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PROJECT LOCATION

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PROJECT FEATURES

* State of the Art Security

Your family and your investment are well protected by use of multi-layered, intelligent monitoring systems—and a well-trained guard force.

* Spectacular Sea Views

Seaview International Garden's thoughtful design and hillside location ensures very unit has panoramic sea views.

★ Multi-themed Gardens

The gardens, swimming pool and water features combine Papua New Guinea's unique tropical landscape with the placement of visually stunning, cultural artifacts.

🛨 Top Property Management

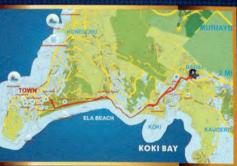
The complete and considerate property management services share with you the advanced life style and cater beyond your expectation.

★ Eco-friendly Design

Your noble taste and responsibility to the earth are distinguished from the eco-friendly and cost-effective energy saving facilities.

With all these attributes Seaview International Garden deserves your attention!





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Message from the Chief Executive Officer

Welcome Aboard

The peak travel season for Air Niugini, ended in January with the return of students around the country for the commencement of the academic year, as well as back to business for the private sector.

Looking back at 2012, we operated 29,051 flights with 24,972 domestic and 4079 international flights and uplifted approximately 1.4 million customers. Domestic passenger numbers reached 1.1 million, a 9% increase from 2011, while international passengers uplifted was almost 350,000 - an increase of 5%.

Just before Christmas last year, Air Niugini, took delivery of its second B737 under the PNG registration of P2-PXC. This arrived together with a fourth Dash8-Q400. This B737-800 series has 150 seats; 20 business and 130 economy class seats. The B737-800 is currently operating services from Port Moresby to Sydney and Brisbane while the B737-700 operates flights to Honiara in Solomon Islands and Nadi, Fiji. Whilst the 700 series aircraft is already flying domestically to selected ports, the 800 series may be included on the domestic routes.

During the holiday season, the airline faced some challenges with flight disruptions due to unpredictable weather and shortage of capacity on the more demanding routes. The arrival of the second B737 and fourth Q400 has provided additional capacity on both the international and domestic schedules. In the first quarter of 2013, we are looking at expanding our fleet with a third B737, a Dash8-300 and another Q400 aircraft, which I am pleased to say will provide improved service reliability and a more satisfying results to our customers.

A major back-to-back upgrade of two Boeing 767 aircraft will commence with the first B767 in mid-May 2013 to be concurrent with the scheduled "C" check. The upgrade includes a complete interior cabin refurbishment with new business and economy class seats and the installation of new in-seat inflight entertainment hardware in both cabins. Entry into service of the first upgraded B767 is expected around mid-June. Following the completion of the second B767 aircraft, the refurbishments of all the B737 aircraft will follow suit. The refurbishment of the Boeing fleet is expected to be completed by November, at which time the third B767 will be released from the fleet.

The current growth and expansion of the airline is a positive reflection on the commitment of the Board and management to meet the increasing demands of a rapidly growing nation. As Papua New Guinea progresses into a period of even stronger economic grown, the challenges will also increase. With your continued patronage, I am confident **Air Niugini**, will meet these challenges.

As the national carrier, we are committed to providing safe and reliable scheduled services to our valued customers. On behalf of **Air Niugini**, I would like to thank you for your continued patronage and ongoing support.

If you would like to find out the latest news on **Air Niugini**, please visit us on www.airniugini.com.pg Enjoy your flight.

Wasantha Kumarasiri OBE
CHIEF EXECUTIVE OFFICER

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Volume 1, 2013

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

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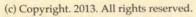
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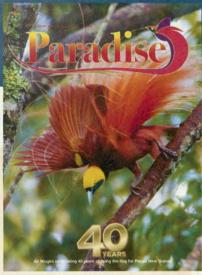




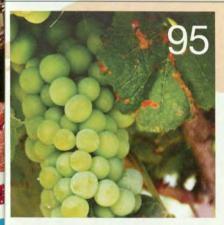


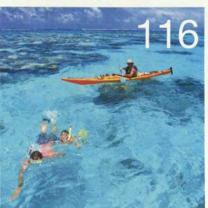


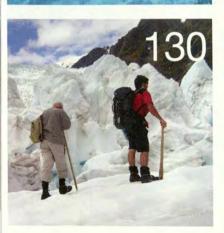




Cover photo: National Geographical Society Story on page 32.







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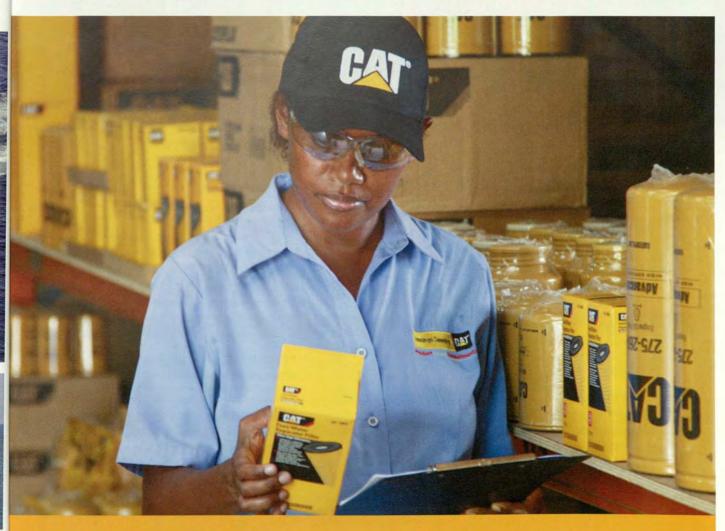
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Enjoy our Bird of Paradise in-flight service

Please ask us

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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

In-flight Duty Free

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

Immigration and Customs Forms

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

Before you leave

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



Air Niugini fleet

B767-300ER

Length: 59.94m Wing span: 47.57m Range: 8100km

nal

ble

on

u

Cruising speed: 857kph

Power plant: 2 x PW4000

Normal altitude: 11000 - 12000m Standard seating capacity: 214

Number of aircraft in fleet: 3



B737-700

Length: 33.6m Wing span: 34.3m Range: 6370km Cruising speed: 830kph Power plant: 2x CFM56-7B22 Normal altitude: 11300m Standard seating capacity: 122 Number of aircraft in fleet: 1

Boeing



F100

Length: 35.528m Wing span: 28.076m Range: 3000km Cruising speed: 780kph Power plant: 2 x Rolls Royce Tay 650 Normal altitude: 11000 m Standard seating capacity: 98 Number of aircraft in fleet: 6

Fokker



DASH 8-Q400 NextGen

Length: 32.8m Wing span: 28.4m Range: 3000km Cruising speed: 670kph Power plant: 2 x Pratt & Whitney PW150 A Normal altitude: 7500m

Standard seating capacity: 74
Number of aircraft in fleet: 3

Bombardier



DASH 8-Q315

Length: 25.7m Wing span: 24.4m Range: 1700km Cruising speed: 510kph Power plant: 2 x Pratt & Whitney PW123E

Normal altitude: 7500m Standard seating capacity: 50 Number of aircraft in fleet: 3

Bombardier



DHC-8-202

Length: 22.25m Wing span: 25.89m Range: 1800km Cruising speed: 550kph Power plant: 2 x Pratt & Whitney PW123D

Normal altitude: 7600m Standard seating capacity: 36 Number of aircraft in fleet: 4

Bombardier



DHC-8-100

Length: 22.25m Wing span: 25.89m Range: 1800km

Cruising speed: 500kph

Power plant: 2 x Pratt & Whitney PW121

Normal altitude: 7600m Standard seating capacity: 36 Number of aircraft in fleet: 2

Bombardier



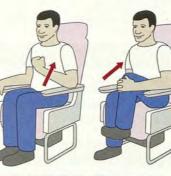


These exercises are designed to encourage a safe way to enjoy movement and stretch certain muscle groups that can become stiff as a result of long periods of sitting. They may be effective in increasing the body's circulation and massaging the muscles. We recommend you do these exercises for three or

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









ANKLE CIRCLES

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

KNEE LIFTS

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

SHOULDER ROLL

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

ARM CURL

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

KNEE TO CHEST

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

FORWARD FLEX

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











OVERHEAD STRETCH

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

SHOULDER STRETCH

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

NECK ROLL

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

Repeat 5 times.

FOOT PUMPS

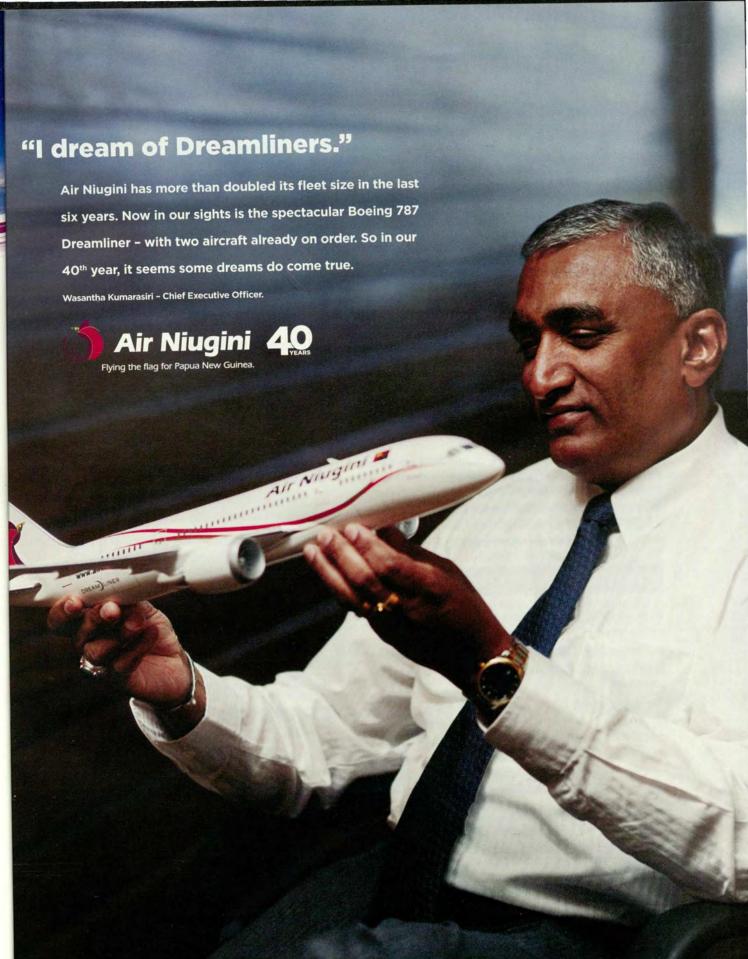
Foot motion is in three stages.

1. Start with both heels on the floor and point

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

Put both feet flat on the floor.

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



Your health inflight

At Air Niugini we care about your comfort and safety.

We have included the following information about your health in-flight that we hope you will find helpful and useful.

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

Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

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

- Increasing age above 40 years
- ♦ Pregnancy
- Recent major surgery or injury, especially to lower limbs or abdomen
- Oestrogen hormone therapy, including oral contraceptive
- ♦ 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. ca

◆ Follow our in-flight exercises programme.

letlag

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

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

Recommendations

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



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

Cabin Humidity/Dehydration

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

Recommendations

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

Eating and Drinking

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

Recommendations

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

Cabin Pressurisation

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

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

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

Recommendations

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

Motion Sickness

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

Recommendations

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



Air Niugini Domestic offices

Port Moresby

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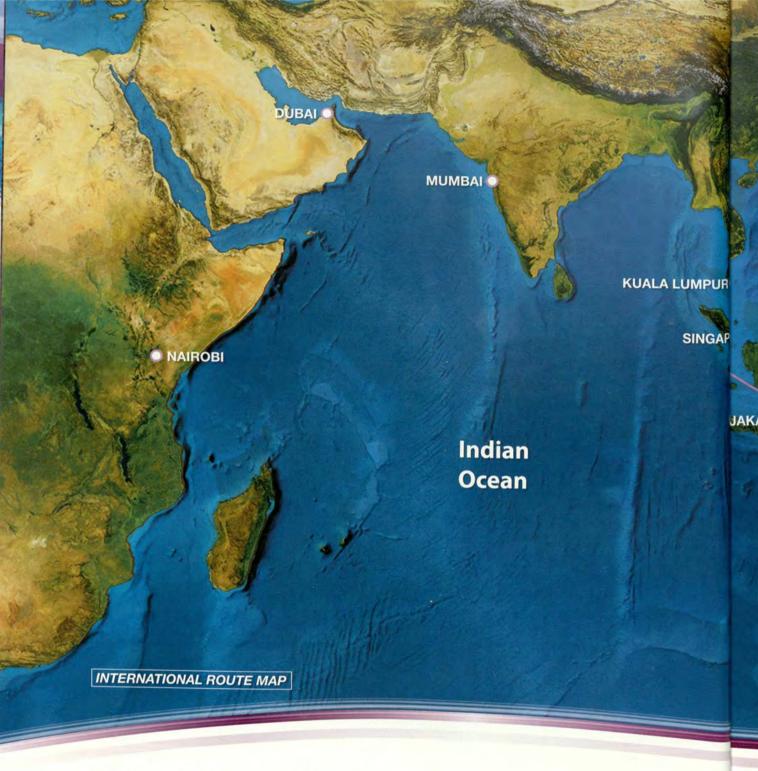
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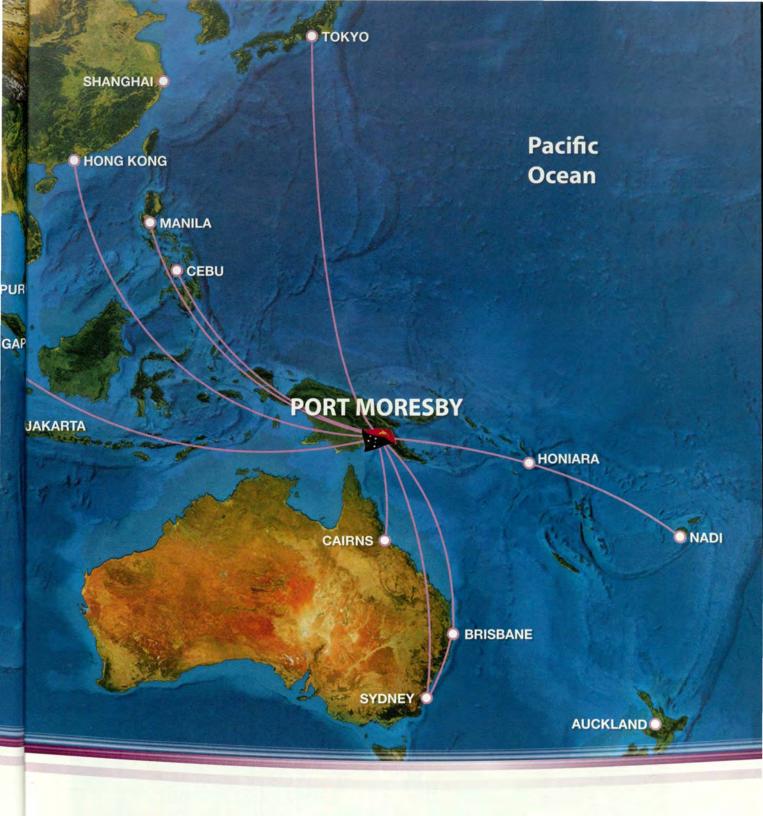
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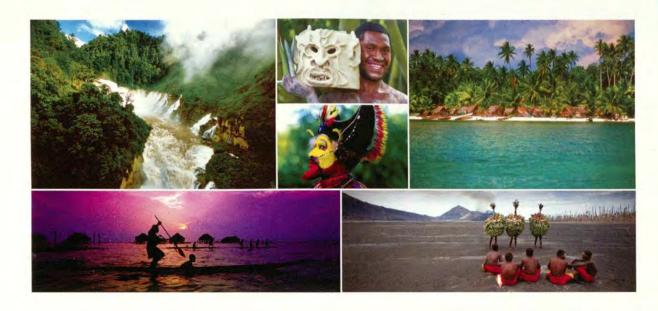
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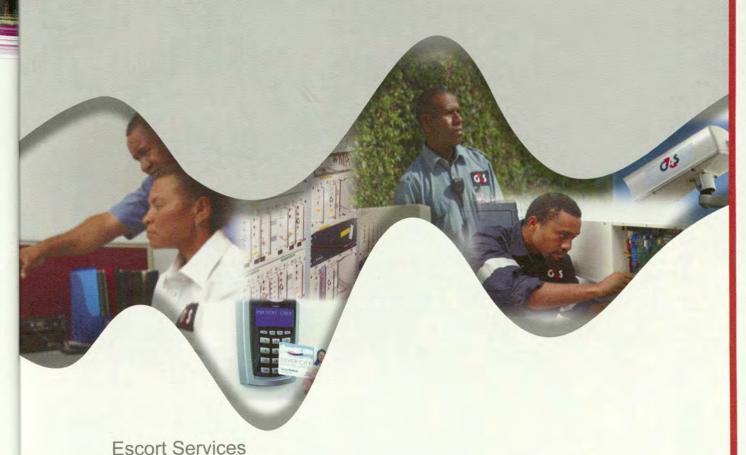
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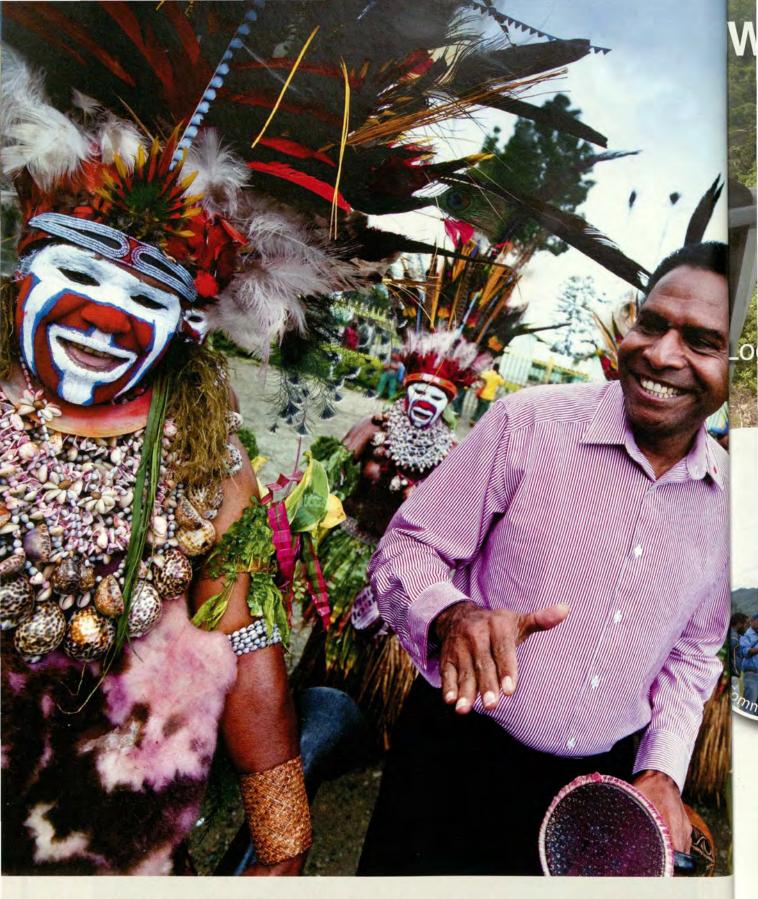


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Travelling takes its toll even on the fittest and healthiest of bodies. Although there's not much you can do to change the impact on your body clock of flying into a different time zone, you can try to throw yourself into your new time zone during the flight by trying to eat and sleep at the times that are normal at your destination and stick with it when you get there.

But many of the symptoms associated with jet lag are caused by the same things that make us feel bad when we are not travelling - poor diet, excess consumption of nasty foods and substances, dehydration and lack of activity causing poor circulation. So it makes sense that the best way to combat the side effects of air travel is through healthy eating, exercise, proper rest and a couple of tricks of the trade from the Yogic tradition. Yogic breathing (also called 'three part' breathing) can be practiced at any time, but it is especially useful in calming the nerves during stressful situations. The technique promotes proper diaphragmatic breathing, relaxes the mind and body, oxygenates the blood and purges the lungs of residual carbon dioxide.

Before you travel

- * Pack chopped fresh ginger or ginger tea bags for during the flight - ginger improves blood circulation and also alleviates nausea. (Note: if you have taken fresh ginger on board, remember to leave it on the plane or throw it in the bins before you reach customs).
- * Have a fresh, healthy meal so you'll be less inclined to get hungry and eat during the flight.
- * Walk around as much as you can before you board - you're going to be sitting for hours ahead, so move while you can.

During the flight

- * Practice the Yogic breathing exercise on take off and landing.
- Avoid drinking alcohol, tea and coffee as they are dehydrating.

- * Drink plenty of warm water and ginger tea. Unlike tea and cold water, warm water will circulate throughout the whole body helping to hydrate the skin and blood capillaries.
- * Place a cool damp cloth over your face.
- Do the recommended in-flight exercises.
- * Walk around the cabin as much as you can to stretch out your legs and back. Full body stretches (with your arms stretching above your head and leaning back from the waist) and leg lunges (stepping one leg in front of the other and bending at the knee) are especially good to get energy flowing through the back and legs.
- * Limit the amount of food you eat and if possible fast during the flight - it's one way to have a mini-cleanse and you'll feel better for it afterwards.

After landing

- * When you get off the plane, sit quietly for five minutes. Practice the Yogic breathing technique, particularly focusing on drawing the energy down into your belly.
- * When you arrive at your hotel, dump your bags and take yourself out for a vigorous walk or run outside in the fresh air.
- * Back in your room, practice legs up the wall pose
- * Hit the streets and eat some good, fresh local food.
- * Help your body adjust to your new time zone, by trying to stick to what's normal in your new location.

So, if you arrive during the day, get plenty of rest but try to stay awake until it's bedtime for where you are (not where you've come from), eat meals at the normal breakfast, lunch and dinner times and keep yourself hydrated.

 By Kris McIntyre, a Ryoho therapist, best known as the host of Australia's YOGA TV, writer and frequent flyer.



Rising Star

With a debut solo album Uncovered capturing hearts, Emily Williams carrying Samoan and Fijian heritage is quickly rising to new fame on Australian charts.

Williams' success is being emulated by thousands of islands kids across Oceania but particularly in Australia and New Zealand - where she has carved a household name among Pacific islands communities through her chart-topping numbers in the last seven years.

The 2005 Australian Idol teamed up with the likes of Suva-born Fijian Paulini Curuenavuli to form a girl club, Young Divas - which was initiated and backed by Sony BMG Australia.

When Young Divas disbanded, Williams retreated to writing songs - first for others including her sister Lavinia, who also acquired recognition through a brief stint with Young Divas - and then for herself.

"I wanted the sound to be true to me, no cover tracks, just real songs written by me for the dance floor and from the heart," said Williams on launch of her 2012 Uncovered album.

Uncovered is a result of years of toil as Williams has been eagerly planning for a solo success after Young Divas and then her 2010 album, Spellbound. In between her song-writing, Williams has been busy performing at large shopping malls and clubs in Brisbane, Melbourne and Sydney - with huge Pacific islands communities. She also toured her native Samoa in 2007 with another up-and-coming star, Rosita Vai.

A mother of one and separated, Williams has the world at her feet with the new-found success coming from Uncovered.

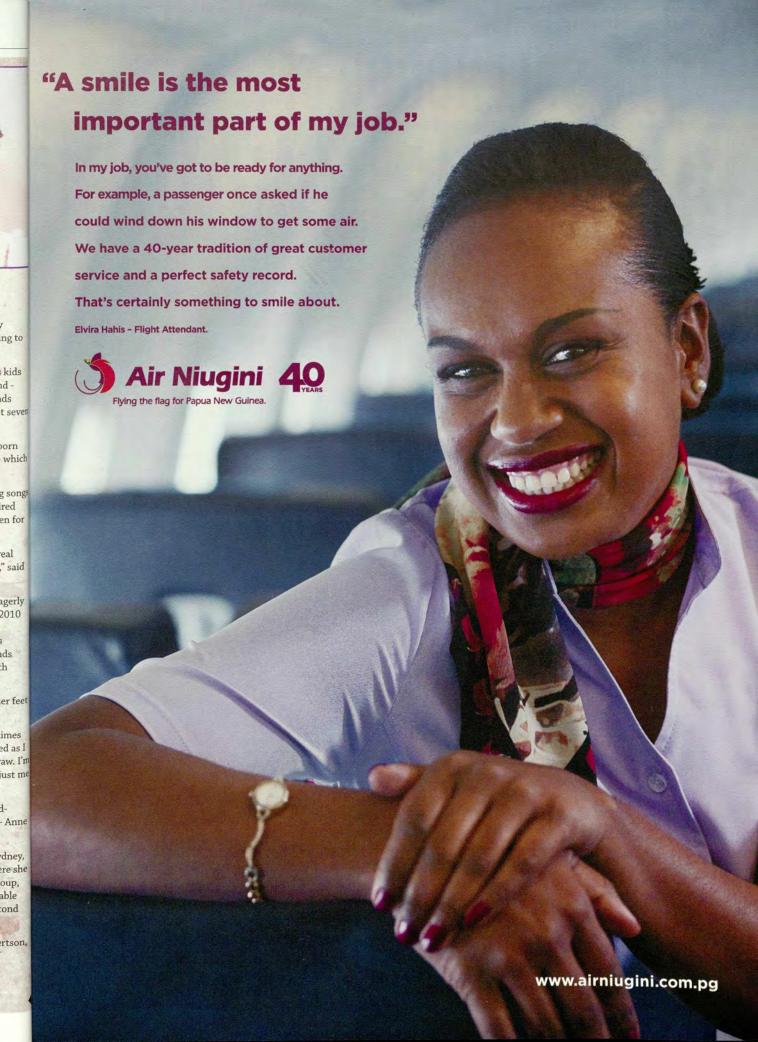
Captivating Australian and Pacific Islanders with her sometimes angelic voice, Williams said: "I decided on the title Uncovered as I feel that this is the first time Australia has seen me totally raw. I'm not with the band and I'm not hiding behind anything, it's just me upfront and personal and I love it!"

Williams is firmly following the footsteps of another up-andcoming heart-throb of pops with huge Pacific islands roots - Anne Robertson.

Robertson, born in Samoa descent but raised in Western Sydney, similarly made it to the finals of Australian Idol series - where she gained overnight fame. As part of her all-girls Australian group, Robertson's "We are Samoa" has become the most recognisable song in Samoan history and is regarded as the country's second national anthem.

With success smiles on the faces of both Williams and Robertson, their rise to fame in recent years has aroused new vigour of interest among Pacific communities in Auckland - largest Polynesian capital of the world, and in Australian cities.

- By Davendra Sharma



The SPLENDOUR of BIRDS-OF-PARADISE

Text: Ron Toft & Photographs: National Geographic Society

Very few TV documentaries change people's lives.
But one that Ed Scholes watched during an otherwise unremarkable evening 15 years ago in Tucson in the western USA state of Arizona certainly did.

Wailebet, Batanta

Red Bird of Paradise (Paradisaea rubra) As the sun rises, a male Red Bird-of-Paradise (Paradisaea rubra) poses on his preferred display perch at the top of the canopy.

he hour-long documentary,
Attenborough in Paradise, "was
the first to show in any depth
the splendour of Birds-ofParadise," recalls Ed, a 22-year old biology
undergraduate at the time.

As he watched, Ed was filled with "wonder, curiosity and desire". When the credits rolled, he found himself asking how such winged wonders had come to be "so beautiful, so diverse, so bizarre."

Ed resolved not only to see a wild Bird-of^{or e}. Paradise in New Guinea - the island when 20 most of these birds live - but to devote his leir embryonic biology career at least in part occur discovering how Birds-of-Paradise evolve aradise evolve aradise evolve.

Ed - now Dr Scholes - spent six years studying the behaviour of Birds-of-Paradjupp in the rainforests of New Guinea. Later, hatio teamed up with top wildlife photographe ab of Tim Laman to document all 39 Birds-of-dar Paradise for the first time. Birds-of-Paradise are renowned for their extravagant, brightly coloured plumage, crazy courtship dances and bizarre behaviours. Some of them can change in the blink of an eye or almost other wordly beings: mysterious cloaked creatures, dancing birds with flared kirts of feathers or odd-looking black and iridescent blue 'psychedelic smiley faces'."



D'Aguilar National Park, Australia

Paradise Riflebird (Ptiloris paradiseus)

Young males may look like females in their early years, but their bizarre behaviours often emerge before their plumes and reveal their true gender. Here, a sub adult male practices the circular-wing pose used by adult males when courting a female.



field sites, made 233 flights on commercial aircraft, bush planes and helicopters, undertook 53 boat trips, spent 2,006 hours in camouflaged 'blinds', took a staggering 39,568 photographs (the net number after deleting unsatisfactory images) and secured 2,256 audio and video recordings.

Together, these two men have revealed more about Birds-of-Paradise in 'just' eight years than was discovered in the previous 500 or so, the first wingless and legless specimens arriving in Europe in September 1522 aboard the Victoria - the only one of explorer Ferdinand Magellan's ships to successfully circumnavigate the world.

"When I started my doctoral studies in 1999, I had been working on birds of paradise as a research endeavour," Ed told me

"I focused mainly on one genus, although I tried to see and gather information on as many other Birds-of-Paradise as possible within my time and budget constraints as a graduate student."

To Ed, Birds-of-Paradise are "a biological wonder of the world." Some species possess ribbon-like tails three times as long as their body, while certain others have wiry feathers protruding from their head, body and tail. Many Birds-of-Paradise have a feather-like fan radiating from their chest and encircling their upper body.

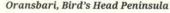
"Birds-of-Paradise are renowned for their extravagant, brightly coloured plumage, crazy courtship dances and bizarre behaviours. Some of them can change in the blink of an eye to almost other worldly beings: mysterious cloaked creatures, dancing birds with flared skirts of feathers or odd-looking black and iridescent blue 'psychedelic smiley faces'."

Ed teamed up with Tim in 2004. "He had been assigned by National Geographic to cover as many Birds-of-Paradise species as reasonable in two or three field seasons. Tim invited me to join him in New Guinea to help do the scouting and lend my expertise to finding the birds. I certainly didn't need asking twice!

"We developed a pretty good partnership. Tim was not only a great photographer but also an expert tree climber. Working on my own, I wouldn't have been able to see half the species we did, for often you need to get up in the tree canopy."

Bird-ofor eight years, starting in 2004 and ending d when 2011, the two men devoted much of ote his leir time to observing, photographing, in part ocumenting and making sound and video evolve cordings of all true ww– those in the aradisaeidae family.

rs Paradiupported mainly by the Washington-based Later, hational Geographic Society and Cornell graphe ab of Ornithology in Ithaca, New York, dand Tim between them spent a total of 44 days on 18 expeditions. They visited 51



King Bird-of-Paradise (Cicinnurus regius) Although this is just a practice display, if a female were present, she would be watching from off to the left on the same horizontal branch. From her vantage point, the two emerald-green circular disks at the end of the male's tail would be facing her, swaying back and forth over his head.





Initially, neither Ed nor Tim had envisioned observing and recording all 39 Birds-of-Paradise. "We obtained good photos of nearly half of them. Because everything had gone so well, we thought, 'hey, maybe we could try to document all of them and perhaps do a book or something. We shared this passion of exploring and seeing as many of the birds as possible, so we decided to try to continue working together and to raise funds whenever and wherever we could, so we could return to New Guinea.

"It was not until 2006 that we formalised the idea of doing what came to be known as the Birds-of-Paradise project."

Ed and Tim didn't spend all of their time on the project.

"Tim was working on other assignments throughout to make a living, and I had my day job as biodiversity video curator at Cornell Lab of Ornithology."

When Ed first told his colleagues he wanted

to conduct graduate research on Birdsof-Paradise - long before the project was formally launched - "they remarked, 'don't we all, but that's pretty much impossible? But it wasn't impossible, as Ed proved.

"The fundamental traits that led to the success I had on my own and later with Tim were patience and persistence. Tim and I knew we would get there if we plugged away. We had sufficient experience and knew that if we could get to the right places in New Guinea, we would find the birds."

Things were made easier by the fact that Ed had worked extensively in Papua New Guinea and spoke Melanesian pidgin, while Tim had worked throughout the Asia-Pacific region for almost the whole of his career and spoke Indonesian.

Although Ed and Tim received local help in New Guinea "in organising transportation and reaching out to the villages we wanted to work in", the terrain was extremely difficult to negotiate.

"New Guinea is a rugged and relatively unexplored part of the world. Most of the fair island is inaccessible by any kind of roaderm Invariably, you have to walk along trails cier deep into the forest (if you can call them 'The trails), fly to the airstrip nearest to the near village you want to visit, then walk in or arriv boat up a river to reach your destination they We also worked in patches of forest near roads and areas not far from the coast. F'Peo most of the time, however, it was a pretty or ou hard slog to get where we needed to." basic

On one trip to New Guinea, Ed developedon' appendicitis. "At first, I thought I'd gone of th down with some kind of gastro-intestina or n infection, so I started taking more of my gene malarial antibiotics. Most of the time I Wlispl in discomfort rather than in severe pain. although it was certainly painful when the appendix ruptured! I was half-a-day fronime the nearest village and then a boat ride 1 rea from the village to the nearest airstrip. ust There was no way I could get out on my nak own, so a helicopter had to pick me up. vay.

34 PARADISE February-March 2013



aejenu ways a 'It took me five days to reach Cairns, ding fo Australia, where I underwent an operation."

ively Ed describes Birds-of-Paradise as being at of th fairly well known" in public awareness of roaderms "but still fairly poorly known," trails cientifically speaking.

them They've captured our imagination for the nearly 500 years since the first specimens of in or arrived in Europe aboard Magellan's ship. nation They were a sensation from day one.

oast. F'People like Sir David Attenborough have a prett) prought these spectacular birds to the to." attention of the world, yet much of their pasic biology remains unknown. We still reloped on't know what many of them eat, a lot l gone of their nests remain undescribed and testinal or many of them, we know only the most of my general characteristics of their courtship me I whisplays.

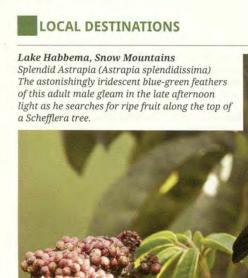
e pain, when the first and the first ay frontime, Tim and I were privileged to be given tride areal window on their world. We were not ust photographing and filming them, but on my naking all sorts of discoveries along the vay."



Lower Pass, Mount Hagen

King of Saxony Bird of Paradise (Pteridophora alberti)

A feathered wonder of the world, the male King of Saxony Bird-of-Paradise sports two antenna-like plumes on his head, unlike any other feather known to exist. They appear so absurd and unnatural, in fact, some early collectors assumed they were fabrications manufactured to command a high price in the plume trade at the turn of the last century.



Bog Camp, Foja Mountains Bronze Parotia

With isolated mountains come isolated species such as the Bronze Parotia, known for decades only from a handful of trade skins of uncertain origins. The true geographic home of this species was unknown to science until 2005. Of the five members of the genus Parotia, three species are found only at certain elevations in the small mountain ranges they call home.

Among the many 'first' chalked up by Ed and Tim during their 18 expeditions was observing the courtship display of the Arl Astrapia - a long-tailed bird endowed with brilliant green and black plumage which courts females by hanging upside down from a branch with its flag-like tail points upwards.

"No matter how many times we went up into the higher regions of the Arfak Mountains, we saw hardly any males. Then, in 2009, a local guide found a subadult male visiting one particular fruiting tree quite a lot. It turned out that this tree was in what we think was the bird's newly established territory, so he was clearly interested in attracting females ar preventing other males from entering the area."

Ed recorded the Astrapia's click-like voice - a first in itself - and then played back the sound made. "The male became excited enough to begin displaying right by the tree upon which he was feeding. We were the first people - Westerners at any rate witness this species' courtship behaviour We hadn't expected this performance from a sub-adult male. It just happened right if front of our eyes."

Ed and Tim also secured the first video of a male Bronze Parotia at its lek and photographically documented for the firstime the visual displays associated with the vocalisations of the crow-like Curl-crested Manucode.

Ed, who expects to return to New Guinea this year to conduct further research, how the wealth of material accumulated "can used in part to educate people about Bird of-Paradise and highlight the importance of saving not only these remarkable birds more and more of which are threatened every year, but also the incredibly rich rainforests of which they are an integral part."



Wokam, Aru Islands

Greater Bird-of-Paradise (Paradisaea apoda)

A female scrutinizes one of two adult males that have synchronously positioned themselves in the head-down static pose that characterizes a peak moment of their courtship display. Although males draw most of the attention among Birds-of-Paradise, it is actually the females who are calling the shots during the performances.

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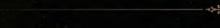
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GRAND PAPUA HOTEL

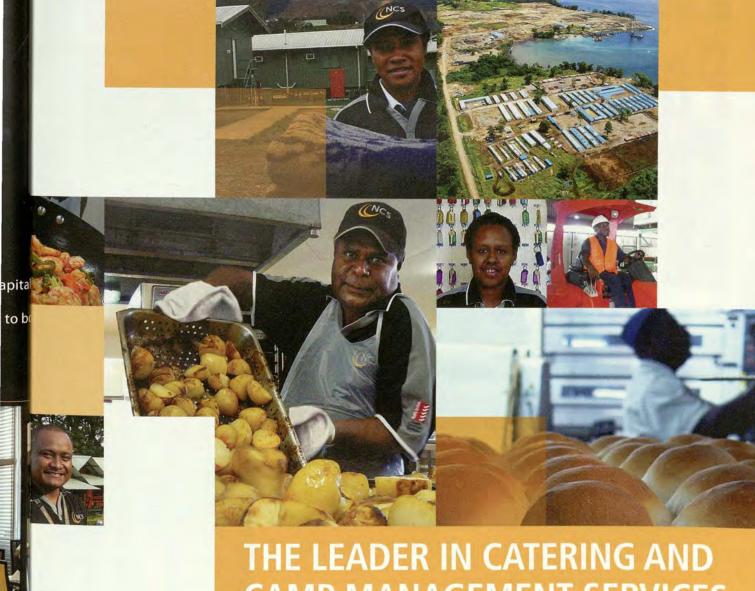
The Grand Papua hotel located in the city centre of Port Moresby is the newest hotel to open in the capital Papua New Guinea. Designed with a mix of modern contemporary and colonial accents the hotel caters to be the corporate and leisure traveller as well the conference and meeting market.







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Port Moresby REBORNI

An insider's guide

Text & Photographs: Alexandra Kalinoe

ort Moresby has come a long way since the urban lull of the postcolonial era, a time beginning in the 1980s and ending around five

Many times I have sat with friends who remember the days when cosmetics arrived direct from Europe, and one could purchase a pair of authentic European designer shoes in one of Port Moresby's many boutiques.

In my lifetime, I can't recall Port Moresby, or POM as it is always referred to, ever being anything but exceptionally dull and boring!

Indeed, in the last few years, this has changed.

On the back of a massive resource boom, Port Moresby's urban population has taken on a more international flavour and the demand for service and quality in the hospitality industry has driven a metamorphosis of extraordinary proportions for this once sleepy harbour side capital.

Although Port Moresby's standouts continue to be the likes of the Airways Hotel and the Crown Plaza Hotel, in terms of yummy restaurants, great bars and comfortable accommodation, Papua New Guinea now has a few more rising stars.

ROOM SERVICE

From luxury to tranquil simplicity, this pick of POM's best places to rest sleepy eyes and weary bodies is sure to keep even the fuzziest traveller satisfied.

The Ela Beach Hotel

Once known as the Davara Hotel, this establishment has changed ownership a few times in its long and distinguished history, even playing host to Royalty!

With its beachfront location, the hotel is unrivalled for its seaside locale and warm afternoon breezes. After a much needed facelift under the management of Coral Sea Hotels, Ela Beach Hotel continues to possess great charm, even with the addition of plush modern seaside suites that take full advantage of this fantastic location. Phone: (675) 321 2100

Email: elabeach@coralseahotels.com.pg







The Grand Papua

Not to be outdone, and not far up the road, situated in the central business district, stands the impressive Grand Papua Hotel. Opened in 2011, amidst great fanfare and a fireworks display that stopped traffic in downtown Port Moresby, the hotel is a defining part of the city's modern identity. Inside, it certainly does not disappoint. The building comprises both apartments and hotel rooms that feature bold colour schemes. The hotel radiates a homecoming-type warmth that makes any traveller want to play house.

Phone: (675) 304 0000 Email: info@grandpapuahotel.com.pg

The Raintree Lodge

Situated in the residential streets of one of Port Moresby's most sought-after suburbs, Boroko, lies one of the town's best kept secrets. The Raintree Lodge is owned and operated by husband and wife team David and Bernadette Chung. It offers an urban escape for those seeking a slower paced break. The lodge is decorated in Balinese style, featuring pebble mosaics, creeping orchids, water features, and lush tropical gardens. Smoking and alcohol consumption are prohibited on the grounds. Although the property only features 12 rooms and two apartments, they are each large in size and furnished beautifully. Peace and tranquillity are guaranteed in this oasis of calm.

Phone: (675) 323 8888 Email: admin@theraintreelodge.com

AT THE TABLE

Forget steak and chips and club sandwiches! Port Moresby's residents have maintained a long-standing love affair with the flavours of the east and the produce of the west. This has culminated in a restaurant scene that has introduced local diners to new flavours and kept alive the demand for old favourites.

Asia Aromas

Without a doubt, Port Moresby's premiere Asian restaurant, offering dishes from all over South East Asia and China. This restaurant is satisfaction guaranteed, and my favourite dish is without doubt the stuffed eggplant. Try the salt and pepper mushrooms if you are after something new and exciting (It is not on the menu so ask nicely!). Asia Aromas is a local favourite that attracts a strong regular crowd.

• To make a reservation, call (675) 3214780

Fusion

Located in the Harbour City shopping precinct, Fusion just opened its doors this year, but the man behind the meals is responsible for one of Port Moresby's gastronomic claims to fame, salt and pepper crab! Featuring an Asian fusion menu as the restaurant's name suggests, chef Sunny keeps customers satisfied and seats filled in this gorgeous family-run restaurant.

• To make a reservation, call (675) 3441543

Palazzo

Located at the Lamana Hotel, Waigani, this restaurant serves up an Indian and Mediterranean menu. The restaurant is a great idea to kick-start a night out with friends, as the hotel is also home to Port Moresby's premiere nightclub, the Lamana Gold Club.

• To make a reservation, call (675) 323 2333

Bacchus

Located at the Airways Hotel at Six Mile is one of Port Moresby's most elegant fine dining restaurants. With perhaps the best wine list in Port Moresby, a swanky stash of cigars and a divine cocktail list, diners should not end a gastronomic experience without sampling the simply sinful crepes suzette!

• To make a reservation, call (675) 324 5261

Duffy

Many do not expect to find a great coffee shop in the middle of an industrial area, but here in Port Moresby, we are just full of surprises! Tucked beneath the clothing store that shares the same name, Duffy Café has become a fantastic escape for Port Moresby residents. With the option of sitting outside or inside in air-conditioned comfort, this café's claim to fame is

consistency! The lattes here are great. I cannot say I have ever had a bad one! Serving up café fare, quiches, muffins, scones, sandwiches and cakes, this is a great option for that quick lunch pit stop or daily dose of caffeine to jump-start your day!

BARCODE

Number one on this list could be the iconic Lamana Gold Club, but as this is an insider's guide, I'll skip the most obvious

and focus on Port Moresby's hidden gem The Most Moresbyites love their booze! We consume PNG's legendary SP Lager in copious quantities! Let's face it, it is our beer and we are proud - it is as Papua New Guinean as we are and made in our own city. Such was the love affair that we were blind to other associated issues like 'ambiance', and 'comfort in a bar setting Today, all that has changed and choices abound. Whether you want a night on the town, or catch up with your mates for a quiet one after work, Port Moresby has something for everyone.

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or





n gemThe Departure Bar

r in reat for a quiet drink or celebratory drinks vith mates, the sports bar-cum-lounge s never overcrowded or uncomfortably in our oud. Located at the Gateway Hotel, staff that we nembers are friendly and well trained. Les like Modern furnishings and feature light fittings nake this bar one of Port Moresby's most necesting to lose yourself in. Bartender, t on the rocks please!

Sunset Resort Bar, Lealea

for a

y has

I forty-minute drive from Port Moresby is ill that stands between same old same old ind wind-swept sand banks. Looking for omething different to do on the weekend? Take a drive out to Lealea on a Saturday afternoon, knock back a few Wild Turkey and Colas with friends at this beachside bar, sing along with the local band as they cover well-known artists like the Eagles, and pinch yourself at the awe-inspiring beauty of a Port Moresby sunset.

Paddy's Bar & Lounge

Located in the commercial hub of Boroko is the newly built Paddy's Bar and Lounge. A far cry from the original bar, this place should be renamed the velvet lounge, as it boasts high back leather chairs and velvet upholstered furniture. Sumptuously furnished, the downstairs lounge features





two pool tables and a long bar. The upstairs nightclub features a one of a kind dance floor that illuminates in certain sections. Already attracting Boroko's young professional types, it's only a matter of time before the rest of Port Moresby ventures out to discover this fantastic space!

Illusions

I promised a nightclub on this list and without a doubt the newest one in town is ideal for a great night out. Friday nights feature PNG producer and DJ Akay 47 dropping some awesome R&B beats. The hometown boy keeps the place packed with his skillful selected combination of old school favourites and the latest chart topping R&B singles. Every other night, the music is a combination of dance, local, R&B and pop music. Located in the CBD, the club attracts a real cross section of patrons and is definitely capitalising on its location by attracting many of the big spenders that live nearby in some of Port Moresby's most prime real estate.

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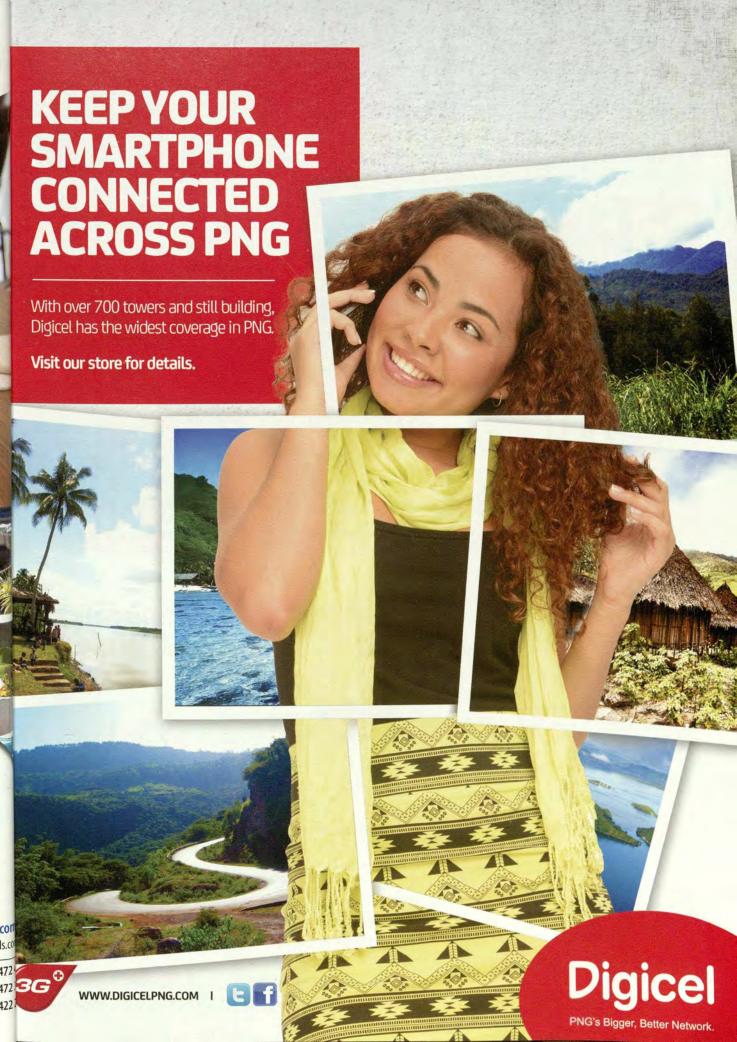
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Although the unwieldy masks and other body decoration worn all seemed very flammable, nothing ever seemed to catch alight during these dare-devil antics of the Baining fire dancers nor was there any apparent sign that the performers suffered from any degree of burns – very impressive.

Although the unwieldy masks and other body decoration worn all seemed very Aft flammable, nothing ever seemed to catchharalight during these dare-devil antics of the Baining fire dancers nor was there any hu apparent sign that the performers sufferdea from any degree of burns - very impressibit although not an activity that most compaves safety personnel would approve of, at legans not without a moderate amount of persolation of

We had earlier sat in a hushed semi-circl Att in the dark outside Kainagunan village in the hills behind, about an hour's drive from Kokopo, not quite certain what to expect two Our only illumination was a bonfire that The was steadily stacked with timber and sooun became a roaring blaze, rather than the



nut benign embers that many of us were lorrexpecting.

Then half a dozen village musicians congregated in a corner of the dance area and sat rhythmically beating their wtwo-metre long bamboo poles against horizontal logs to accompany their harmonising chants.

After a sufficient amount of tension atchhad built up, the masked fire dancers of the dancers of

of different masks, the main one is the of different masks, the main one is the circl Atutki, a large mask of beaten bark age intapa cloth with a huge broad billed from the firm outh like a platypus and painted with pact. Two huge eyes.

that The dancers' bodies are painted black soounder a cape of pandanus leaves. the





It is thought the Baining, a Tolai word meaning inland or bush people, were one of the original inhabitants of much of the Gazelle Peninsula at the top end the island of New Britain.

When the Tolais migrated from New Ireland several hundred years ago displacing the resident Sulka, Taulil, Butam and Baining people, the latter retreated into the hills. The name Baining now refers to the language, culture and the mountains where their villages are located to the south of Kokopo and Rabaul.

The traditional reason for the night-time. Atut fire dances was to celebrate the birth of children, the start of harvests, or as a remembrance of the dead; participation in the performances was male rite of passage, part of the initiation of young men into adulthood. Although nowadays the spectacle is performed for 'fare paying' tourist audiences, it should strictly speaking only be performed in the home villages of the Baining people

Being an almost commercial event, the dances have lost some of their traditional spiritual significance and although a traditionally taboo, the night-time performances are now watched by both women and children, whose jeers and cries all add to the atmosphere of the evening.

In the past, the dances involved cooking a python which is then offered to the dancers and guests to eat - thankfully that did not take place on the night we were there and the python was remembered only by its stylised image on a banner that also participated in the swaying dances. Throughout the night, the central bonfire is constantly fuelled with bundles of timber so that it remains a real blaze, but eventually the performance is over and it is with regret that we pile back into the vehicles for the return journey back to our hotels in Kokopo.

Sitting through and soaking up the sounds and sparks of a Baining fire dance is an experience one can't ever forget - make sure it is on your itinerary on the next visit to East New Britain!







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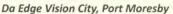


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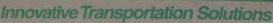
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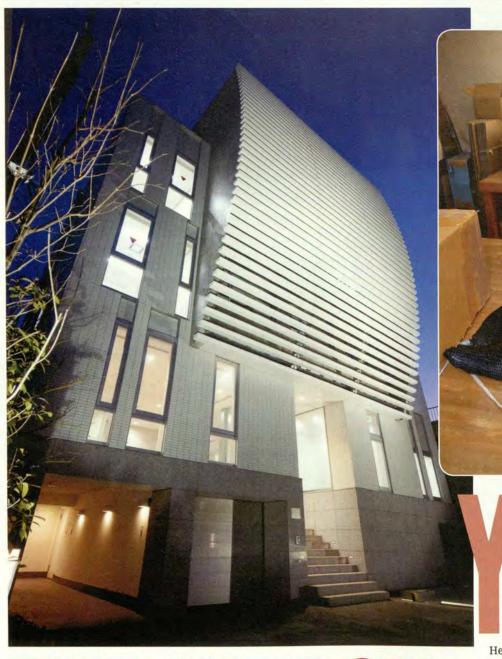
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THE NIPPON CONNECTION

By John Brooksbank

oichi Takehara first visited Papua New that Guinea in 1965 - just two years after by graduated from university - and was invited to join the family business by uncle, raising the number of employed to five.

Yoi in J ma ove gra Alth fron the pro Hor Asia rela like goo in t The one the Jap emi littl Tok use kw. con Jap

> ore pro con par Sor ass for der the it is

He fondly recalls staying at the Bottom Pl in Port Moresby for A\$5 a night, a tariff t included meals!

He started buying crocodile skins from local villagers and expatriate hunters, particularly in the dry season and has continued ever since, witnessing in the process many changes in government, legislation and the characters involved in the industry.

In the late 1970s, Yoichi started buying skins from crocodile farms at Ilimo and Mainland Holdings, just outside of Port Moresby and Lae respectively.

He still buys between 2,000 and 5,000 salf skins a year from Mainland Holdings, nowadays all from farm-bred animals.

Most of the skins Yoichi buys in PNG are those of the saltwater Crocodylus porosus since these command higher prices than the freshwater species.

Yoichi organises the tanning of the skins in Japan, selling first grade products to manufacturers within the country and overseas, whilst utilising some of the lower grade skins to make certain goods himself. Although only a third of his business comes from Papua New Guinea, he still visits the country regularly and supports many promotional activities in Japan.

Horiuchi is typical of many businesses in Asia; commerce in Japan relies heavily on Crelationships between individuals, much like those that facilitated the passage of goods between different ethnic groups in trading networks in PNG for millenia. There are many long-standing trade relationships between the two countries, ones that have to be maintained through the efforts of the PNG Ambassador to Japan, currently Gabriel Dusava, and his embassy staff. The four-storey embassy, a little bit of Papua New Guinea found in the Tokyo suburb of Meguro, makes extensive use of PNG timbers such as rosewood and kwila in floors, doors and furniture in its construction and fit-out.

Japan is PNG's second largest trading partner, the destination for US\$890 million worth of our exports, principally metal ores, crude oil, coffee, fisheries and timber products, whilst in the other direction comes machinery, motor vehicles and spare parts.

Some businesshouses that have been associated with Papua New Guinea for many years have principals who demonstrate a love of the country. Whilst there may sometimes be language barriers, it is the action of some of these companies New that demonstrates their commitment through support for golf days, functions as and other promotional and philanthropic

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osu an Kowa Lumber Corporation, now a subsidiary of the international concern Sumitomo Forestry Corporation Limited, has operated at Open Bay in East New Britain Province since 1971 and is now harvesting Kamarere that it planted as seedlings more than 18 years ago.

With an annual turnover of about K23 million a year, the company employs over 1,000 national staff and contractors. The activities of this quite commendable Open Bay sustainable forestry operation that annually replants 500-1000 hectares with trees, is often lost amidst the negative publicity that sometimes shrouds the activities of other timber companies in Papua New Guinea.

The sustainable harvesting of plantation timber is a core value for Kowa - the provenance of the logs it exports to Vietnam for processing by a Belgian company into garden furniture sold in European markets is important, since these end products have to demonstrate that they have not been made from timber extracted from old growth forests.

Kowa's Open Bay operation has all the necessary 'green' credentials and is properly accredited by the Forest Stewardship Council; it also operates a number of smaller sawmills that cut timber locally for sale to markets within Papua New Guinea.

lapan is PNG's second largest trading partner, the destination for US\$890 million worth of our exports, principally metal ores, crude oil, coffee, fisheries and timber products whilst in the other direction comes machinery, motor vehicles and spare

The only shipping line servicing PNG's main ports with the ability to carry containers as well as break bulk cargo such as vehicles, mining plant, tyres and other equipment is the Kyowa Line, which has been visiting the country since the 1970s. It now has three vessels dedicated to this part of their Asia Pacific sphere of operations.

Visiting Lihir, Lae, Port Moresby as well as Townsville, on the east coast of Australia, most cargo is incoming from Asia with only timber, coffee and other minor items leaving the country.



With 25-30% of their business related to PNG operations, the shippers have recently been experiencing unloading delays of some days at Lae and Port Moresby docks due to the volume of PNG LNG Project related materials being shipped to these ports.

An example of loyalty can also be seen amongst the staff of the PNG Embassy in Tokyo where, for example, the senior administrative officer Michikazu Jyogataki, known by the thankfully short Jyo-san, has been with the office for 37 years, in fact from the day it opened.

There is also the venerable driver Yoshikazu Sato, or Sato-san for short, who has been with the embassy for 20 years - before that he was with the New Zealand Embassy for 37 years and the Canadian Embassy before that. At 80 years old, he is only now finally thinking about hanging up his driving gloves!

A number of local NGOs also assist to foster good relations between the two countries and whose activities complement those of the Japanese International Cooperation Agency, more commonly known as JICA, which itself sources volunteers and supports certain agricultural projects.

The direct Saturday Air Niugini Port Moresby-Narita gre flight provides an excellent opportunity for the export of tracking tracking tracking the same of the same

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Kikuyo Suzuki, President of the Niigata PNG Association, has been supporting schools in the Waria Valley, Morobe Province, for more than 10 years, building classrooms and supplying books and other materials to local primary schools.

Her interest in the country was sparked off after researching the history of her father, who she had never met after he left home when she was an infant and died in Papua New Guinea during World War Two.

An English teacher by profession, Suzuki works at a school in Niigata, a prefecture to the north-west of Tokyo. The Niigata PNG Association also organises cultural exchanges.

Suzuki is also a Vice Chairperson of the Japan PNG Association where she represents NGOs along with two other Vice Chairs; one representing academia - Professor Karasawa - and another representing businesses - Hiromitsu Takamatsu of Kyowa Shipping.

Tourism doesn't contribute much to the economy of Papua New Guinea when compared to the larger scale agricultural and resource extraction industries but it an activity that if properly promoted, has The the potential to bring development to marked rural areas of the country.

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Unlike higher volume tourist spots around the Pacific, marketing of tourism to Papua New rig. Guinea is best carried out by smaller more focused travel agencies, such as PNG/Japan. clo

Managing Director of this agency, Nobor gray Yamabe, admits that the reduction in pol tourist numbers from Japan to PNG has to to been noticeable and attributes this to the Ka global financial downturn in recent year Ka

Since the closure of the regional Air Niu fly office in Tokyo and the appointment of a general sales agent - Alconet Corporation Thmuch of the burden of such promotion has fallen on agents such as Noboru Yamabe, who is very well informed about the country, having branch offices in Por of Moresby and Goroka.



The potential for increasing tourist numbers to PNG is great; over 17 million Japanese of travel abroad annually.

Whilst high costs mean there will never be mass tourism, packages would have to be arranged and priced to suit Japanese visitors with particular interests such as surfers, divers, trekkers and a preference for group rather than individual travel.

has The relationship between the matwo countries is symbolised by the direct air link that exists between the capital cities of nd the two countries. The landing ew rights at the prestigious Narita International Airport an. close to Tokyo were only oor granted in 2002 after intense political lobbying, in contrast as to the provincial ports of the Kansai (Osaka), Fukuoka and ear Kagoshima where Air Niugini was previously authorised to fiug fly. fa

n Niugini Port Moresby-Narita
Niugini Port Moresby-Narita
flight provides an excellent
ood opportunity for the export
port of fresh tuna which is a very
lucrative business and a much

sought-after commodity in the local Japanese markets.

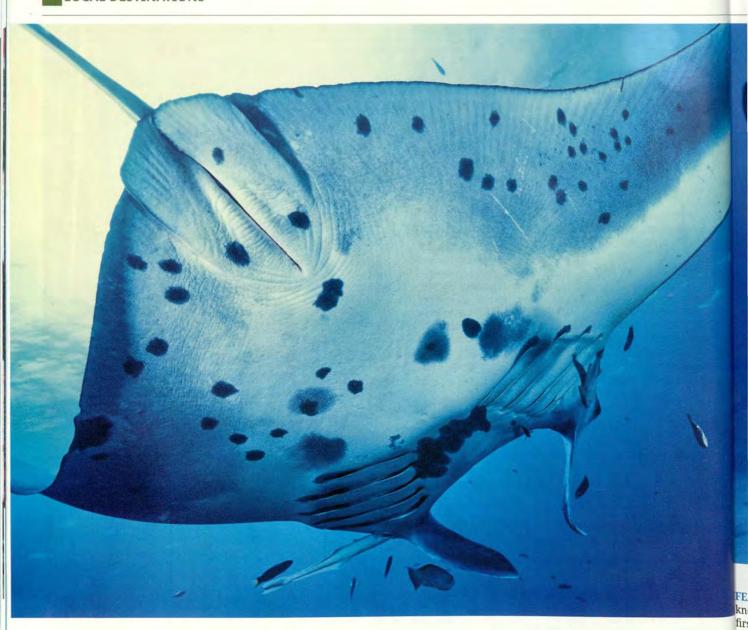
The importance of the trade links between the two countries was emphasised during the opening of the PNG Embassy Chancery in Tokyo by then Prime Minister Grand Chief, Sir Michael Somare on 31st March 2010.

Chinami Nishimura, the Japanese Parliamentary Vice-Minister for Foreign Affairs responsible for Japan's relations with the Pacific Islands countries was the chief guest and represented the Japanese Government at the event, noted that the front of the embassy building was curved like the sail of a Lakatoi, an important element of the Hiri trade in Papua New Guinea, and was therefore symbolic of the importance of the bilateral trade relationship between the two countries.

Whether it relies on trade in timber, oil and LNG, fish, coffee or tourists, the PNG connection with Japan - be it historical, emotional or commercial - is destined to sustain both nations for decades to come.







CALANTE OHIE The Manta Rays of Milne Bay

By Don Silcock

I think it's the mixture of infear and awe that pumps up the adrenalin and makes encounters with large marine creatures exciting and memorable.

You are after all, just a temporary visitor to their environment - one in which they are in full control and basically gracing you with their presence.

ch



FEAR IS A FUNCTION OF EXPERIENCE and knowledge and I can vividly remember my first encounter with a large shark. It was an inquisitive sand tiger in the Seychelles over 20 years ago and I really thought I was going to die.

of I now know that I was in no danger at all, but perception is reality and I clearly perceived that my life was about to end!

Since then, I have been fortunate to have numerous encounters with a variety of large creatures and whilst I no longer fear for my life, I still experience a strong tinge of fear, mainly of the unknown and what could happen if I judge the situation wrongly.

Awe is the emotion that I feel most strongly during such encounters, because it's a basic fact that overfishing, pollution and climate change are dramatically affecting the marine environment and opportunities to interact with large marine creatures are occurring less and less.

So being in close proximity to such creatures is an experience that always fills me with wonder at the grace and perfection that thousands of years of evolution have created.

Manta rays are, in my opinion, one of the most awe-inspiring creatures to see underwater. They possess an almost unique combination of magnificent grace, beauty and serenity, and truly intimidating size.

However, I had never been able to get really close enough to one of these winged

giants on scuba gear, as they seemed to deliberately avoid my bubbles.

I have often resorted to snorkelling whenever mantas were in the vicinity, but getting "the photo" had always eluded me. I just seemed incapable of holding my breath long enough for the manta to come towards me and be in the right position.





The Manta Rays of Milne Bay up t

So I have to say I was rather skeptical when I arrived in Alotalles few years ago to board the Goldewor Dawn for a 10-day trip in Milne B and heard the boats skipper and Gol owner, Craig de Wit, describing tisea manta encounters the last party gon divers had experienced.

Mil

Craig was waxing lyrically about how mantas frequented a cleanir The station, just off the beach of a smales island near the former provincial plea capital of Samarai Island.

Not only were they there on a the reliable basis, but they had learn to like the feel of divers' bubbles on their underbellies and would the just hang there savouring the experience. Plus, some liked to who have their bellies scratched, which my was done by reaching your hand he upwards prior to the manta comison in and as they approach, they rubarr. their belly on your hand!

I kept my thoughts to myself but the was convinced this would turn in hop one of those "you should have be" I w here last week" situations - but I hop wrong, completely wrong!

The island that Craig was referri to is Guna Bara Bara, located just he



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up the China Strait from Samarai Island, at the south-east tip of Milne Bay. The discovery of the lotal leaning station is a story in itself olde worthy of telling.

ne B and Golden Dawn had been charted to ng tearch for mantas and Craig had rty gone to all the known Milne Bay locations but did not find a single one.

anin Then in an act of inspired

smidesperation he responded to the
ncial pleas of James, the boat's engineer,
to check out his home island where
there were "lots of mantas just off
the beach".

earne ples Here is how Craig described finding uld ^{the}m:

"I discovered the cleaning station when we went to the island. James, which my engineer, kept insisting that and he had lots of mantas at his island comiso we went in search of them. On a rubarriving, we saw them around the place on the surface, so most of but the group went for a snorkel in the ruimhope of getting close to them.

e be^{se}I went for a dive along the beach ut I hoping to get close and while drifting along in the current came ferritacross the cleaning station. I guess l just he rest is now history." Not only were they there on a reliable basis, they had learned to like the feel of divers' bubbles on their underbellies and would just hang there savouring the experience. Plus, some liked to have their bellies scratched, which was done by reaching your hand upwards prior to the manta coming in and as they approach, they rub their belly on your hand!



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Giants @ Home

Golden Dawn managed to keep the site largely to itself for about two years and during that time, Craig identified about 30 individual mantas.

Then as word spread about the cleaning station and other boats started to visit the site, Craig expected the mantas to move away.

But the opposite happened. As the mantas became more familiar with the divers, their aversion to the exhaust bubbles produced by scuba gear went away.

We spent two days with the mantas on that trip and everything that Craig told us at the airport was indeed true. When I went back the following year on Rob van der Loos' boat Chertan, we had a similar two-day experience.

The cleaning station is actually a solitary bommie in about 9 metres of water, standing in an otherwise featureless sandy area just off the beach at Guna Bara Bara. The bommie rises up about 5 metres and is inhabited with a variety of soft corals and fish, including many small cleaner wrasse that provide the

Also the cleaner wrasses assume you have come to be cleaned and start to look for edible parasite on you and I had wrasses trying to clean my yello gloves. On the previous trip a female diver had or of her earrings removed temporarily by an over zealous wrasse, only to see it spat out again!

mantas are at the bommie when you descend and the key is to move slowly and get in position to photograph them as they take turns coming in to be cleaned.

If you are really careful, it's possible to get in really close to the bommie, but you need to be sensitive not to get in the way of other divers as they try to get their images.

Also the cleaner wrasses assume you have come to be cleaned and start to look for edible parasites on you.

I had wrasses trying to clean my yellow gloves. On the previous trip, a female diver had one of her earrings removed temporarily by an over zealous wrasse, before spitting it out

The site, which Craig named giants@ home now has an international reputation as one of the best places to see mantas!

Overall, it was a truly memorable experience, one that was made evel better as we spent more time witht mantas. I got the distinct impression that many of them were very curio about divers and would come in clo just to look us over.

On my last dive of the first trip, a la female came in so close to me that I could not frame her in my wideangles lens.

She hung about two feet above me, just watching me for almost a minu It was just awesome, but in retrospe I wonder if she was thinking, "are y going to take that photograph or what?"

 Don Silcock is originally from the UK, bl moved to Australia in 1991. Check out his website www.indopacifimages.com which is full of information on diving in Indones and Papua New Guinea.



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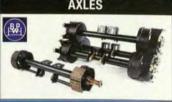




































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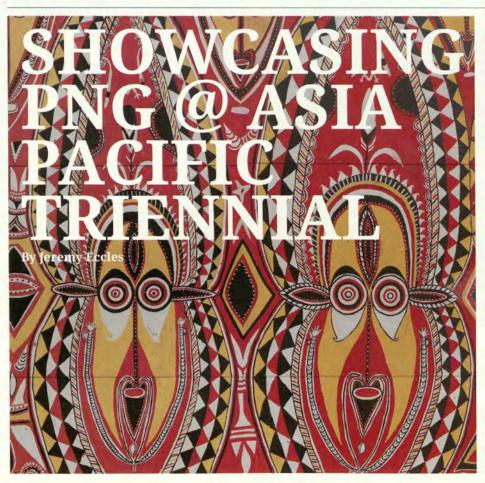
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ost of Australia's public art galleries get their biggest attendances from blockbuster shows they've imported from Europe - Picasso, The Impressionists, Renaissance art

But Brisbane's Art Gallery (QAGOMA) shows the latest art from Asia and the Pacific every three years, and the crowds come pouring in.

The seventh Asia Pacific Triennial (APT7) opens in early December 2012, and include 77 artists from 27 countries. But it's honir in on two areas of special interest - West Asia, featuring works by artists from Egy Turkey, Kazakhstan, Syria and Jordan; an Papua New Guinea.

Since a central theme of the exhibition is people's relationship to place at a time of rapid urbanisation, a major commission has brought artists from the East Sepik province of PNG to build two spirit house in Brisbane.

Curator Ruth McDougall predicts that "on will hit you between the eyes as you go in the Gallery - just as it is intended to take you by surprise when you enter an Arape village.

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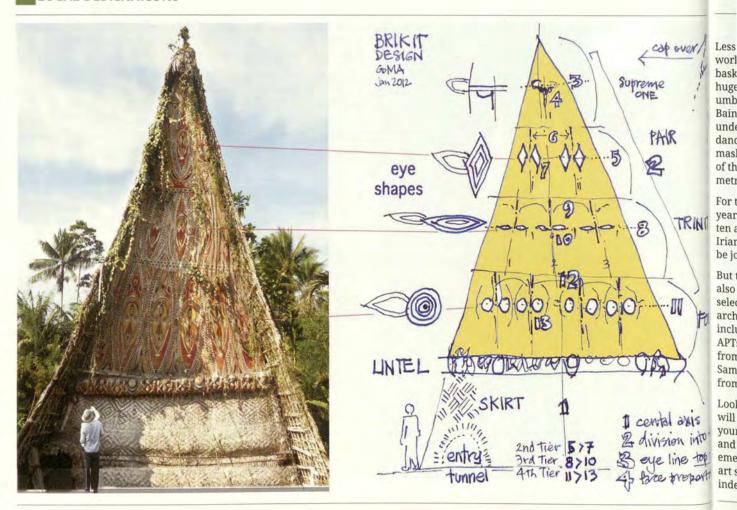
For the Kwoma people, painting the interiors of their spirit houses is more important - and seven of them have reproduced that experience for us in Brisbane.

McDougall also went to the famous Rabaul Mask Dance Festival in 2011 to commission a range of masks from nine different cultural groups in New Britain and the Sepik River regions of PNG.

The Tolai people of East New Britain, for instance, illustrate the globalisation theme of the triennial by incorporating plastic Virgin Mary statues in their grass-woven head-dresses.







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Less influenced by the world, the Sulka make basketwork masks with huge decorated mushroom umbrellas above. And the Baining mountain people undertake toe-singeing firedances wearing bark cloth masks representing spirits of the night. Some are four metres tall.

For the first time in the 20 years of the APT, a group of ten artists from West Papua/Irian Jaya in Indonesia will be joining their PNG cousins.

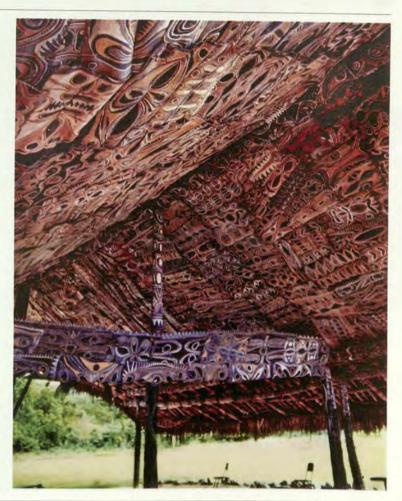
But this 20th anniversary is also being celebrated with a selection of works from the archives. The programme includes art from previous APTs by Torika Bolatagici from Fiji, Mat Hunkin from Samoa and Teresia Teaiwa from Kiribati.

Looking forward, APT7 will feature new work by young artists from Indonesia and Vietnam, where the emerging contemporary art scene is being driven by independent artists and a

supportive art community. In the past, South East Asian work has been excitingly political.

But then, so has some Aboriginal work from Australia. It will be interesting to see what topics the five selected Aboriginal artists have come up with in work that ranges through photography, traditional basket-weaving and painting to beaten metalwork.

All this will be placed in a cultural melting-pot with works from artist collectives in Asia like China's Made in Company and South Korea's Mixrice; and a film programme in QAGOMA's Cinemategue which features more than 80 films by some of the most celebrated directors of the past two decades, including Wong Kar-Wai (Hong Kong), Jafar Panahi (Iran), Hou Hsiao-Hsien (Taiwan), Taika Waititi (New Zealand), Warwick Thornton (Australia), and Tusi Tamasese (Samoa).





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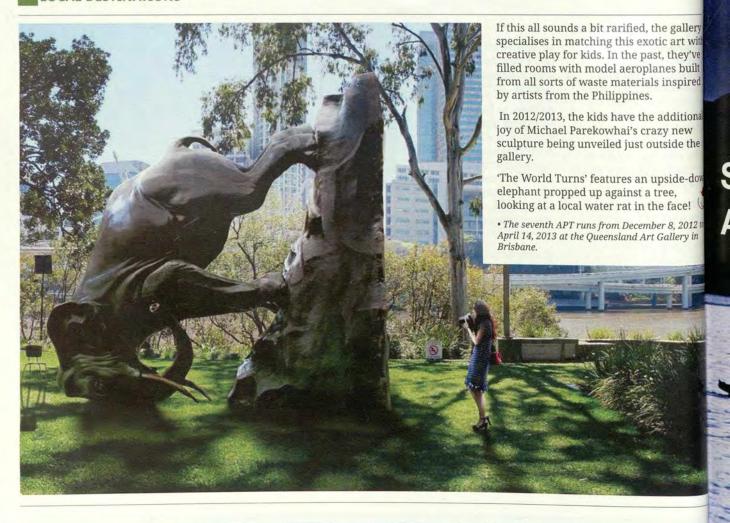
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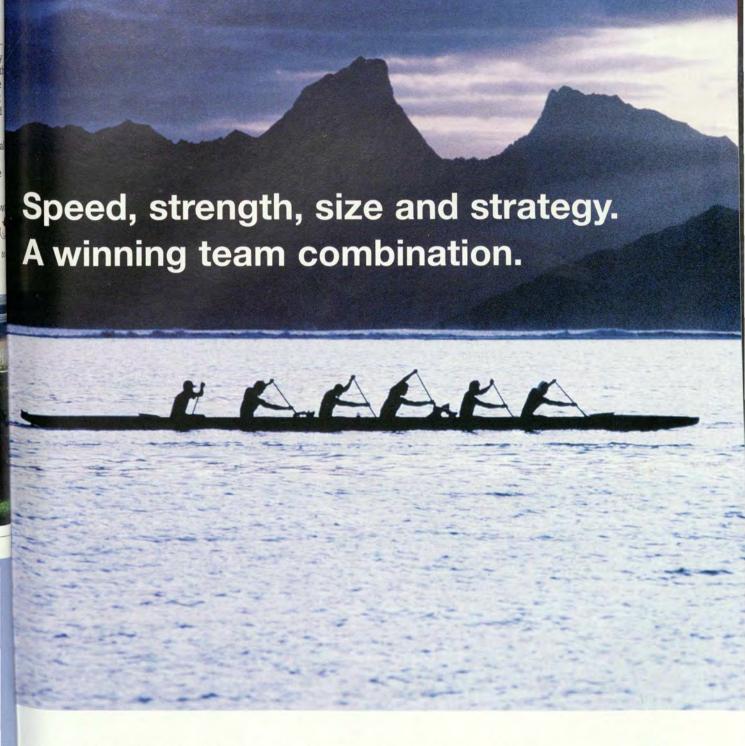
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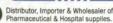






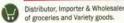






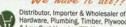




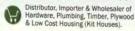








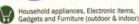


















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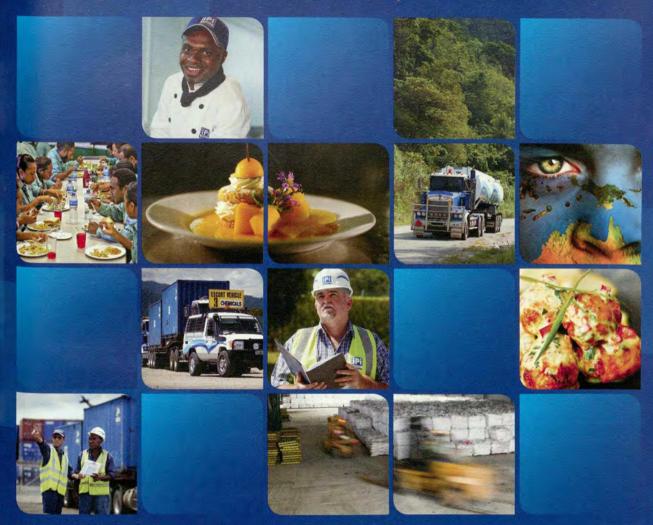
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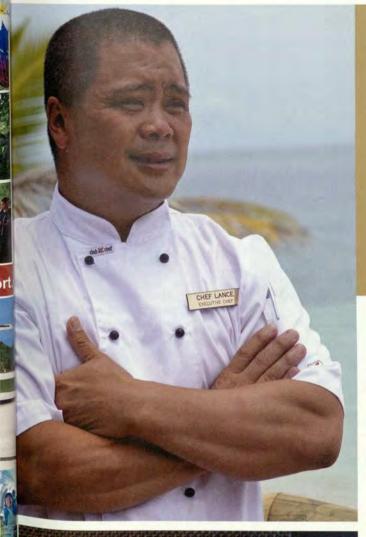


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GLOBAL FOOD TRENDS

Ancient flavours are now hip

By Chef Lance Seeto*

JUST AS INTERNATIONAL TRAVELLERS VISIT exotic

destinations to experience different cultures, the gourmet palate is also embracing a revolution of discovery in flavours and cooking techniques of ancient civilisations.

Whether it is a disconnect of ancient culinary history in Anglo-Saxon culture or a dearth of ideas, innovative chefs are turning to the ancient past to re-discover and unlock forgotten culinary treasures.

The ancient cultures of the old world uniquely developed their cuisine over centuries of influence from different cultures, conquering powers and the distance of time.

Ancient flavours are now hip with our tastebuds jumping with excitement as our culinary sensors and taste receptors are being stimulated in ways that we've never imagined before.

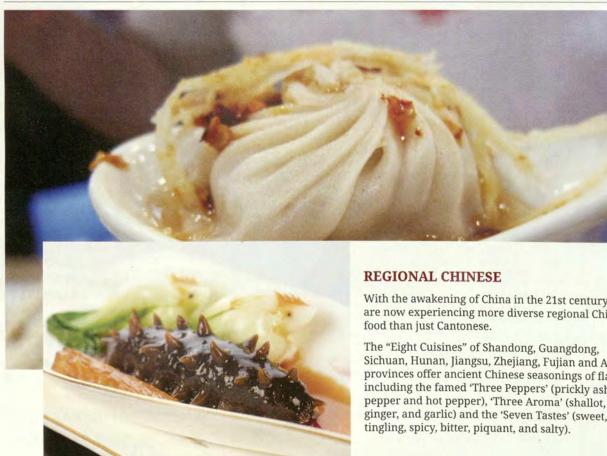
PERUVIAN

Peruvian cuisine entered the spotlight in 2012, graduating from ethnic street food to chic eateries that bring this ancient South American cuisine to a contemporary haute level.

With its culinary history dating back to the Incas, Peruvian food was influenced by the Spanish conquistadors and later by Chinese, European, African and Japanese immigrants.

Citrus-cured and marinated raw fish ceviche and tiradito allow chefs to embrace piquant way of complimenting fish with citrus fruits.





With the awakening of China in the 21st century, we are now experiencing more diverse regional Chinese

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Sichuan, Hunan, Jiangsu, Zhejiang, Fujian and Anhui provinces offer ancient Chinese seasonings of flavour including the famed 'Three Peppers' (prickly ash, pepper and hot pepper), 'Three Aroma' (shallot, ginger, and garlic) and the 'Seven Tastes' (sweet, sour,

FILIPINO

If you love Chinese, Japanese and South East Asian food, the emerging awareness of Filipino food is tipped to be the hottest ethnic cuisine in 2013.

The history of the Philippines is believed to have begun with the arrival of the first seafaring humans some 67,000 years ago, and subsequently conquered by the Spanish, British, Japanese and American empires over history.

Filipino cuisine embraces the best of Asian cuisine with European culinary technique and influence, creating unique dishes that many call the "soul food of South East Asia".

From richly-spiced adobo meat stews, sweetened cured meats, spicy sausage, exotic smoked cured dishes and coconut desserts, Filipino food has new combinations of flavours that is ready to appeal to the global palate.



POLYNESIAN

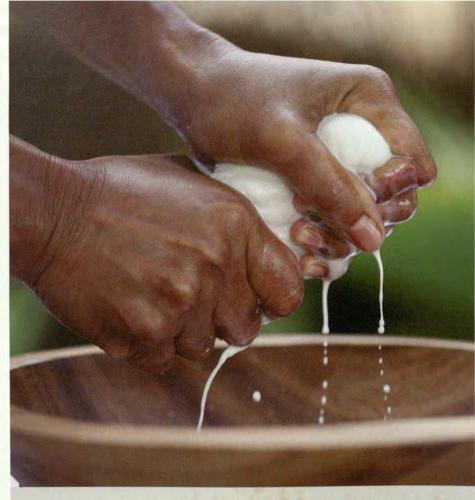
Coconut is known as the "Tree of Life" in the South Pacific, with its medicinal use of virgin coconut oil, milk and water infused in the region's ancient cuisine and herbal remedies. *Kokoda* (pronounced koh-konda, not like the famous World War Two trail in PNG), is the national dish of Fiji.

This ceviche-like dish combines Peruvian technique with freshly squeezed coconut milk to create a fish salsa that is silky, distinctly tropical island and one of the most memorable dishes that tourists love.

The ancient method of cooking banana-leaf wrapped meats and starchy vegetables in a dug-out earth oven is also distinctly Polynesian and is known as *lovo* in Fiji, *mumu* in PNG, *hangi* in Maori and *umu* in Samoa.

The traditional diet of wild seafood, white meats, leafy green vegetables, tropical fruits and ancient root vegetables is appealing to the health conscious chef with the discovery of minimal food allergies, intolerances and auto-immune disorders in Pacific islands people.

The native organic diet without genetically-modified crops, hormone-induced dairy, eggs and red meats, combined with an unique ancient genome and less exposure to chemical toxins is also providing clues for preventative health compared to the Westernized diet of processed foods.





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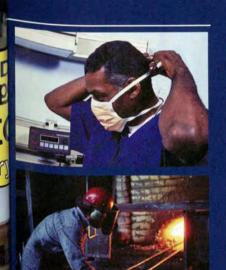
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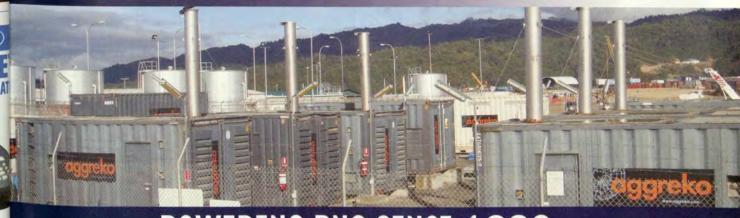


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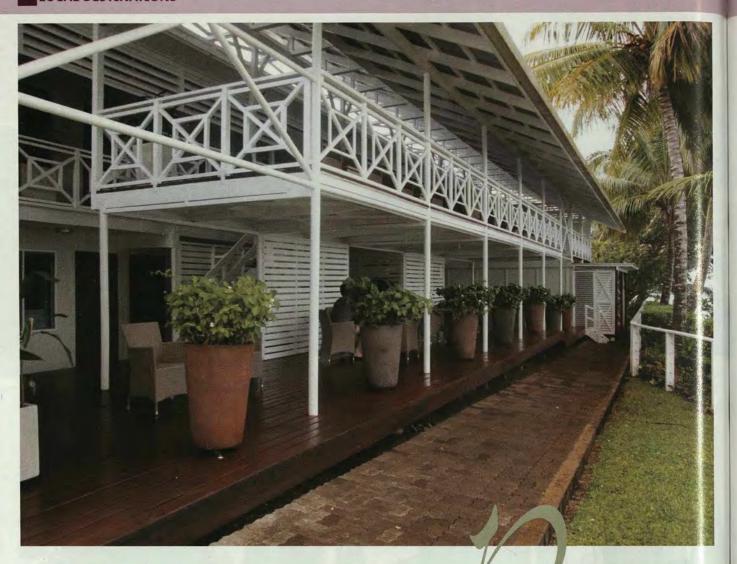
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By John Wright

hillip Tjoeng likes to think there's a touch of Somerset Maugham about his hotel, a two-storey haven of comfort on the heights of Wewak Town overlooking the Bismarck Sea. pos opposition opposit

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Indeed, Maugham might have been quite at home at the In Wewak Boutique Hotel, a former colonial-era bank rebuilt and extended, in harmony with its tropical surroundings, in cool whites and creams and with spacious, rattan-chaired verandahs that inevitably get you thinking about another age of travel.

To sit in one of those chairs around sunset, especially, with palms obligingly stirring in the breeze and with superb views of volcanic Kairiru Island and its neighbour Mushu, just across the sea, is to bask in a sense of luxury and well-being that isn't always easy to find in small provincial PNG towns like Wewak.

A stark reality of this northern coastal town - a provincial capital and major gateway to the Sepik region - is one it shares with other urban centres in PNG: unemployment; law and order problems; and poor public infrastructure.

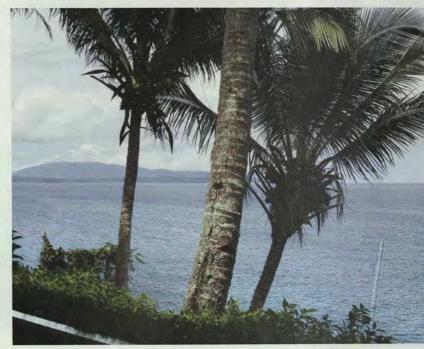
Yet, in its potholed, somewhat decaying post-colonial way, Wewak offers a real opportunity for travellers not only to experience something of Melanesian vibrancy and culture close-up, but to better understand something about PNG's modern history, especially its role in World War

Japanese land forces in PNG surrendered to the Australians in Wewak on September 13, 1945 - almost three years after first occupying the town - and evidence of the conflict, including repeated bombing raids by Australian and US planes are not hard to find.

One of the best places to do this is on the edge of the town, close to the Sacred Heart Brothers Boys Town at Mission Hill. A high, grassy knoll surrounded by raintrees and adorned with a simple cenotaph erected by the Japanese in 1972 to commemorate all those who died there.

Close by in the jungle, bomb craters and Japanese artillery pieces, some bearing the marks of Allied strafing, attest to the fierceness of the fighting. Japanese bone diggers still come here and to places like it in PNG, bringing Shinto priests with them.

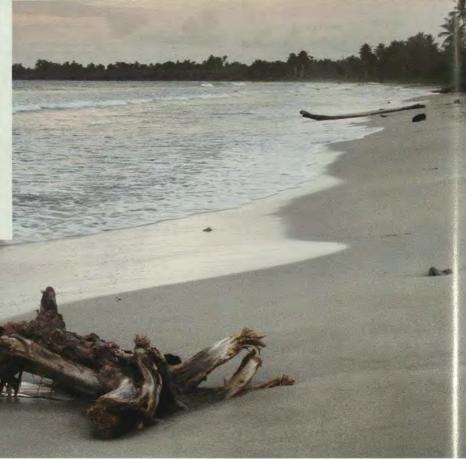
A similarly potent reminder of the war is Cape Wom Memorial Park - the site of the Japanese surrender - about 14km west of the town. Here, along a lovely coconut tree grove, lie memorial plaques to Australian soldiers killed at Lazy Creek, Koigin, Wirui Mission and other now largely forgotten places in the Wewak campaign.





Wewak has sometimes been described as a transit stop for travellers heading into or out of the Sepik and Iriyan Jaya. In truth, its mainstream attractions, including World War Two stuff, don't take long to get around. But it has other things of note, including a long, sandy beach accessible directly from its busy CBD, a bustling daily market and island boat trips.

Activities include fishing and snorkelling, and local identity and long-time Sepik tourism operator Alois Mateos, who runs a beachside bar/restaurant close to Wewak Airport, believes surfing could be the next niche tourism activity in the town.



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"The Sepik has been promoted for years and years and is probably one of the most desirable destinations in PNG," said Mateos, who runs Sepik Adventure Tours, among other businesses, as well as the Sepik Dolphins Surf Club.

"We have very good (surf) breaks here at Wom Point. The aim is to have Wewak included soon in a surf tourism management plan."

This would be good news for Wewak's modest tourism economy and for those who contribute to it on all levels. They include the staff who run and keep the In Wewak Boutique Hotel in spotless Somerset Maugham condition, tour operators like Mateos, the thriving local security industry, shopkeepers and suppliers of PNG's bountiful produce.

Markets are almost always a wonderful experience for travellers in PNG and Wewak's Taun Market is no exception. It lies at the bottom of the town hill, adjacent to the CBD and main shopping street.

I spent two short visits to this market on a recent trip, but could have stayed much longer both times. Like most large produce markets in PNG, it offers the usual, bewildering array of fruit and vegetables - all at great low prices - as well as freshly caught and smoked seafood. There are eating stalls that offer a welcome alternative to the rather bland fastfood fare available elsewhere in town.





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There are few, if any, artefacts, however, and paying a few cents for a plastic bag at the market entrance is less frustrating than trying to find someone selling bilums (string bags).

For these and other artefacts, you may have to cast your net further: if you're headed for a Sepik journey, wait until you get there...the artefacts will be more numerous, cheaper and better.

The market is close to the town wharf on Wewak Harbour, and from here and other central spots you can catch any of the numerous PMVs (local buses, but often trucks) for 1 Kina a trip.

This is not a bad way to get to the beachside Windjammer Hotel, a few minutes east of town, which is a popular drinking spot on a hot day or for lunch.

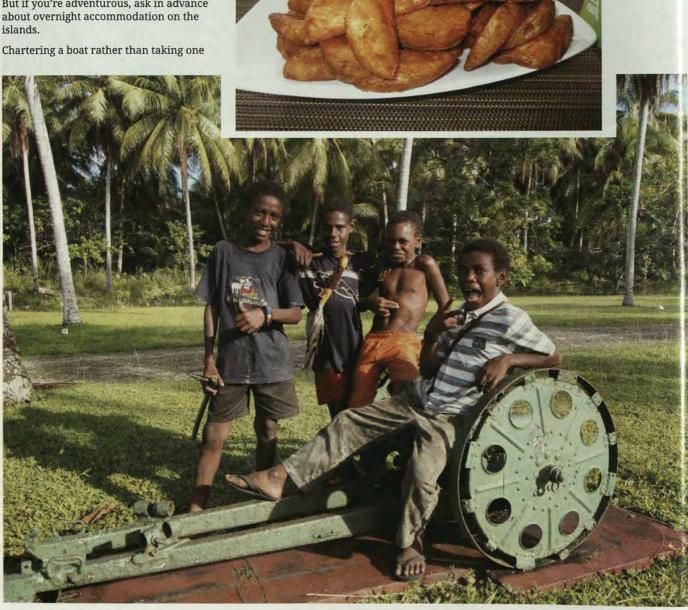
You will also find boats at the town wharf that will take you to Kairiru and Mushu islands and bring you back the same day. But if you're adventurous, ask in advance about overnight accommodation on the islands as a fare-paying passenger, will be more expensive. It is best to seek local advice, perhaps from your accommodation house.

On the face of it, Wewak's unofficial status as a transit stop might not seem too far off the mark, and two or three days might see your job done. But time spent anywhere like this on the fringes of well-beaten tourist tracks can often be the most rewarding and sometimes most surprising.

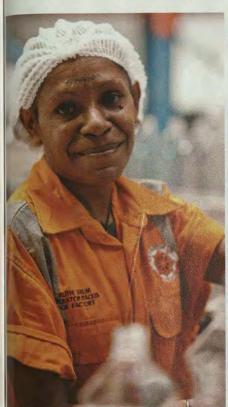
Who'd have thought I'd find at Phillip Tjoeng's hotel absolutely the best burger I've eaten anywhere in or beyond the Pacific? Who'd have thought I'd have a Somerset Maugham moment on a headland above the Bismarck Sea?

PNG - Land of the Unexpected as some call it - will always live up to the name for anyone who wants it to. Wewak, happily, is simply part of the promise.





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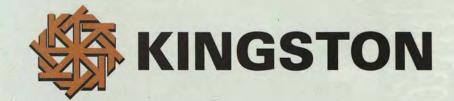






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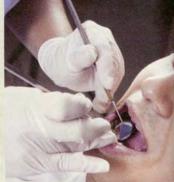
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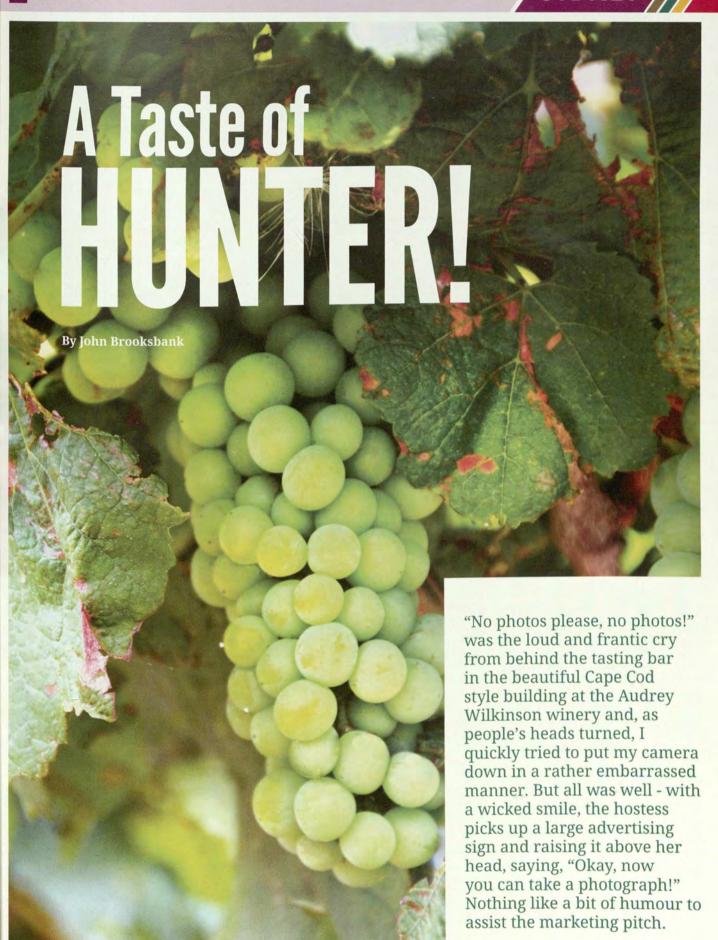
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We were on a exploratory journey through the famed Hunter Valley, just north of Sydney, the oldest continuous grape growing region of Australia, stopping at a selection of the many vineyard wineries and sampling their viticultural wares. This is the most satisfying way to spend a weekend day or two if one is visiting Sydney or New South Wales, although having a designated driver who maintains the ability to stay totally sober is a distinct advantage! Winery tourism here is almost as big a business as the actual running of the vineyards and production of wine, so the various establishments compete for the attention of passing visitors.

In order to entice those travelling on the road, wineries have built their tasting and marketing facilities in a variety of styles including traditional French chateaux, sandstone cottages, colonial tin shearing sheds/outhouses, Tuscan villas, modern steel and glass creations, as well as other more futuristic designs. Once visitors are in the door, they are offered complimentary tasting glasses (well - half glasses at best!) of the particular red, rose but mostly white wines produced from grapes grown in that winery's part of the Hunter Valley.

Apart from the vignerons products themselves, there are many incentives to encourage one to purchase a bottle or two,

Products from larger wineries such as McWilliams and McGuigan Cellars are available in retail outlets around the country. But if you happen to be standing at their tasting bar, they are happy to ship a case of wine anywhere in Australia for just A\$12, a bargain I could not resist!

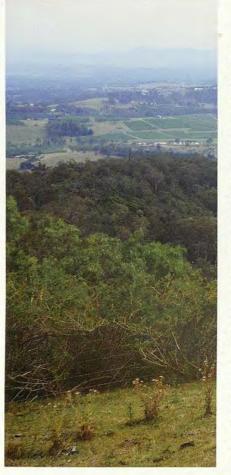
or even a case or two, of one's favourite variety. Some wineries serve wines to taste at nicely intimate living room tables along with cheese and biscuit platters, whilst other presentations have more of the feel of a large plank nailed along the side of a barn. Many of the smaller wineries' products are only available as retail from the cellar door so to speak, since their relatively small production runs are otherwise sold to select restaurants. Products from larger wineries such as McWilliams and McGuigan Cellars are available in retail outlets around the country but, if you happen to be standing at their tasting bar, they are happy to ship a case of wine anywhere in Australia for just A\$12, a bargain I could not resist!

Although large scale wine tourism is a relatively recent phenomenon, the actual growing of grapes and production of wine in the Hunter region goes back to the earliest days of colonial settlement. The valley was the traditional home of the Wonnarua people who knew it as Coquun and a route down to the coast, before it was 'discovered' by Lieutenant John Shortland RN in 1797. He named the wide valley after fellow officer Captain John Hunter of HMS

Sirius, the lead ship of the First Fleet. He subsequently served as second Governor of the fledgling colony of New South Wales from 1795 to 1800.

The first road into the Hunter was built in the early 1820s and used by free settlers to access land for timber cutting, mining and pastoral activities. By 1823, approximately 20 acres of grapes had already been planted by pioneers including William Kelman, James King and George Wyndam. In this land rush, the financial resources of applicants determined the area received and number of convicts assigned - land grants of between 300 and 2000 acres were common.

The Wyndam Estate is nowadays the only vineyard actually located on the banks of the Hunter River. In 1832, amateur viticulturalist John Busby planted the first Semillon grapes that the valley has become famous for and by the 1840s, there were 500 acres of vineyards in the Hunter. The Audrey Wilkinson winery, named after the son of one of two founding brothers, John and Fred, was the first vineyard established in the Pokolbin area in 1866 with vines from the MacArthur Onslow property elsewhere in the valley.

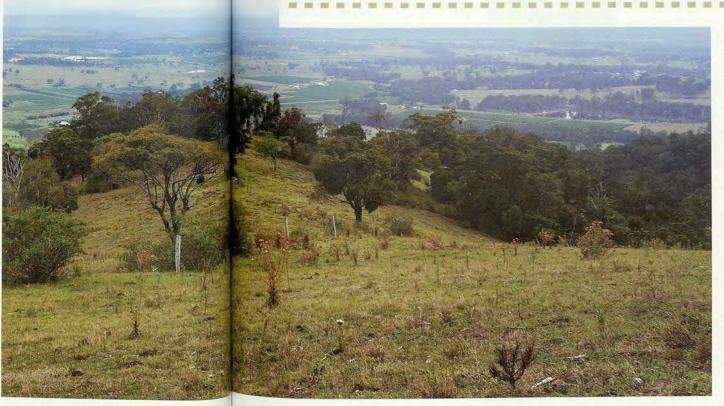


The temperate Mediterranean climate and suitable soils proved ideal for the growing of certain varieties of grapes, mostly those used to produce white varieties such as Chardonnay, Semillon, Pinot Noir, Riesling and Verdelho. In those early days, grapes were just one of a range of agricultural products grown in a valley that was originally heavily forested - these trees were soon felled by the timber-getters servicing the growing Sydney township, to open up land for tobacco, wheat and sheep. Early roads built with convict labour continued into the upper Hunter Valley where substantial coal deposits were found and which are still being open-cut mined today.

Today, as one drives out of Cessnock and through the lower Hunter Valley, the distinctly darker green of the orderly rows of vines in regular patchworks of growth contrast with the much larger lighter hued paddocks that are home for horses and dairy cattle - the latter being the foundation for a thriving dairy industry. In stand-alone facilities or in combination with wineries, there are many opportunities for 'smelly cheese' tastings which, as with wine, are ussually free in the hope that punters will be tempted to buy something to take home for mother.

Situated on the top of a foothill of nearby Brokenback Range, the main feature of the valley, the Audrey Wilkinson winery, has a spectacularly panoramic view over its





surrounding vineyards and across the whole area. Apart from wine sales, it also boasts a fine museum of original vats, wine and barrel making equipment and boutique on-site accommodation. The museum features the almost lost art of coopering, or barrel-making, which involved tools such as the dangerously sounding boop driver, bung reamer and bunghole borer!

The glorious facilities and rural views of the winery properties across the Hunter has resulted in the valley, just two hours' drive from Sydney, becoming an increasingly favoured spot for weddings, ceremonial functions and business conventions. To add to the flavour of such events, are carriages and horse-drawn drays to provide a suitable backdrop for the inevitable photographs. Some of the larger estates have expanded further on this theme, hosting festivals such as 'Jazz in the Vines' and bringing out well-known international artists such as Rod Stewart, Nina Simone, Eric Clapton and Jimmy Barnes for expensively ticketed, but lavishly fully catered, one-night stands in beautiful rural surroundings.







...there is no shortage of knowledgeable folk to advise on the subtle and not-so-subtle differences between different wines, styles and even different years of the same wine.



Visiting wineries and these tasting activities, apart from being a thoroughly enjoyable way to spend the day, can also be educational; there is no shortage of knowledgeable folk to advise on the subtle and not-so-subtle differences between different wines, styles and even different years of the same wine. For example, how many people know that some thin-skinned grapes can develop quite nasty looking fungal rots like Botrytis cinera which actually assist in producing sweet amber coloured dessert wines known as 'stickies'. The Semillon example we sampled was labelled 2012 and so could have only been a few months old, or more correctly a late harvest wine, but it still tasted just fine.

There comes a point during the day's tastings at which you are not sure that a particular sample really is, "a honeyed wine with toasty biscuit notes and a mineral backbone" or "a cheeky mix of tropical fruits, a crisp green tea with a twist of lime finish,"...and decide that it is more about the wine that one prefers, rather than anything else at all.

Over the years, the wine tastes of the Australian sipping public have changed considerably, although certain classic grape varieties have always been grown. The Hunter is home to some of the oldest known rooted Shiraz vine in the world with some vineyards boasting vines that are more than 120 years old.

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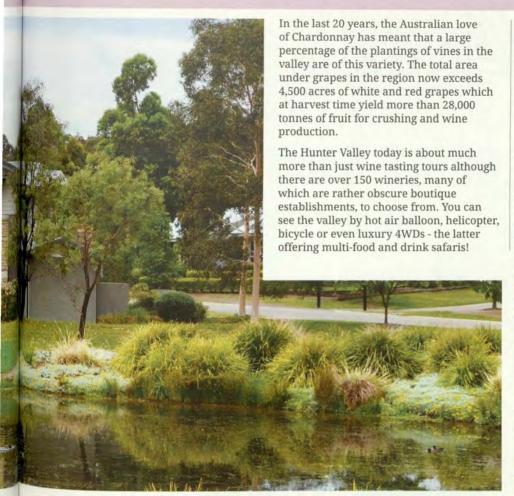
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There are golf courses, spas, health retreats. art and craft galleries and workshops. seasonal flower festivals, large rural properties that offer horse riding tours, a small herd of American bison, alpaca and even a zoo. The latter establishment is probably the only place where you will get to see a kangaroo though, since these marsupials would quickly eat their way through the tender buds and shoots of the grapevines if they could get through the protective fences that surround most properties. For well-heeled retirees, there are exclusive residential estates built around wineries and golf courses such as the Vintage, designed by Greg Norman and host to the NSW Open Golf Championship.

To service the flow of visitors, there are 65 cafes and restaurants along with 180 hotels, guesthouses and other accommodation in the Hunter - so no shortage of places to eat or drink, including organic Valli Vodka from the Hunter Distillery if you so desire. And there is even an Irish pub if the wine taste buds become overloaded!

So the next time you fly to Sydney on Air Niugini, take a break and find the time to spend a day or so 'soaking up' the pleasures of the Hunter Valley. You won't be disappointed.

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By John Brooksbank

AT RAMSEYS LEAP, named appropriately after an escapee, is a curved road retaining wall, faced with dressed sandstone blocks. It is an impressive 100 metres long and 4.5 metres high and at its centre is a culvert with a stone sill that throws water out onto a spillway below - still working efficiently more than 180 years after it was built!

This stonework is just part of the Great North Road, an overland route connecting Sydney with Newcastle and the Hunter Valley to the north; one of nineteenth century Australia's greatest engineering

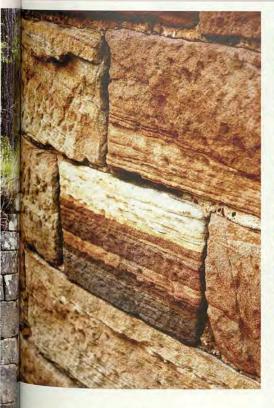
feats. At 240 kilometres in length, it was the largest infrastructure project of its time. Constructed between 1826 and 1836, it is also known as the Convict Trail because much of the gruelling work involved was carried out by those 'prisoners of Her Majesty'.

Driving along the road today across sandstone gorges, razorback ridges and land that is flat in only a few places, few people probably realise that under the bitumen lies a foundation literally carved out of rocks without the luxury of modernday machinery.

and Traffic Authority helps enormously as

The road is loved by motorcyclists who savour the twists, turns and grades that were designed for horse-drawn drays. Until the port of Newcastle was opened up and later the railways built, the route was the major artery into the rich agricultural and coal-rich lands of the Hunter Valley, essential to the economy of Sydney.

Development depended largely on penal labour, the core of the colonial public works department. Iron gangs were groups of convicts who, because they had no trade useful to the administration or free settlers and also a propensity for escaping, were linked together with chains and leg-irons when put to work building roads and other infrastructure in the fledgling British colony of New South Wales.



Initially, this centred around wharves, warehouses and administration buildings on the shores of Sydney Harbour, particularly in the area known today as The Rocks, where some of the stone buildings still exist.

As the colony expanded with additional convicts (a total of 165,000 were shipped out between 1787 and 1868) and an increasing number of free settlers, people ventured north, south and inland from Sydney in search of timber, minerals and arable land to enable the colonial township to reduce its dependency on supplies from Britain, which took months to get to Australia by sea.

Once exploratory trips 'discovered' areas suitable for settlement, the colonial administration built all-weather roads to facilitate the transport of people, goods and services. Until that time, intrepid settlers had to follow bush tracks that inevitably followed paths used by the original Aboriginal inhabitants of the area.

This whole part of the state is underlain with sandstone and this material was used for many early colonial structures - which were built to last, and last they did, as evidenced at many places along the road.

The charming little village of Wollombi, meaning "meeting of the waters' in the language of the local Darkinung tribe, is where the Great North Road from Wiseman's Ferry splits into two, one branch heading north to the Hunter and the other east to the coast at Newcastle.

Traditionally, it was an important ceremonial meeting place for people

h



travelling to Mount Yengo, a place of great Aboriginal significance and there are many sacred sites such as rock carvings and hand stencils in the surrounding country.

Wollombi is still a meeting place - on weekends, the Route 33 Café and adjacent Wollombi Tavern is packed with leather-clad bikies of all ages, chapters and dress who park their steeds, glinting in the sunlight, outside those establishments.

For those of a more historic inclination however, there are solid sandstone civic buildings to be inspected along with a few surviving timber slab-constructed sheds and cottages.

St Michael's Catholic Church was built in 1840, St John's Anglican Church in 1846, followed by the telegraph office in 1860, the courthouse in 1866 and school building in 1881.

At one stage the village boasted three hotels and three stores along with its own butcher, baker, blacksmith, wagon builder and undertaker.

Today, the village cemetery, with rows of gravestones from that era sits quietly overlooking the mill pond that previously served as the local flour mill.

The boom time for Wollombi was the 1860s; in 1867, for example, there were almost 11,000 heads of cattle, sheep and pigs in the district whilst local farmers produced 26,856 bushels of wheat, 23,042 bushels of maize, 1,078 bushels of oats and barley, 88 tonnes of potatoes, 7,500 pounds of tobacco and 180 gallons of wine to wash all this down.





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In the next decade, however, rust devastated wheat crops in the area and passenger steamships started regularly plying the route between Sydney and Newcastle, downgrading the commercial significance of the road and reducing the level of passing trade to be serviced by village businesses.

At a section of the Great North Road as it rises from the Wollombi Valley towards Mount Simpson, called Murray's Run, built by road parties 27 & 29 and iron gang 7, is the only example of an arched culvert still to be found along the route. This was constructed with carefully dressed stone that was laid using no mortar. The basic nature of the tools used on such road construction is worthy of some thought also; quarrying, drilling and blasting, for example, was not as we know it today.

In quarries and along the road route, blocks of rock were split off after chipping out a row of pits into which iron wedges were hammered until a chunk fell away. Blasting first required holes to be drilled – this being achieved by hitting an iron jump bar, which is then twisted a quarter turn, then hit again, twisted again, hit again and so on until a deep enough hole is formed. This hole is then filled with black powder, otherwise known as gunpowder and

used in cannons, which was then lit with a fuse long enough for the crew to retire to a safe distance. All in all, a very time consuming manual process.

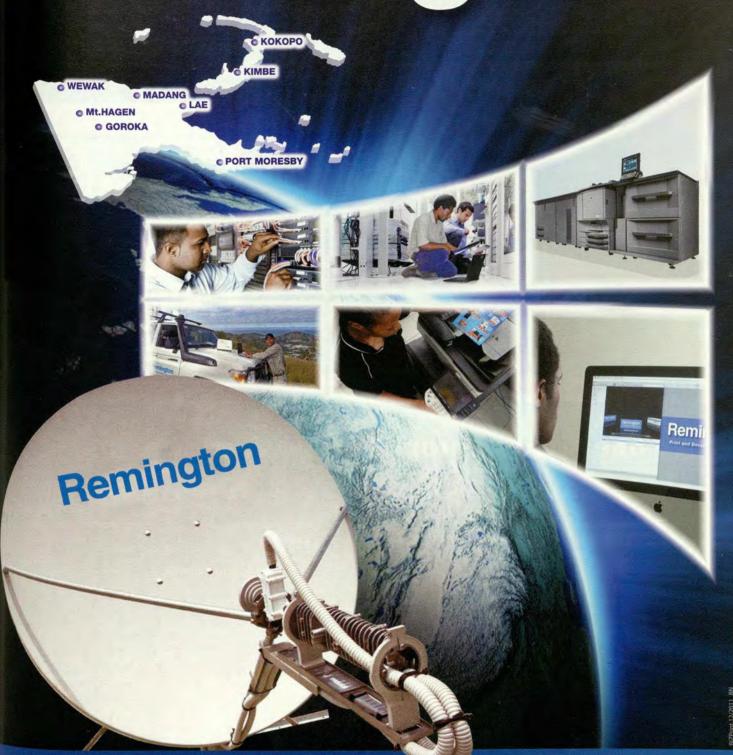
Stone for use as facing blocks was 'picked', that is hit with the pointed end of a pick, until an accurate rectangular size resulted. It's this finishing technique that gives many of the older colonial stone buildings in Australia their distinctive pitted surface. The resultant quarry chips and other pieces of crushed sandstone were used to surface the early roads.

Over the ten years that it took to construct the Great North Road, several thousand convicts were employed, their names recorded in the gangs that they were assigned to in particular years. Gangs were numbered - iron gangs of those in leg-irons to make escaping a bit more difficult, road parties of up to 50 men and bridge parties.

Members of bridge parties were more skilled individuals hand-picked from other gangs, who worked on the twenty-two bridges along the road route. Life on the gangs was hard but the road is a tribute to both their endurance and abilities.

This historic road and ten other locations in Australia associated with convict labour were inscribed into the World Heritage Listing in July 2010 as the, "best surviving examples of large-scale convict transportation and expansion of colonial powers through the presence and labour of convicts".

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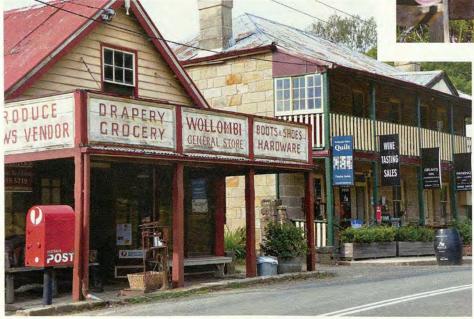
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The various camps and staging posts along the Great North Road are the nodes that developed into towns, villages and hamlets that exist today. In many places, the local hotels and associated bars that were the focal point for communities still exist as iconic Australian pubs with distinctive period architecture.

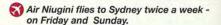
There are many rural properties still found along the road, often identified by nothing more than a row of individually 'styled' rural mail boxes at the start of dirt tracks that disappear into the surrounding bush.





These interesting places will be missed if you catch the train or take the Pacific Highway to travel north from Sydney. Whilst these routes are straighter, more direct and therefore quicker, they are more suited to commuters than those who may like to take life at a slightly more leisurely pace.

So if you want to get away from the hustle and bustle of Sydney city and into the countryside of New South Wales next time you 'go south' on Air Niugini of course, why not consider a relaxed drive up the Convict Trail - just for the ride, or perhaps en route to the more liquid attractions of the Hunter Valley wineries?













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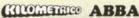
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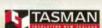






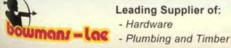












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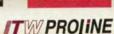
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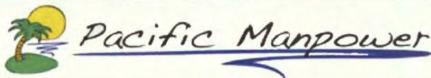
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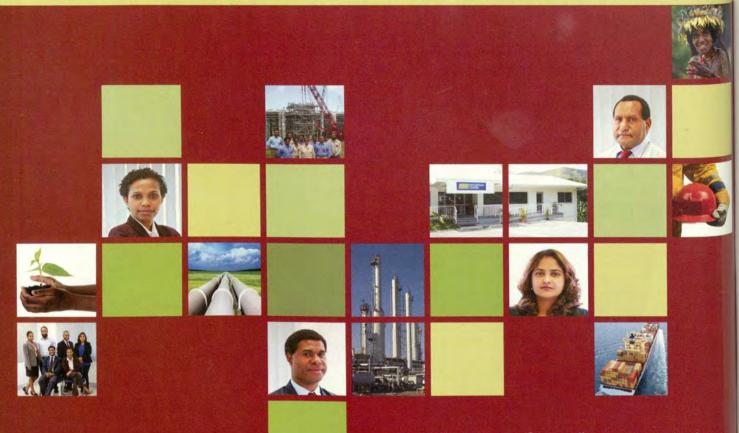
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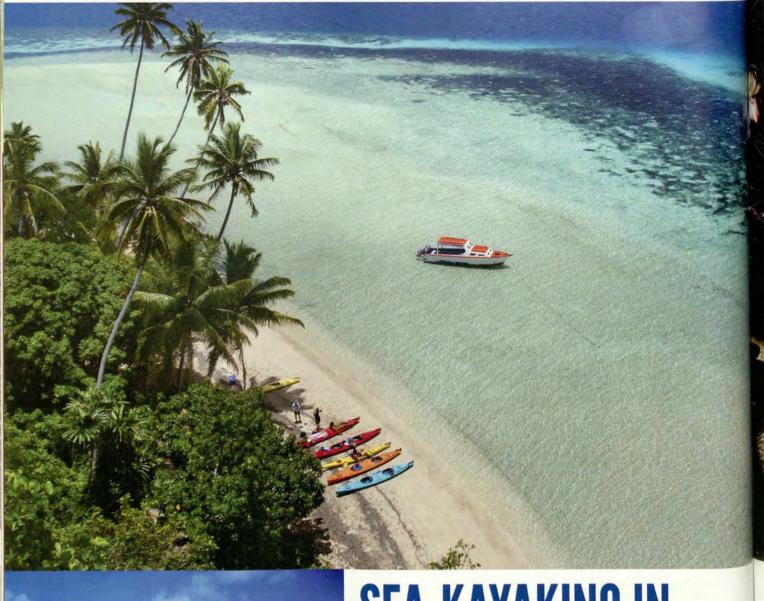




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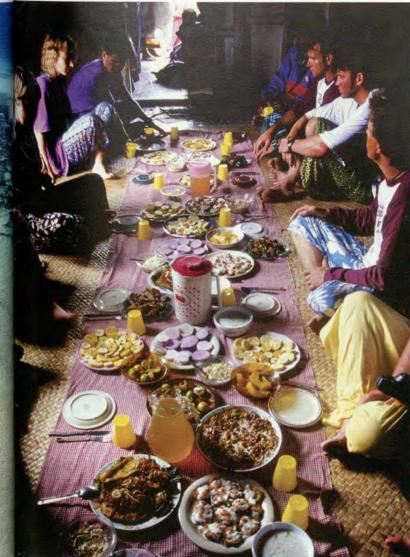


SEA-KAYAKING IN LAADAVU

By Sarah Daniell

I'm sitting cross-legged on the floor in the community hall of an outer island village. Before me on a woven mat is a plate laden with homemade cakes and a jug of fresh lemon-leaf tea.

"Kana vakalevu, eat plenty," says Iokimi, an old Fijian guy sitting next to me. "We don't like it when tourists come here and just pick at the food."



"I needed a destination with enough tourism infrastructure to support our tours – regular flights, small resorts, expert guides – but no more than that. In Kadavu I found exactly what I was looking for."



It is not so much an invitation as an order to eat, and I'm not going to argue. We are, after all, in Kadavu (pronounced kan-davu), the island group whose name comes from two words: kana, to eat, and davo, to lie down. Eat and lie down. I like that.

I'm part of a group of travellers of various ages from various countries sea-kayaking our way around the beautiful, road-less coastline of Kadavu Island in Fiji, under the guidance of Tamarillo Active Travel.

Not only sea-kayaking; in fact each day our guides take us snorkelling in indescribably idyllic lagoons and lead us on short walks through the rainforest to swim in clear, natural pools beneath towering waterfalls.

As we paddle along, we regularly stop on deserted beaches to rest in the shade. Tamarillo's support boat carries the picnic supplies, which our guides add to with freshly-caught fish, and fruit and coconuts picked from the trees above. Today, for afternoon refreshments, we've called in to visit the village of Waisomo on Kadavu's neighbouring Ono Island.

od."

The cakes are cooked, like everything here, over fire and I feel like I'm a world away from the busy streets of Nadi where I was just a couple of days ago. With very few roads, no large towns, and just a handful of small resorts, Kadavu remains well under the radar of mainstream tourism.

Each day Air Pacific flies in to the island bringing travellers seeking adventure and nature-based pursuits such as sea-kayaking, snorkelling, scuba-diving, surfing, hiking and bird-watching.

Tamarillo Active Travel's founder, Anthony Norris, came to Kadavu from New Zealand in 1995.

"I wanted to establish a sea-kayaking company somewhere in the South Pacific. I looked around for a beautiful, tropical island with a protective barrier reef that would create a safe paddling environment. I needed a destination with enough tourism infrastructure to support our tours - regular flights, small resorts, expert guides - but no more than that. In Kadavu, I found exactly what I was looking for."

Tamarillo's first tours were led in 1998. Ratu Bose, a traditional chief in Kadavu, skippered the support boat on the very first tour and still works with Tamarillo today as director and operations manager.

Tamarillo's kayaking base and guesthouse is on Ratu's family settlement, a peninsula of land known as Natubagunu.

It was on this very spot that the first Fijians set foot on Kadavu Island more than 2000 years ago.

"The place-names tell the story," explained Ratu when we visited.

"Those ancestors of mine would have arrived on this beach hungry and thirsty after the long ocean voyage. They found no stream here so they called the place Natubagunu, which means something like 'no water, keep moving'. They carried on around the point and found a big river flowing out into the bay.

"There, they could drink, gather food and rest, so they called it Kadavu - eat and lie down".



Each night on our tour we stay in one of Kadavu's small resorts, allowing us to rinse off our salt- and sand-encrusted bodies under a hot shower, and enjoy a cold drink and a hearty meal before sleeping on comfortable beds.

Tamarillo is in fact Fiji's only sea-kayaking company to run resort-to-resort trips, rather than camping. The superior comfort level ensures we're all well-rested and ready for each day's adventures.

Basket weaving ... a bit of culture on the side.



coral gardens as graceful frigate birds soar overhead.

Through the trees we catch glimpses of the Kadavu parrot, one of four species of birds found only here in this island group.

We paddle over glittering water twenty shades of blue and flying fish skid across the our bow. It's about 40 minutes to our first beach-break, whereupon we dive into the sea to snorkel. Petero, ever the gentleman, spears a fish for lunch - a ritual he repeats each day, afterwards cooking the fish over a fire on the beach. Wild chillies and lemons picked from nearby trees complete the dish. Delicious

We carry on to another beach and meet an old man named Taito, a Fijian with tales of omens and butterflies. Taito lives in a nearby village but frequently retreats here to his 'bachelor pad', a comfortable cave at the end of the beach.

The day Taito met Norris, back in 1997, started out as any other day. He woke up, did some gardening and gathered firewood. Then he noticed two butterflies persistently fluttering around the entrance to his cave, which he took as a sign that two visitors would arrive. Without knowing who those visitors might be, he went and speared a good-sized fish, prepared lunch, and waited.

Before long he saw two kayakers rounding the point and paddling across the bay. Norris said: "I was kayaking along with a friend, getting to know the area for the trips to follow when I saw this solitary, barefooted figure on the beach, beckoning us to come in. I'll never forget Taito's first words as we reached the shore: "Come in, I've been expecting you".

"It seemed a strange and magical experience to follow this old man to his cave and find lunch all prepared, as if he had known all along that we would arrive".

In 1999, an Italian woman waded ashore on Kadavu Island. Marina Mantovani had not planned to come here; in fact she had not even planned to visit Fiji. "I left Italy with a ticket to Australia and the idea of travelling to the Cook Islands. In Sydney, I learned there were no direct connections with the Cooks so I bought a ticket to Fiji instead. During the flight, I studied my guidebook and it seemed to me that Kadavu was the most interesting, remote-yetaccessible destination. The ferry from Suva dropped me off in chest-deep water and as I struggled holding my bag above my head, I thought to myself, where on earth am I?"

On-shore, Ratu, Morris and a group of their sea-kayaking guests helped Marina feel welcome. Today, she is the third partner in Tamarillo Active Travel, a 'minimultinational', as Marina describes it. In addition to their adventures in Kadavu, Tamarillo offers hiking and food tours in Italy and customised adventures in New Zealand.



Owners of Tamarillo... Anthony Morris, Marina Mantovani and

this place should be spelt with an 'aah' at the end, because on first seeing this place, with its beautiful rooms, tranquil spa, lush gardens and a sense of unpretentious luxury, you can't help but sigh. The food at Matava is legendary, and so is Maggie, who is elegant, entertaining and hilarious.

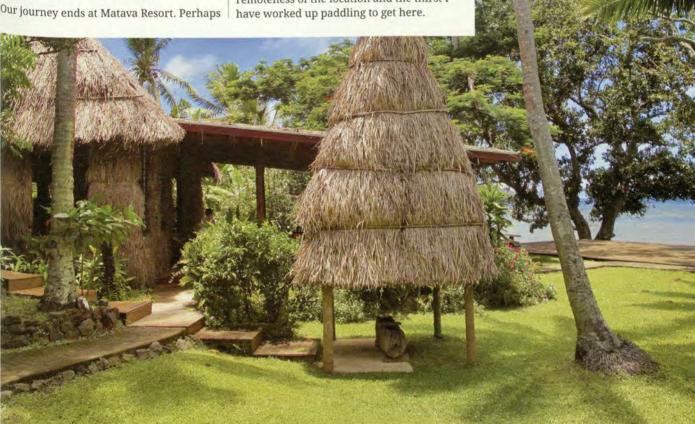
Today, our final day in Kadavu, a guest caught a yellowfin tuna so tonight's menu features fresh sashimi, with sweet potatoes and salad greens from the resort's organic garden.

My body feels weary and sun-burned but definitely stronger and more healthy as I sit down to dinner. The cold, white wine tastes incredibly good - perhaps assisted by the remoteness of the location and the thirst I

As the sun sets, the lanterns are lit. The smiling faces of my travelling companions glow in the evening light. The meal is served and I have but two things on my mind: to eat and lie down - kana, davo. Kadavu.

· For more details, contact www.tamarillo.co.nz

Air Niugini flies to Nadi two times a week on Friday and Sunday.



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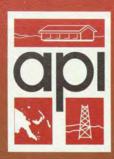
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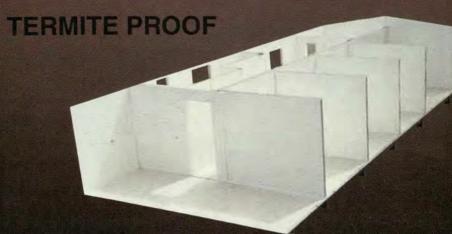
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MEMBER



OULLIAN By John Borthwick



As a tourist-pulling tag, "The Quiet Coast" probably wouldn't make the most impact in a world of desperately waving travel destinations. Yet, it might well define Peninsula Malaysia's eastern shore.

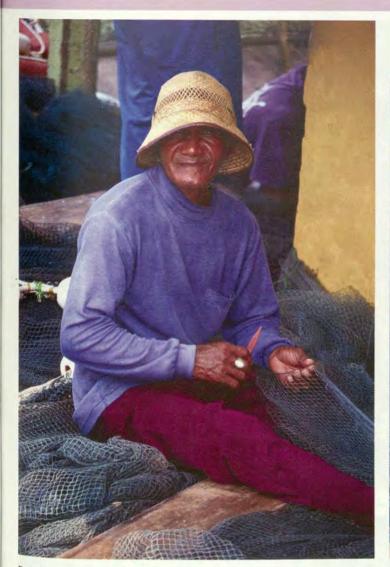
For travellers seeking sanity, the beaches of Terengganu State, Cherating and Kuantan are where you'll find locals who have come to stroll not spruik, and visitors there to destress not debauch.

"Our neighbours are fishing villages, not the Hiltons or Sheratons," says Peter Bucher. He's leaning back, enjoying the dusk shadows and cricket trills that wash over the open-air restaurant at the Tanjong Jara Resort. Macaque monkeys swing like tiny Tarzans through the canopy above us. Beyond the trees the empty swoop of Dungun Beach disappears north. We drink to it all with a Mata Hari cocktail made from local sago palm brandy.

"We keep coming back here because it's not high-powered and flashy," says Melvin, an annual visitor from the UK. Casting an eye over the resort's 17 verdant hectares on one of Malaysia's least-exploited shores, I see what he means.

I join several families from Holland and Malaysia on a morning cruise 30 kilometres offshore to Tenggol Island, part of Terengganu Marine Park. The island sits on the South China Sea horizon like a sunny, crumpled sombrero.

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Reaching it, we soon slip overboard to snorkel and scuba dive amid spectacular gin-and-tonic clear waters. I count one turtle, two giant grouper, innumerable wrasse and jacks, plus thousands of clown fish. The bright, untrammelled corals are a welcome sight after having seen so much crushed, dead coral in other Asian tourist spots.

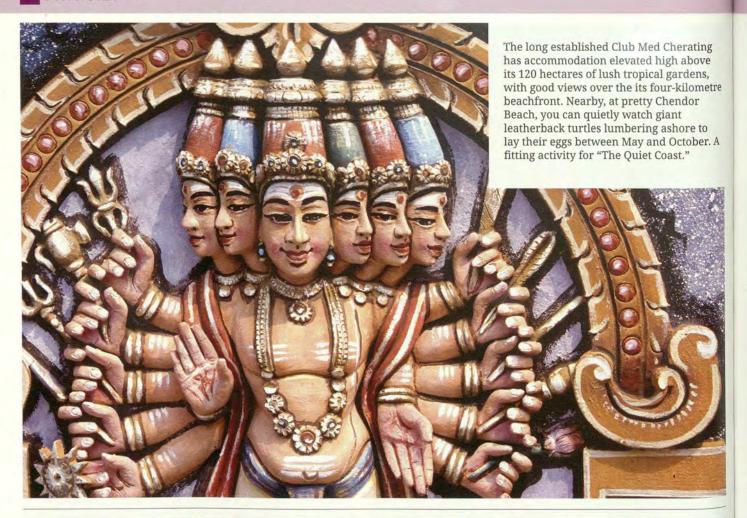
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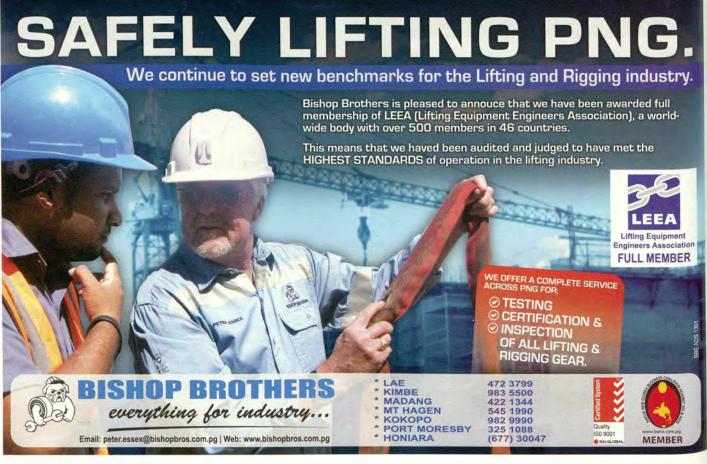
Next day, I join the resort's naturalist, Captain Mok, on a cruise along the Marang River. We chug upstream in a little launch that might be the "African Queen's" bigger brother, stopping beside shores of nipah palm and mangroves while Mok points out to us colonies of macaques, monitor lizards, sea eagles and kingfishers. At Kampung Jenang, we go ashore to wander through a typical coastal Malay village.

Back at the resort, as the sun goes down over the peninsula, somewhere in the gardens a gamelan player spreads a musical spell, charming the moon to rise out of the sea. Time for another Mata Hari Cocktail.

Some 60 kilometres south of Dungun, Cherating (in Pahang State) is the best-known resort area on Malaysia's east coast. Here you'll find plenty of economical accommodation, as well as restaurants and bars. However, if you're looking for Phuket or Ko Samui-style neon nightlife, best to head to... well, Phuket or Ko Samui.







Kuantan, capital of Pahang and 50 kilometres south of Cherating, lacks the over-development of some west coast Malaysia towns, but instead offers a real slice of South China Sea trading port life. Traditional row shop-houses peer past wooden shutters and roll-down rattan blinds towards a broad green maidan. The Arabian Nights domes and spires of the State Mosque shimmer in the considerable midday heat, while women with parasols and coloured tudong veils shelter beneath the shade trees.

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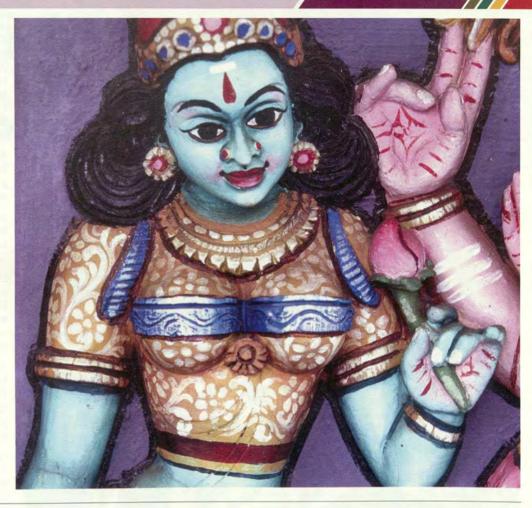
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There's a Gordian tangle of lines, nets, jetties and vessels along the shore at Tanjung Api fishing village. From here, trawlers chug through town, coming and going past a row of riverfront restaurants. Along Jalan Besar the air is pungent with salted fish, keropok crackers and durian. The Sri Mariamman Hindu Temple (on Jalan Tanah Puteh) is a joyful confection of Disneycoloured deities, demons and holy cows. Take your shoes off and stroll in; as (perhaps) an "unbeliever" you're entirely welcome here, as you also are in the town's Buddhist temples, although less so in the State Mosque.







Kuantan has a range of hotels, but town is not the place to stay when just to the north are kilometres of uncrowded beaches shaded with sheoaks, plus a variety of resorts. Teluk Chempedak Beach, five kilometres from Kuantan, epitomises the virtues of this coast.

A dozen beachfront restaurants will feed you - don't miss the crispy garlic prawns - and the gift shops and pubs won't set touts and pimps upon you.

As a result, you can bag at your leisure a load of T-shirts and souvenirs, then enjoy a beer and a chat with the locals.

Here, the very comfortable Hyatt Regency Kuantan overlooks Chempedak Beach where the waters, as warm as a cup of tea, are safe for swimming. The adjacent private golf club also admits the hotel's guests.

Take a short excursion to nearby Beserah, a Chinese and Moslem fishing village that is famed for its salted fish. Before there is fish on the plate, there is fishing and Beserah, a unique style of landing them.

Each day buffalo-drawn carts roll out into the sea shallows to meet the returning fishing dories, from which the glistening nets of fish are transferred.

Air Niugini flies to Singapore and then via Singapore Airlines to Malaysia.



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Some fish are Smarter than others.

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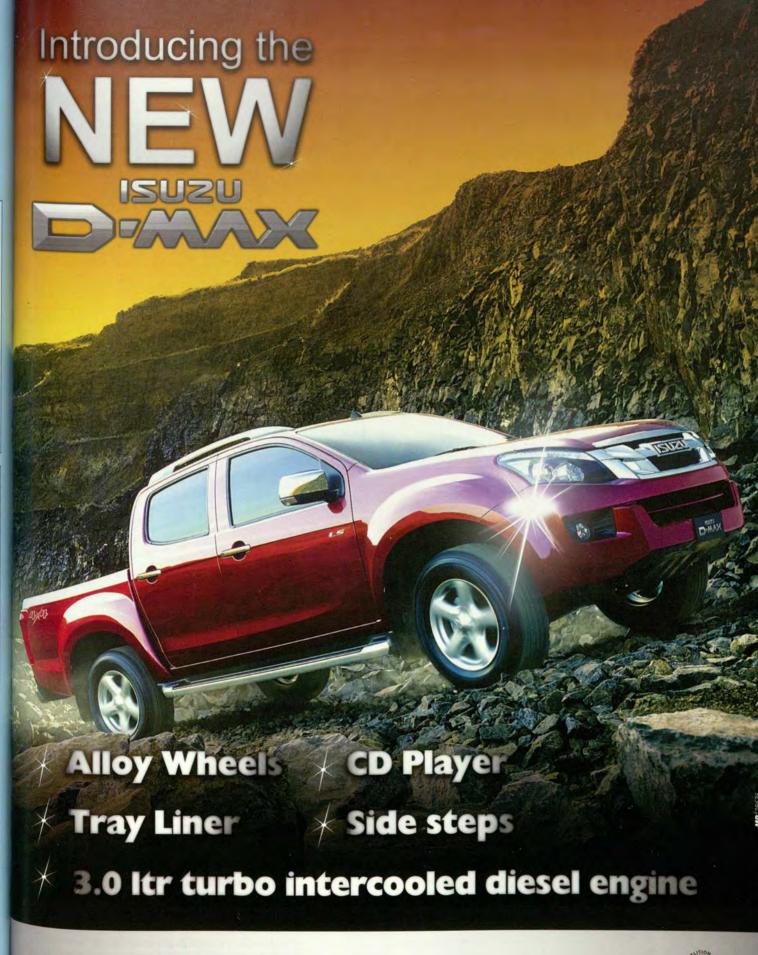


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Ice Adventures

Hiking New Zealand glaciers

By Susan Eames

IMAGINE DRIVING ALONG a picturesque road flanked by mountains topped with snow like crumpled bed linen.

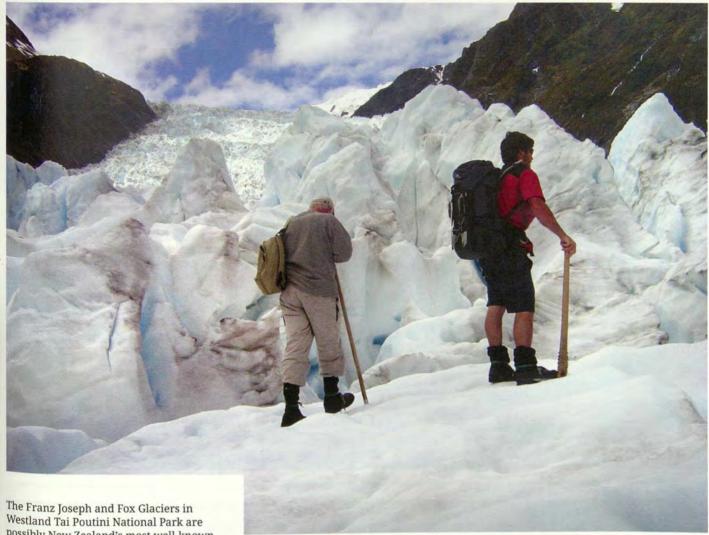
Then you catch a glimpse between the trees of a wall of ice squeezed between two mountains like bluey-grey toothpaste oozing down.

As you draw closer, the gigantic scale of the thing takes your breath away.

Two million years ago glaciers formed in New

Zealand during an ice age. Today, New Zealand boasts over three thousand glaciers. The majority are on South Island.

Glaciers form when the snowfall in winter is greater than the melt in the summer. Moisture-laden winds known as the Roaring Forties carry and deposit up to a whopping 50 metres of snow every winter on New Zealand's highlands. Such a huge volume of snow simply doesn't have time to melt during the summer months.



possibly New Zealand's most well-known glaciers.

These glaciers are different in that they are the only ones at this latitude to have advanced close to the sea. Their leading edges extend into temperate rainforest which is highly unusual.

Like rivers, glaciers flow downhill. The uppermost part where the snow falls and compacts is called the névé.

The ice slowly slides downhill on a layer of water over the bedrock, eroding and carving the landscape at the same time.

Glaciers move at differing speeds along their length causing the surface to crack and form crevasses.

At up to seven metres a day, the descent rates of the ice on the Franz Joseph and Fox glaciers are very fast; about ten times faster than most valley glaciers.

Debris carried by the glacier gets deposited at the edges on the way down or at the glacier's terminus whenever the ice melts.

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These mounds of debris are called moraines. The balance of the debris washes out in the glacial river flowing out of the terminus, resulting in a chalky coloured river.

These glaciers are different in that they are the only ones at this latitude to have advanced close to the sea. Their leading edges extend into temperate rainforest which is highly unusual.

...............................





Iconic glaciers

With the towns of Franz Josef and Fox just 23 kilometres apart, it is easy to visit these iconic glaciers on one trip.

You can walk to the terminal faces of both glaciers along well-trodden tracks through ancient valleys with beautiful rock formations.

The terminal face of a glacier is generally thought to be the most dangerous. The glacier is pushing downhill and suddenly there is no ice in front to support it.

The formidable pressure from above causes massive rocks and blocks of ice to fall from the terminus. Even greater dangers at the terminal faces are ice caves formed by the emerging river undercutting the leading edge. An ice cave can collapse without warning.

Both the Franz Josef and Fox Glaciers are inspected daily by rangers from the Department of Conservation to determine which areas are safe for the public.

The rangers position rope barriers and warning signs so that visitors can view the glaciers from a safe distance.

We walked to the terminal faces of both glaciers. On our exploration at Franz Josef, a relatively small block of ice broke off, yet the crash sounded like a mountain collapsing and I involuntarily skipped backwards.

Mixing Business with Leisure...



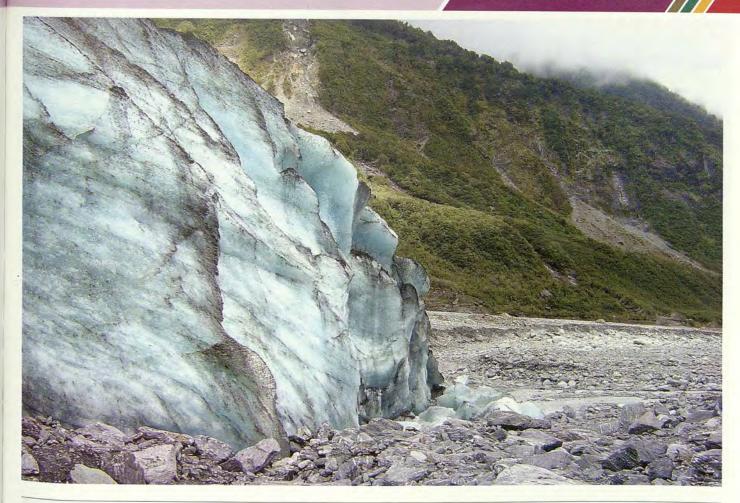




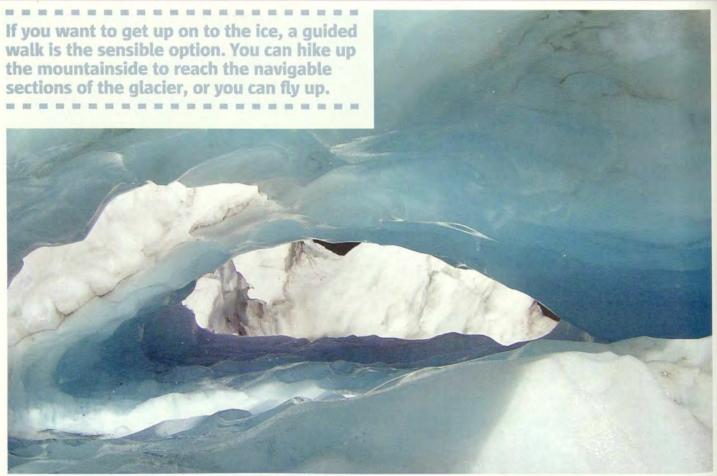
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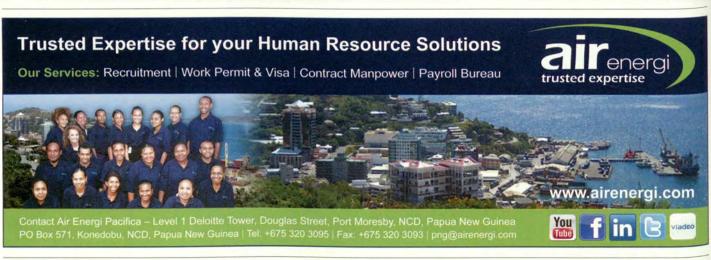


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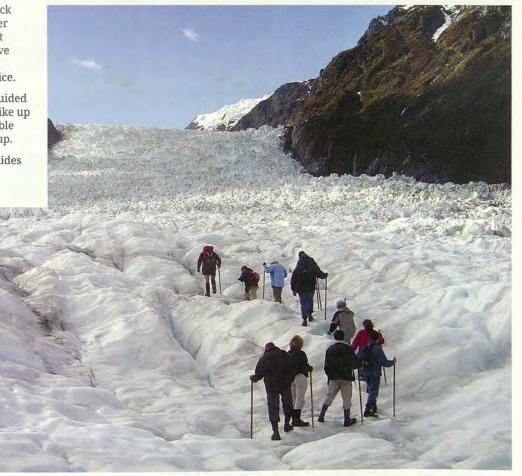




Although it might look tempting to duck under the rope barriers to take a closer look at the towering, craggy ice face, it would be foolish indeed. Fatalities have occurred where visitors ignored the barriers and were crushed by falling ice.

If you want to get up on to the ice, a guided walk is the sensible option. You can hike up the mountainside to reach the navigable sections of the glacier, or you can fly up.

We booked a heli-hike with Alpine Guides at Fox





If I thought the walks to the terminal faces of both glaciers impressive, the heli-hike was sensational.

A short, exhilarating helicopter flight took us to a landing point smack in the middle of Fox.

The effect of the differing rates of speed of the glacier's descent was spectacularly demonstrated.

The ice was bunched up as if digging in its heels in protest of the weight pushing it from above.

Yet, with up to 50 metres of snow falling annually on the summit, the weight compacting down is impossible to resist and Fox moves inexorably.

Magical walk

We stood in a jagged landscape of glittering white ice shot with blue, flanked by greeny-

We filled our water bottles with ice-melt so fresh and sparkling it zinged on the tongue. We explored crevasses and chasms and ducked into astonishing little minty-blue ice caves.

brown mountains.

Our guide showed us how to strap on our crampons. He handed out spiked walking sticks and gave us a short lesson on how to traverse the ice. Then he led us single file on the most extraordinary walk of my life.

We slipped and tottered in our crampons until we got a feel for the ice. Our guide hacked into the steepest sections with his ice axe to form steps for us.

We filled our water bottles with ice-melt so fresh and sparkling it zinged on the tongue. We explored crevasses and chasms and ducked into astonishing little minty-blue ice caves.

Two magical hours later the helicopter returned us to the real world. I have always associated glaciers with the frozen wastes of Antarctica, the Arctic or remote Himalayan mountain ranges.

In fact, glaciers can be found in the temperate regions of the Americas, Europe and Asia. However for sheer accessibility, New Zealand's fabulous Fox and Franz Josef glaciers are hard to beat for anyone looking for an ice adventure.





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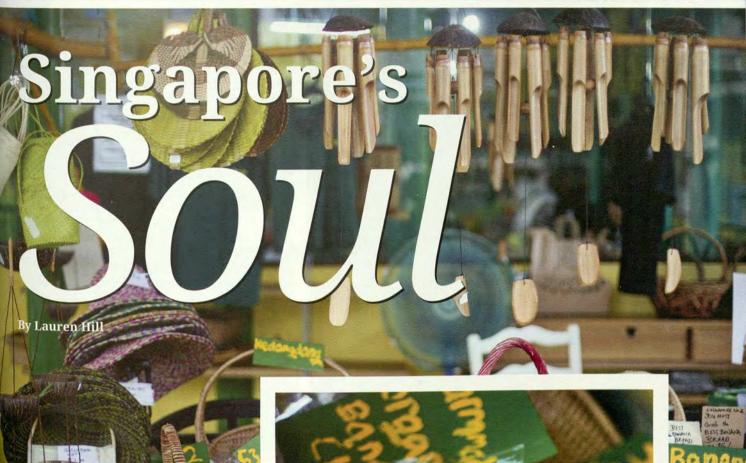
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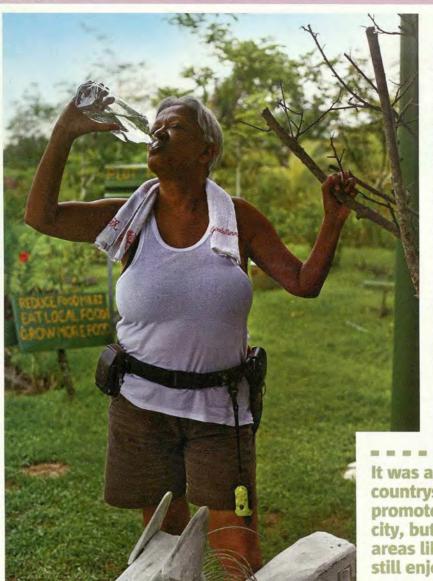
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Our tiny bus shuttled along the country roads, winding through lush jungle surroundings before turning into the small organic farm - Bollywood Veggies.

By the entrance, a stall was laden with home-made banana bread, the farm's own salted fish and straw hats, among more fresh produce.





"I've come to meet Ivy," I told the stall owner, who pointed me towards an excited gaggle of children. I could spot Ivy immediately. This is the lady, who - along with her husband Lim Ho Seng - runs Bollywood Veggies.

It was a revelation to me to discover that countryside still exists here. Singapore is promoted as an exciting, culturally diverse city, but few people are aware of rural areas like this, where some Singaporeans still enjoy the 'good life'.

I caught up with Ivy as she rushed between visitors and followed her into the farm's own Poison Ivy Bistro. As we sat down by the window, it immediately became obvious how passionate Ivy was about rural life in Singapore.

"Don't just write about Bollywood Veggies," she told me, "but say something about the whole of this countryside and The Kranji Countryside Association. We want to call ourselves The Wild, Wild West."

This is a group that Ivy and other Kranji inhabitants have founded to make people aware of, and appreciate, Singapore's countryside.

"When the British left Singapore in the late 60s," Ivy told me, "it was still a beautiful island where the population of two million still grew all of their own food."

It was a revelation to me to discover that countryside still exists here. Singapore is promoted as an exciting, culturally diverse city, but few people are aware of rural areas like this, where some Singaporeans still enjoy the 'good life.'





Ivy's father was one of the biggest landowners in the country. "In 1949, when I was born, there were big landowners, farmers, and kidnappers - and we had the British drinking Gin and Tonic - then we had what you call government," she said in a playfully mocking tone.

"They removed all of the farmland - now the government owns 75% of this land: the rest is owned by their cronies. That's why rent is so expensive, right! There are no more farmers or kidnappers, and all Singaporeans now live in cages - you don't need kidnappers because the government sends a bill to pay every day," Ivy told me mischievously, "that is my synopsis!"

She continued to say that while her family grew rubber plants, they themselves were not farmers. "My father bought land to build communities; with houses, temples and schools. I was brought up as a landowner who collects rent. We rented properties to the British army; and you know, to people who needed a place to live. We were brought up to love our community, love our country and do more for our surroundings. We had servants in those days who taught us about self-preservation and how to be a better person."



"A lot of people see land as money, but Singapore isn't just a city, Singapore is a country: you can't make an entire country a shopping centre. Every country needs its countryside - for the soul".



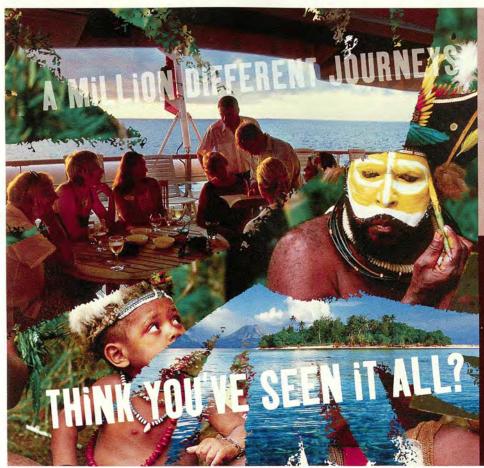
"With the servants there, I didn't have to sweep the floor and I've never cooked in my life - I haven't needed to. So what could I do with my life? How could I make life better for everyone around me? I'm now interested in building a community, where they live a good life."

After telling me that the farm has 22 dogs, Ivy quipped: "It's not because I like dogs. I'm just a responsible person; when anyone comes into my life, I look after them. I wouldn't buy a dog, but they all applied for citizenship."

I started to see how Ivy's past experience has influenced what she now feels so strongly about, but it was unexpected circumstances that led the couple to take on this venture.

Ivy and Lim Ho Seng were planning their retirement in Perth when they read in the newspaper that land was available in Singapore. They subsequently decided to stay closer to home and pursue their vision.

"A lot of people see land as money, but Singapore isn't just a city, Singapore is a country: you can't make an entire country a shopping centre. Every country needs its countryside - for the soul. It's more important for children to take their shoes off and run to a pond, and try to drown there," she said laughing.



Travel destinations don't come more diverse than this encompassing bird watching, cruising, fishing as well as numerous adventure opportunities.

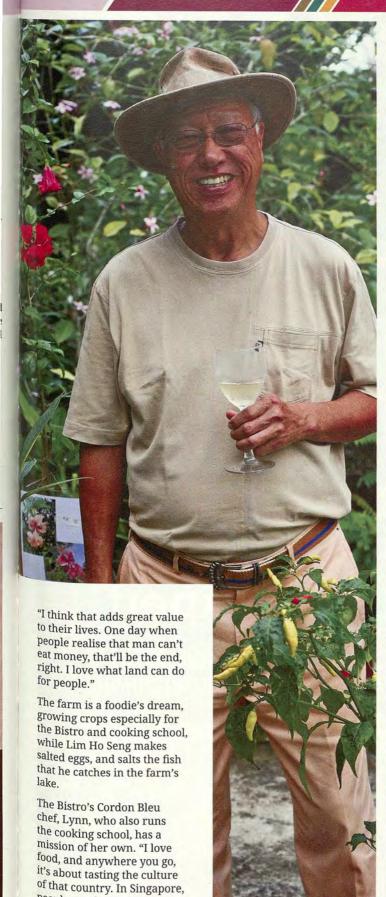
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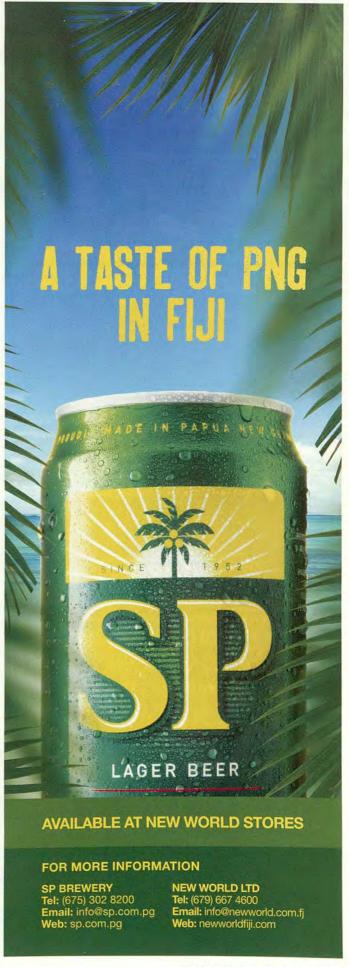


people see the Michelin star

restaurants, but the local food is only in hawker centres. I

want to do something to make

local cuisine the focus of why people come to Singapore."



The farm's philosophy is to support local food, but as Singapore isn't an agricultural country, Lynn only uses produce that can be found within a two-hour flight, as well as whatever ingredients she can find on the farm - jackfruit, dill, lime, turmeric, curry and laksa leaves, blue ginger leaves, papayas and mangos - then she cooks up original recipes in the South-East Asian home-cooked style. "One of our specialties is moringa tempura," she said, pointing to a nearby moringa tree.

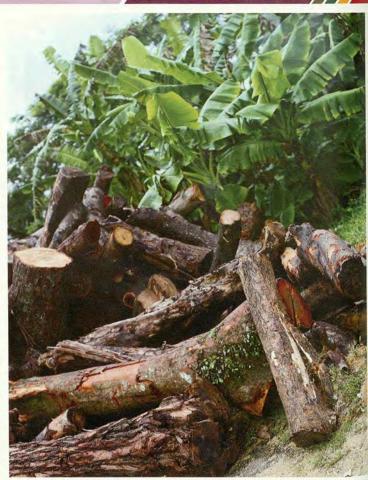
After Lynn headed back to the kitchen, I set out to explore the farm. As I wandered across the lush grass and earth between banana trees, piles of logs and wild herb bushes, the city seemed so much further away than the short distance it really was. In a country this small, you don't have to travel far to get to even the most remote areas.

Ivy's words played on my mind; 'Singapore isn't just a city, it's a country, and every country needs its countryside for the soul.'



Air Niugini flies to Singapore on Monday, Wednesday and Thursday.







IN A GLASS OF ITS OWN

SP EXPORT NOW ON TAP





5

AIR NIUGINI WELCOMES NEW AIRCRAFT



Prime Minister of Papua New Guinea, Honourable Peter O'Neill (left) on the flight deck with Captain Moses Padigaga.



From left to right: Minister for Sports & Pacific Games-Hon. Justin Tkatchenko, Minister for Mining-Hon. Byron Chan, Air Niugini Board Chaiman-Garth McIllwain, Minister for Health - Hon. Micheal Malabag, Prime Minister of Papua New Guinea - Hon. Peter O'Neill, Air Niugini CEO - Wasantha Kumarasiri, Minister for Treasury -Hon. Don Polye, and Governor of NCD - Hon. Powes Parkop.



n December 21, 2012 Air Niugini received its second B737 and fourth Q400 attended by the country's Prime Minister, Honourable Peter O'Neill, government ministers, representatives from the State-Owned Enterprises, corporate and businesshouses and the travel industry.

The B737-800 is under the PNG registration of P2-PNC with 150 seats - 20 business class and 130 economy class seats. The aircraft is initially utilised on the Port Moresby to Brisbane and Port Moresby/Sydney routes, as well as operating the domestic sectors.

The aircraft's timely arrival during the festive season provided additional capacity with the ever increasing movement of people on the airline's international and domestic routes.

Air Niugini has more than doubled its fleet from 11 in 2004 to the current 25. The number of routes have also increased to 25 for domestic and 10 international destinations. Passenger numbers have also increased from approximately 800,000 to an estimated 1.5 million people this year - over a million of these are domestic passengers.



CADET PILOTS GET THEIR WINGS

fter 18 months of intense theory and practical training, eight Air Niugini cadet pilots proudly graduated from the Coffs Harbour Pilot Training School and fulfilled their dreams of attaining their wings.

From the thousands who initially applied for the cadet training course, only the crème de la crème were chosen. Cadet Philip Polum left his Applied Physics course in his final year of studies to pursue a new career in aviation!

"It was always my dream to be a pilot and I have always worked towards that my whole life," Polum said.

The graduants are now undergoing further training to become first officers on the Dash8 aircraft.

From left: Iribu Andane, Alwas Popo, Philip Polum, Nathaniel Age, Joachim Ortlauf, Michael Ona, Lloyd Loi, Elijah Yuangi.



AIR NIUGINI HELPS SEARCH FOR VC RECIPIENT GRAVES



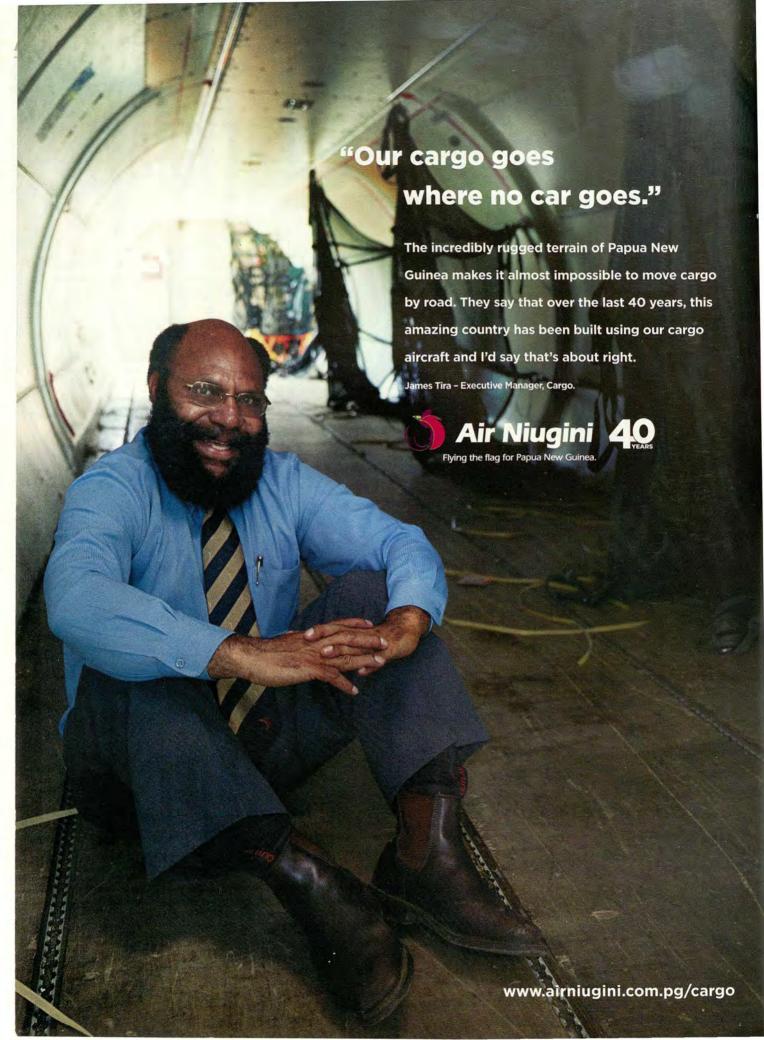
ir Niugini will sponsor the the travel of a group to Papua New Guinea in 2013 to search for the graves of Australian "Victoria Cross" recipients buried in war cemeteries across PNG. Air Niugini's Regional Manager for Australia, Charles Morley, was invited to the unveiling of the Portraits of Victoria Cross recipients in November 2012. He had the honour of meeting the Roberts-Smith family who in the photo are holding a portrait of Mr Benjamin (Ben) Roberts-Smith, a recent recipient of the Victoria Cross for Australia.

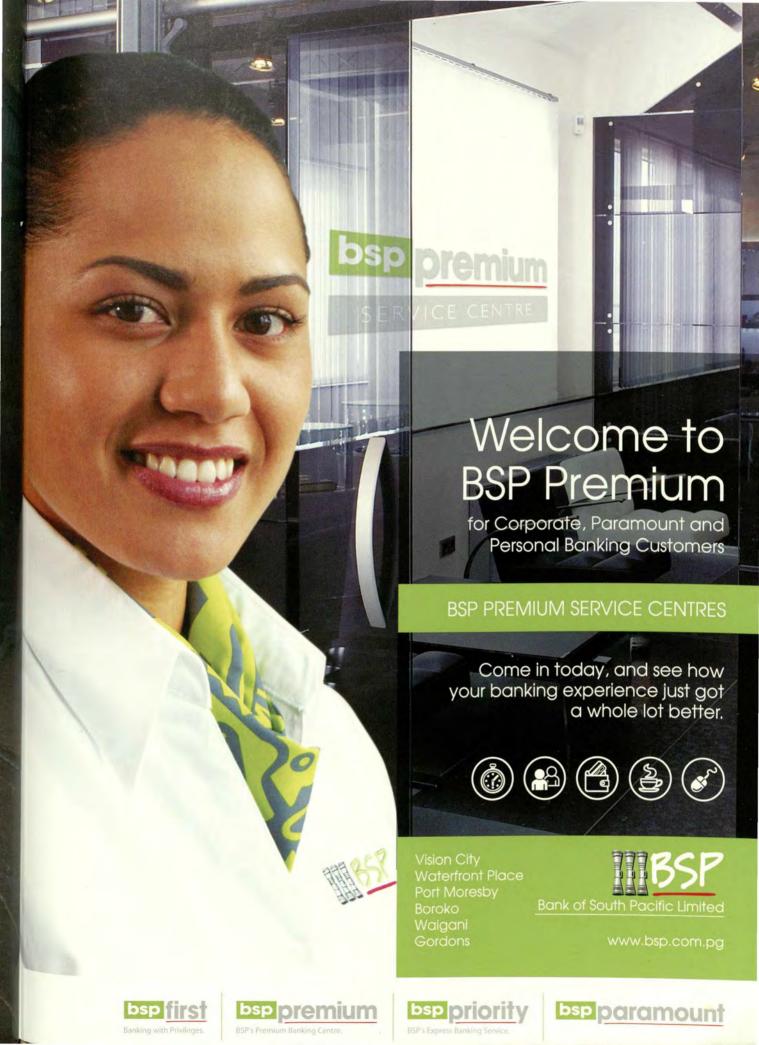
Left to right: Sam Roberts-Smith; The Hon. Mr Len Roberts-Smith, RFD,QC; Charles Morley -Regional Manager Australia, Air Niugini; and Mrs Sue Roberts-Smith.

MEET AIR NIUGINI'S NEW BOARD OF DIRECTORS



Back row (left to right): Igimu Momo, Simon Foo, Wasantha Kumarasiri (CEO, Air Niugini), Sir James Tjoeng, Luke Minjikuli, Capt Lesley Hayward.
Seated: Sir Frederick Reiher (Deputy Chairman), Garth McIllwain (Chairman), Sir Noel Levi.





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