

Manumanu, he told his family of what he had done and that they were to be on the lookout for a canoe that would soon arrive with his guests.

A few months later, Lakani was startled by the shrill voice of his wife. "Lakani ehhhh!" his wife yelled frantically. No answer. "Lakani ehhhh!"

This time, Lakani could detect the urgency

in her voice and went to her. As he was making his way to her, he could hear her shouting: "Your guests have arrived. But come quickly, the men are now trying to spear this defenseless men and their families. Come quickly, please!"

Toi dropped everything and ran towards the beachfront which by now was teeming with men from all the iduhus of Hanuabada, getting ready to repulse this invasion.

"Lau bavala gu guna, gabeai, idia bavala dia!" When Toi uttered these selfless words - kill me first, before you kill them - he didn't realise that these very words would be converted into song and dances, to honour the Most High God and the selfless act of a honourable man, who threw away all sense of self-preservation to the wind if only to honour the invitation he had extended to his foreign guests.

So Ruatoka arrived in Hanuabada together with Anaderea, Rau and Eneri and their families in 1873. Their arrival in Hanuabada was as if to prepare a place for their leader. Not more than a year or so later, the Misi-tauna William George Lawes, his wife and infant son arrived. Today, all Superintendent Ministers appointed to the Poreporena Circuit of the United Church of PNG are called Misi-tauna, Motuan for "Missionary Man".

Poreporena Lahara United Church caretakers, Rev Gahuna Obaha (far left) and Rev. Lou Nohokava (far right) after Sunday service. In the background on the hill is the office/residence of the Bishop of the Urban Region, United Church.



Call it divine intervention, fate, providence, destiny or just sheer luck, the church's arrival in Hanuabada (and Papua for that matter) ironically opened the floodgates. Europeans of all sizes, shapes, rank and a wider range of intentions began flocking to the village - some to look for instant riches while others came to acquire land for their own - and the fate of the Big Village was sealed forever.



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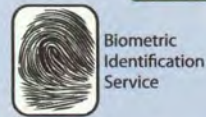


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The Sopikarin, one of the last great Kula trading canoes at the South Australian Museum.

SOPIKARIN'S FINAL JOURNEY

One of the last of the great Kula trading canoes

BY JOYCELIN LEAHY

A rare site in museums around the world is a completely rigged, full-sized Kula trading canoe. The Papua New Guinea National Museum installed one of these great canoes in the 1980s, and in 1973, the Friends of the South Australian Museum (FOSAM) acquired one of the few remaining Kula canoes called the 'Sopikarin'.

The canoe has been on permanent display in South Australia Museum's Pacific Gallery since the 1974 Adelaide Festival of Arts.

The purpose of this paper is to illustrate how this acquisition, a 'loss' for one Australian museum, became a 'gain' for another through a combined community and museum effort.

This story will re-trace the story of 'Sopikarin', a masawa, a type of outrigger canoe which began her journey in the Kula Ring expedition in the islands of southern New Guinea many years ago and landed on Australian shores.

The Kula trade is a powerful economic tribal voyage between the islands of the Southern and Northern Massim in Milne Bay Province, Papua New Guinea for at least hundreds of years.

There are two types of canoes in the Kula Trade, the masawa and the nagega. (SAM Specimen Documentation Files 1973).

The masawa is a smaller, lighter and faster boat than the nagega but cannot sail as close to the wind as the bigger, more sea-worthy nagega (Malinowski 1922, 144). Canoes were built to travel thousands of kilometres in open seas and were used for war and conquests.

Those who travelled in them held esteemed positions in their communities and were regarded as "daring sailors, industrious manufacturers and keen traders" (Malinowski, 1932).

This paper will give an account of the negotiations, handling and the purchase of the Sopikarin for SAM's collection.

The documents available in the SAM files give a detailed chronicle of the masawa and their aesthetic, social, ceremonial and spiritual value in the Trobriand Islands of the Massim area in the context of their function in the Kula Ring Trade.

It is important to note that in every collection, the physical, social and spiritual dimensions of an object are necessary to fully appreciate the culture from which it originated.

A closer study of the object, its aesthetic beauty, its creators and the events that surround the piece can make a museum officer's job easier to interpret and educate their audiences.

THE VALUE OF A MASAWA CANOE

To a foreigner, a canoe may just be a vessel for transport, but to a Kula trader, a canoe is more than what meets the eye.

"A canoe is an item of material culture, and as such, it can be described, photographed and even bodily transported into a museum. But - and this is a truth too often overlooked - the ethnographic reality of the canoe would not be brought much nearer to a student at home, even by placing a perfect specimen right before him" (Malinowski 1922).

The masawa canoes range from six to 15 metres long and travelled in fleets for hundreds of kilometres carrying up to several adults with food, trade goods and other valuable shell items. To give an idea of scale, they would travel from somewhere like Adelaide across the two Gulfs to Port Lincoln in the west, then around to Kangaroo Island and back to Adelaide.

The expeditions were out in the open seas, and it could be dangerous. The canoes were decorated with large white cowrie shells, which held a high value and were often borrowed from family members.

The canoes were stored in houses between voyages to avoid rapid disintegration but when they did disintegrate, the cowrie shells would be returned to their owners.

Each masawa is named by its maker after the tree is felled. The original family names for canoes go back several generations. (SAM, Specimen Documentation Files 1973).

'Sopikarin' means: "Alas for the Blood", because in ancestral times when a log was dragged down to the sea for carving into a canoe, it sank to the bottom of the seabed. The owners swam down to retrieve the log. This caused their ears and noses to bleed because of the depth of the ocean. Later, when the canoe was carved, the inside was painted deep red, like blood. From then on, the family named each of their Kula canoes 'Sopikarin'.

Reverend Ralph Lawton, who worked in the Trobriand Islands as a missionary linguist, spoke with the owners of Sopikarin and found that the vessel had been taken on three separate voyages in May to July, 1972 by her owners - brothers Banadi Abel and Isaac Sikapu of Kumwageya Village in the Trobriand Islands.

She travelled less when the Kula trade canoes were abandoned for the much-preferred Western vessels such as Burns Philp boats in the 1970s (SAM Specimen Documentation Files 1973).

On July 13, 1972, Sopikarin made her last voyage. However, as late as 1990, five canoes were seen drawn up on the beach in Woodlark Island by Australia National

University's Michael Young who was doing some research in the area.

The Kula is an intricate life-long activity involving the exchange of arm-shells and necklaces. It is partly commercial and partly ceremonial and its uniqueness lies in its geographical and sociological extent.

Malinowski (1922, 239) wrote that South Sea islanders were known for their great navigation and trading skills.

KULA TRADE

In this powerful economic network, the Kula was conducted amongst several islands in the Northern and Southern Massim tribes. Southern Massim included: Milne Bay area, the D'Entrecasteaux Islands (Goodenough, Fergusson, Normanby and Dobu) and the Louisiade Archipelago (Misima, Sudest, and Rossel). Northern Massim included: Trobriand Islands (Kiriwina, Tuma, Kaileuna, Kitava, Vakuta), Amphlett Islands, Marshall Bennett Islands and Woodlark Island.

The cultural exchange created inter-island bonds in a large area with a large population (refer map A). All expedition canoes are named by their owners and all canoes undergo ceremonial rites and magic before their departure. The Trobriand Islands had a major role and the largest numbers of canoes in the Kula.

It must be said that the Kula is essentially a man's activity and women were not permitted to sail in the major expeditions.

In the Kula, the two voyages go in opposite directions. The voyage that goes clock-wise carries cargo including spondylus shells and cowrie shells called 'soulava' and decorated with pandanus leaves.

The journey of the opposite direction carries bracelets called Mwalis. These are made from cone shells, artistically cut, shaped and decorated with botobota seeds and other shells (Pfund 1972, 42).

Men compete to make exchanges to gain possession of the most famous of the named shell valuables, which then increases their personal prestige.

Ordinary goods including foods may be exchanged with feasting to celebrate but the main event is the ceremonial exchange of the valued shells.

Men on a Kula expedition are at physical risk from the sea and also at magical risk from witches and sorcerers. Trobriand Islanders believe in the spirit world and tribal sorcery (Pfund, 32).

The canoe is essential in the Kula Trade. The building of the sea going canoe (masawa) is a most important event. From the moment the tree is felled to its launching, there is a series of on-going events interspersed with magic rites.

As the whole process of Kula takes place in an ancestral and spiritual environment, the technical necessities of the trade, such as the canoe, have to undergo the process of magic before the canoe can



The splashboard is carved and painted with a symmetrical design and is decorated with cowrie shells.

be regarded as safe and ready for the long journey.

SOPIKARIN

Sopikarin was made in the early 1960s and is about two thirds smaller than a regular masawa.

It is 5.5 metres long and 1.2 metres wide with a 50cm-wide hull. Sopikarin's tabuya (wave splitter) and lagim (prow) were made in 1962.

Like most sea craft in Papua New Guinea, the most distinctive part of the canoe is the prow. Known as the lagim in Trobriand Islands, the prow is the most distinctive part of the Kula canoe and holds a large splashboard to prevent water getting into the canoe, keeping the cargo and passengers dry.

The splashboard is carved and painted with a symmetrical design and is decorated with cowrie shells. The designs on Sopikarin are of birds, snake, coconut husk and a small red fish.

When asked why Sopikarin was slightly smaller than the average Kula canoes, Banadi, replied: "We don't decide this, the tree does. Some trees grow a little way out then flower, other trees grow a long way and flower. This tree was a

When asked why Sopikarin was slightly smaller than the average Kula canoes, Banadi, replied: "We don't decide this, the tree does. Some trees grow a little way out then flower, other trees grow a long way and flower.

short one and we have a short canoe" (SAM, Specimen Documentation Files, 1973).

SAM'S ACQUISITION OF SOPIKARIN

The canoe was painted with red from seed pods of the 'Malaka' tree; the white from lime (made by heating and crushing sea shells); and black from ash of coconut with juice of banana stalk.

Items included with the purchase of Sopikarin were paddles, steering oar, helmet shell trumpet, sail, mast and boom, ropes and two shell bailers. The total price including airfreight was AUD\$6000 (SAM, Specimen Documentation File 1973). Dr Barry

Craig, who is Curator of Foreign Ethnology at SAM, explained that acquiring Sopikarin was a very important decision and Graeme Pretty, Rev Lawton and The Friends of the SAM worked very hard to make it happen.

Dr Craig has spent many years working in Papua New Guinea and other South Sea islands and understands the difficulty and procedures one has to go through to acquire a piece such as Sopikarin.

Rev Lawton's experience and knowledge as a missionary linguist and working and producing a dictionary of the Kiriwina language helped the process immensely.

Rev Lawton assisted with, or at least was present at the time when the trading canoe was restored by, and purchased from, Peter Hallinan in PNG.

The South Australian Museum (SAM) also has many canoe splashboards from the Trobriand Islands in its collection. Dr Craig said the SAM Collection Policy does not restrict acquisition of any particular types of items (except human remains).

However, some items require special consideration, for example if they are too large or irrelevant to the areas in which the museum already has strong collections and are unlikely to be acquired.

The timing of Sopikarin's acquisition was perfect for the 1974 Adelaide Festival of Arts.

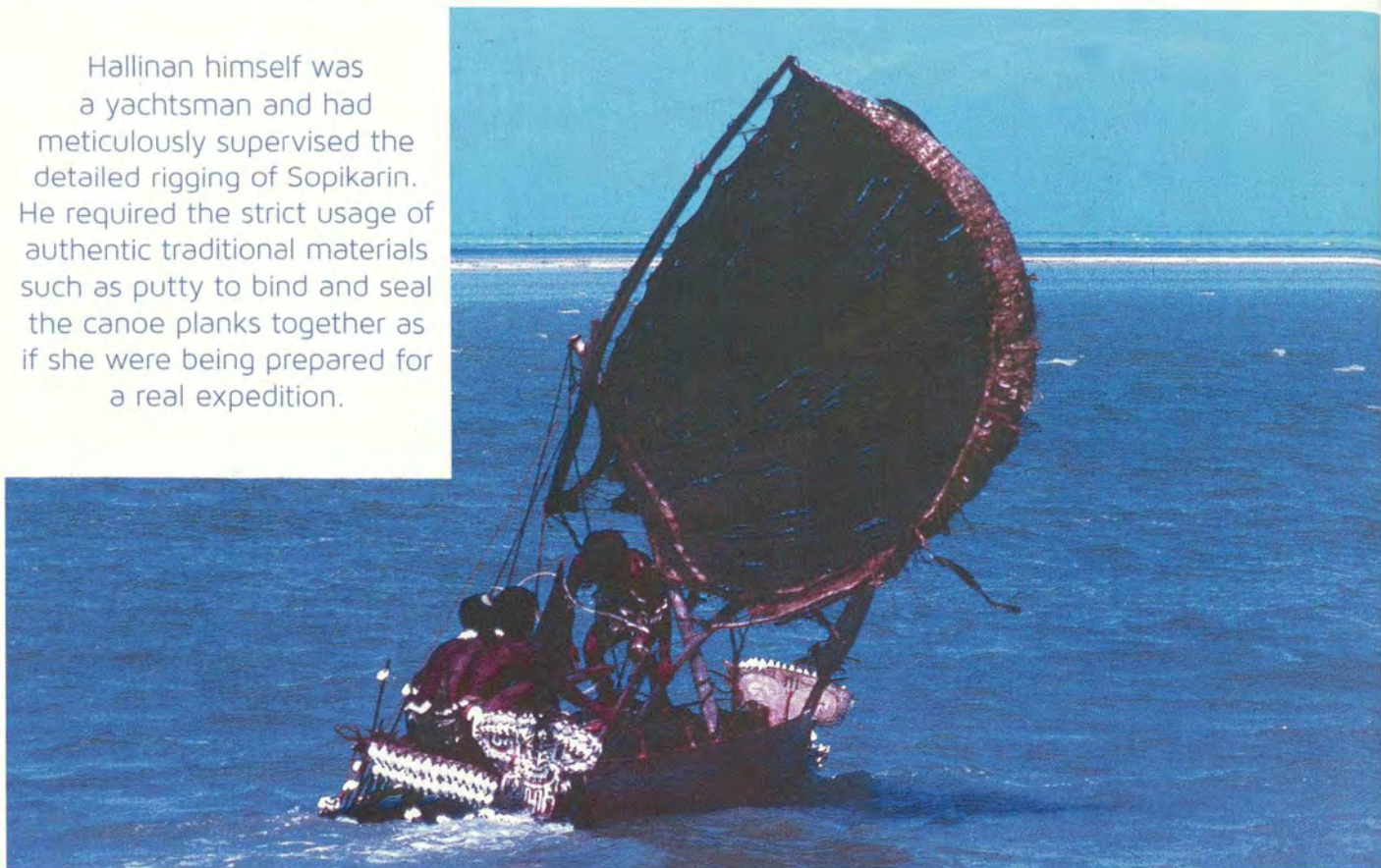


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Hallinan himself was a yachtsman and had meticulously supervised the detailed rigging of Sopikarin. He required the strict usage of authentic traditional materials such as putty to bind and seal the canoe planks together as if she were being prepared for a real expedition.



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THE ACQUISITION AND A QUESTION OF ETHICS

In November 1972, an art dealer called Peter Hallinan who collected extensively in the South Seas, wrote to the director of the Commonwealth Art Advisory Board of a "major work" that would be significant to a Melanesian Collection and would be of interest to any Australian art gallery, particularly one with large display area.

Upon receipt of the information from Hallinan before Christmas in late 1972, Graeme Pretty, Curator of Archaeology and a consultant to the Commonwealth Art Advisory Board (CAAB), was asked to assess the significance of the canoe for the Australian National Gallery.

He wrote to the Australian National Gallery Director James Mollison suggesting that Sopikarin's detailed appearances in the Hallinan photographs were impressive. However, the fact was, the canoe was only two-thirds the size of most Kula masawa and by purchasing it, it could jeopardise future acquisition of a "fully proportioned piece".

Pretty was employed by the SAM and had to keep his advice transparent and unbiased by the possible temptation of acquiring the canoe for his own museum.

This was the reply from Mollison: "The work is not one which I can see on display in the National Gallery. However, if your evaluation of this piece is that it is a special opportunity to acquire an exceptional work, I will not try to influence the board against buying the boat other than by pointing out that it does not come within my category of masterpieces of the visual arts of the Pacific" (Mollison, Correspondence, 1973 - SAM Specimen Documentation File, 1973).

Pretty persisted in getting more information for the gallery by contacting Rev Lawton in the Trobriand Islands and ensuring the canoe was in a good shape and had all the necessary information.

New information was collected in an interview with the owners of the canoe by Rev Lawton, interpreted through Julia Abel of Kitava Island (SAM, Specimen Documentation Files, 1973).

Pretty wrote to Rev Lawton on January 17, 1973 to say that for the Oceanic Region, CAAB's Policy was to acquire only "works of the finest quality".

He asked whether it would be possible to commission master carvers to build a replica of a larger masawa canoe as preferred by Director Mollison, to create a permanent testament to Kiriwina art.

He asked Rev Lawton to keep their correspondence "private and between ourselves" (SAM, Specimen Documentation Files, 1973).

By February 27, 1973, Pretty saw that the negotiations to acquire the canoe had failed as he was unable to convince the National Gallery to acquire it. He wrote a brief letter to Hallinan asking him if the National Gallery did not accept Sopikarin, would he be willing to sell it to SAM.

In the meantime, Rev Lawton responded in a lengthy letter confirming that although Sopikarin was a smaller masawa, it was in superb quality and authentically restored by Hallinan with villagers during three separate trips made to Kitava Island.

Hallinan himself was a yachtsman and had meticulously supervised detailed rigging of Sopikarin.

He required strict usage of authentic traditional materials such as putty to bind and seal the canoe planks together as if she were being prepared for a real expedition.



Rev Lawton also advised Pretty that if the National Art Gallery were to commission a masawa to be built, they would need an experienced sailor on the ground to supervise the construction plus the



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materials of the canoe itself would cost up to AUD\$10,000 (Lawton, Correspondence, 1973).

He signed off with a hand-written note stating that since Sopikarin had been sold to Hallinan, the vendor had died believing to be from the powers of sorcery.

Lawton was told by villagers that the vendor was punished for selling a genuine Kula canoe to an outsider. Rev Lawton himself had not mentioned this tragedy to Hallinan for fear the news would upset the art dealer.

When Pretty received Rev Lawton's lengthy letter, he proceeded to conclude that while he understood the difficulties in getting a replica of the Kula canoe, "something should be done". It was then that he decided to see if Sopikarin could be acquired for SAM. Pretty proceeded to ask the Friends of the South Australia Museum (SAM) for help.

Finally, after several fundraisings and more exchanges of letters, the Friends of SAM paid for the masawa.

Sopikarin made her final voyage, this time with the assistance of MV "Tenos" from Port Moresby, Papua New Guinea, to Melbourne, from where Grace Brothers transported her by road to Adelaide.

She took up 540 cubic feet in a 20 foot-long container. Upon arrival at the museum, she was placed on the second floor, joined by small model canoes to become the "Seafarers of the Pacific" exhibition.

This exhibition included photographs and illustrations of maritime trade expeditions and demonstrated that all the islands of the Pacific were occupied as a result of sea voyaging.

The acquisition of Sopikarin by SAM was an important event that added value and relevance to its Pacific Collection, particularly in the exhibition 'Seafarers of the Pacific'.

Despite Malinowski's cynical comment quoted above, there is nothing like having a real object to give your audience the appreciation of how men such as the Kula sailors braved the open seas in their passion for trading and possession of a cultural wealth.

"People can see the details of rigging, proportions of the masts and sails, all meticulously bound together in such a way that they can appreciate its relative size and how Sopikarin was able to brave the open sea" (Craig, pers. comm: 23/04/08).

The National Art Gallery's decision against obtaining Sopikarin, because of her small

size and for aesthetic reasons, has cost them a masterpiece that can never be found and if reproduced, would not present the true value of a Kula masawa. It would also be very costly as evidenced in Rev Lawton's letter to Pretty (1973).

It is important to consider the ethnographic value of acquisitions like this canoe in the context of the economic history of the South Seas. If the National Art Gallery had considered more than just the "looks" of the object, they would have obtained evidence of one of the most impressive maritime trading traditions that ever existed.

For SAM, the physical splendour of having Sopikarin displayed along with its collection of model canoes, added considerable value and authenticity to its Pacific Gallery.

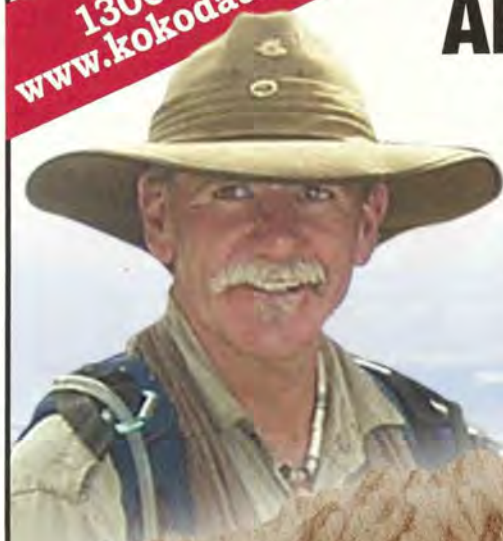


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40
YEARS



Air Niugini

in the beginning

1973 November

Papua New Guinea has a long and distinguished aviation history but no day has been more symbolically important than November 1st 1973.



On this day Chief Minister Michael Somare launched Air Niugini's inaugural flight into the morning skies of the soon to be independent nation.

Increasing economic enterprise and lack of road infrastructure



made it apparent that the twelve DC3 aircraft had to be quickly replaced to cope with the rising demand for air services and the first year of operation saw a substantial rise in passenger numbers.

1975

In 1975 Air Niugini pioneered scheduled International services into Cairns with two flights a week using F27 aircraft.



Today, thirty eight years later, Air Niugini operates sixteen scheduled flights a week into this busy airport using both F70 jets and Dash-8 aircraft .

40
YEARS



Air Niugini



1976

F28 jet services were introduced in 1976 and progressively took over the duties of the long serving F27.

Before they went however there was a memorable day when the first all Papua New Guinean crew, Captain Minson Peni and F/O Lekwe Gure took off from Port Moresby. The Engineering Department had already produced their first licensed engineer, Mr Komini Kanawi.



International services were initially commenced in 1976 with a wet leased B720b from Tempair,



but this arrangement ceased a year later when Air Niugini leased and operated its own Boeing 707



from Qantas Airways. Flights to Japan (Kagoshima) were added to the existing Manila and Hong Kong destinations in addition to Brisbane and Sydney.

1977

By 1977 the Head Office building situated adjacent to the airport had been completed allowing all

the functions of Management, Flight Operations etc. to be housed under the one roof.

1979

1979 saw a second B707 added to the fleet and the International route network expanded to include Honolulu, Jakarta and Singapore.

On the domestic front, in 1981 three De Havilland Dash-7 (stol) aircraft were purchased, specifically to expand services

into shorter airports, particularly in the Highlands. The hectic pace of development in the air was mirrored on the ground.



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The tedious manual reservation system was computerized, in-depth training programmes for traffic, cargo and catering staff commenced and sales and marketing offices set up in Australia, Europe and the USA.



1986

Training of National pilots was accelerated with the introduction



of a cadet scheme in 1986 and a number of engineers were likewise acquiring the appropriate licences.

1992

An increasing level of sophistication was evident by the end of the second decade.

The fleet had been modernized with the sale of both B707's and their replacement with two Airbus 310's.



Hard times were on the horizon however and the decade of the nineties was a difficult period for the airline. The secessionist Bougainville movement had forced

40 YEARS



Air Niugini



the closure of the Panguna mine and curtailed operations to the Island. The volcanic eruption at Rabaul was similarly disruptive to East New Britain services.

2002

In August 2002 Boeing resumed the mantle of flagship carrier with the introduction of a B767 to replace the Airbus 310.

After twenty seven years service with the airline the F28 aircraft were retired and replaced with the F70.

2013

Overall the decade between 2003 and 2013 has been one of measured consolidation. Fiji and Cebu have been added as

and a total of six F70's. The two early thirty six seater Dash-8's are being sold and replaced by larger capacity 50/74 seat models.



International destinations and Narita re-instituted. In August this year we celebrated our inaugural flight to Denpasar.

The jet fleet has seen the addition of a third B767, a B757, two B737's



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40
YEARS



Air Niugini

demand becomes evident. To back this up we have purchased another F700 jet, which will also assist us in improving schedule reliability.

Freight capacity will also soon be increased with the lease of an ATR72 and an ATR 42 dedicated to meeting the needs of our business community.

2017 & beyond

Looking even further ahead we expect to introduce our first Boeing 787 Dreamliner in 2017 with another to follow in 2018.

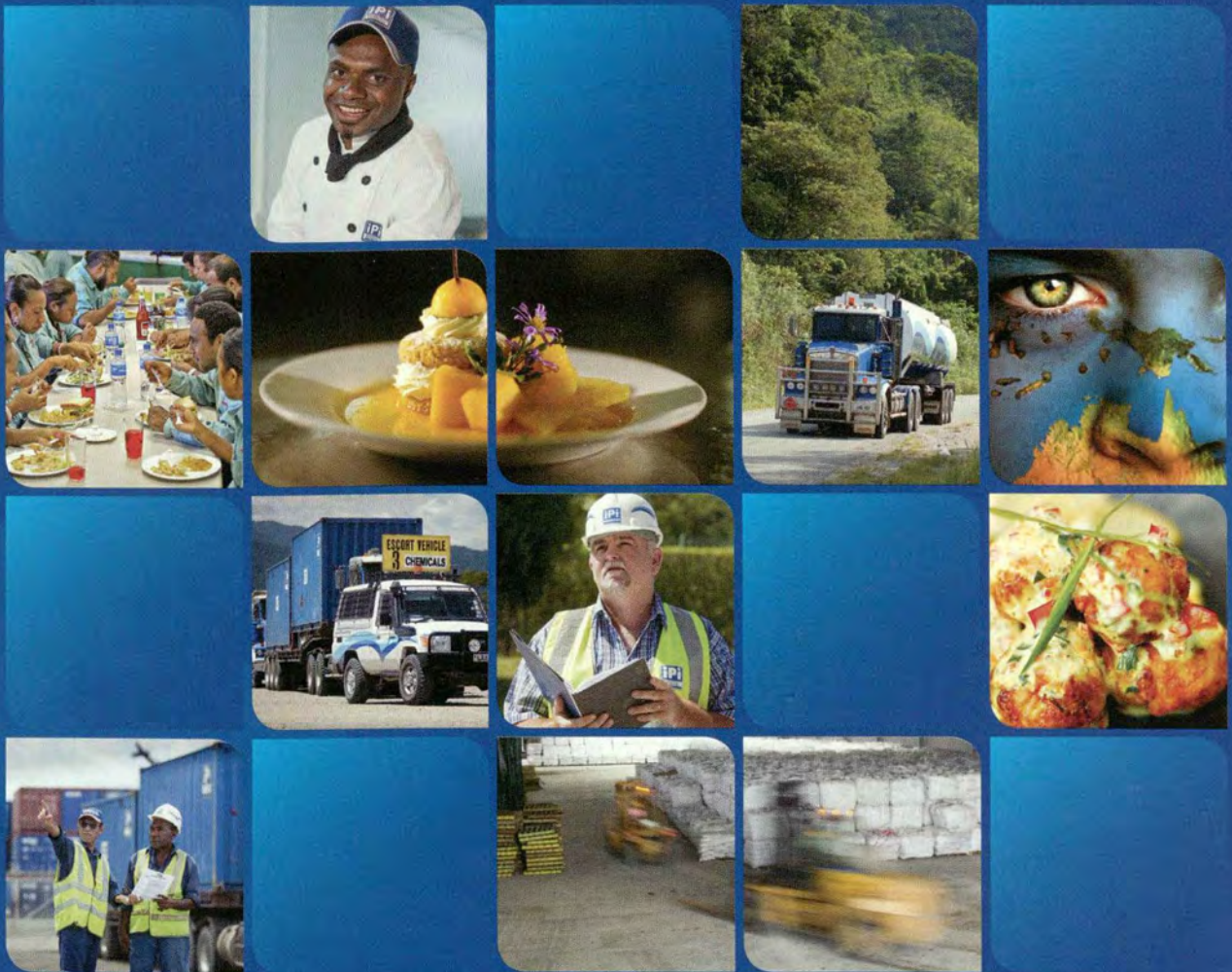
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Students walk like praying mantises while on their excursion through the park.



Education coordinator Rose Nakikus shares important environmental information with students while on the excursion.

Learning in & out of the Classroom

BY KIARA WORTH

On a cloudy Tuesday morning, Port Moresby Nature Park is alive with sounds. The leaves of great trees rustle in the gentle breeze, shaking out rainwater that drops to the ground in a patter.

Parrots shriek their morning song and the wings of hornbills whip through the air. In the shadow of cloud, the colours of the plants are vibrant and fresh, the rich scent of the earth hanging in the air.

Around the corner and through the trees, a group of 30 students are gathered, backpacks on, notebooks and pens ready, their eyes bright.

"Are you ready?" asks Rose, the trainer, standing at the front. "Then walk like a praying mantis and let's go!" The students bend their knees, raise their forearms and,

amidst their giggles, begin their adventure.

These students are part of the 'Come Explore with Us' Schools Excursion Programme offered at Port Moresby Nature Park, the only combined botanical and zoological park in Papua New Guinea.

Developed in conjunction with partner Zoos Victoria in Australia, the programme offers tailored excursions for school classes, aimed at helping students learn and observe the interdependency between nature, animals and humans.

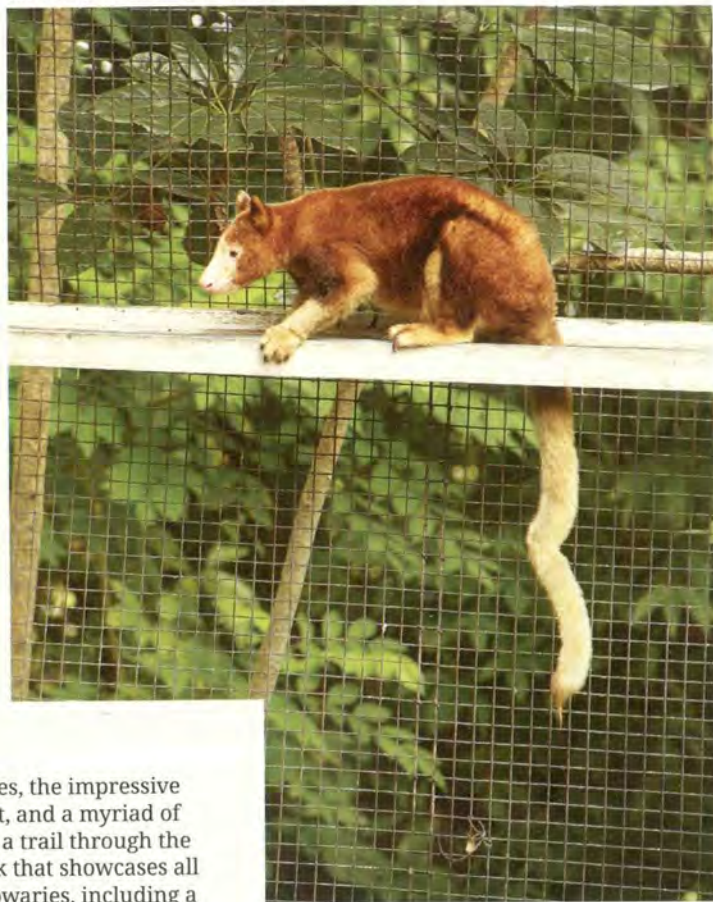
The PNG LNG Project, operated by oil and gas company ExxonMobil, is the flagship sponsor for the programme as part of their broad commitment to advance education in the areas of science, technology, engineering and mathematics.



Students are fully engaged, eager to answer questions and share their knowledge.



Crinkle, the Huon tree kangaroo named after the crinkle in his tail, is a favourite at the park.



multiple parrot species, the impressive tree-kangaroo exhibit, and a myriad of gardens. They follow a trail through the forest on a boardwalk that showcases all three species of cassowaries, including a glass room to watch the prehistoric-like birds at a watering hole.

At each feature, the students engage in enthusiastic discussion, hands shooting eagerly into the air to answer questions, notes scribbled quickly, and faces come alive with wonder and delight.

Education coordinator Rose Nakikus guides the students through the excursion, appreciating that the park is a practical model of conservation for children to learn from, and helps them to understand what personal actions they can take to protect the environment for the future.

Florence Sorman, class teacher from Gordon's International School in Port Moresby, accompanies her class on this particular day. She is impressed by how relevant the excursion is to their social studies at school, which look at habitat destruction, and feels the students are learning valuable practical information.

"This is a wonderful experience," Florence says. "You can see the way the children are responding. They will take this experience home with them and share it with their families, and we hope this will help them have a more caring attitude towards the environment."

In further support of the programme, PNG LNG Project, Ela Motors and the National

Capital District Commission joined forces to provide two buses to transport students to the park to attend the excursions.

The brightly painted buses are a cheerful reminder of the positive work being done, and provide the needed mobility to ensure that students have access to the educational resources available to them.

The Schools Excursion Programme is only one component of the Park, which recently ranked as Port Moresby's best attraction by international travel website Travel Advisor and anticipates that 100,000 people will pass through its gates throughout in 2013. Over the past 18 months, the park has been improving its facilities through the financial and in-kind contributions of its supporters. With support from the PNG LNG Project, they have recently constructed an excellent walk-through exhibit to house tree kangaroos, offering a more natural habitat for the animals and an experiential journey for passers-through. Work has started on the construction of a new wallaby exhibit area which will boast one of the smallest wallaby species in captivity in the world, and newly paved pathways ensure a smooth transition between the forest-draped features.

Another major component of the park

The Department of Education has recently endorsed the programme, recognising the valuable role it plays in advancing the education of students in the field of environmental science.

Since its launch in February 2013, more than 6000 students have participated in the programme, and the park aims for a total of 10,000 students by the end of the year.

Port Moresby Nature Park's General Manager Michelle McGeorge explains the programme provides children with the opportunity to connect with wildlife and nature - an experience not often found for children living in a city.

"Children growing up in Port Moresby don't have the opportunity to engage with nature as much as children living in villages, so for many students this is their first experience to learn about animals and the environment directly. Understanding the importance of the environment will help them make better informed decisions in the future, and this is what our programme helps to inspire."

On the excursion, students explore the numerous features of the park. They pass through exhibits of crocodiles and snakes, aviaries for bird paradise, hornbills and

Students watch a cassowary bathe in the watering hole, a perfect view from the glass enclosure of the forest boardwalk.



Students understand interdependency through the 'web of life' game.

is its contribution to scientific and environmental research, and a new echidna research programme is being prepared.

The programme will study the long-beaked echidna, one of only three known echidna species in the world and listed as endangered by the World Conservation Union.

As one of only two types of mammals that lay eggs, the research will contribute towards understanding the habits of the rarely seen spiked mammal and promote conservation efforts. When established, Port Moresby Nature Park will be the first

institution in the world to engage in such a research and it will be a benchmark process for research in Papua New Guinea.

Dale Pittman, Deputy Production Manager of the PNG LNG Project and Board Member of Port Moresby Nature Park, explains the project supports the park as part of their long-term efforts to foster both education and environmental awareness throughout the country.

"Protecting and promoting the environment is core to our company values," explains Dale. "The environment is fundamental to our operations and its conservation has global impact, so we make a huge effort to ensure its protection. We also recognise that to do this sustainably, we need to advance knowledge and education, and Port Moresby Nature Park offers a good opportunity to encourage the country at large to be involved in this process."

Port Moresby Nature Park is only one of the educational support programmes sustained by the PNG LNG Project. They have supported the infrastructural development of schools, committing more than K1.3 million to the building of classrooms, teachers' houses and water tanks, and provided more than 1,300 locally-made desks to 31 schools in Hela,

The PNG LNG Project is a proud supporter of the Port Moresby Nature Park and its role in advancing environmental and scientific information.

Students are enraptured by the sights at Port Moresby Nature Park.



Southern Highlands and Central provinces. They have delivered more than 22,000 school packs, filled with basic supplies for students, to 139 schools across the project area.

They have also launched the new ExxonMobil Science Ambassador Programme that aims to improve students' understanding of science, technology,

engineering and mathematics through interactive workshops, conducted by company staff for students in schools across Port Moresby.

As the children leave the park, they realise they have learned something new and feel the satisfaction that comes with connecting with the rich environment of their country.



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Inhabitants of Wopkola village.

Mushroom researcher Alfred Kik, collecting and documenting mushrooms in Wopkola forest.

The 'NONDA' of PNG

BY ALFRED KIKI

Scientific Name: *Ramaria* sp. Local Name: *Pengi*.

1



The local inhabitants of Wopkola in the Western Highlands have accumulated large amounts of traditional knowledge and experience in the utilisation of wild mushroom resources.

They are very familiar with the morphological features, habitats, qualities of various mushrooms.

Mushrooms are called "Nonda" in the Kagul language. The Nenga Engambs have unique ways to recognise and name the different species of mushrooms existing in their local environment.

Even though there are vast quantities of mushrooms found in the area, the Nenga Engambs' system of ethnomycological nomenclature focuses on only a few mushroom species found in the area.

The species that receive names are those that are found to be edible or useful. Culturally useful mushrooms receive names that are widely agreed and used in the area while species that are not culturally useful are referred to as "Kit Nonda" in the Kagul language. [Eng: inedible]

Scientific Name: *Botelus sp.*
Local Name: Kowakatep Ping.



2



4



3



Scientific Name: *Ganoderma sp.*
Local Name: Nonda Pi.

Scientific Name: *Lentinula sp.*
Local Name: Lgambina.



5

Scientific Name: *Amanita sp.*
Local Name: Kelgep Nonda.

The ecological growth requirements such as wood, soil, moisture, and morphological features of mushrooms such as colour, shape and size give rise to the designation of their respective names. Mushroom number 1 is called "Pengi" (Eng: hair) in Kagul due to its hair-like shape. It is eaten raw. Mushroom number 2 is called "Kowakatep Ping" (Eng: gloomy looking mushroom) due to its appearance. This name is given in comparison to *Boletus edulis*, known as "Mura Kowakatep" (Eng: aromatic mushroom). This mushroom sends out an aromatic fragrance when cooked especially on hot coal hence its name.

An unidentified medicinal mushroom called "Pu Molg" (Eng: Sugar cane remnant) in the Kagul dialect, grows on sugar husks and remnants. Its name is due to the substrate in which it grows.

The juice of the mushroom is taken orally to cure sore throat and stomach upset and treating sore lips.

Mushroom number 3 is a traditional medicinal mushroom that is used as a skin cosmetic. When rubbed against the skin, it clears up pimples and blackheads in a matter of days.

The Nenga Engambs believe all mushrooms, apart from the inedible ones, supply all the necessary nutrients for good health and body building. This is especially true of mushrooms numbers 2 and 7 which are regarded as substitutes for pork when they are boiled with ferns.

Scientific Name: Phallus Indusi. Local Name: Kuangpena Pulg Amb.

6



Numbers 4 and 8, after washing and drying, are used to thicken soup along with pumpkin and cabbage leaves.

Various ways are used to cook the mushrooms: putting them on hot coals, fried with oil, boiled with greens or added to a mumu.

One of the species, Ana mong or sun's eye, has hallucinogenic effects. Any one eating this, usually strips him or herself naked and chases people. Males, being more aggressive, appear to be affected more than females.

Scientific Name: Unidentified. Local Name: Kalg.

7



8

Scientific Name: Russula sp. Local Name: Nonda Waut.



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

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9

Scientific Name: Unidentified. Local Name: Kit Nonda.

The Nenga Engambs believe all mushrooms have certain properties and are the cause of differing reactions.

Examples of these are the vulture mushroom (Mushroom 5) which if touched or picked will result in the vulture spirits visiting the person at night, leading to deformity and insanity. Another example is the polypore species, Ambina Kundul (Mushroom 6), which after being dried, is used as a highly effective and apparently deadly poison.

The majority of the Nenga Engambs are of the firm belief that mushrooms are a gift of God and as such cannot be cultivated; and they are quite happy to leave it that way.



Mushroom hunters.



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Wing Thong's Sweet Legacy

As the Chinese Mid-Autumn Festival approaches, **LAUREN HILL** meets Ham Wing Thong, the second generation in renowned family-run mooncake shop, Tai Chong Kok. Wing Thong describes how life in Chinatown, and the Mid-Autumn Festival have changed since the shop was established 75 years ago.

The cake-shop was easy to find at its location on Chinatown's prominent Sago Street, just past a vibrant red, lantern adorned Buddhist temple and peering between overflowing shops and street vendors crammed with fans, chopsticks and Chinese trinkets; a magnet for tourists milling around the maze of narrow streets.

Tai Chong Kok's heritage shop-front is painted a vivid red and pale green with Chinese characters above the entrance and coloured lanterns hanging from the ceiling, while the cakes on display tempt passers-by.

The family's third generation - Wing Thong's son and my translator - Weng Seng and I sit on stools while Wing Thong, aged 76, who I came to meet, insists on standing. For the duration of the interview he leans against the door-frame.

He has the air of someone who likes to be taken seriously. With his thick-white hair and heavy eyebrows, he conveys a look of insouciance, only softened by the curiosity and amusement playing in his eyes.

As he answers my questions and recalls the past, he relaxes, his eyes crinkling into a smile and once or twice a laugh momentarily slips out - one that I'm sure he's trying to suppress.

The moment I take my attention away from Wing Thong to listen to his son's translation, he sidles off to the other side of the door, prompting me to pull him back with another question. He's determined to show his non-chalance to this whole interview scenario.



Piece-by-piece Wing Thong tells me his story, which begins when his father Tham Kai Chee came to Singapore during the 2nd World War, like many others, when the south of China was under attack. After failed attempts to open a tailor and provisions shop, he established the cake shop Tai Chong Kok instead.

Wing Thong himself was born in Singapore and at the age of 13 was trained by his father to bake the traditional Chinese cakes and pastries. He and his siblings embraced the family business without ever questioning it, in the knowledge that eventually the shop would be passed on to them. "It's important for us because it's a tradition," he says, "and the Chinese way is to pass it on to the future generation."

Chinatown, he explains, used to be the heart of Singapore. The fruit and vegetable vendors that filled the streets and the local wet market made Chinatown a vibrant neighbourhood. "When it rained, it flooded," he recalls, "so you'd always see children playing in the rain."

He describes how immigrants worked in the shop-houses and tells me about the illegal gambling and opium dens that were once infamous and that have long been eradicated.

"Chinatown has changed a lot," he tells me. "Now the profile of the people coming to Chinatown has changed but despite the number of tourists, our clientele is still mostly Cantonese."



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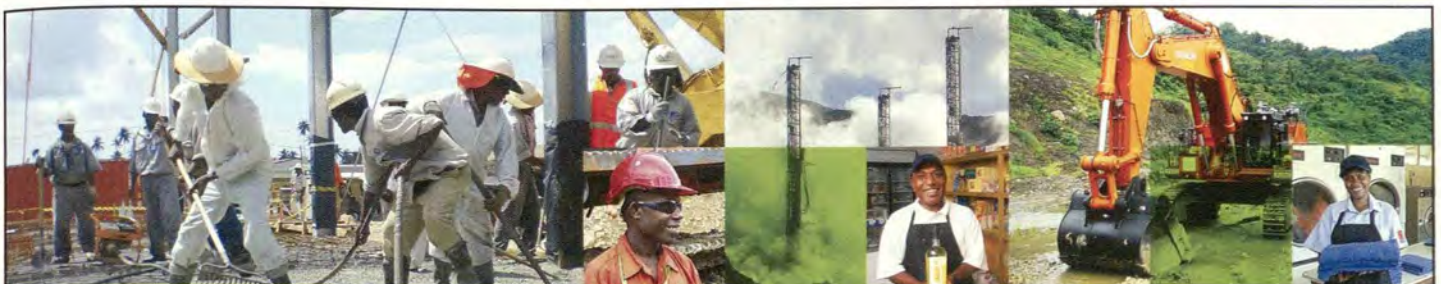
“For me, this is a Chinese tradition,” Wing Thong insists. “If you change the recipe by putting ice cream or vodka in there, it’s something different and no longer a mooncake.”

In previous decades, you could only find mooncakes in Chinatown at one of four or five established artisanal cake shops but now Singapore’s hotels and pastry shops have their own modern take on the traditional recipe.

“For me, this is a Chinese tradition,” Wing Thong insists, “if you change the recipe by putting ice cream or vodka in there, it’s something different and no longer a mooncake.”

The mooncakes at Tai Chong Kok are hand-made using the traditional recipe, in which the pastry shell is filled with their own red-bean, green-bean or lotus seed paste, with or without the addition of egg yolks.

Mid-Autumn Festival has always been a time for moon watching but the celebrations have inevitably evolved over time. Wing Thong’s memories tell stories of children walking through Chinatown with paper lanterns lit by candles and of colourful dyed peanuts - “then there’s the moustache thing,” he says.



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Recently, Weng Seng created a website for the shop. Wing Thong finds this unfathomable, commenting bluntly that the website is expensive and that he doesn't understand it.



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These it turns out are nuts, known as antelope horn, which are dyed black to resemble moustaches then nibbled on during that time. The shop's specialty mooncakes are still the food that is predominantly eaten during the festival period.

Today, Wing Thong remains in charge of the production of the cakes and pastries while his son Weng Seng now takes the helm in running the business.

Recently, Weng Seng created a website for the shop. Wing Thong finds this unfathomable, commenting bluntly that the website is expensive and that he doesn't understand it.

The generation gap couldn't be clearer between father and son but with the in-frangible family connection, Wing Thong seems happy in the knowledge that the tradition has been passed on to his son Weng Seng, who has the vision to sustain the family heritage while bringing Tai Chong Kok up to speed with the Singapore of today.



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No more wheat? What else to eat?

BY CHEF LANCE SEETO



It wasn't too long ago that chefs used to cringe when a diner or hotel guest would call you out of the kitchen to explain that they were on some new diet called gluten-free and that they needed special dietary consideration.

The problem was our menus were all based on the main staple of the Western diet - grains with gluten. With bread, pasta, pastry, pizza, cereals, pies, sauces, thickeners and even white vinegar and soy containing gluten, there's not much left on the menu to offer a person with any level of gluten intolerance.

Maybe a pie without the crust and just the filling; but that would assume I haven't used flour to make the rich, thick Burgundy sauce.

A Chinese stir fry seems safe until you realise that soy sauce, oyster sauce and majority of stir fry sauces contain wheat.

Gluten-free pasta and breads are substitutes in name but taste nothing like the real thing. Back then, chefs just couldn't fathom why so many more people were asking for a gluten-free menu.

We thought it was a fad like the Atkins Diet; that people were just being fussy; or maybe they wanted to lose a few pounds.

What was going on?



Ancient grains like Quinoa are making a comeback.

More than a decade on, a clearer picture is emerging with nutritionists, doctors and people with Celiac Disease or gluten sensitivity, are all pointing to an alien intruder in our food chain.

Whilst still not recognised or declared an enemy by the very people who are supposed to be regulating our food, modern strains of grains are affecting millions of people regardless of race, religion, colour or creed.

It also seems that you don't have to be diagnosed with the autoimmune disorder Celiac Disease (CD) to be a permanent member of the gluten-free diet.

Non-celiac gluten sensitivity (NCGS), meaning people not diagnosed with CD but displaying similar health issues relating to the immune system, skin and gut, is now a recognised clinical condition. But why are grains so harmful now?

In evolutionary terms, wheat is fairly new, having entered the human diet only with the advent of agriculture about 10,000 years ago.

In order to have the drought-resistant, bug-resistant and faster growing, cheaper wheat that we have today, it seems we've hybridised the grain to the point of it becoming a lethal but stealthy invader.



The wheat our ancestors used to eat looks nothing like the new dwarf variant of the wheat we eat today.

Modern wheat is higher in gluten proteins; is apparently more addictive; and contains newly created proteins that may be confusing our body's defence mechanisms.

"For the previous 250,000 years, man had evolved without having this very strange protein in his gut," said Stefano Guandalini, medical director of the University of Chicago's Celiac Disease Center.

"And as a result, this is a really strange, different protein which the human intestine cannot fully digest."

But if the thought of giving up your favourite sandwich, pizza or pasta sounds impossible, you'd be right.



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Eating fish for breakfast is common in older cultures but challenges the Western diet of cereals, breads and pancakes.

Native cultural diets were mostly gluten-free.



We consume so much more gluten today than our ancestors, from the moment we wake up until the time we go to bed. And therein lies the conundrum.

What else is there to eat if we don't want to wheat and grains?

The ancient Melanesian civilisations of Papua New Guinea, Fiji and the South Pacific did not have grains in their traditional diets and managed to survive the ice age and tens of thousands of years without it.

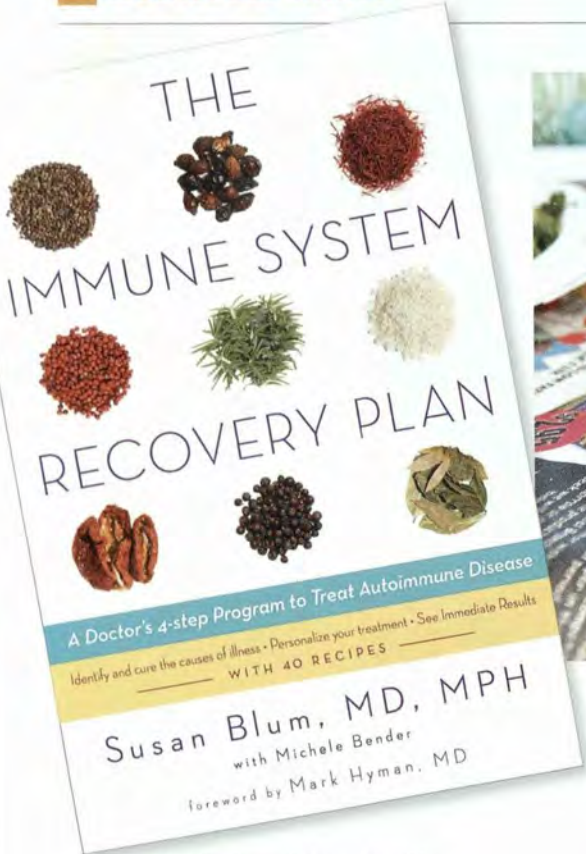
The traditional southern Chinese and Japanese diets have rice in place of grains. The pre-European contact civilisations of South East Asia have gluten-free, rice-based dishes that centre on eating more raw salad and herbs.

And in all of these older cultures, a high protein diet of wild fish for breakfast instead of cereal, threatens to turn the food pyramid on its head and nearly every restaurant's menu out the window.

The connection between what we eat; how our gut processes and absorbs the food; and how our immune system is attacking the alien proteins in the simplest of foods, signals the beginning of a battle to educate ourselves on what we are eating.



South Pacific foods are gluten, dairy and egg-free.



More books are being released by renowned doctors who advocate a gluten-free diet for auto-immune disorders.

Sea vegetables are high in the Melanesian diet.



Not just by reading the information panel on packaged foods, but learning how the food has been adulterated from farm to table.

Chefs around the globe are taking up the challenge by incorporating the ancient, unadulterated grains like spelt, emmer, einkorn, quinoa

and more gluten-free ingredients into their menus.

Desserts that use almond meal instead of flour are now gracing the tables of many top restaurants. And enterprising bakery chains are promoting the use of the ancient grains in their artisan breads.



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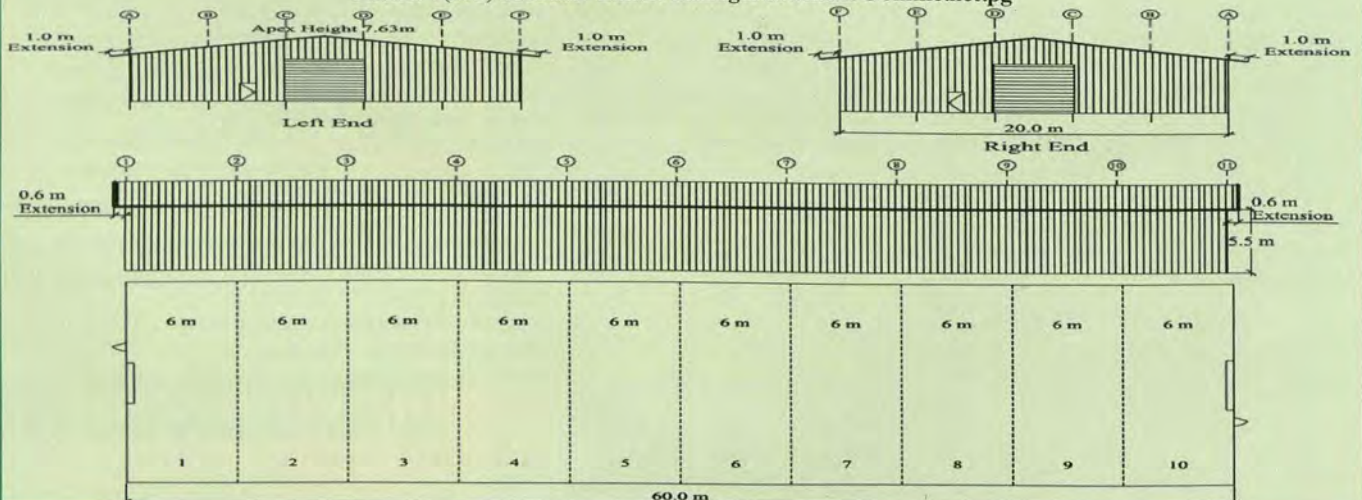
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But rather than invent a new diet, we could also ask those native civilisations what their grandparents used to eat and base a healthier 21st century diet on the ancient principles of eating foods as medicine rather than just for flavour.

The answers to a future, less destructive and gluten-free diet for humankind may just lie in the past. 

• *Lance Seeto is an award-winning international food writer, author, television presenter and chef based on Castaway Island in Fiji. He is a member of the International Food Wine and Travel Writers Association and Australasian College of Nutritional and Environmental Medicine and a regular radio, television, print and online media contributor across the Asia Pacific region.*



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BY GRACE MARIBU

It is easy to see why Bali continues to receive accolades for being the best or one of the best travel and leisure destinations in the world.

The island, one of 34 provinces of Indonesia, is a perfect juxtaposition of geography and climatic conditions, cultural treasure, tourism positioning and locale hospitality - a combination that has worked wonders over the years, scoring Bali as Indonesia's top tourism-dollar earner.

The island is so primed for tourism that forecasts for 2013 has marked an intake of over 3 million tourists, surpassing the 2012 intake by more than half a million, according to the Bali Tourism Office. Most of these visitors come from Australia while China has recently edged out Japan as the second largest supplier of tourists to Bali.

So it makes sense that anyone within the vicinity of Indonesia trying to expand their business horizons within the region should consider Bali and the potential Bali tourism offers.

Part of South Kuta beach looking towards Denpasar. Chinese tourists are the second largest group of visitors to Bali after Australians.



Air Niugini has realised this, and after formal exchanges between the governments of Papua New Guinea and Indonesia on improving air services between the two countries, the national airline has moved to open a direct flight between Port Moresby and Bali, giving Papua New Guineans the opportunity to visit and PNG-based Australians and other international visitors to stop over on this idyllic island on their way to their destinations. Operations have begun with a once-a-week service and this may increase to two should the demand become evident.

The airline commenced the service on August 5 with a large delegation of government ministers, departmental and corporate heads, along with media representatives.

I was invited to accompany the delegation to experience the service and see and write about Bali for PARADISE Inflight magazine. The trip comprised a night flight of just under five hours, a day in Bali and another

night flying back. For my purpose, it was going to be very tight.

After check-in, customs clearances and an opening ceremony at the Jacksons International Airport's boarding lounge, we departed Port Moresby at 1820 and arrived at Denpasar, the capital of Bali, at 9.30pm (local time) to an emotional hosing down of the aircraft and another welcome ceremony at Ngurah Rai International Airport, near Jimbaran.

A short ride took us to South Kuta, where we checked in at the Discovery Kartika Plaza Hotel, a massive five-star hotel, which according to Trip Advisor, is the fourth best of 160 hotels in Kuta.

Bali is three hours behind PNG time, so instead of getting into bed after midnight, I still had time to explore the gardens of the big hotel and the beachfront immediately in front of our hotel.

Breakfast the next morning was great, then a cab ride to the Krishna market and later

a stroll down the main street to sample this tourism hub.

Bali - nicknamed Island of Peace, Morning of the World, Island of Gods, and Island of Love for its very pleasant and idyllic lifestyle - covers an area of 5780.6 square kilometres and is situated 3.2 kilometres east of Java and eight degrees south of the equator. Bali's population is approaching 4.5 million, with 80 percent being Balinese themselves.

Walking down the street of Bali, it was apparent why Bali does so well as a travel and leisure destination. The streets reminded me of an old town or a done-up village with its power lines and cobble walkway, but incorporating all the wonders of the modern world - latest world-class restaurants and eateries on one side of the road as far as the eye can see, hotels, guesthouses, massage parlours as well as little 'kiosks' where small traders hang board shorts, thongs, sundresses for sale plus attire meant for 'fun in the sun'.



Balinese dancers at Ngurah Rai International Airport greeting the new flight from Port Moresby.

Mopeds - the main form of transport - are everywhere, with horse-drawn rickshaws a surprise break in the long line of modern traffic. Over yonder, a small procession of offering-makers clink-clink their way down one side of the road to a nearby temple.

Tanned Caucasian tourists, I assume to be from Australia, clad only in beachwear leisurely mingle while in front of the trading kiosks, groups of girls continue with their haggling for hair-braiding, pedicure, manicure or massages.

My friend Illan Kaprangi and I successfully pass four groups of these beauty/therapy offering women until the fifth one. The deal for some foot massage is too good to pass up. Besides, we are getting worn down by all these offers of bargains. We step inside MJ Salon and Spa and the girls immediately get to work on our legs. The offers continue, wearing Illan down to agreeing to a manicure and pedicure, whilst I settle for a back massage.

Typifying Bali hospitality, the girls are friendly. All five of them speak understandable albeit limited English. To make conversation, I ask about the volume of customers they receive daily. The girls reply that it very much depends on the season. Today, was a slow day, they say.

The massages are wonderful; 40,000 rupiahs (less than K15) for foot and 40,000 rupiahs for back, both 30 minutes. I remember a K60 single offer of a 30-minute massage from one of Port Moresby's massage services and happily give up the 80,000 rupiahs. Before that at the Krishna market, a good quality T-shirt, for example, was going for K5, allowing me to come away with three bags of goodies for my family.

The massage price was another excellent little deal, reminding me of the depreciation of the Indonesian currency some years back and what Air Niugini CEO Simon Foo said of the value of taking a holiday in Bali when he was announcing the new service.

Affordable

"It is affordable for Papua New Guineans who would get three to four times more with their kina, unlike other destinations in the world where Papua New Guineans have to double or triple the kina in order to buy," Mr Foo said.

Taking a holiday in Bali was looking like a very good idea. But what about accommodation? The Discovery Kartika Plaza Hotel, where we were staying, seemed way beyond my (and most Papua New Guineans) reach. As soon as we get back to the hotel, I check the Bali tourism website.

"A holiday in Bali is within the reach of all purses. The basic accommodation is not really expensive. For example, renting a luxury villa in Bali is feasible because the real estate, like Monaco, is a booming section and therefore competitive. It is possible to easily find a house for a day for under \$10 and also buy enough food for a day for only \$2," the website declared.

I look down the list of hotels listed on the website, from Kuta to Ubud to Seminyak and so forth. Bali did have everyone's pocket covered - from the high-end to the budget types. Even homestays were on offer. Real estate, as a spin-off, was also taking off.

Down past the outdoor beachside 'roundhouse' bar where I am sitting and internet surfing using Kartika's free wi-fi service, I notice that the part of Kuta Beach towards Denpasar is virtually filled even though it is getting on in the evening. I point this out to my friendly bartender, Yudi, who replies that this was only a fraction compared to the peak seasons

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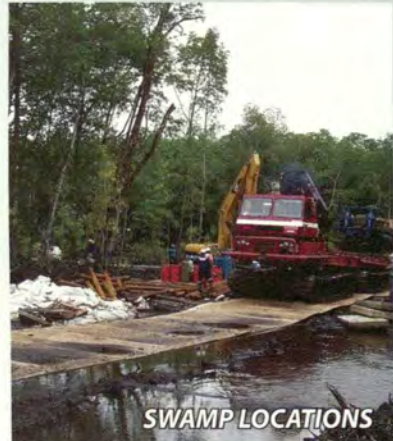
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Bali is many things to many people. It is also about its people and culture.

“No, they come to see our people and culture also,” she says.

I nod in agreement, remembering having read that Bali, being predominately Hindu, boasts well over 10,000 temples and is renowned worldwide for its diverse and sophisticated art forms such as painting, woodcarving, sculpture, handicrafts, performing arts and cuisine.

“We also get tourists visiting the mountains to see our way of life - rice fields and our irrigation system. They also do trekking and water rafting,” Yudi continues.

Noticing the hotel security guard at sentry to our right and remembering the footage of horror on television years ago after the bombings, I finally ask Yudi: “What about security?”

She replies that Bali hotels are now vigilant in securing their premises but tourists are always warned by their respective governments to practice caution when they are here, just like when they are visiting a lot of other places around the world.

She adds that tourism not only has survived the terrorist bombings but has surpassed the pre-terrorist levels and seemed to be increasing every year.

I thank Yudi and leave her at her lovely little bar by the beach as I head back to the hotel to find my friend Illan. My plan is that, after the walk down the main street in the heat, we should go and try out Kartika’s gigantic pool, especially its pool bar.

Brilliant escape

I find instead executives of Air Niugini and their Indonesian counterparts informally and excitedly discussing plans to market Bali to certain demographics of the travelling Papua New Guinean public. The high-end market pitch was already clear; that was why many company executives were added on the inaugural flight team. Company executives could easily make it here with their families for the much needed breaks.

But Air Niugini General Manager - Commercial - Dominic Kaumu - wants to market Bali to the young working class people or groups of colleagues who are friends and who work together. He wants to encourage young Papua New Guineans especially to explore the world.

I think this is a “brilliant idea”. Bali does seem like the brilliant escape - an old thriving culture to witness, sun and surf for fun, nature visits and fantastic accommodation at bargain deals, value shopping, and just getting away from one’s culture to a completely different one at the doorstep. The introductory travel package

where Kuta Beach would literally fill up. She adds that the full length of Kuta Beach was taken up by hotels, allowing easy access of the beach by tourists. I stare on in wonderment, imagining them on jet skis or parasailing, swimming or just basking in the sun.

It is clear why people would want to come here if only to enjoy the delights of the ocean. The weather is always great, the surf likewise and as a bonus, being surrounded completely by coral reefs, Bali provides the perfect spot for diving, snorkelling, fishing or boat cruises.

Water sports and swimming are the favourite pastime for visitors and the pristine white sandy beaches are always available for a relaxing suntan.

I ask Yudi if the sea was the only attraction drawing tourists here.

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Regards,
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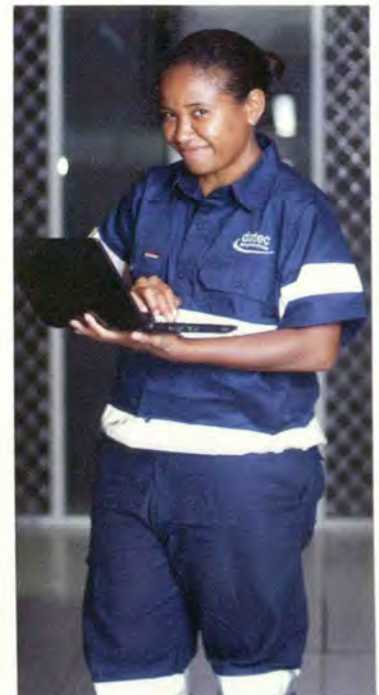


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Part of South Kuta beach looking towards Jimbaran.

on offer by Air Niugini is a deal too good to pass up.

I look for Illan. The pool was beckoning and the return trip to Port Moresby was only a couple of hours away. I make a mental note to sound a warning to future Air Niugini travellers: "Be sure to take at least a week to see Bali, not less...and definitely not a day. There is so much to see and do here."

 Air Niugini flies to Bali once a week effective from August 5.

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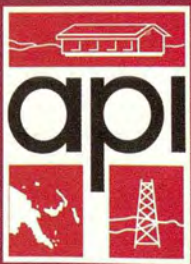
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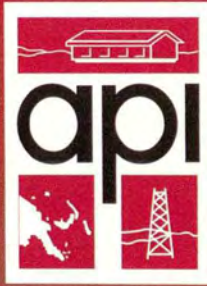
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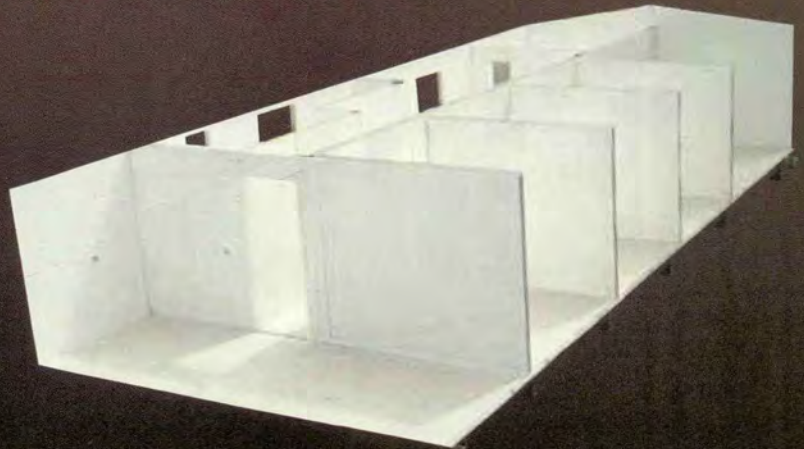
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On a Bamboo Bike ACROSS AFRICA

BY MATTEO SAMETTI

I'd been thinking about taking a bicycle tour across Africa for a while, but I just hadn't found a good enough reason or the timing wasn't right.

But this all changed when the Chieftainess Nkomesha Mukamambo II, a traditional leader who administers (and does so well I must add) her land in a district as big as New Jersey, approached Sport2build to build a school for one of her villages in the middle of the bush.

Serena and Giorgia, my partners in Sport2build, and I happily accepted the challenge. The plan was that I would cycle from Chongwe, in Zambia, all the way to London, a distance of approximately 8,400km.

Our first objective was to find a mode of transport representative of Africa, which demonstrated that it's possible to do incredible things with very little.

We decided that a bamboo bike would best represent the true spirit of this journey, because it was a Zambian product, innovative, ecological, economical (about \$700), and able to absorb, muffle and deaden the harsh conditions of Africa's ramshackle roads.

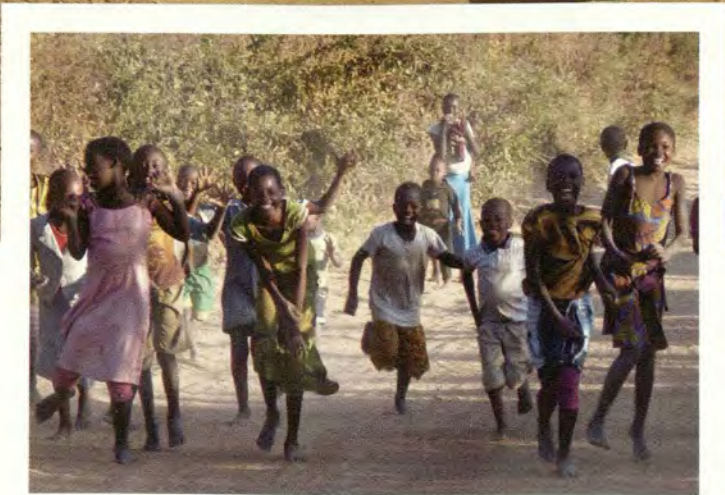


We agreed that London would be my final destination, and that I needed to reach it before 29 August 2012, the date of the Paralympics' opening ceremony.

We had chosen the Paralympics because it is the ultimate expression of sport for all and embodies social inclusion, commitment and exemplary stories of people who don't give up and have made resilience the backbone of their lives. These are the same values that we try to convey to coaches and children through our work.

The departure date of 15 June was set and before I knew it, I was standing in front of the Chieftainess' palace in Chongwe, 35km east of Lusaka, along with about 200 well-wishers who had come to see me off. In 'my' Zambia I had many supporters, mainly children along the way, and often there would be one child on the lookout, and as soon as he saw me, he would shout "Musungu, musungu", and then run like mad to call his friends and siblings who would then come running out to greet me.





Leaving Zambia behind, I entered Malawi from Moocha, next to Lundazi. The terrain was very bumpy as the once-tarred roads were now potholed, gravel roads that jolted.

Some 451km later, I left Malawi and headed into Tanzania. The road from Iringa to Arusha personified everything a cyclist would not want to find, including piles of stones, wet soil that got in-between the mudguard and wheel, cement waves caused

by tracked vehicles, rocks protruding from the surface and white sand.

The other encounter I had here was with a cobra but we were both too busy minding our own business to scare each other. Watching it slither off, I envied its agility as it floated across the sand while I was sinking into it because of the weight of the panniers.

I learnt that it was better to cross the border in the evening, as there were less

people, and a tailwind helped me on my way. I only stayed in Kenya for a short time before going in search of the Moyale Express, to take me to Moyale, a market town on the border of Ethiopia and Kenya.

Cycling from Isiolo to Moyale was not an option due to the very real threat of Somali bandits, and a lone cyclist would be an easy target. However, the trip on the Moyale Express turned out to be one of the riskiest parts of the entire trip because of the jumps and crash landing of the bus that involved tears of pain or a groan, but the bus driver did not stop or even slow down.

Ethiopia is a world on its own and the country I stayed the longest in. The 1,683km journey took me across countless mountains, in the cold and rain, and on one very long uphill, which took me to 3,300m, I was accompanied by children running alongside me as they sang and clapped their hands. They were excellent supporters, and very curious, unlike the Kenyan or Tanzanian children, who would never think to touch the bicycle. The Ethiopian kids would grab my handlebar, the speedometer or panniers, and then ask for money. At times I lost my patience, but I realised that they asked because they have already received from tourists, who do not understand that they are doing more harm than good.



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Entering the Sudan at the Metemma/Gallabat border involves numerous security checks, including camera and laptop inspections, as well as pictures on the memory card. This puzzled me as to what I could possibly have photographed in the 400metres since entering Sudan.

Travelling through the desert was incredibly tough, especially after one o'clock in the afternoon when the heat became unbearable and the winds blisteringly hot. Drinking was no longer enough and my body craved water and a cold shower.

Sudan, being a predominantly Muslim country, proved to be very organized so far as water for ablution purposes being placed along the roadside.

Despite the challenging conditions, it was with a heavy heart that I left Sudan and its people, who had been so helpful and welcoming. In every village I travelled through, I was invited to join the locals on their colourful carpets for lime juice, karkade and ilumur; a tea prepared with seven local spices, which rehydrated my body worn out by the desert.



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Entering Egypt, I followed the course of the Nile to Cairo and was often stopped by police, who tried to scare me into taking the train to the capital, because they said the situation after the revolution was very still dangerous.

Regardless, I continued and never felt in any danger. Plunging into the capital's chaotic traffic was fantastic after cycling for 7,000km alone. The bedlam reminded me of my Milanese origins, and I had great fun zigzagging amongst the cars and buses. On my rest day, I went sightseeing and visited Tahrir Square, and watched families eating ice cream in crowded shops that stayed open until late.

Plunging into the capital's chaotic traffic was fantastic after cycling for 7,000km alone. The bedlam reminded me of my Milanese origins and I had great fun zigzagging amongst the cars and buses.



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I flew to Europe from Cairo but it wasn't until I boarded the ferry at Calais to cross to Dover that I truly realised that my journey was nearly over.

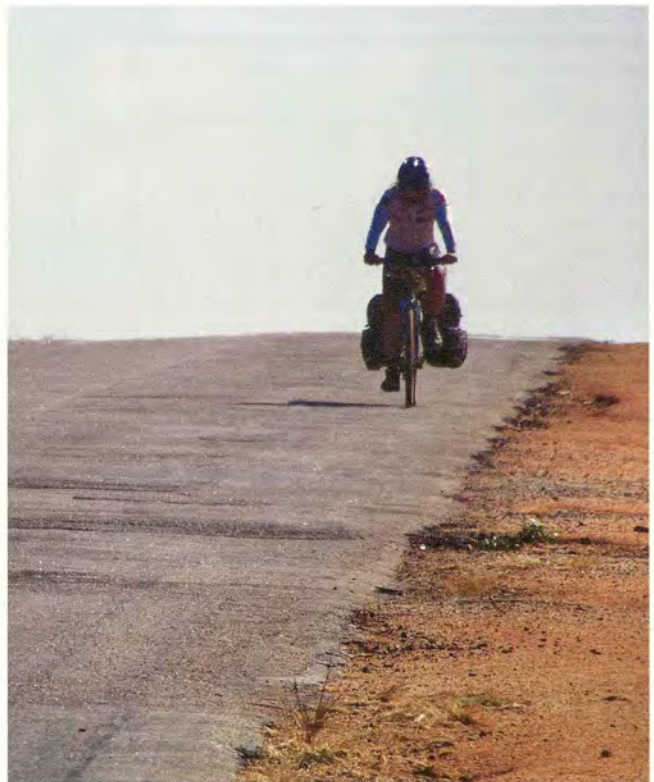
Early on in the afternoon of 28 August, I found myself on the Tower Bridge, just in time for the opening ceremony of the Paralympics. I had travelled 8400km, cycling through seven countries on my bamboo bike to reach my goal.

Journeys such as this are like a drug and almost immediately I found myself planning my next adventure. My restlessness was curbed when I read a speech by Stephen Hawking in which he said: "Never give up work. Work gives you meaning and purpose and life is empty without it."

No doubt very true but I must admit I still miss the excitement of the open road.



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DUBAI, the Old and the New

BY JOHN BROOKSBANK

It's possibly the best 1 dirham, about 25 Australian cents or 50 toea, that I have ever spent - the cost of the fare to cross Khor Dubai or the Dubai Creek, on one of the small local water taxis, known as abras.

These covered wooden vessels used to be rowed but are now diesel powered; they criss-cross the creek throughout the day and night ferrying passengers, mainly workers, back and forth between set water stops.

Along one side of the creek are a row of fancy wooden dhows, used at night to host guests on dinner cruises under the stars whilst admiring the lights of the ever growing city that is rising along its banks. On the other side are the much more utilitarian cargo dhows, often parked three or four deep, that transport goods in and out of the city.

Being on the water provides a perspective of what old Dubai must have looked like

when it was a small centre for fishing and pearling fleets, in the days before the discovery of commercial oil in the 1966, leading to oil exports starting in 1969.

Once a vital link in the network of traditional trading centres around the waters of the Persian Gulf; the Port Saeed area sits on the bank of the creek that divides the city between Deira and Bur Dubai, only joined after the construction of the Al Maktoum Bridge in 1963.

Loaded cargo dhow



OUR WORLD

At this time the creek was dredged and quays constructed by Sheikh Rashid bin Saeed Al Maktoum to facilitate boat movements and trade activities. He saw the importance of establishing infrastructure that would enable the development of Dubai as an important re-export and trading centre in the region.

Today, there is a tunnel and four bridges that allow traffic to move between these two parts of the city. Even after the development of large-scale modern port

facilities at Port Rashid at the creek mouth and Jebel Ali on the coast, Dubai Creek still remains a loading point for trade dhows that ply the waters between Dubai and other states on the shores of the Persian Gulf, as well as Iran, Pakistan, India and even East African ports.

As we walk along the quay, tired-looking dhows are being loaded with refrigerators, air conditioners and a huge range of other goods - all being carried aboard on the backs of a queue of sweating dock labourers, a scene that has probably not changed for many decades.

Loaded boat heading out of Dubai.



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The creek area still throbs with commerce of all kinds. Near the mouth of the waterway at Al Shindagha is the fish market whilst traditional souks or markets specialising in silk, gold and spices are found close to its banks also. In the Gold Souk at Deira, there are over 250 retail shops displaying a dazzling array of jewellery that almost hurts the eyes just to look at, not to mention the brain!

At the Spice Souk, there are huge sacks or containers of dried rose petals, frankincense; cinnamon, dusty yellow turmeric, cardamom pods and mounds of dried limes.

The sounds, smells and colours of the market assault the senses - a feast for the eyes and cameras, of course, of all those who visit. The traders, who appear to be of Indian, Arab and other Middle Eastern origin all seem to be selling the same range of spices and were doing a brisk trade with huddled groups of local women clad in the requisite all-covering black robes, some only leaving a slit for the eyes.



Local spice customers.



One of the back alleys in Dubai.

The sounds, smells and colours of the market assault the senses - a feast for the eyes, and cameras, of course, of all those who visit.

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Before the discovery of oil, the Dubai economy was based on pearling and fishing, so it's logical that there is still a thriving fish market, one that one should try and get to early in the morning in order to see the huge range of produce that is on offer.

The moment we enter the market we are hassled by persistent gentlemen with wheelbarrows ready to carry what they think we are about to buy, for a fee of course; naturally we decline - a number of times!



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There is a section that has stacks of dried fish that have a distinctive pungent aroma all of their own and a much larger wet area. Here, there are mounds of all types of marine produce - massive lobsters, huge prawns, mountains of blue crabs, shellfish and all kinds of other fish including king fish, tuna and reef species. All the produce looks remarkably fresh. When asked, vendors all reply that it is all caught locally, presumably meaning anywhere in the nearby Persian Gulf.

After haggling over price, it is advisable and cheap to get someone to clean and gut your chosen fish. This is expertly and quickly carried out by market employees who are ever-ready with a variety of sharp and evil looking knives. Nearby, there is a small vegetable market, again with a huge range of produce, convenient to purchase the other ingredients required for your fish supper.

The Ras Al Khor Wildlife Sanctuary is at the natural end of the saltwater creek, 14 kilometres from its origin at the Persian Gulf, although it is being gradually extended to eventually end up behind the residential suburb of Jumeirah.

The creek is overshadowed along some of its length by a succession of hotel tower blocks as Dubai grows ever larger - the Sheraton, Hilton, Radisson Blu and others along with residential development towers.

Also to be found up the creek is the Dubai Creek Golf and Yacht Club, an 18-hole par 71 course that opened in 1993 - its greens and fairways lined with date and coconut palms and a clubhouse design that reflects the shape of a traditional dhow sail.

Creekside skyline.



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There are still parts of the city where one can find the old Dubai so to speak.

Walking along the esplanade alongside the creek, one cannot miss the succession of planes that take off every two or three minutes it seems from Dubai International Airport, not far from Deira, rising into the skies from behind the tower blocks. An indication of the city's importance as a business hub and holiday destination in the region.

Dubai is emerging as the Hong Kong of the Middle East and is one of the fastest growing cities in the region as it establishes itself as a commercial entrepot, with an economy that increasingly relies on tourism and service industries as petroleum production declines, oil sales now contributing only 7% of the Emirates' revenue.

Despite the drive to modernise and continue the construction of prestigious high rise buildings and innovative offshore island developments, there are still parts of the city where one can find the old Dubai so to speak.


Textile souk.



Just along the Dubai Creek in the Bastakia quarter, near the abra station, is the old souk, mosque, Rulers Court, Al Fahidi Fort and museum that should not be missed. Although reconstructed, the area demonstrates the older traditional building styles characterised by houses separated by cleverly constructed wind towers to harvest the breeze, narrow alleyways, small windows, shaded courtyards and magnificent iron-studded wooden doors. Doors from demolished houses are now prized for use as coffee tables and can be found in shops in souks specialising in home décor.

Walking through the old textile souk, we are once again heckled by traders of various nationalities trying to convince us to try on and perhaps buy a traditional dish-dash or headscarf, "For you sir, or your wife or your mistress, please to try it on" - a reflection of the aggressive mercantile spirit that continues to drive Dubai, both the old and new. It should be on everyone's lists of must-see places to visit!



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DESTINATION IPOH

Malaysia's white coffee capital

BY JOHN BROOKSBANK

"Please not to worry Mr. John, Mama knows best," said driver Lim Thiam Chai, patting his dashboard mounted Papago, the ubiquitous Malaysian GPS.

He was explaining that he had never in fact been to any of the destinations in the Ipoh area we were to visit according to the tour itinerary. The regular driver was in the hospital's intensive care unit and he was a last minute ring-in.

At the end of the day however, Lim ended up learning as much as we did about this interesting region north of Kuala Lumpur, and we never got lost, so obviously his 'mother' was right.

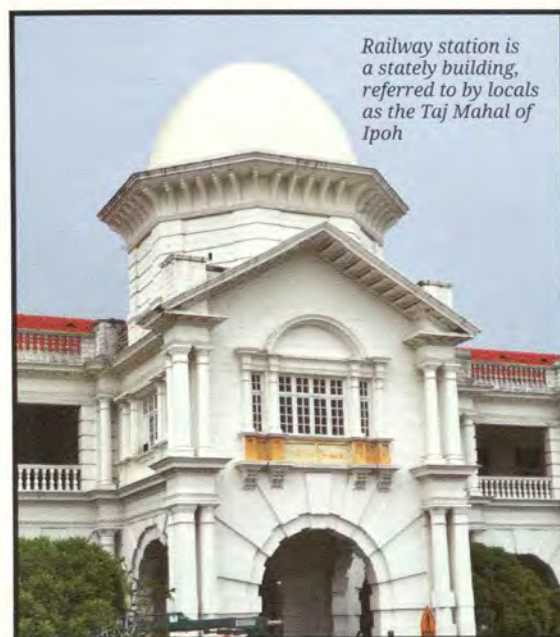
We disappeared into the depths of Gua Tempurung. At more than three kilometres, it is the longest cave in peninsula Malaysia with a breathtaking gallery of stalagmites and stalactites created by the river that still rushes through the cave system that honeycombs the limestone hills.

The impressively huge galleries are accessed via solid walkways, some roofed to protect visitors from bat guano, whose odour pervades the cave complex that in years gone by was used as a refuge by people hiding from the authorities, since the cave system has a number of different entrances. For the more adventurous, there is a 'wet' tour that goes deep into the bowels of the caves. Needless to say, we stayed on dry ground.

Gua Tempurung...at more than three kilometres, it is the longest cave in peninsula Malaysia with a breathtaking gallery of stalagmites and stalactites.



St. Michael's secondary school managed by the Catholic De La Salle brothers.



Railway station is a stately building, referred to by locals as the Taj Mahal of Ipoh



Ipoh is the capital of the state of Perak, a town that rapidly grew from a relatively small river village port and prospered on the back of early 20th century tin mining in the nearby Kinta valley.

The name Ipoh is derived from a local tree, commonly known as Pokok Ipoh, the sap of which is poisonous and was used by the Orang Asli, some of the indigenous people of the area, to coat the tips of the darts for their hunting blowpipes.

Many people became very rich during the boom times associated with the commercial tin development in the 1920s and 1930s and endowed the town with grand municipal buildings such as a railway station, government offices, art deco cinemas, prestigious schools and streets lined with parades of colonial style Chinese shop houses. Many people of Malay, Chinese and Indian ethnic origin were attracted to seek their fortune in the area and Ipoh is consequently a microcosm of the cosmopolitan mix of races that constitute the Malaysia of today.

The railway station, for example, is a stately building, referred to by locals as the Taj Mahal of Ipoh, that today is a facade for a set of modern platforms, where one can catch an inter-city express train that reduces travel time between the city and Kuala Lumpur to just two hours.

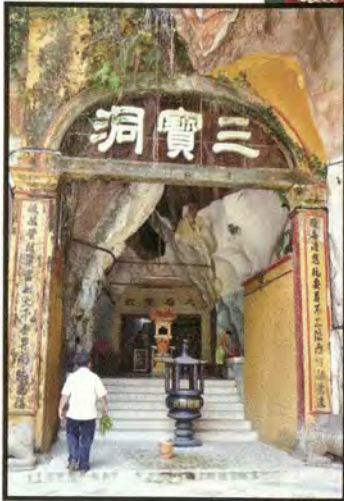
Still operating today are schools such as the Anglo-Chinese school run by the Methodists and St. Michael's secondary

school managed by the Catholic De La Salle brothers.

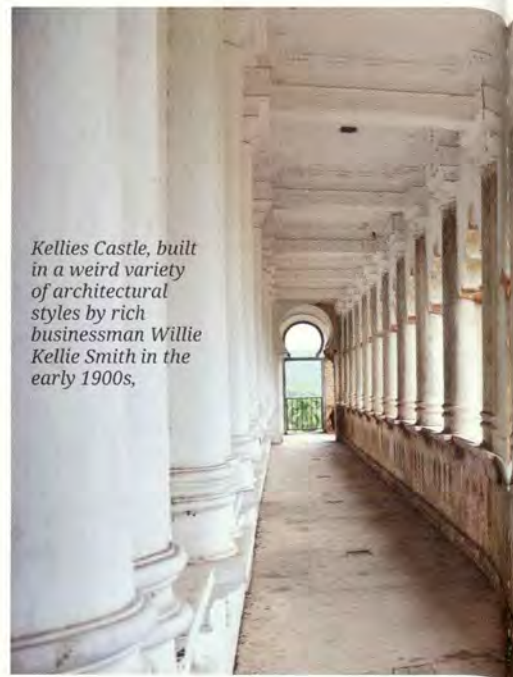
A few colonial era detached houses are still to be found in the town, some reminiscent of the English origins of the original occupants with their neo-Georgian red tiles, whitewash and wooden beams.

After tin prices collapsed in the 1970s, the mines were closed leaving pits that became lakes and rubber trees planted in colonial times were replaced with oil palms. Ipoh, however, didn't experience the growth and development that in recent years has been the signature of high-rise studded Kuala Lumpur with its kilometres of road, rail, LRT and monorail infrastructure.

Sam Poh Tong...a Chinese Buddhist temple built into the limestone cliffs.



Coffee shop.



Kellie Castle, built in a weird variety of architectural styles by rich businessman Willie Kellie Smith in the early 1900s,

Although not necessarily sleepy, Ipoh has retained the architecture and feel of a century ago. The town is divided by the Kinta river into what is known as old town to the west and new town, developed by millionaire Hakka tin miner Yau Tet Shin in the 1930s, although today there is little to distinguish the two halves.

With a population of about 700,000, 70 percent of whom are ethnically Chinese, Ipoh is one of Malaysia's largest cities.

The town is surrounded by a ring of white-scarred limestone hills that characterise the area, which are also mined for marble. Just outside Ipoh is Sam Poh Tong (Cavern of Three Precious), a Chinese Buddhist temple built into the limestone cliffs whose walls are covered with Buddha statues and images of other deities that sit or stand in a sweet smelling haze of offertory joss stick smoke.

The landscaped gardens and beautifully decorated entrance pavilion and other buildings on the temple site make it very photogenic.

Sam Poh Tong temple is also home to a small herd of turtles, the feeding of which with bunches of green kangkong leaves apparently bestows the donor good fortune, so of course I quickly bought some - needing all the luck I can get!

Ipoh is renowned as the home of variously competing styles of white coffee, a reputation that has existed for many, many decades.

The unique taste comes from the coffee beans being roasted with palm oil



margarine and then the drink is served with condensed milk.

The most successful retail outlet is the now nationally franchised Old Town White Coffee, whose shops can be found almost anywhere in the country - some being slick modern city establishments whilst others are more traditional. We went to the source and sat with other locals in a noisy and crowded corner coffee shop drinking tall glasses of white coffee and eating spicy noodle and soup dishes which were nicely filling and remarkably cheap - coffee Rm2 plus a noodle dish Rm4, so lunch for just A\$3.

Outside town is an almost crumbling ruin of a once grand mansion now known as Kellie's Castle, built in a weird variety of architectural styles by rich businessman Willie Kellie Smith in the early 1900s, and which is said to be haunted.

Probably never lived in by his family for very long, it was once one of the most prestigious properties of his time when interestingly cement was not available in the country so bricks were pasted together with a mixture of duck egg white, sand, chalk, brown sugar and honey!

As with all main centres in Asia, Ipoh has a large covered market where predictably there is an array of fruits and vegetables available including huge pomelo, a citrus fruit which the area is renowned for.

The town is home to a proliferation of small roadside food stalls, cafes and restaurants. The area is well known for dishes such as Sar Hor Fun, a complete one-dish rice noodle meal with prawns, meat, fish,



vegetables in a savoury sauce; Hor Hee, flat white rice noodles served with fish cakes and/or fish balls; Nga Choi Kai, chicken with soy sauce and bean sprouts topped with pepper; Hakka Mee, yellow rice noodles served with mince pork sauce and Ipoh's famous pastry Heong Peng, literally translated as "fragrant biscuit".

We broke the two and half hour return drive back to Kuala Lumpur, 200 kilometres away on the North-South Expressway, with a stop at Felda Residence hot springs near Sungkai, surrounded by oil palm plantations and a durian orchard, marketed as a 'therapeutic park'.

It consists of swimming pools, a small spa, sauna and residential resort based around mineral springs whose steaming outpourings are mixed with colder spring water and diverted into a series of pools at different temperatures.

Its waters are supposed to be good for rheumatism, stiff joints, arthritis, skin complaints and even insomnia, although I'm not sure how hot water can help the latter.


Some of these pools were at a benign 30 degrees centigrade whilst others were a tad warmer – whilst tentatively testing my foot in a 45 degrees pool and feeling quite brave I noticed from the corner of my eye an individual immersed up to his neck in the same pool. Not being quite so masochistic I withdrew my now lobster-red foot, obviously not being made of the right stuff!

The refreshing hot springs dip was just another example of the wide diversity of attractions available in the country, which are usually an enjoyable amalgam of the old and new.

However, soon the tropical skies darkened and opened up in the late afternoon; the resultant lightning, thunder and intense rainstorm washed us back to the Malaysian capital - a really nice way to end the day.

So next time you fly on Air Niugini to Singapore, why not head north and explore Malaysia?



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Magnetic Allure

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BY DIANA MCMANUS

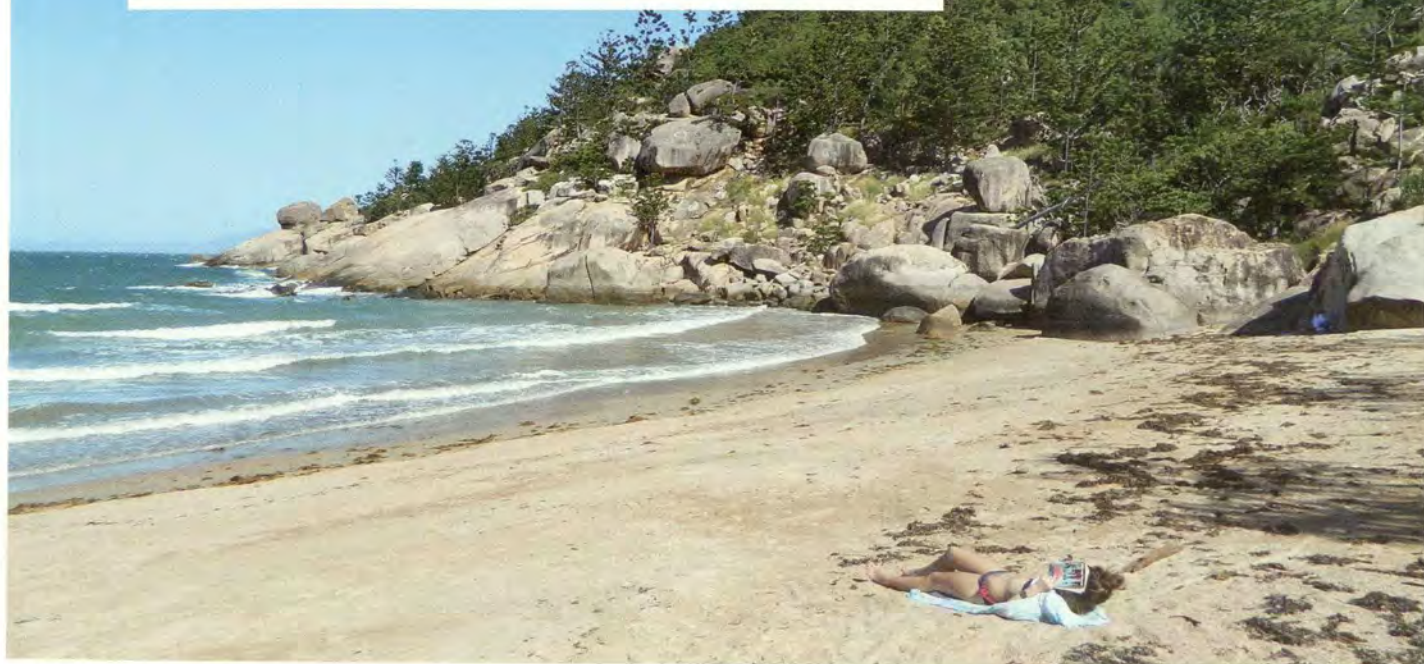
A mere 20-minute ferry ride from Townsville in far north Queensland lies alluring Magnetic Island, a siren for the “snow ducks” from the south and a weekend getaway for the city dwellers across the water.

The 7 by 10-kilometre island spots several idyllic sandy bays and beaches around the steep central hills and the 422 metre Mt Cook, a jumble tumble of rocks and boulders, heavily vegetated with eucalypts, pandanus, and hoop pines.

These rocks and pines make for picture perfect scenery every which way you look. This is a lovely place to visit, whether for a day or to linger longer.

Originally the home of the Wulgurukaba people, it was named by Captain James Cook as a reminder of a navigational anomaly in the area. Most of the island is National Park, with four distinct population centres.

There's a great choice of accommodation available from swish private homes for holiday lettings, apartments, low-key beach resorts, XBase for the backpackers to cabins and camping at Bungalows/Koala Village in Horseshoe Bay where I was staying with my resident friend.



Down here, there's a netted enclosure for year-round swimming (those pesky box jellyfish will insist on their seasonal visits), and a range of paddle boats, outrigger canoes, surf boards, surf skis, jet skis and other water toys for hire.

The relaxing little esplanade has several eateries and a tavern for cold beer or wine. My friend, a widowed senior, applauds the friendliness of the small close-knit community, and portrays a lively inner life of the locals; art classes, Tai Chi, lectures and studies, a raft of health and wellness options.

It's like stepping back in time where people have to make their own fun and have time for each other. No theatres and gaming rooms here. You get your buzz from spotting koalas in the trees around near the Horseshoe Ranch, especially good fun from horseback.

An early morning walk along the long, sandy beach is a great start to the day and there are plenty of other trails throughout the island for more energetic hikers, even some coastal walkways which the council has built, running parallel to the narrow winding road.

If you like birds, the beachside acacias are host to dozens of colourful bee eaters and parrots, egrets stalking fish in the shallows, sea eagles surveying the scene from above while tiny swallow like creatures flit low to the sand chasing insects.

According to the National Park Ranger, there are over forty micro vegetation zones on the island, and one of these virtually abuts the beach and is easily accessible by way of a board walk. It's an almost freshwater lagoon at the back of the dunes, home to malaleucas and water lilies, bumble bees and colourful dragon flies.

On the horizon to the north looms the beautiful and mountainous Palm Island. Originally an aboriginal penal colony, it is today a mish mash



of tribal backgrounds attempting to create a sense of unity and purpose for itself in the wake of misguided colonial beginnings.

While Mike was off at his weekly Men's Shed session making picture frames, I contented myself down at the waterfront sipping coffee at Noodles on the Beach, watching kids water tubing, dogs chasing each other, children swinging and sliding in the playground, grannies ensconced in their chairs beneath the de-nutted coconut trees. Laid back? Absolutely!

This northern side of the island is much quieter in tone than the south side which encompasses the communities of Picnic Bay, Nelly Bay and Arcadia. During the southeasterly season Horseshoe Bay is also quite sheltered and climatically different. At the same time as young things surf the waves at beautiful little Alma Bay by Arcadia, the water at Horseshoe is a calm and serene shelter for several yachts.





gate keeps the cars out and a track leads to the attractive Endeavour Falls where a creek comes tumbling through the rocks creating pretty swimming pools along the way.

Even the town's houses seem to blend into the environment and reflect the locals' pride in their island home.

A little museum at the original one room school house at Picnic Bay, run by volunteers, celebrates its 100th Anniversary in June. It is a tribute to the early settlers whose isolation would have been more pronounced than in this day and age.


Further north along the eastern coast are several gorgeous, secluded bays. Access to Radical Bay is down a 3.5-kilometre four-wheel drive track but once you get there, it's well worth it.

Should you choose to walk up instead, you come to a great lookout overlooking Arthur's Bay, and continuing up the hill brings you to The Forts. This collection of structures includes a couple of wartime gun emplacements, a signal station and a control tower, being the first line of defence for Townsville against Japanese invasion during World War 11.

Magnetic Island is a nature lover's paradise and a rare haven for people who don't feel the need for the bombardment of modern entertainment. That's not to say it doesn't offer modern telecommunications.

What it does offer is a chance to slow down and reflect on your place in the greater scheme of things; to get in touch with yourself and remember the world around you. Sometimes it's good to have a little navigational anomaly in your own life and jump off the beaten track for a while. That's the allure of Magnetic Island.



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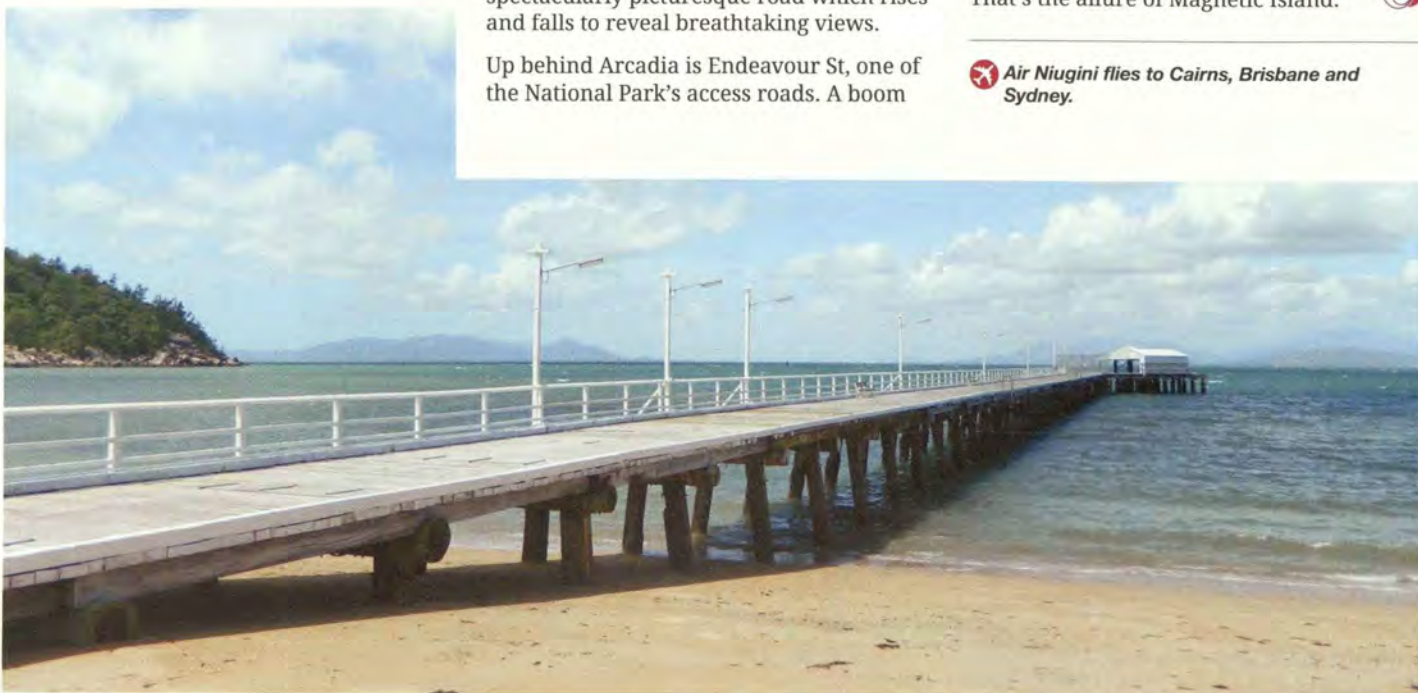
From Horseshoe it's only a few short kilometres around to Picnic Bay which faces the mainland.

The R n R Restaurant attached to the pub has wonderful food and you can while away the time gazing at the passing maritime traffic calling into Townsville's port. This bay was formerly the entry point to the island and its nice little jetty is mostly used today by fishing enthusiasts.

The ferries now call in at the newly developed marina at Nelly Bay, once the quiet little cousin who has snatched away most of the commercial and trade outlets formerly at Picnic Bay.

In between are secluded little bays and the spectacularly picturesque road which rises and falls to reveal breathtaking views.

Up behind Arcadia is Endeavour St, one of the National Park's access roads. A boom



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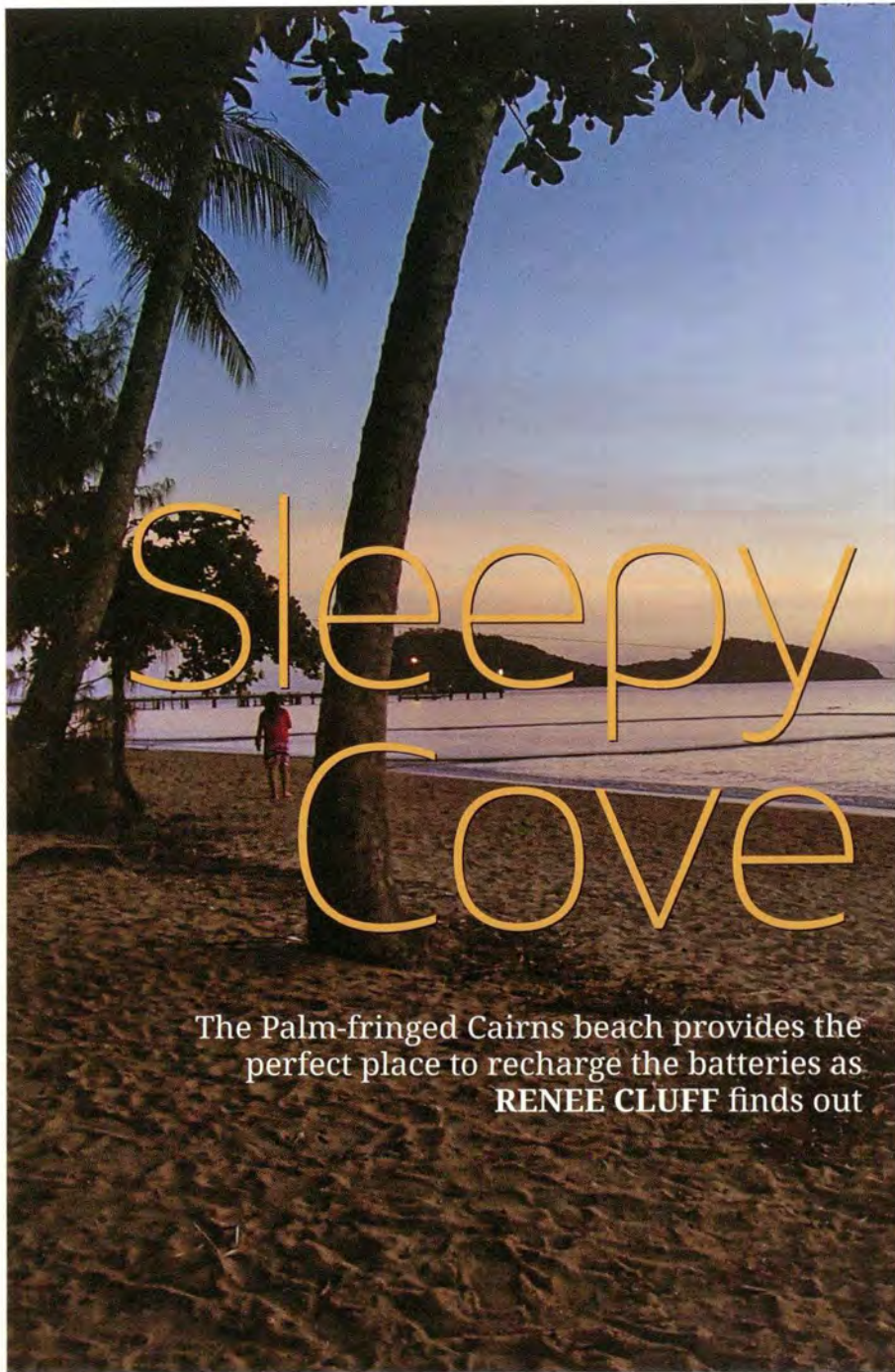
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Sleepy Cove

The Palm-fringed Cairns beach provides the perfect place to recharge the batteries as **RENEE CLUFF** finds out

It's early morning in Palm Cove, just north of Cairns. Through the window the sun is rising over the Great Barrier Reef, dissipating the night-time mist and casting a sparkling pathway of orange-pink light across the ocean.

The scent of gardenia flowers is carried into the room by a gentle breeze.

Right now, the most pressing problem is deciding which cafe to go to for your morning coffee-hit and which of the 18 restaurants you'll try out tonight. After all, they're all an easy walk away.

So, you lay back, stretch luxuriously, close your eyes again and immerse yourself in the sounds of the prolific bird life. The more you listen, the more personified they become.

There are the yellow-bellied sunbirds gossiping, the double-eyed fig parrots calling "me, me, me" and the raspy "wow, wow, wow" of the spangled drongo, whose song is almost as fabulous as its name.

The only bird calls, which are a little disconcerting, come from the stone curlews. To put it bluntly they scream like a woman being murdered and, being nocturnal avians, they can create quite a disturbing wake-up call.

It's not difficult to understand why in many Aboriginal cultures, stone-curlews have close associations with death.

Aborigines were the first settlers of the land now known as Palm Cove, about 60,000 years ago.

White man landed there for the first time in the 1700s with Captain Cook using it as a resting place during his navigation of the Australian coast, replenishing his water supplies at Sweet Creek, which now runs alongside Angsana Resort.

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The most famous landing, however, occurred in 1873 when a special expedition to explore the far north Queensland coast was in full swing. George Elphinstone Dalrymple, an explorer Scotsman in the service of the Queensland Government, landed to explore the beach at the then un-named Palm Cove. He and his crew were met with extreme hostility by the indigenous people.

It was only about 30 years later that a rector at St John's Church of England in Cairns, Archdeacon Joseph Campbell, bought 200 acres of land at Palm Cove. It's assumed he is responsible for planting the palm trees, which eventually inspired the area's name.

The parcel of land was sold off to Albert Veivers in 1918, who called it Palm Beach. With no road to access the area, Veivers only used it as a holiday retreat to begin with. He had planned to raise and sell stock there but the crocodiles ended up eating into his profits, quite literally.

In the 1940s, after a road had been built, Bert Veivers moved to 'Palm Beach' permanently. He subdivided the land and sold it off to his family members, for 20 pounds a lot.

Then came World War Two and the region became inundated with the Australian airforce and army, who used Double Island and Haycock Island, just off the coast, as training targets. Haycock Island in particular, was battered by missiles and mines, evidence of which remains to this day.

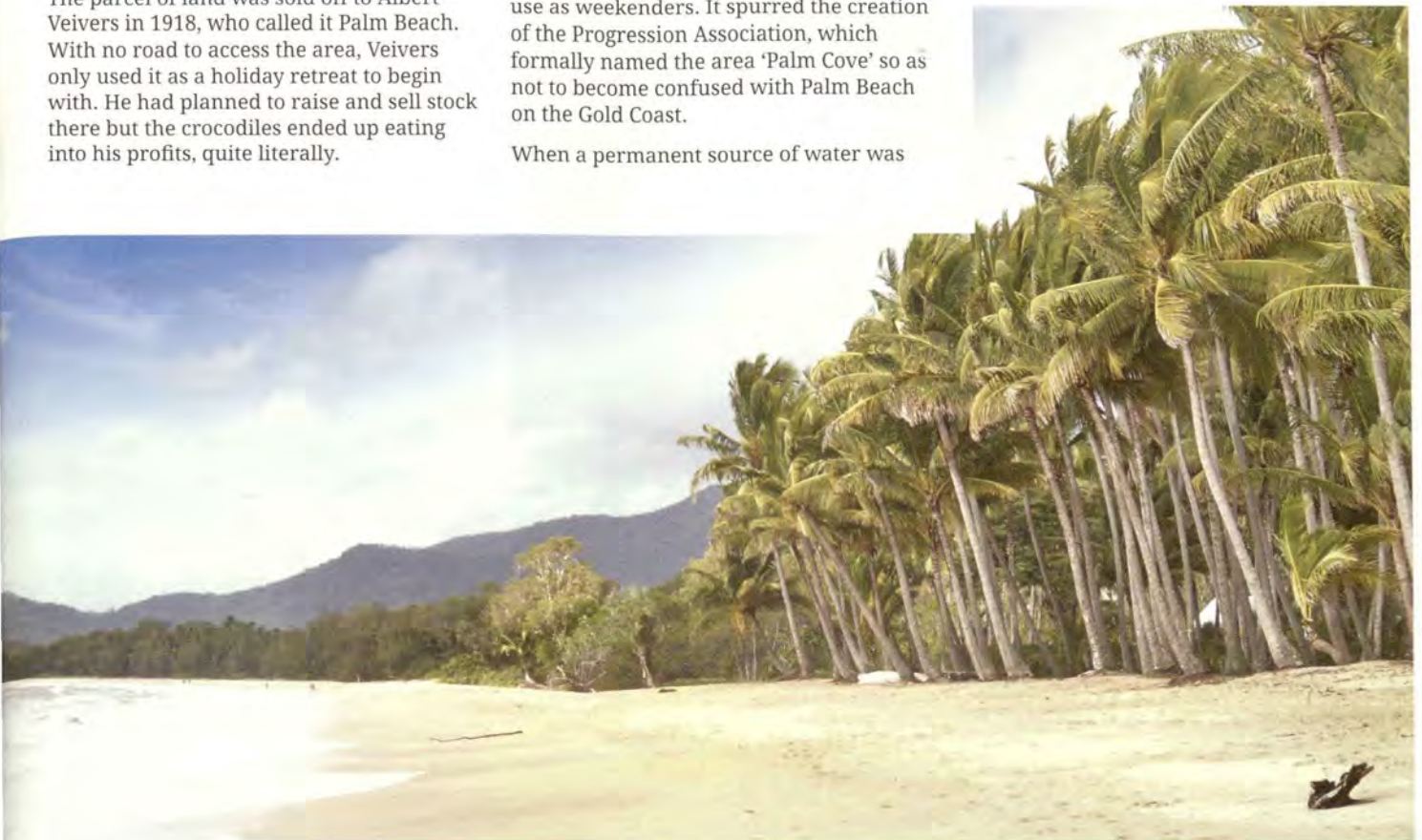
It was only after World War II that interest in 'Palm Beach' among general ratepayers became apparent and many Cairns residents bought properties there, mostly to use as weekenders. It spurred the creation of the Progression Association, which formally named the area 'Palm Cove' so as not to become confused with Palm Beach on the Gold Coast.

When a permanent source of water was

established, the community's reputation as a fashionable weekend getaway really took off.

The first hotel to spring up was the Reef House, built in 1958 by a Cairns bookmaker. Originally, it was a family home, celebrated for having the best swimming pool in North Queensland. The story goes that a swimming pool proprietor, who was heavily indebted to the bookie, had built the pool.

The first international hotel chain to open in Palm Cove was the Ramada Reef Resort in 1986, which is now known as the Grand Mercure Rockford Esplanade Apartments.



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Today, tourists have several accommodation options, however there are no high-rises, no proliferation of advertising signs and no hustle and bustle seen in many other tourist hot spots. Here, natural beauty and a low-key atmosphere take centre stage.

This is evidenced by the giant melaleuca trees, some over 500 years old, which are the real stars of the cove, injecting it with a unique look and character. Buildings, and even roads in the area, are built around the trees, according to laws that enforce their preservation. The trees and architecture seemingly blend effortlessly, making the resort rooms; day spas and restaurants feel like tree houses.

The beach itself is also a major drawcard. It's patrolled all year round and a stinger net protects bathers from the deadly box jellyfish. In recent years, it has been named Australia's Cleanest Beach and Queensland's Friendliest Beach.

At the northern end of the shore, a jetty protrudes into the ocean.

Originally, it was constructed by the council as a platform for Barrier Reef cruise vessels. However the cruise companies rejected it as a launching point because of the constant southeast swells, which make it difficult to berth there.

Far from being a white elephant, the jetty is now used by fishermen, who regularly catch mackerel, grunter, whiting and small stripeys. Local politicians refer to it as the most expensive fishing wharf in the world. A resident osprey keeps an eye

on the goings-on from its perch at the end of the jetty. It's possibly the most well-fed osprey in Australia, feasting on leftover bait all day, every day. Locals can even hand feed it.

From the southern end of Palm Cove, you can walk all the way to Kewarra Beach about three kilometres away, before hitting a rocky point.

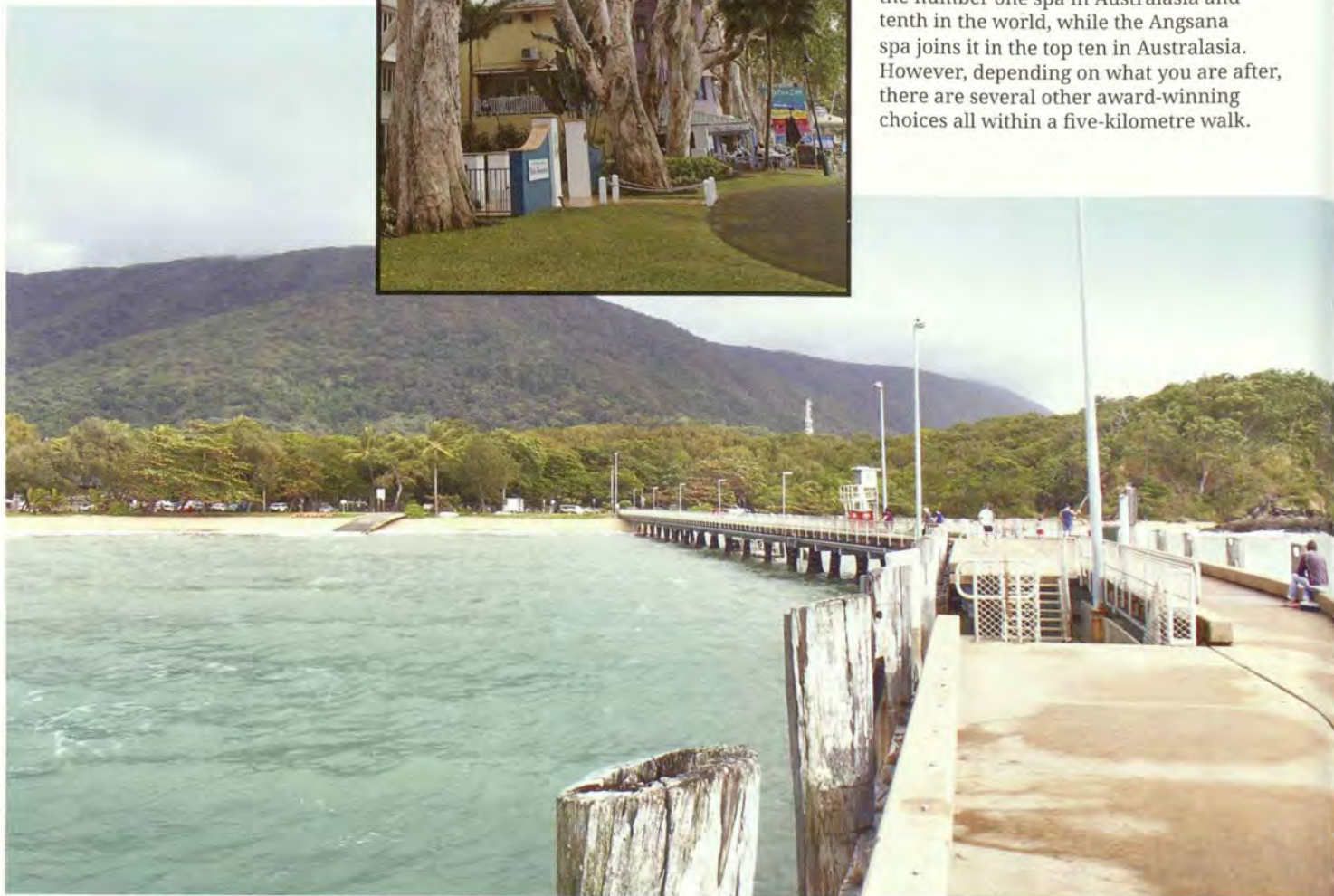
It has become one of the most photographed stretches of sand in Queensland, thanks to Palm Cove's reputation as the number one Australian wedding destination.

You can take your vows right there on the beach, or take advantage of the region's only purpose-built beachfront wedding chapel at the Angsana Resort, which also has views across the ocean to the mountains beyond.

Newlyweds can also tie the knot on a remote island just off the coast, or even underwater, on the Great Barrier Reef, surrounded by coral gardens and tropical fish.

Brides will also be happy to note that this quiet, unassuming cove is also the day spa capital of Queensland.

The Sebel Reef House Spa has been voted the number one spa in Australasia and tenth in the world, while the Angsana spa joins it in the top ten in Australasia. However, depending on what you are after, there are several other award-winning choices all within a five-kilometre walk.



There are also plenty of options for the reception, with every major hotel and resort featuring venues for large groups.

If privacy is what you're after, a holiday house may be more your style. Again, there are plenty on the market, such as 'Sunyi', named after an Indonesian word which roughly translates as 'silence.'

It contains a private plunge pool and garden, a barbeque, a fully-equipped kitchen, two bedrooms and a bathroom featuring a Roman bath.

For those who don't particularly want peace and quiet, you can be assured there's more to Palm Cove than pampering, pools and pina colodas.


The more adventurous can take a stroll along the mangrove boardwalk from Palm Beach to Clifton Beach or walk across the highway to the Cairns Zoo, which is famous for its night tours.

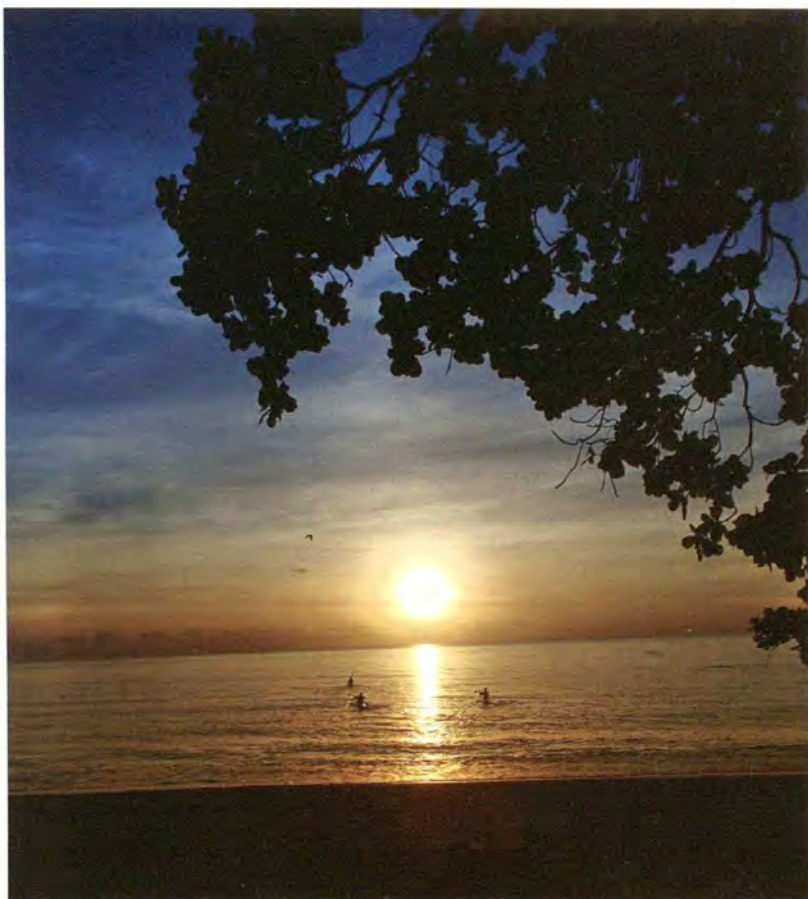
Other adventures are just a shuttle bus drive away - you can go river tubing or white water rafting, quad biking, horse riding on the beach, bungee jumping, skydiving, scuba diving, feed sharks or swim with whales.

Or take to the skies in a helicopter or hot air balloon, fish for that elusive barramundi, catch the scenic railway or the sky rail up to historic Kuranda and go four-wheel driving through the Daintree Rainforest.

The list is endless. If only the holiday could be too.



 Air Niugini flies daily to Cairns.



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AIR NIUGINI RECOGNISES STAFF CONTRIBUTION

AIR NIUGINI WILL BE HOSTING a special dinner for staff members in recognition of their loyal service and dedication to the airline.

The special dinner, to be held on October 31, is part of the airline's 40th anniversary.

Those recognised have worked for the airline for more than 25 years. They will be recognised for their loyal service and be given awards as recognition for the number of years they have worked for the airline. These workers have seen and been part of the changes that have taken place with Air Niugini over the 40 years of its existence.

Some joined the airline as young Papua New Guineans, breaking grounds in a fairly new industry, which not many Papua New Guineans would have been in at that time, so they too have grown along with the airline. Some of these workers have also been recognised in this year's PNG Independence Day Anniversary's Honour's List.

CEO Simon Foo commended the staff for their hard work and loyalty and support to the airline over the years. Most of these staff, he said, have worked with Air Niugini from day one and have seen the airline developed to where it is now.

PARADISE is profiling some of these long serving staff members who have been with Air Niugini since 1973.

Morea Maiu

"I love my job and the great organisation I work for"

His job allows him to come into contact with staff from all departments in the company on a daily basis and he knows just about everyone and everyone knows him.

Morea Maiu is a driver who started with Air Niugini in 1973.

Morea says: "Looking back at the years I've worked for the airline, I cannot help but smile when I see some of the staff who get on the company bus now because for some of them, I was driving when their parents worked for Air Niugini and now their children are now working for the same company. It's not really the pay and comfort...I love my job and the great organisation that I work for."

Morea said when he first started driving, there were only four buses and a truck to do staff pick-up and drop-off as well as operating crew. Hand-in-hand with the airline's



Morea Maiu (right)...receiving his Logohu award from the Governor-General of Papua New Guinea for his dedicated and loyal service to the airline industry.

expansion, the transport fleet has also expanded to cater for the additional staff. Crew transport has now been outsourced.

One of the perks of working for an airline is the opportunity to travel and Morea said he has travelled to Singapore, Philippines, Fiji, Solomon Islands, Vanuatu and Australia.

Morea also received a Logohu award in April this year for his dedicated and loyal service to the airline industry.

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GIMA RAVU

"My career with Air Niugini"

I thank God and acknowledge His grace in my life in giving me such a life-long career with Air Niugini. Let His name be honoured for this achievement as a proof of His love and protection upon our lives as we put our trust in Him alone. Romans 8:28: "And we know that all that happens to us is working for our good if we love God and are fitting into his plans."

I joined Air Niugini on the 13th November 1973 as a Reservations Clerk when Mr Ralph Conley was the first General Manager. I was trained on the job and then later attended a Qantas Airways course on IATA Reservations AIRIMP procedures conducted by Mr David Porter.

At this initial stage, the Reservations department manually kept passenger travel records using hard card. If return or onward travel was included, the flimsy copies were passed onto the Communications department to send telex messages with the respective travel information to the relevant ports. Each branch office was responsible for maintaining its own records for passenger loading and catering figures for the daily flights.

Our daily flight availability was also manually updated using a Status board with red, white and black coloured square blocks to indicate seat availability and closed status for flight cancelled. The Res Control monitored and advised on the status of each flight passenger on the list and aircraft capacity.

Whenever the daily flights were delayed or cancelled, the passenger record cards were distributed to ensure that passengers were called and informed of the delays or cancellations.

At the airport, the Traffic officer was connected directly to the manifest agent by a hotline phone at the Reservations manifest desk. The Traffic officer would check the ticket and confirm the passenger's name with the manifest before the seat allocation was done. If the name did not appear, the passenger would be advised to be on standby until all confirmed passengers were checked-in. To ensure on-time departure, an announcement was always done to advise any late arrivals that seat allocation was closed.



In May 1978, management advised us of the introduction of the Qantas Airways automated Reservations system. Eight supervisors were selected to attend the Qantas Reservations system training which took place at the Qantas training centre in Sydney for two weeks. This system was purely for Reservations, Schedule loading, Capacity Control and Inventory Management.

In January 1980, I was transferred to the Training department as an understudy to an expatriate Training officer Mike Moriarty. After two years, I became the Reservations Training officer, involved in training the Reservations Sales staff and frontline Sales counter staff. Occasional training was provided for managers, secretaries and airport staff who needed basic system knowledge.

By April 1987, the Qantas Fareshare system was introduced where the Sales functions were migrated from manual handwritten paper ticket issuance to computer generated automated tickets. Both Ms Gail Legrand, and I had to conduct the weekly training starting at 5am to 1300hrs and the next lot from 1300hrs to 2100hrs - to cover all the sales offices both in PNG and overseas.

The Qantas Fareshare Automated Ticketing system brought to an end fourteen years of handwritten paper tickets. It was a great relief when it was replaced by automated printed tickets. The only document that could not be automated was MCO.

After thirteen years with the Qantas Reservations system, Air Niugini migrated

to SITA Gabriel Reservations system in July 1992 where a team involved in Reservations Control, Capacity Control, Automated Systems and Training officers were sent to Singapore for a month-long training. This was followed by another two weeks in Atlanta, USA, for ticketing.

The cutover training started with Reservations and then continued with the ticketing process and was completed on-time before it went live. This SITA system included reservations interfaced with ticketing and also integrated with the departure control system. It became a "Big Bang" to go live at the same time. There were some hiccups which were soon resolved some months down the line, then it was all smooth from there on for 20 years.

In 2012, the Jupiter project team attended the Mercator systems training for both the Departure Control system and the Reservations and Ticketing system. Mercator Airport Departure System went ahead and did their cutover in Port Moresby and other major airports. The Mercator Airline Reservations went online on the 16th September 2012. It was a two-day smooth migration from SITA Gabriel system to the MARS Reservations system.

During these years in training, in March 1994, I took on the coordination of the IATA Distance Learning programme until October 2010. Then at the beginning of 1999, I took up the Training Superintendent post overseeing the administration of training. I have thoroughly enjoyed my job as a trainer as it deals with imparting knowledge and skills with different adults



with their own background and with God's grace, your attitude and approach is tuned in such a way that you are able to connect the understanding needed to bring out the potential within an individual. And that is the most exciting part of training that has captivated my life and help me to stay focus in making sure that everyone who passes through my training is looking forward to making a difference on the job.

Training is the key to every organisation. When training is considered as the key to success, the organisation will flourish with a knowledgeable and skilled workforce who will perform according to the expected level.

During the early days in downtown ANG office, I met with an international travel consultant Ms Dianne Jones, who was a dedicated Christian. She consistently encouraged me to join her for lunch-time prayers and fellowship with other colleagues. We would meet at Ela Beach and also at the United Church. When we moved to the airline headquarters at the airport, we all moved as well. And the fellowship continued just outside under the shade of trees outside the finance department at head office. As our numbers increased we moved our meetings to the classrooms at the Training Centre. We have maintained contact with the FCAP

headquarters in Atlanta and prayers are offered by believers from all nations for the airlines that God has raised with believers in the ministry of reconciling men and women to God at the workplace.

FCAP stands for Fellowship Of Christian Airline Personal, founded by a Delta Airlines Captain Joe Ivey. It is an unique interdenominational body of believers at the workplace bonded by the love of God to share and minister in every good way.

When you and I acknowledge God in our lives, God gets the glory and it is Him alone who protects and guide us in all that we do to bless His name.



BUE OVIA

Bue Ovia (left) with former Air Niugini CEO Wasantha Kumarasiri. With them are CEO Simon Foo and Chief Operating Officer, Daniel Wanma.

"Air Niugini took care of my basic needs"

After commencing his employment with Air Niugini 40 years ago as a joiner with the airline's Properties Department, Bue Ovia has never looked back.

Hailing from Pinu village in Kariku, Central Province, Bue has been involved with every company-owned office building and residential homes that have been built over the years and those currently in progress.

Some of the major projects have been the construction of Air Niugini Korobosea compound and the stone walls, residential homes in Lae, Mount Hagen and Rabaul terminal buildings, and recently, the Waigani Sales Office.

"I became a father at the young age of 22 and Air Niugini took care of my basic needs through my employment with the company; so I was able to put food on the table for my children and provide for their education."

Bue has six children, three of whom graduated from university including a son who is a medical doctor. His other three children completed their studies at technical colleges.

"My children were fortunate to complete their studies. At one stage, the airline allowed payment from my long service leave to pay for my son's medical textbooks as he was doing his final year; this was a blessing."

Bue had the opportunity to complete his Diploma in Building Contractor with the Pennsylvania International Correspondence school in Scanton, USA, with all costs met by Air Niugini. He is currently the project supervisor with the company's Properties Department.



SILE LUBINI

"My bosses like the way I work"

He is being described by his colleagues as very hard working and a man of few words. Sile Lubini from Alola in Kokoda, Oro Province, commenced work with Air Niugini on November 1, 1973 as an aircraft cleaner. Seven years later, he moved to the Mechanical Workshop and has remained there since.

"I should have retired a long time ago but my bosses like the way I work here and that encouraged me to stay on," he said.

The Mechanical Workshop is where Sile and his colleagues dismantle, assemble and repair aircraft wheels and brakes. Once the wheels and breaks are dismantled, they go through a cleaning process, followed by inspection and strip painting.



KAE MAUB

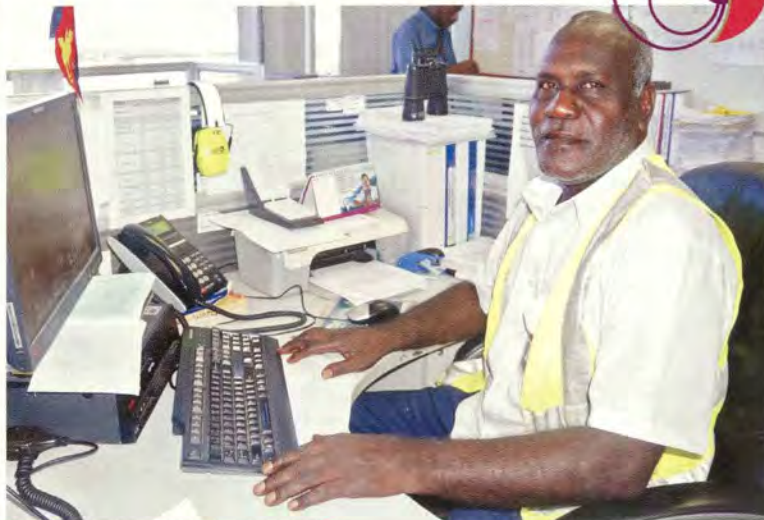
"Air Niugini looks after me and I look after its interests"

Kae Maub hails from the Morobe Province and commenced with the airline on November 1, 1973. He is a driver/operator with the airline's ramp section. Kae operates pallet loaders and uplifts containers and massive cargo consigned for international flights.

How does he feel about working for the company for so many years?

"Air Niugini looks after me and I look after its interest. It is a good company to work for and that's why I am still here."

Kae was fortunate to have attended an operator's course with Qantas in 1984 in Sydney as nowadays training for that type of operator's course is conducted locally in Port Moresby.



MARTIN TOGEL

"Air Niugini is my life"

Martin Togel joined Air Niugini as an 18-year old apprentice engineer from Ansett Airlines after the amalgamation of Ansett Airlines and TAA. His commencement date coincided with the inception of the country's national airline on November 1, 1973.

From Hanahan village in North Bougainville, Martin completed his apprenticeship in 1977 and went on to do his practical with Ansett Airlines in Dubbo, New South Wales, where he graduated as an Aircraft Maintenance Engineer (AME).

"After that, I continued looking at the books and passing the CAA exams," he said.

Martin received his F27 Licence in 1987 followed by a Licence on the Dash-8 aircraft. He also underwent training with Singapore Airlines for a Pratt and Whitney Engine course.

He is now one of the engineering coordinators with Maintenance Watch, which comes under the company's Engineering Department. His duties include monitoring aircraft movement and aircraft parts as well as A and C Checks that are carried out on the aircraft. Prior to his current position, Martin was an engineering foreman.

So what has inspired Martin for 40 years with Air Niugini? "This is the only job I am trained for and able to do. Air Niugini is my life, it created a life for me and my family."



MARK UNDUAHN

"Air Niugini has been good to me"

Mark Unduah also moved from Ansett as an apprentice engineer to join Air Niugini on November 1, 1973 after the amalgamation of Ansett Airlines and TAA. Now 59 years old and having reached 40 years of service, Mark said that one of his greatest achievements working for Air Niugini was receiving a medal after 30 years of employment in 2003.

"I enjoy what I do here. Air Niugini has been good to me, that's why I am still here." From Nindepole village in Yangoru-East Sepik Province, Mark said that as long as he is still fit and strong, he will continue to work for Air Niugini.



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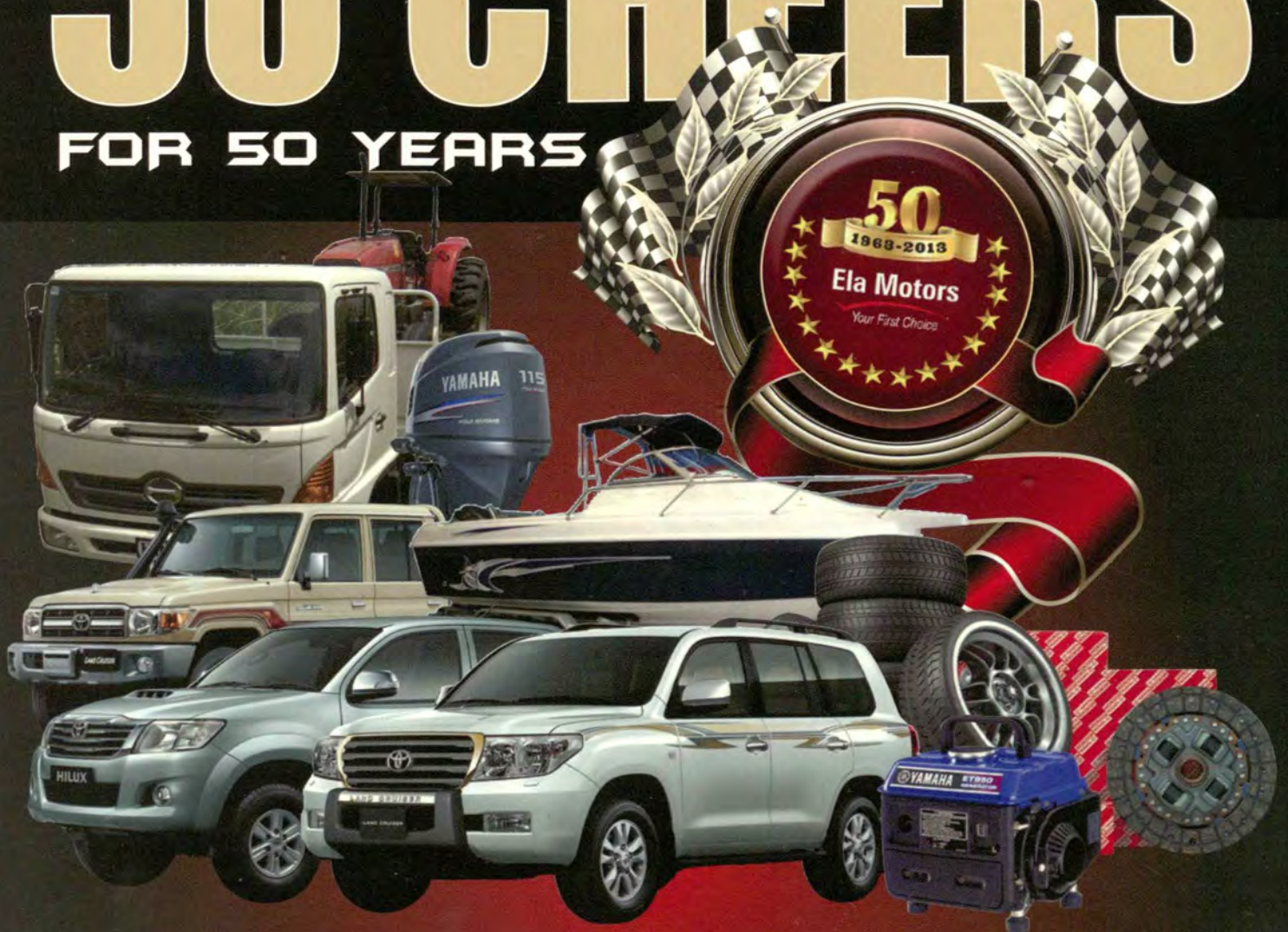
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