

Paradise



inflight with air niugini

VOL 4, 2010





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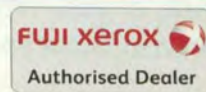
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Life's complicated,
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A vibrant, slightly surreal illustration of a busy city street. In the foreground, several people are walking: a man in a light blue shirt and tie on the left, a woman in a colorful patterned dress, a woman in a grey blazer, and a man in a white shirt and blue tie talking on a mobile phone. The background shows a multi-story building and other pedestrians. The sky is filled with a chaotic swarm of floating icons and objects, including folders, documents, a calendar showing '23', a car, a house, a family silhouette, a camera, a clock, and various papers, symbolizing the complexity of life and banking. The overall color palette is bright and saturated.

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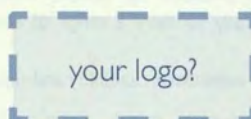
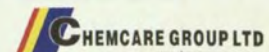
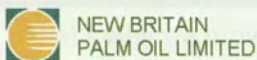
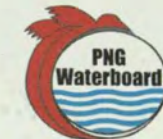
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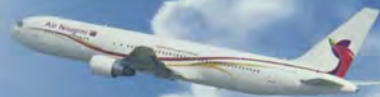
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Chairman's message



Welcome aboard

It has been a very eventful and exciting year to date for the airline. We recently celebrated the launch of our new aircraft livery and welcomed the arrival of the first of two Q400 Next Generation aircraft and a second Boeing 767.

The introduction of the DH8 Q400 will provide a significant improvement to the domestic schedules on a number of routes including Gurney and Goroka. With the various stages of the LNG project, there will be increased number of people and cargo movements and having additional aircraft ensures Air Niugini is in a better position to handle such movements.

With the planned arrival of a second DH8 Q400 Next Generation aircraft in September this year, our fleet will have 20 aircraft which includes two B767s and one B757.

Coinciding with the arrival of the Q400, the airline launched its new aircraft livery featuring a redesigned plumed bird of paradise on the tailfin and extending to a swirl of gold and red on the fuselage of the aircraft symbolizing the Bird of Paradise in flight. This new representation gives Air Niugini a bold new look.

All aircraft in the fleet will soon carry this new livery. As a national icon, the bird of paradise on our livery continues to represent and promote Air Niugini and Papua New Guinea to our overseas destinations.

Performance in the last quarter is pleasing with the Australian routes up on passenger numbers while all Asian routes showed positive growth particularly the Port Moresby – Hong Kong sector. The introduction of a second Narita service has contributed to passenger growth for the year overall and both Honiara and Nadi routes showed improvements. Domestic routes reflected a steady growth over the comparable period in 2009.

Destinations Loyalty program is progressing well with the next stage of development which allows members to earn their points at the time of check-in. The revamped website now displays more modern, airline like website features and will be updated on an ongoing basis by dedicated staff.

During August and September there are various cultural events taking place around the country with the world famous Hagen Show planned for August 14th and 15th. The equally well known Goroka Show and the Coffee Festival is also held around this time. Whether it's your first time in Papua New Guinea or you are a resident, treat yourself to a cultural experience at one of these events.

Our cabin crew is on board to ensure you are looked after until you reach your destination. And don't forget to select a gift for yourself or that someone special from the wide range of products from our "Paradise World Boutique".

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Sir James N. Tjoeng, KBE
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Contents



28



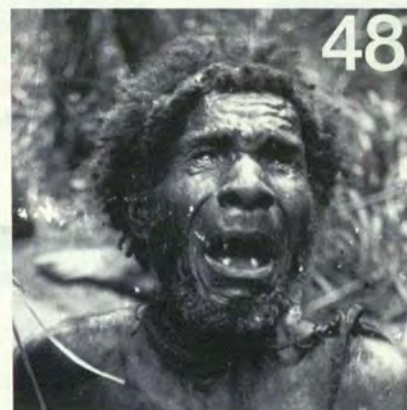
54



38



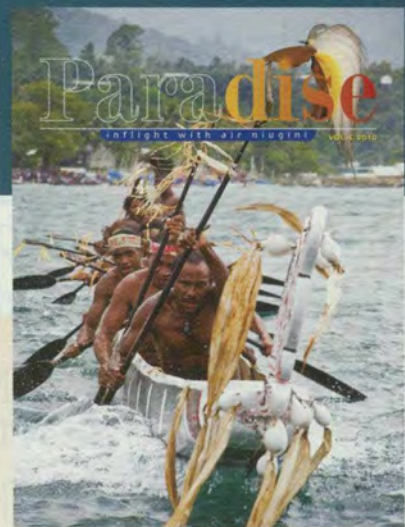
60



48

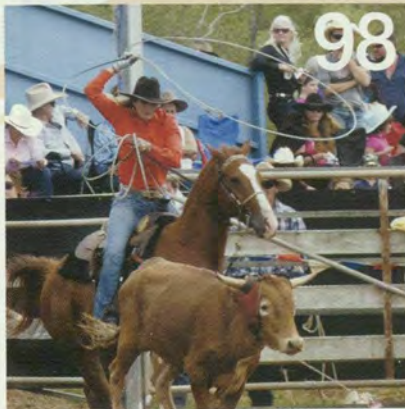


70



Cover

Photo: PNG Tourism Promotional Authority



New Ireland Odyssey

5-day sea kayaking journey

28-32

Hunters of a Different Kind

Harvesting megapode eggs

34-37

Hargy Caldera

The exploring the unexplored

38-45

Golden Wahgi

When gold was discovered in the highlands

48-51

Underwater Magic

Pristine waters, WWII relics...and scuba diving

54-59

'My Epic Pacific Crossing'

Roz Savage rows solo across the Pacific ocean

60-66

On a Slow Boat

Getting to Milne Bay

70-73

Magic Music

Buruka Tau lights up the imagination

78-80

Trekking Tips

Making trekking Kokoda safe

84-85

Quietly Brilliant

East Coast Malaysia

88-92

Thrills & Spills

The annual Mt Garnet race and rodeo weekend

98-105

Beach-hopping the harbour

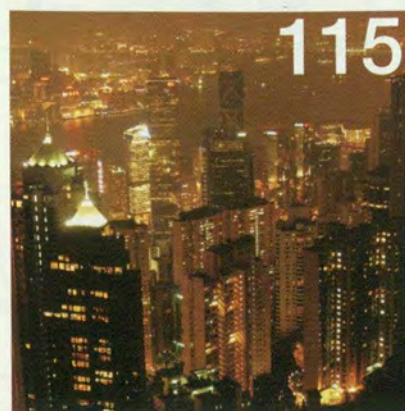
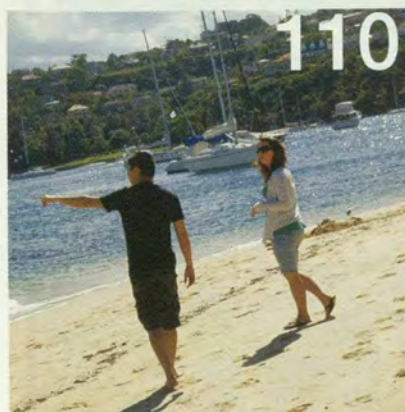
Sydney's sandy secrets

110-114

The Great Chinese Melting Pot

The vibrant and bustling Hong Kong

115-122





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Welcome aboard

Enjoy our Bird of Paradise in-flight service

Please ask us

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

Hand luggage

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

Takeoff and landing

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

Safety first

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

Electronic equipment

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

Children and babies

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

Smoking

Smoking is not permitted on any Air Niugini flight.

Entertainment

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

Pillows and blankets

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

Cuisine

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

In-flight Duty Free

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

Immigration and Customs Forms

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

Before you leave

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



Air Niugini fleet

B767-300ER

Length: 59.94m
Wing span: 47.57m
Range: 8100km
Cruising speed: 857kph

Power plant: 2 x PW4000
Normal altitude: 11000 - 12000m
Standard seating capacity: 214
Number of aircraft in fleet: 2



Boeing

B757-200

Length: 47.3m
Wing span: 41.1m
Range: 4700km
Cruising speed: 857kph

Power plant: 2 x Rolls Royce RB211
Normal altitude: 11000 - 12000m
Standard seating capacity: 184
Number of aircraft in fleet: 1



Boeing

F100

Length: 35.528m
Wing span: 28.076m
Range: 3000km
Cruising speed: 780kph

Power plant: 2 x Rolls Royce Tay 650
Normal altitude: 11,000 m
Standard seating capacity: 98
Number of aircraft in fleet: 6



Fokker

DASH 8-Q400 NextGen

Length: 32.8m
Wing span: 28.4m
Range: 3000km
Cruising speed: 670kph

Power plant: 2 x Pratt & Whitney PW150 A
Normal altitude: 7500m
Standard seating capacity: 74
Number of aircraft in fleet: 2



Bombardier

DASH 8-Q315

Length: 25.7m
Wing span: 24.4m
Range: 1700km
Cruising speed: 510kph

Power plant: 2 x Pratt & Whitney PW123E
Normal altitude: 7500m
Standard seating capacity: 50
Number of aircraft in fleet: 3



Bombardier

DHC-8-202

Length: 22.25m
Wing span: 25.89m
Range: 1800km
Cruising speed: 550kph

Power plant: 2 x Pratt & Whitney PW123D
Normal altitude: 7600m
Standard seating capacity: 36
Number of aircraft in fleet: 3



Bombardier

DHC-8-100

Length: 22.25m
Wing span: 25.89m
Range: 1800km
Cruising speed: 500kph

Power plant: 2 x Pratt & Whitney PW121
Normal altitude: 7600m
Standard seating capacity: 36
Number of aircraft in fleet: 2



Bombardier

Your wellbeing



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

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



ANKLE CIRCLES

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



KNEE LIFTS

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



SHOULDER ROLL

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



ARM CURL

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



KNEE TO CHEST

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



FORWARD FLEX

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



OVERHEAD STRETCH

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



SHOULDER STRETCH

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



NECK ROLL

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



FOOT PUMPS

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



2. Put both feet flat on the floor.



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

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Air Niugini

Your health inflight

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

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

Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

- ✧ Former or current malignant disease
- ✧ Blood disorders leading to increased clotting tendency
- ✧ Personal or family history of DVT
- ✧ Immobilisation for a day or more
- ✧ Increasing age above 40 years
- ✧ Pregnancy
- ✧ Recent major surgery or injury, especially to lower limbs or abdomen
- ✧ Oestrogen hormone therapy, including oral contraceptives
- ✧ Dehydration
- ✧ Heart failure
- ✧ Trauma
- ✧ Varicose veins
- ✧ Obesity
- ✧ Tobacco smoking

Recommendations

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

Jetlag

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

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

Recommendations

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



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

Cabin Humidity/Dehydration

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

Recommendations

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

Eating and Drinking

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

Recommendations

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

Cabin Pressurisation

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

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

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

Recommendations

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

Motion Sickness

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

Recommendations

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

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New Ireland Odyssey

WORDS & PHOTOGRAPHY LOUISE SOUTHERDEN

It's an hour-and-a-half by banana boat from Kavieng, New Ireland, to Tsoilik, the northern-most of a string of islands beyond Kavieng. But a new guided sea kayaking trip is promising to extend that journey into a five-day island odyssey.

Kayak and canoe at Lamalangit.

I've paddled a few tropical places - off the coast of Panama, through the Yasawa Islands in Fiji, around Hinchinbrook Island in Queensland and in Palawan in the Philippines. But in New Ireland, I had some of the most beautiful sea kayaking I've ever experienced.

Spearfishing at Kabotteron.



There's something about the islands north of Kavieng in New Ireland Province. Maybe it's their classic, brochure-worthy, white-sand beaches; their small villages nestled in tropical rainforest that reaches almost to the water's edge; or the aquamarine depths, rich in marine life, that surround them. Maybe it's just that, aside from an occasional cruise ship that drops anchor offshore, they're refreshingly untouched by tourism.

Until recently, the only way to explore these islands was by banana boat or outrigger canoe. Then, in May this year, Melbourne-based adventure tour operator No Roads Expeditions, which has been running Kokoda treks since 2006, started offering a third way to island-hop in New Ireland: by sea kayak.

New Ireland is tailor-made for sea kayaking, by the way. Most of its islands are protected by fringing reefs, making for safe beach landings. They're far enough apart to allow you to get in sync with your paddling partner (two-person, double kayaks are used on these trips), while being close enough to ensure you're rarely paddling for long between landfalls.

It also seems fitting to paddle kayaks in a place where the locals mostly get around in canoes.

Every day of our five-day trip, which took us from Kavieng to the northern tip of Tsoilik Island, we saw local people in canoes and we'd often paddle over to talk to them, which was a meeting of two worlds. There we were, sitting in our bright yellow, plastic-moulded double kayaks, equipped with high-tech paddles, spray decks (to keep the water out of the cockpits) and PFDs (Personal Flotation Devices, like life-vests). And there they were, perched on the sides of simple hand-hewn boats they'd probably made themselves, using single-blade wooden paddles and a coconut shell as a bailer.

I've paddled a few tropical places - off the coast of Panama, through the Yasawa Islands in Fiji, around Hinchinbrook Island in Queensland and in Palawan in the Philippines. But in New Ireland, I had some of the most beautiful sea kayaking I've ever experienced.

Day 2 was our longest day. We paddled for three hours from Kabotteron to Nusakelo around a dry reef where gentle open-ocean swells turned into savage kayak-breaking waves, forcing us to keep our distance. Watching black seabirds feeding on shoals of small, splashing fish, I felt as if we were in the doldrums of the South Pacific, not in the Bismarck Archipelago just two short flights north of Australia.

But even paddling for that length of time had a dreamlike quality to it. There was just the water, sky, the heat, big clouds, the shining sun, our three yellow kayaks and our support boat (a banana boat that pattered behind us so quietly we often forgot it was there).

Sometimes we'd take a break by parking the kayaks on a sandy spit to go snorkelling - in water as clear as air and populated by lionfish and sea snakes, reef sharks and parrot fish, and Nemo-like anemone fish.

Time for lunch at Enuk Island.



Back in our kayaks, and when it was shallow enough, we'd watch corals, tropical fish and studded starfish pass by underneath as we drifted over them; it was like snorkelling without getting wet.



Back in our kayaks and when it was shallow enough, we'd watch corals, tropical fish and studded starfish pass by underneath as we drifted over them; it was like snorkelling without getting wet.

But it was the people we met whenever we came ashore - and the opportunity to see them going about their daily lives that made the biggest impression on us.

Wherever we landed, the reception was the same: we'd step out of our kayaks, people would come over to shake our hands and introduce themselves, and then they'd casually return to whatever they'd been doing before we arrived. No fanfare, no cultural performance (except at the low-key "resort" on Tsoilik Island, where we stayed on our last night and were greeted with music and singing



Wherever we landed, the reception was the same: we'd step out of our kayaks, people would come over to shake our hands and introduce themselves, and then they'd casually return to whatever they'd been doing before we arrived.

as a special treat). Somehow, it made us feel included, perhaps because they seemed relaxed enough with us to let us be. And we, in turn, could be with them.

Sitting on the beach, we'd start chatting with local kids who'd tell us how they paddle canoes to school on neighbouring islands. Rinsing off the day's salt in a bucket shower (surrounded by a screen of palm fronds), we'd hear women singing in a nearby hut. One languid afternoon we took turns paddling an outrigger canoe (which was easier than it looked, though not as stable as our heavy double kayaks).

Lots of places like to call themselves the "last frontier" - this part of PNG really is one.

It's the kind of place where it's easy to feel as if you're exploring an undiscovered, or at least seldom-visited place.

One day, we stopped for lunch at a village on Eruk Island where the local women, all with betelnut-stained teeth and wearing colourful "meri"

dresses, had prepared a simple feast of rice, fish, cucumber slices and fresh coconut.

While we ate, they sat on the ground nearby talking among themselves and quietly watching us. Then, before we got into our kayaks to paddle away, I decided to cool off with a quick swim - in my long-sleeved paddling shirt and shorts, for modesty - which brought them all to the water's edge, where they exclaimed and stared with great interest.

Later, I wondered aloud why they'd been so interested. Jarvith, one of our local guides, said they'd been curious to see how I swim because most of them had never seen a white woman before.

This being the 21st century, that seemed hard to believe, until the last day of our trip when I realised we hadn't seen a single other tourist in five days. The only other non-locals we'd seen were missionaries - a friendly Australian couple and their two daughters, aged 8 and 11, who have been living in a village on a remote island for two years.



Speeding past reefs it had taken us hours to negotiate in the kayaks, we glided over the blue-green water (too fast now to see fish or starfish beneath us) and waved at people who waved at us. It was like pressing "rewind" on a video, seeing the things we'd seen before in real time, now at a faster rate and from the opposite direction.


Local guide Wotlom.



Curious children at Tsoilik Island.



On our last day, after hugs and handshakes from what seemed like the entire village at Tsoilik, our kayaks were loaded onto a banana boat and we climbed into ours for the one-and-a-half-hour ride back to Nusa Island Retreat, where we'd started the trip five days earlier.

Speeding past reefs it had taken us hours to negotiate in the kayaks, we glided over the blue-green water (too fast now to see fish or starfish beneath us) and waved at people who waved at us. It was like pressing "rewind" on a video, seeing the things we'd seen before in real time, now at a faster rate and from the opposite direction. And it struck me again how well sea kayaks fit into this remote and untouched place, leaving barely a ripple. 

Fact File

GETTING THERE: Air Niugini flies direct to Port Moresby from Sydney twice a week and daily from Brisbane. See airniugini.com.pg

TRIP NOTES: No Roads Expeditions, based in Melbourne, runs 9-day Tigak Sea Kayaking trips (with four and a half days of paddling) through the islands north of Kavieng, New Ireland, from May to October for \$2800 per person twin-share. The cost includes domestic flights to and from Kavieng, double kayaks and all kayaking equipment (paddles, PDF vests and spray decks), experienced Australian and local guides, support boat, all meals and twin-share accommodation in Port Moresby, at Nusa Island Retreat near Kavieng, and in tents and village guest houses when kayaking.

MORE INFO: www.noroads.com.au and www.pngtourism.org.pg

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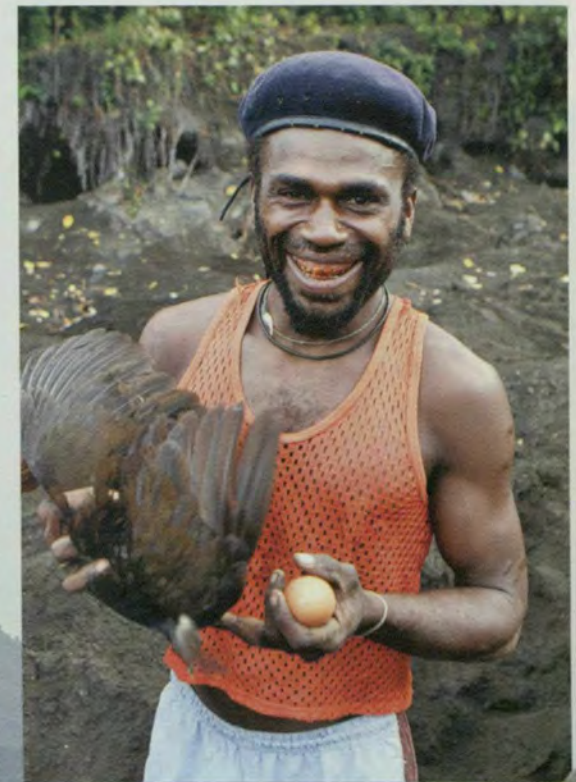
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Hunters of a Different Kind

BY MICHAEL GREENSLADE



Just before sunrise, our dugout outrigger canoes slip silently into the warm waters, off Matupit Island. Two kilometres across the bay, the volcano rumbles and a column of steam and ash rises from its mouth. As we paddle towards it, we are reminded of Mother Nature's power - the power to destroy and the power to create and provide.

As we near the shore, the sea gets noticeably warmer and the rising sun reflecting over the glass calm water. The volcano looms large overhead like a sleeping giant, gently snoring.

I am reminded of the tale of Jack and the Beanstalk, for we too have come to take the giant's treasure and we hope he doesn't wake up while we do so.

I have come with the Tolai men of Matupit Island to the foothills of Mt Tavuvur, as they have done so for hundreds, perhaps thousands of years, to harvest the eggs of the megapode.

The megapode or incubator bird is a large, chicken-like bird that lays its eggs deep in the warm volcanic ash. All the hard work of incubation is done for them by the volcano and when the young are hatched, they are more developed than any other bird, fully feathered and ready to fly.

Paddling to Mt Tavuvur in search of megapode eggs.

The scene resembles one huge board game. The holes are from previous excavations and when I ask about the boulders, I'm told they are occasionally coughed up by the volcano. If you hear one whistling through the air, it's best not to look up, instead, watch where you're running so as not to fall into the holes.



Going empty to Mt Tavanur and returning with megapode eggs.

We land the dugouts on the black sand of the palm-fringed beach and the men remove their shovels and billums, baskets made of woven banana leaf, to carry their prize.

Just through the palms, there is a clearing and a catacomb of large holes interspersed with sizeable boulders.

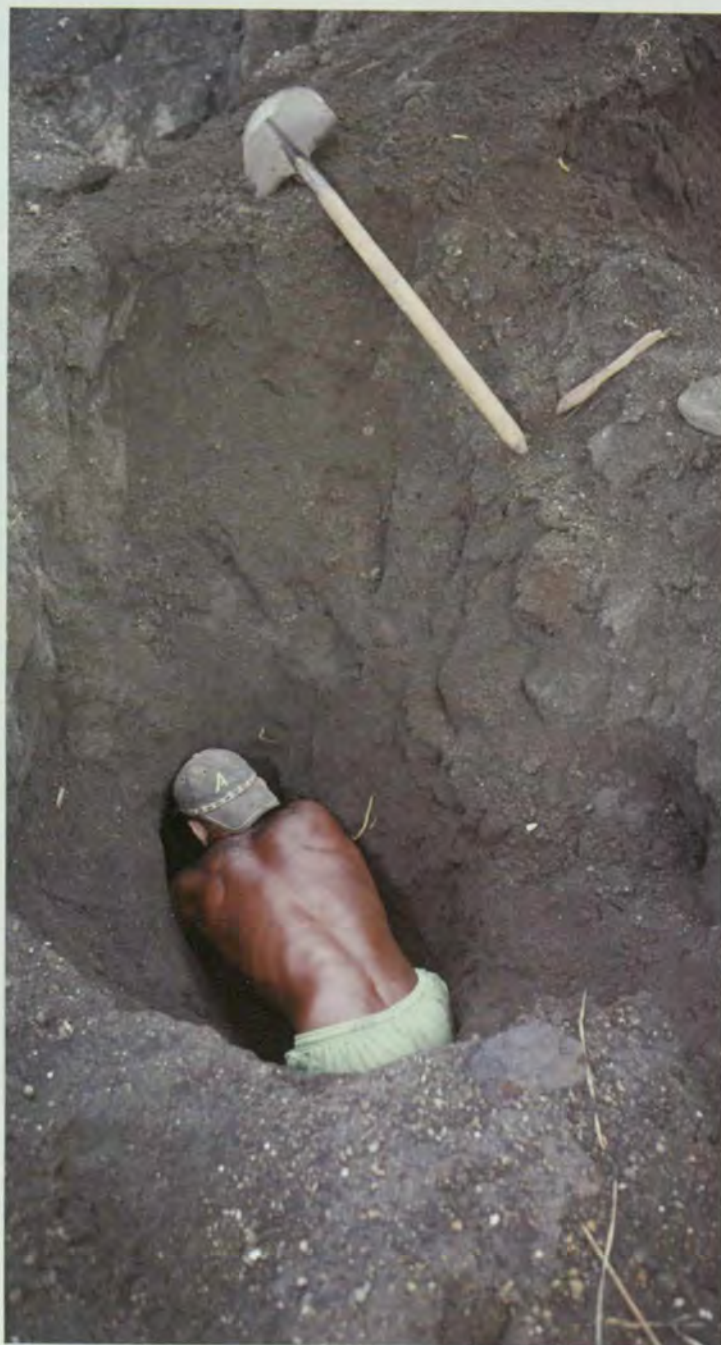
The scene resembles one huge boardgame. The holes are from previous excavations and when I ask about the boulders, I'm told they are occasionally coughed up by the volcano. If you hear one whistling through the air, it's best not to look up, instead, watch where you're running so as not to fall into the holes, I'm told.

The men, about 15 of them in total, get to work. First, they survey the holes, looking for freshly dug ash, marking them as they go with a personalised leaf. Some leaves may be broken in half, others torn in a special way, each man will have his own way of marking his holes. Then the real work begins and the digging starts, first with the shovel and then, as they near the delicate eggs, by hand.

I am amazed at how deep some of the holes are, but here, in the clearing, they have been dug many times and the megapodes like to bury their eggs in the soft ash dug over by men and so it goes round.

The men talk and joke as they dig and before long the first egg is found. It's slightly larger than your average chicken egg but more elongated. The man who has found it is in a hole

Digging for megapode eggs.



with three feet of ash above him and has dug out another two feet horizontally to reach the egg at arms length.

This is hot and dangerous work, the combined heat of the rising sun and the warm volcanic ash makes the digging even more strenuous. There is an ever-present danger of a hole collapsing (men have been buried alive) or a boulder falling from the sky, not to mention a volcanic eruption.

Mt Tavuvur is one of the region's most active volcanoes. Situated on the eastern end of the Gazelle Peninsular, East New Britain, Mt Tavuvur sits on the edge of a massive caldera, forming part of the infamous Ring of Fire.

In 1993, the volcano erupted violently, burying half of the then regional capital, Rabaul, in hot ash and forcing its evacuation.

In October 2006, it erupted again, spectacularly sending a column of ash 18 kilometres into the air.

Luckily for the residents of Rabaul and nearby Matupit Island, an offshore wind carried the ash cloud out to sea and no damage was done.

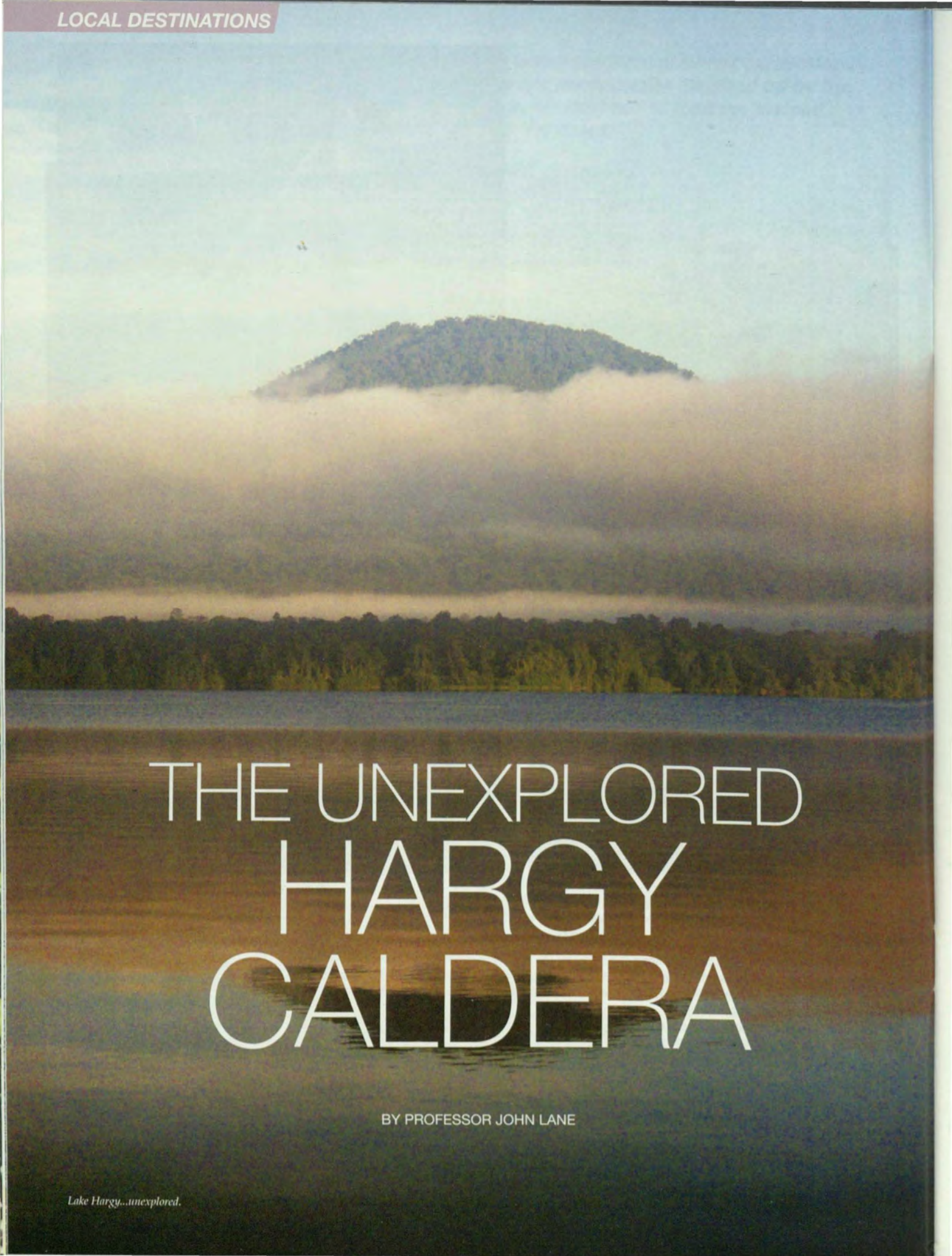
After about three hours of digging, each man retrieved about a dozen eggs and I am told this is enough because the men will only take what they need. Covered in sweat and ash, it is now time for a refreshing drink of water, a wash in the sea and a chance to recharge the batteries with some betelnut.

The eggs will be taken back to Matupit, boiled and sold in the local markets of Rabaul and Kokopo, the new regional capital. They fetch a good price and supplement the income the men earn from fishing and copra.

The men know the eggs are a finite resource and they are managed accordingly. For three months of the year, they will not visit Tavuvur's shores, giving the megapodes a chance to breed and hatch their young, thus maintaining the bird's population and assuring next year's food and income supply.

On our paddle back to Matupit, the mood is celebratory and I feel privileged to have witnessed such an amazing slice of Tolai life. I thank my hosts and wish them well.

A couple of days later, as I stroll through the market in Kokopo, I see a lady shaded by a colourful umbrella. In the basket in front of her is a pile of large, elongated eggs, I smile and think back to my volcanic adventure... free range will never be the same again.



THE UNEXPLORED HARGY CALDERA

BY PROFESSOR JOHN LANE

The name Hargy comes from Fred Hargesheimer, an American pilot who was shot down in the area during World War II only to return 20 years later to build the Airmen's Memorial School (AMS).



Sidescan sonar of the lake in search of crocs and earthquake faults.

In January of 2010, I returned to the Hargy Caldera of West New Britain Province, Papua New Guinea, (PNG) - my sixth visit since 2006.

The goals of this expedition were to helicopter-lift two boats into Lake Hargy and conduct side scan sonar of the lake in search of crocodiles, earthquake faults and lost World War Two planes.

An additional goal was to permanently fix ropes in the slot canyons that surround the lake for purposes of creating a canyoneering/trekking route for ecotourism.

But since Papua New Guinea is the Land of the Unexpected, none of that happened.

The name Hargy comes from Fred Hargesheimer, an American pilot who was shot

down in the area during World War II only to return 20 years later to build the Airmen's Memorial School (AMS).

Fred's remarkable story is documented in the book *The School That Fell From the Sky*. Fred's story has had many repercussions.

The squadron Fred was a part of took photos of New Britain Island, and while Fred was still missing, the United States Army was developing maps from surveillance photos; they found no name for a particular lake.

The lake in question is in the area where Fred was shot down. One of the members of the map-developing crew said, "this is the area where Fred was shot down in, so let's name it Lake Hargy."

To the Nakanai people who are the

landowners of Lake Hargy, it is known as Lamu Auru, which translates to Big Mosquito.

Twice in 2006 I travelled to Papua New Guinea. On the second trip, I was with 90-year old Fred Hargesheimer and we went to the crash site of his plane.

Fred went by helicopter and I hiked overland. That trip is documented in greater details in an article by Cecile Benjamin (Paradise Magazine Volume 6, 2008).

I had first heard about New Britain in 1993 while in Borneo exploring caves. There, I had met a fellow caver, David Gill.

David is a British cave explorer who has conducted several major expeditions into the Nakanai Mountains. His discoveries are numerous. David told me that if I thought the caves of Borneo were spectacular, then I needed to see the Nakanai Mountains of New Britain.

Thirteen years later, my opportunity came. About one week before we were to depart for PNG, my buddy Ralph was visiting a neighbour who asked "what does Fred have to say about you going to New Britain?"

Ralph replied "Fred who?" The neighbour replied, "Fred Hargesheimer, he lives down the street; he was shot down there in World War II."

This extraordinary terrain supports a complex web of aquatic and terrestrial species and based on a preliminary inventory, it is likely to support a remarkable number of new or specialised species.



Ralph contacted Fred and we all read his book during our long journey to the other side of the world.

Upon arrival in Hoskins, we decided we would not only look for caves but also for Fred's plane.

Originally, we were going to East New Britain, but after talking with Fred, we decided we would go to West New Britain. Unfortunately, joining us upon arrival in Hoskins was the rainy season.

We headed into Nakanai by helicopter, but we

were thwarted by rain and had to land at Navo Mill of Hargy Oil Palm Ltd.

This unfortunate turn of events placed us a short distance from the AMS.

At Navo, we met an ex-kiap, Colin Campbell, who further encouraged us to look for Fred's plane.

We set out on foot into the Nakanai following narrow steep muddy footpaths across swollen rivers through hamlet after hamlet.

We slept in smoked filled "hausbois" and

asked if anyone had seen Fred's plane or knew where any caves were.

We kept getting the same response "long taim lik lik". Eventually, we were able to locate and explore some caves but we never did find Fred's plane.

I left a disposable camera with the boys in Kamatami village and I told them that if they found Fred's plane to send me photos and I would come back.

Two months later, while home in the United States, I received an email with photos of Fred's plane.

During a stay in the hamlet of Leli, I met a family from New Tribes Mission who told me that they fly back and forth over the Hargy Caldera and have never seen any signs of humans.

My interest was peaked about the research potential of the unexplored Hargy region. The Hargy Caldera complex is located 16 kilometres east of Biala, straddling the border of West and East New Britain Provinces.

In 2007, a group of scientists, explorers and professional kayakers spent six weeks exploring, studying and documenting the



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Close-up view of active volcano, Mt Tavurvur.



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Infinite opportunities for future research exist within the Hargy Caldera and surrounding environs. Although the region is pristine, encroachment and resource extraction is not far away.



caldera's rich flora and natural features.

During the course of the six-week expedition, the team explored caves, kayaked rivers, dodged crocodiles, collected fish and butterflies and swabbed frogs for the global Chytrid report. The team also mapped the geology.

The research group was organised and led by me under the umbrella of the College of Natural Sciences of California State University, Chico State and the University of Papua New Guinea with assistance from the International Foundation and Hargy Oil Palm Ltd.

Landowners from the villages of Baikakea assisted the research group. The PNG Department of Environment and Conservation and the National Research Institute provided permits and assistance.

This little-known region is one of several major calderas on the island of New Britain (a caldera is a deep cavity on the summit of an extinct volcano).

This extraordinary terrain supports a complex web of aquatic and terrestrial species, and based on a preliminary inventory, it is likely to support a remarkable number of new or specialised species.

The Galloseulo or locally referred to as Mt. Ivi Lava cone rises above and partially overtops the western rim of the caldera.

A double crater occupies a larger 700-metre wide crater. Regular, small eruptions have taken place at Galloseulo over the past 7,000 years with the last occurring about 1,000 years ago.

The successful 2007 expedition and a subsequent report recommended that the Hargy Caldera area be designated a conservation area. The report also suggested several pathways to this goal and made recommendations to aid local landowner groups in managing their resource, including ecotourism.





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Four frog species remain unidentified beyond the genus level. A snake of the Genus *Typhlops* was observed near the Base Camp, which may likely be a new species. Additionally, during the course of these expeditions there have been sightings of potentially a new species of tree kangaroo.

In December 2008, a Lake Hargy Sustainability Land Management Workshop was held at the Hargy Oil Palm Plantation.

Topics discussed at the workshop included pathways for conservation of the caldera, ways to expand the oil palm production area, ways to involve stakeholders in the decision process and ways to generate money from the caldera without compromising its unique richness.

Additional scientific expeditions were conducted to the Hargy Caldera in July 2009 and January 2010.

The very steep and muddy hike into the caldera more often than not takes five-and-a-half gruelling hours and involves crossing over 32 drainages typically during a torrential downpour.

Navigating in the jungle has proved to be extremely difficult as the terrain is exceptionally steep and is choked with vines and fallen trees.

On one particular evening, I encountered a cassowary. A cassowary is the third largest flightless bird in the world and also has the distinction of the world's most dangerous bird.

When the cassowary saw me, it attacked. Fortunately, I was able to get into my tent before being disemboweled.

The bird circled my tent before retreating into the darkness of the jungle night. On another occasion, a crocodile snapped at a kayaker during the first ever source to sea exploration of the Lobu River.

Crocodile sighting on Lake Hargy were not uncommon. Insects are the most diverse of life on the earth.

Scientists who study diversity cannot hope to sample all of the species for a given area, so instead, they sample the species from groups that are easily collected and identified.

The two main groups that are used in this work are ants and butterflies. Ant collecting is a bit specialised and they can harm the collector, so we used butterfly collecting as an indicator of the diversity of the Hargy Caldera.

Chytridiomycosis is an infectious disease of amphibians caused by the fungus *Batrachochytrium dendrobatidis*. The disease has been implicated in mass die-offs of amphibians and extinction of frog species worldwide.

It has only become an international disease of concern since the early 1990s. It is confirmed in the Americas, Africa, Europe, New Zealand, Australia and Oceania.

The cause of the spread and reason for the dramatic die-offs are not clear but human-

mediated dispersal and environmental changes such as global warming appear to be strongly implicated.

Papua New Guinea is one of the few places in the world where amphibians had not been tested for the presence or absence of *B. dendrobatidis*.

PNG, in general, and the Hargy Caldera of West New Britain specifically has played host to little or no human contact with amphibian populations, and as such, is an excellent environment to test for human-mediated spread.

Ralph and Lisa Cutter performed swabs on 73 frogs. Testing for *B. dendrobatidis*

detected no presence in any of our collection. The intact, uninfected frog population of the Hargy Caldera should be recognised as an international benchmark community that must be strictly protected from any possible human-mediated contamination.

Many of the butterflies collected were not identified to the species level and may prove to be new to science.

Four frog species remain unidentified beyond the genus level. A snake of the Genus *Typhlops* was observed near the Base Camp, which may likely be a new species. Additionally, during the course of these expeditions, there have been sightings of

potentially a new species of tree kangaroo.

Now after a reconnaissance, a visit with Fred, two expeditions, a jaunt into the active volcano and a workshop of these expeditions, I continued to be amazed and bewildered by the incredible diversity and uniqueness of this portion of the planet.

Still, there is almost no evidence of humans within this isolated region. Although the region is pristine, encroachment and resource extraction is not far away.

That is why there is an urgency in continuing the push towards conservation of this limited reserve. Infinite opportunities for future research exist within the Hargy Caldera and surrounding environs.

The long-term goals of this project are to establish a permanent research station at Lake Hargy, to continue efforts for conservation of this valuable, untouched pristine area and to continue Fred's paradigm of working together with the Nakanai people.



Paddling in Lake Hargy.



Swire PNG Rainforest Study



John Swire & Sons and Steamships are proud to support the Swire Papua New Guinea Rainforest Study (SPRS), which was officially launched this year in the Wanang District, Madang Province.

SPRS has been coordinated by the Center for Tropical Forest Science (CTFS) of the Arnold Arboretum of Harvard University and the Smithsonian Tropical Research Institute, in partnership with the New Guinea Binatang Research Centre (BRC), the University of Minnesota, and the University of the Czech Republic.



The project included the construction of the Swire Research Station and establishment of a permanent 50 hectare rainforest monitoring plot which seeks to better understand biodiversity and forest dynamics by accurately mapping, measuring and monitoring all the trees with a trunk diameter of greater than 1cm.



The project represents the first long term study of carbon dynamics in PNG forests and will increase scientists' understanding of forest dynamics and the ability to assess the response of Pacific forests to global climate change.

Being located in the heart of the jungle, Swire Research Station is the first of its kind in PNG,

giving researchers unique opportunities for ecological studies. The centre has accommodation and laboratory space, and is equipped to host national and international researchers. Members of the local community are employed through the Swire Research Centre as field research assistants, giving them the scientific skills required for sustainable forest management.



As part of financing the project, funds were put towards community development projects. After consultation with the community, it became very clear that there was a need for a primary school, as there was no schooling available for any of the region's forest villages in the wider area. The Wanang School has grown rapidly in only 18 months to include four teachers, three classrooms and 150 students. Many of these students come from outside villages, but have been accommodated and absorbed into the community. For all, some as old as 18, this is their first experience of primary education.



The project is replicable and scalable - CTFS is developing a model for emulating across different bioregions of PNG, and plans to establish a network of forest observatories across the country.

FOR MORE INFORMATION

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Golden Wahgi

When gold was discovered in the highlands, it brought a million people into contact with the rest of the world.

BY ROD EIME



What's that white ghost? Melpa man on first contact with the Leahy expedition team.

The white man came from there," said the old village elder gesturing towards the end of the valley. "We'd never seen such a thing. We were scared...confused."

This scene played out time and time again as the Leahy brothers and their caravan of trackers and porters made their way inland in search of gold.

There were hints of gold lying in and around Papua New Guinea as far back as the mid-19th century and each new find was accompanied by a flurry of activity.

But it wasn't until 1926 that large commercial quantities began to be excavated by modern machinery.

Even then, it wasn't enough and exhausted diggers soon returned to Australia to join the growing lines of jobless people as the Great Depression took hold.

Michael James "Mick" Leahy, born at Toowoomba in 1901, was no ordinary man, even among the hardy Australian bushmen of the time. Always rough and ready, "Masta Mick", as he would later be known, began a dynasty that persists to this day.

In 1930, Mick and Michael Dwyer began a series of prospecting trips

into the interior beginning with the Ramu tributaries and culminating in the now famous discovery of the Wahgi Valley of Mount Hagen.

By this time, Mick's brothers - James and Daniel - were well entrenched in the business, following him everywhere.

"They say Mick had the gold fever," recalled Dan during the making of the 1983 Academy Award-nominated documentary 'First Contact'. "But well...we all had it."

Sure, they found gold and lots of it, but Mick was also interested in documenting the discovery of the million or so previously unknown inhabitants of these vast, fertile valleys. His explorations grew more audacious and, after a few violent encounters, learned to travel well-armed and provisioned. He also took cameras.

One of the villagers recalled that there were a number of confrontations with the inhabitants and the "white man."

In defense of their actions, Dan (Leahy) says they felt at times that they had to defend themselves and their carriers when they were met with hostility.

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Mick Leahy...began a series of gold prospecting trips culminating in the now famous discovery of Wahgi Valley.

The documentary, made by Sydney filmmakers Bob Connolly and Robin Anderson, is a fascinating recounting of the heady days of prospecting and discovery in the wild highlands of Papua New Guinea.

Hours of Mick's 16-mm film was recovered and restored and then the crew returned to Wahgi Valley and found surviving members of his expeditions and villagers who remembered

their first confrontation with these strange white ghosts.

Today, visitors to Mount Hagen and the surrounding valleys will meet people who, just two generations ago, were completely unknown to the outside world.

While comparisons to the Leahy brothers' empire might be regarded as overly flattering, Newcastle entrepreneur, Bob Bates, has

created his own minor dynasty with Trans Niugini Tours.

For over 45 years, the Bates family have lived and worked in Papua New Guinea with their head office on the original site in Mount Hagen.

Their network now extends beyond the initial modest 4WD safaris, to aircraft charters, wilderness lodges and river cruises.

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Curious...checking out a gramophone.

His son Andrew handles the company's marketing and travels back and forth from the family property near Newcastle.

"Dad's a bit shy really," he notes with a wry grin and nods towards Bob who ducks out the back door, "but he's got lots of stories to tell".

Bob is a regular around town and still drives an original Range Rover he bought new in the '70s.

Although I spend one night at the centrally located Highlander Hotel in downtown Mt Hagen, the remainder of my stay is at the superbly located Rondon Ridge, a new Bates family lodge overlooking the entire Wahgi Valley, or so it seems.

Spacious and intriguingly decorated with Highland and Sepik art, the lodge is powered by its own hydro-electricity plant.

The kitchen serves organic salads and vegetables gathered from the many local market gardens and the avocados are to die for.

Wahgi Valley is the domain of the Melpa people and their unique language is heard in the villages, markets and busy bus stops around town.

PNG has over 800 unique languages, a legacy of its millennia of isolation and territorial nature of the many tribes.

Even the Leahys' Papuan men had no way of communicating with the Melpa during their historic first encounters and everything

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was negotiated with sign and body language.

"If we wanted a pig for dinner, we'd grunt 'oink, oink' like that," said Toa, one of Mick's 'boys' to the camera, "and we'd buy the pig with shells."

The Melpa people had never seen shells and they instantly became the currency and were negotiable for all manner of goods...and services.

Joseph, my driver and guide, takes me on a series of jaunts throughout the region visiting villages, gardens, markets and points of interest like the Gatak River, where the Leahy brothers found much of their gold.

"My father found a big nugget for Masta Mick," recalls Joseph, pointing over to the river. Joseph's dad was just a boy then, working for the Leahys.

Villagers in traditional attire demonstrate their ancient methods of agriculture, planting and harvesting.

We're invited to try roasted sweet potato and it's delightful. The Wahgi Valley is now recognised as one of the first areas of human farming, dating back 9000 years and UNESCO World Heritage

listed.

The lodge also has a series of walking trails into the surrounding forest. Its secondary growth apparently, regenerated after Australian loggers came through and cleared out all the oak and beechwood in the '50s.

Joseph shows me through the lodge's orchid garden, protected by a moat from marauding pigs.

It is their goal to collect every orchid that occurs in the valley, about 400, and they're half way there now.

Mount Hagen is a world away from even the rest of Papua New Guinea, with obvious genetic differences between the coastal inhabitants.

A visit there will help you understand the exhilaration experienced by Mick and his team who discovered both alluvial and cultural gold in the mist-enshrouded peaks of the Wahgi.



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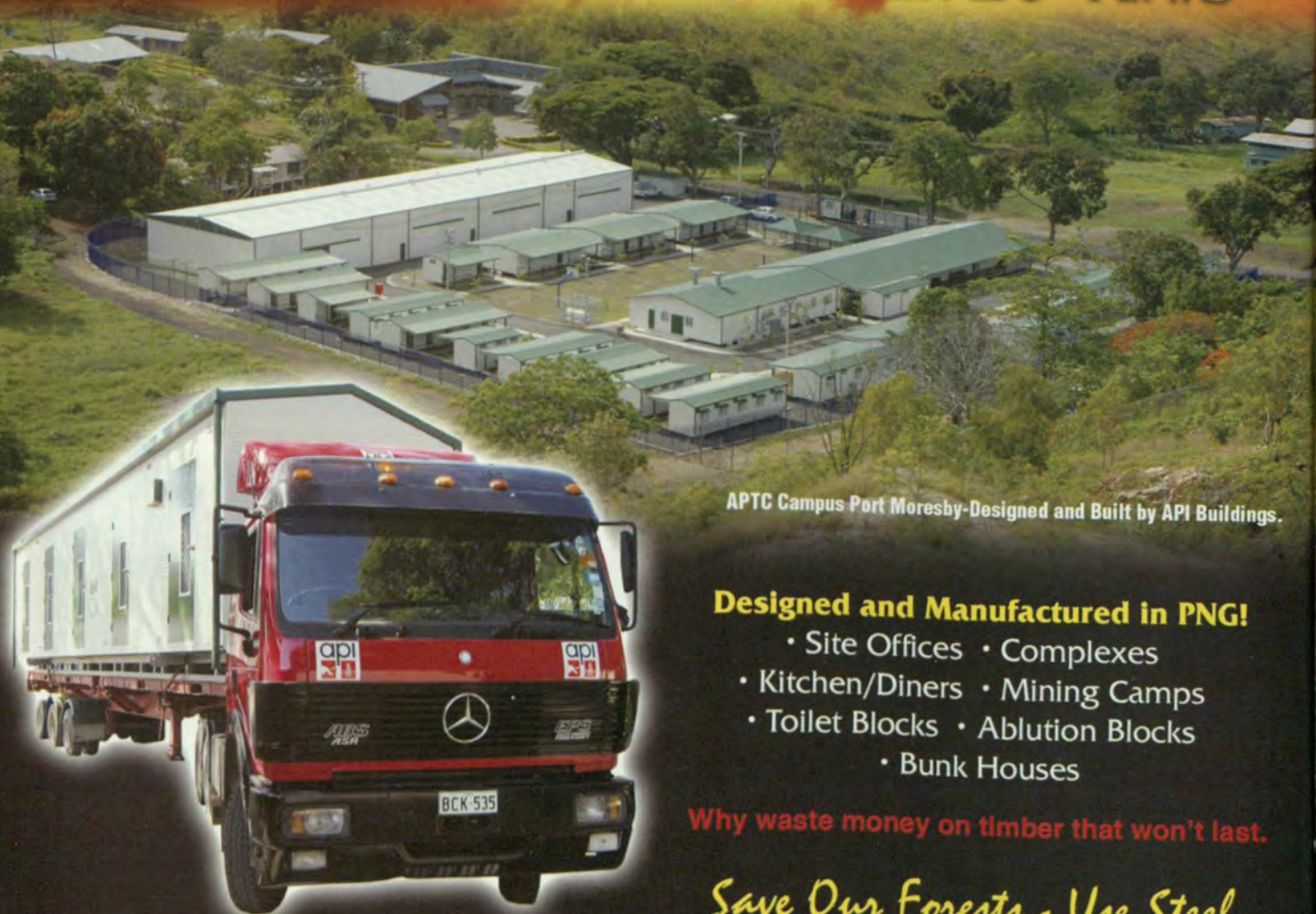
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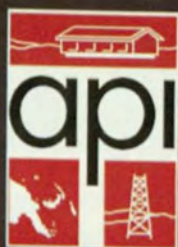
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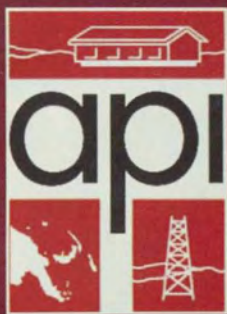
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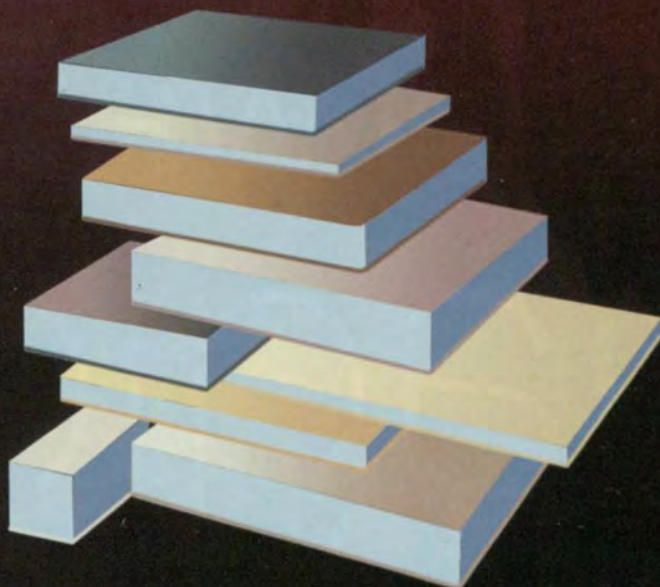
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Underwater Magic

Pristine waters, WWII relics...
and scuba diving: A must see

WORDS: ROWAN MCKINNON
PHOTOGRAPHY: STUART FROST

Sweetlips galore.

The resort dive shop kits us out with gear and we walk a few paces to the jetty where the resort's dive boat is being readied. I sit under the canopy of the upper deck and wave to the village kids gathered to watch us depart.



The ride from the airstrip to town takes us past roadside villages of thatched huts and tended lawns and gardens. Friendly people stroll and mill about in the glow of late afternoon with colourful string bilum bags full of market produce. They smile and wave as we pass by - women in brightly coloured Mother Hubbard dresses and men in shorts and worn polo tops cutting grass with machetes.

The vegetation is lush, vivid green and exotic, rising irrepressibly skyward from the dark fertile soil. Giant gnarly casuarinas and kapok trees line the streets and parklands, and thousands of flying foxes squawk and chatter, hanging upside down in the branches. Welcome to Madang, PNG's tourism mecca and home to some of the world's best scuba diving.

My travel companion, photographer Stu, and I are staying at the Madang Resort Hotel, a waterfront property with luxury accommodation arrayed around its stunning botanical gardens and wildlife menageries, swimming pools, bars and restaurants, helicopter pads, boat moorings and dive shop. Madang itself is spectacularly sited on a headland in the Bismarck Sea, halfway up PNG's northern coast. The town's convoluted layout is marked with inlets and rivermouths, parks, lily-covered ponds and a waterfront golf course.

Jungled islands fleck the nearby waterways, the sea providing passage to motorised

dinghies ferrying cargo to village trade stores and waving commuters to work or school. Ships and yachts sail past deluxe charter boats and lone fishermen in dugout canoes. The waterfront panorama is glorious - a heady mix of endless blue sky and glassy sea that gently ripples with the wake of a passing boat.

Like most of PNG, Madang was the scene of heavy WWII fighting and reminders are strewn across the country. Rusting Quonset huts are an architectural legacy and a tall memorial commemorates the Coastwatchers who hid in the Japanese-occupied New Guinea and provided intelligence to the Allies.

Guilty pleasure

Tropical birds fill the dawn with strange calls that ring through the heavy humid air. A flesh-pink gecko says 'tsk tsk tsk' like an admonishment. I take an early-morning walk through the resort grounds, drinking in the palms, poincianas, hibiscus and crotons with leaves that move from burnt orange and yellow through copper reds to greeny-blacks. There are heliconias and delicate orchids, a butterfly as big as a bird. I breakfast on tropical fruit - finger bananas and pineapples explode with flavour, and the soft flesh of the pawpaw is like a guilty pleasure.

The resort's dive shop kits us out with gear and we walk a few paces to the jetty where the resort's dive boat is being readied. I sit under the canopy of the upper deck and wave to the village kids gathered to watch us depart. The

Just 15 minutes in the boat, past flying fish and a pod of surfacing dolphins, we dive at Barracuda Point. The pristine water is gin-clear and warm enough for just my boardies and a rash vest that I wear as protection against the fierce tropical sun. The visibility is stunning.



Gun turret of the submerged wreck of a B52 Mitchell bomber shot down during WWII.



dive boat carries us, an Israeli woman, two Japanese men, and an energetic young couple from Perth fresh from walking the Kokoda Track and summiting 4509-metre Mt Wilhelm (PNG's highest peak). Yayoi is our dive master, an exuberant Japanese woman and nine-year diving veteran in these waters.

Our pilot is Skiter, a nuggetty dreadlocked man from Milne Bay. An osprey hangs in the air above us like a benevolent spirit.

Just 15 minutes in the boat, past flying fish

and a pod of surfacing dolphins, we dive at Barracuda Point. The pristine water is gin-clear and warm enough for just my boardies and a rash vest that I wear as protection against the fierce tropical sun. The visibility is stunning.

Here, a level reef supporting impossibly colourful fish, soft corals and plate corals, turns 90 degrees and falls away vertically. Down the wall we see barracuda and trevally.

At 40 metres, we halt our descent but below, the wall continues its sheer drop into a deep

blue abyss. Nobody knows how far it goes.

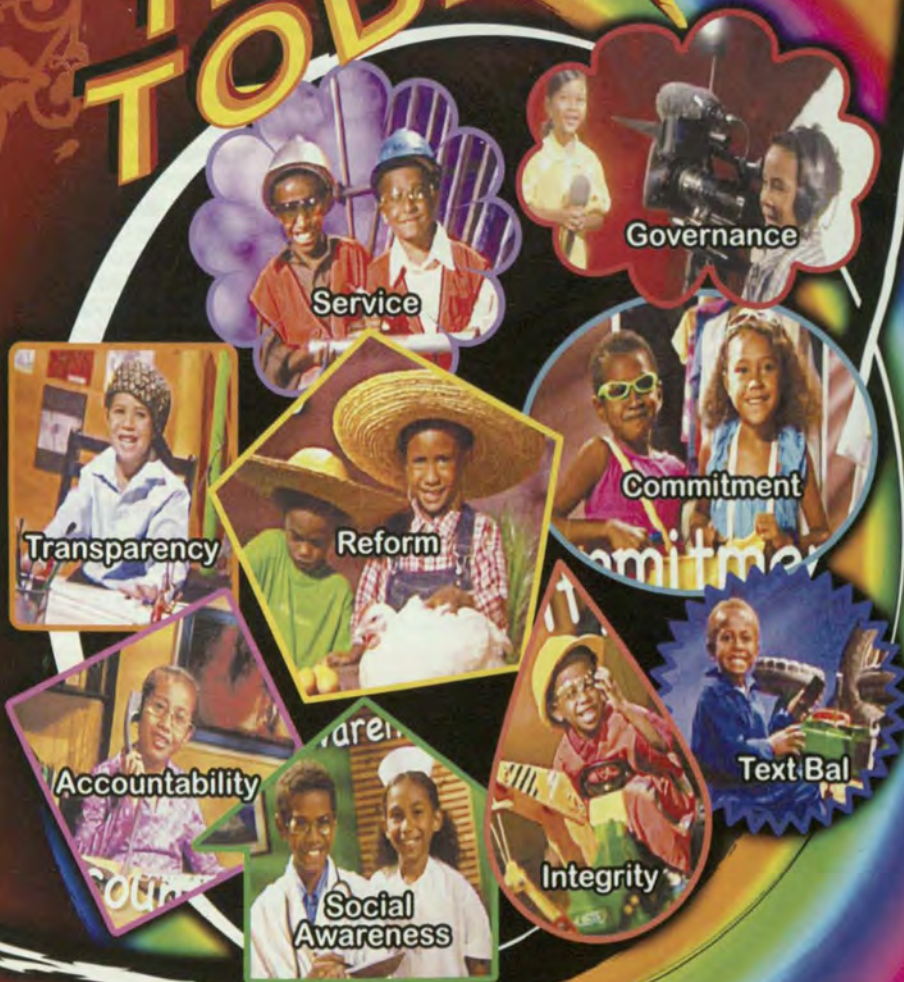
On the surface again, the group is animated, suddenly able to speak. "I am very happy," says the younger Japanese man, climbing aboard. He's teaching science for a year at a local school and recently received his open-water certification. Skiter dives off the boat gunwale clutching a Hawaiian sling and surfaces with a big coral trout. Soon we're eating strips of delicious trout sashimi that he passes around on the end of his knife.

For our second dive, we anchor off nearby Wongat Island and dive on a wrecked B25 Mitchell bomber that ditched into the sea after losing its left wing engine to Japanese gunfire in WWII.

It lies on a slope encrusted with coloured coral, its left wingtip supporting a huge barrel sponge 15 metres below the surface. The cockpit, complete with gauges and controls, is still remarkably intact, as are its gun turrets.

The remaining right-hand propeller, however, shows the impact of the plane crashing into the water; its blades bent like paperclip wire. It's a sobering sight that we later reflect upon, trying (and failing) to imagine what war might have been like in the skies, seas and jungles of New Guinea. Later, a walk towards town takes us past a thatched shelter near the resort gates where carvers, artists and makers

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It turns out that the old Japanese man tours the world in his loud yellow wetsuit and flippers, diving wherever the whim takes him. Madang is his favourite place - it's compact and varied and the accommodation is excellent.



of shell jewellery and bilum bags display their wares, offering 'good price' and 'discounts'.

We should buy, they explain, but they're not pushy. We walk around the waterfront and along the dusty streets of the town's centre. People smile and say hello, some extending a hand to hold a moment and connect.

There's an old cemetery next to the market in the town centre that's one of the last remaining relics of Germany's colonial ambitions in New Guinea. The Germans first settled at Finschhafen on Astrolabe Bay in 1884.

By 1899 they'd decamped to Madang and later on to Rabaul in New Britain where they finally established their highly profitable plantations that were later seized by the Australian military with the outbreak of the first great war in 1914. The little cemetery has the tombstones - worn and illegible - of some of the earliest German colonists and other subsequent European settlers.

At nightfall, the divers drift together back around a table at the resort's open-air waterfront restaurant for dinner, a fraternity of like minds and shared experience. It turns out that the old Japanese man tours the world in his loud yellow wetsuit and flippers, diving wherever the whim takes him.

Madang is his favourite place - it's compact and varied, and the accommodation is excellent. This is his fifth visit. He speaks no English, but Yayoi translates and the bilingual conversation and easy laughter are well oiled by South Pacific Lager and steaming clay pots of curry prawns. I'm feeling a little sunburnt and fizzy on nitro and adrenaline. The earth sways a little, like the deck of the dive boat.

Stu flips open his laptop and we look through the photos he's taken during the day underwater. They provoke 'ohs' and 'ahs' from the group, and launch more stories and rounds of drinks to celebrate. Trigger fish - that big! - and hammerhead sharks, giant

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clams and turtles in diving fields in Australia, the Caribbean, South Pacific, the Red Sea, Andaman Islands and more.

No-one's telling the whole truth, there's a modicum of exaggeration, but we're all in on it and calling a bluff would be impolite.

And so it goes for a few more days. We dive with a Dutch couple, an Austrian WWF biologist, some Brits and Australian medical students doing internships at the local hospital. We dive deep on Planet Rock, a huge coral seamount that rises to four metres below the surface, and has dizzying numbers of jacks and snappers and bright reef fish, like sweetlips, clown and butterfly fish.

A sunken tug, the Henry Leith, near the B25 Mitchell bomber has a wheelhouse that we enter. We ride the tricky currents at Pig Passage and Rasch Passage, agog at the massive barrel sponges and fish numbers.

There are still more sites that we don't get to. Up the north coast road, there's the wreck of the USS Boston at Cape Croissilles and still further north, at Hansa Bay, the

huge Japanese freighter Sushi Maru is a favourite stop for live-aboard dive boats.

We don't dive on our final day - we go instead to see traditional pottery being made at Bilbil village. Eels and turtles eat bananas from our hands in the strange milky-blue water of the spring-fed sulphur stream at Balek Wildlife Sanctuary. This site is where Pierce Brosnan buried the dead Man Friday in the 1997 film Robinson Crusoe, shot around Madang.

At Amron, there's a wrecked Japanese bomber at the former Japanese air base and anti-aircraft guns and a US Sherman tank at Alexishafen, the historic former-Lutheran mission. By day's end, heavy rain clouds are gathering and a spectacular tropical storm erupts as we return to our hotel - an astonishing deluge of rain, thunder and lightning rip across the sky.

As our plane lifts off the tarmac at Madang Airport and rises over the sparkling aquamarine lagoon, I feel I know something about this place - like the old Japanese man in the yellow wetsuit - I've been before. And I will come again!



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Crowd puller...Roz Savage heading into Madang with a crowd standing ready to welcome her.

'MY EPIC PACIFIC CROSSING'

BY ROZ SAVAGE

The sun beat down from a cloudless equatorial sky. The ocean was like a mirror, the first time I had seen it this flat in the 46 days I had been at sea. The heat was intense on my skin, and with no breeze to whisk it away, the sweat ran down my back in rivulets.



I stopped rowing for a moment to glug down some water from my water bottle, but it was warm. It tasted of plastic and failed to refresh. I yearned for an ice cold drink. Preferably one with bubbles and alcohol in it.

I was tired. I had rowed my 23-foot rowboat across 2,000 miles of ocean from Tarawa, and was now about to make landfall at the end of the third and final stage of my solo row across the Pacific.

My journey across the world's largest ocean had begun under the Golden Gate Bridge in San Francisco back in 2008, when I had rowed 3,000 miles to Waikiki in Hawaii in a time of 99 days.

The second stage had seen me continue from Hawaii to Tarawa in the Republic of Kiribati, taking 104 days. And now, at the culmination of this longest of voyages, I was looking forward to achieving my goal to become the first woman to row solo all the way across the Pacific.

These final few miles were potentially the most dangerous part of the voyage - ocean rowboats are very much at the mercy of the wind, waves and currents.

After entering the Solomon Sea, I had been swept far south of my course before starting to make headway east. Close encounters with Woodlark Island, Long Island and countless container ships had left me nervous and sleep-deprived.

I would wake up every hour to scan the horizon for ship lights and to check the screen of my GPS to make sure I wasn't drifting towards shipwreck on a reef.

I was now closing in on Madang which I had chosen as my destination after it was recommended by Jean Michel Cousteau, ocean champion and son of Jacques. I had met him at an ocean conference a couple of months previously.

At that time, Papua New Guinea to me had been just another unknown country, somewhere on the far side of the globe from my native Britain.





A flotilla of about sixty canoes - decked out in traditional garlands of leaves - came to escort Roz Savage to land.

There were times when the discomfort, frustration, boredom and monotony brought me almost to the brink of insanity.

When surrounded by sea and sky, alone day after day, you very much create your own reality.

Now, it was the promised land. I had to be careful not to dehydrate in this equatorial heat, so I forced down some more of the hot, plasticky water and rowed on. Even after so many miles across the ocean, I had been pushing hard these last few days and now I was nearing the end of my resources.

My head went down and I focused on just the next ten strokes, then the next ten, then the next ten. After having already rowed over 2.5 million oarstrokes, these last few were proving to be the toughest yet.

I had come a long way from where I had started - figuratively and literally. Less than ten years before, I had been working in a London office, dissatisfied and unhappy with my life, but not knowing why. I wanted to find a purpose in life.

To try and find the answer to that question, I sat down one day and wrote two versions of my own obituary - the one I wanted and the one I was heading for. They were very different.

It was a huge wake-up call. I realised that if I carried on as I was, I wasn't going to end up where I wanted to be in five years or 20 years, or at the end of my life.

I looked at those two sheets of paper and realised I needed to make some big changes.

The Atlantic was my first ocean, and if I'd known how hard it was going to be, I would probably never have left the harbour. Although I'd thought I was well prepared, no amount of preparation could ever prepare me for the harsh reality of life alone at sea. I suffered saltwater sores on my backside, tendinitis in my shoulders, and was unable to speak to anybody after my satellite phone broke down 24 days before the end of my crossing. All four of my oars had broken before I reached halfway across the ocean, and I'd patched them up with duct tape and makeshift splints.

There were times when the discomfort, frustration, boredom and monotony brought me almost



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Aerial view of Madang Resort and harbour. Madang Resort is owned by Sir Peter Barter.

to the brink of insanity. When surrounded by sea and sky, alone day after day, you very much create your own reality.

As Henry David Thoreau once said, "It is easier to sail many thousands of miles through cold and storm and cannibals than it is to explore the private sea, the Atlantic and Pacific Ocean of one's being."

But it taught me that no matter how daunting the challenge, I could achieve almost anything, if I just kept sticking my oars in the water,

doing whatever it took to get me a bit closer to my goal. And I survived.

So how do you stop rowing the Atlantic? Well, naturally, you decide to row the Pacific.

I was nearly there. But would there be anybody to greet me? Or would it all be a complete anti-climax? My shore team consisted of a weatherman in the United States and my mother in Britain. Neither of them had been able to make the journey to help me celebrate the end of my voyage.

Maybe I would just roll up, moor my boat, buy myself a beer and contemplate my achievement alone - as alone as I had been for the rest of my epic voyage.

But nothing could have been further from what actually happened. Fifty miles out, a helicopter flown by former Governor of Madang and owner of Madang Resort, Sir Peter Barter dropped a bucket containing several cold beers, a sandwich and an advance message advising me what I could expect on arrival in Madang.

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Roz Savage happy to arrive at Madang.

Closer to Madang, the first local people to congratulate me were fishermen out early in their outrigger canoes, who formed an orderly line to pass close to my boat and shake my hand.

But they were merely the advance welcoming party. As I paddled steadily onwards, I became aware of a growing human presence, a buzz of anticipation.

As I neared the harbour, a flotilla of about sixty canoes, decked out in traditional garlands of leaves, came to join me and escort me to

the dock. The paddlers smiled and sang and welcomed me to their country.

Sir Peter's helicopter buzzed overhead, shooting video and photos, whilst the beautiful Kalibobo Spirit and an estimated 5,000 people came down to the harbour to watch my arrival as I rowed into the harbour, past Kalibobo Village and Madang Resort.

Once on dry land, I was subjected to normal quarantine, immigration and customs formalities and formally welcomed by the

Governor Sir Arnold Amet.

I then I shook about a thousand hands, everybody wanting to touch me and congratulate me and offer me traditional gifts.

It could have been overwhelming to be surrounded by such a crush of humanity after 46 days at sea, but in fact it felt fantastic. Madang was giving me a right royal welcome. I am often asked what drives me onwards to row across oceans. It is having a sense of serving a grander purpose, through

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Welcome to Madang...Governor Sir Arnold Amet formally welcomes Ms Savage to his province.

my environmental missions.

During the Pacific crossing, I have campaigned for people to reduce their use of disposable plastic bags, so many of which end up in the oceans, killing marine wildlife and contaminating our food supply.

I have also raised awareness on climate change and what we need to do, both collectively and as individuals, to create a cleaner, greener future.


My Pacific row is the perfect metaphor for how we as individuals have the power to make a difference. Each of my millions of oarstrokes doesn't get me very far. But if you put enough small actions together, they add up to something truly significant.

We might think our contribution to the environment is just a drop in the ocean. But a drop spreads ripples. Each and every one of us has the power to make a world of difference.

And I will carry on doing whatever I can do to make a difference. Next year, I plan to row across the Indian Ocean, from Australia to Mauritius.

This will complete the three big oceans - Atlantic, Pacific, and Indian. If successful, I will be the first person to do so. But it's not about the records. It's about trying to leave the world a better place - one stroke at a time.

- Roz Savage is a British ocean rower and environmental campaigner, who in 2010 became the first woman to row solo across the Pacific Ocean. While in Madang she has been a guest at the prestigious Madang Resort, courtesy of Sir Peter Barter. For full details about Madang, Kalibobo Village, Madang Resort, Niugini Diving Adventures, contact MTS, P.O. Box 707, Madang, PNG www.mtspng.com or Melanesian@mtspng.com




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Work boat pulls into East Cape wharf.



On a slow boat to Milne Bay

BY JOHN BROOKSBANK

It took hours to pass the small Duchess Island, off the west coast of Normanby Island, said to be the half way point between East Cape - the eastern-most point of mainland Papua New Guinea, where we had boarded - and the district centre of Esa'ala, on the other side of Normanby, where we were headed.

Life was definitely moving at a slower speed than the Port Moresby we had left earlier in the day.

With increasing world oil prices and a corresponding rise in the cost of zoom two-stroke fuel, the use of dinghies and outboards in the coastal provinces such as Milne Bay has dropped dramatically.

The most economic way to travel around this maritime province now is by village work boat, such as the one we were travelling on.

These vessels are mostly powered by plodding diesel engines, can carry quite a number of people and plenty of cargo in reasonable comfort under shade from the weather.

The downside, of course, is that they are really, really slow; a five-hour plus journey by work boat can be completed in just two hours in a dinghy with an outboard.

This pedestrian speed does however mean that there is plenty of time to hang out a trolling line, spot dolphins or flying fish, and look at the





Fergusson kids with their island smiles.

Streams discharging into the bay are at an almost sauna-like temperature and amazingly are home to some small fish. But the streams are used by local villagers for bathing, washing clothes, pots, pans...

passing scenery and villages, the latter every time someone has to be dropped off and rowed to shore to go home, almost like a marine PMV.

The D'Entrecasteaux group of islands, off this north-east coast of Milne Bay, are large, mountainous and of volcanic origin and were named after Antoine d'Entrecasteaux, commander of the French Indian Naval Station, who was the first European to describe the islands in 1792.

The main islands of Normanby, Fergusson and Goodenough were named by Captain John Moresby in the Basilisk in 1874, respectively after the then governors of Queensland and New Zealand and the latter after his commander-in-chief of station, Commodore Goodenough.

The comparatively smaller island of Dobu between Normanby and Fergusson was traditionally the home of sorcerers, and this may be the reason why it was chosen by Reverend William Bromilow to be his base for the propagation of the Methodist Missionary Society of Australasia church work in the area in 1891.

From here European missionaries and South Sea Islands teachers established churches and schools on nearby islands and those of the Trobriand and Louisiade archipelagos.

This spread of mission influence ensured that the Dobu language became the lingua franca of the area. The mission also built a training institution at Salamo on Fergusson Island, where there is still a slipway and boat repair facilities today.

The time it takes to travel by work boat means plenty of time to chat and although the local patois may be Dobu, we soon find that everyone in Milne Bay seems to have gone to school and can fluently speak English, so no need to resort to pidgin to communicate.

The large islands are steep-sided with narrow beaches and in some cases no fringing reefs. We pull into the bay off Eda'iana village and its black sand beaches on Fergusson island, which by all accounts can rightly be called a 'hot' island.

All water in streams flowing from the island's inland hills to the coast is hot - almost too hot

to dip one's toe into - no need for Cold Power washing powder here!

Streams discharging into the bay are at an almost sauna-like temperature, and amazingly are home to some small fish. They are used by local villagers for swimming, washing clothes and pots and pans.

Fergusson Island rises to a height of 2073 metres and is cited by the Guinness Book of Records as the island having the highest mountain to the smallest base ratio in the world.

A strenuous one-and-a-half hour walk inland from Eda'iana on Fergusson through village gardens, then forest and fording a couple of hot streams and then a savannah of searing and scratchy kunai grass country, we finally come to Bolousunamo, the devil's cooking place. Looking down towards the coast we can see the occasional plume of steam shoot skyward above the treetops below - the Dei Dei hotspring geysers erupting intermittently.

It is a hot desolate place, devoid of trees - just a moonscape of hot, bare rock, salt-encrusted and steaming. The air is tangy with sulphurous fumes and the focus of the place was a formation of three pillars of standing stones, an arrangement that on a domestic scale is called du-du and used to sit cooking pots on above a fire.



Top: Thermal vents at devil's cooking place.



Right: Standing stones at the devil's cooking place

Local legend has it that Bolousunamo was home to a giant who raided local villages for victims and brought them back to cook and eat at this cooking place, causing thunder and storms so his wife knew when he was returning.

Finally, when raiding Nade village, the giant was killed and his wife in her grief broke his lime pot, spilling its contents everywhere - an explanation for the white colour of

most of the rocks in the area today. She then apparently turned into an eel and disappeared. Unfortunately, recent earth tremors have resulted in the toppling of one-and-a-half of the original three stone pillars, but the place still has a very unearthly feel about it.

Many places in the islands have legends associated with them, often explanations of the local geological formations.

At Ebelisitoana village, for example, houses are spread along a beach between two similarly shaped headlands - the male Atulamoia and the female Atuwaine, the latter with a huge hole through one end of it.

The local creation myth states that the couple on returning from Woodlark Island disagreed on whether they should face the land or the sea and the man in his anger threw a rock at his wife, killing her.

This white coloured rock created the hole in her head and eventually landed in the sea near Salamo, where it still stands today.

Goodenough is the largest island in the group, at one point being 26 kilometres across and having a mountainous centre that rises to 2566 metres.

The rugged topography constrained too much interaction between villagers allowing the development of separate cultures, Normanby Island for example, is home to three distinctly different languages.

The communities of D'Entrecasteaux islands are linked together and with people in other island groups of the province are members of the Kula trade ring. This trade ring involves

the exchange of prestigious items and more mundane trade goods. This important trade system continues today with exchanges being negotiated by clan leaders at special ceremonies.

Although trade dealings such as the Kula exchanges are controlled by men most Milne Bay societies are matriarchal so it is the women who control the use of land for gardens or housing.

Life on these islands of Milne Bay is basic, subsisting off food caught in the sea or grown in gardens, with yams as the main staple crop, supplemented with sago and other vegetables.

Everywhere you go, children and adults can be seen happily paddling around offshore with nets or fishing lines, on small outrigger canoes that seem to have virtually no freeboard and appear likely to capsize at any moment!

Visiting the D'Entrecasteaux islands and elsewhere in this maritime province of more than 160 named islands and more than 400 other cays and atolls provides an insight into rural life in such island communities.

So if you are in Milne Bay, make the effort to catch a rural PMV to East Cape (only K30) and hitch a ride on a work boat and travel to the unique islands of the D'Entrecasteaux group - you won't regret it!

Everywhere you go, children and adults can be seen happily paddling around offshore with nets or fishing lines on small outrigger canoes that seem to have virtually no freeboard and appear likely to capsize at any moment!

Out on an outrigger.



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Buruka Tau...playing at the Crowne Plaza.

MAGIC MUSIC

Buruka Tau
lights up the
imagination

BY DIANA MCMANUS

Buruka Tau is one of PNG's most well-known musicians and has been for a long time.

These days the talented Tau teaches music at Ela Murray International School (EMIS) where he has been for the past 11 years, somewhat of a milestone in his own personal work history. And if you enjoy music, treat yourself to an evening at the Crowne Plaza where you can be privy to his broad repertoire every Monday, Wednesday and Friday night from 6:30pm to 9:30pm.

But don't be fooled by this man's complacent exterior and pleasant music because this 'rock head', as he calls himself, has a colourful history that lights up the imagination of anyone who cares to listen!

Buruka grew up in Tubusereia, a large Motuan coastal village east of Port Moresby, where he completed his primary schooling. His father cooked for Generals McArthur and Morrison during the war.

He completed secondary and tertiary studies in the city, including teacher training. It was at the National Arts School in 1978 that he became a foundation member of the great Sanguma band that rocked the nation and the world with its unique sound and style in the late seventies and eighties.

"It was way ahead of its time," he recalls. Students at UPNG's National Arts School are still periodically taught and inspired by PNG's living legends like Buruka, Aaron Murray, Raymond Hakena, Apa Saun, Tony Subam,



With government support, they were supposed to take it to Seville, but that fell through so they took it to Rarotonga in the Cook Islands instead. It was a roaring success and received a standing ovation which lasted well over half-an-hour.

Paul Yabo, Thomas Kombai, Sebastian Miyoni, Leonard Taligatus, and Jesse James Pongap, all of whom were members of Sanguma.

In his youth, he wrote a musical called Sana Sana with poet John Kasaipolova and Bougainville actor William Takaku.

With government support, they were supposed to take it to Seville, but that fell through so they took it to Rarotonga in the Cook Islands instead. There it was a roaring success and received a standing ovation which lasted well over half-an-hour.

Buruka's "bread and butter" money came from teaching music at Gordons International School. During his second year of teaching at Gordons, the acclaimed Australian rock band Yothu Yindi came to Papua New Guinea and Sanguma opened the show.

Industry related people who accompanied Yothu Yindi, invited Buruka amongst others to join the band.

He left teaching to concentrate on his musical career. Playing keyboard and singing harmony vocals, Buruka remained with them for a few years, travelling to Australia and around the world at least six times for various gigs and recording sessions.



Buruka Tau...with music students at Ela Murray International School.



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Photo by Jason Pini

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In fact, he was awarded an Australian centenary medal by the Australian Government for services to Australian society through music.

But excellence and success sometimes come at a price. Buruka became sick and had to withdraw. He relays wistfully that he was asked to play at the closing ceremony of the Sydney Olympics but had to decline on the grounds of sickness. But what was a temporary personal setback for the man has turned out to be of great benefit in other dimensions, particularly for his family and for the youth of Port Moresby.

Buruka has seven children and, not surprisingly, they are all musically talented. "Second son Joseph plays wicked guitar and sings," says his dad. Son George, apart from being a talented singer and actor, is a rap dancer of excellence and has a company of rappers.

Port Moresby theatre audiences will remember George as the 'hot' young man in Mamma Mia and his rappers who wowed viewers in the disco scene. "He's doing really well for himself," Buruka says with pride.

Younger daughters, Natasha (13) in Year 8, and Pauline (11) in Year 6, both have fabulous voices which Buruka nurtures and they sing with him regularly on Saturday nights at the offshore resort on Loloata.

Natasha's voice is rich and mature, and Pauline's is sweet and high. "They complement each other well," he observed.

"I work them hard," Buruka says. "Maybe they mightn't like that while they're young, but they'll come to appreciate it when they grow older. I want to give them the sort of musical start that I missed out on."

In fact Natasha recently auditioned with

hundreds of others and was selected as one of five singers between the ages of 13 and 50 to tour Australia for the promotional launch of the Papua New Guinean Rugby team's bid to be included in the ARL (Australian Rugby League) competition. A TV appearance of The Footy Show is one aspect of this promotion.

Buruka has always worked hard for his successes. He's done many things to support his music. When he was younger and saving to do a stint as a musician in Hong Kong, he worked nights as a cleaner in Port Moresby.

For a while he escalated very quickly from being a pianist to duty manager to acting general manager at the *Islander* (known today as the Holiday Inn).

He continues to work long hours teaching at school during the day and participating in the out of class demands of school life, playing at the Crowne Plaza three nights a week and at Loloata.

He was instrumental in establishing the popularity of Ozzie's Bar in its early days, a well frequented night spot at the Ela Beach Hotel. As well as his permanent engagements, he also does gigs at various corporate functions, sometimes with Ben Hakalaitz, the Bougainvillean drummer who also played with him in Yothu Yindi, sometimes with his daughters or son George, or all of them.

Buruka keeps in touch with his fellow musicians. He recently played at Air Niugini's Loyalty Program launch with the band Hakalaitz formed in 2007, Tribe of Jubal.

This band has been busy taking its 'Melfunk' to world music enthusiasts around the globe but is based in Australia.

Still alive and thriving, Womadelaide 2010 has given them the green light to perform at this year's festival. Last year, he attended a Yothu Yindi reunion event.

The young students of EMIS are fortunate to have the benefit of Buruka's amazing skills, creativity and innovation.

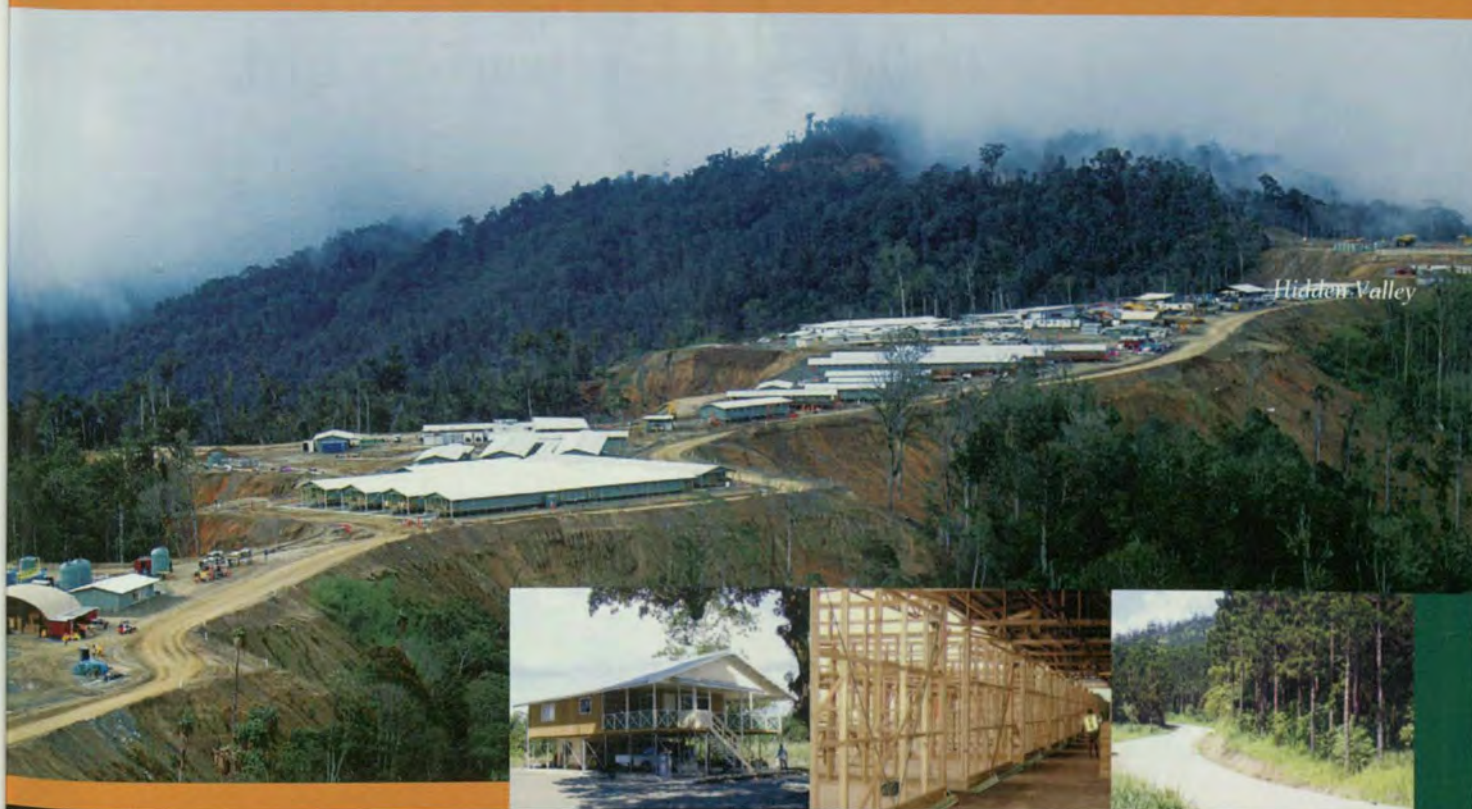
In one of many music initiatives at the school, Buruka and Amos Kafare work closely together at EMIS to run a violin programme that has over 100 students in it at any one time.

When asked why he works so hard, he replies, "Hey, I'm a musician. It's in you. It carries the spirit. That's not something you can teach."

And that's the magic of music when it's played by a master. It takes you somewhere else to places of the heart, the soul and the imagination. Buruka's music certainly continues to do that.



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Of all the challenges confronting a person slogging their way along the 96-kilometre Kokoda Track, the possibility of drinking too much water is not likely to be high on the list for most trekkers.

Safer Trekking Tips

BY COLIN TAIMBARI



Doctors crossing Goldie River.

But that is exactly what a team of doctors from Queensland are suggesting might be a contributing factor in the causes of illness experienced by some people undertaking the arduous walk.

Four specialist Emergency Medicine Physicians from the Department of Emergency Medicine at the Royal Brisbane and Women's Hospital recently flew to Papua New Guinea to undertake the study. The group also included an Emergency Registrar from Port Moresby General Hospital who was able to gain some valuable experience working alongside the doctors.

The doctors split into two teams, one walking from Kokoda on the northern end of the track, and the other, starting at Owers Corner on the southern end.

One group hiked to Isurava and the other to Ioribaiwa - places which would normally be considered a two-day walk for many trekkers.

"Our evidence suggests that trekkers experiencing health issues tend to do so at around the two-day mark and that is why we specifically chose these points to undertake the study," says Dr David Rosengren.

Here, the doctors set up testing centres where they sought the cooperation of trekkers to volunteer a small amount of blood.

Armed with high-tech machines about the size of a house brick, the doctors were able to quickly analyse the blood samples measuring a range of levels, the results of which would give an accurate indication as to peoples' levels of hydration.

The programme was contracted by the Kokoda Track Authority (KTA) as part of the PNG and Australian Government-funded Kokoda Track Safety Package.

Chairman of the KTA, James Enage, says the research will provide a wealth of invaluable data to be passed on to trekking companies. This in turn will contribute to a safer trekking experience for those looking to make the arduous journey over the Owen Stanley Ranges.

"This research will provide another tool for trekking companies to use to help ensure the health and safety of clients," says Enage.

"The companies are very excited about the research and keen to see the results. They

want any information which will help improve the trekking experience."

Dr Rosengren is one of the doctors who made the two-day trek to loribaiwa village. This meant struggling over the infamous Imita Ridge and most of the way up loribaiwa Ridge.

"It was quite a slog. This is my first time on the track and while I am a keen student of the Kokoda campaign, it was hard to get a real sense of what it was going to be like before you get here. And this is a key factor confronting many trekkers, Dr Rosengren said.

"Those first couple of days are really testing, you're excited, it's hot and you're a little unsure of yourself at the same time. It is a real mixture of emotions and no doubt contributes to bringing any potential health issues to the surface within those crucial first couple of days."

The doctors' theory on some people being over-hydrated relates to this. "Our theory is that some people are so concerned about keeping their fluid levels up that they actually drink far in excess of what their body requires," says Dr Sean Rothwell, who accompanied Dr Rosengren to loribaiwa.

"The problem with this is that drinking excessive amounts of water can be just as detrimental as not drinking enough."

This is not a new theory. Several studies have been done including one involving participants in the London marathon where it was shown that a small percentage of people had consumed too much water. This has the effect of diluting the body's sodium levels and can potentially result in seizures, blackouts and, in a worst-case scenario, death.

The doctors have evidence that shows this was the case with Australia's Debra Paver who went into a coma on the track last year.

"On reviewing her records, they showed that Paver was in a critical condition and very close to dying," said Sean.

"The data we were able to obtain on her case clearly showed that she had consumed a large amount of water and that this had been a contributing factor in her going into a coma. She was extremely lucky that she was able to be treated by doctors who were passing by and then evacuated to an intensive care facility."

It was this case and other evidence which prompted the doctors to speak with PNG's Kokoda Track Authority to offer their services to undertake a study, the results of which the doctors believe would add to the knowledge base of trekking companies.

The study had strong support within the trekking industry. John Miles, head of Executive Excellence, a long-time Kokoda operator, said the results would provide another level of comfort to his clients in their preparation and during the actual walk.

"While we already have a good idea about what is required to make the Kokoda walk,



Tracking the trekker...one of the 185 trekkers prepared to give up a small amount of blood for the study.

the kind of information which will come out of this study will support and enhance this knowledge."

Wayne Wetherill from Kokoda Spirit agrees. "Anything that gives people confidence that they can walk the track with the right information and preparation is an enormous benefit."

There were no shortage of trekkers prepared to be involved in the study at both loribaiwa and Isurava. Over three days, about 185 trekkers were prepared to give up a small amount of blood in exchange for data about their hydration status.

Fifty-three year old Deb Clift from Binningup in Western Australia was one of those who volunteered.

"It's a good thing to do. If it's going to improve the walk for someone else, that's great."

For Deb, the test took on a more important meaning. She was one of three trekkers whose results showed reduced sodium levels. Information she had supplied to the doctors suggested she had been forcing herself to regularly consume large amounts of water.

"I thought I was doing the right thing by drinking heaps. We're so hell-bent on replacing fluids."E

Deb was feeling healthy but on the advice of the doctors she drank little over the next three hours and was tested again, the results of

which showed her levels returning to normal.

"I'll listen to the doctors and only drink when I'm thirsty," said Deb.

While the doctors agreed that Deb had not been in any immediate danger, the potential for something to escalate was there and they were happy to be able to provide advice.

"This is one of the myths we are trying to address," said Rothwell, "that you need to force yourself to drink even when you are not thirsty."

"While we certainly don't want people to end up dehydrated, our advice to people walking the track is to drink when you're thirsty. You should not have to force yourself to drink."

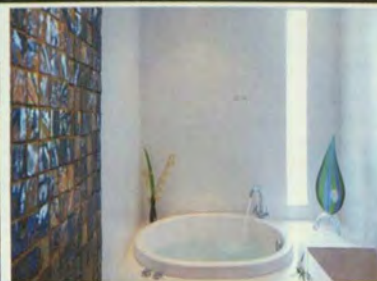
While there were only three cases out the 185 people tested that were of real concern, the information gathered will be provided to KTA which will be of benefit to its members.

"Our research showed that generally the people we tested were managing their hydration levels very well and this is a very good thing," said Dr Rosengren.

"It shows that the industry is responsible and well informed and they are getting this information to their clients."

The research data we provide will further enhance the knowledge base about hydration levels and this, we hope, will make for an even better and safer trekking experience."

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The hotel has been in a continuous upgrade mode in the last six years which has seen introductions of facilities such as Seven C's, Deli KC's, hotel butler service, the new liaam day spa, the Health and Racquet Club and, most recently, the completion of the stunning new Dakota Wing of the hotel.

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Quietly Brilliant

East Coast Malaysia

BY JOHN BORTHWICK



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

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

"Our neighbours are fishing villagers, not Hiltons or Sheratons," says Peter Bucher. He's leaning back, enjoying the dusk shadows and cricket trills that wash over the open-air restaurant at the Tanjong Jara Resort, which he manages.

Macaque monkeys swing like tiny Tarzans through the canopy above us. Beyond the trees the empty swoop of Dungun Beach disappears north. We drink to it all with a Mata Hari cocktail made from local sago palm brandy.

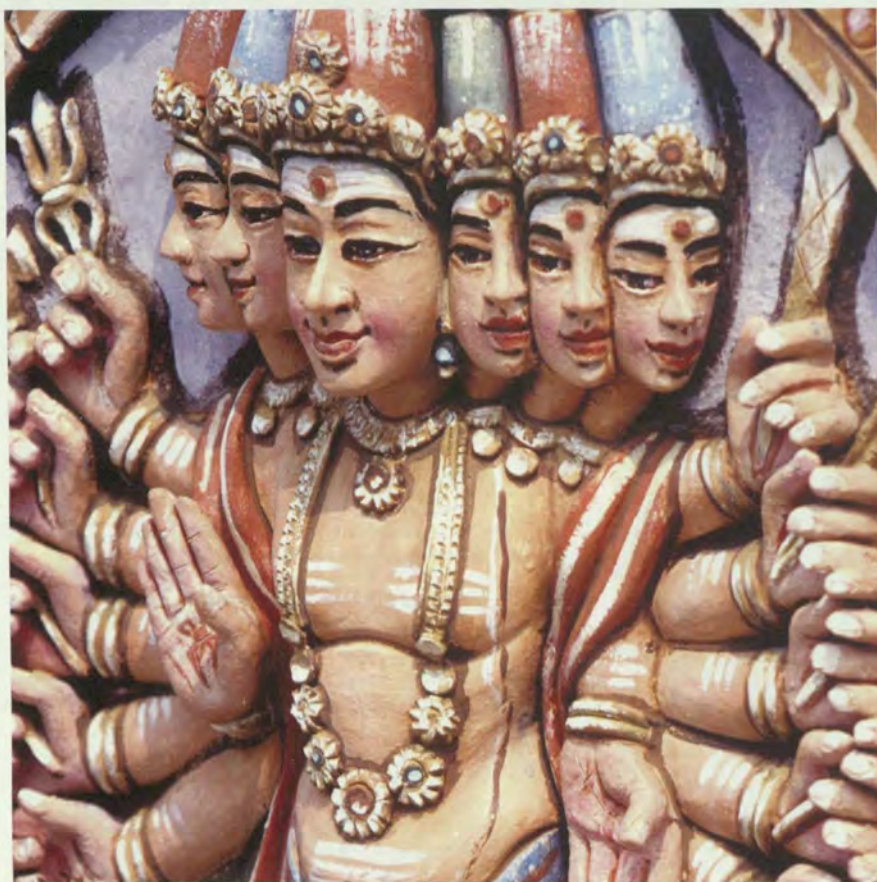
"We keep coming back here because it's not high-powered and flashy," says Melvin, an annual visitor from the UK. Casting an eye over the resort's 17 verdant hectares on one of Malaysia's least-exploited shores, I know what he means.

I join several families from Holland and Malaysia on a morning cruise 30 kilometres offshore to Tenggol Island, part of Terengganu Marine Park.

The island sits on the South China Sea horizon like a sunny, crumpled sombrero. Reaching it, we slip overboard to snorkel and scuba dive amid spectacular gin and tonic-clear waters. I count one turtle, two giant grouper, innumerable wrasse and jacks, plus thousands of clown fish. The bright, untrammelled corals are a welcome sight after having seen so much crushed, dead coral in some other Asian tourist spots.

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

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



Some 60 kilometres south of Dungun, Cherating (in Pahang State), is the best-known resort area on Malaysia's east coast. Here, you'll find plenty of economical accommodation, as well as restaurants and bars.

However, if you're looking for Phuket or Ko Samui-style nightlife, best to head to...well, Phuket or Ko Samui.

The long established Club Med Cherating has accommodation elevated high above its 120 hectares of lush tropical gardens, with good views over the its four-kilometre beachfront.

The resort village has swimming pools and live entertainment, plus a Kids Club (2-13 years) and a range of land and water sports with tuition. Nearby, at pretty Chendor Beach, you can quietly watch giant leatherback turtles lumbering ashore to lay their eggs between May and October.

Kuantan, capital of Pahang and 50 kilometres south of Cherating, lacks the over-development of some west coast Malaysian towns, but instead offers a real slice of South China Sea trading port life.

Traditional row shophouses peer past wooden shutters and roll-down rattan blinds towards a broad green maidan. The Arabian Night domes and spires of the State Mosque shimmer in the considerable mid-day heat, while women with

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parasols and coloured tudong veils shelter beneath the shade trees.

There's a Gordian tangle of lines, nets, jetties and vessels along the shore at Tanjung Api fishing village. From here, trawlers chug through town, past a row of riverfront restaurants. Along Jalan Besar, the air is pungent with salted fish, keropok crackers and durian.

The Sri Mariamman Hindu Temple (on Jalan Tanah Puteh) is a joyful confection of Disney-coloured deities, demons and holy cows. Take your shoes off and stroll in; as (perhaps) an "unbeliever", you're entirely welcome here, as you also are in the town's Buddhist temples, although less so in the State Mosque.

Kuantan has a range of hotels, but the town is not the place to stay, when just to the north are kilometres of uncrowded beaches shaded

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Take a short excursion to nearby Beserah, a Chinese and Moslem fishing village, famous for its salted fish and for the unique buffalo carts that roll out into the sea to unload the returning fishing dories.


with she-oaks, plus a variety of resorts. Teluk Chempedak Beach, five kilometres from Kuantan, epitomises the virtues of this coast.

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

As a result, you can bag at your leisure a load of T-shirts and souvenirs, then enjoy a beer and a chat with the locals. Here, the very comfortable Hyatt Regency Kuantan overlooks Chempedak Beach where the waters, as warm as a cup of tea, are safe for swimming. The adjacent private golf club also admits the hotel's guests.

Take a short excursion to nearby Beserah, a Chinese and Moslem fishing village, famous for its salted fish and for the unique buffalo carts that roll out into the sea to unload the returning fishing dories.



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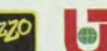
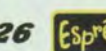
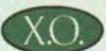
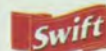
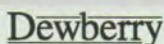
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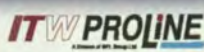
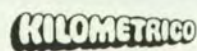
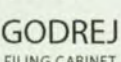
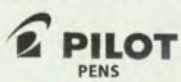
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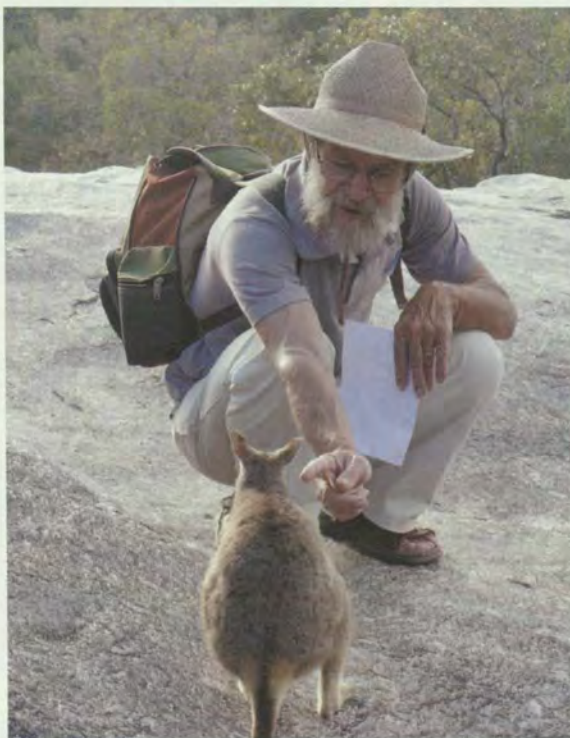




Thrills and Spill at Mt Garnet

BY DIANA MCMANUS

Thronging crowds, neighing neddies, thundering hooves, bellowing bulls and billowing bulldust pretty much describes the scene of the annual Mt Garnet Race and Rodeo weekend, a mere two-and-a-half hours drive from Cairns.



Tame rock wallabies of Granite Gorge.

For country people throughout the Far North Queensland, this rates high on the calendar of social events and is one not to be missed. With a good sealed road all the way from Cairns, it's a great destination for a taste of what some people believe is pure Australiana.

The drive from Cairns is filled with interest and presents opportunities for plenty of side trips for those with time on their hands. The range road leads to the rainforest town of Kuranda, a popular tourist destination because of its markets, unique boutiques and wildlife attractions.

Then comes Mareeba, cattle capital of the north, which hosts its own big annual rodeo in July. Coffee plantations, wineries and the lovely Granite Gorge with its tame little rock wallabies characterise this area.

The road climbs to the green and agricultural Atherton Tablelands dotted with lakes, craters and waterfalls to Ravenshoe, the highest town in Queensland, where herds of dairy cattle graze contentedly beneath the giant rotating arms of the wind farm windmills.

From this point, there is an obvious climate and vegetation change as the road dips and heads west. Innot Hot Springs is a good place to have a soak in the hot mineral spa pools which the local camping ground offers and the pub has an interesting collection of local rocks and minerals on display, including a set of pure

Twenty minutes beyond is Mt Garnet, so named for the precious gemstones which are found together with the tin which has long been mined in the area. The region has a wealth of history associated with the former glory days of tin mining...



The crowd that came out to watch the rodeo.

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tin false teeth which used to belong to an old miner. Every time he wanted some credit at the pub, he'd cash in his teeth as collateral!

Twenty minutes beyond is Mt Garnet, so named for the precious gemstones which are found together with the tin which has long been mined in the area.

The region has a wealth of history associated with the former glory days of tin mining, before the bottom dropped out of the market and prices plummeted.

The Mt Garnet country races have been around for decades. Forty years ago the rodeo

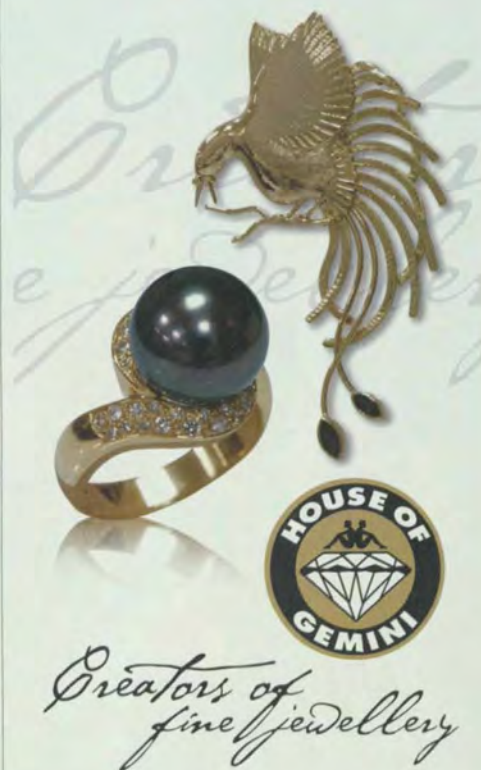
grounds were built adjacent to the racecourse. The event then became part of the weekend's social smorgasbord which puts on display the skills and talents of workers whose livelihoods depend on horses or cattle.

Year after year, the grounds surrounding the racecourse turn into a tent city as competitors, their livestock and all the avid fans, bunk down for a weekend of spills, thrills and fun. This year, was no different.

The Saturday begins with a series of six horse races after lunch that stretches into the late afternoon. Bookies are on site to cater for local, state and interstate punters.



Granite Gorge.



Level 1 A.N.G House Hunter Street Port Moresby Tel: 321 1860
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There's a constant flow of people from the bar to the 'ring' to the punters to the grandstand, or grassy hillside and back to the bar again.

All manner of dress is on show from highly formal, very country, to extremely tropical. At some stage in the afternoon, the *Fashions on the Field* competition is held.

This year saw a granddaughter and

grandmother take out the prizes for the Open and Senior Sections. Then it's back to the tents or for some people to the permanent shacks which have been built on site by remote station families who attend every year.

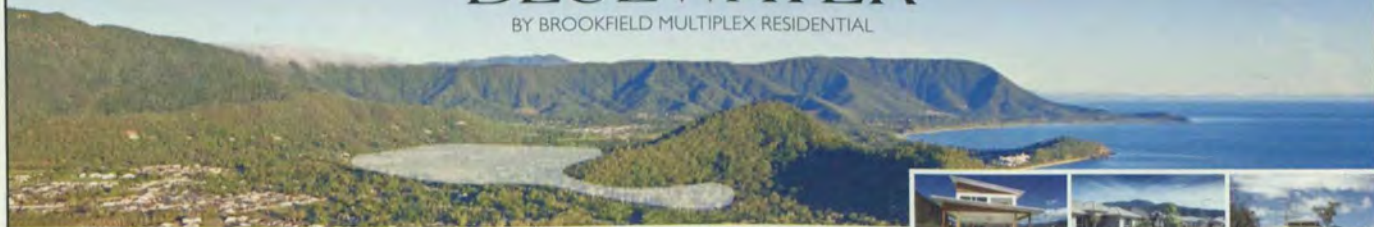
Barbecue smells, music and loud conversations fill the air and continue to do so throughout the night as the dance gets into gear and people kick up their heels.

Winners of the fashion show...grandmother and grand-daughter team.



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*Source: Australian Bureau of Statistics June 2009

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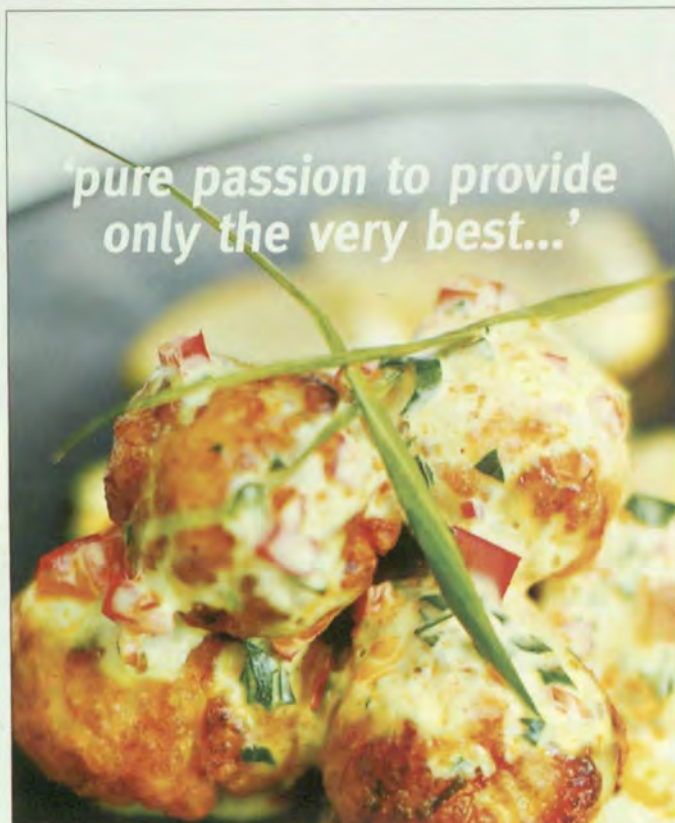
Riding a bull.



Roping down a steer.

Early Sunday morning the rodeo begins. This is a real family affair with events such as poddy calf riding by kids under eight, being held on by proud and anxious dads.

The more independent under 14s attempt to ride the bigger but still young bulls. Ladies participate in the roping events and the barrel race. Individuals and pairs show their roping skills in bringing a steer down and tying its heels. This requires a very savvy horse who knows how to assist and back up once the animal is roped.



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After lunch the Grand Parade takes place and then it's time to separate the men from the boys. The saddled or bareback bucking broncos have the riders almost laying back flat on their steed to stay on.

By far the most prestigious event is the Open Bull Ride, which is kept for last.

There have been some legendary bulls at Mt Garnet with names like Chainsaw for one. And there have been some legendary bull providers such as Roger Kelly, former owner of Glen Gordon Station, himself riding pick-up for the boys on the beasts.

Son Lance Kelly went on to become one of Australia's best rodeo riders and he now lives and competes in America.

While all this is going on, Australia's finest axe men compete in the wood chopping events on the sidelines showing us what it takes to fell a vertical tree or slice through a horizontal log.


Their many specialised axe

heads are astounding. After another noisy night, the Monday races follow the same pattern as Saturday, then it's time to go home for the trainers, owners, jockeys, bookies, the cowboys and cowgirls, the families and singles, the workers and stall owners, the volunteers and police/security, and the organisers.

The tents come down, the animals are loaded on to their trucks or floats and the tent city evaporates for another year until the next Labour Day long weekend in Queensland.

Events like these are becoming rarer and rarer in these days of litigation, animal rights and glorification of urban life and culture. But pockets of resistance, like Mt Garnet, continue to offer the public a rare glimpse of the country in action and a forum for country people to strut their stuff. May it continue for a very long time.



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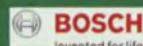


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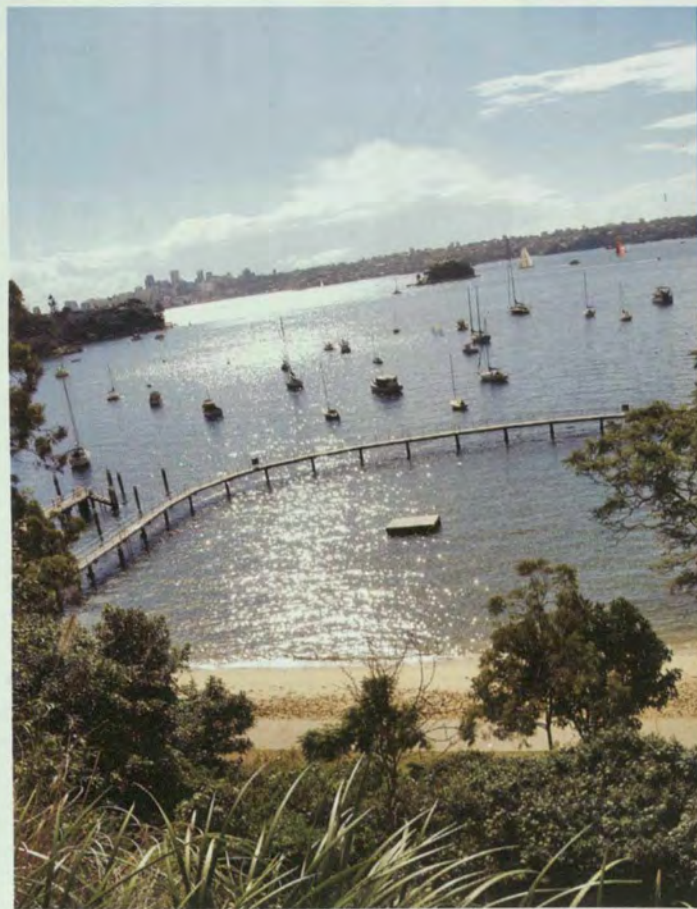
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Sydney's many sandy secrets...Seven Shillings (left), Balmoral (right) and Clontarf beaches (bottom).

Beach-hopping in Sydney Harbour



Surf-bashed Bondi and Manly may be Sydney's most famous beaches, but there are many more exquisite crescents of sand to leave your footprints on. **MARIE BARBIERI** packs her picnic and ferry pass, and raises a glass to the yachts sailing by from Sydney's sandy secrets.

Once a swampy valley many miles from the ocean, Sydney Harbour has completely transformed over 40 million years into the eclectic sandstone landscape it is today. Those who sail across its crushed-diamond waters fall in love with its action-packed lifestyle, though many miss its hidden necklace of harbour coves and bays.



Edwards Beach.

Chowder Bay

Palm-lined Chowder Bay takes its name from when US whalers prepared clam chowder from the area's abundant seafood resources.

The adjoining vast lawns of Clifton Gardens are the picnicking family's favourite, with a shaded children's playground.

The shark-netted swimming area was, in days gone by, visited by Sydney's old steamship ferries.

To the east of the beach, an ex-World War One hospital, submarine base and military barracks survive. Encased within the native bushland of Headland Park, the complex is now protected by the Sydney Harbour Federation Trust, and features 270-degree lookouts, a sculpture trail, forts, underground tunnels and heritage buildings.

Hire a snorkel from Plunge Diving to find moray eels, frogfish and the surreal ghost pipefish. For a nose-to-nose encounter with a seahorse, snorkel around the swimming enclosure's net. www.plungediving.com.au

Refuel with Italian delights from Bacino Kiosk. Housed in an ex-ammunition shed, this bonsai-sized café blends its own superb coffee.



Access: Bus 244 direct, or ferry to Taronga Zoo. Then follow the bush-track to Chowder Bay.

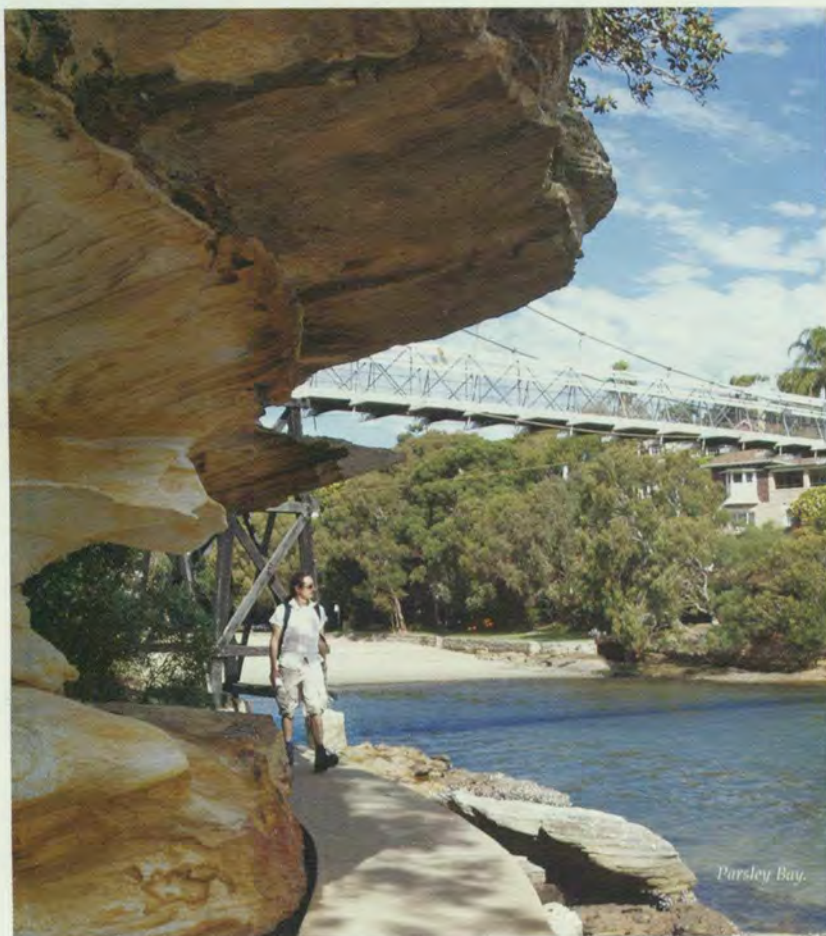
Balmoral/Edwards Beach

A picture-postcard setting dominated by the tree-adorned peninsula of Rocky Point. Cross the dainty footbridge to reach it and look back onto beach bliss. To your right, on Edwards Beach, is the ornate Bathers' Pavilion, famous

for its blueberry pancakes and wood-fired oven dishes.

To the left is sheltered Balmoral Beach, home to historic Balmoral Baths, flocked-to since 1898. Jon Allen's Balmoral Sailing School is a little further south, where windsurfers and upright paddlesurfers can hire out quality gear. www.sailingschool.com.au

Access: Bus 247 to Military Road, Mosman, then walk down. Or take the thrilling national park bush-track from Chowder Bay.



Parsley Bay.

Chinaman's Beach

Find this hidden gem at willow-treed Rosherville Reserve. A resplendent setting looking across to Clontarf Beach, this is the romantic couples' chosen retreat.

You'll be forgiven for thinking you are stranded on an island; such is the bay's priceless peace. Watch moored yachts bob up and down as time stands still in one of Sydney Harbour's most discreet coves. Pack a hamper as there is no kiosk here.

Access: Enjoy a tranquil 1-km stroll from Balmoral beach.

Parsley Bay

A pocket of tranquillity set in the luxuriant suburb of Vacluse. This prized hamlet is believed to have been named by early settlers upon discovering a vitamin C-rich plant resembling parsley.

The bay features a cavernous, narrow and shallow swimming enclosure (netted in summer), protected on each side by bush-covered sandstone cliffs. Caves and overhangs garnish the cliff-side walk, where eastern water dragons bask on sunny afternoons.

Framing it all, the elegant, iron-span pedestrian bridge straddles the water. Spread your rug beneath the shade of sun-dappled trees as children frolic in the excellent playground. The kiosk serves muffins, croissants, soft drinks and coffees.

Access: Bus 325 to Hopetoun Avenue, then walk down the steep steps.

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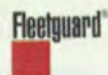
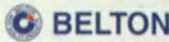
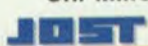
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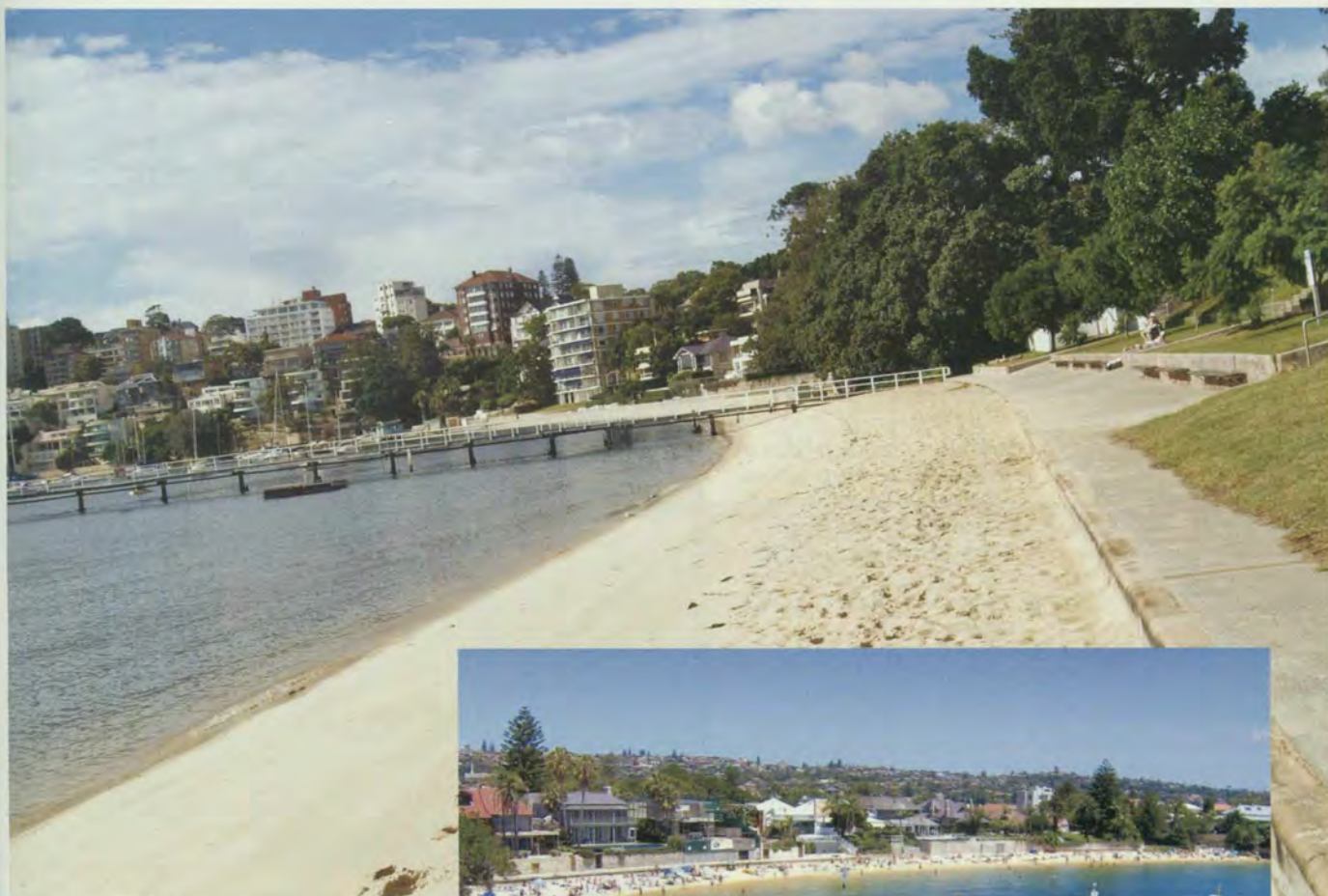
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Seven Shillings Beach.

Camp Cove Beach

Carved into South Head and looking onto Middle Head, Camp Cove is a delightful strip of golden sand. It was also the site for a night's stopover before Governor Phillip and his First Fleet landed at Sydney Cove in 1788.

The irregular sandstone rock at the western end of the beach may have been an important aboriginal shelter, and shell middens and rock carvings depicting local marine life have been found in the area.

Climb up onto the handsome timber boardwalk on the South Head Heritage Trail to be spoiled by dazzling views across the beach and to the city skyline beyond.

Access: SuperCat ferry to Watsons Bay, then a 10-15 minute walk north.

Seven Shillings Beach

Proudly poised at prestigious Point Piper, Seven Shillings Beach is a jewel; said to be named after the seven-shilling fishing fee charged by a local aboriginal.

Redleaf Pool dominates the harbour view, with its horse-shoe-shaped boardwalk elevated above the elegant swimming enclosure. Sun-lovers bedeck it in summer, whilst swimmers paddle across to floating pontoons.



Camp Cove.

The grassy hillscape behind is a natural amphitheatre from which to view Sydney Harbour's ceaseless bustle. The shaded alfresco café overlooks Double Bay, and above it is one of Sydney's top wedding spots; charming Blackburn Gardens. Find immaculately manicured, split-level lawns, flowerbeds, water features and a sundial here.

Access: Ferry to Double Bay, then climb down the (99!) steps from the council chambers off New South Head Road.

Clontarf Beach

In 1868, Clontarf Beach hit news headlines when the Duke of Edinburgh (Queen Victoria's son) narrowly missed being assassinated

during a picnic here. On a world tour (and Australia's first visit by a British royal), he survived the shooting.

Today, picnicking is still central to Clontarf's social scene. Its superb reserve features picnic tables, free BBQs, shaded playgrounds and shark-netted baths. A sandy spur carves into the marina, itself inhabited by millionaire yachts.

Clonny's kiosk sells the freshest baguettes and fish and chips. Or for special (weekend-only) occasions, you can book a memorable a la carte meal inside Clonny's on the Beach restaurant, the outlook from which is splendid.
www.clonnys.com.au

Access: Bus 171 to Spit Bridge, then walk around Fisher Bay and Sandy bay.



*Ferry heading to
Manly Cove from
Sydney Harbour.*

Manly Cove

Sydney's most celebrated harbour beach, where the iconic Manly Ferry docks, is shark-netted and flanked by Norfolk Island pines.

Head into the Manly Art Gallery & Museum to view the priceless photography collection of Manly's early swimming days, including the first legal 'daylight' swim. If that whets your fins, dare to venture next door.

At Oceanworld, you can dive into the stingray and shark


tank! www.oceanworld.com.au

There are many dining options on the wharf, but remember to peep beneath it. Endangered fairy penguins clamber up the sands to feed their chicks, who favour a diet of anchovies and sandy sprat.

They are the last breeding colony on NSW's mainland, so avoid approaching or using camera flashes.

Access: Manly Ferry.



 **Air Niugini flies direct to Sydney two times a week.**

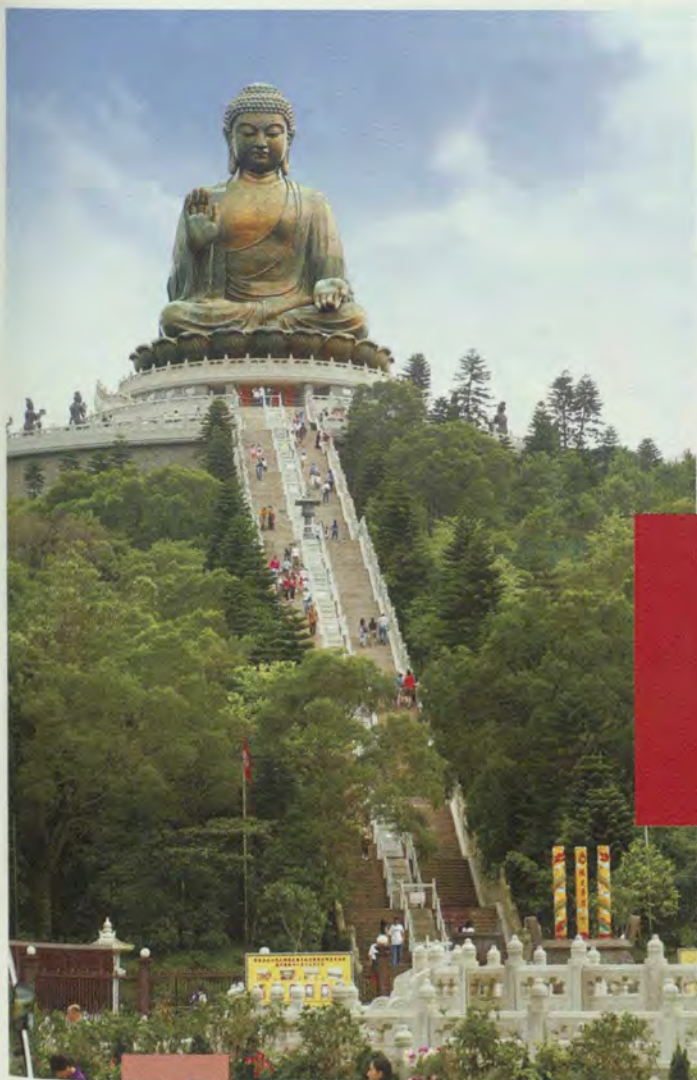


Manly Cove.

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The bronze 26-metre Tian Tan Buddha (Giant Buddha).

The dramatic events of the mid-19th century created Hong Kong from a string of minor fishing villages on the island that now bears its name. The British, on an expansionist roll, obtained Hong Kong Island in 1841 and then, in 1860, Kowloon on the adjacent mainland, after giving the Chinese forces of the Qing Dynasty a sound hiding in the two Opium Wars.

Prior to this, Macau had been the sole enclave for European settlement in Asia, but the new colony soon overtook the Portuguese outpost as the key regional centre for international commerce, banking and trade.

At the end of the last century, Hong Kong was back in the news with the historic handover of the British colony to the People's Republic of China. Although many were nervous about the returning Communists, the transition was much less troublesome than many imagined and Hong Kong residents still enjoy special economic and political concessions.

The vast majority of Hong Kong's 7 million residents are Cantonese-speaking Chinese with many arriving all the time from the mainland in search of work in the 'Special Administrative Region'. The foreign 'expat' population is high too with many Westerners from the USA, Canada, Britain and Australia working mainly in the financial sector. Other Asians include Thais, Filipinos, Vietnamese and Indonesians.

Hong Kong opened an ultra-modern new international airport

THE GREAT CHINESE MELTING POT

The vibrant and bustling seaport of Hong Kong has enjoyed a prominent part in the grand opera of Asia. **RODERICK EIME** travelled to Hong Kong for a whirlwind tour of the sights, sounds and smells of the former British colony and discovered a bright and brassy city with a long and colourful history.

at Chek Lap Kok near Lantau just before the handover, replacing the outdated but exciting Kai Tak airport in Kowloon. Before the new airport opened, arriving by air was a nervous affair and many will remember looking in on Kowloon high-rise residents eating their evening meal as planes approached low for landing.

Victoria Harbour still enjoys a healthy reputation as a busy maritime port, serving both commerce and leisure. It is quite common to see large luxury cruise liners in port surrounded by smaller ferries, powerboats and cargo barges. Multi-star vessels from Silversea, Princess, Star Cruises and P & O are regulars in port as well as many smaller vessels operating local waters.

Hong Kong is currently subject to a great deal of redevelopment and beautification but, despite a mixed feeling about the colonial past in some quarters, a great deal of attention is being paid to preserving the heritage and cultural legacy of previous generations.

Take your pick and mix the old and new in a blend to your own liking.

Scenic Lan Tau

The nearby island of Lan Tau is a distinct contrast to the hurly-burly of Hong Kong and Kowloon. Steeped in recent and ancient history, it was the site of Neolithic and Bronze Age (2000BC) populations and was the site of numerous strategic conflicts involving Chinese, Monguls, Europeans and pirates from the 13th Century. Densely wooded, with steep, scenic valleys, pleasant beaches (complete with lifeguards!) and delightful bays, Lan Tau is dominated by the bronze 26 metre Tian Tan Buddha (Giant Buddha), constructed in segments over three years beginning in 1990. The Buddha is part of the adjacent Po Lin Monastery and both open to the public between 10:00 and 17:45. Entrance fee is HK\$23 and includes a very satisfactory vegetarian meal.



Lan Tau temple.



Nathan Road
at night.

Still on Lan Tau, be sure to experience the brand new gondola lift opened as part Ngong Ping 360 tourism development that incorporates a themed village, dining, shopping and great views.

Visitors to Lan Tau can enjoy a great range of quite adventurous walks to any of the peaks and lookouts around the island. A well-located and relatively exclusive beachfront resort has operated on the island for several years at Mong Tung Wan and is a popular weekend escape for the better off Hong Kong residents.

Opened amid great fanfare in September 2005 is Hong Kong Disneyland. A joint project between Disney and the government, it is built atop a massive land reclamation project over the old, messy shipyard at Penny's Bay and now employs around 5000 "cast members". The US\$1.8 billion construction includes the theme park, two hotels and retail, dining and entertainment facilities covering 1.26 km². The park consists of four Disney "lands"; Main Street, U.S.A., Adventureland, Fantasyland and Tomorrowland. Adventureland in Hong Kong Disneyland is the biggest in all of Disney's theme parks. Admission HK\$295 (adult)

"Hong Kong Disneyland stands before us as a living symbol of the creativity and imagination that are the heart and soul of Disney," said the then Disney CEO, Michael Eisner at the opening, "With a spirit of goodwill and friendship, we invite the people of Hong Kong, China and all of Asia to share in the magic, imagination and soaring spirit of Disney."

Shopping

Hong Kong no longer enjoys a reputation for cheap electronic and consumer goods, in fact some items are decidedly expensive. Nevertheless, you can still enjoy an authentic and genuine Hong Kong shopping experience and gather a pile of souvenirs and trinkets without breaking the bank.

For a non-stop experience of local, urban Chinese lifestyles, look no farther than Yau Ma Tei and Mong Kok - the heart of the Kowloon Peninsula. Within these two neighbourhoods are side streets and alleys that are home to one of Hong Kong's liveliest street spectacles. Here is the bustling shopping hub of Hong Kong that everyone knows and remembers. At night, the shops are open until nearly midnight and haggling and browsing under the blaze of hundreds of neon lights is its own experience. Walking through Yau Ma Tei and Mong Kok is great fun. You'll love the ambience and the great deals you can get on souvenirs, clothing, electronic goods and much more.

Hong Kong's authentic "Chinatown" District is the thriving Western, a hive of shophouses, exotic markets and steep "ladder" lanes. This is

where modern Hong Kong started, mushrooming around Possession Street where the victorious British first raised the Union Jack in 1841.

Also don't miss Stanley Market for silk garments, sportswear, art and Chinese costume jewellery; Edwardian Western Market for fabrics and handicrafts; Bonham Strand West for medicinal herbs and ginseng; and Queen's Road West for birds' nest soup.

Getting Around

Despite Hong Kong's high density and traffic chaos, people manage to get around with minimum fuss. Drivers are generally tolerant and forgiving as traffic doesn't travel much faster than a brisk walk and there is always a minor jam somewhere on your route. Taxis, buses and trams ply the busy roadways and can be useful for short trips around town, but Hong Kong's greatest people-mover is definitely the Mass Transit Railway (MTR). Covering the Island, Kowloon, Lan Tau and the airport, the MTR network is fast, comprehensive and reasonably priced and conveniently avoids the turmoil in the streets above. Fares start at HK\$4. Have change for the ticket machines. Tip: Airport check-in counters available in city MTR terminal.



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Must See and Must Do in Hong Kong – The New and the Old



Scale Victoria Peak

High above Hong Kong Island on the 'back of the Dragon', Victoria Peak is Hong Kong's premier visitor attraction, providing magnificent harbour and city views. Arriving late afternoon enables you to experience the dazzling panorama of Hong Kong Island, the harbour, Kowloon and the hills beyond. At night, the neon-dotted skyline is another signature Hong Kong sight. The Peak also offers visitors an array of entertainment, dining and shopping options.

Take the Peak Tram

The best way to get to the top is via the Peak Tram, a funicular railway that travels a steep 373m line up the lush mountainside. The tram first operated in 1888, and once competed with sedan chairs as the most popular way up. Try to get seats at the front of the tram on the right-hand side for the best views on the journey skyward. Fare: HK\$20 one way.

Explore the new Maritime Museum

Opened in September 2005 in Stanley Plaza, this fascinating new complex was funded by the maritime industry as a non-profit educational institution and features extensive modern and ancient galleries of Chinese seafaring history.

Go Green at the Wetland Park

The Hong Kong Wetland Park comprises a 10,000m2 visitor centre, Wetland Interactive



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World, and a 60-hectare Wetland Reserve. It has themed exhibition galleries, a theatre, a souvenir shop, an indoor play area (swamp adventure) and a resource centre. The huge galleries showcase the importance of wetland on biodiversity, civilisation and conservation.

Star Ferry

Looking something like a two-headed beluga whale, the ungainly and quaint Star Ferries have been running across Victoria Harbour for over a century and are another fondly maintained part of Hong Kong's colonial heritage. The five minute ride costs just HK\$2

Double Decker Tram

Almost ignored by the HK residents as commonplace, the charming double-decker electric trams are an important part of Hong Kong Island's history. The service is over one hundred years old and is still widely patronised by nearly a quarter of a million of the island's commuters every day. Don't ride in peak hour. Fare: HK\$2



Star Ferry...running across Victoria Harbour.



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Sail the Duk Ling

Sail Hong Kong's scenic harbour on board an authentic Chinese junk and enjoy superb views of the city's impressive skyline. Originally owned and manned by Chinese fishermen, the Duk Ling is typical of the junks that once crisscrossed Hong Kong's waterways 150 years ago. The painstakingly restored Duk Ling is the last authentic sailing junk in Hong Kong.

Sip at Flagstaff House - Museum of Tea Ware

Experience the ancient art of the tea ceremony and learn all there is to know about tea blends, brewing and serving from an authentic master. Built in the 1840s, Flagstaff House originally served as the office and residence of the Commander of the British Forces in Hong Kong. It was converted to the Museum of Tea Ware in 1984.

Turbo Jet to Macau

If you have an extended stay in Hong Kong, a day trip at least or a night or two in Macau is a fascinating side trip. Explore the rich European cultural history

that predates Hong Kong by 300 years. There's wonderful 16th Century World Heritage architecture, great restaurants, museums and, of course, the famous gambling. Macau is definitely undergoing a huge growth spurt at the moment and enormous, Las Vegas-style casinos, tourist attractions and plush hotels are being built to cater for an anticipated rush of Asian tourists. Sixty five kilometres (about 1 hour) by Turbo Jet Sea Express from the Shun Tak Centre and you're there. Fare from HK\$142.

Where to Eat

The choice of restaurants in Hong Kong is overwhelming, there's over 9,000. You can choose any number of ethnic flavours and standards from world-class five star Michelin to delightful (but risky) street vendors. The greatest variety is probably at Tsim Sha Tsui in Kowloon, whereas any of the major hotel restaurants consistently outdo each other for quality, awards and prestige. If someone else is paying, head to the Lung King Heen at the Four Seasons and order the Sauteed Wagyu Beef.



Din Sun in Lin Heung Tea House.

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 **Air Niugini flies to Hong Kong once a week.**

- The author, Roderick Eime, is a Sydney-based travel writer and photographer and visited Hong Kong as a guest of the Hong Kong Tourist Board.

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NEW GUINEA ISLANDS REGION

Date	Event Description	Town/Province
8th July – 14th July	Warwagira Festival	Kokopo (Rabaul)
15th July-18th July	16th National Mask Festival	Kokopo (Rabaul)
20th July-22nd July	Tavur Cultural Show	Kimbe (West New Britain)
22nd – 24th July	Kavieng District Cultural Show	Kavieng
27th July-29th July	Kono Wokisok Festival	Kono Village - West Coast New Ireland
30th July – 2nd Aug	Kontu/Tembin Shark Calling Show	Kontu Village - West Coast New Ireland
5th Aug-8th Aug	5th Namatanai Mask Festival	Namatanai Town – New Ireland
12th Aug – 14th Aug	Mona Festival	Autonomous Region of Bougainville
10th Sept- 13th Sept	Choral Festival Show	Kokopo
14th Sept- 15th Sept	Kokopo District Cultural Show	Kokopo
16th Sept-19th Sept	Music Festival	Kokopo

HIGHLANDS REGION

Date	Event Description	Town/Province
TBA	Enga Cultural Show	Wabag
14th Aug-15th Aug	Hagen Show	Mt Hagen
13th Sept-15th Sept	6th Bilasim Skin Festival	Goroka
17th Sept-19th Sept	Goroka Show	Goroka
TBA	Coffee Festival	Goroka

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The arrival of the Boeing 767-300ER lights up Port Jacksons Airport at Port Moresby.

767 Stars in Port Moresby Arrival Ceremony

National airline, Air Niugini, on Monday July 26 welcomed the arrival of its second Boeing 767-300ER aircraft to Port Moresby and Papua New Guinea.

The aircraft resplendent in new Air Niugini livery featuring a magnificent plumed Bird of Paradise arrived to a traditional wash down ceremony at the Jacksons International airport. A water cannon spray was unleashed by fire trucks, saluting the arrival of the aircraft.

On arrival, the Boeing 767 was awash not only with water but also a spectacular light-show display of stars illuminating the aircraft against the night sky.

The arrival of the second B767-300ER aircraft now brings the total aircraft in Air Niugini's Boeing fleet to three including a Boeing 757 aircraft.

Prime Minister, Grand Chief Sir Michael Somare was at the airport to welcome the aircraft. Also present was his deputy Don Pomb Polye; Minister for State Enterprise, Finance and Treasury Arthur Somare; along with Air Niugini Chairman Sir James Tjoeng; and Air Niugini CEO Wasantha Kumarasiri.

Air Niugini's cameras caught the moment when the ribbon was cut - the ribbon itself looking very much like the new trademark livery on the side of Air Niugini's aircraft.

The event was also witnessed by other ministers and members of parliament, diplomatic corps, heads of statutory bodies, representatives from corporate and businesshouses, industry partners and the media.

The Prime Minister in welcoming the aircraft said the arrival of an additional Boeing will vastly enhance Air Niugini's flexibility and scheduling options on international sections. He also said it gives Air Niugini the opportunity to capitalise on the opportunities and developments arising from the multi-billion dollar LNG Project.

"The LNG is by far the biggest mining project ever undertaken in Papua New Guinea with the labour force being drawn from throughout the world and with

additional aircraft on the international sector, Air Niugini is in a better position to handle these movements." Sir Michael added.

Mr Kumarasiri re-emphasised that the additional B767 aircraft will provide operational flexibility for both passenger and cargo movements on international sectors.

"The extra capacity and frequencies would ensure flexible travel options for our valued customers. It also places Air Niugini in a better position to take advantage of the current resource development that's taking place in the country."

Mr Kumarasiri also highlighted some key achievements in the last four years. The most notable included the increase in the number of aircraft from eleven to 20 aircraft before the end of this year and also Air Niugini remaining profitable without increasing airfares since 2003.



Like the other two aircraft that arrived earlier, the B767-300ER arrived in the new Air Niugini livery. The notable changes included a magnificent plumed Bird of Paradise on the tail wing of the aircraft representing a Bird of Paradise in flight and also a swirl of gold and red on the fuselage of the aircraft.

The Boeing 767's cabin offers 46 business and 148 economy class seats with greater pitch in both cabins, which means more leg room for the passengers.

All Boeing aircraft provide services on Air Niugini's international routes. Air Niugini currently operates to ten international destinations including the Australian ports of Cairns, Brisbane and Sydney, Honiara in Solomon Islands, Nadi - Fiji, Kuala Lumpur in Malaysia, Manila - Philippines, Narita in Japan, Singapore and Hong Kong.



Cutting the ribbon to mark the arrival of the airline's new B767are...(from left) Deputy Prime Minister Don Polye, Prime Minister Sir Michael Somare and airline chairman Sir James Tjoeng.

Air Niugini has a brand new Q400 Next Generation aircraft. It arrived in Port Moresby and Papua New Guinea on July 21, 2010.



The aircraft under the registration P2-PXU, resplendent in Air Niugini's new livery featuring a magnificent plumed bird of paradise arrived to a traditional wash down ceremony as it taxied into Jackson's airport.

On arrival to welcome the new aircraft was Public Enterprise Minister, Hon. Arthur Somare, Air Niugini Board and Management, representatives from corporate and businesshouses, diplomatic corps, industry partners and the media.

Minister Somare in his welcome address said the arrival of the Q400 NextGen aircraft marks a new era in Air Niugini's operations, adding

that it will further enhance and boost the airline's domestic operations.

The Q400 NextGen is the first of the two aircraft ordered by Air Niugini from Bombardier. It is also the first of its aircraft type to be operating in Papua New Guinea under the P2 registration. Both aircraft were funded by PNG Sustainable Development Program.

He said: "This begins a new era at Air Niugini with one of the world's most advanced turboprop aircraft that will meet Air Niugini's requirements for many years to come.

"We are pleased with Q400 aircraft's hot and

high capabilities as well as its ability to operate from the shorter runways on our routes."

He said as a commercial entity, Air Niugini is also keen to capitalise on the potential business opportunities and developments arising from the multi-billion dollar LNG project.

The Q400 NextGen is a brand new aircraft specifically configured to suit Air Niugini's requirement.

The 74-seat capacity aircraft has the ability to operate from shorter runways and delivers the quietest and most vibration free passenger cabin of any propeller driven aircraft.



Celebrating the arrival of the Q400 at Jacksons Airport.

The aircraft features an enhanced cabin environment with the introduction of LED lighting, new ceiling panels, dished window sidewalls and larger overhead luggage bins. These features combined with the Active Noise and Vibration Suppression (ANVS) system provide an excellent cabin experience for passengers."

It also has two class cabin and a hot galley,

allowing for hot meals to be served on board. Apart from that, the Q400 NextGen aircraft is fast with the speed that's close to that of a jet aircraft and is fuel efficient with low emissions.

The addition of Q400 gives Air Niugini the opportunity to reassess some of its jet routes.

The Q400 NextGen aircraft follows in the footsteps of a long line of robust and reliable

de Havilland and Bombardier turboprops that have served Air Niugini very well over the years.

The second Q400 NextGen aircraft is expected to arrive in September this year. Air Niugini is also expecting its second Boeing 767 aircraft next month. This will bring the total aircraft in the airline's fleet to 20 before the end of the year.

Air Niugini Chief Executive Officer, Mr Wasantha Kumarasiri said the airline is proud of its achievement, comparing to only 11 aircraft four years ago.

He said, "With the additional aircraft in the fleet, we are confident this will provide operational flexibility for both our cargo and passenger movements. The extra capacity and frequencies would ensure flexible travel options for valued customers. It also places Air Niugini in a better position to take advantage of the resource development that's currently taking place in the country, especially the multi-billion dollar LNG project."

The Q400 NextGen aircraft is manufactured by Bombardier, a world leading manufacturer of innovative transport solutions from commercial aircraft and business jets to rail transportation equipment, systems and services. Bombardier's headquarters is based in Toronto, Canada.

Both Minister Somare and Mr Kumarasiri thanked everyone involved in ensuring the successful acquisition of the aircraft including the PNG Sustainable Development Program, Department of Transport, PNG Civil Aviation Authority, Internal Revenue Commission, ICCG, the board, management and the Q400 project team at Air Niugini.

Air Niugini's cadet pilot gets top award

BY ILLAN KAPRANGI

Corporate Affairs & Public Relations Officer, Air Niugini

An Air Niugini female cadet pilot has made history by becoming the first Papua New Guinean woman, if not the Pacific, to have received the prestigious Sir Donald Anderson Trophy in Australia.

Twenty one-year old Rhoda Ilave whose father is from Ihu in the Gulf Province and her mother from Malaysia was recognized for her outstanding academic achievement in professional aviation studies by female trainee pilots, based on examination results.

The award is sponsored by Australia Civil Aviation Safety Authority each

year at the Australian Women Pilots' Association conference and is given to the top three female pilots.

Rhoda is the only female among six Air Niugini cadet pilots who have completed their 18-month training at Coffs Harbor in New South Wales, Australia in December last year.

Air Niugini Chief Executive Officer, Mr Wasantha Kumarasiri when congratulating the young pilot, said Rhoda's achievement is not only for Air Niugini but also for Papua New Guinea.

"Each year, Air Niugini invests millions of kina in training young pilots and



Rhoda Ilave...looks forward to a promising career with Air Niugini.



engineers and results such as this is commendable and very comforting for the airline and our valued customers. Young Rhoda has made everyone proud, her family, Air Niugini, the airline industry and Papua New Guinea as a whole.

"Rhoda did very well in both her theory classes and practical tests. She passed all seven Commercial Pilot License (CPL) exams in five months and accomplished brilliant results - one 100 percent, five exams at 95 percent or above and one at 88 percent.

"Also in the same year, Rhoda completed her seven Airline Transport Pilot License exams in two and a half months, gaining 97 percent in two and over 80 percent in the rest of the exams.

"Together with this, Rhoda also picked an Instrument Rating (IREX) pass of 90 percent," Mr Kumarasiri said.

The aviation tale for the Ilaves doesn't end there, Rhoda's elder brother Steven Ilave is also a cadet pilot with Air Niugini, he

was in the batch prior to Rhoda's and coincidentally scored the same marks as hers. The Sir Donald Anderson award, however, only recognises female pilots.

Rhoda was studying second year medicine at the University of Papua New Guinea's Taurama campus, prior to taking up the pilot cadet program in 2008. She said she was inspired to fly by her elder brother who was also at the medical school before taking up the Cadet pilot program.

The Gulf Province lass travelled to Cairns, Australia, in early June where she received her award from Australia's Director of Civil Aviation Safety Authority, John McCormick.

The award includes Sir Donald Anderson Trophy, certificate and prize money of \$2000 (Australian).

"I was quiet shocked when I first learnt of the fact that I have won that award. I thought, this is unreal, can't be possible. It's really good and I am glad the Australian Women Pilots' Association does things like this to recognise



Rhonda Ilave...with Air Niugini's CEO Wasantha Kumarasiri and airline staff.

females and to encourage them. I now look forward to a promising career with Air Niugini and to progress onto bigger aircraft in the future," an elated Rhoda said.

Since Air Niugini's pilot cadet program commenced in 1989, the airline has been selecting at least

six young people to be trained at various pilot training school, the current one now at Professional Pilot Training at Coffs Harbour.

Air Niugini currently has six female pilots out of the 161 pilots it has, four of whom have come through the airline's Pilot Cadet Program.



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Welcome to Papua New Guinea

General Information

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

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

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

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

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

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

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

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

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

What to See and Do



Ideal Cruising Experience

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

Diving

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

Trekking the rugged terrains

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

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

Excellent Fishing

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

Surfing the waves

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

Bird Watching

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

our island including 38 of the 43 known species of the exotic Bird of Paradise. Not all the colours of the rainbow have been reserved for our feathered friends as there is an unlimited range of hues and shades to be seen in our 2000 orchids and countless magnificent butterflies including the world's largest, the Queen Alexandra Birdwing.

World War II Relics

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

Astounding Volcanoes

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

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

Reprinted courtesy of the Papua New Guinea Tourism Promotion Authority. www.pngtourism.org.pg

Recommendation to incoming expats

1. Obtain "A Welcome Guide to Port Moresby" - the most comprehensive and up-to-date information source containing everything you need to know to be successful in PNG, and how to manage and enjoy your business and private life.

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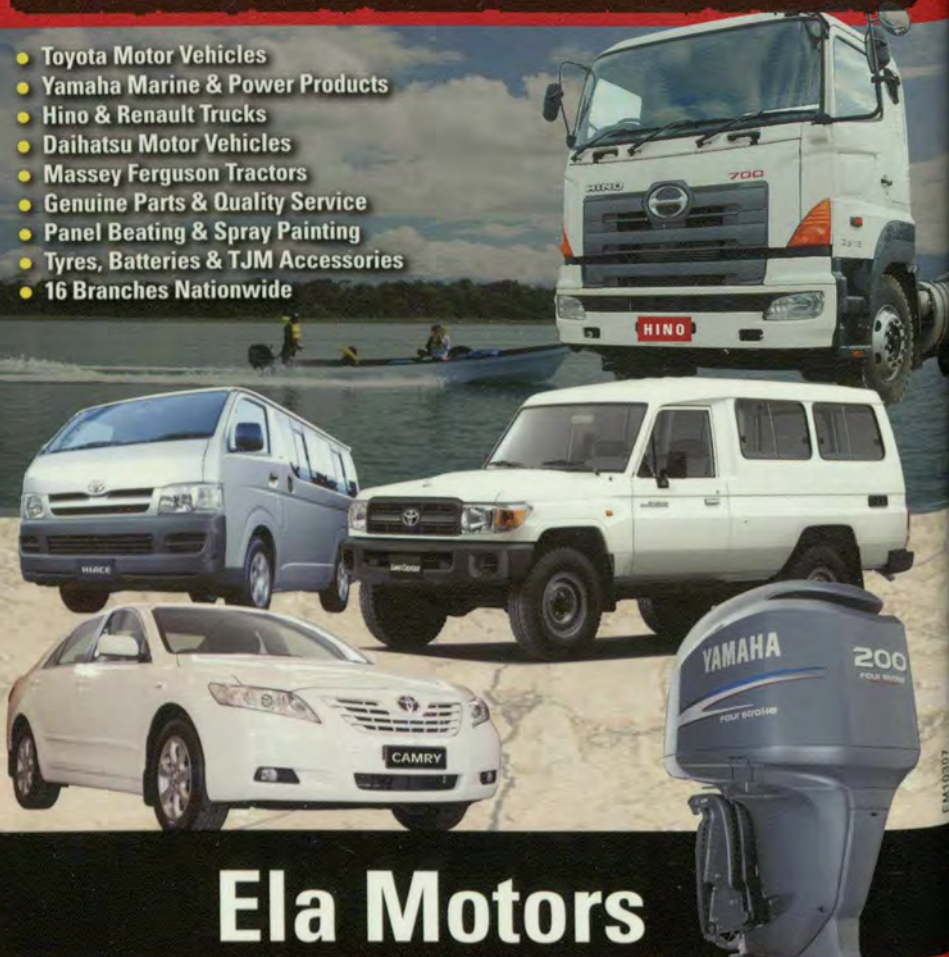
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