

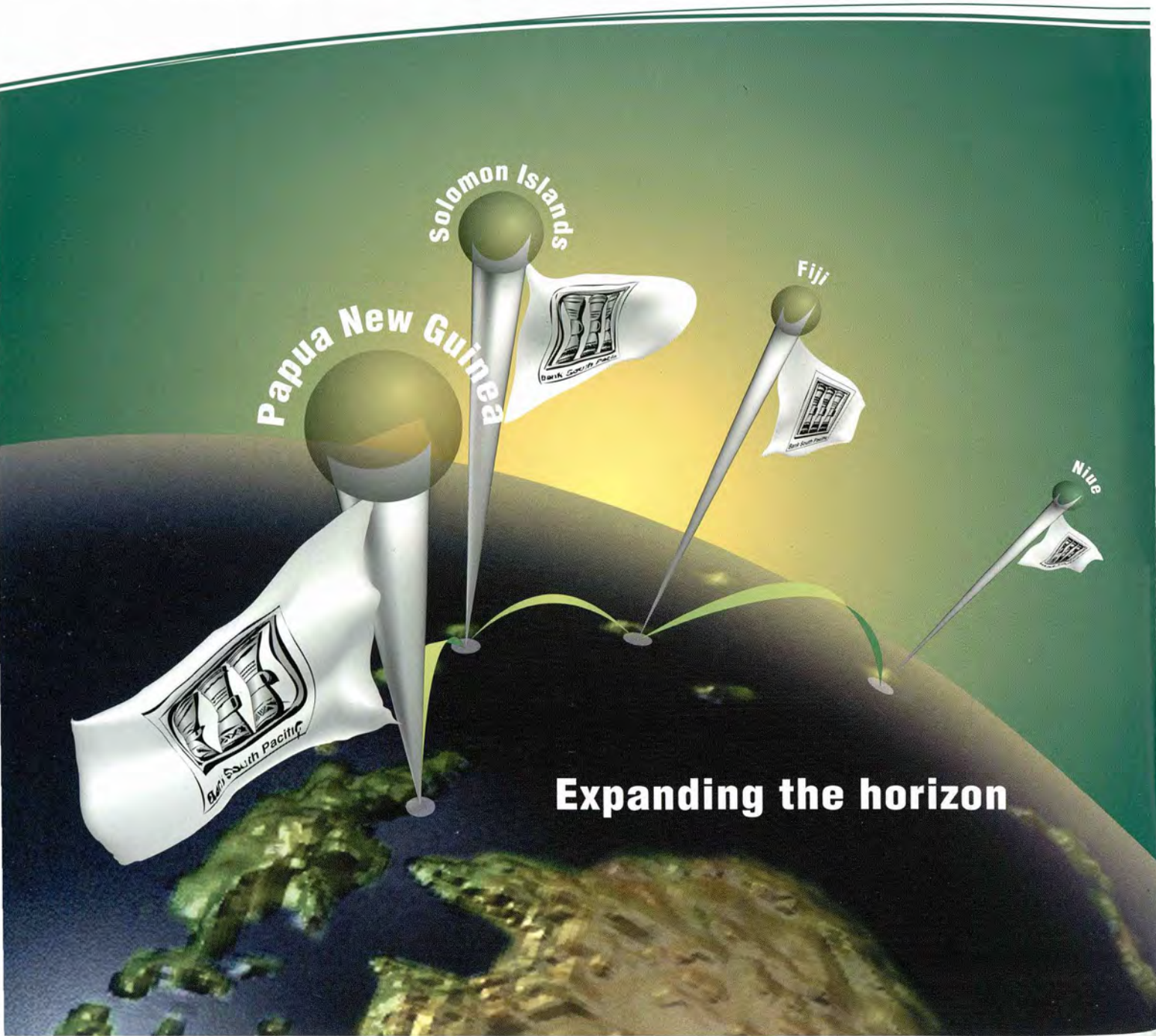
Paradise

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VOL 6, 2007



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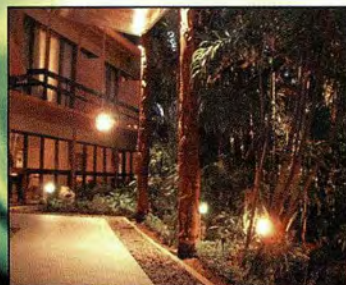
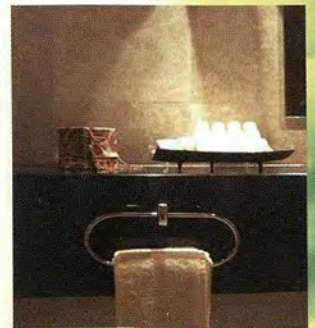
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Chairman's Message



Welcome Aboard.

November is a special month for Air Niugini as it celebrates its 34th anniversary as the country's flag carrier on 01 November 2007.

When Air Niugini first took to the skies on this day 34 years ago, the then Chief Minister for the Territory of Papua New Guinea, Michael Somare said: "I believe Air Niugini will be more than just an airline". He explained the airline would overcome geographical barriers and help to create a united Papua New Guinea, rather than be just a symbol of unity. His words proved to be right...the symbol of the Bird of Paradise has been a striking presence at airports in Australia, Japan, Hong Kong, Singapore, the Philippines, the Solomon Islands, and more recently, Fiji.

In the 34 years, the airline has produced a significant core of highly skilled professional pilots, engineers, technicians, travel and cargo specialists and administrators. We are committed to the ongoing training and development of national high potential staff.

Air Niugini has not only built up its own reputation; as part of its drive to increase the volume of international passengers, the airline introduced a range of special incentive fares and packages to and from all its overseas destinations. Domestic fares were slashed at the beginning of the year to provide more affordable travel to the travelling public and I am very pleased to say the result of these initiatives has shown a very healthy passenger growth to date.

Our international services have been enhanced with the delivery of a leased Boeing 757-200 as a second aircraft for international operations. The aircraft made its maiden flight to Honiara and Nadi on Friday 12th October 2007. Passengers travelling on these routes will welcome the inflight entertainment available onboard, as well as the friendly service provided by the cabin crew during their flight.

We have recently concluded the signing of an agreement with Solomon Airlines to purchase seats in both business and economy classes on Air Niugini's services between Honiara and Nadi. Concurrent to this agreement, we are also progressing well with similar arrangements with other regional carriers.

Late last year a suitable Boeing 767-300ER aircraft was identified and Air Niugini's project team finalised necessary arrangements earlier this year for the purchase following a comprehensive engineering audit on the aircraft. Unfortunately, the delivery of the replacement B767-300ER is now delayed and is expected to join the fleet in the latter part of the year.

The airline is confident of meeting the busy peak holiday domestic and international travel with its full complement of the fleet comprising six F100 jets, six Dash 8s and two international operating aircraft. A seventh Dash 8-103 will also be acquired to be utilised as a dedicated freighter for the domestic network.

As this is the final issue of **PARADISE** for 2007 and it will be on our aircraft during December, I would like to take this opportunity to wish our customers season's greetings and a Happy and Prosperous New Year.

Thank you for your continuous patronage and enjoy your flight with us.

Sir James N. Tjoeng KBE
Chairman



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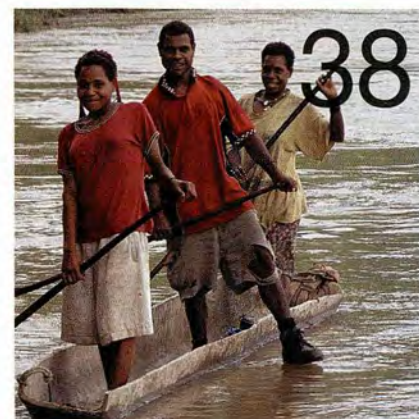
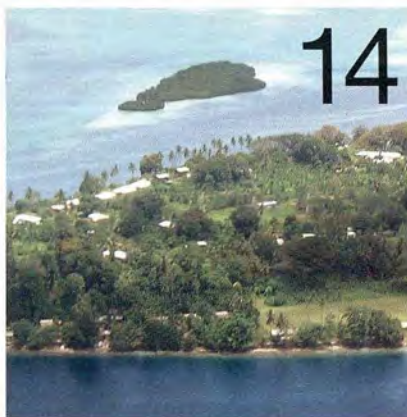
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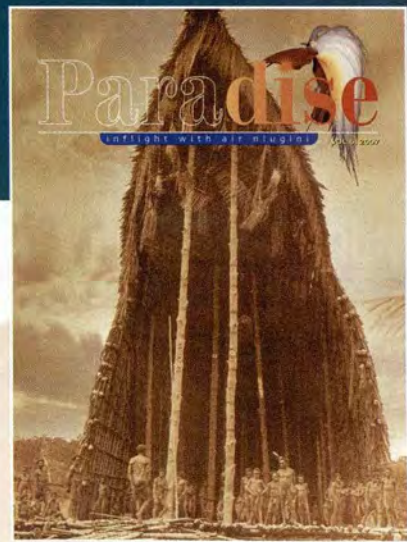
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Photo by Frank Hurley, taken in the 1920s.
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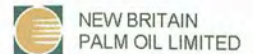


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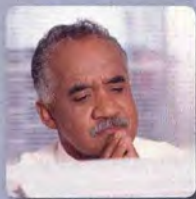


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FLOURISHING BUKA

Off the beaten path but holds vast promise

WORDS & PHOTOGRAPHY SAMISONI PARETI



Roadside market.



Dried coconut.



Kuri Village Resort.



It was almost four in the afternoon and Buka was taking her afternoon shower when our Air Niugini Fokker 100 landed.

From the air, this island, lying just off the northern tip of Bougainville, looked ominous.

The threatening dark clouds loomed above us while the greenery of Buka is overcome by the strong mists whipped up by the late afternoon storm.

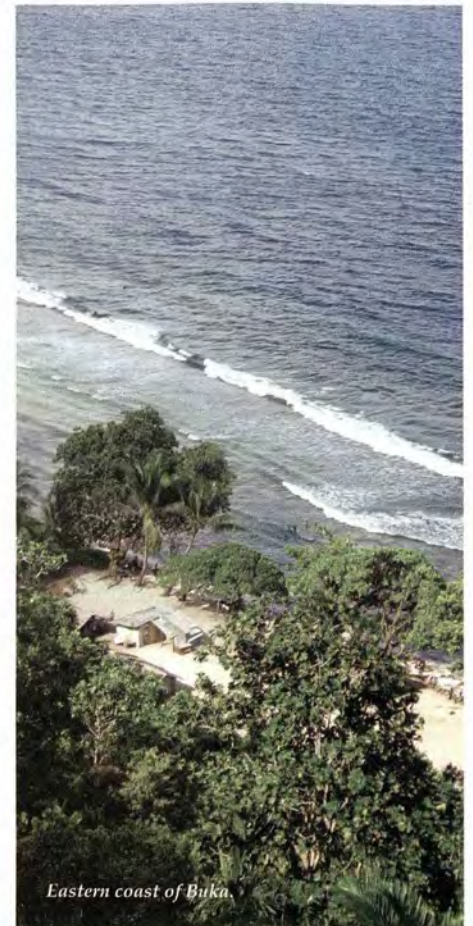
It rains a lot in this part of Papua New Guinea.

This explains why Buka and Bougainville are a picture of lush green tropical forests and fertile soil.

Anything grows here, which is why the joint European Union and AusAID-funded cocoa rehabilitation project has been a success in Bougainville.

Cocoa production is now peaking at 16,000 tonnes annually, almost matching the 18,000 tonnage that used to be harvested prior to the Bougainville crisis.

Buka is presently the administrative centre of the Autonomous Bougainville Government, formed after peace returned to the island



Eastern coast of Buka.



Buka's main street.



Passage that separates Buka and Bougainville.



in 1997. With peace, Buka and Bougainville can only grow and prosper.

Soil fertility makes for a viable agricultural sector.

A cottage coconut oil refinery has now grown into a bigger industry with more than 25 vehicles on Buka running 100% on coconut fuel.

Once a bigger partner is secured by refinery owner Matthias Horn, coco-fuel holds great potential as a realistic alternative to the increasingly expensive fossil fuel.

Of greater promise perhaps for Bougainville is eco-tourism as its mainly under-developed status enhances its marketability as one of the ecotourism capitals of PNG.



Bougainville and Taiof Island (right)



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Matthias and Carol Horn with their "Powered by Coconut" vehicle.

'MAD' GERMAN + FALLING COCONUTS = 'WONDER' FUEL

Buka vehicles run on coconut oil

Money does not grow on trees, but near Buka, oil does fall off them. Well, almost.

As a matter of fact, Matthias Horn runs his white Daihatsu pick-up truck on coconut oil, 100% of it. As well as his two big tip trucks, he can't wait to use coco-fuel on his Caterpillar machine once its warranty expires.

In addition, all the vehicles belonging to the United Nations Development Programme, the New Zealand Police, Law and Justice capacity programme, the AusAID-funded road construction consultants and the European Union's Vocational Planning office carry the 'Powered by Coconut' label.

The priest at the local Catholic mission also fills up his four-wheel drive on coco-fuel produced by Horn's refinery.

If you miss the 'Powered by Coconut' display near each of the vehicle's fuel tanks, you can easily pick them out by the fact that coco-fuel powered machines do not emit smoke.

"That's the wonder of coco-fuel, it's 100% biodegradable and it's environmentally-friendly," says Horn.

It was way past mid-day at his home on a

Sunday and the man and his wife Carol, were glued to their favourite satellite TV channel, the BBC.

That September 30th day, the UK broadcaster was airing its annual World Forum debate and the Horns were all ears.

It was exactly this appetite for information, perhaps newer knowledge, that got this German immigrant to start experimenting with coco-fuel.

"I did months and months of research on the subject," Horn says.

"I did a lot of reading on plant and vegetable oil.

"I looked into how to produce cosmetic oil, the technology of canola oil and soap.

"Only then did I place orders for my machines in September 2003. They arrived in December 2003 and I started my refinery in January 2004."

Three years later, Buka Metal Fabricators refinery is producing up to 10,000 to 15,000 litres of coconut oil per month.

Horn says for every 10 tonnes of copra (dried or smoked coconut flesh), he makes 5000 litres of oil.



Dried coconut.



coco-fuel pump price was K2.50 a litre.

Diesel in Buka was retailing at K3.50 a litre in the same period.

If coco-fuel is cheap and easily available from the Horns' refinery, then why are vehicle owners in Buka and indeed Papua New Guinea still dependent on fossil fuel?

"It's really the fear of the unknown," says Horn.

"They sometimes call me the mad German because I'm using coconut oil on all my vehicles.

"But I think in the last three years, we have proven that coco-fuel is the better alternative and it works."

As it is, all 'Powered by Coconut' vehicles on Buka do so on 100% coco-fuel with hardly any adjustments to the engine.

Horn says the key is in the engine's injection system.

If it has an indirect injection, common in 4x4 Hilux, Land Cruiser, Nissan Nivara vehicles, then coco-fuel can be used with no adjustments.

"For those with the direct injection system, we do make some slight adjustments in that we divert the oil back into engine circulation after use and not allow it to return to the tank.

"This way the coco-fuel flows well in the engine and it doesn't clog up."

He acknowledges that oil clog has been one of his biggest challenges because coconut oil, by its very nature, is heavy oil.

One option therefore would be to pre-heat the oil to ensure it flows freely when in use.

Horn says a vehicle trader in Vanuatu informs him that he uses 10% of kerosene in coco-fuel to help in oil flow in vehicles with direct injectors.

A concern too has been the arrival in the market of vehicles with a new fuel injection system.

Mechanics refer to the new system as the 5th element.

So he buys 20 to 30 tonnes of copra every month.

"When we started in 2003, the price of copra was at K200 per tonne.

"But we were buying our copra for K500 per tonne.

"Today, the price is hovering at around K800 to K820 per tonne.

"We are buying ours at K750 per tonne but our producers are still better off because we don't charge the extra K200 for transport and copra bags."

So for every tonne of copra they buy, the Horns are putting cash straight into the hands of local villagers that sell to them.

In addition, they are able to make some savings both in their cashflows and in terms of the environment.

"For each of my tip truck for example, I make a saving of K3500 each month.

"That's a huge bonus given that I still have to pay K5000 to the bank as repayments."

In late September and early October, Horn's



Fuel injectors of these vehicles are more sophisticated which Horn says cost up to K5000 to modify to be vegetable oil compatible.

He wonders whether such a system has been introduced to counter the work of people like him who are proving that vegetable oil like coco-fuel may be a better alternative to fossil fuel.

But unless diesel and petrol prices take a nose dive, the prospect of more people turning to the work of Horn and others will continue.

At this stage, Horn has reached the point where he needs a bigger partner to take his coconut oil refinery up another level.

He hopes PNG Power or PNG Sustainable will agree to come onboard and run coco-fuel on a greater scale.

"May be they can allow one of their generators to run on coco-fuel for a year and at the end of it, they can make their own comparisons.

"I tell you they will be amazed at the results."



HEAVENLY HAVEN

Nazareth sisters cheer up home and hope

Actions speak louder than words may be a simple proverb but it is apt for the simple life Lorraine Garasu tries to lead with her fellow Nazareth sisters at her home in Chabai in north-western Bougainville.

Her home and that of her sisters and helpers are built in a typical Bougainville village setting.

Houses have their own spacious compound with home gardens and the pig pens built out on the periphery.

Anthuriums bloom in their bright orange and yellow colours.

Pawpaw trees thoughtfully planted around the compound are bearing fruit.

Sister Lorraine is actually the director of the Nazareth Centre for Rehabilitation which is owned and run by the Congregation of the Sisters of Nazareth of the Roman Catholic Church.

That's the official title of the institution, Sister Lorraine says.



Sister Lorraine Garasu... runs the Chabai home.

Locals refer to it as simply home.

It is where abused women and children seek shelter, receive counselling and training before they return to their homes or villages.

It opened its doors in 2001.

For those who seek Chabai out, it is in many ways a haven right here on earth.

For Sister Lorraine and her four Nazareth colleagues, the centre is a model village.

"When a father tells me he doesn't have money to build a nice home for his family, I tell him come and see my home at the centre," Sister Lorraine told **PARADISE** magazine.

"When someone says I don't know what to plant in my garden, I bring them to our model garden at the centre.

"Really, in our little way, I think we are showing that we don't need to be a rich man in order to provide for our family."



Flowers that can be sold.



Pig pens



Another Nazareth sister helping out at Chabai.

Visit the Chabai home and you will see what Sister Lorraine is talking about.

All homes are in the main constructed from local materials - bamboo walls and sago palm thatching.

Most of the timber were cut from the forest nearby.

The only visible imported material is the window nettings.



The model house...constructed from local materials.

For every tree removed, the home plants a replacement as the Nazareth sisters run a vigorous re-forestation programme.

Their home garden grows all sorts of vegetables and root crops and these are boated across to Buka to be sold.

A thriving business for the center is providing cut flowers and when the home has several young women living-in, they help the sisters in baking cakes which then are also sold in Buka.



As the home is self-financed, it will soon go into cocoa production.

Through the Friends of Nazareth Centre, a network of supporters of the home, the plan is to build a small cottage to house visiting volunteers, especially specialists coming in from overseas.

"They can stay in the sisters' homes, but we feel we will make them really feel at home if we have a small house built just for them with indoor plumbing," says Stanley Basiou, a member of the Friends of Nazareth.



Bougainville...early in the morning.



Live-in helping out.

The food gardens.



OUR BEERS, OUR GOLD

Snatching top international awards

By Diana McManus

Who would have thought a few years ago that PNG would become one of the Pacific region's prime beer brewers? But such is the case.

In the past couple of years, PNG Brewery's small selection of beers have been winning top awards ahead of more established international breweries at some of the industry's most prestigious showcasing events.

SP Brewery produces three beers - SP Lager, Export Lager and Niugini Ice - each with its own distinctive recipe. In 2006, the Export Lager won gold at the Mondiale Selection in Prague, and the others attracted bronze medals. The same year saw those three beers scoop the pool at the Australian International Beer Awards with three silver medals in the Lager Division. There were no gold medals awarded, so these were the best of their kind. However, the icing

on the cake has been the performance of the beers in the 2007 Mondiale Selection, where the lagers scooped four gold medals. What is even more remarkable is that many of the competing breweries have heavily automated equipment in comparison to SP Brewery's approach which requires more personal input and control during the various stages of production.

In fact Henry Martin, Group Technological Controller responsible for the recipes, believes this is a significant contributing factor in the beers' success.

"We have a very nice recipe which is as good as any international recipe in the world, and each process is expertly attended to by a technical team. The personal passion for

brewing is only outstripped by the public's passion for consuming it!"

Henry has been working for SP Brewery for about 20 years and is responsible for the recipes and ensuring the beers strictly conform to them and to international standards of production, quality and food safety.





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Imelda Torie, Kuri Yuwai, Henry Martin, Materua Tamarua, Jonathon Topale (Diana's) with their medals.

SP Brewery is HACCP certified by an Australian body. Hazard Analysis and Critical Control Points (HACCP) is a systematic preventative approach to food safety that addresses physical, chemical and biological hazards as a means of prevention rather than finished product inspection.

Materua Tamarua, the young Brand Manager, believes that continuity of staff is another contributing factor in the beers' success.

Materua has been with SP Brewery for five years and came straight from university. He says the first thing he noticed on arrival was the number of long serving staff in the

company "which no doubt is testimony to the pride in the company and the quality of the beer produced from such continuity of knowledge, experience and techniques.

The longest serving members have been here for over 30 years. They are Andrew Ume (Quality Control), Homoka Doriga (Engineering) and Kaka Atonga (Packaging)."

The wonderful thing about the brewery apart from the flavour of its beers, is the flavour of its staff. Ten to 15 years ago, there were maybe 40 to 50 expatriates. But since independence, there has been a steady localisation of the workforce resulting in today's 99% Papua New Guinean workforce.

There are only about seven expats on the staff now. It is very much a PNG operated enterprise.



Lab technician Miriam Natu carries out quality checks



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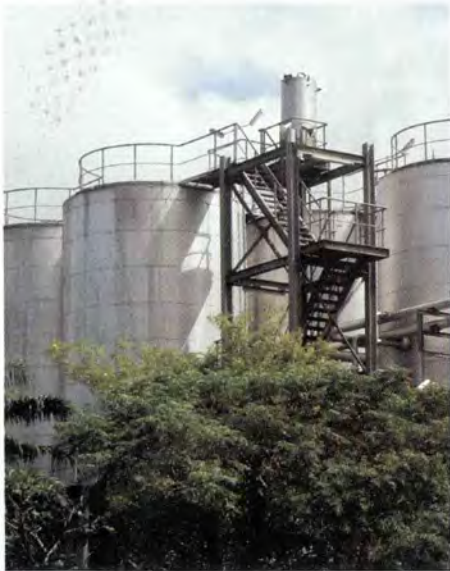
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SP Lager was founded in 1951 and South Pacific Brewery was floated as a company in 1952 by a group of local entrepreneurs in Port Moresby. It was established as a micro-brewery and the beer was aimed solely at the domestic market.

The first brew from South Pacific Brewery was at the Badili site in Port Moresby in 1952. The recipe was based on a famous Sydney lager. The first produce consisted of bottled lager and draught beer which proved to be more popular at the time.



The original palm tree at the Lae Brewery.

Before long Malaya Brewery bought 66% of the shares which led to expansion in Lae. The original palm on the logo still stands there. The major shareholder since 1964 has been Asia Pacific Breweries, based in Singapore and renowned for making Tiger beer. It is a joint venture company of both Heineken and Fraser & Neave.

Enthusiasm and pride greets you as soon as you arrive at the gates of the SP Brewery in Port Moresby. The site was originally a San Miguel Brewery. Some of the infrastructures were still there when the company decided to expand its operations further and develop its range of beers. Equipment was upgraded and Export Lager was launched in 1985 and exported to as far as the West of USA,

Australia, Japan, the Solomon Islands, and other parts of the Pacific and Asia.

The company has a desire to invest in the community's development and has sought appropriate ways of doing this through very generous sponsorship of various sporting and cultural programs.

Each of the beers in the range has different characteristics and is aimed at different sectors of the community. For example, SP Lager is seen as being typically PNG and therefore the company is the major sponsor of National Rugby League's SP Cup, a uniting event for such a diverse country.

Export Lager is a more refined beer and status-oriented. Its logo, the Bird of Paradise,

SP Brewery is a big supporter of sports.

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Brewer Imelda Torie (left) gets her award.



Beer is nice at Brew Kettle.

is designed to appeal to national pride. Niugini Ice Premium beer, which was launched in the mid-nineties, is pitched towards a more extroverted market and those who want to stand out.

It is associated with the television show Ice Discovered, a variation of the international Idol shows. The company felt that sponsorship of this show sat perfectly with the beer's characteristics.

The brewery also provides many training opportunities for tertiary students to gain work experience in a variety of fields, to fulfill their

accreditation obligations. These activities are part of the company's broader vision of community development.

The staff are rightly proud of their company. Imelda Torie, Production Manager Brewing, is one of two female brewers at SP Brewery. She has worked there for around 15 years.

The growing success of this Papua New Guinean-run enterprise is an inspiration to all national businesses attempting to compete internationally with their products and a tribute to investors. It's no wonder SP Brewery is the pride of PNG.

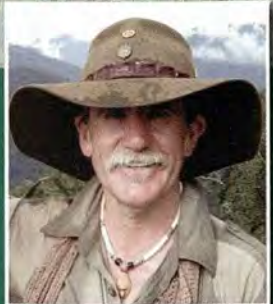


Kokoda Trail Wall Map

The Owen Stanley Ranges

The Kokoda Trail
Papua New Guinea

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Charlie Lynn
Kokoda Trek Leader
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The Kokoda Trail Souvenir Map has been compiled by Charlie Lynn with data collected during his 48 treks across Kokoda over the past 16 years. It includes data from wartime sketches in the Australian War Memorial, Australian Army Survey Maps, the PNG National Mapping Bureau and satellite images. Indigenous names of mountains and rivers have been provided by clan leaders from along the track. The Isurava Memorial is embedded in the Owen Stanley Ranges and the words etched in the granite pillars of the memorial: 'Courage, Mateship, Sacrifice, Endurance' are watermarked in the sky as a solemn reminder of the qualities of our diggers, and the PNG 'fuzzy-wuzzy angels', who saved Australia from invasion during the war in the Pacific in 1942. The map measures 850mm X 300mm.

Order your copy now: www.kokodatreks.com – click on 'Kokoda Map'



Malate Church.



Manila Bay.

MANILA: A CITY OF LITTLE SURPRISES

By Sally Shute-Trembath

Manila, it's crowded, noisy, chaotic, and its high octane lifestyle identifies it as one of Asia's most vibrant cities. The Pasig River bisects the bustling metropolis which is made up of a series of towns interconnected by Edsa - the mother of all freeways.

The Philippines capital began as a walled Spanish city about 400 years ago. Through the centuries the districts within the walled city grew quickly until World War II when the ancient city was almost destroyed.

It was subsequently rehabilitated and re-built into the busy city we know today. Intramuros (as Manila's historic Spanish district is known) is home to some of the city's oldest and most beautiful churches.

Rizal Park



The Malate church dates back to the 1588 and houses a revered image of the Virgin Mary, which is the reason behind the steady stream of visitors it receives each day.

A good way to explore Intramuros and negotiate its cobbled streets, gates and drawbridges is via horse and cart.

Attentive cart drivers wait for prospective customers at the city's perimeter and it pays to bargain and set a fixed price before climbing aboard.

Across from the old Spanish quarter is Manila Bay. The boardwalk is punctuated by a string of fruitsellers peddling bananas, pineapple pieces and melons.

Temporary relief from Manila's searing temperatures may be found here, thanks to frequent sea breezes.

The Manila Hotel is an ideal location to share a drink with friends and watch Manila Bay's fiery sunsets.

The nearby Rizal Park is one of the city's main landmarks. Night and day it is used by joggers, martial arts practitioners, musicians and picnicking families.

The peaceful, relaxing atmosphere of Rizal Park today is in stark contrast to its violent history. Accused revolutionary and national hero Dr Jose Rizal was executed here by Spanish authorities in 1896.

The Rizal Monument (built in his honour) is guarded by sentries and if you visit just before 10am on a Saturday morning, you may witness the changing of the guard.

A short taxi ride from Rizal Park is Makati, Manila's central business district and nightlife

Rizal Monument.





Greenbelt in Makati - an area of shopping.

hub. The area was an airport in the 1930s and the upscale Ayala Avenue was one of the runways.

Greenbelt in Makati is an area of interconnecting designer shopping malls (many air-conditioned), restaurants and bars that surround the oasis like Greenbelt Park - with its palm trees and lush vegetation.

Café Havana here is as well known for its musical entertainment as it is for the delicious Cuban tapas it serves. It is hard to go past their gambas (garlic prawns) and black bean humus with banana chips.

The Bollywood bar is a popular venue where

people come to dance to Indian music and catch up over cocktails.

Manila is definitely a bargain hunter's paradise especially when it comes to shopping for clothing, shoes, and pearls. Green Hills Shopping Centre is a great place to bargain for pearls of all sizes, shapes and colours.

If Filipino handicrafts are on your shopping list, you can find them here too. Green Hills Shopping Centre is open seven days a week from 10am till about 8pm.

If mall shopping is more your style, put on a pair of comfortable shoes and effortlessly



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spend hours exploring SM Megamall and Shangri-La Plaza in Mandaluyong.

Before entering most shops in the Philippines, prospective customers must participate in a bag search for security reasons. After you have exhausted yourself with shopping, you may feel like visiting one of the many spas located on the top floors of both venues.

A rejuvenating back rub, manicure or pedicure may be just the thing you need before you begin shopping all over again. Many shopping malls in Manila are used as surrogate churches on Sundays. The Philippines is the only predominately Christian country in Asia. Most Filipinos are Roman Catholics.

Manila's diabolical traffic is hard for visitors to fathom. Most locals seem resigned to spending more than an hour in gridlock just to travel a couple of kilometres.

One way of avoiding the frustrations of Manila traffic is to take the light rail transport (LRT).

It is inexpensive and covers most parts of the city from north to south. During peak periods the LRT can be crowded, but generally it's a fast way to move around the city. Taxis in Manila are cheap. Before

you get in one ensure it has a working meter and remind the driver to turn it on.

Everyone who visits Manila should ride in a Jeepney at least once. They're brightly painted, usually elaborately decorated, and look like a cross between a jeep and a small bus.

The interior is smaller and more cramped than it appears from the outside. To ride one, flag it down and climb aboard and ask the set price for your destination.

You can pay the driver anywhere along the way, just pass the fare to the front of the vehicle.

To get off, knock on the roof and make the distinctive hissing sound the locals use. Other passengers will help you out with this ritual until the jeepney comes to a stop.

Be prepared that a stop could be in the middle of a freeway. But don't worry, Manila is full of lots of little surprises like that.



Everyone who visits Manila should ride in a jeepney.



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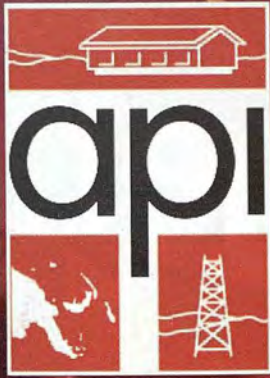
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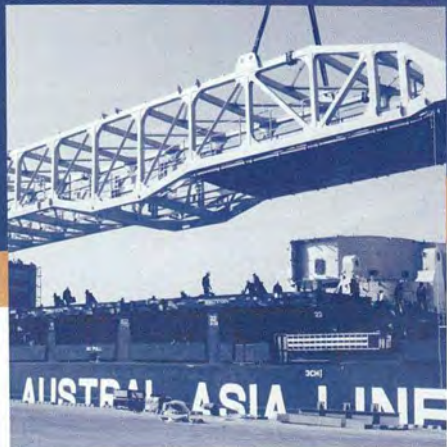
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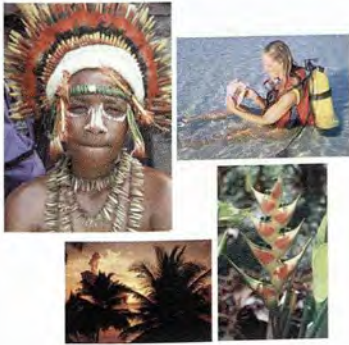
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THE RIVER OF DREAMS

Purari brings wealth to the Highlands

The latte coffee hue of the river's surface plume contrasts starkly with the deep amethyst blue of the sea as it pours out into the Gulf of Papua.

The cooler fresh water of the Purari River from the mountains floats for a while on the denser, saltier water before it mixes into the wider expanse of the Coral Sea, despite its heavy sediment load.

The third largest river in Papua New Guinea, after the Fly and Sepik, the Purari flows 470 kilometres from the central Highlands down to the sea and in the process draining an enormous 34,000 square kilometres of the country as JOHN BROOKSBANK writes.



Unlike the Fly River that meanders for much of its journey to the coast across a huge floodplain, the Purari discharges its waters quite quickly through a delta of mangrove swathed islands and nipa palm swamps.

The coastal peoples of the Purari delta are no strangers to visitors from elsewhere.

Over hundreds of years foreigners traversing the Torres Strait have occasionally strayed onto the Papuan coastline, where they were impressed by the local people, their fantastic traditional carved spirit figures, masks and huge *Eravo*, or men's longhouses.

These imposing buildings stretched up to 100 metres long with facades up to 20 metres high, tapering down to three metres at the rear and were the domain of initiated men of the village. The *Eravo* were used to store a range of secular and spiritual artefacts including gope boards, bull roarers, hohoa and the agibe or skull racks, on which enemies' heads ended up. Sadly, none of these grand buildings exist today.

Descriptions of traditional Purari culture, artefacts and buildings are only known from the work of F E Williams, an anthropologist with the Papuan administration from 1922 to 1944; images of pioneer photographer Frank Hurley who visited the Gulf Division in the 1920s and members of the Wade expedition that searched the Vailala and Purari river areas for commercial deposits of oil.

People of the Purari delta also appeared to have been open to outside influences - embracing a number of relatively short-lived cargo cult movements over the years - the so-called "Vailala Madness" in the 1920s and the Tommy Tabu movement after World War Two.

Vailala Madness acquired its name from the behaviour of people who participated, which included shaking and psychosomatic symptoms, or *iki haveve*, in the local language. The movement included the belief that a 'Ghost Steamer' piloted by the returning dead would arrive bringing cargoes including tinned food, tools



Men's house at Kaimari village... images by Frank Hurley in 1920s.



Morning mist over Purari River.



Kainari village...in the 1920s.

and various other resources.

The Namau and Elema peoples of the Purari delta were always more numerous than those who lived upstream in the more elevated and remote areas. The upper Purari people are Pawaian speakers, an ethnic group of traditionally semi-nomadic gardeners and hunter-gatherers, who now reside in 13 villages scattered over a mountainous area that straddles five census divisions in Eastern Highlands, Chimbu and Gulf provinces. The Pawaians traditionally had very little interaction with the coastal peoples living downstream and in the Purari river delta.

The volume of the water in the river attracted the attention of engineers in the 1970s and for a few years between 1974 and 1978, the area was subject to intense hydrological and engineering investigation as a potential hydro-electric scheme. This project envisioned a 160-metre high dam at Wabo on the upper reaches of the river, 3 diversion tunnels, four saddle dams, a 2190-megawatt power station, high-voltage transmission lines, a port, a new town and establishment of power intensive industries.

After a feasibility study, carried out by SMEC, the project was dropped and it was decided to develop the Yonki Dam in Eastern Highlands Province. But the impact on the local populations, particularly on the upper reaches of the river, was irreversible. In preparation for the dam, a government station was established at Wabo and some of the Pawaian speaking people of previously scattered hamlets moved and aggregated in new villages - Ururu, Ura, Subu and Poroi - further downstream on the banks of the river.

All that remains of this flurry of activities in the 1970s is the grass airstrip at Wabo. Some would say that if it was possible to cut it up,



The tiny village of Poroi on the banks of the Purari.



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this would have been taken and "recycled" as well! The Wabo hydro-electric scheme in some ways fitted with the beliefs of the Purari people as just another cargo cult - the chance for unheard of development and material goods that at the end of the day didn't happen.

Trade has played an important part in the lives of Purari peoples for hundreds of years. The well-known Hiri voyages that flourished from the 1500s onwards saw the great seagoing lakatois of the Motuans travel across the Gulf of Papua full of clay pots to exchange for sago with coastal peoples of the various river deltas. The Hiri trade was part of a wider network in which the Purari river was a major conduit between the coastal and highlands communities. This trade route still exists today although principally for the illicit movement of *kuku dipi* or marijuana, from the fertile valleys of the highlands in exchange, apparently, for weapons obtained from overseas or people associated with Asian loggers.

Many Highlands streams and waterways that pass at some stage in their courses through the Southern Highlands, Western Highlands, Eastern Highlands and Simbu provinces, including the Wahgi, Kaugel, Pio, Erave and Tua rivers, unite to become the Purari before it starts its final leg across its coastal floodplain in the Gulf Province.

Donald Mackay led an expedition to investigate the headwaters of the Purari River in 1908 and, although he failed, others

from the Papuan administration travelled up the river in the following years, since it was navigable up to Wabo station, after which rapids and sandbars impede progress. In the 1930s, Sir Hubert Murray claimed that patrol officer Jack Hides had been the first European to discover Mt Giluwe, Mt Ialibu and the source of the Purari River.

There ensued an acrimonious public debate

with Mick Leahy and Michael Dwyer who considered that in fact they had discovered the headwaters of the Purari in an epic 1930 journey from the then newly found populous Highlands valleys, across the central ranges and finally by canoe down the Purari to the Papuan coast at Port Romilly.

The flat Gulf forelands have large stands of trees which have not missed the attention of



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the logging companies who have timber rights over large tracts of land in Vailala and Baimuru concession blocks that flank the east and west banks of the lower Purari. In recent decades, the logging industry was the only source of employment and small royalty income for many local people along the river. That was until Interoil started its petroleum seismic and drilling exploration activities in 2001.

Interoil's exploration targets were selected after careful study of the Australasian Petroleum Company (APC) records. Starting in 1938 APC spent decades and an enormous amount of money, some granted by the Australian Government, looking for oil after oil seeps and gas vents were noticed along the Vailala River by planters Thomas and Lett in 1912 whilst they were gold prospecting.

Interoil's appetite was whetted by the APC discovery of gas at the Kuru-1 in 1956 and of oil at Puri-1 in 1958, both wells in or near their prospecting acreage. The Kuru well blew out and the famous Red Adair was brought in, taking four months to control the well.

Interoil criss-crossed their extensive petroleum prospecting licences with seismic lines in order to try and identify petroleum bearing structures below the ground. Results were used to select locations and wells were drilled at the colourfully named Subu, Sterling Mustang, Moose and Triceratops sites before the Elk-1 well discovered what is considered to be commercial quantities of gas in 2006.

Importantly for the people of the areas surrounding seismic and drilling sites, these exploration activities provided for many their first opportunity to be employed. Most of those working at logging camps also left for better paid positions with the oil company.

The high profile of the existing mature oil industry, managed by Oil Search, that has flourished in the Southern Highlands for the last 15 years has resulted in the Elk gas discovery in the hills of the Kereru range taking on an almost cargo cult status in the minds of communities anywhere near Purari - from the coastal delta villages and Baimuru station, right up to villages in the Highlands provinces.

Spurred on by media publicity surrounding the Interoil gas discovery, people perceive petroleum as a panacea for development, an economic saviour for their area. It could be said that the Purari is, and always has been, a "river of dreams".

Whether such a belief is justified and how long it will take to achieve, of course, remains to be seen.



Ura village.



Elk 2 discovery well site.



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BISMARCK SEA ADVENTURE

By Bob Halstead



Captain Craig de Wit descended from Dutch pirates and loves adventure. His favourite dives are with sharks on sunken wrecks or exploring new sites.

When Craig greeted me at Wewak Airport, I observed he was not wearing an eye patch and there wasn't a parrot on his shoulder. But he did not disappoint. "Bob, I've got a new Zero airplane wreck for you to photograph. Villagers at Wei Island showed the site to me last week. It's never been dived before."

I had taken the 0700 Air Niugini flight from Cairns, made a perfect connection in Port Moresby, and, had arrived at 11:30 the same day. The rest of the guests, including my dive buddy Irvin Rockman, were not due to arrive until later that afternoon. Irvin is a very experienced diver having taken his first plunge in the late 1950s.

Since we are both self-sufficient divers with pony bottles, we do not worry too much about each other. As long as we are at the ship's bar later to tell each other lies, all is well.

On board MV Golden Dawn a few minutes after arrival, Craig commanded, "Get your gear ready and we'll go and dive a shipwreck

Craig de Wit and Irvin Rockman.



Bob Halstead.

in the harbour while we wait for the rest of the group".

Expecting a leisurely afternoon pottering with my dive gear and camera, the prospect of a "same day" dive speared me into action. Within an hour my dive and camera gear was ready to get wet.

The no-name wreck is at Wewak Point in 12 metres of water. A commercial fishing boat was anchored over it but they were not fishing.

The area is, after all, an anchorage. The wreck turned out to be a small Japanese cargo vessel from the War and there were plenty of batfish, barracuda, jacks and black corals.

Swimming along the hull, I peered into a porthole only to be startled by a face peering at me. I thought for a moment that Irvin must have arrived early, but it was a giant Queensland grouper.

I swam ahead and down into the hold and managed to get one photo before it hid in the wreckage.

War artefacts are strictly protected in PNG but I saw a bottle and dug to investigate. Alas only Fanta circa 2006. Then I realised the wreck and surrounding sand was covered with modern bottles and empty tin cans. The fishing boat was carelessly chucking its garbage overboard. I resolved to check with Craig about Golden Dawn's cannons and cutlasses, and a revival of his family traditions.

Irvin and the rest of our group arrived - a couple of guys from the USA, a Japanese lady, a young eye surgeon from England and Aussies Ian and Selwin. Selwin makes sausage skins, this fact not as interesting as his French girlfriend Sophie, who did not dive but delightfully improved the view around the boat.

Just out of Wewak, Mushu and Kairuru Islands offer plenty of unexplored reefs, good muck diving and more wrecks. I was very keen to dive a Japanese "Pete" Biplane wreck in 30 metres of silty water. It is unfortunately upside-down, but smothered with huge black corals and yellow striped snappers and baitfish. In the dark water I could see the biplane was intact but it looked more like a reef than a wreck.

In Victoria Bay, the large armed merchant ship, the India Maru, sits decaying in 35 metres. Bits have fallen off since the last time I dived it and the gun has toppled over.

But it is still a wonderful dive...and the mystery of whether it was a gold carrying treasure ship has still not been solved. I can testify that, if there was gold, it has long been salvaged.

A resident feature of this wreck is the exquisite blue-ring angelfish (*Pomacanthus annularis*). This fish is a real treasure and rare in PNG.

That evening we set off on our overnight passage to the Ninigo Island group. The sea was flat and the next morning we awoke well



Giant Grouper at Wewak Point.



A lionfish on the bow of India Maru.

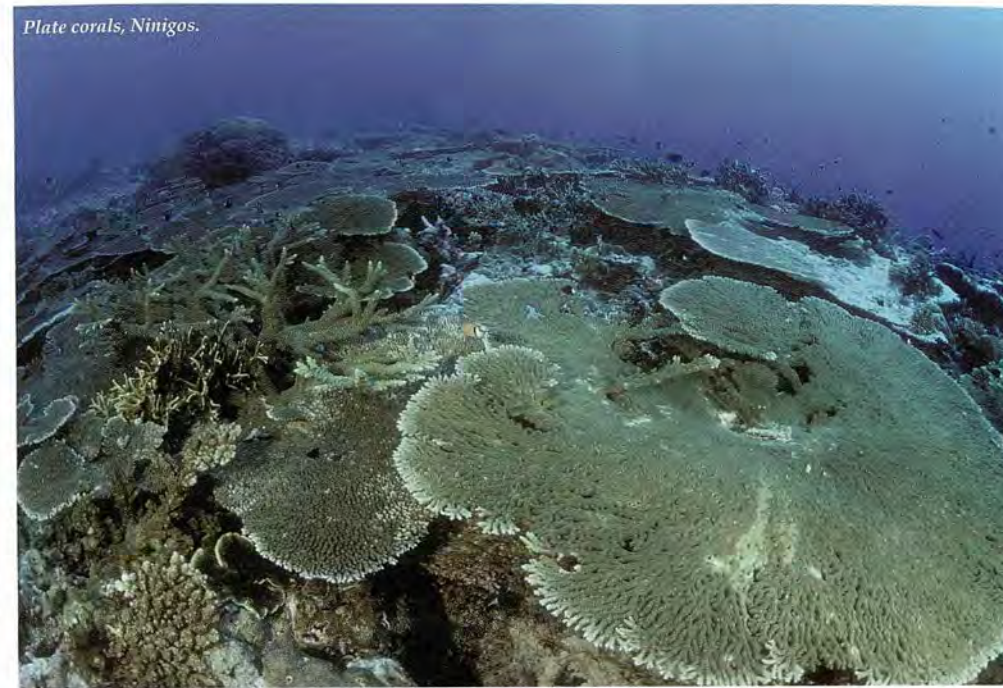


Kairuru bi-plane wreck.

rested at Awin Island, made a drift dive along its outer wall, and saw our first sharks, mostly Grey Reef but a few White-tips. The water out here is always superbly clear. On the next drift dive at nearby Suma Suma Island wall, we saw even more sharks, this time including a Silvertip. At Suma Suma's north point, the typically sheer outer wall started with a slope

and we were finally able to moor Golden Dawn. We took a ride in the large inflatable and drift dived back to the boat through massive schools of fish, including a rare congregation of great barracuda. We guessed they were mating. Craig's crew are all divers and first class at helping us with the gear and looking out for us while diving.

Plate corals, Ninigos.



The Blue-ring Angelfish (Pomacanthus Annularis).





Craig...bottle rubbing technique to attract sharks.

Craig is an expert "bottle rubber". A ribbed plastic water bottle is taken down, filled with air at depth and rubbed with a metal rod.

This attracts sharks and is a variation on the Shark Calling technique traditional in PNG from New Ireland and also the Trobriand Islands.

Traditionally, a coconut rattle is thrashed at the surface to attract sharks to a fisherman's canoe.

Craig's bottle rubbing is amazingly effective and sharks, thinking that the noise is from struggling fish, rush in to investigate.

Mostly they are Grey Reefers but Craig often

gets Silvertips and even the odd big Bull shark. Caution is required. Craig got a nip on the shoulder when a Silvertip he had not noticed came from behind just as he started to rub the bottle.

When chef Sue had a go, she nearly became shark sushi. She rubbed for just a bit too long and the sharks were virtually on her when she stopped.

No more bottle rubbing for Sue - we can't have the chef eaten, especially one as good as she is!

Dawn the next day saw us at Fantastic Passage, the western entrance to the Ninigo's lagoon. The passage entrance slopes up from



A Silvertip Shark.

After a gruelling 12 hour shift underground - they'll be wanting more than a sandwich!...



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deep water then breaks up into a series of sand gutters and lush reef ridges. Sea fans are abundant but also other corals and schools of fishes.

A giant clam, adorned with brilliantly coloured soft corals, sits on one of the ridges. Visibility was forever, and several Grey reef sharks and a lone Blacktip responded to Craig's bottle.

We dived the other passages of the three main Ninigo atolls and several outer walls. All had something different to offer, hard corals and a huge fat Tawny Shark on the north side, exuberant orange sponges and gorgonians to the south.

Most reefs had resident barracuda and jacks. Solomon's reef, on the northern side of the main atoll, was named after the villager who, two years previously, was spear fishing along the reef with his young son when a squall tossed his canoe onto his face, shattering his home-made face mask, which then neatly sliced his nose off.

His son called for help and another canoe took them aboard and they sailed to Golden Dawn. Fortunately for Solomon, one of the guests was a surgeon who volunteered to sew his nose back on using Golden Dawn's extensive first aid kit.

The surgery was a success and Golden Dawn is always especially welcome at Solomon's Reef.

One marvellous morning Craig set off outside the lagoon to dive an



Pupol Reef.



Giant clam covered in soft coral.

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Batfish in Fantastic Passage.



Unafraid Hawksbill turtle.



Hermit's Wall.

oceanic sea mount called Pupol Reef.

"This is a difficult site unless the weather is perfect - and today it is!" Craig enthused. What a fabulous dive this is. The sea mount is five nautical miles outside the atoll in water 800 metres deep and rises to just nine metres.

The crew marked the top of a ridge at 30 metres and we dropped down directly, then gradually swam along the ridge to the shallower water where Golden Dawn was moored. Sharks appeared immediately and their number grew as Craig rubbed his faithful bottle. I saw a rare "Java" shark (*Carcharhinus amboinensis*), like a big Grey Reef but without the black edge to the caudal fin and with a pale patch/stripe on its side. Then we swam through multitudes of fish and gorgonians. Near the boat a big school of batfish entertained us. All too soon it was time to get back into the lagoon to find a safe anchorage. The waters are still poorly surveyed and although Craig has gained a lot of local knowledge over the years, cruising the lagoons at night is just not safe.

Unlike the Ninigos, where all the islands are flat coral cays, Hermit Atoll, 40 nautical miles to the east, is still young and has large volcanic islands inside the lagoon which produce run-off in the rains. Consequently, the water inside the lagoon is never very clear. On the plus side, the lagoon produces plankton and this attracts Mantas and Mobula rays.

Outside the lagoon, the water is clear again

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and Craig has found a spectacular site where Silvertip Sharks respond to his call. The family includes at least a dozen juveniles. Later, I remembered a great site I had explored in 1978 outside Alacrity Harbour on the eastern side of the atoll so we went there. My memory was good, a sloping dropoff with miraculous visibility, gorgonians and fish life. It became "Bob's Drop"! Sue discovered a pretty swim-through and a tame turtle. Villagers here are Seven Day Adventists and do not hunt turtles or other "shell" fish, so turtles are abundant.

The end of the cruise was approaching and

it was time to head back towards Wewak. A slight deviation from our course would take us to Wei Island, a place that Craig had visited for the first time on the cruise immediately before ours. Craig had befriended the villagers on Wei Island and we were thrilled with our warm welcome when we arrived after another millpond overnight crossing.

Just the previous visit, villagers had told Craig where a wartime airplane had ditched. The villagers could see it from the surface but it was too deep for them to get to. We were the first full group to dive it after its "discovery".

The airplane, a Japanese Zero fighter, rests upside down in 24 metres. The plane is intact but shows clear evidence of battle damage with a gaping hole in the fuselage side.

We stayed at Wei for two days, diving the wreck but also exploring the surrounding reefs and visiting the immaculate village perched on top of a ridge blessed with glorious sea breezes. This is a lovely place. The children played and laughed with us and the elders were keen to show us their canoes and some carved artefacts for sale. For me, Wei Island was the perfect place to end the adventure.

Its south-sea's beauty was haunting, its inhabitants happy and hospitable, and the diving and discovery superb. I later met Irvin at the bar and we discovered that there was no need to tell lies.



Farewell to Wei.



Happy villagers at Wei Island.



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MALOLO MAGIC

Thriving screenprinting business

By Diana McManus

Tucked away in the City Mission premises at Koki, Port Moresby, is a thriving little screen printing business called Malolo Prints.

Malolo Prints Papua Niugini is a community development project of Port Moresby City Mission. What is remarkable about this business is its origins and modus operandi.

Early in 2004, six wayward youths decided to turn their lives around by learning the skills of fabric printing.

Margaret and Jack Fenton, who have lived for many years in PNG and have had solid experience in screen printing PNG designs, decided to offer their services to start up the project, which has also been helped along the way with some aid funding from Australia, New Zealand and Japan.

Malolo Prints operates from a workshop downstairs in the Koki City Mission building, where any day of the week you can find half a dozen or so busy young men involved in producing a wide variety of high quality products.

Shelves of screens line the wall. Pots of colourful paints stand at the ready. Fabrics of varying textures and colours lay in bolts beneath the tables, ready to be transformed.

The products include fabric lengths, throws, table cloths, sarongs and lap laps, tea towels, shoulder bags, cushion covers, T-shirts, aprons and even cards and the business tag.

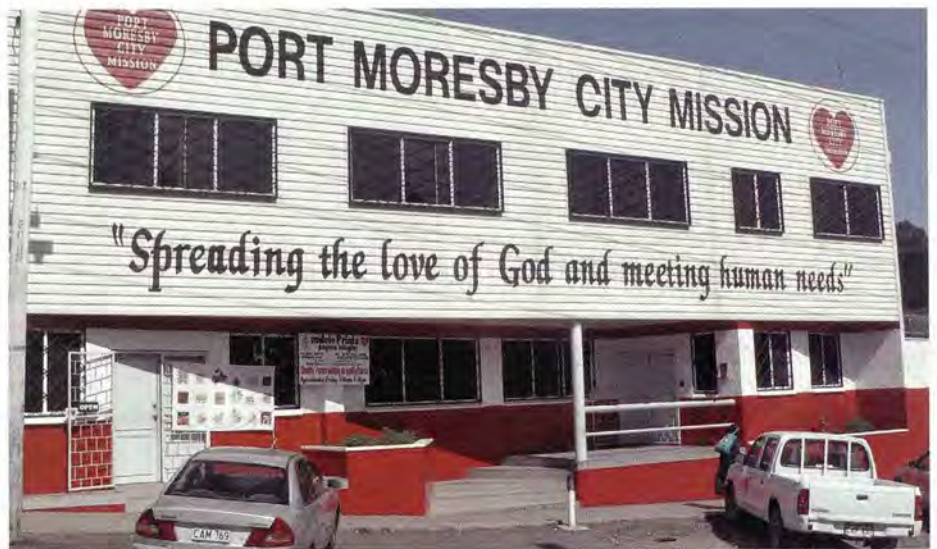
At the heart of the business is the screen printing process which gives these products their vibrancy and uniqueness.

Designs are entered into the company computer which not only keeps records of them but also generates the templates. Some of the children's designs feature Spiderman, Tripela Bigman, Singing, Mudman and Pikinini Masks.

Lap laps feature designs based on the garamut, starfish, crabs, lizard legs, bali-vitu, sharks and much, much more.

All of the products are produced entirely by hand which has eliminated the need for the type of machines and modern technology used by most commercial screen printers.

All sales proceeds go to the City Mission to



help support its continued charitable work and keep the business alive.

Support through purchase of the products goes to Port Moresby City Mission to help many destitute youths in the streets of Papua New Guinea get out of their life of crime, drug and violence and become useful citizens.

The boys draw a salary and continue their work with pride. Malolo Prints has obtained some prestigious and large orders, particularly for the PNG Sports Federation. Five hundred lap laps have been especially printed for Team PNG competing at the Pacific Games in Samoa in September.

It's not the first time that Malolo's prints have been proudly worn abroad. Team PNG wore their red screen printed lap laps at the Commonwealth Games in Melbourne last year.

When big orders such as these come in, with close deadlines, the boys usually farm out some aspects of the work to other organisations.

For example, the bags made for the National Forum on Leadership for Children, were sewn by the women's textile group in Gordons, but the screen printing was done at Koki.

Products can be bought at the City Mission workshop, however the main sales outlet is through the local markets such as POM Grammar, the second Saturday each month, Port Moresby International School, third Saturday of each month, and the end of month at Ela Beach Arts and Craft Market.

The Japanese Shop at the Gateways Hotel displays products for sale and orders, as does The Gallery, Port Moresby's up-market home décor shop.

Some businesses such as Walindi Dive Resort have put in bulk orders to sell to their clientele and tourists, and often, organisations hosting international events such as the health expo earlier this year, also commissioned Malolo Prints to make special articles, both for delegates and the public.





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When I called in to visit, the scene was a hive of activity with fabrics being measured up, shirts stretched out on racks, screens checked out for pattern size, paint being mixed, applied and blow dried.

Joe was searching the computer for designs, and there was healthy, happy banter and laughter in the air. When the General Manager popped in for a few minutes, the camaraderie and action continued while he enquired about progress and complimented the lads for the dispatch of the Samoan lap laps.

The original Malolo boys are Mark Joe, Mark Siari, Julius Ume, Joe Koae, Kingston Waki and Orim Watikai. Some have come and gone, which City Mission is happy about.

New lads include Andrew Veveapai, Laskam Kerahu, Alphonse Parau, Simeon Koropu and Jeffery Gagari. The project is part of the mission's vocational training programme which seeks to equip young people with positive life and business skills with which to support themselves and find acceptance in the community as worthwhile, contributing members. The organisation has a strong Christian base.

The Minister for Social Welfare and Development, Lady Kidu, is keen to encourage the City Mission to become a community-based learning centre for informal education.

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It does seem that the formal education sector is not catering for the many young people that have become school dropouts or cannot afford to attend school because of lack of fees. It could provide more avenues by which previously uneducated individuals might re-enter the formal sector.

The City Mission has only been operating since November 1993, but out of the new Koki headquarters since January 2002, officially opened by the then Prime Minister, Sir Mekere Morauta.

It also provides agricultural, driving, carpentry and welding training at its farm at Bootless Bay, as well as basic literacy skills and computer training in town. Its once-a-week feeding programme caters to between 400 and 600 children ages four to 14 years from settlements that are fortunate if they get one meal every day. It capitalises on the children's attendance to offer a once-a-week pre-school education programme.

These are mind-boggling statistics to those that see mainly Port Moresby's suburbia and its apparent relative prosperity. One has to admire City Mission and projects like Malolo Prints which are obviously a resounding success and a credit to the boys who work there, and have raised their prospects in life as well as the image of textiles in PNG.



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HOW PORT MORESBY STREETS GOT THEIR NAMES



Port Moresby...named after John Moresby, the sea captain who discovered it.

By James Sinclair

Papua New Guinea became an independent state on 16 September, 1975. As usually occurs in newly independent countries, many relics of the past have since been obliterated.

It is curious, however, that no changes have been made to the nomenclature of some of the principal streets of the capital, Port Moresby, for they are named after some of the great figures of the Colonial era, whose achievements are quite unknown to most of the present-day residents.

Port Moresby itself was named after the Royal Navy sea captain who discovered it: John Moresby. The outer harbour, Fairfax, carries the name of Admiral Sir Fairfax Moresby, Captain John Moresby's father.

These streets are mostly located in and around the business centre of Port Moresby and include Cuthbertson Street, Champion Parade, Musgrave Street, Armit Street, Winter Street, Douglas Street, Hunter Street, McGregor Street, Bramell Street, Chalmers Crescent, Lawes Road, Murray Highway, and Scratchley Road.

The men after whom the streets were named were government men, with the exception of Chalmers Crescent, which honours the memory of a great missionary, Rev James Chalmers, and Lawes Road, named after the son of the pioneer missionary, Rev William Lawes.

The town of Port Moresby was designed and laid out by Walter R. Cuthbertson, a South Australian surveyor. The work had been commissioned by Sir Peter Scratchley, the first Special Commissioner of what was then the Protectorate of British New Guinea, who met an untimely death from malaria on 2 December, 1885, only months after taking up his appointment. John Douglas, who succeeded Scratchley as Special Commissioner, confirmed the commission.

Cuthbertson was an experienced surveyor who in later years became Assistant Commissioner for Lands in North Borneo. He eventually made his way to Alaska, where he found his grave. He laid out the town on 848 acres of land, of which 552 acres had been purchased from its village owners by Anthony Musgrave, another of the early government officers who gave his name to a Port Moresby street.

It is unfortunate that Cuthbertson received his training in Adelaide, for his plan of Granville - the official name of the town - was laid out in a severe grid pattern which would have been perfectly appropriate for



Sir Fairfax Moresby.



Rev William Lawes.

flat Adelaide, but ignored the hills and contours of Port Moresby. Most of the streets of Port Moresby were over the years to depart from his design.

Musgrave had been appointed Deputy Commissioner, responsible for Port Moresby affairs. He acted as Special Commissioner in Douglas' absences. In 1888 he was appointed Government Secretary, a position he held until his retirement in 1908. He was a fussy, vain, pedantic man, referred to by one field officer as "a well-meaning hen wife". He died in Brisbane in June 1912, destitute, and ravaged by alcohol.

Special Commissioner Douglas was a man of great accomplishment. Appointed in 1886, Douglas was born in London and educated at Harrow and Durham University. He came to Australia in 1851 and became in turn a goldfields commissioner, pastoralist and politician.

Moving to Queensland, Douglas re-entered politics, and in March 1877, became premier. When his party was defeated in the elections of January, 1879, Douglas went to Thursday Island, where he became Government Resident Magistrate, a curious retreat for a man of his education and ability. He was a very effective Special Commissioner of PNG and did much to establish an effective administration for the Protectorate.

Overlooking the harbour.



Champion Parade was named after Herbert W Champion, for many years Government Secretary of Papua (as British New Guinea became after Federation in 1906).

Champion arrived in Port Moresby from New Zealand in 1898 to work as a junior clerk for the firm of Burns Philp & Company. He later joined the British New Guinea Administration as Postmaster, and in 1906 became Treasurer. He was appointed to the senior position of Government Secretary in 1913, holding it until his retirement in 1942.

As Government Secretary, Champion was head of the Public Service, and was Sir Hubert Murray's right-hand man. A dour, reserved man of little humour but undoubted probity and ability, Champion's three sons each became Resident Magistrate in the Papuan Administration. The eldest, Ivan, became the foremost official explorer of Papua. The second son, Claude, became Government Secretary of PNG. The Champion family was one of the most notable in the colonial annals of the nation.

Murray was, of course, the revered Lieutenant-Governor of Papua, a position he occupied for a period unmatched in British colonial history - from 1907 to his death at Samarai on 28 February, 1940.

By the time of his death, he had won an international reputation as a wise and enlightened colonial administrator. It is not necessary to consider the achievements of Murray further here.

Sir William MacGregor was the first Lieutenant-Governor of British New Guinea. A man of powerful achievement, MacGregor was a medical doctor by profession. Born in Scotland in 1846, MacGregor joined the British colonial service, and eventually became chief medical officer, Fiji, from where he went to New Guinea.

During his 10 years in office, MacGregor was constantly on the move, inspecting and exploring his wild domain. He personally ascended all the major rivers, climbed the highest mountains, walked across the mainland, enacted a body of law, founded a Native Constabulary, and established the basic framework of the administration that would last until the Pacific War.

He did it with financial resources so limited as to be laughable and with a tiny public service that never exceeded 30 men. He ended his career as Governor of Queensland. Again, MacGregor's work does not require further elaboration here.

Armit Street recognises the explorations of Captain William Armit, an adventurer who had been an officer of the Queensland Native Police.

One of his associates said of him that he was "too fond of intoxicating liquor, and when half-drunk would do and say many things unbecoming of a gentleman".

Nevertheless, he was a man of considerable energy who in 1883 led an exploratory expedition inland from Port Moresby on behalf of the Melbourne Argus newspaper.

One of Armit's companions was one Robert Hunter, who with his twin brother, George, had arrived in Port Moresby in around 1881. They were men of doubtful character and it was generally accepted that they were from a sound English county family who had cast them out.

Ships and containers at Port Moresby harbour.





But they were hardy, energetic men, and did some useful work during the Protectorate years. Robert Hunter remained in Papua for many years, dying in 1936 of pneumonia aged 86, in the hospital just above the street named for him and his brother.

Sir Francis Winter was the first Chief Judicial Officer of British New Guinea, serving from 1888 to 1902. He was brought from Fiji by Sir William MacGregor, with whom he enjoyed a close friendship.

Winter was responsible for the drafting of the first laws enacted in the Protectorate. He acted in the place of MacGregor while he was away on his interminable journeys of exploration and inspection, and has an honoured place in the history of PNG.

B W Bramell joined the Public Service of Papua in 1909, and went on to become Resident Magistrate of Central Division, and then Commissioner for Native Affairs. He was highly regarded by Sir Hubert Murray, who said that he had learned more about the Papuan people from Bramell than from anyone else.

The brothers went to Queensland, and it is said they came to New Guinea to escape their debts. Both became government agents, in the absence of anyone more suitable. Both cohabited with local women - in fact, George Hunter was later murdered by a village woman with whom he was living.

Bramell's son, Jack, became a Patrol Officer in the Papuan service, and after the war a District Commissioner and finally a Native Lands Commissioner in PNG. B W Bramell died in Port Moresby in 1938, aged 71 years.

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Rev. James Chalmers was perhaps the most famous of the missionaries of the London Missionary Society. A friend and associate of Rev. William Lawes, Chalmers arrived in Port Moresby in 1877. A Christian of the muscular variety, Chalmers spent most of his first nine years exploring the coastline of British New Guinea. He had a gift for writing, and his colourful accounts of his travels won a wide audience outside the narrow confines of British New Guinea.

He established a station near Kiwai Island, Fly River, in 1892, and spent the rest of his life in the Fly River area. On 7 April, 1901, he was murdered near Goaribari Island with his companion, Rev. Oliver Tomkins.

Later efforts to arrest the killers of the missionaries ended in the suicide of the then Administrator of British New Guinea, Judge Christopher Robinson, following a botched expedition to Goaribari that resulted in the shooting of a number of villagers.

Frank Lawes was the son of the pioneer Port Moresby LMS missionary, Rev. Frank Lawes. As a boy his only playmates were Papuans, and he grew up with a great love and knowledge of the Papuans.

Frank Lawes was the first Postmaster and Customs Officer of Port Moresby, and finally became Resident Magistrate for Central District, and Secretary for Native Affairs.

His weakness was an over-fondness for Papuan women, but he was highly regarded by Sir William MacGregor who said on Lawes' death that "the Government has lost its great authority on native questions, a man of very sound judgment and of fine tact, thoroughly in sympathy with his work; capable, had he lived, of performing great and important services."

Frank Lawes, who had grown up in Port Moresby, was only 31 when he died on 12 August, 1894.

So behind the names of these Port Moresby streets lies a wealth of history, and it is fitting that the independent state of Papua New Guinea has seen it fit to retain them.



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PNG women rule at Pacific Games

By Peter Rees

The post-mortem of Papua New Guinea's performance at the XIII South Pacific Games in Apia, Samoa, during September-October saw mixed reviews with some sports disappointing, while others performed to or above expectation.

But despite finishing fifth on the medal count with 38 gold medals behind New Caledonia (90), Tahiti (44), Samoa (43) and Fiji (40), it was a better performance than four years ago at the last games in Suva when 33 gold medals were won.

Team manager Numa Alu told the local media the team had "performed exceptionally well" and that it was the best prepared team to have

left PNG for the South Pacific Games (SPG).

PNG Sports Federation general secretary, Sir John Dawanincura was also pleased saying: "We cannot ask for more as the team produced what was on offer during the two-week long SPG," he added.



Queens of the track - PNG women who swept the 800m medals, Cecilia Kumalalame, winner Salome Dell and Ani Mooney.

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Sending just one athlete or official to Samoa for the games was a financial undertaking, but through the massive support of the PNG government and major sponsors, sending one of the biggest teams to the games was made possible, and going by the results appeared justified.

With the exception of golden boy swimmer Ryan Pini, who was the individual star in the pool with a whopping eight gold and two silver medals, Team PNG can thank their women for helping them get there.

There were heroes aplenty in red, black and yellow. Weightlifting trio Dika Toua, Rita Kari and Jodie Kiva won eight gold medals between them, confirming the balance of power in the women's version of the sport definitely resided in PNG.

In athletics, the women carried the weight of expectation as PNG slugged it out with Melanesian rival Fiji, particularly on the track.

The women won gold in the glamour events of the 4x100m and 4x400m relays.

Sprint queen Mai Koime lost her crown to her Fijian rival, but middle distance runner Salome Dell was ready to have the crown passed on to her as she cruised to gold in the women's 800m and 1500m events.

PNG made a clean sweep of the women's 800m with Dell being followed to the finish line by her fellow countrywomen Cecilia Kumalalamene and Ann Mooney in that order.



Golden smiles...Cook Islands women's touch rugby players showing their gold medals. Photo: Peter Rees

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Their victory parade together with flags draped on their backs as they ran around Apia Park to the rowdy cheers of spectators, was a scene of pride for PNG and one of the stand-out images of the games.

The PNG women also triumphed in team sports. The women's national soccer team

defended their gold medal from 2003 with victory over Fiji, despite missing a piece of the funding pie. The women's softball team also won gold emulating the feat in the same sport by the men, while PNG enjoyed gold in the squash women's team event. Squash rep Naluge Guy won her second gold in the women's singles.



Cook Islands netball player shoots against Fiji.

Samoa Deputy PM Misa Telefoni presents medals to the PNG women's touch rugby team which won bronze.

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There was some disappointment locally when PNG failed to make the final in the netball and won bronze. But it was a fair effort given the experience of the Fiji and Samoa teams.

Ditto basketball when the PNG women stunned many by taking the bronze, beating the hosts who were the 2003 gold medalists in one of the tournament upsets.

Similar sentiments for the women's touch team which secured the bronze then combining with the men - who also won bronze - to take the bronze in the mixed touch finals.

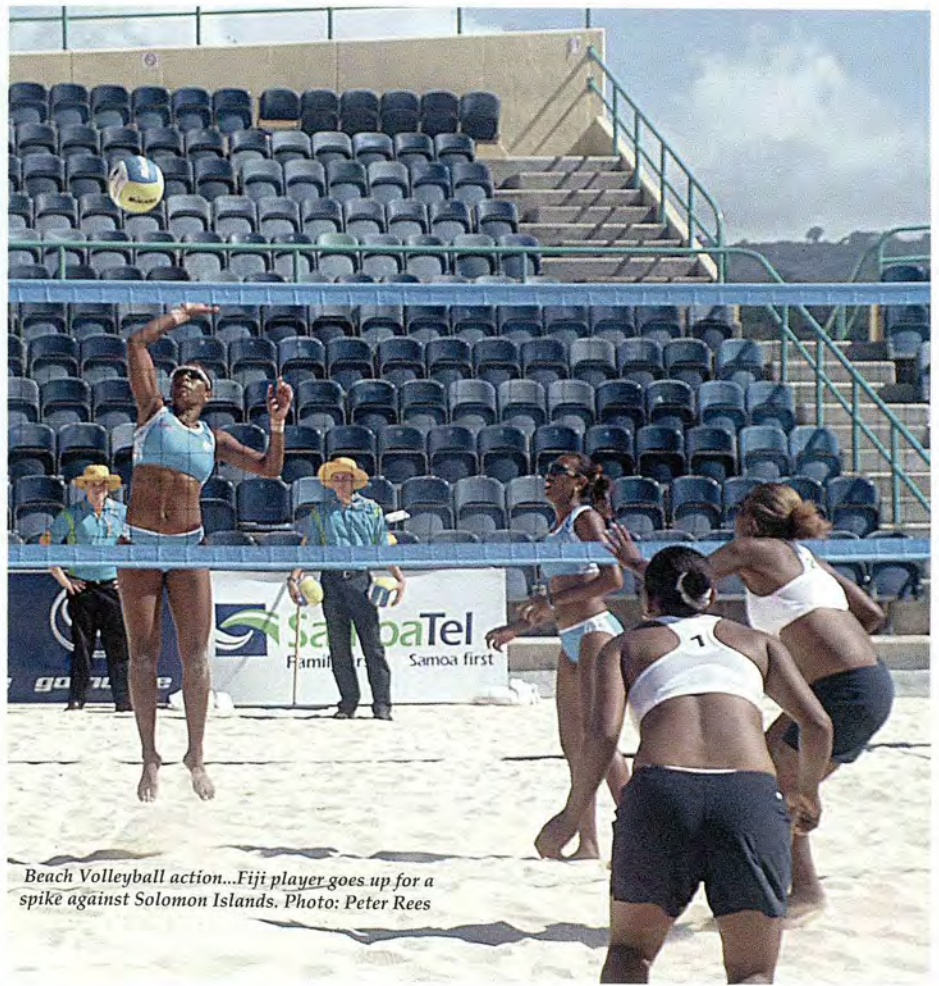
But not so praiseworthy for the hockey women who had to settle for silver, despite being ranked favourites.

Tennis pairing Abigail Vere-Apisah and Nicole Angat made history despite missing the gold by winning their country's first silver medal in the sport.

But the men were not to be outdone.

While there was outcry that the powerlifting team underperformed winning just two gold medals, the PNG men did punch above their weight in the strength and power sports such as bodybuilding and boxing. With the Samoans dominating boxing in front of their parochial home supporters, the PNG fighters did well with five of the six fighters returning with medals, including two gold medals by Francis Oaika (51kg) and Jack Willie (48kg).

Joe Kulame (65kg), Wilfred Kurua (85kg), and Jack Viyufa (75kg) were the toast of PNG



Beach Volleyball action...Fiji player goes up for a spike against Solomon Islands. Photo: Peter Rees

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Fiji 7s team presented gold medals by Head of State, Tuiatua Tupua Tamasese Efi. Photo: Lagi Keresoma



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with their gold medal feats in body building upsetting the favourites from Samoa, Tahiti and New Caledonia.

Mowen Boini held his own on the track winning the 400m hurdles and bronze in the 110m hurdles, while PNG's Pomat Topal and Peter Juni were hailed for their lawn bowls gold medal win.

In team sports, the cricket team again reinforced their reputation as the best in the Pacific by emphatically taking the gold over arch-rivals Fiji.

The Rugby 7s team won the bronze, the best it could ask for with winners Fiji and Samoa always the two-horse favourites.

All eyes are now on New Caledonia in four years time, with the focus now on making sure sports funding is appropriately allocated depending on the potential and strength of the sport locally and prospects for medals. With a population of six million, PNG by far exceeds the resources of its Pacific neighbours. Now the onus is on providing exposure to athletes through higher quality competition and training.



Samoan supporters cheer their golden hero Aunese Curreen (top photo) as he raced for gold in the 1500m final.

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DALTRON EXPANDS TO SOLOMONS

Daltron the leading IT Company in PNG, owned by WR Carpenter (PNG) Limited, is opening an office and showroom in the Solomon Islands.

Bruce Mead, Daltron's general manager, says the continued year on year growth and expansion of the company in PNG has prompted further expansion across the Pacific.

Mead emphasised, "in order to continue to provide quality support for our growing client base with remote offices throughout the Pacific Islands and our strategic alliance with HP, expansion beyond PNG is essential.

The move to the Solomon Islands is part of a growth strategy that includes several Pacific Islands nations and our recently opened second office in Fiji."

Growing confidence in the Solomon Islands economy can be read about daily in the news; there is significant residential and business developments occurring both in the city and surrounds, a tender for executive apartments, a new hospital being built at Tetere, and in September Maritime took possession of the \$2.5 million refurbished Police Maritime wharf.

This infrastructure growth brings with it increased opportunities for support businesses and for organisations that are geared for expansion. The growth definitely isn't limited to Honiara.

ANZ has announced its first rural branch

enabled with EFTPOS and internet banking and Solomon Islands' 'Our Telekom' continues to increase rural connectivity and communications.

This development and expansion creates demand for IT services. Daltron is ideally positioned to capitalise on this opportunity by providing a comprehensive suite of services in the Solomon Islands.

Daltron knows what these businesses need and it's their goal to provide it.

Daltron's recently appointed Regional Manager for the Solomon Islands, Jordan Quinn-Chambers, whose role is to launch Daltron as IT specialists in the Solomons.

She has an impressive career spanning 20 years over three continents prior to arriving in the Solomon Islands. She has worked in many parts of the United States, Canada, Europe, Asia, New Zealand and Australia. She also has a broad IT background, having worked for both major IT hardware and software vendors, as well as within the reseller environment.

Quinn-Chambers thrives on new challenges and adventure, having qualified as a helicopter pilot, avid sailor, not afraid to jump out of planes and has even admitted to enjoying riding dirt bikes!

It is this quirkiness, sense of adventure and 'have a go' attitude that she is keen to bring to Daltron Solomon Islands.



Jordan Quinn-Chambers...heads Solomons' Daltron branch.

Her most recent and exciting adventure is to ensure the opening of the Daltron Showroom runs to schedule.

Quinn-Chambers said: "It will be the biggest 'pure technology' retail area in Honiara."

Daltron has recently secured a lease on the newly renovated BJS Building on Commonwealth Avenue in Point Cruz.

This site was chosen as it is centrally located and easy to find. The office will have a large retail area, stocking major brands including HP, Fuji Xerox, Acer, Microsoft, Cisco, Dlink, Daltron's own Niulogic brand of PC and much more. The store will be stocked with an impressive range of products which are important due to the growing IT needs of both the business and retail communities in the Solomon Islands.



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PNG'S PERSONALISED STAMPS

By Baeau Tai

“Don't just send a stamp; be on the stamp you send”. That's the catchphrase for Papua New Guinea's first “personalised postage stamps”. And for visitors visiting or holidaying in PNG, what a way to remember your stay in the country.

Personalised Stamps is a new and unique service provided by the Post PNG Philatelic Bureau which allows stamps to be personalised by printing customers' photographs or anything personal on the tab of the stamps.

Post PNG Philatelic Bureau officially launched the personalised postage stamp service in August featuring PNG Orchids, to coincide with the 2007 Orchid Show. This is the new fifth stamp issued this year.

Invitations to birthdays, engagements, weddings, news of a birth of a baby or a thank you note can be given a personal touch. It's a special way to personalise your overseas and Christmas mail. “Personalised Stamps make a wonderful gift idea or for keepsake,” said Kenei Gumaru, Manager of the Philatelic Bureau and Production.

He said for organisations, it's a new way to market and promote products and services at the cost of the postage. Subjects to feature may include product brands, commemorations, promotions, slogans, public awareness and job titles. Even commemorative events and gifts can be given a personalised touch.

There are four different values of individual stamps to choose from - 85 toea, K3.00, K3.35, K5.35 and K1.00 Sheetlet of 12 stamps.

“Whatever the occasion, personalised stamps will help you stand out from the rest,” said



Post PNG is issuing personalised stamps as part of its new and unique services to its customers.

Gumaru.

PNG is one of the largest producers of orchids in the world. And for this reason, Gumaru selected orchids as the feature for the personalised postage stamps.

The postal services of PNG released 13 different orchid stamps on 19 May 2004. The stamp issue is made up of a set of six single stamps, a sheetlet of six stamps at K2 each and souvenir sheet at 1 x K7. Orchids featured on the stamps are Phalaenopsis amabilis which costs 70 toea, Phaius tankervilleae (K1), Bulbophyllum macranthum (K2), Dendrobium rhodostictum (K2.65), Diplocaulobium ridleyanum (K2.70), and Spathoglottis papuana (K4.60).

Because PNG orchids are so unique, the country played host to the Nations Orchid Show, the first ever PNG Orchid Spectacular in August 1998. PNG also participated in the Asia Pacific Orchid show held from 15-19th September in Townsville, Australia.

Gumaru told PARADISE he initially came up with

this new product because of the increasing volume in mail due to the changing and increasing technology.

“It is a way of creating interest, creating the hobby of loving and collecting stamps and holding the customer base,” he said.

Gumaru attended a philatelic course in Bangkok in 2006 where he learnt that philatelic or the hobby of collecting stamps is a billion dollar business around the world.

“There are more than 10,000 stamp collectors all over the world and it's a billion-dollar business. This is a hobby of philatelic, of people who love collecting stamps,” he said.

Among countries that buy PNG stamps and admire them is Germany, a country that has taken its place alongside Japan and USA, as one of the top three automobile manufacturers in the world. Most collectors of PNG stamps are from Australia, Germany, England, Canada, United States and New Zealand. PNG has two international agents - one in the US and the other in Australia.

“Our stamp issued in 2000 during the Olympic Games is now valued at K12,000. It is a hobby of investment too because at the end of the year, Post PNG produces a stamp album,” said Gumaru.

Post PNG's Philatelic Stock Catalogue shows that starting this year, five new stamps have been issued. In January, the stamps issued were PNG Tropical Fruits; Endangered Marine Turtles in March; 100th Anniversary of World Scouts in May; Stamp Design Competition in July; and Orchids of PNG (personalised stamp) in August. In September, Post PNG issued stamps marking the Rotary International 100th Years of existence and the St John Ambulance's 50th anniversary stamp issued in October.



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New Birth Wishes

COLOURED SANDS OF ELIM BEACH

Cooktown, north of Cairns, is a town unlike any other in Australia. Just above Cooktown is a very special place, Elim Beach, as travel writer **MICHEL CHATENAY** discovered.

It is like another world. I feel like I am climbing through a giant bucket of multi-swirl ice cream. House-size blocks of pure white scoops contrast with chasms of Jaffa-red delights, swirls of ochre and tan mix generously with brown chocolate topping. And grey flecks are sprinkled through it all. But it is not ice cream, it is a sculptured hill of multi-coloured sand.

I am near Cape Bedford, some 20 kilometres past Hope Vale, north of Cooktown, on magnificent Elim Beach (Dhiidhaarr). A Lutheran Mission was established here in 1876. I am sure the site was chosen because of the beauty of the beach and local area.

Many Hope Vale residents maintain fishing shacks here and come up on weekends to chase mud crabs, lobsters, turtles and oysters. I can understand why.

Eddie, one of the traditional owners, has a small shack with camping facilities at the edge of the beach. His bungalow is a modest one, fishing nets are draped about, little stone gardens struggle in the nutrient poor sand and a dog with one eye enthusiastically seeks our attention. But Eddie is a man living in paradise.

As we stand about talking, it is difficult not to picture oneself in his place. Oh for sweet dreams.



Elim Beach must easily rate as one of Australia's whitest and most beautiful beaches.

As I look up into the sand hills I see massive sculptures of towering cliffs, pinnacles and deep gullies. It is the work of a great artist who has dramatically transformed a landscape, then added colour; white, ochre, grey and brown fused with patches of green vegetation.

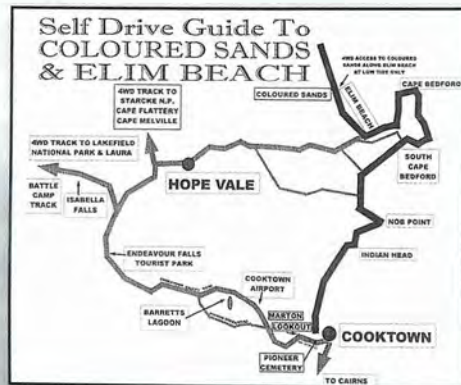
Many of the trees and shrubs are in flower adding to the rich kaleidoscope of colour.

This spectacular and naturally occurring display is confined to a very small area of the frontal dunes and heathlands that parallel the beach.

The major portion of the hills are white silica sand, dotted with the grey, bottle-green hue typical of Australian flora. And as our day is overcast, the escarpment and heathlands appear to be draped in snow. It is a strange but delightful mirage in this hot tropical region of north Queensland.

As we climb over the small dunes leading up to the gorge, it becomes apparent that further spectacle awaits us. The elements have had their fun here, towering cliffs resemble castles, a dome looks like the original Ginger-bread house. Sun beams, piercing the grey sky, light up ochre-red walls faces that seem to burn fiercely in intensity. Pebbles and small rocks have had the sand around their perimeter washed away by rain, so that they now stand some 10cm high like little fingers pushing up through the earth. And as a backdrop behind us is the vast expanse of the blue Coral Sea.

It is a freak of nature, a spectacular and rare display but it is no miracle. The colour is processed by water as it seeps through the sand mass.



The water passes through coloured iron based minerals and organic matter which have been deposited in bands and layers. It is thought that the mineral and organic material are laid down after the original formation of the sand dunes and cliffs.

Over time erosion, through wind and rain, is the force responsible for exposing the spectacular gorges.

As we drove along the beach fresh water was constantly percolating through the base of the sand hills and running out over the beach.

So the water process of colouring is ongoing, a work in progress. And I have to say that nature is the finest filter, the water was as sweet as I have ever tasted.

Access to Cape Bedford and Elim beach requires a permit, it is on Hope Vale Aboriginal Land so entry is limited and regulated.

Getting there can be a little difficult, a very good roadmap and four wheel drive is definitely required. It is best to join up with a professional tour operator like Bart's Bush Tours and enjoy the scenery and local knowledge.



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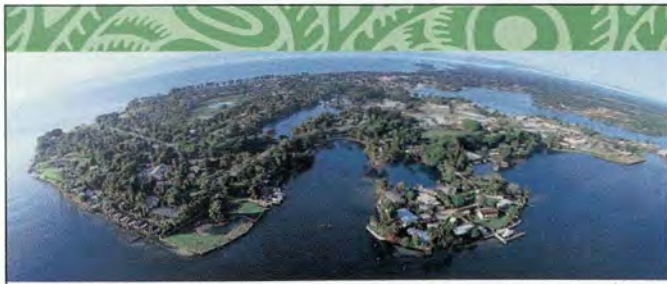
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Sarawak...an aerial view.



Raja Brookes birdwing butterfly.

SUPERB SARAWAK

The Land of the Hornbills

By Rhoda Bennett

Sarawak is known as the 'Land of the Hornbills'. Unfortunately for these mighty birds, they are now an endangered species. We were told it was unlikely that we would see one, but on our last day a flock of seven flew over our heads!

We started our trip in Kuching, on the west coast of Malaysian Borneo in Sarawak. The Chinese founded Kuching maybe 1000 years ago and their influence remains pervasive. The city is inland from the sea with rivers winding like ribbons across the tropical green floor. Steep nobby mountains punctuate the vista. Kuching's river is the platform for colourful dragon boating festivals and a new government building is being built on the far side of the river bank to oversee the events.

The town is relaxed and easy to walk around if you can bear the heat. School children will call

out 'hello' in an effort to practice their English. People are friendly and helpful. Most of the things to do involve day trips to visit parks or long-houses in the region. You can visit one of a number of indigenous communities who live in long houses alongside rivers. See how people live, watch them weave or carve, join in cultural dances, or sleep in a long house.

As nature lovers, we focused on discovering the flora and fauna and were not disappointed. At Bako National Park, our guide showed us a wide range of carnivorous pitcher plants and we saw three species of monkeys in one day: the long tailed macqac, silver leaf monkey and proboscis nose monkey. Damai Beach north of Kuching is a great place for lazing back in a deck chair, but we also saw more silver leaf monkeys around the hotels on the coast, and amazing bird-life near the Sarawak Cultural Village.



Pitcher plant.



Orangutan.



Silver leaf monkey.



Mulu lizard.



Proboscis nose monkey.

One morning we went to the Seminggoh Rehabilitation Centre for breakfast with some orangutans. The orangutans are free to roam within the 740-hectare forest reserve and when fruits are not in season, their food supply is supplemented by the park rangers. The trees swayed with their weight as they approach. Their immensely strong arms make climbing trees seem like child's play. Their huge eyes betray their capacity for destruction. Coconuts are opened with just a few thumps against a tree. Meanwhile, a baby clings tightly to its mother's back as she scrambled down for a bunch of bananas.

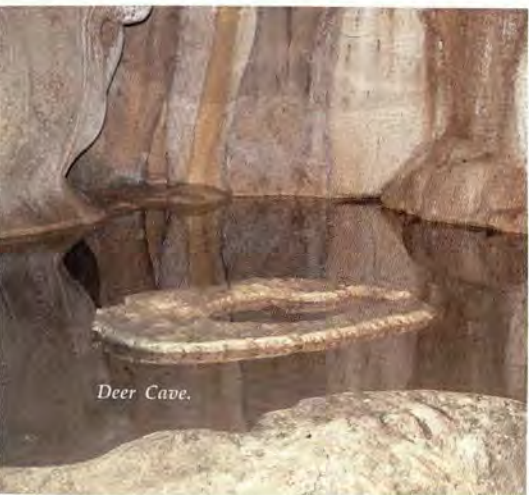
After Kuching we flew north to the oil town of Miri and then inland to Mulu. Mulu lies on the Melinau river where bush clad mountains rise up from a swampy plain. The mountains are disjointed and lumpy; perhaps an indication of the unusual geological formations that lie within. The weekly number of visitors probably outnumbers the few hundred people that live in Mulu, but everyone comes to visit Taman Negara Gunung Mulu. This national park is home to some of the largest cave formations in the world and is also rich in frog, insect and birdlife.



Mulu.



Wind Cave.



Deer Cave.



Langs Cave.

At Gunung Mulu, there are many caves, but four have been developed with pathways and lighting for visitors. In a single day, you can visit all four show caves, each very different in terms of size, shape and features. A journey down the river takes you to Wind Cave with wonderful examples of stalagmites, stalagmites and other nameless formations. The cave is punctuated by shafts of light where the steep cave walls break through to the jungle above. A short distance away is Clear Water Cave which winds through the earth for some 130km and may in fact be the biggest in the world in terms of cubic air space. A day visitor only sees a few hundred metres inside the huge entrance cavern while a river continues to carve its way through the rock.

In the afternoon, a three-kilometre board walk leads to Deer Cave which boasts an enormous cavern where millions of bats rest on the ceiling during the day, only to emerge in spectacular spirals at dusk, spinning in a snake formation across the sky. The cave is so large that trees grow inside the entrance. Nearby Langs Cave is small but exquisite with silica-like formations. Further exploration of Clear Water Cave, or other caves such as Sarawak with the largest open chamber, is possible for serious cavers but needs to be arranged in advance.



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While the caves were spectacular, the highlight for us is always the frog and birdlife. Mulu has a canopy walk which is where we finally heard the heavy wings of hornbills as they flew over our heads on mass. The frog life here is rich and the warm wet evenings were perfect for going frogging. Over 30 species have been discovered in the park and research is still underway. The real find for us was a frill-legged frog in the swamp around the board walk. We would love to come back to see more.



FACT BOX

How to get there: You can fly to Singapore on Air Niugini.

From there, you fly directly to Kuching or Miri.

For more information on Sarawak

see: www.sarawaktourism.com; www.mulupark.com

Frill-legged frog at Mulu.



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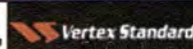
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TARAH'S FLYING HIGH



Sharon Tarah.

Soaring high above the clouds, the passengers have eaten their peanuts and are relaxing with their seats in the reclining position when whose familiar, reassuring words come over the in-flight announcement system: 'Ladies and gentlemen, this is your captain speaking.'

It takes hard work, dedication and determination before a pilot is allowed to sit in the cockpit and say those eight little words.

For Sharon Tarah, the only female in the current graduating class of commercial pilots at Professional Pilot Training, Coffs Harbour, being able to say those words is a dream come true.

Growing up in the small village of Sori on Manus Island, a northwestern island of Papua New Guinea, Sharon used to watch large commercial planes fly over her house.

"Ever since my early school days I knew I wanted to become a pilot," Sharon said.

"When I saw an advertisement in my local village newspaper for a pilot recruitment drive I knew it was my chance."

That small advertisement led to a big round of examinations, interviews and assessments before Sharon got a phone call she had been longing for.

"I let out a big scream of joy when I finally got the call advising me I had been accepted, but all my family were at work so I had to wait for everyone to come home before I could share my good news," she said.

Boarding an Air Niugini plane as a passenger, and leaving Manus Island for the first time

* Reprinted courtesy of Wendy Andrews with photos courtesy of Coffs Coast Advocate.

in her life, Sharon was determined to come home as a trained commercial pilot.

Her first flight brought her all the way to Australia where she, and five other male students, would begin their training with Professional Pilot Training based at Coffs Harbour.

Chief Flying Instructor, Robert Loretan and his team then put the young cadets through their paces for the next 15 months.

"We operate a cadet pilot training scheme in conjunction with Air Niugini," Robert Loretan said.

"The students live on base until they complete their course which includes classroom academics, training in our flight simulator as well as single and multi-engine aircraft training and building confidence and leadership skills through local programmes such as Toastmasters."

A typical day for Sharon and her fellow students would include reporting at 7am, inspecting the aircraft to ensure it is ready for flight, being briefed for flight, practical flying time and, of course, hitting the books, a lot of books.

"There is a huge amount of study and you have to be disciplined," Sharon said. "But it is all worth it. My first time flying a Piper Warrior was so exhilarating, such an amazing experience, I've definitely made the right career decision."

Sharon's family, as well as the families of her classmates, flew to Coffs Harbour to attend the recent graduation dinner held at Pacific Bay Resort.

The cadets have returned home and have begun in-house training with Air Niugini.

So, in the not-too-distant future, if you should be onboard an Air Niugini flight and a female voice announces, "Ladies and gentlemen, this is your captain speaking," who knows, it just might be Sharon's.



Sharon Tarah with Andrew Casupang, Elijah Kiromat, Michael Koliadi, Martin Pilon and Caleb Oki.

Air Niugini introduces its B757-200



Air Niugini has taken delivery of its leased B757-200 and introduced the aircraft on its maiden flight to Honiara and Nadi on October 14.

Chief Executive Wasantha Kumarasiri said the introduction of the B757 as Air Niugini's second aircraft to operate international service will provide sufficient redundancy to the B767 to improve service reliability. The B757-200 will operate limited international service within the region to support its wide body aircraft.

The Boeing 757-200 leased from Loftleider Iceland of Iceland will initially operate under Icelandic registration. But once all the necessary documentation are completed, the aircraft will move to the Papua New Guinea register, giving it a higher operational flexibility.

Since coming out of financial difficulties, the shareholder, board and management have focused their attention on developing sufficient redundancies to improve service reliability; the introduction of the B757-200 is one of the solutions.

Air Niugini will further improve its operation and service reliability with the introduction of its sixth Dash8-103 passenger aircraft and a seventh Dash8-103 as a dedicated freighter in October and November respectively. An additional F100 jet is expected to join the fleet by the end of November.

Mr Kumarasiri said the arrival of the second aircraft will provide a boost for the tourism industry to promote the country's diverse tourism products, adding that Air Niugini's growth as a second regional airline will directly contribute to the development of the tourism industry in the country.



Jeremy Jirram is congratulated by Air Niugini Chief Executive Officer, Mr Wasantha Kumarasiri (left) for attaining his Certificate of Training from ICELANDAIR. Jeremy successfully completed a Weight and Balance Training for the Boeing 757-200 in accordance with the requirement of JAR-OPS 1 on October 3, 2007.

Air Niugini signs National Pilots Award

The signing of the National Pilots Award took place on Friday 12th October and will take effect from 23rd August 2007 for three years.

Under the new agreement the national pilots will receive significant improvement in their remuneration which includes salaries and other conditions.

Chief Executive of Air Niugini, Mr Wasantha Kumarasiri said, "Air Niugini views this new agreement to be a key element in retaining our national pilots in Papua New Guinea," adding that in the agreement, both parties are winners.

"I am very pleased to say that this agreement is a major step forward in a working partnership between an employer and employee group to bring the industry forward in Papua New Guinea," said Mr Kumarasiri.

"The last agreement of this nature was signed in 1999," said the airline's chief executive.

The aviation industry is going through a period of change and increasing competition and Air Niugini must be prepared to meet these challenges. The signing of the National Pilots Award is a step in getting the fundamentals right to bring stability, Mr Kumarasiri said.

"We have several other award negotiations currently in progress and the finalisation of these are expected in the near future."



Air Niugini Domestic Transfers

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

your baggage and issue you with your domestic boarding pass.

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





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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

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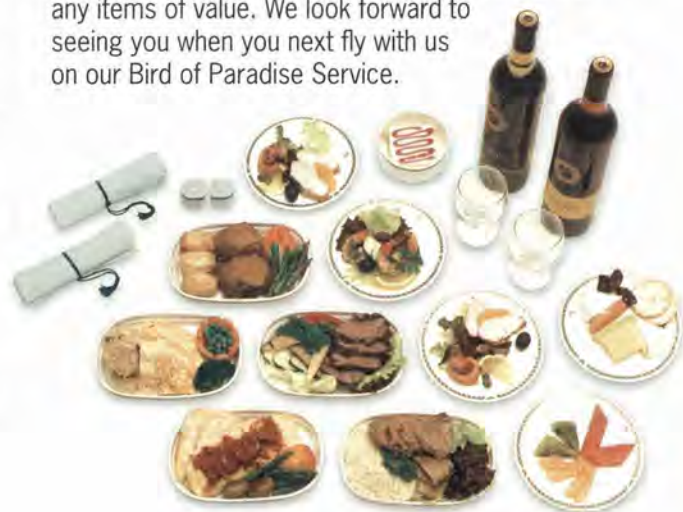
During the flight take some time to look through our In-flight Duty Free brochure located in your seat pocket. Duty free purchases can be made after Meal Service. All major credit cards are accepted.

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

Before you leave

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





AIR NIUGINI FLEET

B767-33AER



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

F100



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

DASH 8-Q315



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

DHC-8-202



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





IN-FLIGHT EXERCISES

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

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

Ankle Circles

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

Knee Lifts

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

Shoulder Roll

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

Arm Curl

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

Foot Pumps

Foot motion is in three stages

1. Start with both heels on the floor and point feet upward as high as you can.

2. Put both feet flat on the floor.

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

Knee to Chest

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

Forward Flex

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

Overhead Stretch

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

Shoulder Stretch

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

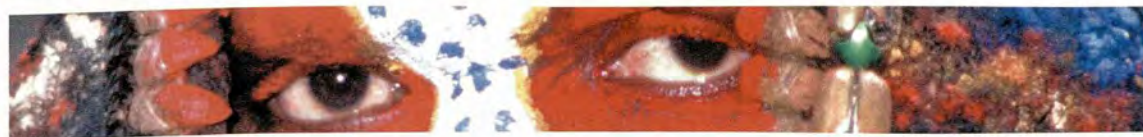
Neck Roll

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





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YOUR HEALTH IN-FLIGHT

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

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

Blood Circulation/Muscle Relaxation

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

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

- Increasing age above 40 years

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

Recommendations

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

Jetlag

The main cause of jetlag is traveling to different time zones without giving the body a chance to adjust to new night-day cycles. In general, the more time zones you cross during your flight, the more your biological clock is disturbed. The common symptoms are sleeplessness, tiredness, loss of appetite or appetite at odd hours.

Recommendations

- Get a good night's rest before your flight.
- Arrive at your destination a day or two early, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time. This allows you to relax more upon arrival.
- Leave your watch on home time if you're staying at your destination less than 48 hours. Also try to eat and sleep according to your home time.
- Change your watch to the local time if your stay is longer than 48 hours, and try to eat and sleep in accordance with the local time.

On longer stays, try to prepare in advance, adjust your meal and rest times to be closer to those of your destination.





Try some light exercise - go for a brisk walk, or do some reading if you can't sleep after arrival at your destination. It generally takes the body's biological clock approximately one day to adjust per time zone crossed.

Cabin Humidity/Dehydration

Humidity levels of less than 25 percent are common in the cabin.

This is due to the extremely low humidity levels of outside air supplied to the cabin. The low humidity can cause drying of the nose, throat, eyes and it can irritate contact lens wearers.

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

Eating and Drinking

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

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

Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health. Cabins are pressurised to a maximum cabin altitude of 2440 metres. It is the same air pressure as if you were at an elevation of 2440 metres above sea level. The cabin pressure and normal rates of change in cabin pressure during climb and descent do not pose a problem for most passengers. However, if you suffer from upper respiratory or sinus infections, obstructive pulmonary diseases, anaemias or certain cardiovascular conditions, you could

experience discomfort. Children and infants might experience some discomfort because of pressure change during climb and descent.

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

Recommendations

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

Motion Sickness

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

Recommendations

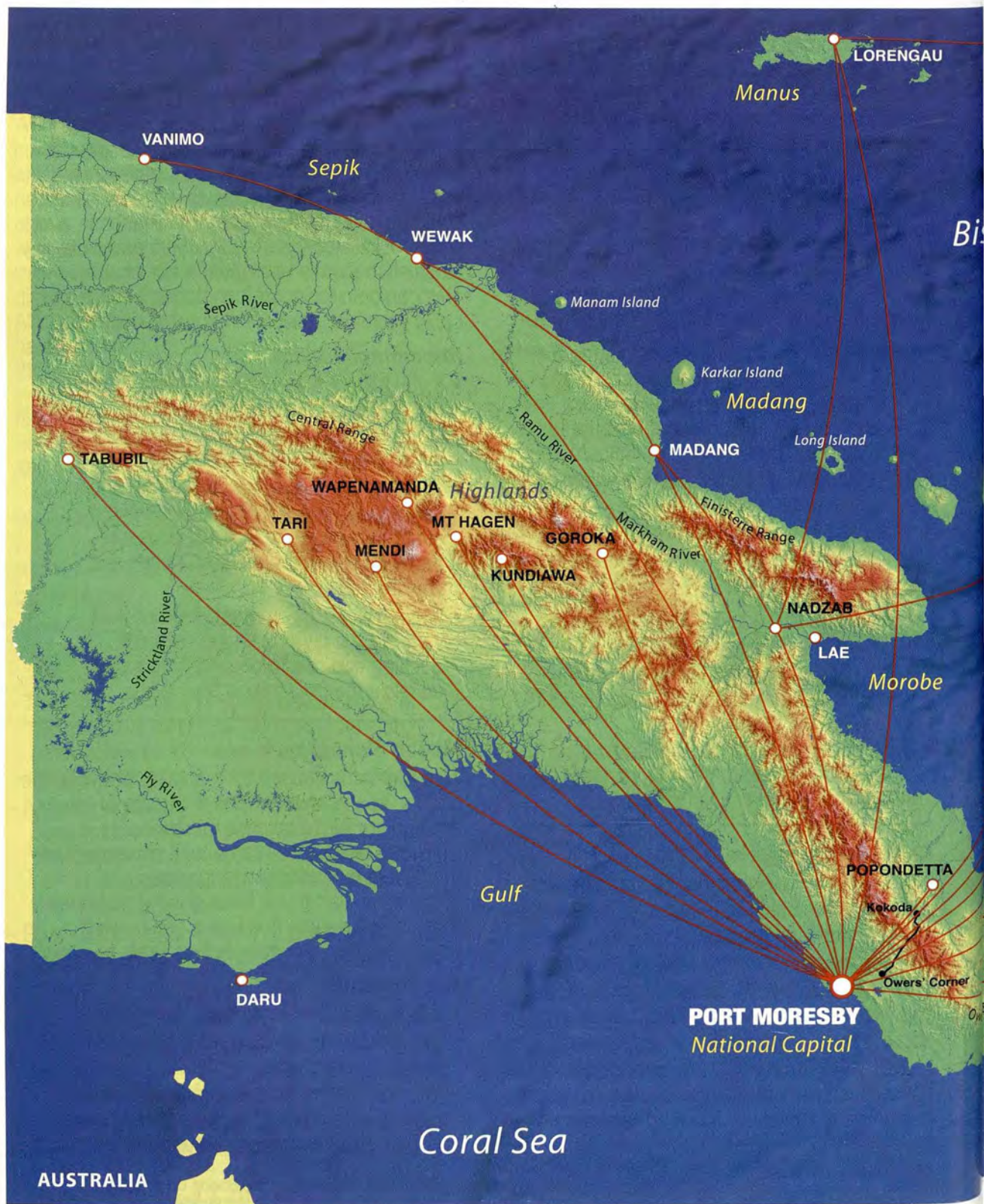
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

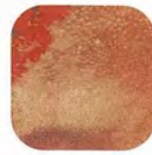
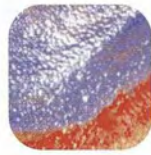
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Fax: 983 5669
Arrival & Departure Information
Tel: 985 0012

Kundiawa

PO Box 847 Kundiawa
Tel: 735 1273

Lae

Administration, Domestic Reservations & Cargo
Tel: 472 3111
Fax: 472 4758
International Reservations
Tel: 472 4744

Lihir

Reservations
Tel: 986 5151
Fax: 956 5134

Lorengau/Manus

PO Box 170 Lorengau
Administration, Reservations & Cargo
Tel: 470 9092
Fax: 470 9382

Madang

PO Box 140 Madang
Administration & Reservations
Tel: 852 2255
Fax: 852 2079

Mendi

PO Box 210 Mendi
Administration & Reservations
Tel: 549 1233
Fax: 549 1250
Airport Traffic
Tel: 549 1320

Mt Hagen

PO Box 3 Mt Hagen
Reservations Domestic
Tel: 542 1183/542 1122
Reservations International
Tel: 542 1039
Enquiries
Tel: 545 1444
Fax: 542 2361

Popondetta

PO Box 145 Popondetta
Reservations
Tel: 329 7022
Fax: 329 7227
Airport
Tel: 329 7191

Rabaul

PO Box 120 Kokopo
Reservations & Sales
Tel: 982 9033
Fax: 982 9034
Tokua Airport Arrival & Departure Information
Tel: 983 9821

Tabubil

PO Box 545 Tabubil
Domestic Reservations
Tel: 548 3244
Fax: 548 9189
International Reservations
Tel: 548 3325

Tari Agent

Tel: 540 8023

Vanimo

PO Box 239 Vanimo
Tel: 857 1014
Fax: 857 1473
Airport
Tel: 857 7166

Wabag & Wapenamanda

PO Box 213 Wabag
Administration
Tel: 547 1274
Arrival & Departure Information
Tel: 547 1286

Waigani

PO Box 7186 Boroko
Tel: 325 1055
Fax: 325 3683

Wewak

PO Box 61 Wewak
Sales
Tel: 856 2433
International & Domestic
Tel: 856 2367
Fax: 856 2203
Airport
Tel: 856 2367



Cultural Festivals and Shows in Papua New Guinea for 2007

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

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

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

Entry requirements: Valid passport

Health: Anti-malaria precautions are recommended

Currency: Kina

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

Language: Pidgin and English

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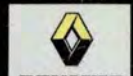
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