



Paradise

inflight with air niugini

VOL 3, 2004

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of service to
Papua New Guinea
Air Niugini

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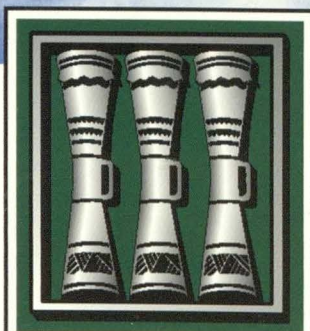
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Joseph Tauvasa

Chairman's Message

Air Niugini's fleet of Dash-8 turboprop aircraft, now grown from one to three, is quickly impacting favourably on our efforts to improve the on-time performance of our nation-wide network of domestic air services.

The last of our Fokker F28-1000 series has been retired, whilst the Fokker F28-4000 is servicing the domestic schedule and international flights to Honiara. It made its final flight to Cairns on March 31, this year.

The four-engine Bae 146 regional jet, chartered to operate briefly on the Cairns and Lae services, was a temporary addition to the fleet until the delivery of a 94-seat Fokker 100 jet.

Our leased Boeing 767, used for our international flights to Australia, Tokyo, Manila and Singapore, is ideally suited to our long range service needs and will remain as Air Niugini's flagship for at least the next three years. The way ahead for our long-haul service is clear. This is to bring in more tourists and business traffic from Europe and Asian markets and more importantly, further increase our share of the business traffic from our crucial Australian market.

I am pleased to say that Air Niugini's on-going effort with focused marketing and promotional investment is bringing benefits to every corner of Papua New Guinea.

Air Niugini is increasing uplift of airfreight from Asia (pharmaceuticals to Sydney and Brisbane and consumer goods including fruits to Sydney and Cairns) via Port Moresby, expanding the airline's revenue base.

The evolution of our increasingly competitive domestic service is actually more complex than our international flights, given the poor state of Papua New Guinea's national civil aviation infrastructure, including airports, and the operational difficulties that our country's topography and climate often present to our pilots.

Our country has historic pride in the fact that it has been and, indeed, still is being opened up by aviation. Papua New Guinea will continue to be heavily dependent on fixed wing aircraft and helicopters for many years to come, given the construction of roads and bridges and their upkeep and the limited reach of shipping services.

With these thoughts, thank you for flying with us. We look forward to continuing to be your first choice for travel within Papua New Guinea and abroad.

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CONTENTS

Magical, Mystical Madang

Its beauty is always there

14-17

The Knight in Tourism Armour

Sir Peter Barter talks about developing tourism

18-21

Scraps of War

Side street full of surprises

22-25

Salamaua

An icon forgotten, but will it rise again?

26-29

PNG's Unique Orchids

Beauty that could be a steady money-maker

30-36

Live Aboard Extraordinaire

Milne Bay's "MV Chertan"

38-40



Killing Pigs

A Huli tradition

42-45

Royal Papua Yacht Club

Port Moresby's breezy social centre

46-47

Lihir

An island on the edge

48-51

Vanilla Maprik

The bustling trade centre of East Sepik

52-53

Sydney's Darling Harbour

A charming delight

54-58

Catering for Customers

Thoughts about food

59-60





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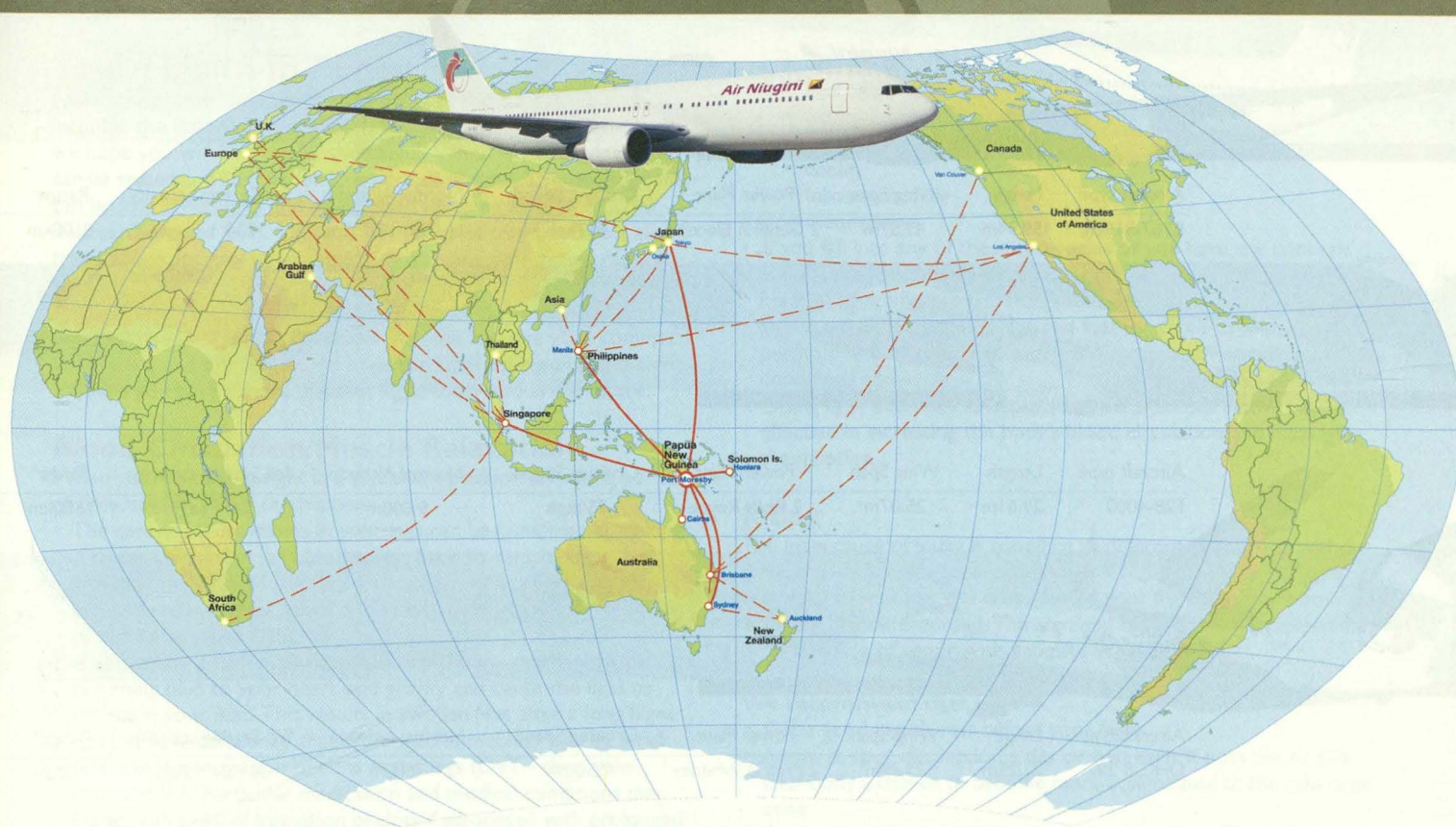
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Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
B767-319ER	59.94m	47.57m	2 General Electric	857kph	11,000 -12,000m	230 + bags	8100km



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F28-4000	29.61m	25.07m	2 Rolls Royce	750kph	9,000m	74 + bags	1600km



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
DHC-8-202	22.25m	25.89m	2 Pratt & Whitney	550kph	7600m	36 Pax + Bags	170km

Welcome Aboard

We ask that you acquaint yourself with the following features of our service...

Takeoff and landing

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

Safety first

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Before you leave

Please check your seat pocket before you disembark to ensure you have not left any items of value.

Entertainment

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

Hand luggage

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

Pillows and blankets

On international flights, pillows and blankets are available on request from cabin attendants.

Children and babies

Our flight attendants will provide a Paradise Kit that includes a colouring book and pencils, games and puzzles. The flight attendants will also be pleased to assist in preparing your baby's food and bottle. Baby food and diapers are available on international flights.

Electronic equipment

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

 Celebrating
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of service to
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Medical information

In Flight Health Tips and Exercises

Your Health In-Flight

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

Blood Circulation/Muscle Relaxation

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

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:
 - increasing age above 40 years
 - pregnancy
 - former or current malignant disease
 - blood disorders leading to increased clotting tendency
 - personal or family history of DVT
 - recent major surgery or injury, especially to lower limbs or abdomen
 - oestrogen hormone therapy, including oral contraceptives
 - immobilisation for a day or more

- dehydration
- heart failure
- trauma
- varicose veins
- obesity
- tobacco smoking

Recommendations:

- If you fall into any of these categories or you have any concern about your health and flying, Air Niugini recommends you seek medical advice before travelling.
- While inflight, move your legs and feet for three to four minutes per hour while seated and move about the cabin occasionally, if conditions allow.
- Doing light exercises as depicted in the sketches below may be effective in increasing the body's blood circulation and massaging the muscles.

Jetlag

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

We recommend that you:

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

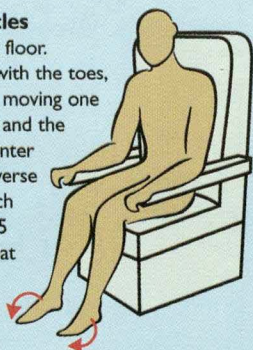
On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

In Flight Workout

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 sitting. They may be effective in increasing the body's blood 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 can not be done with ease.

1. Ankle Circles

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



2. Foot Pumps

This exercise is in three stages:
(i) Start with both heels on the floor and point feet upward as high as you can.
(ii) Put both feet flat on the floor.
(iii) Lift heels high, keeping balls of the feet on the floor. Continue these three stages with continuous motion at 30 seconds intervals.



Medical information

In Flight Health Tips and Exercises

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

Cabin Humidity/Dehydration

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

We recommend that you:

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

Use a skin moisturiser to refresh the skin.

Eating and Drinking

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

We recommend that you:

- 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, flu or hayfever, your sinuses could be impaired. Swollen membranes in your nose could block your eustachian tubes - the tiny channels between your nasal passages and 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, equalising pressure between your middle ear chamber and your throat.
- When flying with an infant, feed or give your baby a dummy during descent. Sucking and swallowing will help infants equalise the pressure in their ears.

Motion Sickness

This ailment is caused by a conflict between the body's sense of vision and its sense of equilibrium. Air turbulence increases its likelihood because it can cause movement of the fluid in the vestibular apparatus of the inner ear. If you have good visual cues (keeping your eyes fixed

on a non-moving object), motion sickness is less likely to occur.

Recommendations:

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

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

3. Knee Lifts

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



4. Neck Roll

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and back holding each position about five seconds. Repeat five times.



5. Knee to Chest

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



6. Forward Flex

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



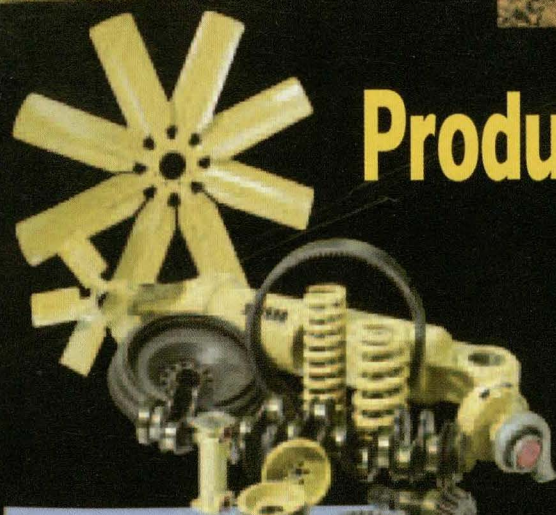
7. Shoulder Roll

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



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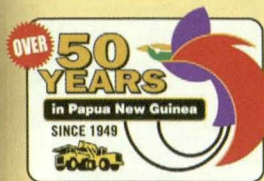
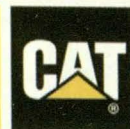


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Magical, mystical Madang

The beauty is always there



Stanley Caskey, Karl Moder and Private F. Howes share something common.

All have lain for more than 75 years in the mound that is a graveyard in the centre of Madang town.

Stan Caskey has lain there since he was buried in 1926 at the age of 27. Karl Moder has lain there since 1914. And Private Howes, of the Australian Naval and Military Expeditionary Force, since 1915.

Madang town has spread around them, outwards and upwards.

The names recorded on slabs of stone or headstones that mark the graves of perhaps another 60 or 70 of Madang's past residents have long since faded into becoming unreadable or have been broken off.

Diane Cassell, who with her husband Mike runs the pleasant Madang Lodge, on the edge of Astrolabe Bay on the way out of town to the airport, recalls that the graveyard, a relic of Madang's German and Australian colonial past, wasn't the sad, neglected and bare mound it is now.

Her parents took her to live at Angora, on the Sepik River, when she was just two months old. Since then, she's lived most of her life at Madang. Once upon a time, she says, the people who lie in the graveyard were serenaded by the sound of the wind in the branches of the surrounding grove of trees.

"It was a magical, mystical place, but then they bulldozed the trees down to make room for a market, which grew and grew."

Madang town has been on the map since 1871 when the first German explorers and then settlers, landed on the north New Guinea coast. As the market has grown to intrude to the end of the old graveyard, so in other directions has the town.

Beyond the town is Madang province, all 27,970 square kilometres of it, with a population of more than 400,000 people who between them use about 175 languages and are divided into four main groups: the Bundi and Simbai highlands people, the Ramu River people, the coastal Sidor and Bogia people, and the inhabitants of Karkar and Manam islands.

Madang province contains most of the kind of resources that make Papua New Guinea rich: forests, minerals, large areas of fertile agricultural land and seas that teem with fish.





The drive along the fine, usually deserted sealed north and south coast roads from Madang Town runs between thick stands of coconut, banana, pawpaw plantations, cocoa and a multitude of other species of trees, shrubbery and grass.

This vegetation limits the horizon to within a few metres of each side of a car. Miles of coral and sandy coast lie also empty, except for occasional villages of still almost entirely grass thatched houses.

Madang town claims to be Papua New Guinea's tourism ground. It's where visitors go to dive and fish or to board the big catamaran luxury cruiser, Melanesian Discoverer,

to go cruising up the still mysterious Sepik River, or to the Trobriands, or some other of the generous scattering of islands and reefs along the Madang coast.

Madang Province is partly the creation of the Lutheran Church. Many of its early German missionaries died from diseases or other causes, as the price of carrying the Protestant account of the words of God to their Melanesian flock.

Lutheran schools, missions and churches abound, run now by Papua New Guinea nationals. A handful of German missionaries are still at Alexishafen, a short distance north of Madang town, says Pastor Nawon





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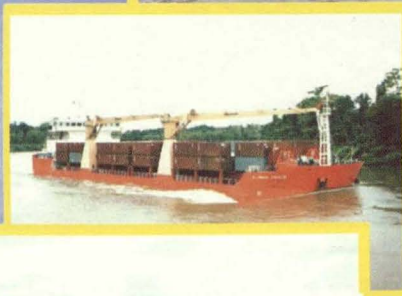
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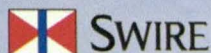
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Melloneo, president of the local Lutheran circuit.

At the Madang Visitors and Cultural Bureau, the suggestions are for visits to the pottery makers of Bilbil Village, said to be 15 minutes drive from town and about three kilometres from the main road. Or perhaps inland up to the 'Ohu Butterfly conservation project in a 1500-hectare expanse of virgin forest. What isn't explained is the lack of signposts, although directions are easily extracted from villagers happy to advise. Also, what isn't explained is the need for a four-wheel drive vehicle if the weather is wet. The road to 'Ohu shouldn't be tried in a small ordinary saloon car. On the road north, a sign would help guide the way to the mission at Alexishafen.

Madang town is one of several South Pacific towns that vie to be regarded as "the prettiest town" of the region. It is a pretty place, and it isn't. It's not pretty around that graveyard, not on a wet but hot day.

"Madang - Strive for Beauty" notices stand here and there. Beauty has been strived for, and reached, here and there, and the areas of success thankfully far exceed that of the failure in the centre of town. The charm of Madang town lies on the outskirts of the town.

Expanses of green park, a placid small lake with a woman fishing in it from a canoe, groves of great spreading trees and water lily ponds on the golf course. Quiet streets lined by bungalows kept in various stages of dilapidation. Nobody moves quickly. Why, normally, should they?

At the Madang Lodge, Cassell reflects on Madang's change of pace and nature. "We get a lot of return visitors. The Swiss, Germans and Dutch love it. They are just interested in the culture. We just had four women in their 30s here. They took a bus to Mt Hagen and returned elated and then took a cargo boat to the Sepik.



"We still have a number of the older families here. A lot of the children leave, but Madang is the sort of place that always draws them back. The Japanese love it for the sashimi. It costs them nothing compared with what they pay for it at home." Madang Town's tourism trade

centres on Peter Barter's Madang International Resort near the centre of town, and on the Coastwatchers, Madang Lodge and Smugglers Inn hotels.

Up the coast is the Jais Aben Resort, a dive oriented place and location of a coral reef research laboratory. Local families like to hang out there at the weekend. Near the Jais Aben Resort is the Danek Aben run by an Irishman, Adrian and his local wife Caritas. Further up the coast, is the Malolo Plantation Lodge.

"The tourist bureau will brief you about a dozen small lodges operated as backpacker/nature lover type businesses on small offshore islands, deep in the forest, and atop hills that are practically mountains. There's a lot to do in Madang if you are a diver or fisherman, or have the stamina for forest and mountain trails.

Cassell says those involved in the hospitality industry agree with Barter's campaign for an international airport here.

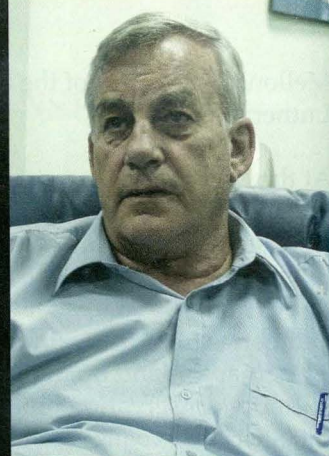
Madang Town isn't just tourism. It's an important coastal and international port for Papua New Guinea. It has a timber mill, a big beef cannery and now a big tuna cannery where up to 3000 Madang people have steady jobs.

It hosts Papua New Guinea's national seamen's school. The Divine Word University is becoming internationally recognised. A brand new 500-seat auditorium at the university is a booster for Madang's steady conference business. The British and now Japanese volunteer service organisations are based at Madang.

So Madang definitely has something about it. "The town is not as beautiful as it was," says Cassell, still reflective, "but as I said, the children always come back to it. On the cruise along the coast, you get a completely different aspect of Madang. Just look back at all those little islands on the sea. No matter how many times, the beauty is always there."

The Knight in TOURISM ARMOUR

Sir Peter Barter talks about developing tourism



Aerial view of Madang Resort.

By Robert Keith-Reid

One hundred rooms are being added by Sir Peter Barter to the resort his family company runs at Madang.

The resort will become Papua New Guinea's largest with about 210 rooms. That's the minimum size needed if a wide-bodied international jet like Air Niugini's Boeing 767 lands at Madang's airport to disembark a big load of tourists, he says.

That event can't happen until the airport's runway is lengthened from 5000 feet to 6500 feet and a new international passenger terminal built

to replace the present bare small one. "Madang has always been the centre of tourism in PNG," he says.

"The biggest single factor blocking Madang's tourism is the airport. We actually had the airport going ahead. It was AusAID funded but we had a governor who decided to cancel it for whatever reason in 1998. The same guy has since come back to me and admitted it was the worst decision he ever made. It was. If the airport had gone ahead, Air Niugini would be delivering Japanese tourists into Madang instead of Port Moresby."

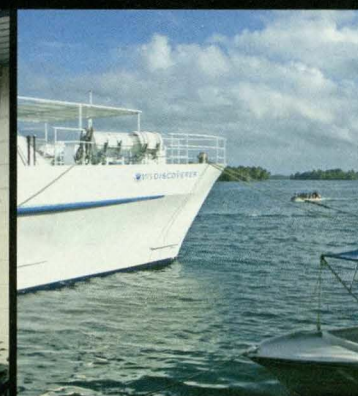
Barter is Papua New Guinea's

Minister for Inter-Government Relations and Madang's elected member in PNG's 109-member Parliament. In 2007, when his five-year term as an MP expires, he's retiring from politics to return to tourism, he says.

As Madang's MP, he automatically became Governor of Madang Province but left that office when asked to join the national cabinet.

His wife, Janet, hails from Broken Hill and his son Andrew, is the resort's maintenance manager.

"I've been offered the position of



tourism minister, but I've always refrained because I felt it was perhaps not in the interest of the government to do," he told *Paradise* magazine in talking about the early days of PNG tourism.

"One of the reasons why I didn't is that I didn't want to be involved with all the criticisms that goes with it.

"In some respect I regret going into politics. It has taken my attention away from something which I think is just as important, and that is the development of tourism.



Diane Cassell...runs Madang Lodge.

"A country like Fiji needs tourism. Papua New Guinea can get by without tourism. We have natural resources. We have never applied the same attention and importance to tourism that Fiji has. It's been a tragic oversight because we should have an industry at least as big as Fiji's when you consider what we have to offer compared with what Fiji has to offer."

Government in Papua New Guinea is at last taking tourism's potential seriously, he says.

"Renewable resources are running out. We have not got that many projects going ahead at the moment. What we have to do is soften the impact by creating a greater spread with tourism as an export to help sustain economic growth. It has an important impact on providing employment and business opportunities as well. Mines are only tied to a geographical region. Tourism is across the board."

Gruffly outspoken, knighted for a record of solid public service in Papua New Guinea, Barter can claim to have laid the foundation of the country's tourism business.

The country's intriguing cultures, wildlife and scenery began drawing a trickle of adventure travellers more than a hundred years. Organised tourism didn't get off the ground until the 1960s.

Young Barter arrived in Papua New Guinea in 1966 to fly light aircraft for the Catholic Mission, and later for Territory Airlines (the now defunct Talair). Nowadays, he gets himself around in his helicopter.

Talair formed a company, Talco, which became Papua New Guinea's largest tourist business. In 1975, Talair's owner, the late Sir Dennis Buchanan, sold Talco to Barter.

"When we took over Talco we took over the hotel and ran it from under a house.

"We were the largest inbound tourist operation in the South Pacific. I can remember going to the States and everyone just associated me with Papua New Guinea. There was no one else.

"At the time we got involved in tourism, there were very few tourist hotels in the country. The tourists we handled were I would not say quality tourists, but they wanted the best. They wanted to see the most primitive people but they wanted luxury, the best accommodation. There was really no luxury accommodation in Papua New Guinea.

"The Madang Resort hotel was a beer plaza - the largest retailer of beer in the country. We bought the hotel with five big public bars, which was the bulk of its business, and within a month I closed them all but one.

"We had a tight time for some months. We converted the hotel into a tourist hotel and gradually brought tourists to it.

"Madang tourism started from about that period. There were housewives fiddling around with little tours, but nothing was professional."

Sepik River cruises began for the Barter business from about 1972. "We took over Wayne Heathcote's houseboat



Madang Airport...runway needs to be extended.

operation. It was a good one. There was no air-conditioning, no icemakers, but we had a generator and a refrigerator on-board and we looked after people. We decided we had to expand it, so we went to the Melanesian Discoverer, the first of our ships."

PNG's prime tourism areas depend on customer preferences, Barter says.

"If you are talking diving, it's the Maritime Provinces - Milne Bay, Rabaul, West New Britain, Madang, even Wewak. It really amounts to what facilities you have for tourists. There is tremendous scope for building hotels at Rabaul.

"You can still get tourists without international access, it's just going to cost more money. Madang has more accommodation outside Port Moresby than any other towns in the country."

Now, about the airport: "The only two places that international airports would work are Rabaul and

Madang," Barter says.

"Rabaul won't work at the moment because if you want international aircraft you have to have at least enough beds to accommodate the people who will get off a flight, particularly if the aircraft goes unserviceable.

"What we need initially is a regional international airport to take wide-bodied jets. The land is there. There's no reason why it can't happen. We just need someone with the money to do it.

"Madang has a 5000 feet runway and we need 6500 feet. At the time (1998), to extend the runway, upgrade taxiways and build a terminal it would probably have cost up to US\$12 million. Today, it would probably be in excess of US\$20 million."

He's looking for money, he says. "I am speaking to AusAID and the Australian Government. I've written to the Japanese Government asking if

they would be interested in helping develop the airport."

Talk about a catalyst for turning tourism from a small industry for Papua New Guinea to a big one and you are talking about Air Niugini, he says.

"They have a tremendously difficult job to run an airline with so much political interference and with old aircraft needing spare parts no longer produced.

"The fact is they are a safe airline, they operate in difficult geographic conditions, flying mostly during daylight hours with very limited night flying, severely restricting aircraft utilisation. They do a very good job.

"I can't contemplate the alternative. Other airlines wouldn't do what Air Niugini does. They wouldn't invest money on promoting Papua New Guinea in the way Air Niugini has done for 30 years. Because it is the national airline servicing the entire

country, not all routes are profitable.

"This is the role of the national airline. The Government must balance some losses against the services/communication and economic benefits Air Niugini contributes to the country. They have done this admirably and now they are profitable."

Back in the 1970s, Barter says, "the way we kick-started tourism was to run around knocking on doors. We got Travel Roads and Marco Polos, a lot of companies selling Papua New Guinea on our behalf and printing our programme. At one stage, we had our tours on 260 or 270 brochures and other people's programmes.

"Today, I would imagine that it is less than ten. You wonder why there are less tourists coming into the country now. Except for dive operators," he says, "no one is going out and knocking on doors. You are not convincing tour operators to come to Papua New Guinea. We know we've got the potential, but we're just not getting there.

"It's a different world now, and we are dealing with different people. The Madang Resort has about 110 rooms and we run at 80% occupancy.

"We are building another 100 rooms at the moment and should have 250 rooms by the end of this year or the year after.

"It's all very well to have an Ambua Lodge, but I'd like to see an Ambua Lodge with 200 or 300 rooms to bring in a greater volume and make it worthwhile."

Barter says 74 percent of the Madang Resort's business is local and 20 percent from Japan and Europe. "A lot of conferences are held in Madang which is the reason for the high local rate.

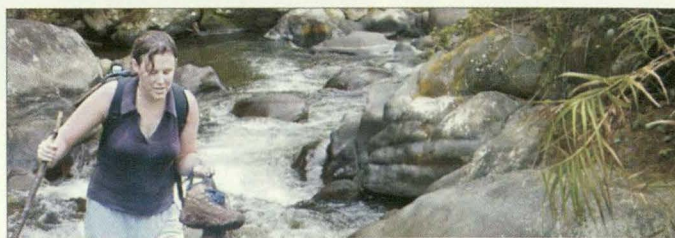
"I always thought the Japanese would be the biggest source of business. To date the numbers are slower than I expected. Air Niugini had done a magnificent job in developing the Japan route but the country still lacks an acceptable standard of infrastructure, overall.



Regrettably, because of this, some of Air Niugini's load still flies through to Australia. This will improve if we can fast track tourism development in more parts of the country.

"We need tax incentives for tourism and we don't get anything. Even our hotel is very small for what you need to attract huge volumes.

"When I brought a ship into PNG I had to pay duty on it. Every other ship since then has been duty free. I'm the only person who has ever paid duty on a ship."



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SCRAPS OF WAR



Side street full of surprises

By Robert Keith-Reid

Along Aniu Street, off Waigani Drive in Port Moresby, a heavily barred gate protects some surprises.

In truth, an explorer of the Capital District's side streets might conclude that he's discovered a scrap metal yard.

Through the bars, a long gun barrel bisects the view of the weary fuselage of a small twin-engine passenger plane.

To the left, is the shattered hulk of a small war tank and what looks like a World War II American army truck. It is.

In the background, stands the skeletal remains of a P39 Lighting fighter, also of World War II vintage. It is surrounded by corroding lumps of aircraft wings, some more gunnery and a set of wings that, according to Turo Koloa, an attendant, belong to the slim fuselage of a Japanese fighter kept in the shed to one side of the yard.

The fighter's neighbours are the long slim form of a Japanese naval torpedo lying on the floor, and the fuselage and engine of another World War II air warrior flown, says Turo, by the Australians.

At the back of the yard, from a distance distinguishable only as a sad, sagging, grey, crumpled heap is a relic of some of the earliest days of Papua New Guinea's aviation history.

It is the remains of a classic Ford Trimotor used during the Kokoda campaign. It crashed while evacuating the wounded and was recovered by the RAAF (Royal Australian Air Force) in the late 1970s.

Stacked up in layers in a corner with lumps of yet more bits and pieces are what appeared to be old Ford wings.

It was aircraft like the Ford that practically laid the foundation of modern Papua New Guinea. In that case, perhaps, it is appropriate that the remains of this classic aircraft rest in the open in the yard of the Modern History Department of PNG's National Museum. It's a pity it couldn't be put back together, under shelter, together with a word or two of explanation about its illustrious history.

As the number of signatures in the visitors' book hints, and Turo confirms, not many people find their way to the museum's modern history department, hidden away in Aniu Street. Just a trickle. Just one or two in a day, often



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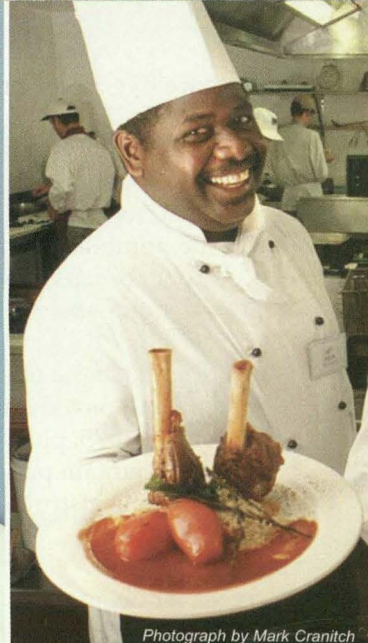
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none. Once five, says Turo.

A more modest repository for a nation's modern treasures couldn't be found. And in a small, neat, well-lit room between the room containing an officially present array of war memorabilia and a gloomy cavern of a store that visitors perhaps are not meant to see, is an array of genuine treasures.

They are some of the official presents Papua New Guinea received on Independence Day, in September 1975, plus the fine Parker fountain pen used to sign the instruments of independence.

There's a model metal Bangladesh sailing vessel from Bangladesh, a set of scales, two inlaid cigar boxes from Russia, a seven-piece tea set from Malaysia, a gavel carved from ebony standing on a base of teak and ebony from Sri Lanka, a Fijian war club and kava bowl, a sword from Indonesia, a bible from the Anglican Church of Australia, a plate from the Netherlands, another piece of fine pottery from France, and a samurai sword from Japan. What a surprise it is to find such a collection of mementoes tucked away in such a setting at Aniu Street.

Perhaps, they were originally destined for display in niches of Parliament House but got somehow diverted.

touch the hearts of the majority of visitors who find their way to Aniu Street.

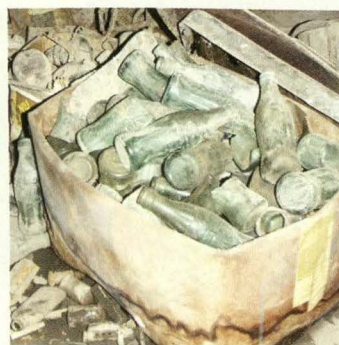
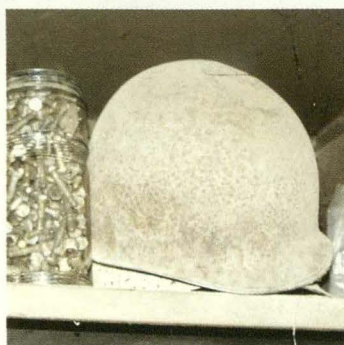
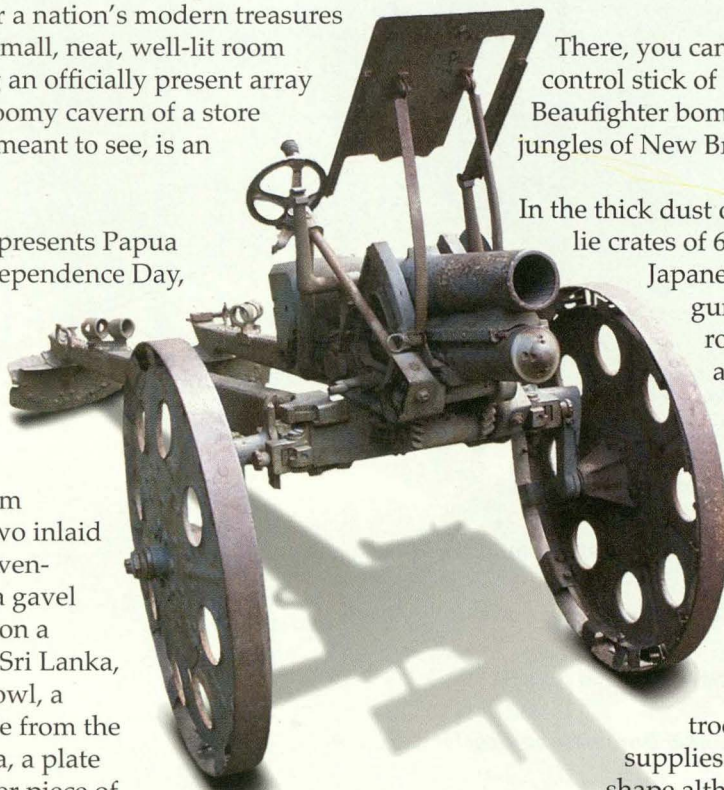
There, you can find the instrument and control stick of an Australian Air Force's Beaufighter bomber that went down in the jungles of New Britain.

In the thick dust of the dark storerooms lie crates of 60-year old Coke bottles, Japanese helmets, bits of machine guns and other weaponry, rows of jars containing what appeared to be post-war nails and other hardware, and rusting lumps of something or other, plus more bits of aircraft wings.

There is a Dodge weapons carrier built in 1943 and used in the Markham Valley campaign during 1944 and 1945 for carrying troops, guns and all types of supplies. It is still in a pretty good shape although now loaded with a 1932-built Japanese heavy machine gun.

The museum's official display room is rather more ordered. The walls are decorated with big black and white war campaign photographs.

Queen Emma's cannon made in France in the early



There are a few other more modern items kept in the wings, as it were, of Aniu Street, out of sight. One is the Daimler Saloon Sovereign official car first used by Prime Minister Sir Michael Somare from 1975 to 1980. It was returned to the Department of Transport and Works and donated to the National Museum in 1983. Two others, hidden in the dark of a small garage at the end of the main building, looking as if they could quickly be restored to running order, are the long, sleek, low black forms of the two limousines used for the conveyance of Papua New Guinea's first governors-general.

But it is the bits and pieces of war that will interest and

1800s and brought to New Britain by French colonists in the 1880s, is displayed in great contrast to an array of Japanese machine guns and mortars and a World War 1 British Vickers machine gun, all looking ready to be fired to life by just a touch on their triggers.

Queen Emma kept the cannon at the foot of the steps of her Rabaul mansion. It was restored by Steamship Trading Company and fired a 10-pound iron ball with great inaccuracy for about 500 feet, according to an explanatory card. The Vickers riddled the enemy at a rate of 250 rounds a minute. The mortar fired a 3.1 kilo shell for up to 3100 metres.



An AWA transmitter used by Coastwatchers is displayed next to a Japanese telephone switchboard found at Buna in 1943. A World War II classic, a restored 1942 Willys Jeep, is also found there. The rugged little vehicle was used in every theatre of war.

Modest as it is, the National Museum's Modern History Department is a place war history buffs will be happy to browse through and, if they can get into the adjoining storerooms, shake their heads over the jumble of materials found there.

The remains of two more jeeps rest in the yard with aircraft wrecks, probably too far gone to be restored. An American-built Stuart Tank took part in an action by the Australian 18th Brigade in December 1942. It was one of the squadron of tanks used by the 2/6 Australian

Armoured Regiment from New South Wales. For more than 30 years it lay in the bush at the place where it was knocked out and was delivered to Port Moresby by the Australian Army in 1973.

One other reclines at the national war museum in Canberra and a third in an American war museum, along with the gun the Japanese used to knock it out of action.



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SALAMAUA

An icon forgotten, but will it rise again?

By Malum Nalu

Salamaua, Morobe Province, played a pivotal role in the history of Papua New Guinea.

World-famous Salamaua Point, scene of some of the bloodiest battles of World War II in PNG, on September 11 last year marked the 60th anniversary of its recapture from the Japanese.

This jewel in Morobe's crown, an icon time has forgotten, is now more or less a ghost town.

In 2002, Kokoda celebrated its 60th anniversary with commemorative ceremonies in both PNG and Australia, which rekindled interest in its history.

What many do not know is that the Japanese launched their attack on Port Moresby over the Kokoda Trail from Salamaua, and when the attack failed, turned the port into a major supply base.

It was eventually attacked by Australian troops flown into Wau.

Japanese reinforcements failed to arrive and the town was taken over in September 1943 in what had become known as the Battle of Salamaua.

Salamaua - the "Town of Gold" - has never regained its shine.

The Australians recaptured Salamaua in September 1943.

But by then, it was too late as places like Lae and Port Moresby had taken its glory.

Veterans in both Australia and PNG have called for a similar recognition to be accorded to the battlefield of Salamaua as it marks the 60th anniversary of its recapture.

It was the main port and airstrip for the goldfields of Wau and Bulolo during the gold rush days of the 1920s and 1930s.

It was the headquarters for the all-powerful New Guinea Goldfields Ltd, had its own shops like the famed Burns Philp, New South Wales and Commonwealth banks, named streets, hospital, bakery, theatre, bars where characters like the legendary Errol Flynn, once strutted his stuff before becoming a Hollywood legend, and was a famed port of call for swashbuckling gold miners from all over the world.

It was here that expeditions into the undiscovered hinterland - including the famous exploration into the Highlands of New Guinea by the Leahy brothers and Jim Taylor - were launched.

Rivalry between Salamaua and Lae for the capital of New Guinea following the demise of Rabaul in the 1937 volcanic eruption was legendary.

But for all that, Salamaua has contributed to the development of PNG and the world - through all the gold taken out of it - and it is one of the greatest ironies that it



Relics of war, still to be found in Salamaua.





Salamaua...left to the mercy of the vast Huon Gulf which threatens to swamp its narrow isthmus.

is now a forgotten backwater, left to the mercy of the vast Huon Gulf which threatens to swamp its narrow isthmus any moment, despite repeated calls for a seawall to be built.

Development in Salamaua is limited despite efforts by the Morobe Provincial Government. There is little economic activity, and the price of an outboard motor has skyrocketed recently contributing to massive inflation.

The people to this day resent mining companies that made millions from their land and left them with nothing. These days its beautiful beaches and coral reefs are havens for people from Lae - mainly the expatriate community - who have built weekend homes on the peninsula to get away from the hustle and bustle of the city.

The discovery of gold at Edie Creek above Wau in 1926 sparked a gold rush of massive proportion, which led to the development of Salamaua as capital of the Morobe District.

The rigorous walk between Salamaua and Wau took up to a week, the flamboyant Flynn said when writing of how the gold fields had to be approached from Salamaua by 10 days' march through leech-infested jungle, in constant fear of ambush, and at night wondering "whether that crawly sound you heard a few feet away might be a snake, a cassowary or maybe only a wild boar razorback.

I have seen Central Africa, but it was never anything like the jungle of New Guinea".

Lae was but a "company" town and was very much a satellite of Salamaua.

Salamaua sprang up before Lae and because it was the administrative and commercial centre of the district and also the port for the goldfields, it continued to dominate its sister town across the Huon Gulf right up till World War II. Shipping interests refused Lae as a port, probably because they had already established themselves at Salamaua.

New Guinea Goldfields Ltd, after a dispute with Guinea Airways, purchased its own plane and established its own aerodrome on Salamaua in 1929.

The government resisted pressure to have Lae made the chief town of Morobe District, and at times, even affirmed its preference for Salamaua by stubbornly refusing to use either the aviation or shopping facilities at Lae.

Following the volcanic eruption in Rabaul in May 1937, a protracted and bitter debate over the merits of Salamaua and Lae ensued when Australian minister for territories, W.M. Hughes, who in his days as prime minister had been responsible for New Guinea becoming an Australian mandate, chose Salamaua as both a port and capital. Hughes was accused of being bribed by Burns Philp

and New Guinea Goldfields; the Australian government was accused of apathy and irresponsibility in its attitude towards New Guinea affairs; and the *Pacific Islands Monthly* and *Rabaul Times* led an anti-Hughes and anti-government debate.

It became a matter of great controversy that Canberra's press corps, which had faithfully reported new developments for six months, in December 1938 produced a satirical newspaper *Hangover* containing a parody of the controversy under the title "Lae off Salamaua: Capital crisis causes crater cabinet confusion".

The article reads: "A new crisis has arisen overshadowing the budget, the coal strike, and Hitler. Alarming tensions were created when the Prime Minister received the following urgent message from Mr Hairbrain, M.H.R: 'Lae off Salamaua, Joe! Natives hostile!' Mr Hairbrain's message has created the profoundest sensations in Federal political circles. It is feared that the natives may try to make capital out of it. The situation is fraught with grave possibilities and impossibilities. Mr Lyons summoned cabinet immediately. 'Wow!' said the Prime Minister as he staggered from the cabinet room after the tenth day with the problem apparently nearer no solution. 'That's it!' yelled a chorus of weary ministers. 'Why the hell didn't we think of Wau before?' Mr Hughes collapsed. The crisis had passed."

Rabaul, however, continued to remain as capital of New Guinea until 1941 when renewed volcanic activities forced the transfer to Lae in October 1941, right up to the Japanese invasion in January 1942.

War began in the Pacific with the Japanese attack on Pearl Harbour on

December 7, 1941.

Rabaul was bombed on January 4, 1942 followed by Lae, Salamaua and Bulolo on January 21.

This was the beginning of the end of Salamaua's reign as the "town of gold".

To detail the long and bitter fighting that took place between Salamaua



and Wau in 1942 and 1943 would fill pages.

Many hundreds of Japanese, Australians, as well as Papua New Guineans were killed in the two years of battle.

To this day, battlefields like Salamaua Point itself, Mubo along the famed Black Cat Trail between Salamaua and Wau, The Pimple, Green Hill, Observation Hill, Bobdubi Ridge, Komiatum Ridge, Nassau Bay, Tambu, Mount Tambu, Ambush Knoll, Orodubi, Salus Lake, Lababia, Davidson Ridge, and Roosevelt's Ridge bear the scars of those bloody battles.

Briefly, the Japanese landed at Lae and Salamaua on March 8, 1942.

The New Guinea Volunteer Rifles and survivors of the 2/22nd Battalion from Rabaul destroyed all military supplies and withdrew into the

hinterland where they observed the Japanese build-up.

In May, Kanga Force, which included the 2/5th Independent Company, was airlifted into Wau to operate as a guerrilla force against the Japanese in the Markham Valley.

On June 29, Kanga Force raided Salamaua, inflicting heavy casualties and capturing the first Japanese equipment and documents taken by the Australian Army.

On August 31, a strong Japanese group arrived at Mubo but with the Japanese on the offensive along the Kokoda Trail and at Milne Bay, reinforcements were not available for Kanga Force until October when the 2/7th Independent Company joined.

The 3rd Australian Division slowly fought its way towards Salamaua in a series of exacting and grim battles from April to August 1943 in a campaign largely overshadowed by the Papuan campaign that preceded it and by the capture of Lae that followed.

The Salamaua campaign was designed to screen the preparations for the Lae offensive and to act as a magnet to draw reinforcements from Lae to Salamaua.

The capture of Lae, the centre of the Japanese defensive line in New Guinea, was the allied target after the defeat of the Japanese in Papua.

General Sir Thomas Blamey, the Australian Commander-in-Chief, directed that Salamaua be starved out after Lae was captured.

On August 26, 1943, Major General Savage and his 3rd Division headquarters were relieved by General Milford and his 5th Division headquarters.

The 5th Division conducted the final operations around Salamaua, which was occupied by the 42nd Battalion on September 11, a week after the Lae offensive opened and five days before the 7th and 9th Australian Divisions entered Lae.

The legendary Australian cinematographer, Damien Parer, captured some of these dramatic moments for posterity in his famous works "Assault On Salamaua" and "Frontline At Salamaua".

Following Kokoda's 60th anniversary, many Australian veterans of Salamaua also want their battlefield to be accorded the same recognition. The same call has been echoed by the golden oldies of Salamaua, many of whom died without being justly compensated for working as carriers for both Australians and Japanese during WWII.

Maybe then, at least for a day, Salamaua will rise again.



To get to Salamaua

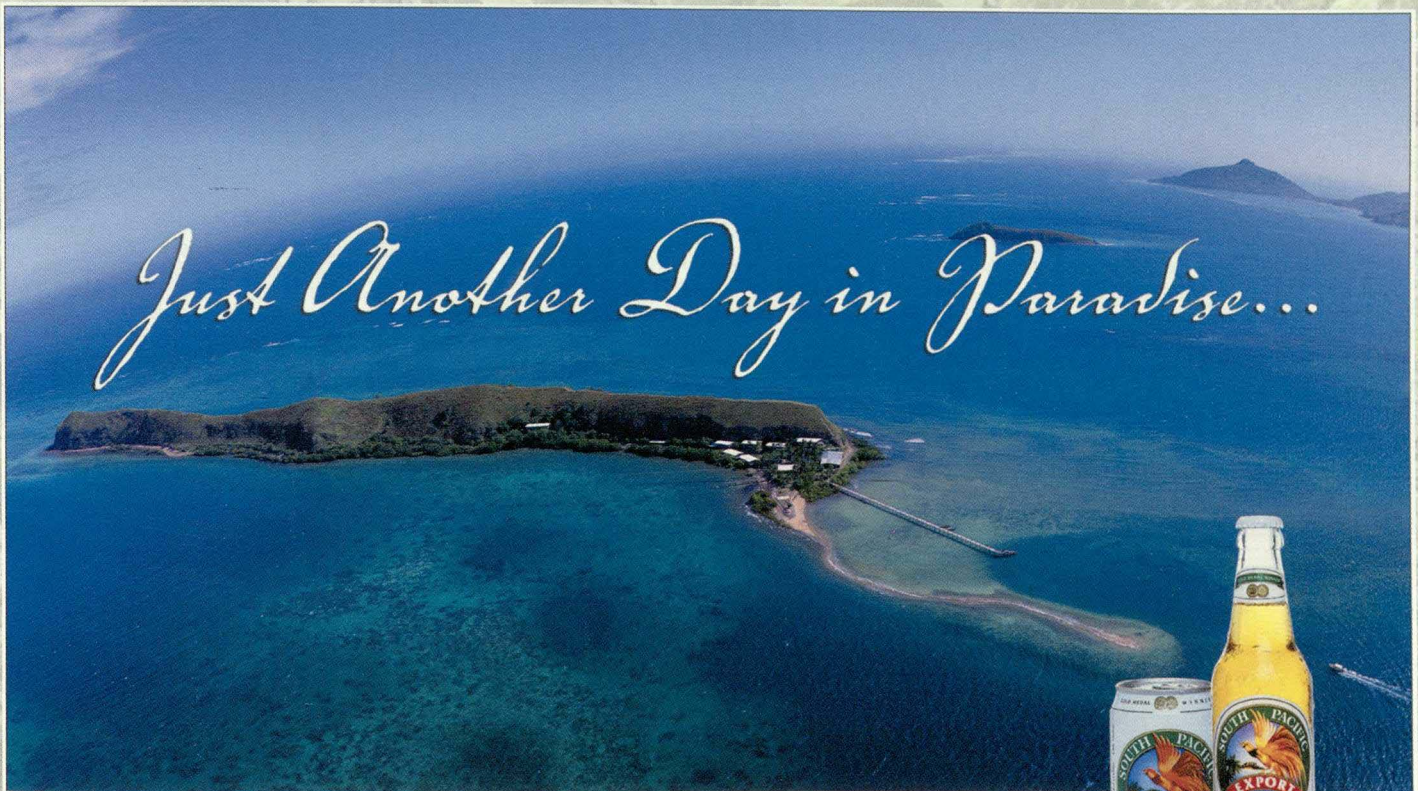
Salamaua, located approximately 35km from Lae or a scenic one-hour boat ride, offers the perfect getaway from the hustle and bustle of the city. Boats fares are K20 per person from Voco Point in Lae to Salamaua.

Salamaua Haus Kibung has 22 chalets which cost K20 a person per night, as well as 10 large family-size rooms which cost K65 a night.

This includes electricity, gas cooking facilities, and shower and toilet facilities. caretaker Mathew Gomuna can arrange for tours around the Salamaua area as well as treks around this historic place, as well as along the infamous Black Cat Trail on to the gold mining town of Wau.

Further information can be obtained from the Morobe Tourism Bureau on telephone (675) 4727823, facsimile (675) 4726038, email lcci@global.net.pg or check out the website www.tourismmorobe.org.pg

Just Another Day in Paradise...



BEER OF PARADISE...



PNG's Unique Orchids

Beauty that could become a steady money-maker

By Robert Keith-Reid

There are at least 3000 opportunities for a form of immortality awaiting anyone who explores for secrets in Papua New Guinea's forest covered terrain.

Just discover a new species of orchid, have it officially confirmed as so and have it named after yourself.

"There are so far over 3000 described species throughout the country and there's probably another 3000 yet to be discovered," says Justin Tkatchenko, president of the Orchid Society of Papua New Guinea.

"On our treks we find new ones all the time. A lot of them are found in certain valleys or islands and

nowhere else in the world. You've got isolated populations that may be destroyed by logging and lost forever. They are so isolated and compacted to one particular area that if the habitat is lost, so is the plant."

Orchids are another of Papua New Guinea's untapped resources that could be a steady money-maker for grassroots people with green fingers. Being the descendants of some of the world's first practitioners of agriculture, Papua New Guineans have inborn skills in that direction.

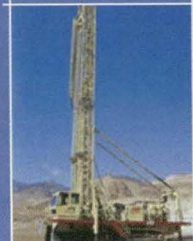
Justin Tkatchenko, president of the Orchid Society of Papua New Guinea.



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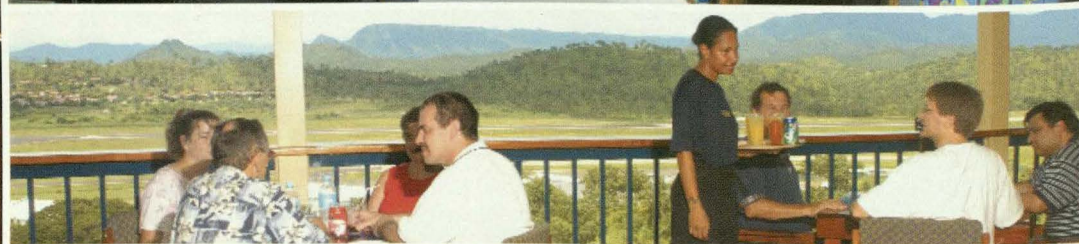
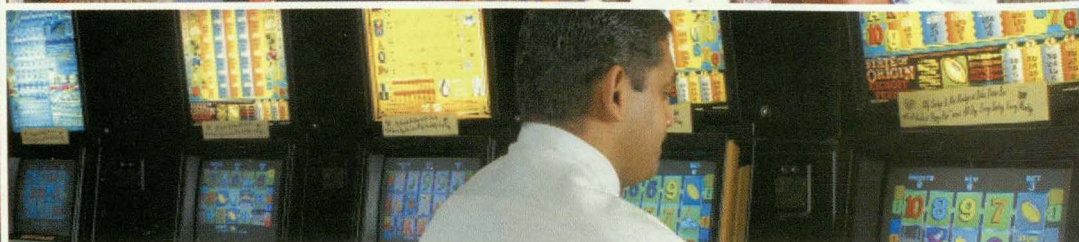


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Singapore's orchid exports earn it millions of dollars. Ironically, its orchid business was derived from a Papua New Guinea species.

"Their cut flower market derives from Papua New Guinea orchids," Tkatchenko says. "Sepik Blue, the most sought after orchid in the world when it comes to dendrobiums, was used in the early days as the parent and key factor of what Singapore now calls the Singapore Orchid. They have made a multi-million-dollar industry from Papua New Guinea orchids.

"We have the expertise in some areas, but it needs a lot of commitment, responsibility, initiative and effort to set up an orchid farm and look after it. We can grow orchids without any problems whatsoever. We can flower them without any problems. It's just that export quality control is number one. You need orchids that are unblemished, so many flowers on the stem, you need them all uniformed. That's the difficulty of doing it properly here.

"The other obstacle is freight. We can produce orchids cheaply but freight costs put up the price and make it unprofitable to produce for export.

"We have got to sit together with freight companies and government departments and produce a formula that produces an orchid industry in Papua New Guinea. At present, exports are zero, and this is a country that grows them like weeds."

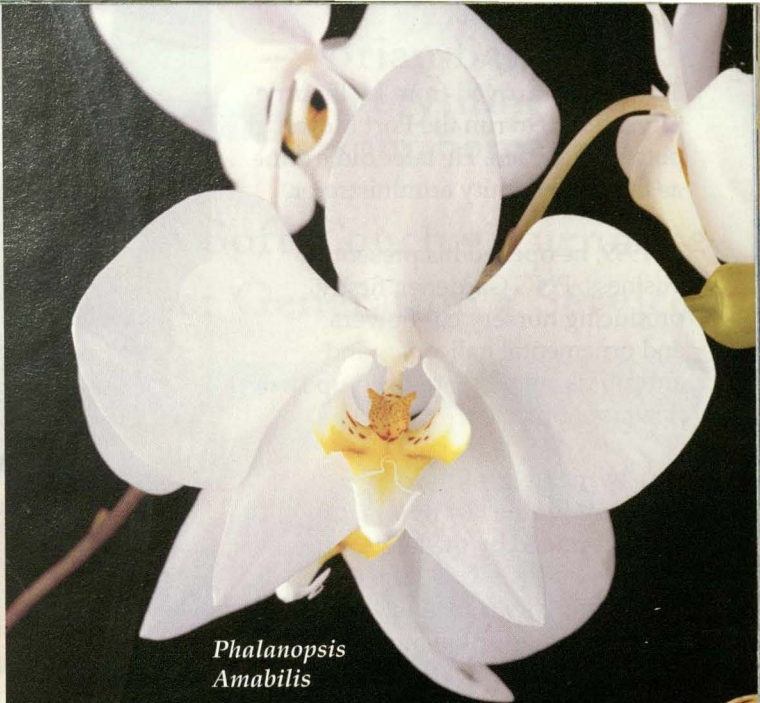
Tkatchenko says the international orchid market is "dying to get hold of new PNG species because there is a huge market out there."

Orchid exports were once unrestricted. "They were going out in boatloads all over the world. Now, there is a total ban on bush collected orchids leaving Papua New Guinea; no orchids at all that come naturally from the bush can be exported; a total ban unless they are artificially propagated. If they're second generation grown from seeds, they can be exported and sold.

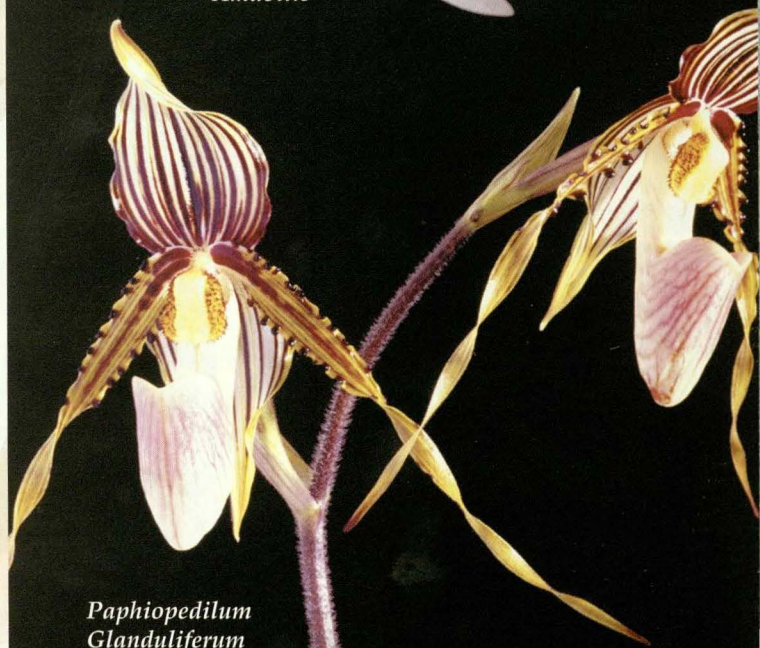
"There are a lot of very rare species a lot of countries would like to get their hands on. The government very smartly made the right move of banning all exports. Smuggling's going on. Some Japanese smugglers were caught last year. People want the rare natural ones, not hybridised, to propagate and sell them and make thousands. One collector can go to an isolated location and rip out the whole lot.

"Since bush collected exports are illegal, we have to artificially propagate them, and that takes time. When I was at the botanical gardens, I set up a programme to breed a unique cut flower for Papua New Guinea. That was done and is still in its infant stages. It will take another five years before we get a final result."

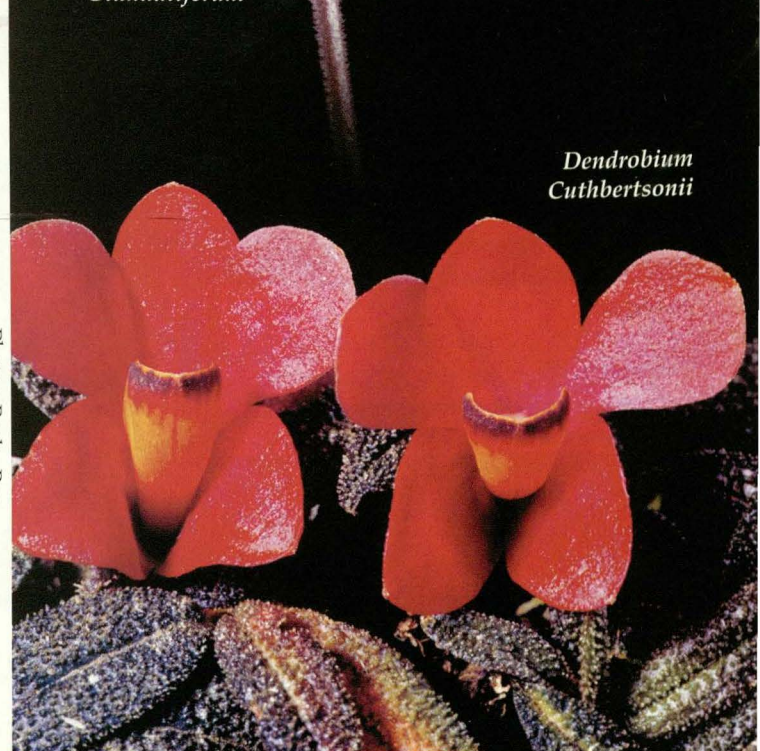
Armed with a degree in horticulture and botany,



*Phalanopsis
Amabilis*



*Paphiopedilum
Glanduliferum*



*Dendrobium
Cuthbertsonii*

Photos: Rocky Roe

Tkatchenko arrived from Melbourne 11 years ago to run the Port Moresby botanical garden. He later did a stint as the city's deputy administrator.

In 1999, he opened his present business, PNG Gardener, firstly producing nursery cut flowers and ornamental haliconias and anthuriums, and later opened up two flowers shops.

He's been the orchid society's president for the last five years. It was founded by the late Andre Miller, who established the Port Moresby and Lae botanical gardens, and has former prime minister and now foreign minister Sir Rabbie Namaliu as its patron.

"Its purpose is to protect, conserve and promote the orchids of PNG and create a better understanding and awareness of how to grow and care for them," its president explains.

"We meet monthly for cultural talks, guest speakers and garden visits. It's a share-all society where everybody shares their knowledge. We introduce new orchids to members and we do fundraising events such as the big international orchid spectacular we are holding in June."

In Papua New Guinea, orchids will be found in practically any location searched for them. Highlanders grow them decoratively on their house roofs.

Prime territory, says Tkatchenko is "up in the highlands, especially Tari. The Southern Highlands has a magnificent array of brightly coloured miniature orchids. The Sepik is just outstanding and a paradise.

"Bougainville is the untouched centre because of unrest and everything, but it is rejuvenating and they have very beautiful orchid spots. Every part of Papua New Guinea has areas with their own unique species. I've been here eleven years and I still haven't explored every area or province. Andre Miller found so much in her 40 years here. It's our turn to move



on and find as much as we can, which we are doing, but all PNG's little islands, valleys, gulleys and remote areas are untouched.

"Some species are hard to grow, some

need very special attention, but most are reasonably easy to grow. They just need a bit of care to do well; maybe 20 minutes a day if you have a small collection. A bit of fertiliser, watering, some pesticide. They are not that hard as people think they are.

"My favourite species are the slipper orchids, dwellers in the limestone cliffs of PNG. They are very unique and attractive and are most sought after."

If you yearn for immortality, first find what you hope is a previously unknown orchid species.

It will need to be identified by a botanist, dissected, described, and sent to Kew Gardens in London or leading botanical gardens in Australia or elsewhere for comparison with other specimens.

"It doesn't really matter about the plant. It's the flower that identifies it as a new species," Tkatchenko says.

"If everything works out differently, then you have a new species. Usually its named after the discoverer or, if the finder otherwise decides, after the characteristic of the actual flower; the colour, shape, size, distinguishing petals; the unique feature of the flower. After that, to be officially recognised as a brand new species its description has to be published in a recognised botanical magazine."

That, then, is a road to immortality.

"We can't meet the local market for cut flower orchids and pot plants which is a very good sign, because it shows that a lot of people out there are interested in gardening and Papua New Guineans as a whole love their gardens," Tkatchenko says.

"We are having an international show in June with flowers from Malaysia, Thailand and Singapore flown in. We are showing the public all the new and beautiful orchids that can grow easily in Papua New Guinea, with plants for sale and potting demonstrations."



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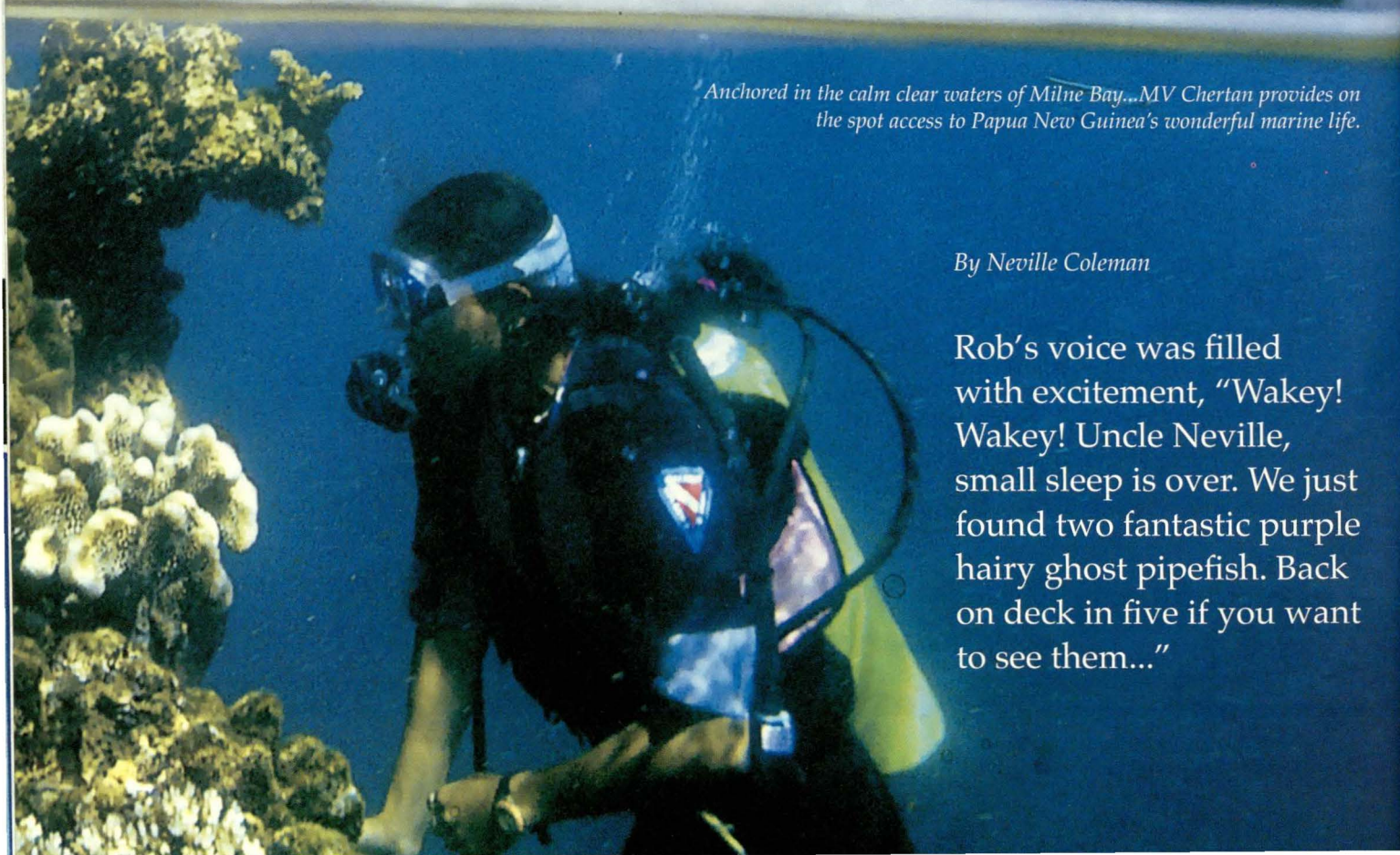
Milne Bay's MV Chertan



Anchored in the calm clear waters of Milne Bay...MV Chertan provides on the spot access to Papua New Guinea's wonderful marine life.

By Neville Coleman

Rob's voice was filled with excitement, "Wakey! Wakey! Uncle Neville, small sleep is over. We just found two fantastic purple hairy ghost pipefish. Back on deck in five if you want to see them..."



In an instant, my dived out, brain-dead body forgot about the three previous mind-blowing dives it had done that day. Within three minutes I was kitting up on the back deck checking my surface interval against bottom times and mentally running down equipment and camera checks, adrenaline pumping.

Hairy ghost pipefish are the absolute rarest of the rare even in their Milne Bay homeland and the opportunity to see and photograph one, let alone two, might be a once in a lifetime event, and I did not want to miss the chance.

Anchored out here in the middle of everything surrounded by submerged reefs, we were exposed to the elements. That day it was blowing a steady 20 knots, so the wind chop on the water was enough to make a small boat entry adventurous. The crew handled me and my cameras in the skilled proficient way the entire operation is famous for and we bounced our way out to the site.

Not having been in the Samauri area for 20 years, I could only remember

the big islands. The reefs were lost in the obscurity of time. It seemed incredulous to me. Rob just said, "out there" with a wave of his hand and in a couple of minutes, the motor was cut out and we were there.

"How could these guys possibly remember where the hairy pipefish were in these rock and roll chopped up surface conditions?

"I couldn't even see the reef, let alone pick out any geography. At best, I was mentally prepared for disappointment at the end of a wild goose chase."

Rob Van der Loos is the keenest, most "critter" motivated live aboard host you have encountered. Not only does he take exceptional still photographs with his Nexus camera housing close up system, his macro videos are the highest quality, with brilliant natural history sequences one can only dream about.

After a dive, he can hardly wait to develop the film and see the results. He has been doing this around these waters for 20 years.

He knows every reef like the back of his hand.

Hairy Ghost Pipefish

I followed Rob and Maleta down to the saddle between the reefs and there in a small crevice on the side of the coral were two beautiful hairy ghost pipefish, a big red female and a smaller blue-coloured male.

The red filamentous algae these fish are thought to mimic were all around in small patches. While Rob was videoing and taking stills, I searched the immediate vicinity looking for blue filamentous algae but without success.

When Rob had finished photographing, I took a turn and managed to get a few shots of the two together with my 105 lensed Nikon F4 in a Nexus housing and then ran off half a roll on the smaller male with my 28mm close up Nikonos III.

The fish appeared unfazed by all the attention with no sigh of stress or panic in their eyes. Even when separated they kept visual contact



Hairy ghost pipefish...one of the most fantastic creatures ever photographed.

and when we left they immediately went straight back to their hole in the reef. They knew exactly where they were.

Incredible sense of direction

The first time I experienced the ability of ghost pipefish to orientate to each other, I was totally "blown away".

One year I found a pair at 25 metres on the underside of a wreck near the propeller in a small sprig of black coral at Loloata Island. Because it was silty and I had trouble focussing upside down amongst my exhaust bubbles, I moved the female up into the shallows to the front of the wreck (at least 40 metres away) to get some shots.

While taking the shots it seemed apparent that the ghost pipefish was intent on swimming back towards the rear of the wreck. I followed the fish, not daring to think what I was thinking.

The female ghost pipefish swam strongly back along the exact path I had taken, down and along the entire side of the wreck and straight into the propeller cavity. That a 65mm fish with a wheat grain sized brain and pinhead eyes could negotiate that entire wreck in such unerring

fashion further increased my wonder of nature and fish in general.

Search and Recovery

Wherever we went the excitement never dwindled. Every dive was sensational with a wealth of beautiful and bizarre creatures found at every site.

Working as I had been for years on my newest production "2002 Sea Shells", my main reason for being in Milne Bay was to update my knowledge and obtain shots on some of Maleta and Rob's recent discoveries of egg and spindle cowries.

Researching the Ovulidae family for over 30 years, I had one of the most comprehensive photo indexes in the world and my plan was to publish these findings and discoveries in "2002 Sea Shells", allowing for a display of over 400 pictures, the world's largest Ovulid photo gallery in colour.

Maleta's eagle eyes found a species I had never seen before and it appears new to science. One can understand why it may have remained a secret for so long; a full-sized adult is only 5mm in size BUT the mantle pattern is unique and like no other.

We found 10 species all together allowing me to substantiate the range of several contested species and check on the authenticity of others.

The Boat

Purpose built, "MV Chertan" is immaculate. Everything works! From the spacious on-deck shower / toilets with excellent flushing mechanisms to the important stuff like engines, generators, compressors and air-conditioning. Somebody once said that I was easily impressed, maybe so, but I can remember the agonies of the years on so-called "live aboards" in Australia in the early 70s and 80s.

The stinking fish smell of the converted trawlers or "still fishing" boats, the stinking engine room odour that stank out the entire bunkroom area, no fans, generators that didn't work, compressors that didn't work, minuscule toilets that didn't work, skippers that never had a whisky out of their hands the entire trip and crew with dangerous sense of humour.

For more information visit MV Chertan's website (www.chertan.com) or buy a copy of Rob's book "Living Reefs of the Indo-Pacific" based on his Milne Bay photographs.



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Spindle cowry.



Egg cowry.



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An anglerfish.

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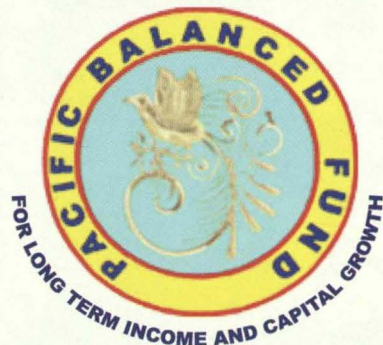
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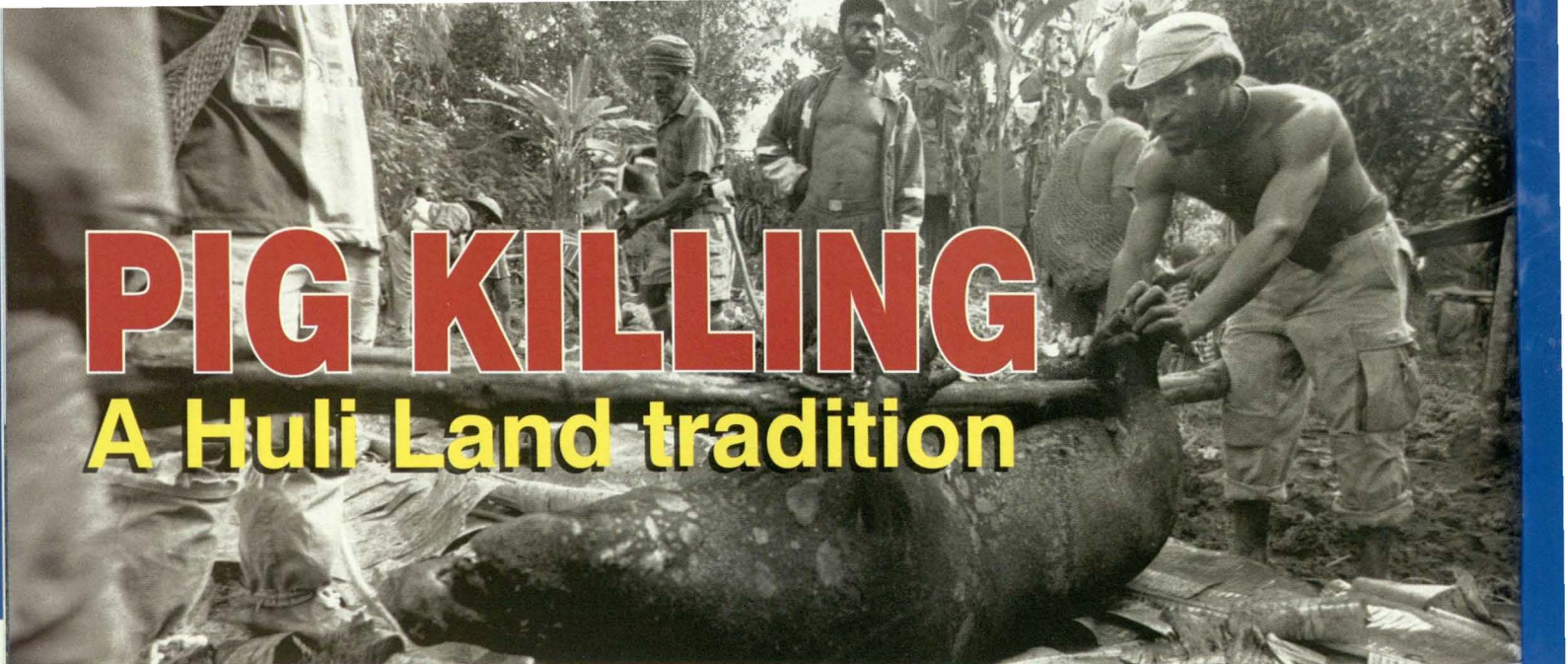
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PIG KILLING

A Huli Land tradition

By Melanie and Sebastien Cazaudehore

Socio-economic relationships have always been very complex within the Huli clans, occupying various events of everyday life such as weddings, funerals or conflicts. These exchanges in the form of compensation of pigs represent the basis of the Huli's social structure, a link that unites individuals beyond a simple economic relationship. And these pigs, more than a source of animal

protein become a precious belonging, allowing their owners to increase their social prestige and wealth within the community.

The introduction of a new currency in this economic system, peculiar to the Huli ethnic group, has caused some disruptions, in particular by being responsible for the important loss of the exchange value of the pig. However, the kina banknotes have rapidly been assimilated and

are now being used like pigs for "compensation" payments during social events.

The mumu (term designating the ground oven used for cooking the pigs) organised for an end of a conflict celebration and the restoration of social links between the individuals of two groups which have opposed one another, is undoubtedly the most important celebration and the most impressive.





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The meat of numerous pigs will be shared between former enemies, symbolising the reality of the social links they've just re-established. It is the first exchange that will open the way to future relations - lasting and beneficial - for both communities. A large number of people usually gather together for this celebration, all reunited by the joy of seeing old grievances disappearing, and the relief of being able to start a blossoming and productive life again. The men proudly wear their wigs surmounted by magnificent

Bird of Paradise feathers, with bows and arrows replaced by drums, and dark expressions by large smiles. The difficulties they faced the previous weeks during the peace negotiations seemed to be totally forgotten, everyone touched by the festive atmosphere and the pleasure of the mumu preparation. Dozens of pigs are gathered centrally in the community hearth where their owners make sure the festive preparations ensue unflawed. The men bustle about digging a deep hole in the ground to accommodate

a large stake in which stones will be heated for the oven. The flames leap towards the sky and one can hear the stones exploding due to the intense heat given off by the stake. The preparation begins. The pigs are killed by the men who shatter their skulls with a large log and they immediately throw them in the flames in order to grill the skin and the hair of the animals. The process will allow the meat to cook without losing the tasty and juicy fat, a much favoured delicacy. The pork will then be "operated" (methodically

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prepared) according to a precise technique known by an educated few. The organs are slowly removed and placed in a net, especially made for this purpose. The liver, a delicacy reserved for the men only, is kept aside to be flame-cooked later. The subsequent carving of the carcass is a long and meticulous process, one that separates particular pieces of the two halved carcass in order to be cooked as they are. Some of these pieces of flesh or organs like the liver will be flame-grilled on the burning stones and eaten well before the rest of the pork meat is cooked. This part of the ritual has a functional purpose, easing the burden of hunger induced by the slow and aromatic process of cooking in a ground oven.

Suddenly an industrious fever spreads to the guests. Everyone helps around the fire before cooking is about to start. The logs are separated to extinguish the flames and only a large layer of ember remains. The stones are evenly scattered over the surface of the mumu, only half of them are retrieved so they can be used to cover the oven. The sound of the banana trees being cut down with bush knives attract a few of the people in charge of the organisation of the festivities. The large leaves and the trunks will be used to cover the hot stones and the meat will be placed on a thick layer of ferns brought by the families. The carcasses are aligned on that green mat from which a sweet-smelling smoke emanates. Then the operation is repeated, the ferns cover the meat, then the banana leaves, the hot stones and finally, the whole thing is buried under a broad layer of soil.

The industrious fever that had suddenly spread to the guests, blissfully dissipates. Everyone seat themselves around the smoking mound, and start conversing with each other, smoking the leaves of a strong tobacco in their beautiful bamboo pipes. Almost two hours will be needed before the men stand up and start to open the ground oven to retrieve the meat and distribute it amongst the guests. Squares of hot fat are cut as well as large pieces of meat and the officiant will call each guest, following a specific order according to social importance, to receive their share. The social importance is determined by the very nature of the conflict that has reunited both communities for the celebration of peace.

The atmosphere is joyful and comfortable; everyone eats the fruits of peace discussing with each other now that they've become friends again, maybe future allies and partners of socio-economic relations for tomorrow.



Royal Papua Yacht Club

Port Moresby's breezy social centre

Connoisseurs of the Pacific's harbours have conflicting views about which of them is the finest.

What elements amount to a fine harbour? Space, lots of it, but shelter, an absence of reefs to be snagged on, splendid land and sea scapes, safe waters, islets, inlets and beaches to explore, good fishing, good sailing conditions, an absence of pollution and such facilities as a marina.

If a tick can be put against each of those characteristics, then members of the Royal Papua Yacht Club may be right in claiming that Port Moresby's harbour has it all over Suva's or Pago Pago's, or Port Vila's or Tonga's Port of Refuge.

The club's officials have no doubt about it. It was the first Sunday of May, the day of the regatta for opening the 2004 sailing season. The night before there had been a gala ball in the swish clubhouse, a building definitely something to be envied by every other yacht club in the Pacific Islands. It was a black tie event and the next morning everyone agreed that the food served up for it had been absolutely the greatest ever conjured up by the club's kitchen.

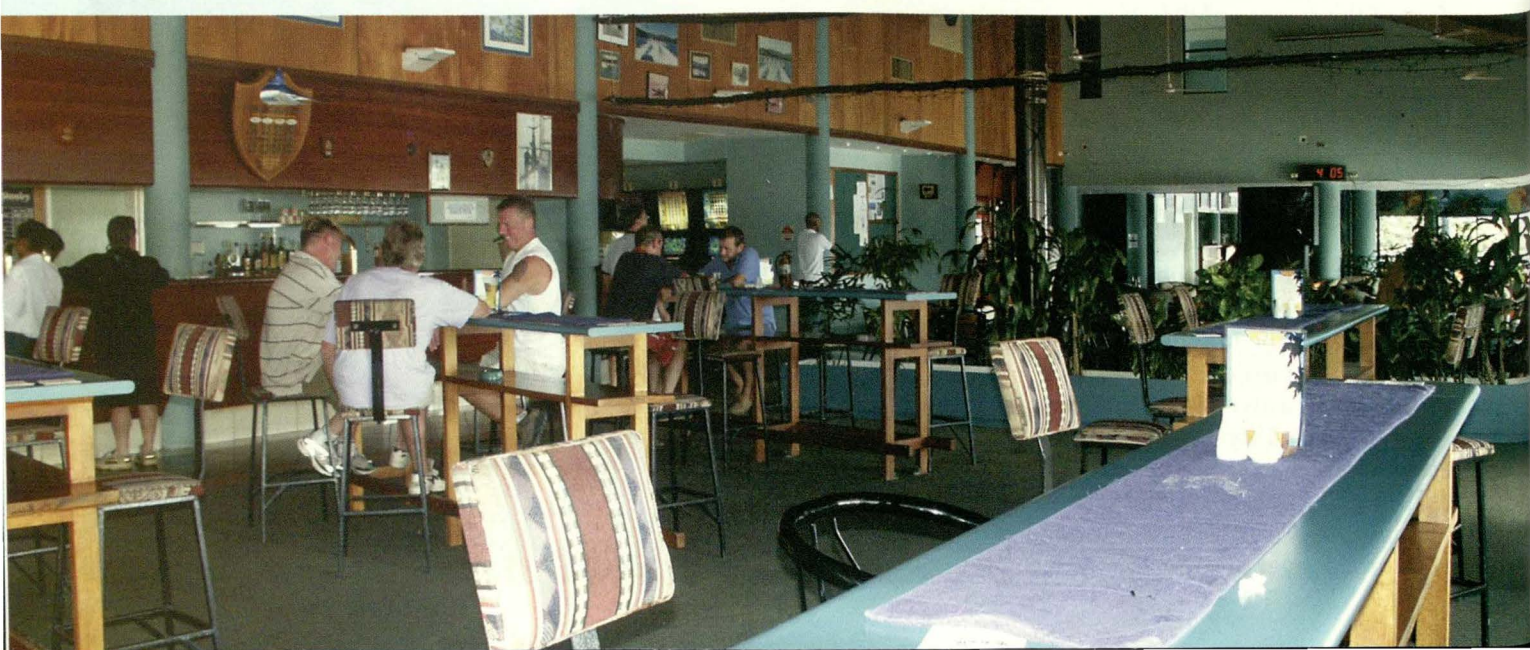
The club's commodore, Tom Purdy, and committee members were in an expansive mood as they prepare to take the salute by a passing parade of craft from the top deck of a swish 23-metre motor cruiser.

It was a sunny, not too hot morning. The harbour's surface was smooth and sparkling. There was just enough wind blowing about to fill the sails of the sailing feet.

"Look at that," the committee said to *Paradise*, having kindly invited us to climb aboard for a glass of something appropriate and to gnaw at a prawn or two or a bit of chicken if so inclined. "That's the greatest harbour in the Pacific".

The club was formed about 1921 but there was yachting activity at Port Moresby before that.

The old clubhouse was a rambling old wooden building. Later, the club moved to a building near where today's grand establishment stands on reclaimed land, overlooking its marina, less than a kilometre from downtown Port Moresby.



"We are THE social centre of Port Moresby. As far as numbers are concerned and the facilities, we are the number one," the committee chorused.

Commodore Purdy waved to a couple of passing canoes, fast outboard power boats, stately ocean cruisers, kids in tiny box-shaped Optimist learner, put puts, sailing dinghies, and assorted other craft. The Hobie catamarans cracked past, although not nearly as fast as they move when the wind's really up.

After making their formal obeisance to the committee members, all lined up along one side of the motor yacht wearing white shirts and epaulets of office, some craft cruise off to disappear around some islands behind which lies one of their favourite cruising and picnic grounds. The club's membership is climbing steadily, up from 1100 or 1200 to about 1900.

The new club building, vastly more grand than the former one, opened in December 1999 at a cost then of 3 million Kina. The marina cost another million. Now the cost would be around 12 million, the commodore estimated.

Membership costs an entry fee of 690 Kina and annual 440 Kina subscription. Revenue is swollen by takings from the club's excellent restaurant, bar revenue of course, and by berth and boat parking fees. The marina has 200 berths and occupancy runs at 90 percent.

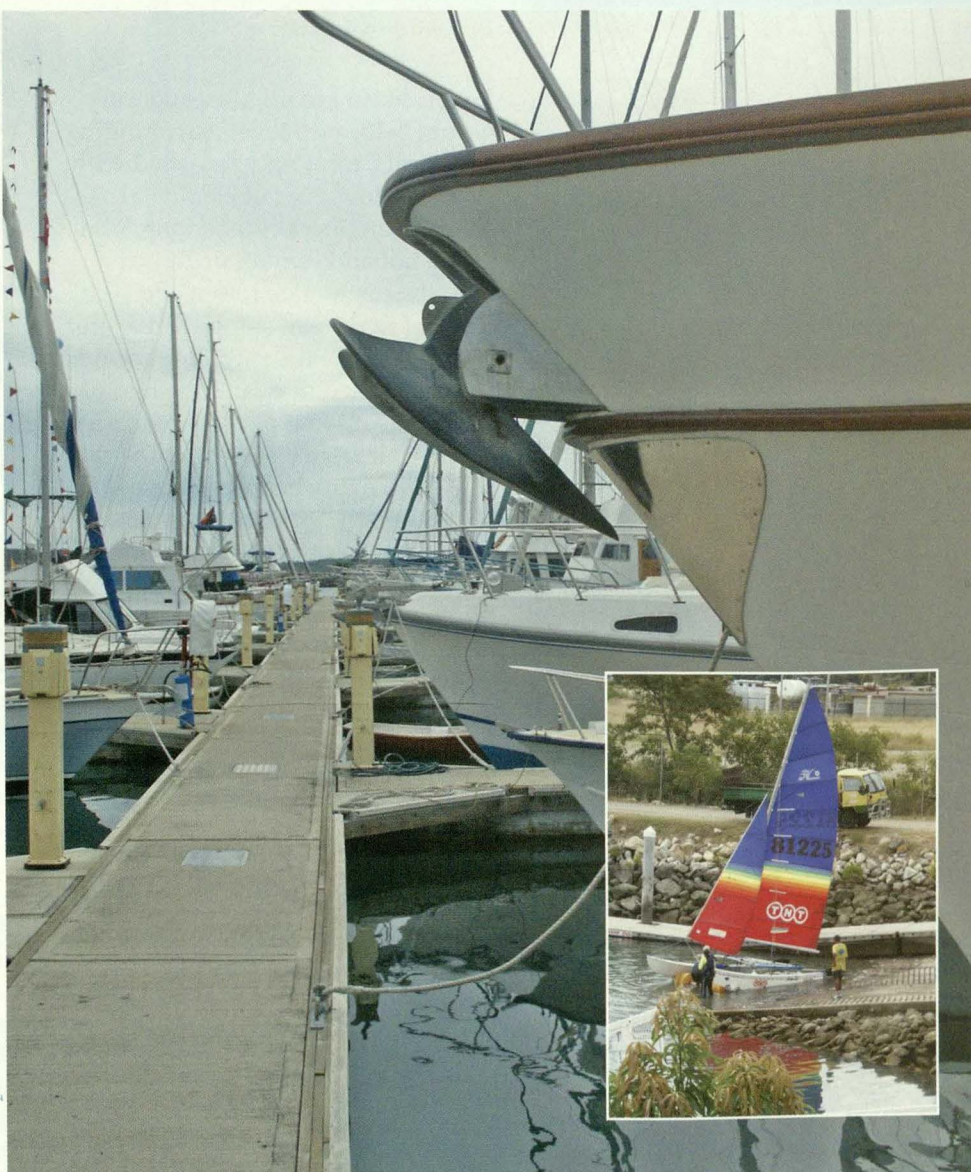
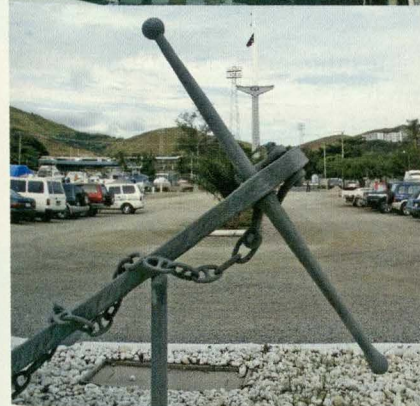
The club's fleet of about 250 boats includes eight keeler yachts; six trailer sailers, 20 racing catamarans and many more powerboats of all shapes and sizes.

Monthly fishing competitions are held with boats venturing out to sea for up to 60 kilometres, and a yellow fin tuna competition every February generates prize money of up to 20,000 Kina.

More foreign cruising yachts are appearing at the club; now about 50 a year and climbing.

At Independence Week in September, the club will host about 20 Hobie racing catamarans from Australia.

The Royal Papua Yacht Club welcomes overseas visitors.



Lihir

An island on the edge

As high grade mining proceeds to deepen the pits, the new mountains of low grade ore gradually rise on the Kapit shoreline.

By John Brooksbank

It feels like a lunar landscape, yet we are below sea level. Surrounding rock walls, randomly splashed with bright yellow dabs of elemental sulphur, are literally steaming. The sauna hot and humid air is heavy with the distinctive rotten egg smell of hydrogen sulphide. We are surrounded by the rumbling sounds of heavy machinery and the hiss of vented steam that geysers 20 metres into the air from jets around the rim of the pit, many benches above us.

This is not a sci-fi movie - we are at the other worldly bottom of the Minifie pit of the Lihir gold mine. Here, the collapsed Luise volcanic caldera is gradually becoming a huge hole in the ground, just metres from the beach of Luise Harbour where leatherback turtles still come ashore to lay their eggs.

Lihir really is an enclave mine - once around the corner of Putput Point, and in fact at most places on the island away from the processing plant and housing estate at Londolovit - there is no physical evidence of the mine.

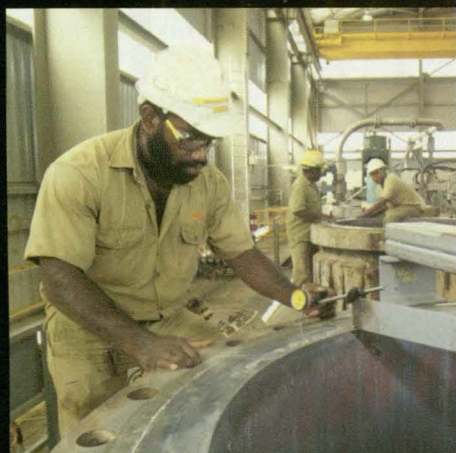
The Minifie and Lienitz pit areas and the ever-rising stockpile mountains

of low-grade ore at Kapit are neatly hidden from view by a protective arc of hills. With deep-water tailings and waste rock disposal there are no unsightly slag heaps and only the merest discolouration of the waters of the bay.

Lihir, or more properly Niolam island of the Lihir island group, is right at the edge of Papua New Guinea. Lihir is also at the edge of the Pacific - just a speck in the ocean, off the east coast of New Ireland. Sitting in the social club atop the Londolovit cliff facing east, Ecuador is 14,000 kilometres away in a straight line.

Until recently, Niolam was just another small tropical island, its people fishing the nearby waters, subsisting on a simple diet and earning cash income from the sale of copra and cocoa. With minimal government presence, the main outside influence was the Catholic Church.

Here in the open pit, Lihir Gold Limited is mining on the edge - drill holes ready for blasting are colour-tagged, cold explosive for the cool holes and another form of explosive for those with scarily higher bottom-hole temperatures. One cannot forget that Niolam is on the



The processing facility is high tech - almost out of place on the lush green island.



Pretty, well maintained and well attended Catholic churches are found in almost every Lihirian village.



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edge of the same arc of the Pacific plate islands that have hosted the Rabaul eruptions and more recently the volcanic activities at Mt Pago in West New Britain.

A lot is required to chemically squeeze Lihir's hydrothermal gold out of its sulphide rock. The ore is crushed talc fine in huge mills and then, whilst heated under pressure, has oxygen blown through it in autoclaves - a technique known as pressure oxidation. This releases the gold in a form that can then be concentrated using conventional processing techniques.

All of this leading edge technology means little to most of the Niolam population. They just know that near Kapit, the place where there had always been sulphurous hot springs, their island is blessed with a world-class gold deposit.

The community has just one chance to better themselves and future generations. They are determined to take it. In late 2002, all stakeholders were in the process of finalising the

second Lihir Integrated Benefits Package (IBP) - a single document that spells out exactly who is going to do what during the next five years. It will guide the actions of the mining company, landowners, national, provincial and local governments. Landholders are represented by the Lihir Mining Area Landowners Association (LMALA), an organisation supported by the mine developers.

Mineral developments whose revenues have sustained the National Government purse for many years - such as the Misima, Ok Tedi, and Porgera mines - will be closed by 2004, 2010 and 2012 respectively. This means that Lihir, with a mine life till at least 2032, is vitally important to the economy of PNG. Its operation also generates important income streams for the New Ireland Provincial Government, the Nimamar Local Level Government and village landowners on Niolam.

As important as the economics of the mine might be, it is the people of Niolam who are in some ways on the

edge. Since exploration in the 1980s, construction and especially since the start of mining in 1997 the island population has risen dramatically with the return of Lihirians from elsewhere in Papua New Guinea and the influx of increasing numbers of non-Lihirians. This is in addition to the approximately 2000 mine employees and contractors, including 96 expatriates. Senior mine managers and supervisors are residential, almost 40 percent of the workforce are Lihirians whilst the remainder of employees are fly-in fly-out workers from other parts of PNG.

In a decade, Niolam villagers have gone from an almost totally subsistence lifestyle to one in which they have had to come to grips with the concepts of and income from royalties, equity dividends, trust funds, special support grants, tax credit schemes and special purposes authorities. In this time the fabric of the whole island has been altered - there is now a ring road, primary schools, a high school, wharf, hospital, supermarkets, a large airstrip, and new houses for villagers



"fill 'er up, thanks!"



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who were relocated, and travel by truck, plane or dinghy rather than canoe. These are changes that are not easily reversed.

Everyone initially embraced the new mine-dominated cash economy. The island community that once sustained seven cocoa fermentaries, selling 230 tonnes of copra and 21 tonnes of cocoa in 1984, almost totally abandoned these activities. People stopped gardening and even fishing - it is said that most fish at the local market is brought in by villagers from the outlying Tabar and Feni islands. The money honeymoon is now perhaps over and there is increasing realisation that whilst an income and assets such as roads, schools and medical facilities are useful - it is also necessary to plan for their ongoing maintenance.

Ao Ure, manager of Nimamar local-Level Government Council, usefully says, "we all have to prepare proper income and expenditure plans for the next few years and look at maintaining what infrastructure we already have, before looking at new projects." He will however, have high community expectations to address. The maintenance lesson has unfortunately been learned the hard way in many other parts in PNG. The euphoria of a new road, aid post or teachers house soon evaporates with the harsh realisation that often no-one has thought about - how the facility is going to be manned, resourced or maintained - and valuable assets slowly degrade.

The catch cry of sustainability is very important for those on the edge. Lihir will learn lessons from Misima, where the community has less than two years to sort out how to run and maintain assets that will be left when the mine packs up.

The Integrated Benefits Package ensures that all Lihir mine stakeholders will now work together to, for example, establish appropriate trust funds. These funds could build up and compound over the next thirty years, growing to be ready for use when the mine is over and other

recurrent sources of revenue are no longer available. The Nimamar LLG council and the Lihir Management Company want to make sure that any trust arrangements are simple, transparent and actually work so that basic road, health and education services can be catered for long after 2032.

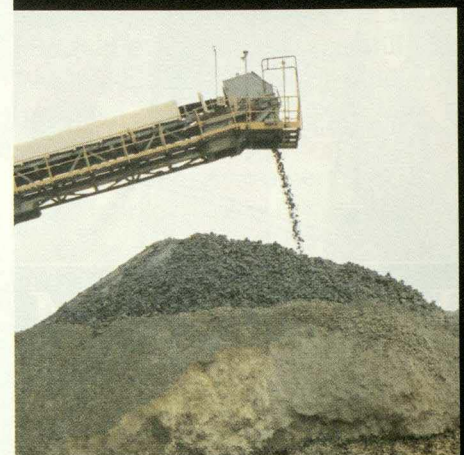
At the landowners level too, life has to be sustained and find a balance. The Lihir Growers Association has recently been formed to support farmers of all types and scales. They intend to ensure that subsistence agriculture is maintained and options for cash cropping such as cocoa and vanilla are fully explored.

The Catholic faith seems to have anchored most of the island communities through recent social changes. The Catholics have had an influential presence since the 1920s, despite the killing of expatriate priests by the Japanese during World War Two. Every village seems to have a well maintained, ornate church of 'standard' design with a small bell tower, emulating that of the original church at Palie mission, and on Sundays most people can be found attending service.

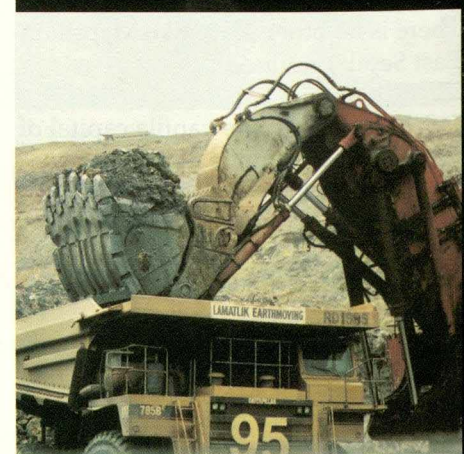
The Lihir gold mine will provide the Niolam island community with an income from its operations for at least the next generation. But more importantly, the community is also hopefully on the edge of making the correct development decisions that will ultimately benefit many future generations of Lihirians.



The natural beaches and rugged coastline of Lihir still look much as they have for centuries.

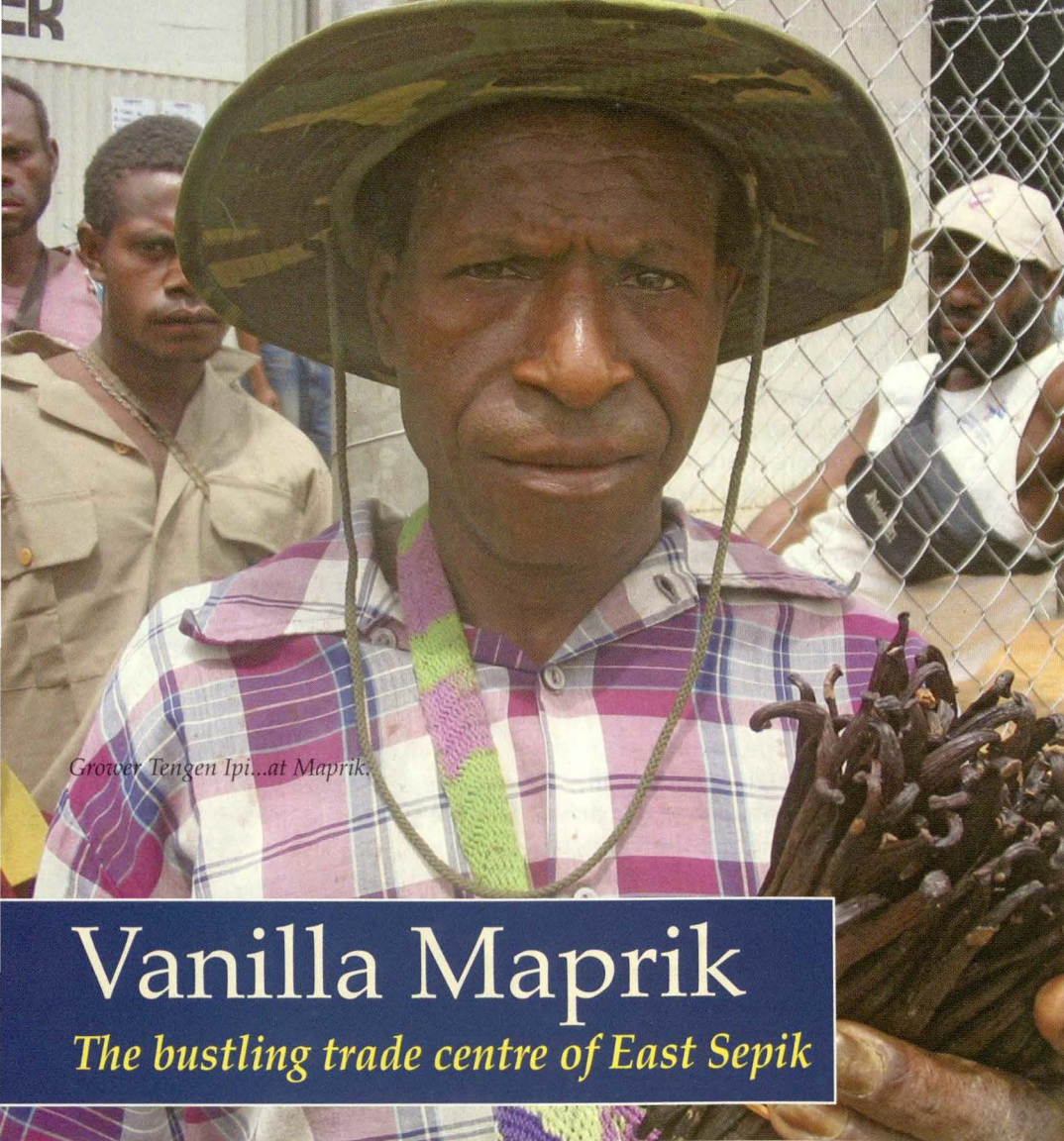


High-grade ore from the pit drops on to a stockpile from a conveyor from the mill area.



The Minifie open pit is gradually being dug deeper and deeper into the Luise caldera.

One of the many benefits to come from mine operations are funds that allow local villagers to construct permanent housing.



Grocer, Tengen Ipi...at Maprik.

Vanilla Maprik

The bustling trade centre of East Sepik

By Malum Nalu

There is no other place like Maprik in East Sepik Province.

I visited Maprik, the vanilla capital of East Sepik and Papua New Guinea, recently and I just couldn't believe what I saw.

The amount of money changing hands was unbelievable.

It was just like a scene from one of those old Western flicks about a gold mining town and its motley crew. Thousands of kina change hands in Maprik - dubbed the 'trade centre' of East Sepik - daily from vanilla buyers to growers of this prized crop.

The price has now dropped down to about K300 a kilogramme for A Grade vanilla, but nevertheless, this is still a lot of money.

Up until some months ago, when prices plummeted due to major producer Madagascar coming back on stream, A Grade vanilla was fetching K700 or more a kilogramme.

But still, that's a lot of money.

Children, some as young as 10 years old, run around Maprik with wads of K50 bundles in their hands.

Maprik's main thoroughfare becomes a bottleneck on Thursdays and Fridays when people from Wosera/Gawi, Angoram, Yangoru/Saussia, Maprik, and even parts of the Sandaun Province converge on this frontier town.

Crowded PMVs struggle to get into or go out.

Along the roadsides, vendors with items from ghetto blasters to bubble

gum make roaring trades.

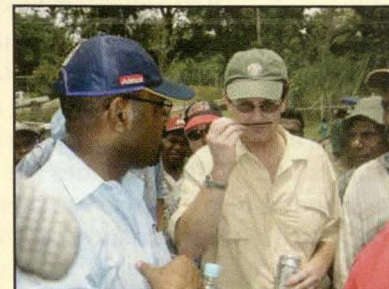
I saw children running around with brand new stereos on their shoulders, paid for in cold, hard cash.

Their fathers have been building new houses and buying Toyota Land Cruisers ever since the vanilla boom began about 1997.

Yes, indeed, vanilla has made a big difference in the lives of these people who live along the Sepik Highway. These days, people from Wosera/Gawi, Angoram, Yangoru/Saussia and Maprik don't bother going down to Wewak on Thursdays and Fridays.

Too risky, they say, when you can get all the money you want and all your shopping in Maprik.

I heard of the day the bank in Maprik ran out of money because there were



just too many withdrawals.

I heard that the bank in Wewak also runs dangerously short of cash when the growers hit the provincial capital en masse.

When a group of thirsty vanilla growers hit town, and stop for a drink at the Windjammer, chances are that they'll drink the bar dry.

And they'll also buy a drink for everyone at the bar.

Buyer Joe Yambu said the vanilla trade was still booming despite the price drop.

"We have a lot of sellers," he told me.

"They come here every day of the week.

"The previous price was K680 per kilo.

"Last month, it dropped down to K300 a kilo."

Yambu agreed that vanilla has made a big difference in the lives of these rural people.

"Vanilla went big in Maprik in 1997," he said.

"It has made a big difference in the lifestyles of the people.

"Maprik has certainly changed."

Yambu, however, says there could be a decline in interest in vanilla growing if prices continue to drop.

"The price drop has made a big difference," he said.

"We depend on this crop for our livelihood.

"It (price drop) is a big problem to the villagers.

"We ask the Government to do something about bringing the price back up again.

"This is because a lot of people have already made plantations in the hope that the high prices would remain."

Grower Tengen Ipi was trying to sell vanilla to Yambu when I caught up with him.

"I've been growing vanilla for a year now," he said.

"The money has helped us, but now the price has gone down."

When we drove out of Maprik after lunch, the thoroughfare was still chock-a-block with vehicles and people.

For sure, there is no other place like Maprik.



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SYDNEY'S DARLING HARBOUR

A charming delight



By Rick J Smee

The Darling Harbour I remembered was a clutter of vacant warehouses and abandoned railway yards, a dusty, derelict eyesore. Each working day I passed by the dilapidated, crumbling region until my work took me to other places. It had been a long time since I had seen the old blot on the landscape and so as our aircraft descended over the Harbour City, I was in no way prepared for the stunning transformation that is Darling Harbour today.

The Eora Aboriginal people who lived along its rocky shore originally knew the area as Tumbalong. The first settlers from Britain called it Long Cove and later the location became known as Cockle Bay due to the abundance of shellfish. Within

a few years a wharf was built to unload produce from the burgeoning farms in the Parramatta district and the serenity of old Tumbalong began to fade.

Commerce began to flourish and in 1813 Governor Macquarie established the site of the city markets at the top of the hill where the Queen Victoria Building now stands. The colony's first steam mill was built in 1815 at the southern end of the bay and a

second was completed nearby in 1823. The construction of the two steam mills marked the beginning of the industrial revolution in New South Wales.

In 1826, the governor of New South Wales, Sir Ralph Darling renamed the area Darling Harbour. By 1860, the colony's first railway was running from Sydney to Parramatta and a toll bridge had been built to link the city with Pyrmont and the

region to the north-west. Due to the increase in coastal trade, a period of rapid growth followed. In 1876 the construction of a massive iron wharf enabled freight to be moved swiftly between vessels and the railway. Darling Harbour had grown from a little market wharf to become the nation's leading freight and industrial precinct.

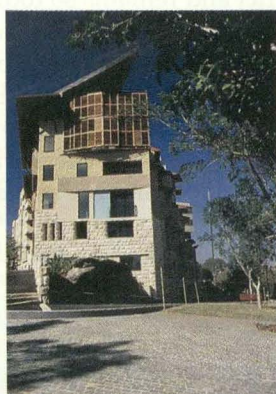
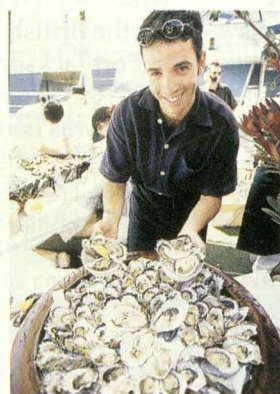
During the Second World War the docks at Darling Harbour were in great demand to load and unload supplies for the war effort. The influx of migrants to Australia after 1945 saw many step ashore at Darling Harbour. Within a decade container ships began to outgrow the obsolete waterfront facilities and by mid-1970, the place was a deserted, derelict dump.

Australia and overseas. Nearby, the internationally famous Powerhouse Museum presents a unique collection of inventions, technological innovations and designs through the centuries. From steam engines to space exploration, furniture to fashion, an amazing array of exhibits delights and astounds thousands of visitors each year.

At more than eight-storey high, Darling Harbour's Imax theatre boasts the world's largest movie screen. Star City Casino is always popular with high rollers, the rich and famous, or those of us who enjoy a small flutter now and then. There are also numerous bars and restaurants within and adjacent to the casino. Sydney Aquarium features the nation's most unique and

Once, the Eora Aboriginal people lived along the banks of this rocky harbour and archaeological evidence suggests these original inhabitants dined mainly on the abundant seafood available.

After the arrival of the First Fleet in 1788, convicts and outcasts began to occupy the area, which they now call The Rocks, and the aboriginal people began to melt away into the forest. As the colony grew, modest dwellings replaced rough, timber huts and tents, while here and there mansions were built. Sydney's oldest surviving house was constructed at Sydney Cove from local sandstone in 1813. John Cadman convicted of horse stealing finally gained his freedom and married Elizabeth Mortimer in 1830. Elizabeth had also



In 1984, the state government introduced the New Darling Harbour Act which established the Darling Harbour Authority (now known as the Sydney Harbour Foreshore Authority). By 1999, more than A\$4 billion had been spent and the figure continued to grow. With annual visitation of around 16 million, Darling Harbour had established its place in the Sydney sun.

Incorporated in the award winning architecture are themes, which reflect Darling Harbour's maritime history through the use of sails, masts, water and wood. The National Maritime Museum which can be found here, takes a broad view of maritime history and features permanent and semi-permanent exhibitions plus an ever-changing programme of temporary exhibits from

diverse aquatic life on four different levels.

The Chinese Garden of Friendship is a tranquil oasis within the heart of the city; here pathways wind past waterfalls, lakes and pavilions to delicately reveal unexpected beauty. The Chinese Garden offers a rich insight into the centuries old culture and heritage of the Chinese people and is located adjacent to Chinatown, near the Sydney Entertainment Centre.

Darling Harbour is easily accessible by water-taxi, ferry, bus, cab or the monorail, which runs from the city centre. Not far away is the precinct known as The Rocks, and the following morning I strolled along the narrow sun-lit streets and let the historical atmosphere engulf me.

been transported with her two young daughters for misappropriating a hairbrush. The family was to live happily in Cadman's Cottage for the next fifteen years.

Wandering down George Street, which used to be known as Sergeant Majors Row, I passed tiny terrace houses and old brick and stone warehouses on past the Russell Hotel which was built in 1887 and originally named the Port Jackson Hotel. The atmosphere seemed so surreal and peaceful and yet an air of expectancy seemed to whisper that things wouldn't stay this quiet for long. I was pleased to have chosen an early Saturday morning to do my exploring.

My ramble took me up Globe Street, turning north I headed down



Harrington Street with its terrace houses, which were constructed in the 1860s. To the right was the laneway known as the Suez Canal, which was once one of the most notorious and dangerous places in the city. I traipsed on to Argyle Street and the Argyle Cut, hewn through the rocky centre of The Rocks by convicts in 1830.

Argyle Street has always been one of the main shopping attractions in the district and remains so today. The maritime flavour of The Rocks was reflected in the names of pubs hereabouts. The British Seaman's Hotel, Three Jolly Sailors, Ship Inn, Whalers Arms, Whale Fishery and the Ship and Mermaid to name just a few.



Further along Argyle Street is the Garrison Church built in 1840-43, which served as the garrison church for the British regiment stationed at Port Jackson for 40 years. Argyle Place is Sydney's only village green and it was here in the early days (1880-1899) that gangs such as 'The Fourty Thieves', 'Golden Dragons' and 'Cabbage-tree Boys' came to



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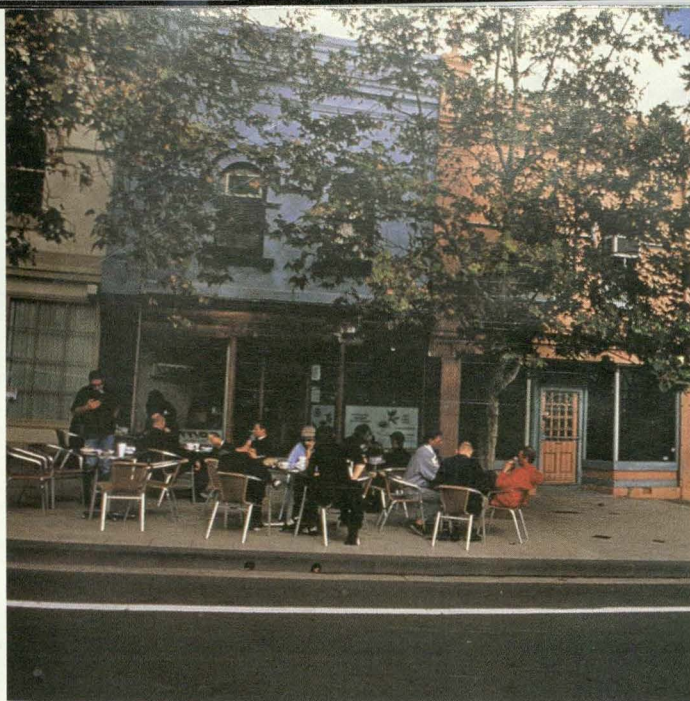


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fight. The legendary prizefighter Albert Griffiths (Young Griffo) learned his stuff in Argyle Place.

Across from Argyle Place is Observatory Hill, formerly known as Flagstaff Hill. The Observatory is a splendid sandstone building which was built in 1858. It is now a museum and public observatory, which is open daily and admission is free. Descending the Agar Steps (1882) which winds past terrace house with intricate lace ironwork and narrow sandstone tenements, I turned right into Kent Street and came to the Lord Nelson Hotel built in 1841. This beautifully restored hotel has its own brewery and offers patrons six distinctive choices of ale in addition to more widely known brands. On the walls are some fascinating pieces of memorabilia including the Times dated November 7, 1805 which tells of the Battle of Trafalgar and Nelson's death.

I wandered down Windmill Street into Lower Fort Street to the Hero of Waterloo Hotel, which was built in 1843. The 'Hero' has quite a history. A tunnel which runs from its basement under the road to the nearby wharves was used by press-gangs to shanghai men for undermanned ships. In those days crews deserted their ships en masse to head for the western goldfields.

Eventually my ramble brought me back to George Street at its intersection with Gloucester Street. It was in this area that the Old Sydney gaol was constructed in 1799 to replace the log and thatch gaol, which burnt down on February 11, 1799. The stone gaol was completed in September 1800 at a cost of £3,954. However, it quickly became a hell-hole due to overcrowding and it was reported in 1835 that 62 females and eight children had been confined to one room.

The Rocks is a maze of winding streets, narrow lanes, stone steps and colonial architecture, an unexpected place where occasionally shady trees appear around the next

corner. It is not difficult to imagine what life was like one hundred and fifty years ago. Wealthy merchants and the desperate poor, the larrikins, the sailors, the housewives, the Chinese laundry men and produce vendors, children playing on the cobbled streets, this was their home.

By the late nineteenth century The Rocks had become run down and overcrowded, a haunt for criminal gangs and ladies of the night. Today The Rocks is alive again with commerce of a different kind. Superb markets, great restaurants, boutiques, arts and crafts, historical pubs all wait to surprise and delight the visitor. There are many great ways to see The Rocks and although one can stroll safely through Sydney's oldest precinct, an escorted





walking tour can be more rewarding. The guides are extremely passionate about their work and know every interesting nook and cranny in this fascinating district. Easy Rider Harley Davidson Motorbike Tours offers the visitor something different and exhilarating.

National Parks and Wildlife Tours have their offices in Cadman's Cottage. Popular tours include Goat Island a place where aboriginal,

maritime and colonial history can be retraced. Or breakfast at Fort Denison in the middle of Sydney Harbour as the city awakes.

One of the more popular tours is Bridgeclimb, which departs daily from 5 Cumberland Street, The Rocks. Construction on Sydney's famous Harbour Bridge commenced in 1928 and was completed in 1933. From the top of the arch, spectacular and unforgettable views extend in

every direction.

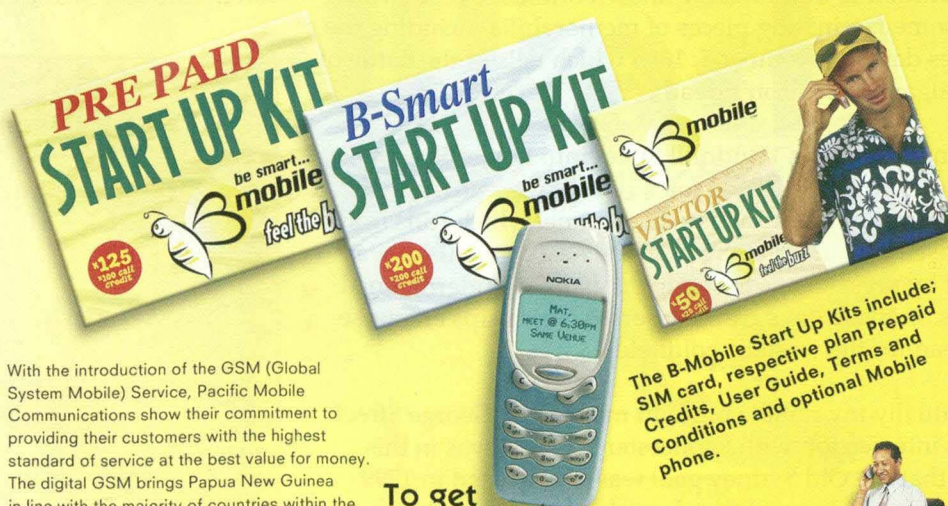
The Rocks is a gastronome's delight. Superb restaurants, cosy cafes and thirteen historic pubs offer first class dining. There are several acclaimed international restaurants in the area including the Lowenbrau Bavarian Restaurant, Sailors Thai above the visitors centre and Neil Perry's celebrated Rockpool next door.

The best place to start any tour of The Rocks is at the Sydney Visitor Centre at 106 George Street (Phone 02 92551788). Formerly the Old Sailors Home, this building was constructed during the 1860s and offered safe board and lodging to all sailors, regardless of their vintage.

The Sydney Visitor's Centre supplies information about places of interest, restaurants, tours and entertainment. There are more than twenty galleries and seven museums in The Rocks. One could spend weeks in Darling Harbour and The Rocks precincts without enjoying all their unique charm.



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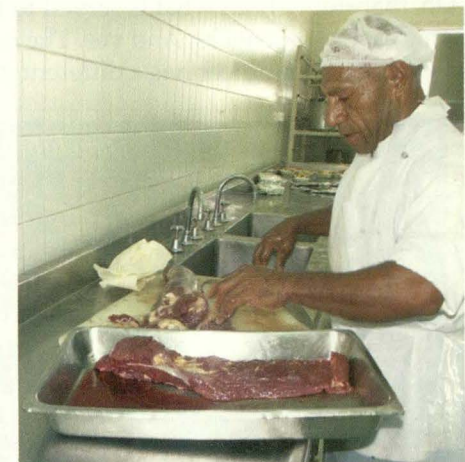
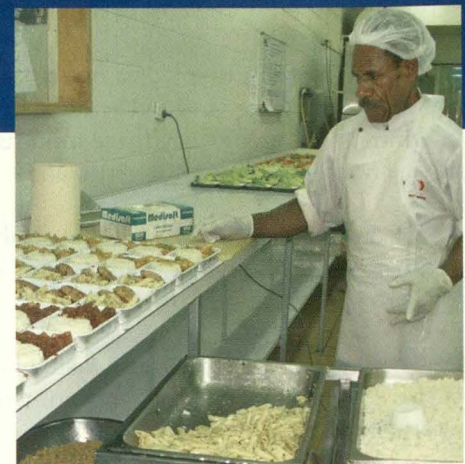
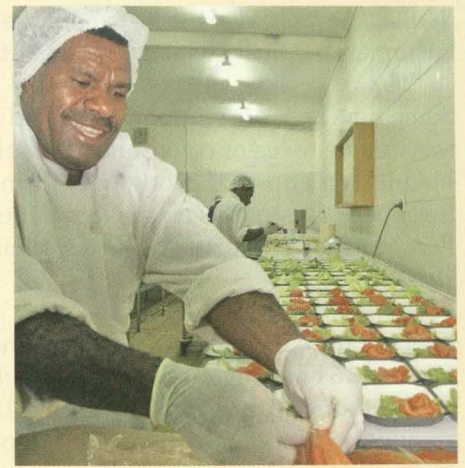


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Head chef...Chris Kei.



CATERING FOR CUSTOMERS

Thoughts about food

Every three months 80 very wealthy passengers arrive at Jackson's Airport aboard a luxury charter jet. It is carrying them on a leisurely global tour to out-of-the-way places. Also aboard the jet is a chef. The customers expect rather more than routine fare.

Next stop, Port Moresby, Papua New Guinea. Isn't that crocodile territory? Then why not a crocodile steak or such other exotic items of adventurous fare?

At Air Niugini's Catering Department, the staff when they see that elite Boeing 757 jet gliding into port know whom to expect. The elite chef.

Outfitted as it is to cater for all modes of expensively acquired tastes, the jet's galley just might not

be equipped to cook a lump of croc up to perfection. That's where Air Niugini's catering staff come to the rescue. In return, they can count on extracting some culinary expertise for the transiting chef.

What is delivered from Air Niugini's kitchen has evidently so far proved to be supremely acceptable to 80 — carefully cultivated palates.

"We haven't had any complaints," says Bill Irons, the catering department's supervisor. Perhaps more importantly he can report that from the several thousands international passengers Air Niugini carries weekly, "We don't get many complaints at all".

The catering department is a critical behind-the-scenes component of the airline's organisation. How critical?

Well, what most likely is just about the first thing the customers are likely to complain about? The food.

Some time ago, Air Niugini simplified its domestic service fare to tea or coffee and a biscuit. But just a biscuit won't do on the long-haul to and from Narita or Singapore. Customers on the three-hour flight between Port Moresby and Brisbane have certain expectations also.

Keeping the customers happy keeps the department running 16 hours every day of the week. It's quite a big operation with 56 staff, including 13 chefs, and amounting to about 8 million Kina annually for supply and services.

Where possible, says Irons, who began his cooking career in Australia at the age of 16 and joined Air Niugini in 1999, local fruit, vegetables and meat are used. "We use local potatoes. The biggest problem we have is when an aircraft breaks down and is delayed and we have to swap the breakfast trays to lunch."


Head chef Chris Kei is someone very recognisable to Papua New Guinea's television watchers. From time to time, he's called in as a television cook.

Air Niugini in one way prefers to remain an old-fashioned airline. Against the trend for no-frills flights, it believes that meals and drinks should be part of the service included in the cost of an airline ticket.

The drinks service displays a noticeable trend of a preference for wine, and red wine at that. The selection of wines is changed every three months with the help of advice from a consultant in Australia.

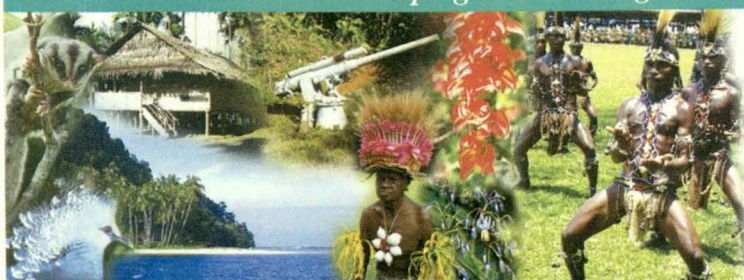
As for desserts, Irons believes that fresh fruit is preferable because, "fruit adds a lot more colour to the tray set. It looks more appealing."

And, of course, the colour and taste of tropical fruit is part of the essence of the environment Air Niugini operates in.

Oh, that story about what is served to the pilots. Yes, the same as for passengers. And yes. The captain has first choice. The first officer has a different dish. Just in case. 



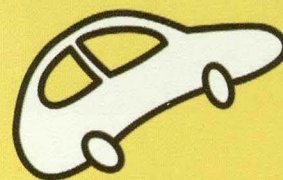
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welcome

Getting Around

At Jackson's Airport, which is 11km from the centre of Port Moresby, there are rental car counters, a bank and duty free shops. Major hotels have a courtesy bus to and from the airport. Taxis have meters. Within the city, PMV's (public motor vehicles) cost 50 toea per journey. Elsewhere, PMVs, taxis and hire cars are available.

Useful Port Moresby Numbers

Air Niugini Information 327 3480
Reservations & Confirmation 327 3555 (Domestic)
Reservations & Confirmation 327 3444 (International)
Police 000
Ambulance 325 6822

Currency

Papua New Guinea's unit of currency is the Kina which is divided into 100 toea. Exchange your money at Jackson's Airport or in banks which are open from 8.45am to 3pm, Monday to Thursday and until 4pm on Friday. Credit Cards are accepted in leading hotels and shops.

Customs and Quarantine

Adults over 18 have a general allowance of new goods to the value of K250 and are allowed duty free:

- 200 cigarettes or 50 cigars or 250grams of tobacco
 - One litre of alcohol
 - A reasonable amount of perfume
- Drugs, pornographic literature or video tapes, firearms and weapons are prohibited. Food items, seeds, spices, live or dry plants, animal products and biological specimens such as cultures and blood need special import approval.

Languages

Although over 800 languages are spoken in Papua New Guinea, English is the language of education and commerce. Tok Pisin is widely spoken and Police Motu is common in the Southern region.

Time

Papua New Guinea is 10 hours ahead of GMT, in the same time zone as Eastern Australia. There is no daylight saving.

Communication

ISD, STD and facsimile services are available in most centres. Public phones are available in the major centres. Phone cards and Telikads can be used in the major centres. Some rural areas have radio phones while others use high frequency radios.

Driving

Drivers licences issued in other countries are valid for 3 months after arrival. Vehicles travel on the left side of the road; speed limits are 60kph in built-up areas and 80kph out of town.



PAPUA NEW GUINEA
EXPERIENCE

Electricity

Electricity supply is 240 volts AC 50 Hz. Some hotels have 110 volt outlets for shavers and hair dryers.

Health

Water quality is within WHO standards in most towns. Bottled water is available. In rural areas it is advisable to boil water. As malaria continues to be a health risk in the country, anti-malaria tablets should be taken two weeks before arrival, during your stay and for 4 weeks after departure. Use insect repellent and wear long-sleeved shirts, trousers and shoes in the evening. Dentists, doctors and hospitals are in all major centres. Rural areas have health centres and aid posts staffed by trained health workers.

Dress

For most occasions, dress is informal. Rubber thongs and shorts are not allowed in some bars and restaurants. Lightweight clothing is suitable for coastal areas but a sweater or jacket will be needed in the highlands.

Restaurants

Western cuisine is available in hotels, restaurants, guest houses and lodges. Port Moresby has several Asian restaurants. Some hotels especially in the provinces serve potato, taro, yam, pumpkin, banana and greens cooked in coconut milk.

Tips

Tips are neither expected nor encouraged.

Shopping

Large stores and artifact shops offer a variety of goods for sale. Saturday is a half day for most shops and nearly all are closed on Sunday. Artisans sell their craft beside the roads or in markets. All markets sell a wide range of fruits and vegetables.

Cultural Events

Celebrations of traditional culture include:

July – National Mask Festival, Rabaul

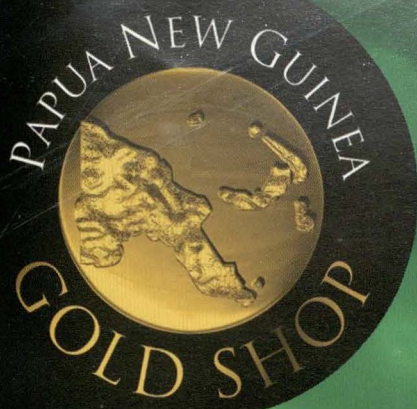
August – Mt. Hagen Show, Mt Hagen

September – Hiri Moale Festival, Port Moresby, Goroka Show, Goroka, Maborasa Festival, Madang

October – Morobe Show, Lae

Export Rules

Many artifacts historical and cultural objects are prohibited exports. Others require a permit from the National Museum. Export permits for wildlife and animal products are issued by the Nature Conservation Division of the Department of Environment and Conservation.

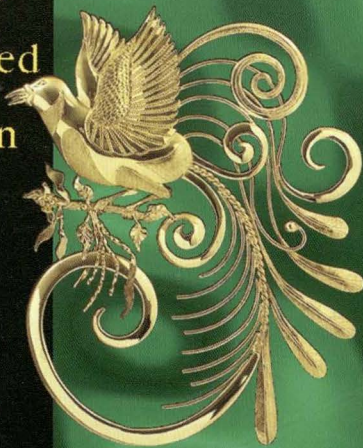


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