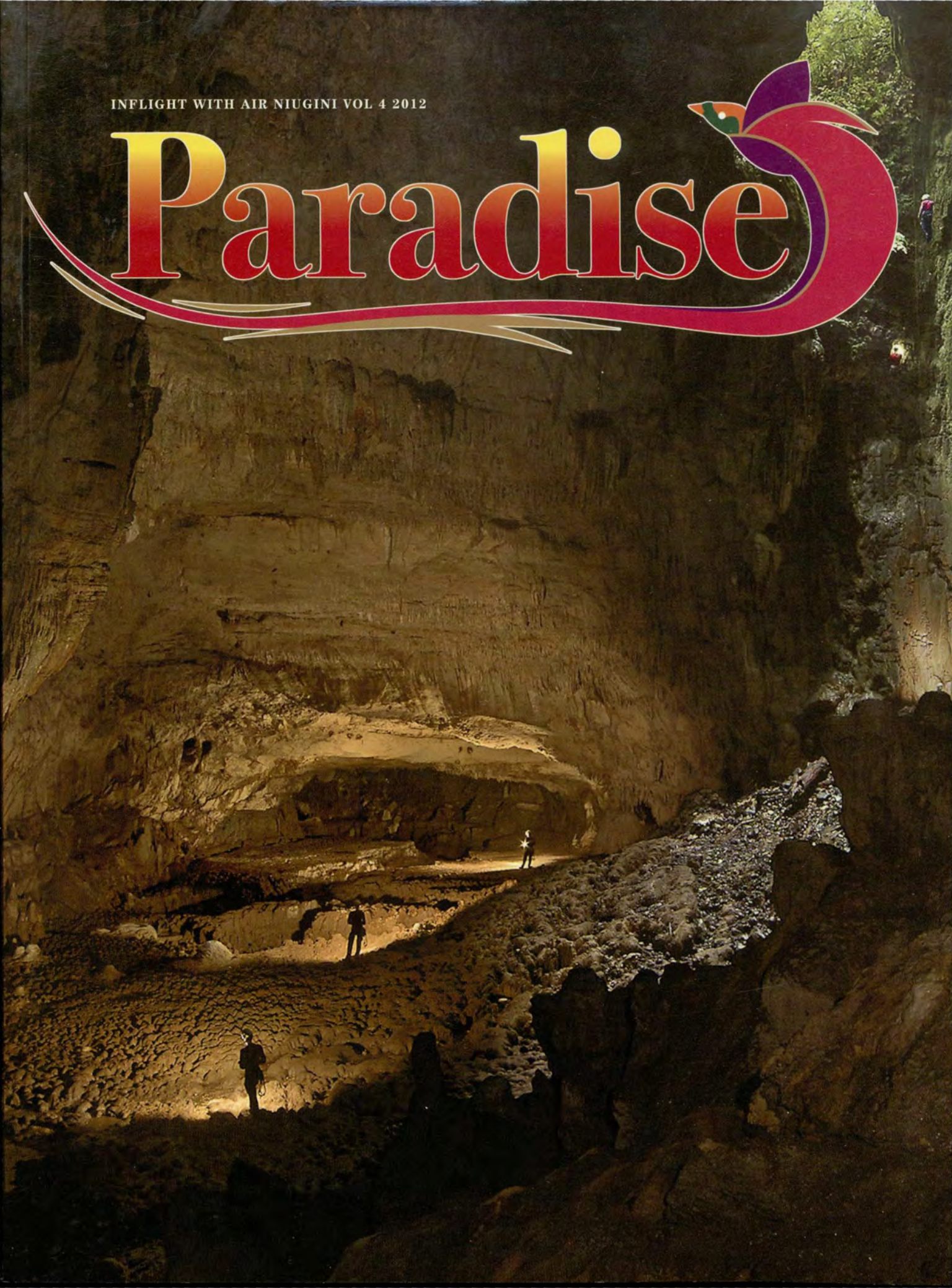


INFLIGHT WITH AIR NIUGINI VOL 4 2012

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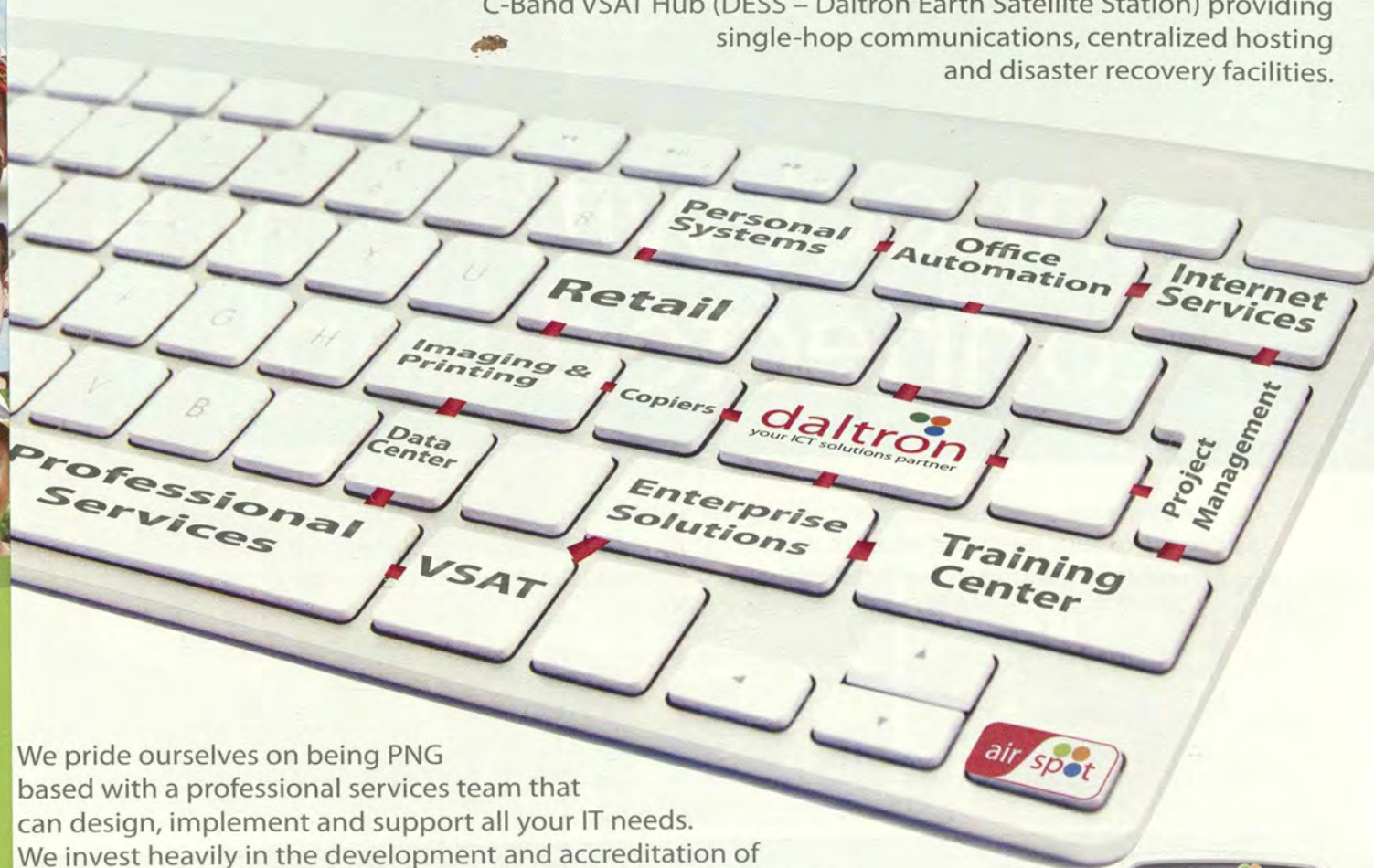
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We live in your world





# Our Commitment to Sustainable Development

Steamships Trading Company has been conducting business operations across Papua New Guinea for almost a century. It is one of the nation's major employers, and is a significant contributor to the national economy.

Steamships has long been aware of the need to protect the environment, and this principle underlies all of its activities. It is company policy that its businesses meet or exceed all legal and regulatory requirements for environmental best practice. To ensure this, Steamships has put in place formal systems to monitor impacts on the environment, and over time as data is accumulated the findings will be used to design and implement new policies to help manage and reduce adverse effects and encourage sustainability.

The Company is deeply involved in climate change and environmental impact monitoring projects in PNG, and in particular on the effects of deforestation on the absorption of greenhouse gases. Steamships is working with various NGO's to further our understanding of long-term sustainability, and its effects on climate and land use.

In the long term, such initiatives not only make good business sense, but will also help to preserve and protect the future of the great nation of Papua New Guinea, on which we all depend.

The Company's new Grand Papua Hotel in Port Moresby is a reflection of Steamships' part in the history of the country, as the new hotel is built on the site of the famous old Papua Hotel, of glorious memory.

The Grand Papua sets a new industry benchmark for sustainable and efficient construction and operation in a luxury environment. Its lightings, air-conditioning and elevators are designed and sensor controlled to minimize energy use, and reduce the carbon footprint of the hotel.

Steamships is indeed proud to make this commitment to the future of Papua New Guinea.



The Grand Papua Hotel is specifically designed to offer you a variety of luxury. The 161 luxury bedroom suites include an executive club lounge, conference rooms, gymnasium, health spa and beauty salon, all with opulent décor and furnishings.



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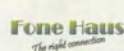
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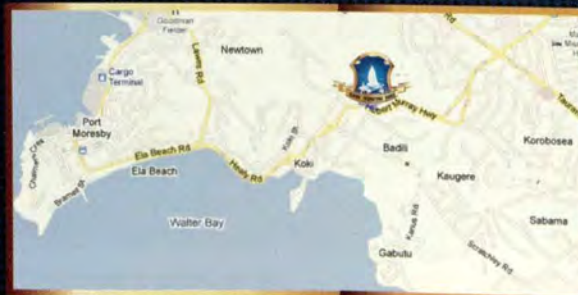
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# Message from the Chief Executive Officer



## Welcome Aboard

The milestone achievement for Air Niugini during July was the presentation of the dividend cheque of K6.45 million to the Shareholder through the IPBC (Independent Public Business Corporation). This dividend is the largest paid by the airline in its 39 years of operation.

At the recent 2012 IATA Annual General Meeting, the Director General informed the participants that in 2011 the aviation industry earned only 0.5% net profit on sales. So it is very pleasing to say that as a result of Air Niugini performing well above this global performance, the airline was able to return a dividend to the Shareholder.

Also during July, we had the arrival of our first B737-700 aircraft, followed with the inaugural service to Cebu in the Philippines, and the opening of the Air Niugini Sales Office located at the Airport Plaza.

For those who have travelled on the B737-700 since its arrival, you would have noticed the aircraft's fuselage is painted with the map of the famous Kokoda Track. With the approval of the Kokoda Local Level Government, Air Niugini took this initiative to commemorate the 70th anniversary of the Kokoda Campaign as a significant event in the country's history. I am sure this aircraft will create a tremendous awareness and promotion of the Kokoda Track and Papua New Guinea when it flies to Sydney, Brisbane, as well as to our other international destinations.

The inaugural flight to Cebu was well received by national and provincial government officials, industry partners and corporate companies that conduct business in Papua New Guinea. With the Manila flights reaching full capacity, the introduction of the service to Cebu will provide Filipinos living in Southern Philippines a direct flight from Cebu to Port Moresby. The Cebu schedule is also timed to provide connecting B737-700 afternoon flights to Brisbane on Wednesdays and Fridays, departing at 1.30pm and also to Sydney at 2.00pm on Fridays.

Other schedules that have been revised include the direct Sydney-Port Moresby service on Sunday, a direct return flight on Monday and the Port Moresby-Brisbane F100 service on Monday afternoon has been replaced with a B767 operation which departs at 1.30pm returning the same day at 8.45pm. For our valued customers looking for a brief R & R in Brisbane, flying out on our Friday afternoon service and returning Monday evening, will give you a nice break in Brisbane.

As the country celebrates its 37 years of independence on September 16, there will be many events taking place throughout our cities and towns. The Hiri Moale Festival in Port Moresby will be staged simultaneously with the Independence celebrations so visitors to our shores at the time can enjoy the colourful cultural displays of the Motuan people.

During your flight with us today, browse through our **PARADISE** World Boutique and find a special gift for yourself or loved one from the wide range of inflight duty free products. **PARADISE** magazine will provide good reading on our many domestic and international destinations.

For online bookings and information on Air Niugini, please visit [www.airniugini.com.pg](http://www.airniugini.com.pg)

Enjoy your flight.

Wasantha Kumarasiri OBE  
**CHIEF EXECUTIVE OFFICER**





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

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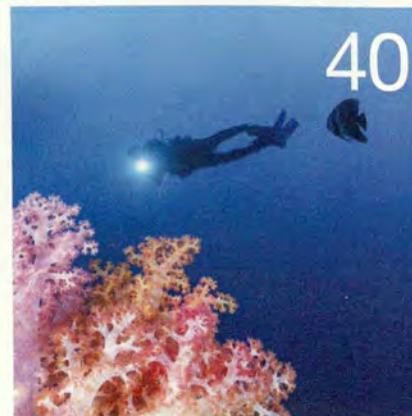
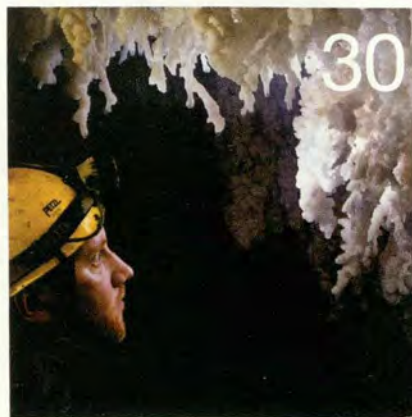
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**Printing**  
Craft Inprint Pty Limited  
Cnr Bilsen & Zillmere Roads  
Boondall, Queensland, 4034  
Australia

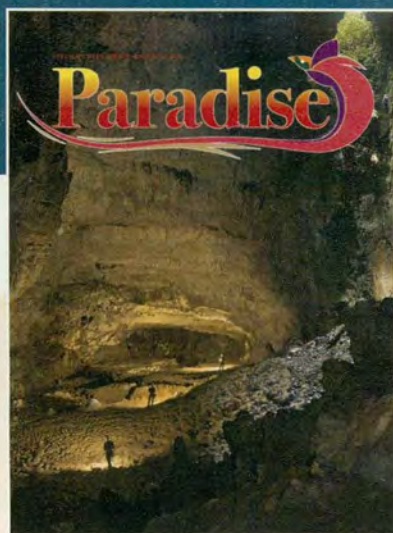
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Steamships have been shipping in Papua New Guinea for over 90 years. We operate a fleet of coastal vessels and specialise in estuarine and river trades in the Gulf and Western Provinces. Steamships provides short and long term vessel charters, and reliable cargo liner services using geared, multipurpose vessels. The company can also develop, implement and support inter-modal logistics shipping solutions, linked to land based services such as road transport, cargo handling and storage.

In addition to owning vessels and providing domestic coastal shipping services, Steamships is a shareholder and manager of stevedoring companies at seven of the country's ports, where it also operates the largest shipping agency business. As Swire Shipping's in-country representative, Steamships can offer a range of international shipping services to and from North and South East Asia, Australia, New Zealand and the Pacific Islands with the network extending to Europe and the west coast of North America. All services are provided by flexible, multipurpose ships offering hold configurations and cranes designed specifically to carry a range of commodities, containerised, break bulk and project cargoes.

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# Welcome aboard

## Enjoy our Bird of Paradise in-flight service

### Please ask us

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

### Hand luggage

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

### Takeoff and landing

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

### Safety first

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

### Electronic equipment

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

### Children and babies

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

### Smoking

Smoking is not permitted on any Air Niugini flight.

### Entertainment

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

### Pillows and blankets

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

### Cuisine

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

### In-flight Duty Free

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

### Immigration and Customs Forms

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

### Before you leave

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





## Air Niugini fleet

### 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: 3



Boeing

### B737-700

Length: 33.6m  
Wing span: 34.3m  
Range: 6370km  
Cruising speed: 830kph

Power plant: 2 x CFM56-7B22  
Normal altitude: 11300m  
Standard seating capacity: 122  
Number of aircraft in fleet: 1



Boeing

### F100

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

Power plant: 2 x Rolls Royce Tay 650  
Normal altitude: 11000 m  
Standard seating capacity: 98  
Number of aircraft in fleet: 6



Fokker

### DASH 8-Q400 NextGen

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

Power plant: 2 x Pratt & Whitney PW150 A  
Normal altitude: 7500m  
Standard seating capacity: 74  
Number of aircraft in fleet: 3



Bombardier

### DASH 8-Q315

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

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



Bombardier

### DHC-8-202

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

Power plant: 2 x Pratt & Whitney PW123D  
Normal altitude: 7600m  
Standard seating capacity: 36  
Number of aircraft in fleet: 4



Bombardier

### DHC-8-100

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

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



Bombardier



# 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.



# Innovation. From the ground up.



Air Niugini has invested in state of the art information technology to enhance customer relationships through its innovative **Destinations** Loyalty Program.

Air Niugini's **Destinations** Loyalty Program is powered by Mercator, the IT solutions arm of the highly successful Emirates Airlines. While new to Papua New Guinea, the Loyalty Program is in fact built on an engine that has 40 person years of investment and over 10 years of loyalty program experience.

There is an additional 150 person years of investment over an 8 year period of development.

The system has been implemented by airlines all over the world and is available at more than 90 global offices with over 2,000 on-line users, and a support team of 50 highly skilled loyalty systems business and technical professionals.



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# Your health inflight

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

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

## Blood Circulation/Muscle Relaxation

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

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

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

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

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

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

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

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

## Recommendations

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

## Jetlag

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

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

## Recommendations

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





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

### Cabin Humidity/Dehydration

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

#### Recommendations

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

### Eating and Drinking

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

#### Recommendations

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

### Cabin Pressurisation

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

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

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

#### Recommendations

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

### Motion Sickness

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

#### Recommendations

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





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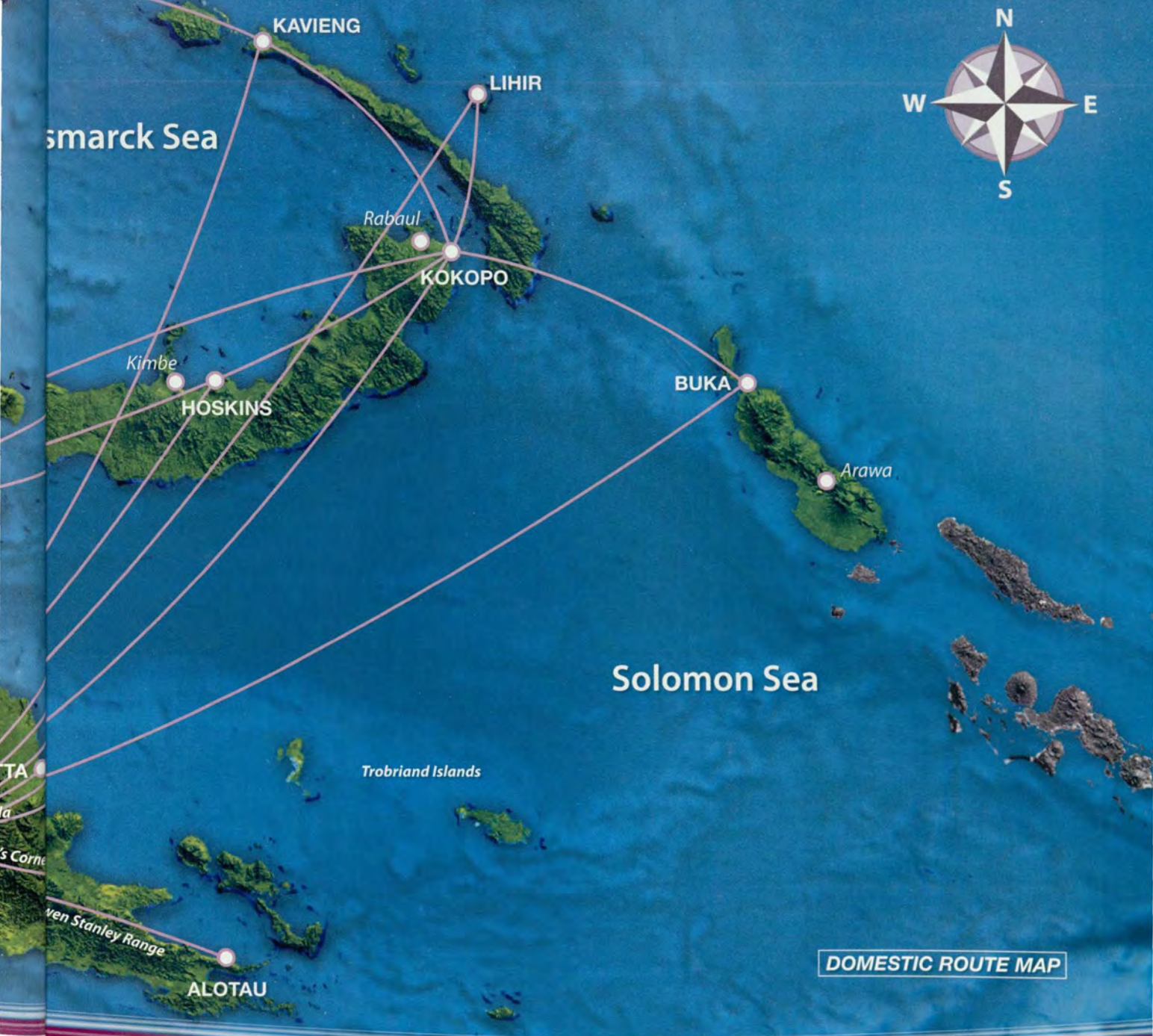
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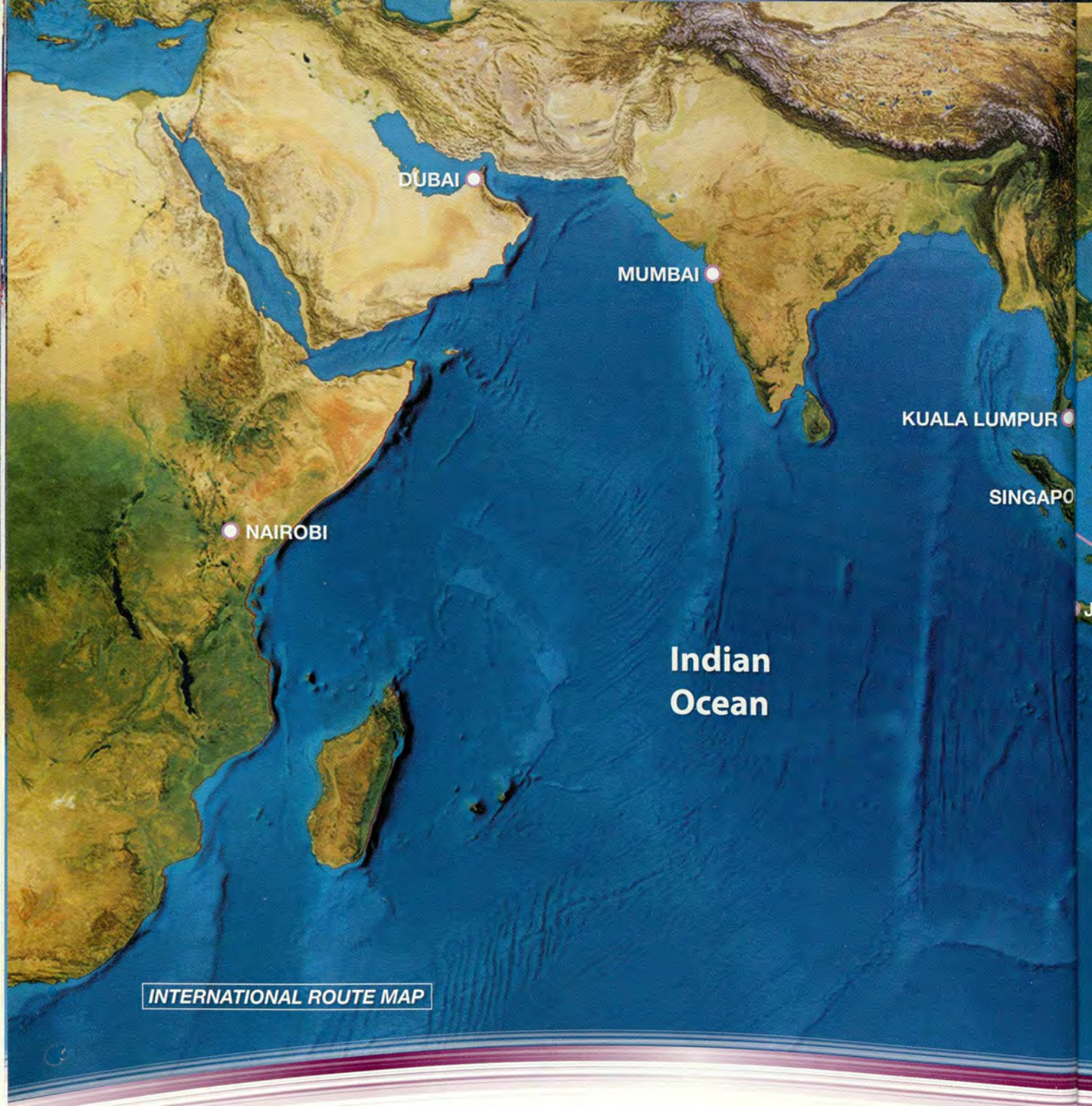
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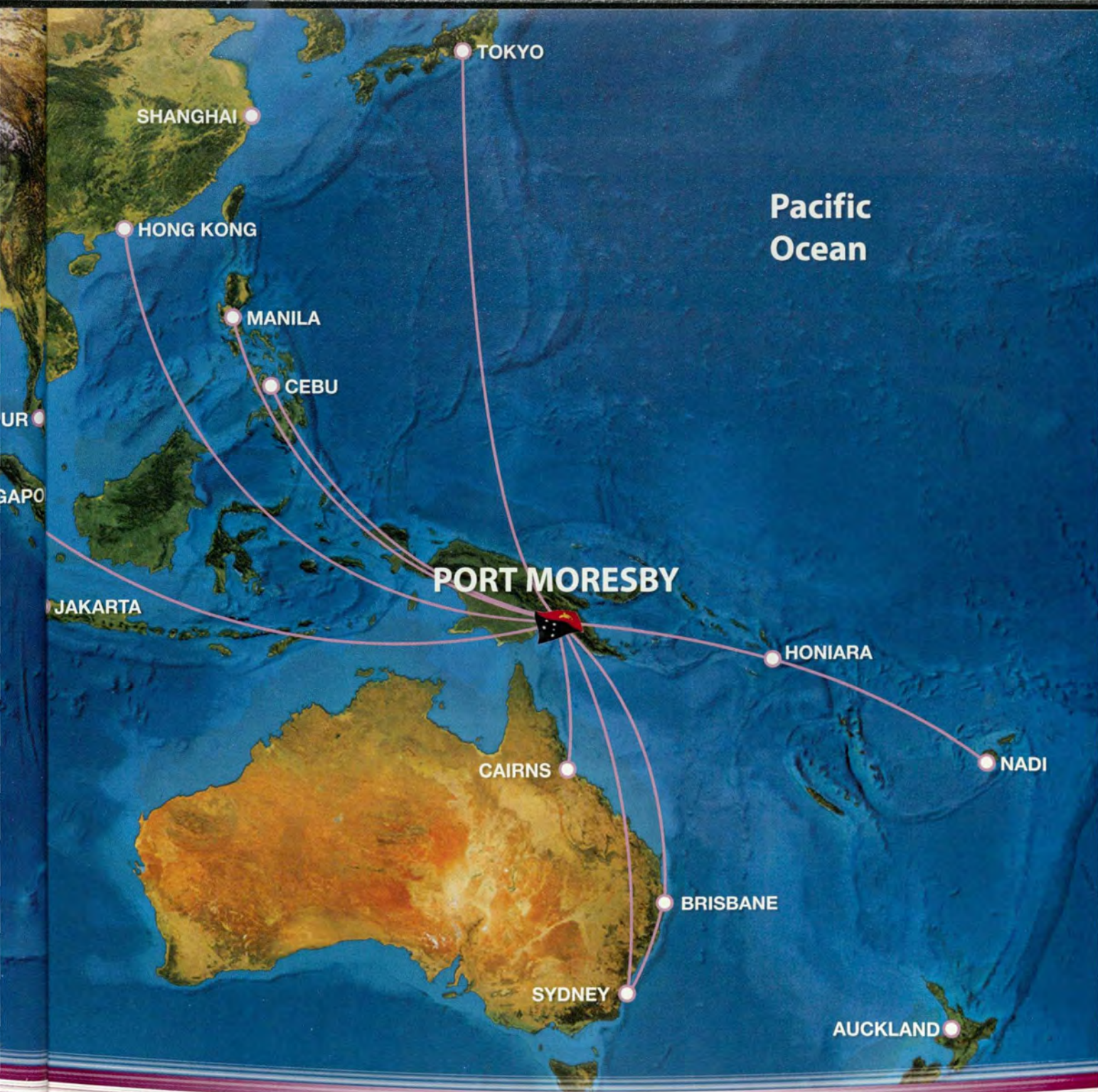
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A photograph of two Pacific women smiling. The woman in the foreground is wearing a white and red striped shirt with a red patterned scarf. The woman in the background is also smiling and wearing a white shirt with a red patterned scarf. The background is a soft, out-of-focus grey.

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# The CAVES of the KOSUA

BY STEPHEN READ & STEPHEN MCCULLAGH

**What takes six Irish men and one German half way around the world to spend Christmas in the remote depths of Papua New Guinea's rainforests?**

*Large cave chamber.*





1

## THE LOCATION

Our base camp was in the village of Fogomaiyu. This is a small community located on the eastern slopes of the enigmatic Mount Bosavi. It is surrounded by the rainforests of the Upper Kikori in the Southern Highlands. The Darai Plateau and the limestone landscape surrounding it is a honeycomb of unexplored cave systems. The only viable access from Port Moresby is by air. The village has a small, grass airstrip suitable for light aircraft including Twin Otters.



2

## THE LOCAL PEOPLE

The region is the homeland of the Kosua people who have lived in complete isolation from the outside world until relatively recently. They retain a great deal of their traditional ways and the famous PNG hospitality is on full show.

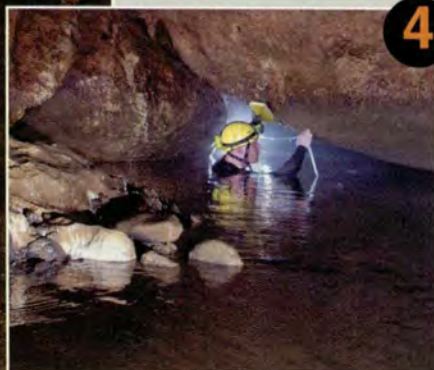
*Traditional welcome at Fogomaiyu.*



3

## THE EXPEDITION TEAM

The cavers or speleologists were six Irish men and one German - none of whom had visited Papua New Guinea before but all of whom are amongst the world's most experienced cavers. An expedition coordinator from Australia helped manage access and interactions with the tribe and a photographer/documentarian from Israel also accompanied the team into the area.



4

## THE GOAL

To be the first people to record, map, explore and discover the caves and underground rivers that riddle the landscape to the east of Mount Bosavi and into the Darai Plateau.





Homes in Fogomaiqn village.

Traditional welcome at Kosua bushcamp.



Ireland is a country that is not particularly renowned for warm weather, large forests or exotic wildlife, however it does have caves. This is something it has in common with Papua New Guinea. Caves mainly form in limestone rock and cavers are always on the lookout for new areas to explore.

Papua New Guinea has a lot of limestone and to the best of our knowledge quite a lot of it is unexplored. This is enough to pique any caver's interest and in 2010 after a few drinks, we sketched out a plan.

Eighteen months of planning came to fruition as the team boarded the first of many flights on a cold windswept December evening in Dublin.

Many hours and five flights later (including two Air Niugini transfers) and the team was assembled on our small Twin Otter aircraft, cruising over the foothills of the spectacular Mount Bosavi.

Living in the bush for four weeks and exploring for caves in pristine tropical jungle in the heart of Papua New Guinea could prove to be a huge challenge for the group.

Just getting to the location had to be a precision operation with the gear we were humping. So many connections, so much gear and so little time!

Air Niugini was very helpful in our preparations





Full team at Walofani cave entrance.  
Below: Walofani cave stone art carving.

by accommodating the large amounts of expedition equipment that we had to carry. However, all the stress, nerves and anticipation melted into the smooth rhythmic beat of the Kundu drums as we clambered out of the plane to a spectacular warm welcome from the villagers of Fogomaiyu.

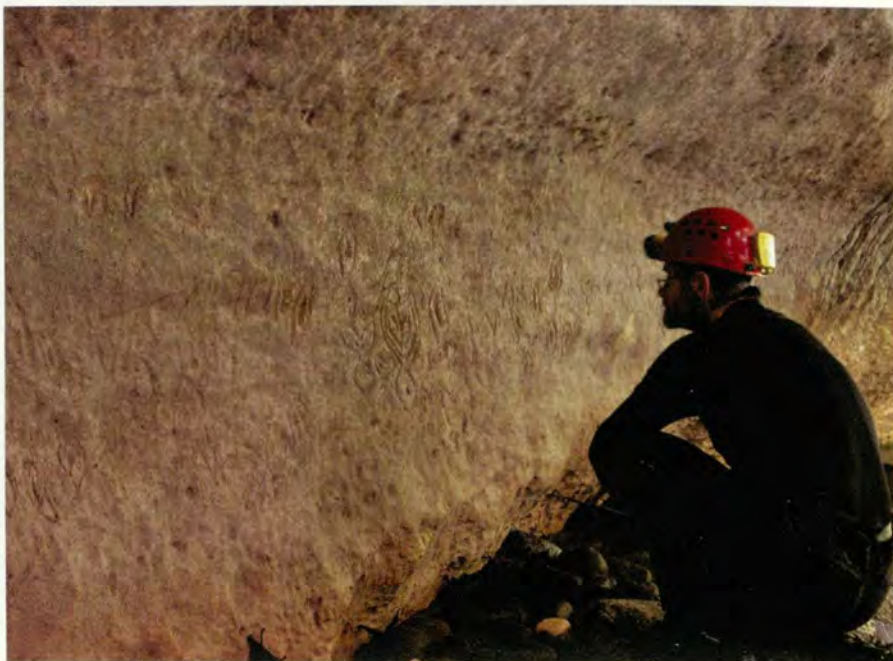
Fogomaiyu is a small village nestling on the lower slopes of Mt Bosavi, a few hundred metres from the southern bank of the Hegigio River in the Southern Highlands. It is the home of the Kosua tribe.

These proud, welcoming people became our guides, hosts and friends. And for the duration of the expedition, we relied heavily on their expert bush skills and local geographical knowledge to find our way through the dense jungle vegetation.

During the first week, we chose to visit caves in close proximity to our base camp. This gave us the opportunity to acclimatise and find our 'Jungle' feet. During the first week, many fine caves were explored and mapped, including the impressive and enigmatic Walofani with its mysterious stone art, and Semetesa which, surprisingly, was found within the boundaries of the village.

As we grew more accustomed to the humidity, the bug life and the often difficult terrain, plans were made for a number of challenging forays into the bush in order to hunt for even more remote caves deeper into the jungle and hopefully, to the steppes of the Darai Plateau.

**During the first week, many fine caves were explored and mapped, including the impressive and enigmatic Walofani with its mysterious stone art, and Semetesa which, surprisingly, was found within the boundaries of the village.**

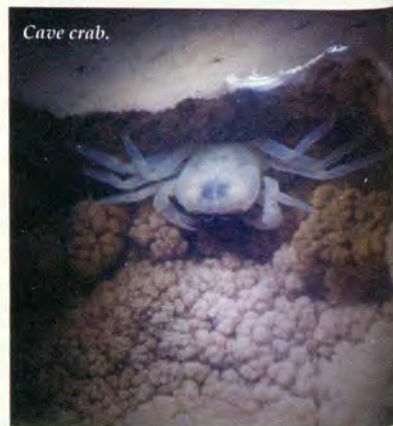






*Well decorated underground chamber.*

***In total, the team explored over 25 caves and mapped approximately six kilometres of cave passage. This was a significant achievement and certainly demonstrates the untapped potential of the area for further discoveries. We hope this will be the first of several expeditions to the area.***

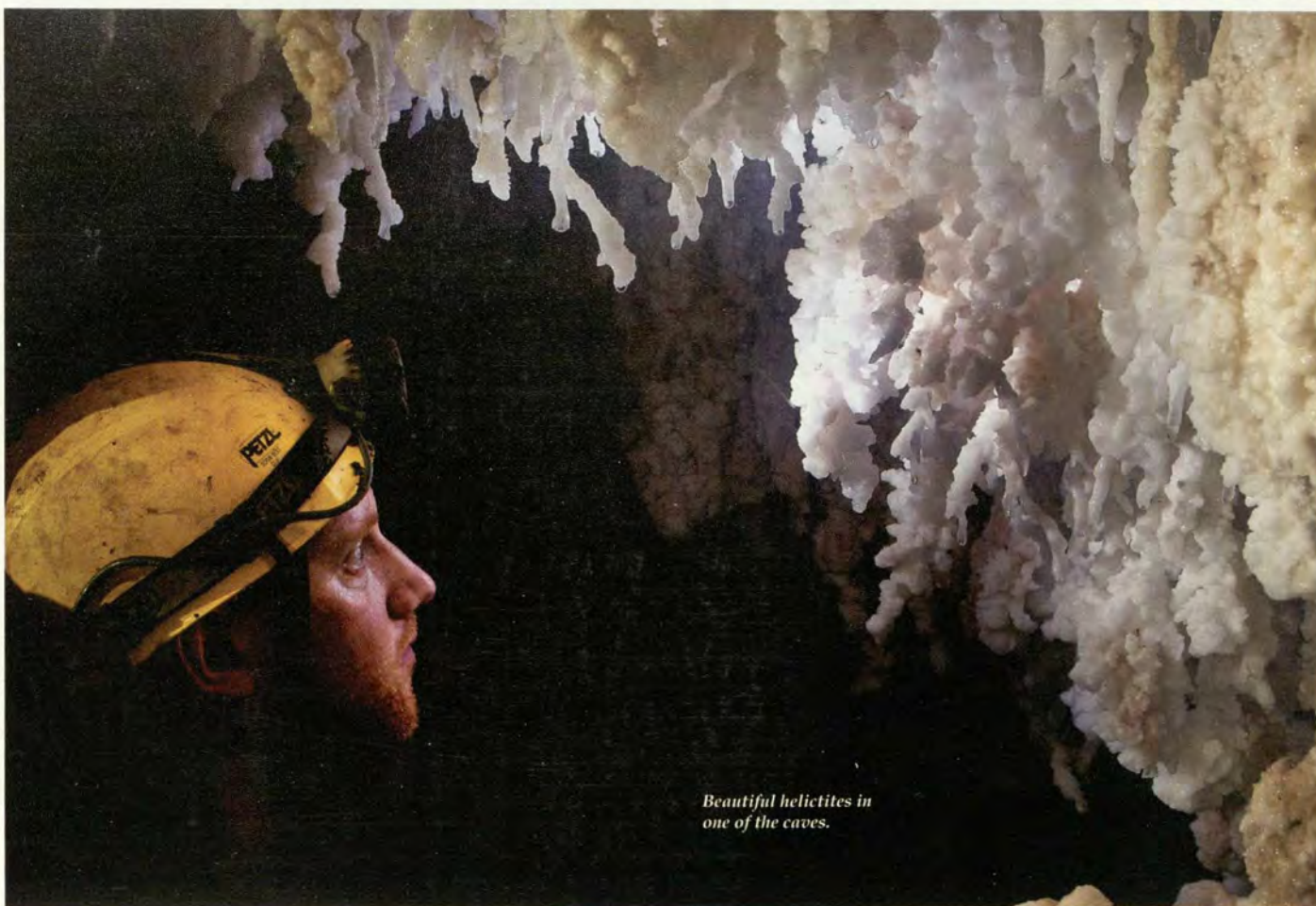


*Cave crab.*



*Jungle wildlife.*





*Beautiful helictites in one of the caves.*

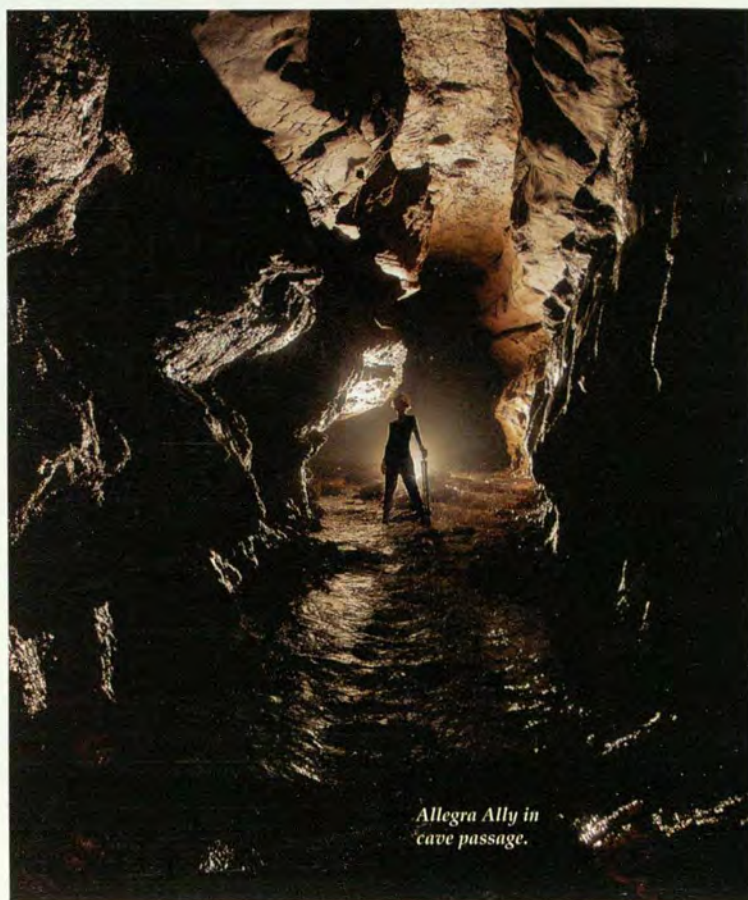
Finding caves in such a difficult, unmapped environment would have been virtually impossible without the help and support of our local guides.

Our hosts at Fogomaiyu prepared a number of bush camps and helped us carry food supplies and caving equipment into seldom visited regions, many days trek from Fogomaiyu village. This allowed the team to cover a lot of ground and explore as many caves as possible over the course of our visit. The Kosua knowledge of the landscape and their willingness to share their cultural heritage with us was overwhelming.

Some of the caves we mapped were well-known to the Kosua people who naturally regaled us with fascinating stories, ancestral myths and legends associated with the sites. Other caves were technically challenging, involving long swims in fast flowing rivers and deep abseils into the shafts of large potholes.

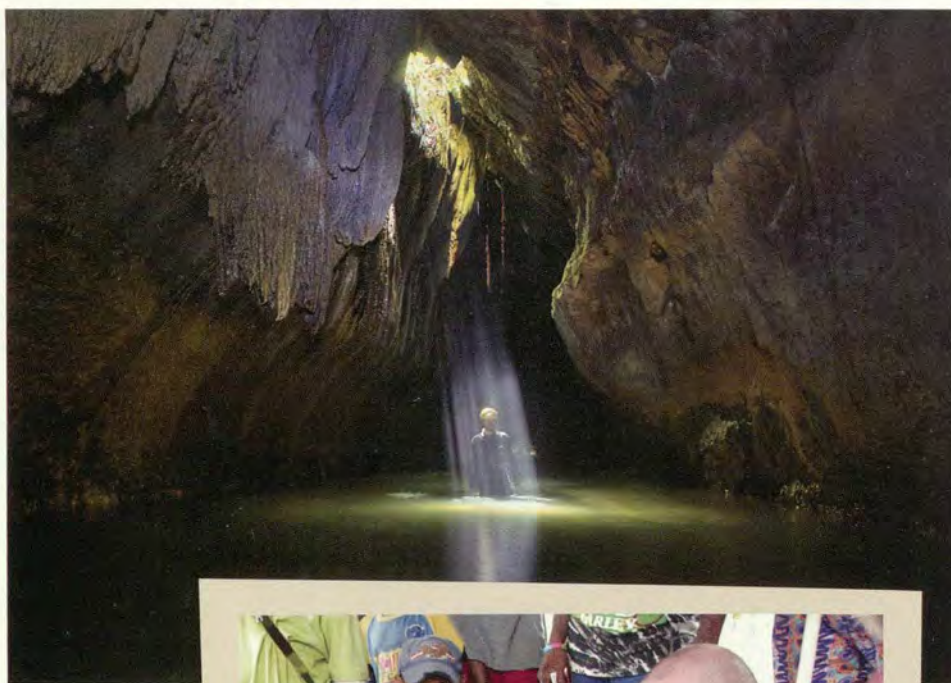
In total, the team explored over 25 caves and mapped approximately six kilometres of cave passage. This was a significant achievement and certainly demonstrates the untapped potential of the area for further discoveries. We hope this will be the first of several expeditions to the area.

The Kosua people recognised the benefits of attracting tourists to their incredible landscape. They are in the process of setting up trails and bush accommodation which will include some of the camps that were established to support us and others which were used by the BBC for their recent documentary about the region.



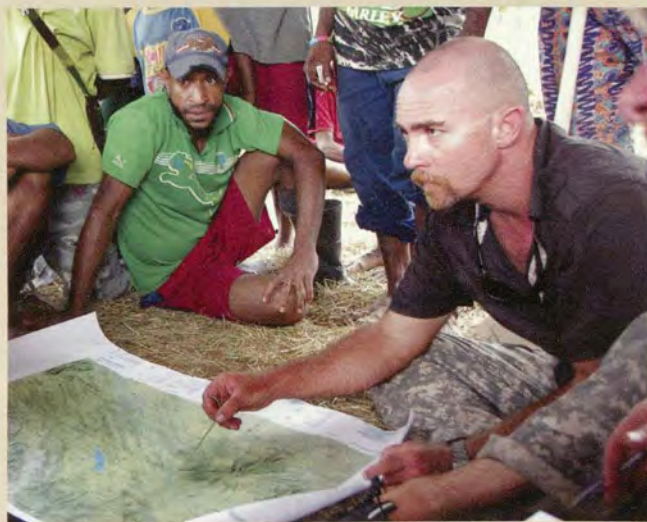
*Allegra Ally in cave passage.*





**Top:** Team leader Steve MacNamara in cave passage.

**Right:** Expedition coordinator Paul O'Dowd maps out cave discoveries and land access.

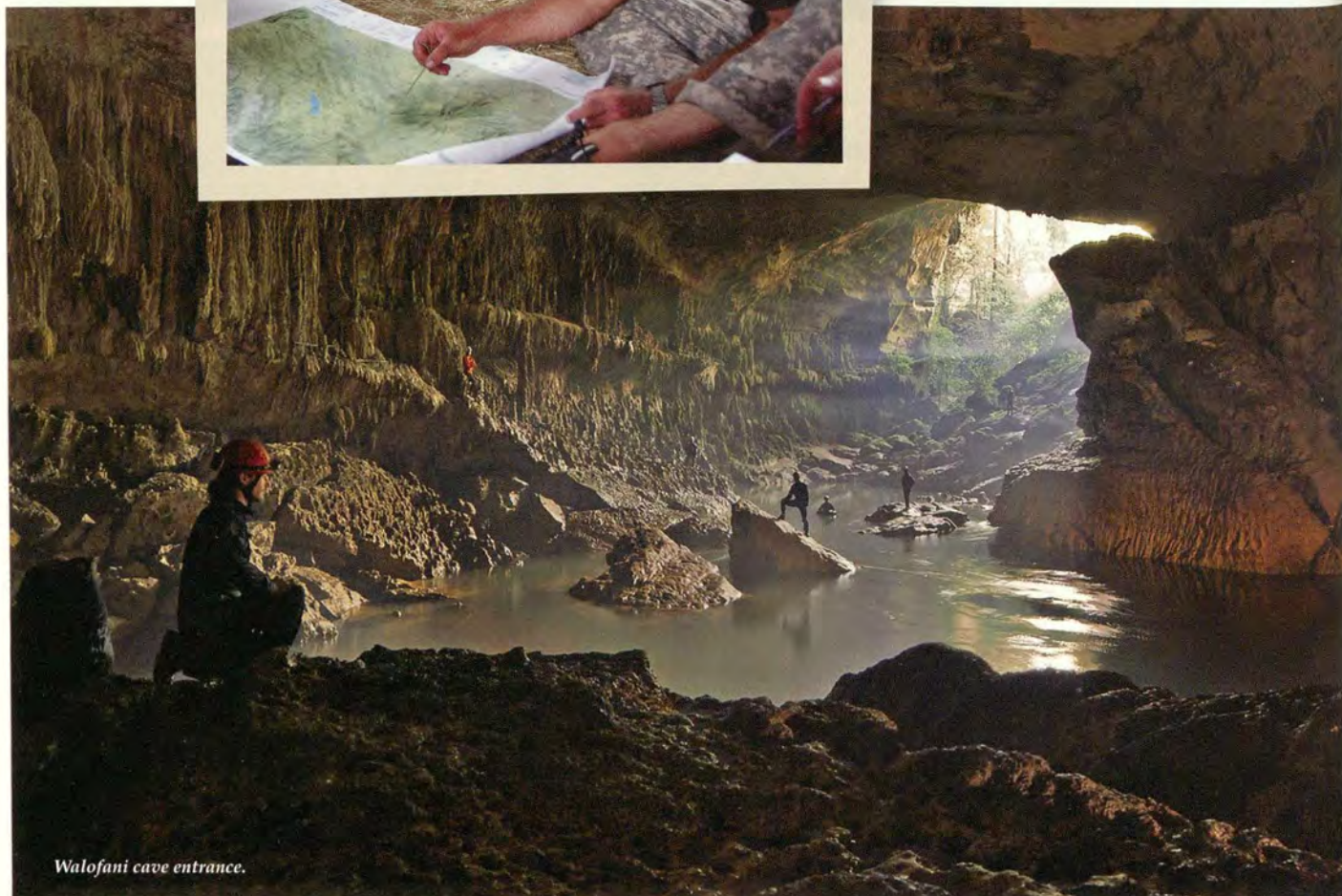


The Bosavi region boasts more than the honeycomb we had come to explore. The slopes of Mount Bosavi are within a few days walk from Fogomaiyu and passes through the beautiful villages of Talisu and Sionne Falls. At Sionne Falls, you may be treated to the most spine-tingling traditional sing-sing our seasoned expedition coordinator has ever seen in one of the most spectacular ceremonial houses you will find anywhere.

The more adventurous traveller can access the summit of Bosavi from Sionne, or even venture into the kilometre deep, and five-kilometre wide, virgin jungle-clad crater of this most spectacular of extinct volcanoes.

Travellers interested in visiting this stunning and remote heartland of Papua New Guinea are recommended to watch the excellent BBC documentary series *Lost land of the volcano* which was filmed in the area back in 2008.

Our expedition coordinator, Paul O'Dowd, was the BBC's man on the ground and has more recent experience in the area than almost anyone who's not a Kosua tribe's person. He can be reached at [panvorax@gmail.com](mailto:panvorax@gmail.com) and he'll answer as soon as he gets back from whatever expedition he's on. You can also contact the expedition team at [cavePNG@gmail.com](mailto:cavePNG@gmail.com)



*Walofani cave entrance.*





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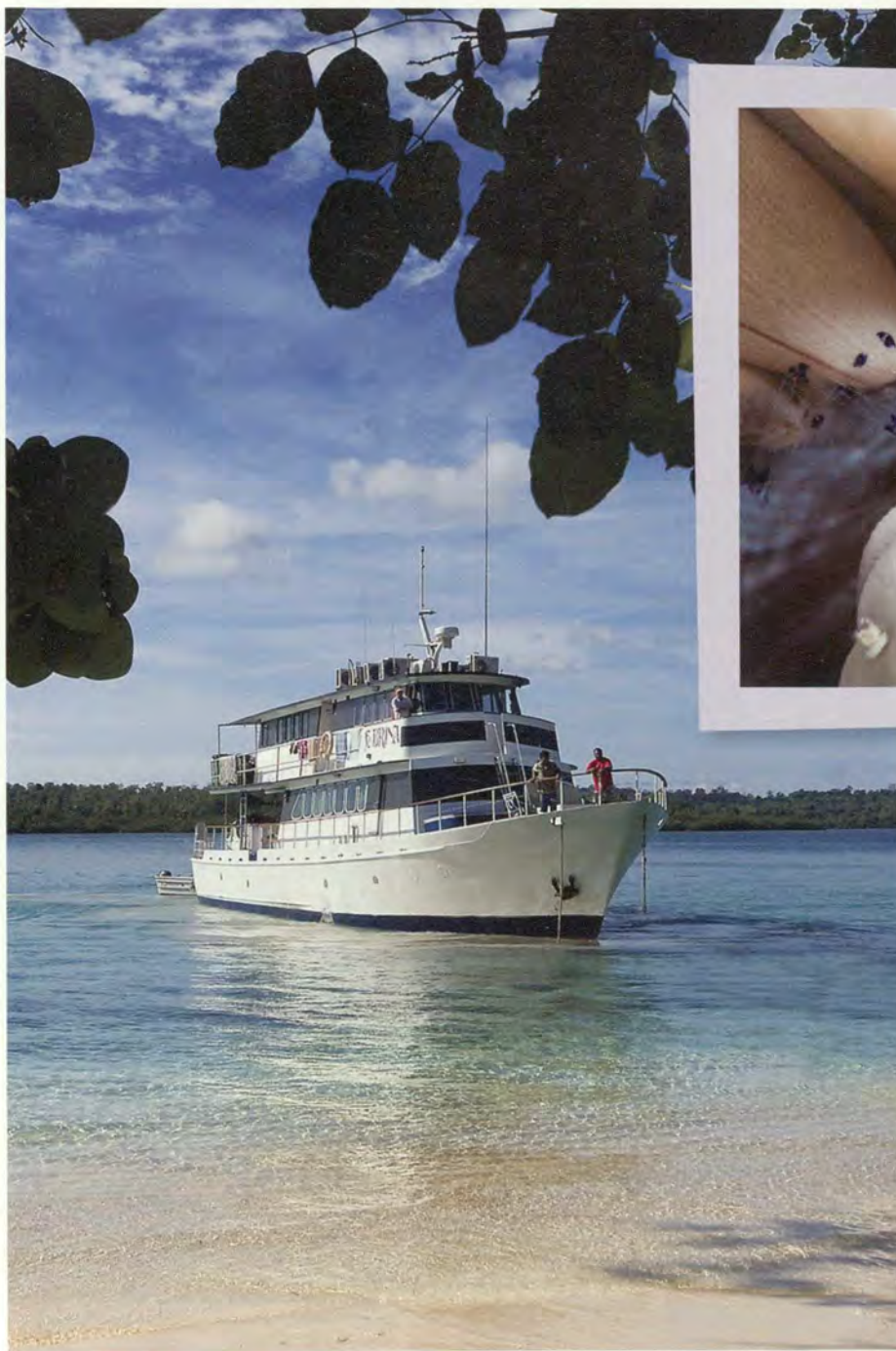
A vibrant underwater photograph of a coral reef. In the foreground, there are large, colorful coral structures, including a prominent yellow-green feathery coral and a pinkish-red branching coral. In the background, a diver is visible swimming in the deep blue water, surrounded by many small fish. The overall scene is a rich and detailed representation of a healthy coral ecosystem.

# CORALS

## against all odds

WORDS: EDWARD SNIJDERS | PHOTOGRAPHY: RON SCUBAREWS





**The primary attraction for visitors to Kimbe Bay and the Bismarck Sea, West New Britain, is undoubtedly the spectacular diving on pristine reefs.**

**In the area, you will find a marine ecosystem with some of the highest biodiversity and best diving in the Indo-Pacific region.**

That is not just small talk; the area got recognition from world renowned coral reef scientists like Dr John Charlie Veron, who says: I am hard pressed to think of anywhere on earth that has this combination of vibrant health, diversity and beauty.

Arriving visitors to the reefs will end up in Walindi Resort, just west of Kimbe. Walindi is also home to MV FeBrina, Captain Alan Raabe's live-aboard dive vessel. The FeBrina has been exploring the waters of New Britain, Kimbe Bay and the Bismarck Sea - for the last 20 years.

Although a remote location, it is easy to get to the reefs: twice daily you can board the short

flight from Port Moresby to Hoskins Airport, located at Kimbe Bay, home to people who share 800 different languages and cultures!

The reefs in Kimbe Bay are part of the Kimbe Marine Protected Area (MPA), a first in PNG. This MPA was set up by the Walindi owners and Captain Raabe some 20 years ago, when they realised the uniqueness of the bay area.

Ultimately, it was a grant from the European Union which made it financially possible. The funds were then spent on a Research and Conservation Centre named Mahonia Na Dari, a non-governmental organisation based and locally managed in Kimbe Bay, West New Britain. The MPA of Kimbe Bay is also part of the Coral Triangle initiative run by the WWF, but that is another story.

At this moment, Nature Conservancy governs a reserve which encompasses 13,000 square kilometres of Kimbe Bay - from Lolobao to the top of the Willaumez Peninsula. No commercial fishing activities are allowed inside the whole of the bay, apart from some low scale subsistence fishing from a small population of locals. This reef management works: the reefs host a great number of fish life for divers to enjoy.

Mahonia Na Dari's vision is to protect this unique marine environment through raising awareness and education. This is achieved through a series of courses for students from secondary schools in the area.



***...But then it is time to dive and the moment we hit the water, we are welcomed by an explosion of crinoids and fairy basslets. This is only the beginning of an endless list of amazing encounters.***



*Amazing encounters....the underwater world of Kimbe.*

This Marine Environmental Education Programme (MEEP) has been running for more than 10 years. The learning focuses on integrated resource management and related ecosystems on the basis of marine ecology and biology. That it runs well is proven by the fact that early students from the 90s now return as teachers, bringing their own pupils to the courses. The quality of research at Mahonia Na Dari is guaranteed by the coordination with James Cook University in Australia.

Anyway, we are here to explore the area beyond Kimbe Bay. The best way to explore an area in remote locations is by the use of a well run dive boat like the FeBrina. Add to that, bonuses like calm seas, sunshine,

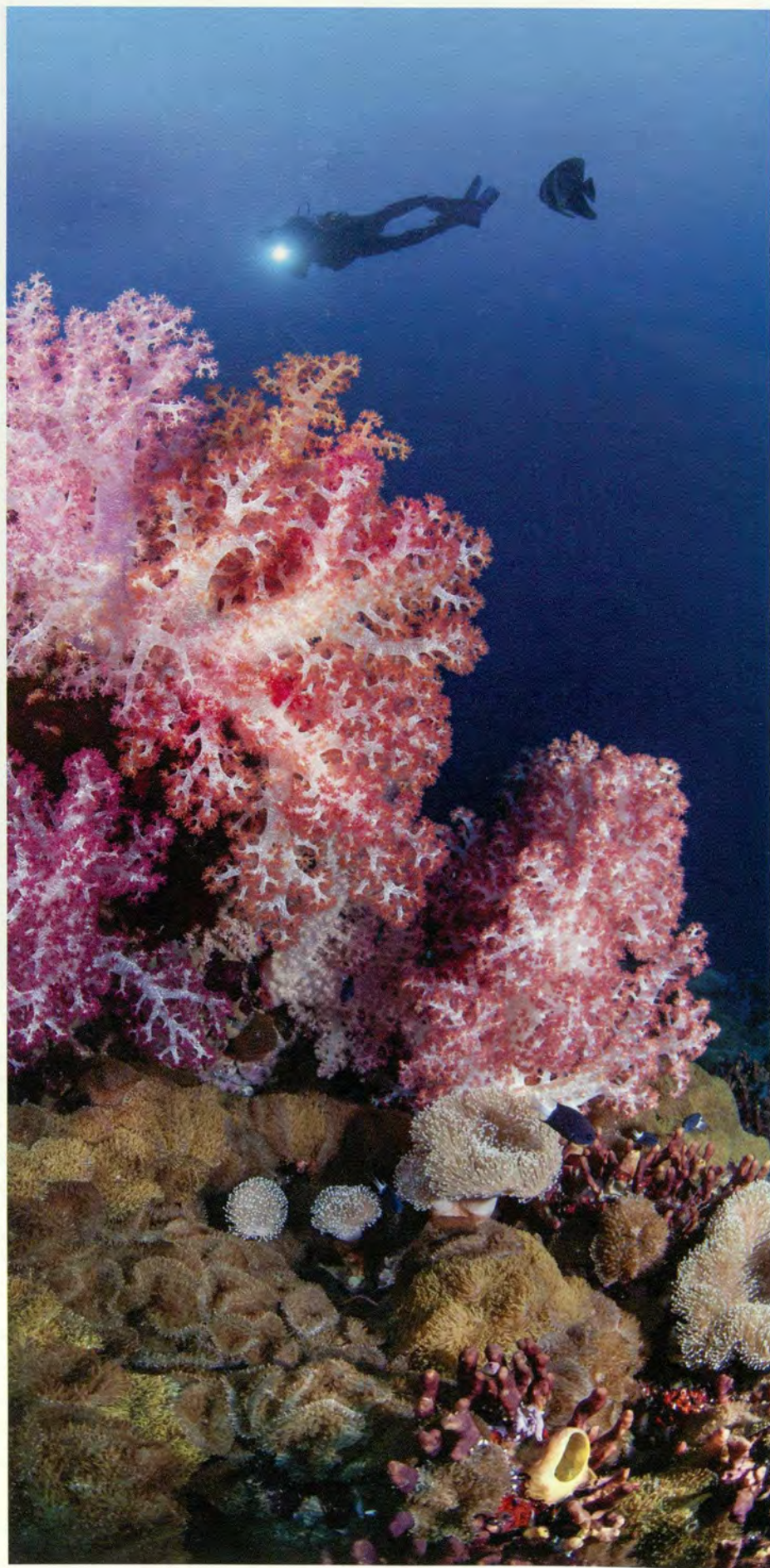




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brilliant underwater visibility, 31 degrees water temperature, superb reefs, amazing animal encounters and a well organised dive operation supervised by Josie and you hold the key to success. With this in mind, we set sail for the remote Witu Islands and moor at Krackafat reef.

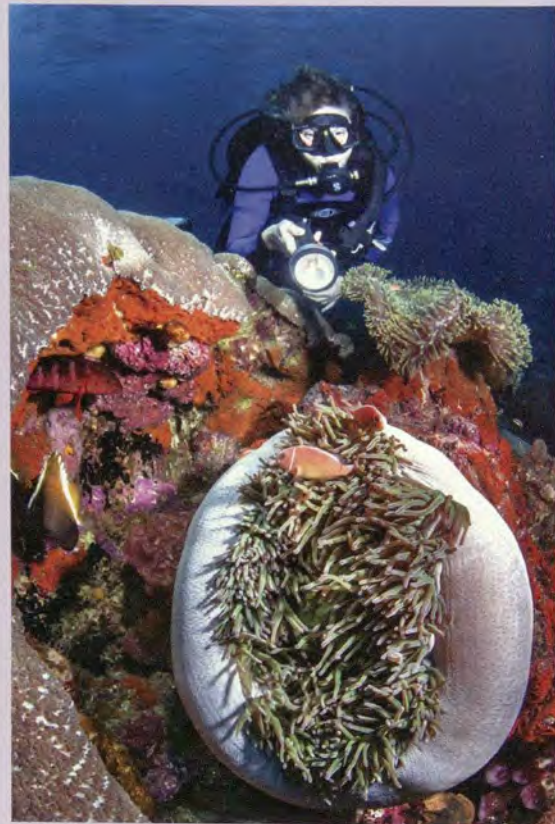
No diving yet, we are welcomed by some youngsters in their dugout canoes and trade pasta for local goodies. But then it is time to dive and the moment we hit the water, we are welcomed by an explosion of crinoids and fairy basslets. This is only the beginning of an endless list of amazing encounters. Never before did we meet so many grey reef, silver tip and white tip sharks! It is not only the sheer number of meetings, but we've never had them so close...they even come between us!





## LOCAL DESTINATIONS

*Even five dives a day don't really wear you out under these conditions. The stunning views of schooling fish in the blue, endless coral landscapes are of an unrivalled beauty and magnitude and makes a lasting impression on everyone.*



Apparently, their natural fear of divers is different than in other parts of the world, for reasons James Cook University might want to investigate.

The sharks behave fairly fearless. Diga, one of the dive guides from the early beginning of FeBrina's operations, trained a hawksbill turtle to eat sponges out of his hand! And George, the 4-foot barracuda, enjoys his picture taken by divers who

are making their safety stop at the anchor line.

The more important conclusion which can be drawn from this behaviour - and that has nothing to do with rocket science - is that marine life has intelligence and memory, be it fish like sharks or barracudas, or reptiles like turtles.

The encounters keep going on for the full trip. Even five dives a day don't really wear you out under these conditions. The stunning views of schooling fish in the blue, endless coral landscapes are of an unrivalled beauty and magnitude and makes a lasting impression on everyone.

There is one remaining question left: Why didn't we see any of the effects of global warming on these reefs? Common wisdom tells us corals are unable to survive in water temperatures close to 32 degrees centigrade, but in PNG, they thrive like nowhere else, these corals against all odds.

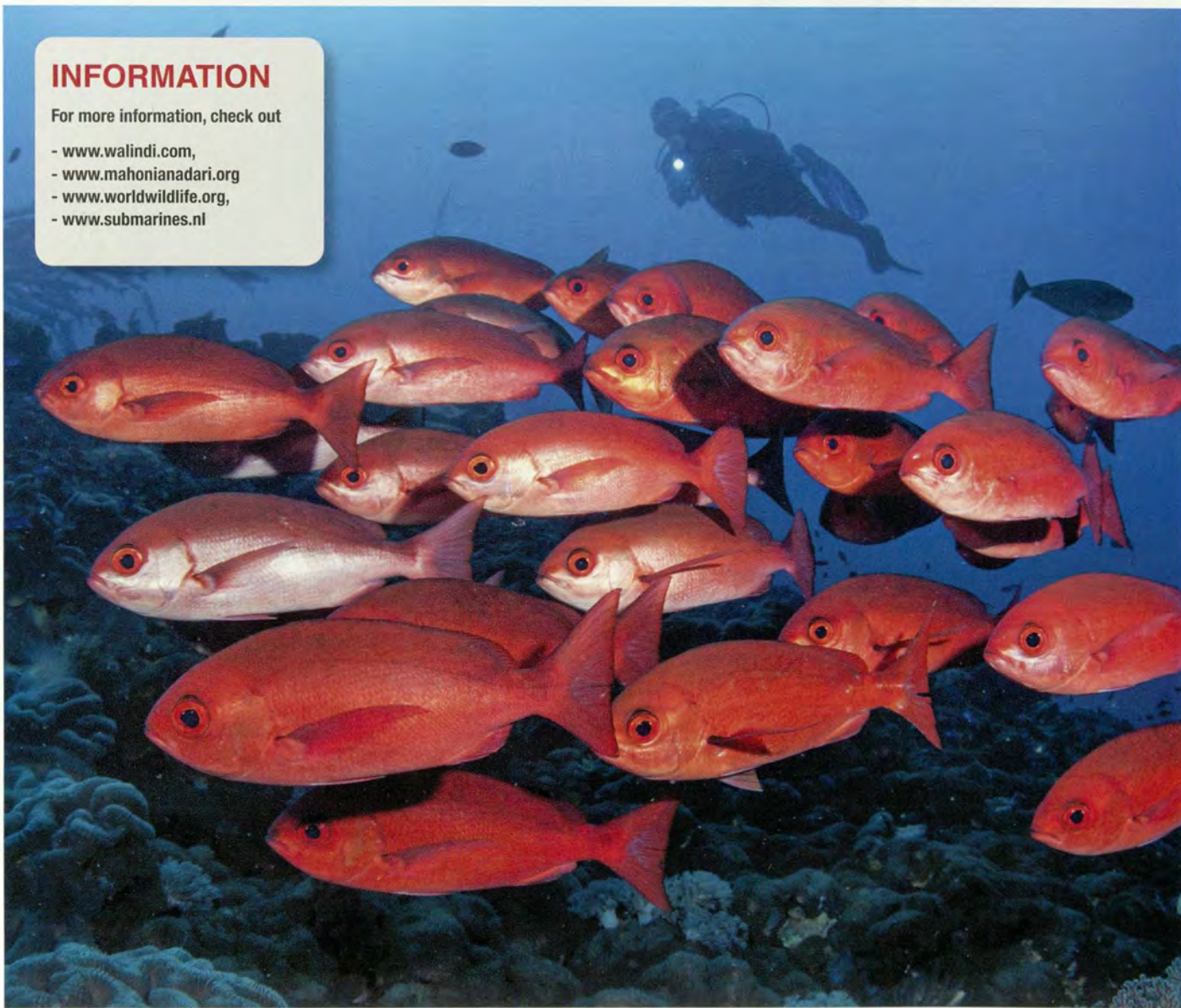
So we have decided to investigate PNG's secret, another reason to return!



## INFORMATION

For more information, check out

- [www.walindi.com](http://www.walindi.com),
- [www.mahonianadari.org](http://www.mahonianadari.org)
- [www.worldwildlife.org](http://www.worldwildlife.org),
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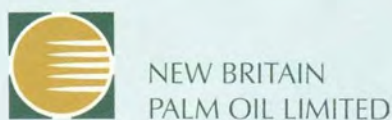
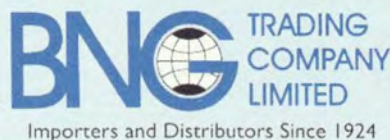
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# KWATO'S REMARKABLE STORY

BY RANFORD ELSEY



Charles Abel (second from left)  
with Kwato landowners.

Nestled in the protected waters of the China Strait, Kwato Island (Lat 10.62 S, Long 150.63 E) in Milne Bay Province, PNG, is a beautiful tropical paradise. This small boomerang shaped island has a remarkable story.

Less than three kilometres west of Samarai Island, Kwato exhibits a calm and unhurried atmosphere for fewer than 20 residents belying its vibrant past.

My connection with Kwato began in 1951 and

I will return to that adventure after providing a little background.

Reverend Charles Abel and his wife Beatrice founded a non-hierarchical church in 1891 under the auspices of the London Missionary Society (LMS).

The Kwato Mission is noted for its emphasis on conversion to Christianity and equally on education and training in many practical skills. For the local men, skills taught and practised included saw milling, boat building and carpentry. The women were taught home economics and childcare. In 1918, the Kwato Mission split from the LMS and became a self supporting association.

The nearby cannibal tribes were turned to Christianity in the 1930s. While on a fundraising visit to England in 1930, Charles Abel died in a car accident.

Survived by his wife, two sons and two daughters, they carried on the work with renewed vigour, alongside PNG colleagues.

The next few decades witnessed a period of rapid expansion in the mission. The Kwato Church building, designed by Arthur Beavis, was completed in 1937.

In 1941, Europeans were evacuated as the threat of a Japanese advance gathered momentum. The US Army took over the island to provide R&R for their troops. Cecil Abel, Charles Abel's eldest son, remained in the theatre and with his intimate local knowledge provided valuable assistance to the Allied command.

Following WWII, Cecil translated the New Testament of the Bible into the local language Suau. He later moved to Port Moresby as a lecturer and was involved in early political movements leading to PNG's independence.

His younger brother, Russell, took on the leadership at Kwato with his wife Sheila. Their three children, Chris, Elizabeth and Murray grew up on Kwato and in the outstations in Milne Bay such as Koeabule (a suburb of Alotau) or KB, as it is affectionately known. The KB Mission survives today.

My story begins at age one in 1951 when my parents, David and Joan Elsey, moved to Kwato from Sydney, Australia, to undertake missionary work.

In addition to Sunday School and other church duties, my father took on the role of accountant for the thriving boat building industry while my mother, a registered obstetrics nurse, went to work for the island's hospital at Isuhina.

For my older brother Brenton and I, it was paradise - surrounded by rainforest on a tropical island with white sandy beaches and cool sea breezes.

As dim dims (Suau word for foreigners), we were fondly accepted by the locals on





*A view from Aituha looking east over China Strait and Samarai Island.*

Kwato and it was a very happy and carefree existence. I still haven't figured out whether 'dim dim' was a term of endearment or more likely a description of our lack of local know-how and culture but I'm happy to believe it was the former.

The Papuans were quick to bestow on me a nickname - 'Lau gaibu' (Suau for 'run all over the place and follow your own mind'). My wife, Julia, says I haven't changed much in 55 years! She was recently given the name 'Laulau gaibu'. We lived in a two storey house named Aituha, on the northern side of the island, close to its plateau with spectacular views of the China Strait and Samarai Island.

My early schooling was 'patchy' to say the least - maybe I wasn't very interested? Weekends were fun times with Saturday night games in the Mission House for all and Sunday saw a huge local gathering of the Kwato Church with many people travelling by canoe from nearby islands.

The Mission House, known as Big House, was an enormous building which grew with rooms added to accommodate more guests and volunteer workers.



*Good old times...Brenton and Ranford Elsey at Kwato Island.*



## LOCAL DESTINATIONS

*Although I had fond memories of Kwato, it was not until some 50 years after leaving that interest was sparked for a possible return sometime in the next few years when work permitted. When asked what my wife would like for her 60th birthday, she said a holiday that included a visit to Kwato. I took little convincing and set about planning.*



David and Joan Elsey with family at Aituha, Kwato.

During the five years spent on Kwato, we travelled several times to Australia for short holidays and for my younger brother Howard's birth in 1954.

We returned to Kwato for a final term. The Kwato community had grown to several hundred residents, short-term volunteers, tradesmen, hospital patients and guests. It was a hive of activity and a centre for learning and health care, in addition to a growing Kwato Mission Church. In 1956, our family left Kwato and returned to Sydney.

In 1968, the administrative capital of Milne Bay Province was moved from Samarai to Alotau, Milne Bay, to the mainland - the catalyst in the 1970s for the rapid decline of Samarai and Kwato as centres for trade and learning. Chris Abel and wife Barbara with two young children moved to Alotau several years before PNG's independence on 16 September, 1975.

My father returned to Kwato for a long-awaited

visit in the early nineties and reported that he was disappointed to see it was a shadow of its former self.

Although I had fond memories of Kwato, it was not until some 50 years after leaving that interest was sparked for a possible return sometime in the next few years when work permitted. When asked what my wife would like for her 60th birthday, she said a holiday that included a visit to Kwato. I took little convincing and set about planning.

The web provided links to Niugini Holidays and I spoke initially with Karen in the Cairns office. She offered to put me in touch with several contacts regarding Kwato. She was so helpful and enjoyed being part of the exchanges that followed. Emails came thick and fast.

Soon I was completely overwhelmed with the wonderful kindness and assistance provided by Villia from Papua New Guinea Dive; Nori

from Air Niugini; and Rita from Milne Bay Magic Tours. Others chimed in as memories unfolded.

Links to the early 1950s were plentiful, with friends and relatives recalling times on Kwato. Heidi from Niugini Holidays' Sydney office put together an exciting itinerary and we flew out of Sydney on Air Niugini on 25 June 2011.

We were delighted to meet up with our new-found friends in Port Moresby during an overnight stopover, chatting for several hours about time spent on Kwato.

Nori and Villia have holidayed on Kwato with Lenah and Villia's grandparents, Merari and Vera Dickson.

Lenah remembers attending Brenton's 8th birthday party on Kwato. Josia Lebasi, Villia's great grandfather and Lenah's grandfather, was Rev Charles Abel's right hand man when Kwato was established.





Ranford Elsey and wife Julia with friends in Port Moresby.

Nori's grandparents, Maniana Bwagagaia and Nori Maniana were church workers on Kwato Mission during the 1950s and her uncle, Salesi, still lives in the family home, Tupi.

Two of Nori's aunts trained as nurses - Dalai, (Melbourne trained, becoming the first certified Papuan nurse) and Weli (Port Moresby trained) - had worked in Port Moresby and other Milne Bay towns.

On retirement, Weli provided nursing advice to the local community from the family home on Kwato. They spoke fondly of visits to Kwato and remarked that it was sad to see the community numbers dwindle. But for those who remained, the Kwato hospitality and spirit still lives on. They will never forget the influence that Kwato has had on them and proudly state that 'The Kwato Way' is very much present in their lives today.

Air Niugini flew us to Gurney, the airport servicing Alotau. What a pleasant surprise! Alotau is probably PNG's best kept secret. People are friendly and outgoing and we felt perfectly at ease walking around town and enjoying a visit to the markets.

We made our base camp at Napatana Lodge, owned by Murray Abel and Gretta Kwasnicka.

**Air Niugini flew us to Gurney, the airport servicing Alotau. What a pleasant surprise! Alotau is probably PNG's best kept secret. People are friendly and outgoing and we felt perfectly at ease walking around town and enjoying a visit to the markets.**

Eco-tourism is just getting started in Milne Bay and Gretta shares a passion for it along with Rita Tarumuri, owner of Milne Bay Magic Tours.

The design and building materials utilised in Napatana Lodge are influenced by the local culture. It's a great place to stay - good food, good company, outstanding and friendly service, a pleasant outlook over Milne Bay and plenty of live-in wildlife (hornbill, cuss-cuss, wallaby, cockatoo, etc). We were delighted to learn that several of the staff working in Napatana had relatives originally from Kwato.

The weather was hardly idyllic with a strong wind warning. Rita and Sarah from Milne Bay Magic Tours joined us for the 6-metre fibreglass banana boat transit to Kwato. It was exciting to say the least.

Being a naval officer, I was quite used to such conditions but mused that if Julia had known it was going to be this exciting, she may have had other ideas.

I didn't need to be worried - she was up for it and put it down to another experience like our adventure white water canoeing. It appeared that our 100hp Yamaha outboard motor knew only two speeds - stop and 'flat out'.

Russell, our coxswain, was an expert in these conditions and we arrived safely, if a little damp, on the Kwato sandbank some two-and-a-half hours later and over 55 years since I had left.

Salesi (great grandson of a cannibal chief from Logeia Island and the man who gave his bow and arrows to my father in a symbolic gesture



## LOCAL DESTINATIONS

*Memories flooded back as I re-lived adventures over half a century ago. Views from the plateau are spectacular...north across the western channel of the China Strait to the mainland – east to Samarai Island...south to the big island of Logeia, across a calm stretch of water.*



*Julia Elsey with friends on Kwato Island.*

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Fully restored Kwato Church.

on his conversion to Christianity) and several other residents were there to meet us and the hospitality shown was humbling.

We enjoyed the next two hours wandering up the winding road past Aituha and the remains of the schoolhouse, to the island's plateau where Big House once stood, and across to the fully restored Kwato

Church building. Memories flooded back as I re-lived adventures over half a century ago. Views from the plateau are spectacular...north across the Western channel of the China Strait to the mainland - east to Samarai Island sitting in the East Channel, China Strait - south to the big island of Logeia, across a calm stretch of water, and a village where



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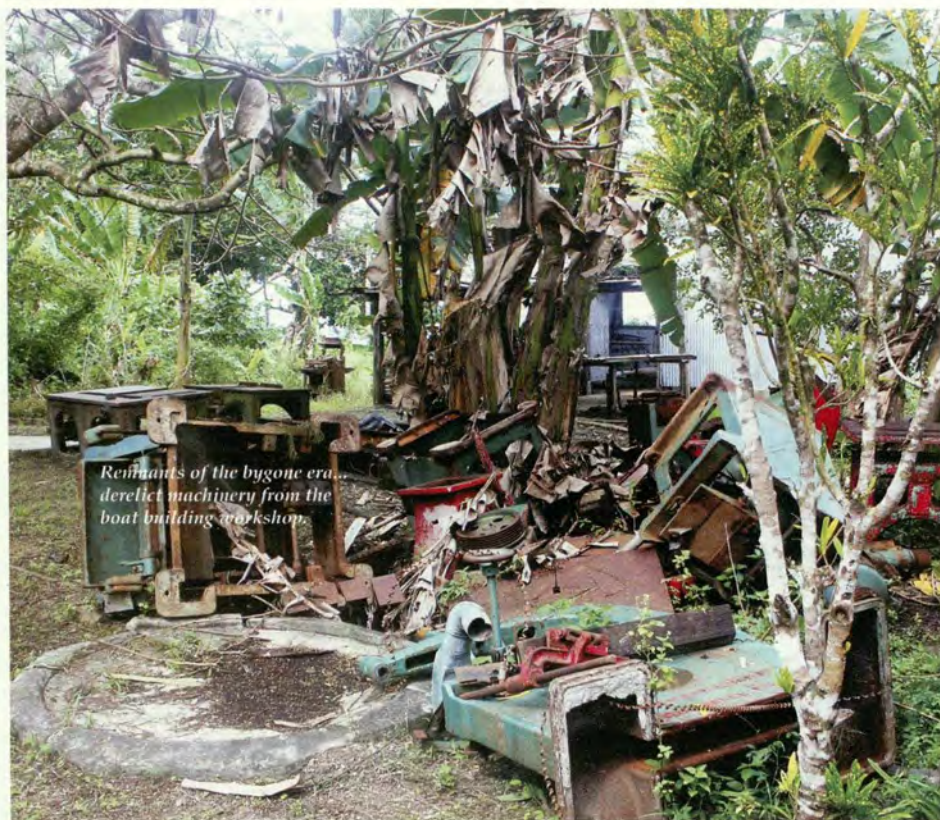
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*Remnants of the bygone era...  
derelict machinery from the  
boat building workshop.*

*We experienced an outstanding adventure, meeting wonderful people whose friendliness and welcoming nature will remain with us as precious memories.*

cannibals once lived - to the west and the tip of Logeia and the West Channel of the China Strait.

Time to leave. Back to the wharf past the cricket ground, one of the first projects undertaken by Charles Abel. A little further on, we catch a glimpse of the remnants of a bygone era - derelict machinery from the once busy boat building workshops.

Leaving Kwato, a rain squall swept in as we tracked towards Samarai, an island with a colourful trading history. We took a few photos of the wharves and copra sheds and the World War Two flying boat ramp. We had spent all the time we had on Kwato and consequently didn't get ashore - maybe next time. The weather was behind us now and made for a faster return to Alotau.

Highlights of the remainder of the holiday included meeting up with Chris and Barbara Abel and sons Jeff and Charles and their families in Alotau, talking about the good old times and the future.

Chris kindly took us around town pointing out interesting parts including KB and new housing developments. We took a trip to Killerton Island for snorkelling, a 4WD to East Cape and, finally, a paddle up the Dawa Dawa River in dug-out canoes.

We experienced an outstanding adventure, meeting wonderful people whose friendliness and welcoming nature will remain with us as precious memories.



*Kwato island.*



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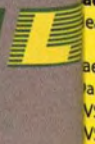


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# PNG and the MOVIE WORLD

How Chip Rafferty helped put country on the movie map



BY JOHN BROOKSBANK

The film billing read... "Australia's mightiest picture scoops the world with new screen entertainment!, Flaming Colour!, Fiery Fury!, Burning Passion!, A Savage Story Filmed in the Wilds of New Guinea!"



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*'Walk into Paradise' was a film that glamourised the role of the Australian administration in Papua New Guinea, bringing change to the country, overcoming challenges of a difficult environment and managing cultures with non-European value systems.*

The movie referred to was *Walk into Paradise*, which was produced by and based on a story line devised by Chips Rafferty. He also starred in the movie.

It was the first bilingual colour film made in Australia - most of the dialogue being in English or Melanesian pidgin.

Rafferty epitomised the national Aussie larrikin image of his time - a tall, tanned and rugged resident of the outback, able to manage any situation with irreverent wit and no-nonsense resourcefulness.

The Hugh Jackman of the 1950s, he was sometimes referred to as Australia's Cary Grant, mainly because of his local popularity.

Rafferty had a number of links to Papua New Guinea, starting with his time as an RAAF flying officer stationed at airstrips in Milne Bay during World War Two. However, this would not be the last time he would experience the country.

Born John William Pilbeam Goffage in Broken Hill, New South Wales, in 1909 and acquiring the nickname Chips as a schoolboy, he studied at Parramatta Commercial High School and had a variety of jobs - miner, sheep shearer and drover - before getting a part as an extra in the 1938 film *Ants in His Pants*.

Rafferty gained roles in the 1940 film *Dad Rudd*, M.P. and Charles Chauvel's Australian light horse classic, *Forty Thousand Horsemen*, before he enlisted in the air force the next year. He was transferred in 1943 to the RAAF Special Duties Branch where he was involved in troop entertainment and propaganda



activities. A year later, he took time off to play a leading role in *The Rats of Tobruk*, alongside Peter Finch.

He featured in a number of films including *The Overlanders*, *Bush Christmas*, *Kangaroo*, *Bitter Springs* and *Eureka Stockade* (released as *Massacre Hill* in the United States!) before he was lured by the glamour of Hollywood. Here, during the next decade, he appeared in *The Desert Rats* with Richard Burton, *The Sundowners* with Robert Mitchum & Deborah Kerr, *Mutiny on the Bounty* with Marlon Brando and somewhat bizarrely in 1967 with Elvis Presley in *Double Trouble*.

Rafferty formed his own production company to make Australian films which were not as well known nor successful as others he had appeared in across the Pacific. But they were a real boost to the Australian film industry of the time.

'*Walk into Paradise*' was a film that glamourised the role of the Australian administration in Papua New Guinea, bringing change to the country, overcoming challenges of a difficult environment and managing cultures with non-European value systems.

The movie was a French/Australian co-production and, since Australia had no colour film processing facilities at the time, the film was processed and edited in Paris, where it ended up with both English and French soundtracks.

Shot on location in Port Moresby, Madang, along the Sepik River, and in Goroka, the film's plot involved incidents drawn from some of the activities of the early pioneer patrol officers and gold prospectors who had opened up some of these areas only a few decades before.



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*For audiences today, much of the appeal of Walk into Paradise is that it is a snapshot of Papua New Guinea as it was in 1955, almost 20 years prior to independence – with footage of downtown Port Moresby, Ela Beach and Koki Point, Madang Harbour, Sepik River communities...*

The challenging aspects of the film were played up in its release in the United States where it was titled 'Walk in to Hell' - a quite unfair and more than over-the-top marketing gimmick - necessary to make it sufficiently appealing for American audiences.

The film featured the attractive Françoise Christophe as a visiting UN malaria specialist and romantic interest Louise Demarcet, but many of the characters such as Captain Richard Davis and District Officer Fred Kaad, villagers and members of the PNG constabulary played themselves. The principal Papua New Guinean role, Towalaka, was played by Regimental Sergeant Major Somu.

Needless to say, Rafferty played the heroic and experienced Australian administration patrol officer, Steve McAllister, which led to the French release of the film being titled *L'Odyssee du Capitaine Steve*.

Whilst not wishing to spoil the plot for those who have not seen the film, there is a certain artistic licence taken with geography, action moving from the Sepik River to Goroka in an apparent matter of days, but the country and its supposed perils are treated with respect.

For example, there are some amazing scenes of long Sepik dugout canoes paddled by crews of strapping village women and hundreds of Highlanders trampling on the kunai grass to create a temporary airstrip.

The colonial attitude of the time is evident from the start with an introductory voice-over... "...today a gallant band of young Australian administrators are bringing civilisation to the most primitive people left on the face of the earth...."



For audiences today, much of the appeal of Walk in to Paradise is that it is a snapshot of Papua New Guinea as it was in 1955, almost 20 years prior to Independence - with footage of downtown Port Moresby, Ela Beach and Koki Point, Madang Harbour, Sepik River communities and the literally hundreds of Highlander village extras involved.

Interestingly, when the film was played recently in Australia, it was the first time the children of Fred Kaad, who played the part of Assistant District Officer Madang, had seen him walk. After the shooting of Walk in to Paradise, he was involved in an accident that left him in a wheelchair for the rest of his life.

Rafferty went on to make more films and appear in many episodes of television series such as Skippy the Bush Kangaroo, Tarzan, The Monkees, Gunsmoke, Riptide, Dead Men

Running and the Wackiest Ship in the Army. He died in 1971, aged 62, after appearing in an episode of Spyforce and the Australian thriller Wake in Fright with Jack Thomson and Donald Pleasance.

Walk into Paradise was the first commercially successful colour film that showed audiences aspects of life in Papua New Guinea, then administered by Australia.

Until that time, people were only aware of the country from newspapers and newsreel footages and photographs of World War Two by Damien Parer and George Silk.

For many, Rafferty will be remembered as the archetypal, laconic Australian patrol officer in PNG, roughly dressed, smoking a roll-your-own cigarette and chatting in pidgin to his team of loyal policemen - Chips in Paradise!





• For those interested, a CD of the film is available from the Papua New Guinea Association of Australia ([www.pngaa.net](http://www.pngaa.net)); P.O.Box 1386 Mona Vale NSW 1660), which also contains a recent interview with Fred Kaad 50 years on, archival background and 1950s advertising footage.



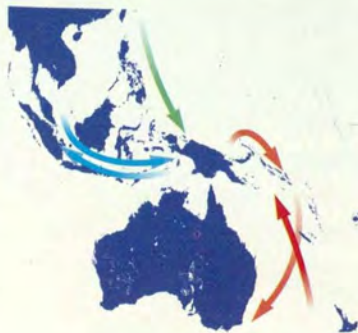
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# Remembering Montevideo Maru 70 years after it sank

BY JOHN HOLLAND

**M**any members and friends of the New Guinea Volunteer Rifles (NGVR) and Papua New Guinea Volunteer Rifles (PNGVR) Association and the Rabaul and Montevideo Maru Society flew to Rabaul on Air Niugini to commemorate the 70th anniversary of the invasion of the New Guinea islands during World War Two and the sinking of the Montevideo Maru. They also paid tribute to the 97th anniversary of the Gallipoli landings.

The Montevideo Maru was a Japanese prisoner of war ship carrying 1,053 Australian servicemen and civilians who were being transported to Hainan Island. The ship was torpedoed by the US submarine Sturgeon on July 1, 1942. This tragedy still remains Australia's worst maritime disaster.



ANZAC dawn service.





*The Montevideo Maru service commemorating the 70th anniversary of the sinking of the ship with the loss of over 1,000 Australian servicemen and civilians at Rabaul, the departure point of the fateful ship. This loss remains Australia's greatest maritime tragedy.*

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*Everyone had their own reasons for being there; some came to remember relatives lost on the Montevideo Maru, while others came to remember their loved ones lost in PNG during the war.*

Most of those returning to Rabaul for ANZAC Day services had lived in Rabaul either before or after the war. Everyone had their own reasons for being there; some came to remember relatives lost on the Montevideo Maru, while others came to remember their loved ones lost in PNG during the war.

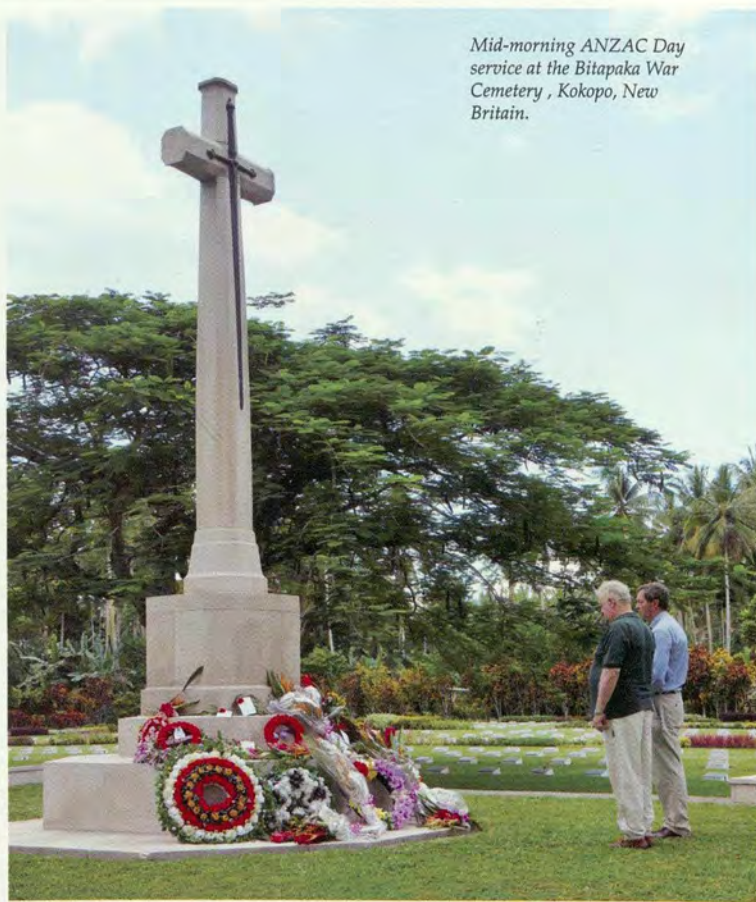
Many of the groups were accommodated at the Rabaul Hotel and some at Kokopo. The ANZAC Day Service was very emotional.

Gerry McGrade had the main street of Rabaul lined with small flares lighting up the length of the road leading to the cenotaph.

The cenotaph had been restored to its original condition by McGrade with a grant from the Australian War Graves Commission. The cenotaph, also with flares around its base, was decorated with frangipani flowers. This was a memorable sight to start the service as dawn broke over Rabaul.

Phil Ainsworth, President of the NGVR & PNGVR Association and the Rabaul and Montevideo Maru Society, read the ANZAC Day address. The Australian guests who attended the service, estimated to be more than 200, were very privileged to listen to the Baravon Choir singing hymns and the national anthems of PNG, Australia and New Zealand.

Following the dawn service, another service was held on the foreshore of Rabaul Harbour to commemorate the sinking of



*Mid-morning ANZAC Day service at the Bitapaka War Cemetery, Kokopo, New Britain.*

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the Montevidéo Maru. The flags of eight nations - Papua New Guinea, Australia, New Zealand, Great Britain, USA, Norway, India and China - were lowered and raised in memory of those lost in this tragic event.

Addresses were made by local dignitaries including Guy Cameron and Changol Manuai, followed by Ainsworth, President of the Rabaul Montevidéo Maru Society, and Andrea Williams, President of the Papua New Guinea Association of Australia (PNGAA).

Ex-coastwatcher Jim Burrowes completed the addresses with a personal story including his PNG wartime experience in and around Rabaul. This service was followed by a gunfire breakfast at the Rabaul Yacht Club.

Later in the morning, guests were taken to another ANZAC service in the beautiful and serene Bitapaka War Cemetery, situated about 30 km south of Rabaul, past Kokopo.

This simple yet very moving service was conducted by Major Lindsay Brown and Father David Gough. The children's choir from Bitapaka Primary School sang the national anthems and the hymn Abide with Me.

Nearby was where the first Australian

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Former Papua New Guinea Volunteer Rifles representatives (from left to right)...Messrs Graham Lyme, John Holland and Phil Ainsworth in front of the Rabaul Cenotaph after the Dawn ANZAC Day Service 2012.



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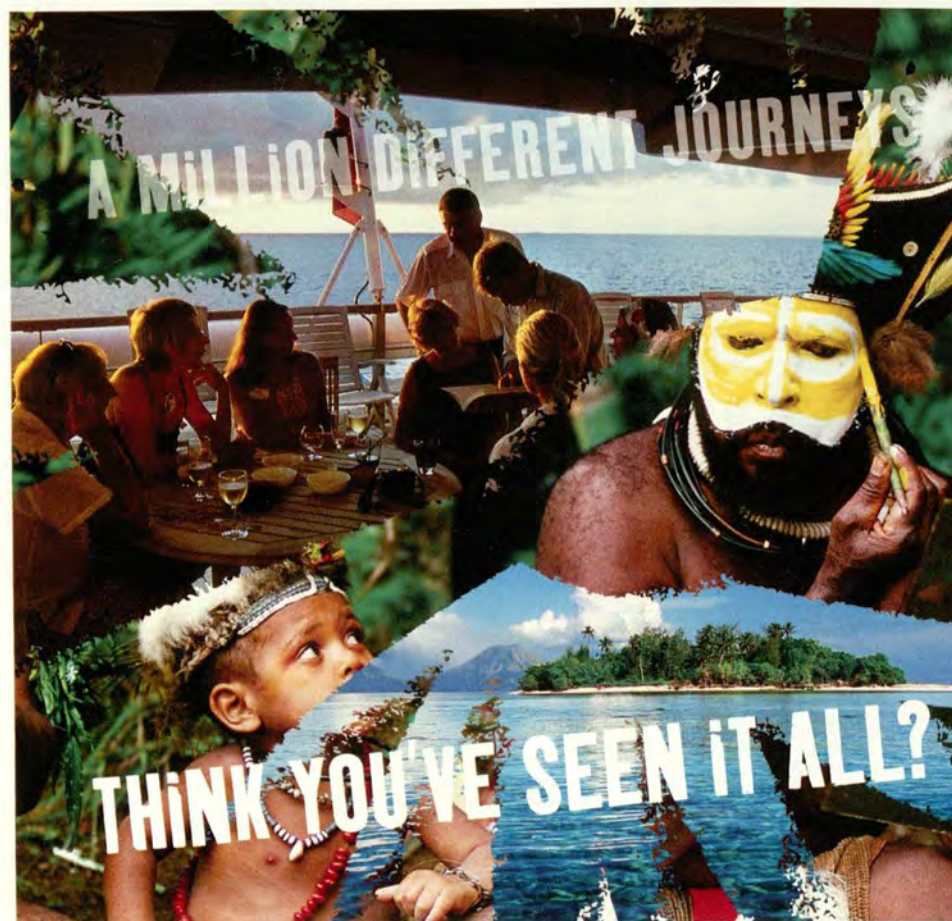
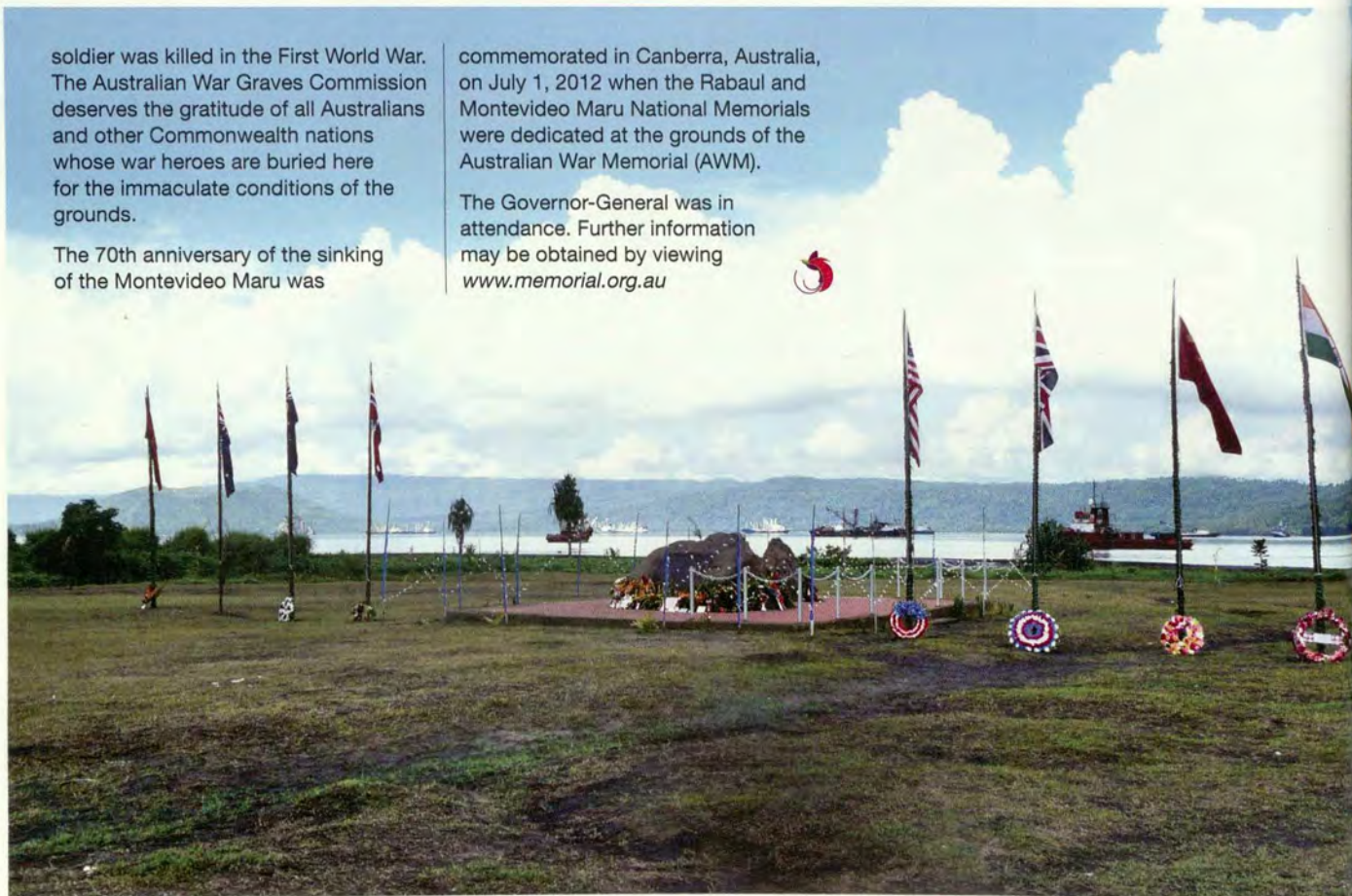
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soldier was killed in the First World War. The Australian War Graves Commission deserves the gratitude of all Australians and other Commonwealth nations whose war heroes are buried here for the immaculate conditions of the grounds.

The 70th anniversary of the sinking of the Montevideo Maru was

commemorated in Canberra, Australia, on July 1, 2012 when the Rabaul and Montevideo Maru National Memorials were dedicated at the grounds of the Australian War Memorial (AWM).

The Governor-General was in attendance. Further information may be obtained by viewing [www.memorial.org.au](http://www.memorial.org.au)



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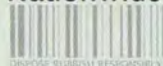
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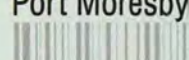
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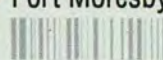
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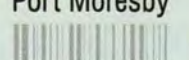
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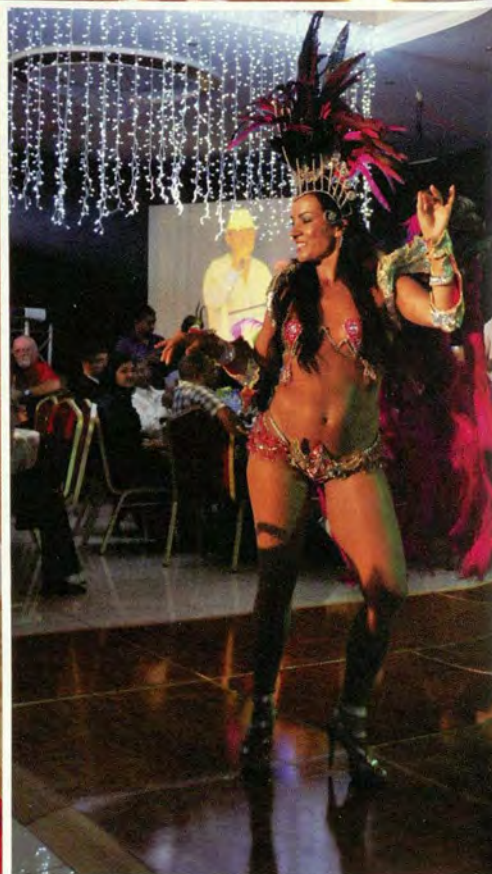








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# FROM COCOA BEANS TO CHOC BARS



The history of growing cocoa in Papua New Guinea dates back to 1884 when the first cocoa seedling was planted in the Gazelle Peninsula of East New Britain.

The legendary Queen Emma, affectionately known as the "Queen of New Guinea", is credited with introducing the cocoa plant to PNG through her quest to develop the agricultural industry, and of course, with the assistance of her brother-in-law, Richard Parkinson.



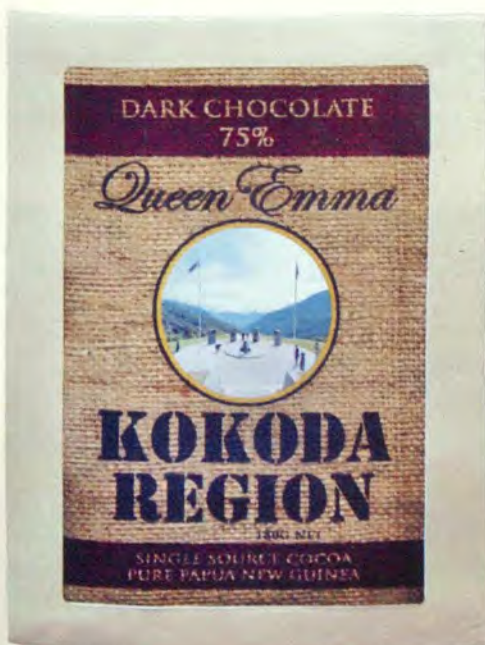
**F**or over 100 years, cocoa has been the driving force behind commercial agriculture in PNG. Until now, there has been little local use of PNG cocoa, instead large quantities of this home-grown hero have been exported to overseas markets, contributing to the overwhelming international demand for high quality cocoa beans.

In 2011, Paradise Foods Limited embarked on a new and exciting project, investing in the establishment of a pilot plant to process cocoa beans grown from the rich soils of Papua New Guinea into single origin chocolate couverture.

Managing Director David Peate is proud of the development of the Port Moresby pilot plant. Our chocolatiers have been developing fine couvertures using recently developed equipment that is able to process PNG's unique rich cocoa beans to chocolate from a single source.

This means we are able to use the whole bean without any additional cocoa butter which has resulted in a very pure, rich taste.

The venture began as part of the company's research and development project, an initiative to create niche markets for PNG's chocolate and working closely with cocoa plantation owners and other stakeholders to further develop the cocoa industry in the country.



As one of PNG's most resourceful companies, Paradise Foods is committed to developing and producing high quality food products.

What we are doing is selecting and bringing in the best beans from cocoa plantations around Papua New Guinea to our plant in Port Moresby to make high quality single blocks of chocolate, says Peate.

So what does PNG chocolate taste like?

In order to create unique and diverse types of chocolate, Paradise Foods through its Queen Emma Chocolate Company has developed three distinct types: The Dark Couverture (chocolate produced from a single source of cocoa bean from plantations in New Britain, Bougainville, Sepik, Kokoda, Madang and Morobe. Each one of these chocolates has a distinctive taste profile - Lovina Milk Chocolate, 'Stone Ground' Dark Couverture and our special Queen Emma Gold.

By making chocolate out of blended cocoa beans from different regions, we are aiming to develop our own quality chocolate, something that is purely PNG and truly unique, says Peate.

Only a real chocolate connoisseur will truly

appreciate our 75% dark couvertures. We only use single source cocoa beans from plantations approved by the Queen Emma Chocolate Company for taste profiles and post-harvest procedures.

Peate says the dark chocolate couverture is a product that Papua New Guinea can be proud of.

It is 100% pure PNG product. It is made out of 75% cocoa liquor, Ramu sugar and organic vanilla grown here in PNG. Even the box is made from local Kunai grass!

"The fine couverture are already being used and appreciated by qualified chefs who seek to create the perfect balance when cooking with chocolate.

Executive Chef at Crown Plaza, Gavin Wilcock, has been testing the fine dark couvertures produced by The Queen Emma Chocolate Company since January this year.

To his customer's delight, Wilcock and his team have been enjoying the uniquely flavoured couvertures from parts of Bougainville, East and West New Britain and Oro province to produce Crown Plaza's warm chocolate pudding.

The PNG dark couverture has a very





Using PNG chocolate...to make Crowne Plaza's warm chocolate pudding.

distinct taste. It is very rich, almost pure and comes highly recommended to any qualified chef who likes to balance chocolate with other ingredients to make chocolate desserts with a unique taste, Wilcock declares.

"It has a biting, beautiful flavour that makes the palate beg for red wine.

In contrast to the dark chocolate couverture, Lovina Milk chocolate and Queen Emma Gold display light and delicate chocolate flavours. The smooth Lovina Milk chocolate is made

from PNG cocoa butter, Ramu sugar and organic PNG grown vanilla with no added fats.

Queen Emma Gold delivers a lighter taste to chocolate lovers while maintaining the distinctive flavours of the high quality PNG cocoa developed by Queen Emma chocolatiers.

Queen Emma Gold is a light chocolate that has the pure flavour of the exquisite high quality cocoa beans from PNG, developed by

our chocolatiers to melt in your mouth and deliver a smooth nectar of fragrant chocolate, he said.

The process to chocolate perfection begins with the sourcing and selection of the highest quality cocoa beans from the growing regions of PNG.

Once the post-harvest process has taken place, the beans are brought to the pilot plant in Port Moresby where it converts the beans into fine dark couvertures.





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The roasting process is strictly supervised and tested to ensure the cocoa beans are roasted to perfection. Beans are cooled and checked before being transferred to a Winnow, where the shell is separated from the cocoa.

The cocoa is then ground to a fine paste, transferred to the Ball Mills where sugar and other ingredients are added.

The chocolate is milled for a number of hours in order to develop the fine texture of high quality chocolate before being transferred to the Chocolate Temper.

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After tempering, the chocolate is poured into moulds to cool before the packaging process can begin.

The end result is a delicious, uniquely flavoured and 100% PNG-made chocolate for local and international consumers to enjoy.

We would like to ensure that PNG gets international recognition and benefits from the crops that we use," Peate said.



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## LOCAL DESTINATIONS

The project is also an exciting new career opportunity for Papua New Guineans as well as contributing to the further development of PNG-made products using local crops like cocoa.

We are doing it for the people of Papua New Guinea. We aim to further develop new opportunities for PNG agriculture and gain more international awareness for PNG-made products.

After all, there is not much you can buy at the airport duty-free that is truly 100% PNG made, Peate added.



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*"More than eleven hundred happy, contented souls disembarked reluctantly from the giant liner as she lay at Circular Quay, and from their remarks, it was apparent this newly introduced mode of spending a short holiday at sea had captured the Australian imagination and come to stay." - Sydney Morning Herald (30 December 1932)*

# HISTORIC RETURN TO PNG BY P&O



P&O's Strathallen.  
Photo: P&O.

BY RODERICK EIME

When P&O announced its new Papua New Guinea itineraries beginning October 2013, Ann Sherry, CEO of Carnival Australia, billed it as "a first for the company". But Ms Sherry was being modest. P&O pioneered cruises to Papua New Guinea in the 1930s with the classic mail steamers SS Strathaird, Stratheden and Strathallen as part of their flourishing pre-war Pacific activities which included Norfolk Island, Noumea and then New Hebrides (now Vanuatu).

According to P&O historian, Rob Henderson, P&O's first cruise to PNG was made by the steamer Maloja in June 1933 which called at Samarai. In the same month, P&O's partner company, the Orient Line, made their first call with Otranto to Port Moresby.

From then on, PNG became a regular cruise call by both the P&O and Orient, with the first call at Rabaul made by the Otranto in June 1934. The SS Strathaird, which sailed for P&O from 1932-1961, was of similar appearance to the post-war cruise ships such as the venerable SS Himalaya, Arcadia and Chusan. It was one of five 'Strath' class steamers that served as both jolly tourist ships and sombre troop transports. That final chapter spelling a cessation to pleasure cruises until 1953 when routes to the South Pacific were resumed, but not to PNG.

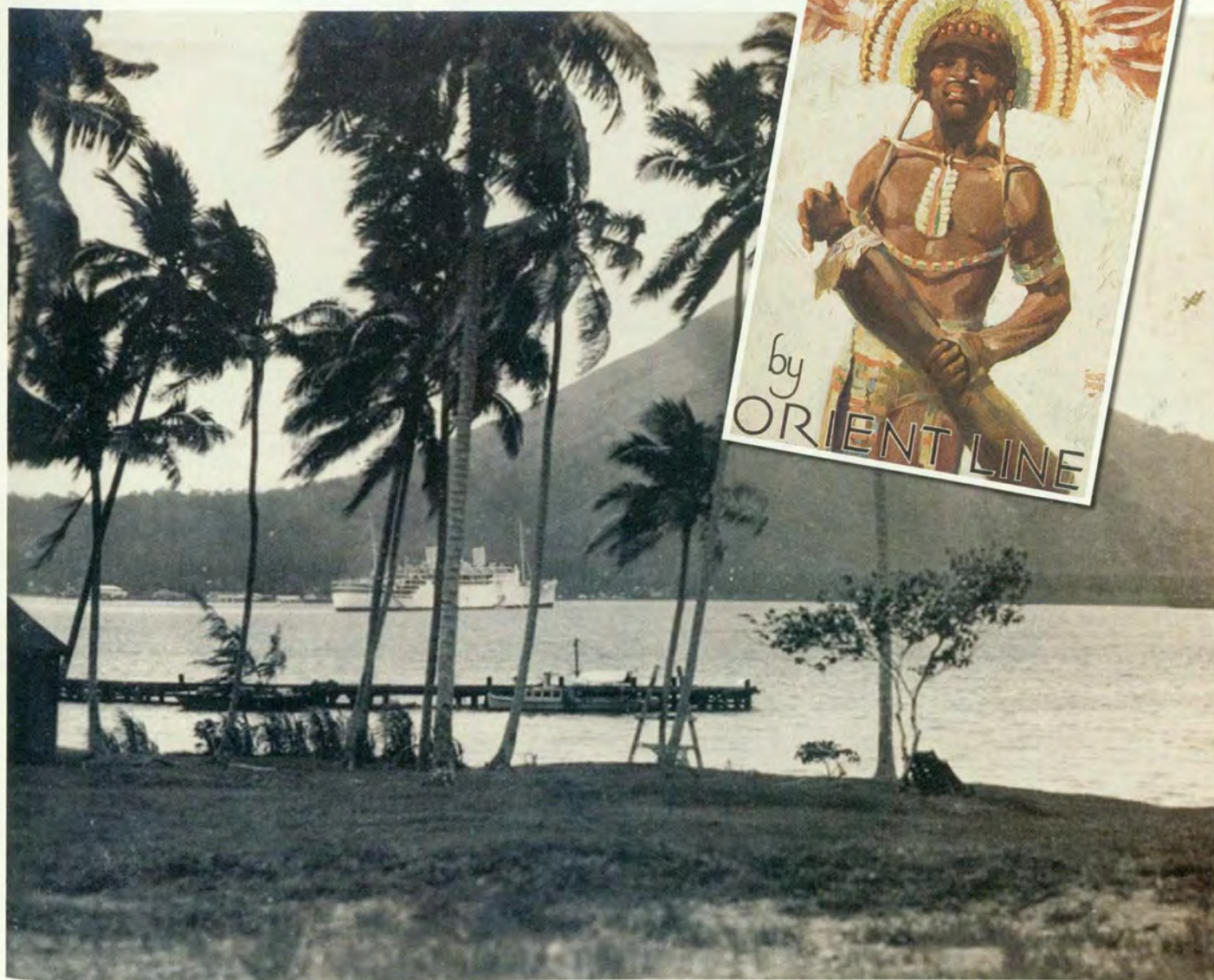
Pacific cruising was all the rage in the post-depression years with cheery reports like this appearing in the *Sydney Morning Herald*:

*More than eleven hundred happy, contented*

*souls disembarked reluctantly from the giant liner as she lay at Circular Quay, and from their remarks it was apparent that this newly introduced mode of spending a short holiday at sea had captured the Australian imagination and come to stay.* - SMH 30 Dec 1932

While cruises resumed to other Pacific ports soon after World War II, PNG was much slower to recover and it wasn't until 2005, when Cairns-based Coral Princess Cruises took their then brand new Oceanic Princess into these neglected waters. This was certainly the first commercial cruise by an Australian vessel since the glory days of Strathaird and her contemporaries, and was quickly followed up by rival operators Orion Expeditions and North Star Cruises, cementing the destination firmly on the adventure cruise calendar.





Strath at Rabaul. Photo: P&O.

P&O's new itinerary includes visits to Alotau, Doini and the Trobriand Islands by the comparatively massive, 70,000-ton Pacific Dawn which can carry more than 2000 passengers.

This area of Milne Bay has substantial historic significance to Australians as the first land victory against the Japanese in August 1942. The remains of the rusting Japanese barges can still be seen today near the port of Alotau, which is about to undergo a considerable upgrade in response to the announcement.

We always believed in Papua New Guinea's potential as a cruise destination and this has been confirmed by the strong interest following the announcement by P&O Cruises of its initial three cruises to Milne Bay, Ms Sherry said.



Trobriand Island dancers in Yam Harvest Festival costume.



## LOCAL DESTINATIONS

*Called 'The Islands of Love' for the particularly striking men and women of Kiriwina and surrounding islands, the Milne Bay folks know how to throw a festival. Guests can expect to see extravagant and elaborate costumes and dancing which will reinforce the legends and fables of these mysterious little islands.*



*Trobriand Island maidens greet Coral Princess guests in 2005.*

Papua New Guinea is one of the most remote and untouched corners of the world, which is so close to Australia geographically but a million miles away in terms of its amazing scenery and fascinating culture.

The PNG Government's decision to accelerate funding for port upgrade at Alotau and for the necessary hydrographic surveys in the Trobriand Islands is a positive investment to achieve economic benefits brought about by regular cruise ship visits. Our aim is for the initial October to April 2013-2014 cruise itineraries to PNG to be the first of many as this relationship continues to grow.

The resort island of Doini is where the mandatory aquatic frolics are planned, but the jewel in the crown would have to be the sacred canoe and Kundu Festival in the Milne Bay capital, Alotau.

Called The Islands of Love for the particularly striking men and women of Kiriwina and the surrounding islands, the Milne Bay folks know how to throw a festival. Guests can expect to see extravagant and elaborate costumes and dancing which will reinforce the legends and fables of these mysterious little islands.



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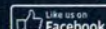
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The inaugural sailing, PNG Paradise (Cruise code W343), departs Brisbane on 31 October 2013 for nine nights - stopping at Townsville, Alotau, Kiriwina Island, Kwanasausau Strait, Milne Bay (cruising only) and Doini Island.

In the 1930s, these cruises regularly sold out, sometimes in a matter of days and it is quite possible that the initial offerings will also fill up fast.

• The writer is grateful to the assistance offered and pictures provided by P&O historian, Rob Henderson, in the compilation of this article.

Pacific Dawn.



SS Strathaird.



## FACT BOX

### 2012 – Pacific Dawn

Capacity: 2020 passengers  
Decks: 11  
Length: 245m  
Weight: 70,310 tons  
Built: 1991  
Max Speed: 22.5 knots

### 1932 – SS Strathaird

Capacity: 1,166 passengers  
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# SINGAPORE GRAND PRIX

## The Monaco of South-East Asia

BY MARIANNE ROGERSON



**In 2008, the Singapore Grand Prix burst onto the Formula 1 calendar as one of the most dramatic additions to the sport.**

**Now in its fifth year, it remains the world's only night-time Formula 1 race and continues to wow audiences around the globe with its remarkable vista of dazzling lights illuminating the 23-turn street circuit, and its glorious skyline backdrop of iconic modern architecture and colonial heritage buildings.**

So what is it that makes the Singapore Grand Prix so special for racing fans? For Norbert Haug, Vice-President of Mercedes-Benz motorsport, it is not just the stunning backdrop but the proximity to the action of Asia's only street race: For most Formula 1 fans, Singapore rhymes with glamour. On many levels, the Singapore Grand Prix could be called the Monaco of South-East Asia, with those 24 cars dancing between the walls, sometimes only a few centimetres away. It produces the most spectacular television pictures and is totally unique.

2012 (from September 21-23) is especially exciting for Formula 1 fans. Unlike last year's whitewash by Sebastian Vettel, this season saw seven different winners in the first seven races, leaving the podium open to anyone.

But while Vettel and other racing heroes Lewis Hamilton, Fernando Alonso and Jenson Button battle it out at exhilarating speeds of up to 300km/h, there is more to the Singapore Grand Prix than fast cars and roaring engines.





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The nineteen other Formula 1 races held around the globe largely attract die-hard petrol heads (plus a few champagne-swilling celebrities), but the Singapore Grand Prix appeals to a much wider audience by offering a unique combination of race action and world-class post-race entertainment.

While it is undoubtedly the adrenaline-inducing sight and sound of the Formula 1 racing cars that draws in the enthusiasts, off-the-track entertainment promises to bring the heat up a few more notches. World Champion Vettel agrees: It's spectacular seeing the cars so close at night, seeing them right in front of you in the middle of the city. Also around the race, there are a lot of concerts going on, things like that make it all in all very spectacular for people to come. The attraction is huge. I think we are quite privileged to be part of that - it makes our job very enjoyable.

The concerts Vettel refers to have seen 11 Grammy winners including Mariah Carey, Missy Elliott and Linkin Park fly in to Singapore to entertain the post-race crowds since 2009, while this year promises more of the same. Once the sound of the F1 engines fades into the darkness, a roll-call of A-listers will all be gracing the stage, including multiple Grammy-award winner Maroon 5, global musical icon Katy Perry and former Oasis frontman, Noel Gallagher. And these heavy hitters will also be joined by 400 other artists of varying genres.

Sarah Martin, Operations Director of the Singapore Grand Prix and the brainchild behind this total event experience, explains: Asia doesn't have such a passionate following in sports, in particular motorsports, and so we had to broaden the appeal to make the event attractive to a wider audience.

*"It's spectacular seeing cars so close at night, seeing them right in front of you in the middle of the city. Also around the race, there are a lot of concerts going on, things like that make it all in all very spectacular for people to come."*



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*While it is undoubtedly the adrenaline-inducing sight and sound of the Formula 1 racing cars that draws in the enthusiasts, off-the-track entertainment promises to bring the heat up a few notches.*



We're not programming for a particular audience; we're programming for everybody.

So just what does it take to organise such an all-inclusive world-class event and a street race in the middle of a dynamic and busy city? Plenty it seems.

Martin's passion and enthusiasm sees her travel the globe throughout the year scouting for talent at music festivals, street fairs and parades, while her

'Why Not?' attitude has seen her introduce such unlikely events as opera stars, aerial gymnasts, Broadway shows and even male erotic dance act the Chippendales to the proceedings.

But Martin is quick to credit her fellow teammates who work with her throughout the year, and also the 28,000 temporary crew who help make this three-day event run seamlessly. This figure includes 1,000 security personnel, 1,000 waste management cleaning staff, 1,000 race marshal volunteers and 1,000 students who are specifically trained for various roles. Beyond that, the scale of the event means that the Civil Defence, the Army, the Police, the National Environmental Agency and National Parks are all involved behind the scenes, in what is arguably Singapore's largest event.

Come June, all race-related infrastructure emerges from a 38,000sqm storage facility and the transformation begins. Two thousand and six hundred concrete barriers and 10km of debris fencing are erected, together with six temporary overhead bridges, 1,500 lighting projectors, nine grandstands and six stages. And let's not forget the 469 fire extinguishers that need to be distributed

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*...huge quantities of supplies are shipped in – last year, 70,000 bottles of champagne, 154,260 glasses of beer and 19,680 cups of ice cream were consumed in the hospitality suites alone.*

beer and 19,680 cups of ice cream were consumed in the hospitality suites alone. And, of course, there are all those diva-esque demands from the artists to deal with – everything from bowls of green M&Ms to bottles of non-sparkling coconut water to \$700 candles.

Given that the Grand Prix takes place in downtown Singapore, all this needs to be done while allowing daily life to continue around the 5.073km track.

We build in stages to minimise disruption and we even re-open the race track to allow for morning peak hour traffic.” Martin explains.

More amazingly, is how quickly the city returns to normal following the Sunday night race. The F1 teams ship out on the Monday, the roads re-open on the Tuesday, and everything is swiftly returned to the warehouse to await the following year.

around the circuit. A week before the race, 650 tonnes of Formula 1 equipment belonging to the teams arrive by air-freight and truckloads, and the teams work around the clock to build their garages and ensure their cars are race-ready. Meanwhile, electricity cables and plumbing are installed within the site to accommodate the food & beverage tents, portable toilets and entertainment stages and huge quantities of supplies are shipped in. Last year, 70,000 bottles of champagne, 154,260 glasses of

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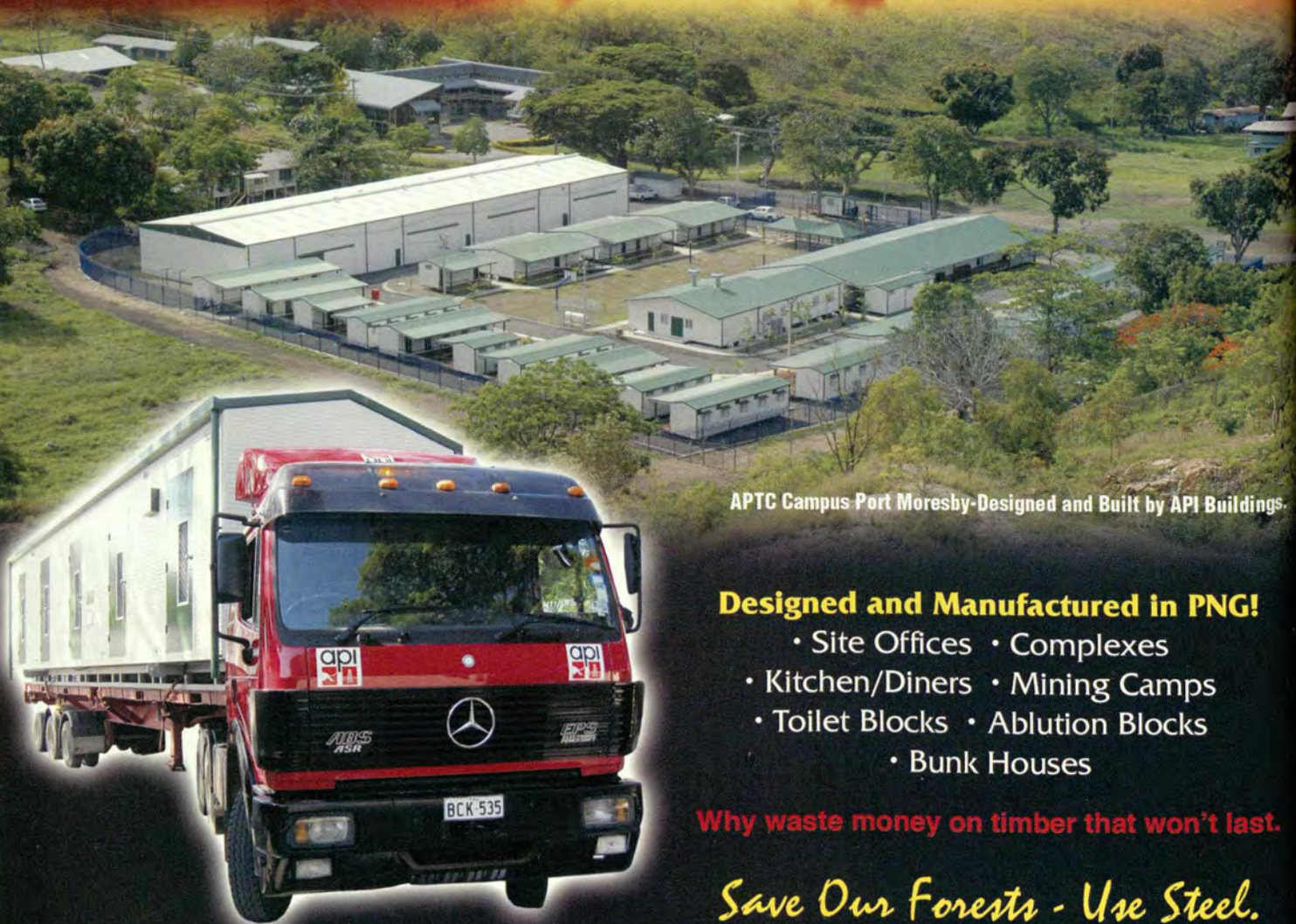
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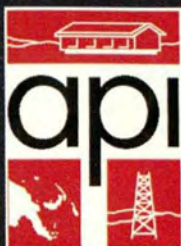
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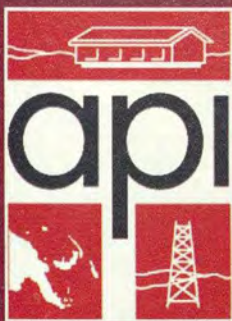


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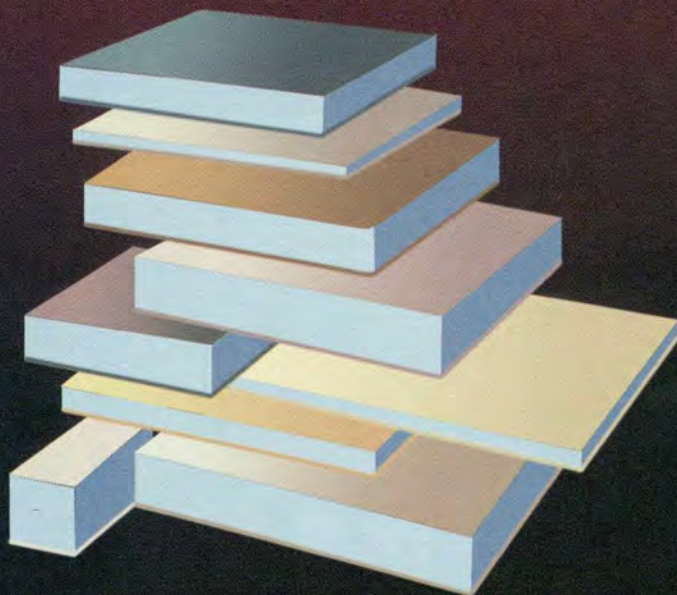
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While in Fiji, it's so easy to stay at your luxury resort, sipping cocktails by the pool and indulging in beachside massages. But if you don't venture past the hotel lobby, chances are you're likely to miss the inner beauty of this amazing island, as JOHN IANNANTUONO found out.







It's taken just over an hour for my wife and I to reach Sigatoka, which is by no means a negative when so much natural beauty and intrigue is on offer.

A Sigatoka River Safari employee kindly opens my door as our taxi pulls up to the kerb. There's more taxi hopping for you, he informs me, having just spent the last 80 minutes travelling from Nadi after the company's shuttle bus forgot to collect us from our hotel.

Don't worry, he adds, the bus just left so they're not too far ahead. This taxi will take you to them.

The gravel road on the second leg of the journey to the Sigatoka River are littered with potholes, and livestock tied up to trees are a common sight as are the roadside fruit stalls.

A hard bump disrupts my daydreaming; surely a tyre is going to pop any minute, I think to myself.

I can see the shuttle bus now but it's not moving. It's stationary. And there aren't any people in it. Nor are there any people hovering outside the tour company's office, applying sunscreen or purchasing bottles of water. Only an office attendant and a mechanic are present.

As I exit the taxi, they appear a little stupefied and confused. The office attendant then

makes a mad dash across the road and down the riverbank, yelling something in Fijian. I have a five-day-old beard, but I don't think I looked that threatening.

He finally returns, sporting a wide-eyed grin that is all too common on this side of the world. Come, they are all in the boat ready to leave, he says. Lucky, we just caught them in time.

My wife and I race down to the dock, desperately trying to tighten our lifejackets and apply sunscreen at the same time. We throw ourselves into the back of the jet-boat, which

is carrying 10 others who must be wondering where the hell did we come from.

I glance around and take in the magnificent sights around me. Tall cliffs, lush vegetation and the wide, majestic river. The brochure says it's a taste of what's to come. Hey capitano, fire up that engine!

The low water level, as a result of the dry season, makes the journey all the more exhilarating as Lepani, our driver, flicks the jet-boat one way, then the other through tight passages, created by raised riverbeds and fallen tree branches.







Livestock tucking in to some greens on the river's edge gets the occasional spray as we fly past and so do scores of locals who depend on the river for food, drinking water and laundry.

The travel time to Koronisagama - the village we're visiting today - is approximately 25 minutes from our base. The village is perched on high grounds deep into the woods.

From the jetty, it's taken a good 10 to 15 minutes to reach the village by foot, which was relocated from its original position on the opposite side of the river due to frequent flooding.

The image that lies in front of me is one of stark contrast to the five-star resort I'm sleeping at tonight. The village is very basic, yet as our tour guide mentions, it's all they require.

The houses are quite small - barring that of the chief, which stands tall in the middle of the village - with many built side-by-side to encourage sharing among the neighbours. There's also a church, school and communal kitchen.

"Everyone answers to the chief," says our tour guide, who happens to live in this village.

"The chief makes up the rules and he decides the penalty. Even if you want to build something in your front lawn, the chief must

know. I returned to the village about 10 years ago when my father passed away. I was living and working in Nadi then, but I decided to retire and move back here to look after my family's land.

"People don't earn a lot of money in the village. A farmer here will earn about F\$20 a month," he adds.

We make our way down to the village community centre where a kava ceremony awaits. The village elders are already inside, as are many young boys. We enter the building, shoes removed, and take our place opposite the elders.

"Men in the front row, women behind," we're told.

The acting chief welcomes us in his native tongue and for several minutes, I just sit here scanning the room nervously as acts of cannibalism plague my mind (Fijian tribes practised cannibalism until the 1860s).

The acting chief turns to our 'matanivanua' (spokesman) for a response, which he duly gives. A few more words are uttered, then a loud "Bula" (welcome) and clap. Time to relax: we've officially been welcomed.

The kava is prepared and offered first to the acting chief, then to our spokesperson. Protocol has it that you give an acknowledging nod, say "Bula" and clap once.



With a nod of approval, the ladies enter the building and lay a table cloth on the floor. Plates of food stream onto the cloth, but I notice there's one glaring omission: cutlery.

"Here, you must eat with your hands," I'm told.

The cuisine is as authentic as you can get. Three tuna-based dishes are served, along with pancake-like rolls, freshly caught mussels and cassava - a root crop that's related to potatoes. Simply superb.





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### Movin' and shakin'

A quick rinse of my mouth and I'm whisked on to the dance floor by the village women, who now have all the men from this touring party movin' and shakin' to the sounds of Fiji.

It's a moment that you wish lasts forever, but sadly, the music is lowered and they send us on our way back home.

As we set foot on the dock upon returning to our base, it strikes home that such an amazing experience could so easily have been missed. Had we been forced to slow down for another pothole, I could have been the one reading this article instead of writing it.



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# KYOTO'S MAGIC



BY MATTHEW KNOTT

Struggling up the steep slope towards Kyoto's landmark, Kiyomizu-dera, old ladies in traditional kimonos and wooden sandals seemed to be finding the snowy conditions much less of a problem than I was.

Seemingly slight young men carrying tourists in rickshaws also effortlessly glided past and I was beginning to wonder if the effort was worth it. The majestic view and masterful architecture that greeted me meant of course it was; the tranquility and beauty of Kyoto, a UNESCO World Heritage Site, containing some 2,000 religious structures, is always worth the effort.

Kyoto literally means capital city, which it was from around the 8th century to 1868 when power was transferred to the emerging Tokyo. The city's 'golden age' is often thought to be the Heian Period, a time of great artistry and culture as depicted in Murasaki Shikibu's 'The Tale of Genji', considered by many to be the world's first novel.

While the power headed east, the cultural heritage stayed in Kyoto, so much so that the city was removed from the list of potential atomic bomb targets by personal intervention of Henry L. Stimson, the US Secretary of War, who had honeymooned in the city.

Its assets, including 1,600 Buddhist temples, 400 Shinto shrines, the geisha district, gardens and palaces, remain thankfully intact.

Kiyomizu-dera is one of the most awe-inspiring spots from which to survey the city. The temple itself is a wooden structure built on large stilts,

almost creating the impression of floating at the top of the hill, where Buddhist monks peacefully set about their work as tourists stream past in hushed reverence.

Watching the sun set behind the temple and over the city from the adjacent viewing platform is one of Japan's iconic scenes.

Kyoto has a wealth of treasures, but perhaps none are more opulent than Kinkaku-Ji, the Temple of the Golden Pavilion. This stunning structure is covered in gold-leaf and glistens over the surrounding ponds and strolling gardens, designed to illustrate the harmony between heaven and earth. Its near namesake Ginkaku-Ji, the Temple of the Silver Pavilion, is not actually silver - planned decoration was never completed - but its humble, unfinished feel and spectacular sand gardens make it a no less essential visit.

The Japanese cherish the distinctiveness of their four seasons, and each of them brings something special to Kyoto. In spring, the city is covered with delicate pink cherry blossoms, and the hanami (flower viewing) parties that accompany the brief but beautiful blossoms are a product of the Heian Court, where the nobility drank, painted, played music and recited poetry.

"Gazing far afield, willow green and cherry pink, weave a delicate, brocade of spring so fine, the capital may wear it," wrote the Heian era poet Sosei. The digital camera has replaced the paintbrush, but the appreciation remains the same.



The approach to Kiyomizu-dera.



Summer brings an intense humidity to Kyoto, but it is also the season of two of the city's most celebrated festivals. Originally a purification ritual to appease the gods, the month-long Gion Matsuri draws hundreds of thousands of visitors dressed in summer yukata robes to see its parades and ornate floats (yamaboko). Hawkers sell irresistible street food snacks such as yakitori (grilled, skewered chicken) and takoyaki (grilled dumplings filled with octopus). Daimonji, meanwhile, is a unique event where giant kanji (Chinese characters) are lit up in the hills that surround the city. Kyoto is then bathed in a red and golden glow with the onset of autumn. While winter can be biting cold, the city will

often be dusted with snow, which lends the perfectly manicured Japanese gardens an austere beauty, making them strangely edible.

With Kyoto's shrines, it is also the perfect place to experience the Japanese New Year custom of praying for goodwill for the forthcoming twelve months (Hatsumode). This must be done within the first three days of the year, but many will do it in the first hours, making for a buoyant midnight atmosphere.

Of the numerous Shinto shrines, Heian Jingu is perhaps the most endearing. Actually not nearly as old as many of its neighbours, it was built in 1895 to commemorate the 1,100th anniversary of the naming of the city.

The main building pays tribute to Kyoto's Imperial Palace, but the bright red pillars, white panels and green tiled roofs make it arguably more photogenic and the torii entrance gate is one of the country's largest.

The principles of tranquility and aestheticism that characterise so many of Kyoto's landmarks are taken to a further degree at Ryoan-ji, a Buddhist Zen-influenced karesansui (rock) garden. Designed in the 15th century, 15 moss-covered boulders are arranged so that only 14 can ever be seen from any angle (traditional belief was that only with enlightenment would the 15th become visible). The gravel around the boulders is raked into perfect and mesmerising circles.

Kiyomizu-dera in the blaze of autumn.  
Inset: Zen garden at Ryoan Ji.







Snow on the sand garden at Ginkaku.


The aesthetics of the traditional Gion district are also much appreciated as are those of its famous inhabitants: traditional geisha. Dwindling in number, it is nonetheless still possible to see maiko (geisha in training) in full costume floating elegantly between ochaya teahouses and machiya townhouses, where they entertain guests in a still secretive world.

Visitors can also experience Kyoto's aristocratic principles through its dining. Kaiseki ryori is a refined style that places great emphasis in subtle flavours and seasonal ingredients.

Dishes are served in order depending on their cooking styles. These are served throughout the city and often at ryokan hotels. In contrast, shokin ryori developed from the austere lifestyle of Buddhist monks and is strictly vegetarian, although nonetheless filling.

The atmospheric Pontocho district alongside the river is a good place to find some of Japan's more down-to-earth and fusion dining. A sweet delight to take home is yatsuhashi, a delicious baked sweet of rice flour, sugar, cinnamon and red bean paste.

There is actually a fine selection of dining options in Kyoto Station. The contemporary style of this magnificent structure by Hiroshi Hara has divided opinion, sometimes being criticised for not being in keeping with the classicism of the city and blighting the skyline. But judged on its own it is a masterpiece; it rises in a bewildering series of twists and turns and the escalator is like a stairway to heaven, providing one last breathtaking view of this city of temples.

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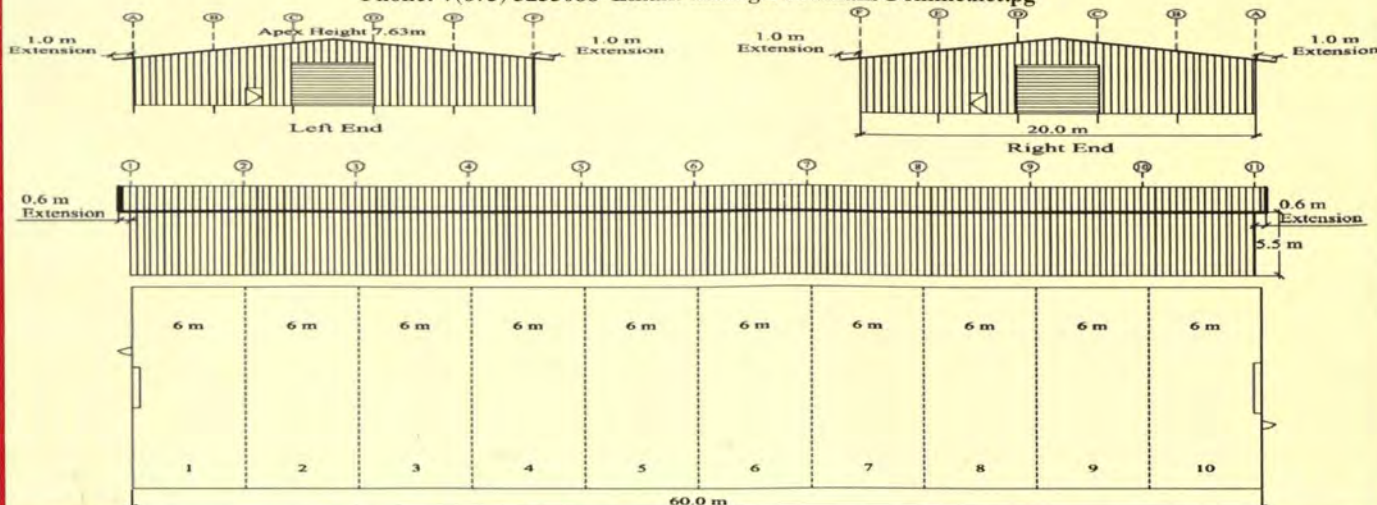
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Outside a shrine.



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- For general Kyoto tourist information in English visit <http://www.kyotoguide.com/>
- Official Japan visitor information site at <http://www.jnto.go.jp/eng/>
- A range of traditional ryokan hotels can be found at <http://www.japaneseguesthouses.com/db/kyoto/>
- Kyoto is located in the west of Japan's main Honshu Island, around two and a half hours by bullet train from Tokyo.



The Gion Matsuri in Kyoto.



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# PHILIPPINES'

## Forgotten Forests

BY DR CRAIG TURNER



*No matter where your wildlife interest lies, the numbers are impressive. If you pick any vertebrate group, whether it be birds, mammals, reptiles or amphibians, nearly half of all the species in the country are endemic - found nowhere else in the world.*

Mt Silay.

If I asked you to name a forest area in the Asia-Pacific region, the chances are you would say Borneo or New Guinea.

If I asked you to name a country in the region famed for its forest biodiversity, then you could repeat the above or venture into Cambodia, Laos or Burma.

The chances are that the Philippines won't be top on either list. This may have as much to do with our general lack of knowledge, as it does with the current state of Philippines forests.

Of recent times the country has perhaps been better known for its forest loss. Agricultural expansion and commercial logging were the

main drivers of destruction, and more latterly, kaingin farming (otherwise termed 'slash-and-burn' or shifting cultivation), fire-maintained pasture and the harvesting of non-timber forest products (such as rattans and other palms) have contributed to the loss.

The story is synonymous with many states. Commercial logging has been dramatically reduced in many areas but illegal logging is still rife.

If you believe the statistics, then only 20% of the original forest remains today, and this varies depending on where you go in the Philippines, with Palawan Island retaining over

50% of its original forest but islands of the central Visayan region such as Negros, down to less than 5%. It was on Negros where my association with this great country and its unique wildlife began.

The Philippines is unique in many respects, but if you were to wind the clock back, you couldn't set foot anywhere on this ancient oceanic archipelago without having to walk through some form of tropical forest.

A country of some 7,107 islands born out of the sea and covering over 300,000 sq km, the range of forest habitat spanned from the coastal fringes to the mountain tops.

This geographic diversity and the long-standing separation and isolation from any other landmass, means the Philippines truly is a biodiversity hotspot of mega-proportions.

No matter where your wildlife interest lies, the numbers are impressive. If you pick any vertebrate group, whether it be birds, mammals, reptiles or amphibians, nearly half of all the species in the country are endemic - found nowhere else in the world.

And not only are they unique to the Philippines - in some cases they are unique to just a few islands. This was brought home to me on my very first visit to the Philippines over 10 years

ago, when I was working on Negros Island.

Negros lies in the central area of the Philippines (and not an island you would naturally pick for its abundant forest cover!).

The lack of forest was why I was there - visiting a forest conservation project, in what is now known as the North Negros Natural Park. The progressive pressures of human developmental have taken their toll, with most of the remaining forest (and inherent biodiversity) restricted to montane areas.

Large scale clearance has hit all native biodiversity, including humans, with landslides and floods now ever more prevalent.





**Top:** Visayan Tarictic hornbill  
**Right:** Hazel's forest frog.



The rising tide of agriculture, namely sugar plantations means that on Negros, the true forest starts at about 900 metres but rises to 1800 metres. This still provides a sufficient altitudinal gradient that the forest changes from large emergent trees such as Almaciga to small twisted elfin-like trees dripping in moss and lichen, more akin to a lost world.

Within this is a staggering array of endemic, endangered and even unknown species. The bird records include several unique species, such as the Philippine Coucal and Coleto, with 40 percent of all species recorded endemic. My first personal encounter with this wildlife came in the shape of a Visayan Tarictic Hornbill. They grabbed my attention with their wheezing calls. Looking up, I caught a brief glimpse of a pair, the female darker than the light-headed male, flying through the canopy. I was thrilled - not only is this the Philippines' smallest hornbill, it's also found on just a few islands.

Such diversity and uniqueness is all too apparent in other groups, such as amphibians. Frog species such as Hazel's forest frog can easily be heard and with patience, seen (which is worth the wait) - it is currently known to have 21 colour variations! These and other species are considered under threat at a national or international scale, but here, they can be seen almost at every turn.

If wildlife encounters are this good on an island with so little forest, then you can only begin to imagine the possibilities elsewhere in this isolated archipelago. No matter where you pick to do your forest trekking, every compass direction holds something different. Go west to Palawan, and not only do you have great forest cover, but also a limestone karst landscape - an indicator of a shared geologic



*Pitcher plant.*





history with Borneo. As such the island's fauna has much more of a Bornean-feel. If you decide to head east to Bohol, you will hit the unusual geological formation that are the Chocolate Hills - grass-covered limestone domes (surrounded by forest) which turns brown during the dry season, hence the name.

The nightlife is pretty good too, since you can go looking for the island's trademark species, the tarsier, one of the world's smallest and most ancient primates - its teeth have barely changed in 45 million years.

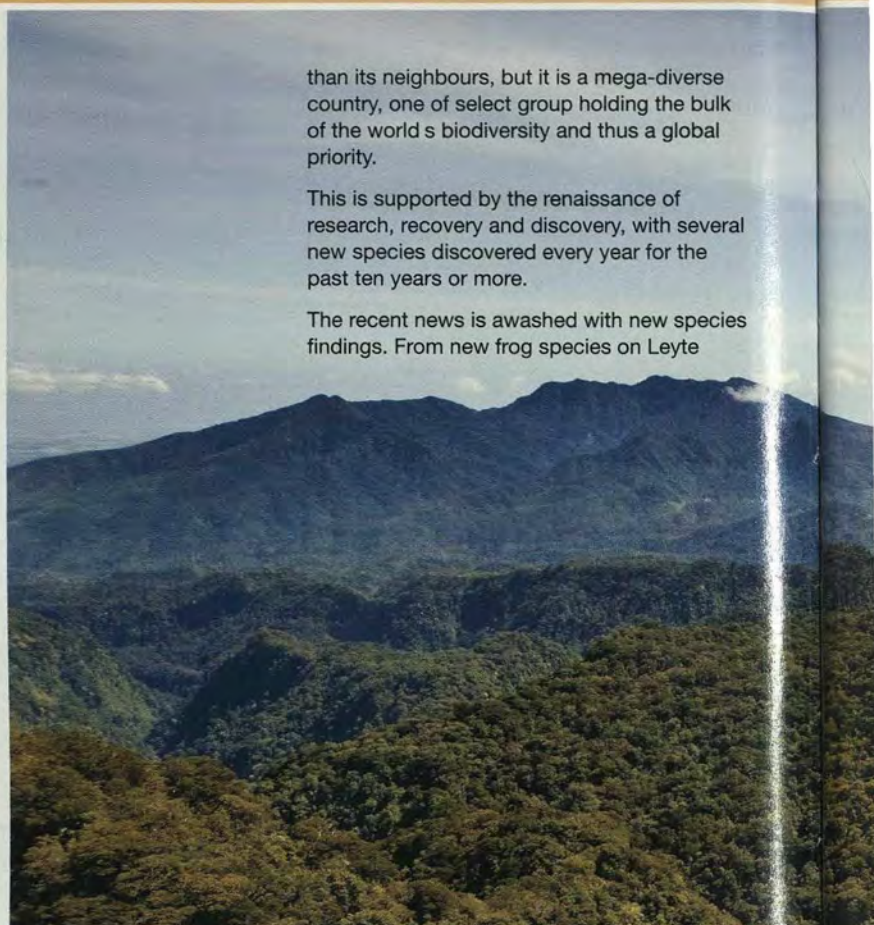
Go south and you hit Mindanao. Its political reputation may precede any wildlife facts, but it has some extensive tracks of forest which means it supports charismatic species such as the Philippine eagle. If it is scale of forest that ticks your biodiversity box, then head north to Luzon.

Here, you have the Sierra Madre mountain range containing the largest remaining tract of old-growth tropical rainforest in the Philippines. The longest mountain range in the country (known as the backbone of the northern island of Luzon), the Sierra Madre contains 40% of the country's forest cover, an area that is also famed for its high plant diversity.

Despite this diversity, it was environmental adversity that had led some to consider the Philippines a basket-case for biodiversity, so devastating was the past forest loss. But this has been strongly contested and mind-sets are changing. It may get less conservation attention







than its neighbours, but it is a mega-diverse country, one of select group holding the bulk of the world's biodiversity and thus a global priority.

This is supported by the renaissance of research, recovery and discovery, with several new species discovered every year for the past ten years or more.

The recent news is awashed with new species findings. From new frog species on Leyte

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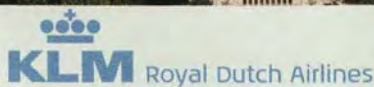
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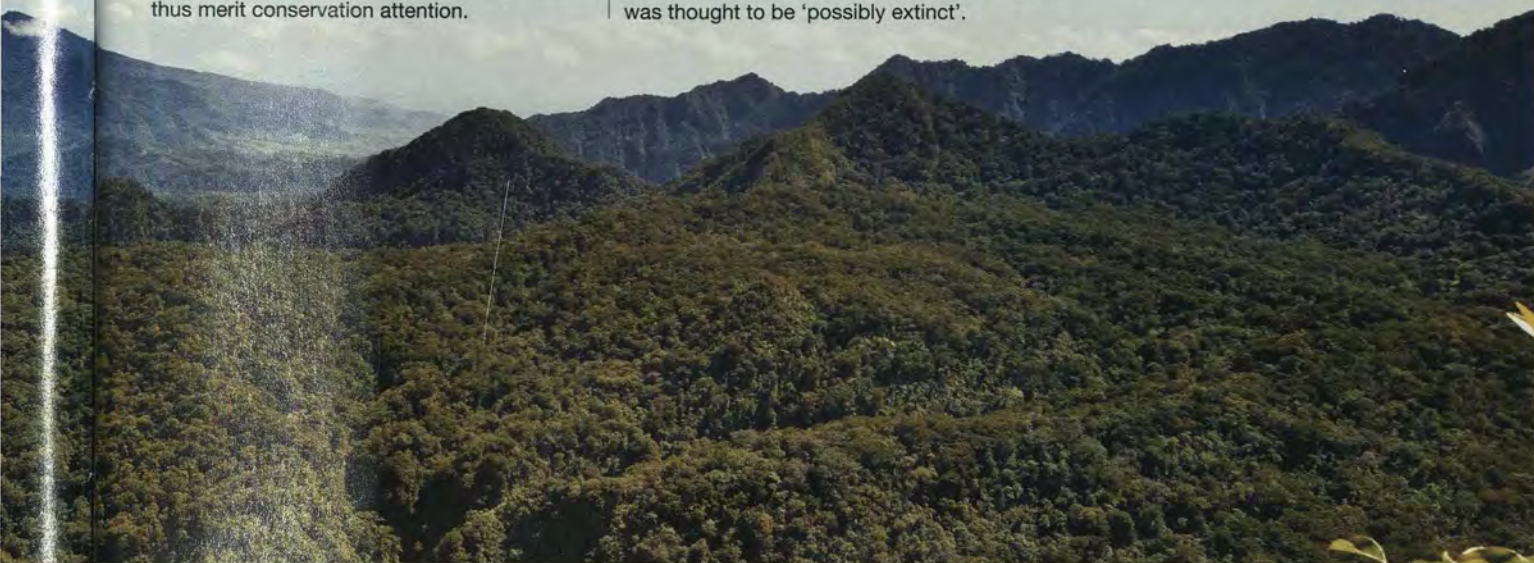




island to the first wild images captured of the endangered Visayan Spotted Deer and the critically endangered Visayan Warty Pig. Both are thought to have a global distribution of just two islands - Panay and Negros - and the records of the Negros Interior Biodiversity Expedition ([www.rainforestexpedition.org](http://www.rainforestexpedition.org)) further demonstrate that many of these species, even if they are threatened and restricted in range, have this resiliency, and thus merit conservation attention.

Such optimism should open our eyes further, since these discoveries are not the preserve of the expeditions or field scientists.

A Czech tourist was recently the first person to see a living Dinagat bushy-tailed cloud rat in nearly forty years. He stumbled on the rodent, which has only been recorded once by scientists in 1975. Found only on the Dinagat Island, the orange-coloured rodent is listed as Critically Endangered by the IUCN Red List. It was thought to be 'possibly extinct'.



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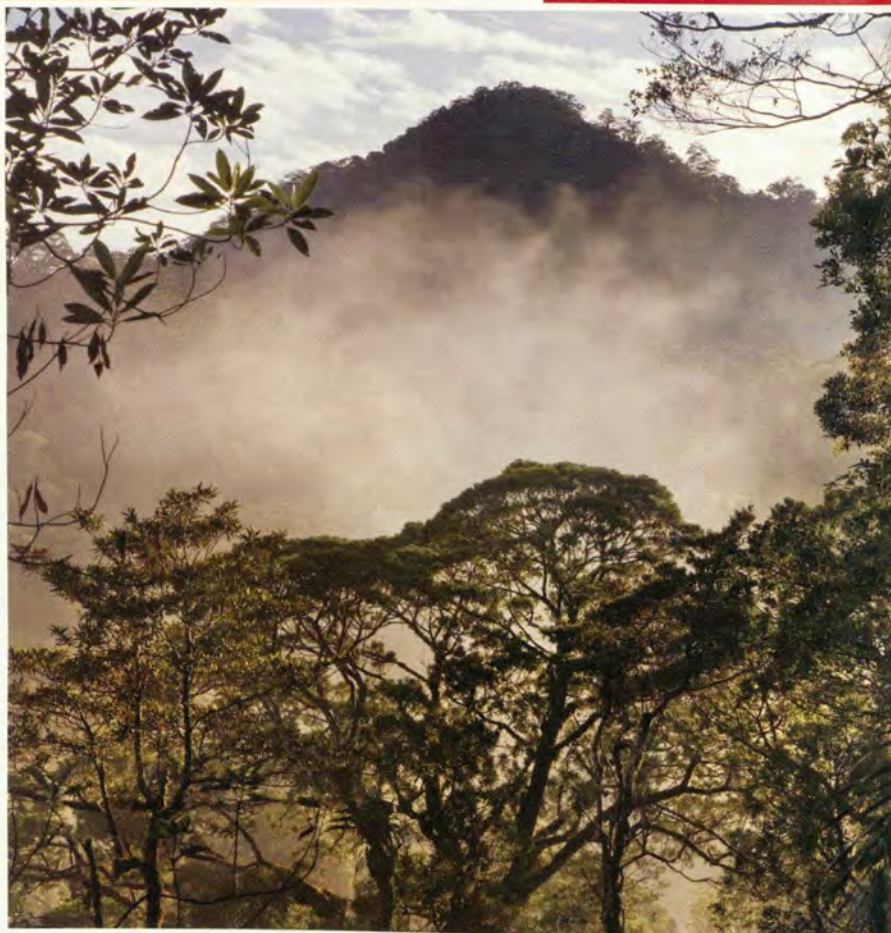
The Dinagat bushy-tailed cloud rat and Visayan Warty Pig are also listed by the Evolutionarily Distinct and Globally Endangered (EDGE) programme ([www.edgeofexistence.org](http://www.edgeofexistence.org)), which highlights and conserves one-of a-kind species that are on the verge of extinction. Far from a lost cause, conservationists should now be viewing this country as a hotspot of hope.

As a country to visit and experience, what it may lack in limitless forested landscapes, it more than makes up for in diversity, difference and discovery. You ignore this at your peril.

If you focus your attention on these forgotten forests for even the briefest encounter, as a tourist or scientist, you are sure to make an eye-opening discovery, certainly new to you, and possibly to science!



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# Land of Smileys and Wham-Butts

# NORTH QUEENSLAND

BY JOHN BORTHWICK



"They pronounce this place 'Cans' - as in 'beer cans'. It's an Aussie blowke's joke." The American "blowke" at the next table in Cairns is speaking with some authority. His wife asks, "The name of that furry animal of theirs has got to be a joke, too. What do they call it - a wham-butt?"

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I leave the phonetic fate of Cairns, wombats and our blokey-jokey ways to the visitors and head north. My first stop soon sees me floating up from the coast to Kuranda - no, I haven't ingested the local mushrooms.

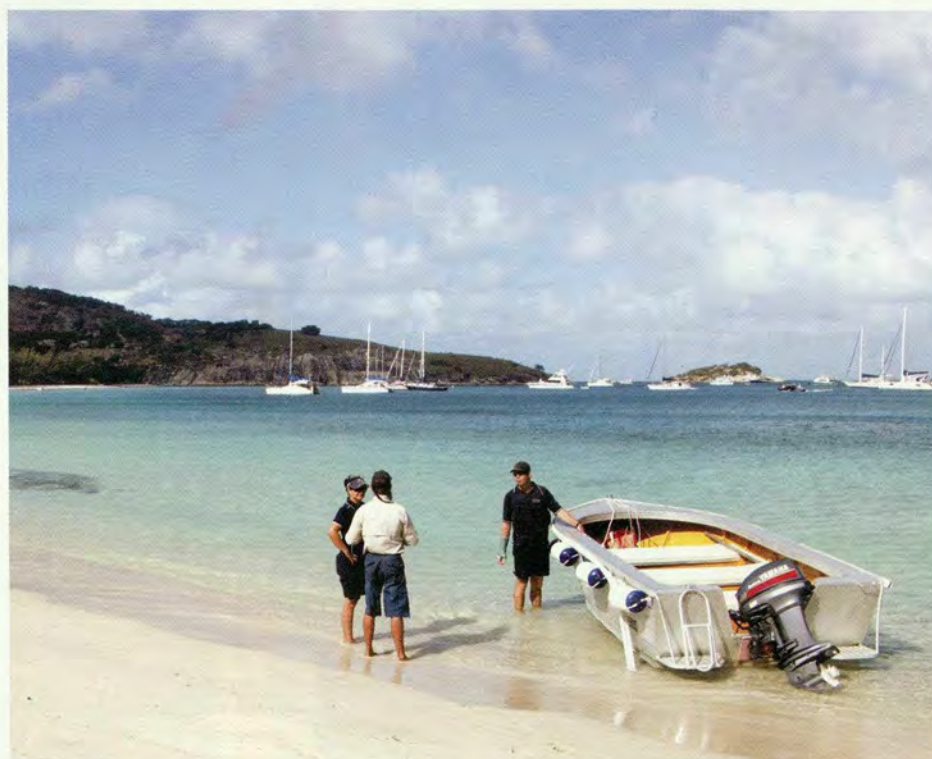
This is the view from the Skyrail Rainforest Cableway as it levitates us 550 metres up - and seven and a half kilometres across - into the McAlister Range. The rainforest of the Wet Tropics World Heritage area stretches as far as we can see, its ridges rising like ocean swells clad in giant kauris and strangler figs. This, I imagine, is how the eagle sees.

For much of the 20th century, Port Douglas was almost a myth on a map - somewhere so far north and so humid that eggs soft-boiled themselves on the shelf. Which made the place rather appealing to the dropouts of the 1970s. They drifted by, dropped in and bought up.

After a brief, opulent flowering in the late 80s, just as suddenly, Port settled back to being a fishing-and-tourist town located on a pretty inlet beside the Coral Sea. The sidewalk cafes and beer gardens around Port's main drag, Macrossan Street, today draw both millionaires and ferals, but palm trees are still the only high-rise allowed.

Next morning, I board the wave-piercer catamaran Quicksilver for its high-speed skate to the edge of the universe, the outer Barrier Reef.

*The sidewalk cafes and beer gardens around Port's main drag, Macrossan Street, today draw both millionaires and "ferals", but palm trees are still the only high-rise allowed.*



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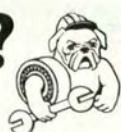
I pull on a mask and scuba tank and soon find myself face-to-face with the denizens of the largest living thing on earth. Confronted with the reef's living filigree of 350 varieties of coral and 500 species of darting fish, I'm lost for words as someone with a breathing regulator stuck in his mouth should be.

In June 1770, James Cook didn't find the reef quite so enchanting. With his Endeavour "stuck and stuck fast" on the coral, he didn't have to think hard about how to name the cape off which he was stranded - Tribulation.

Today, "Cape Trib", along with the Daintree River and its World Heritage wilderness, is part of a holy trinity of tropical pilgrimage sites for many North Queensland visitors.

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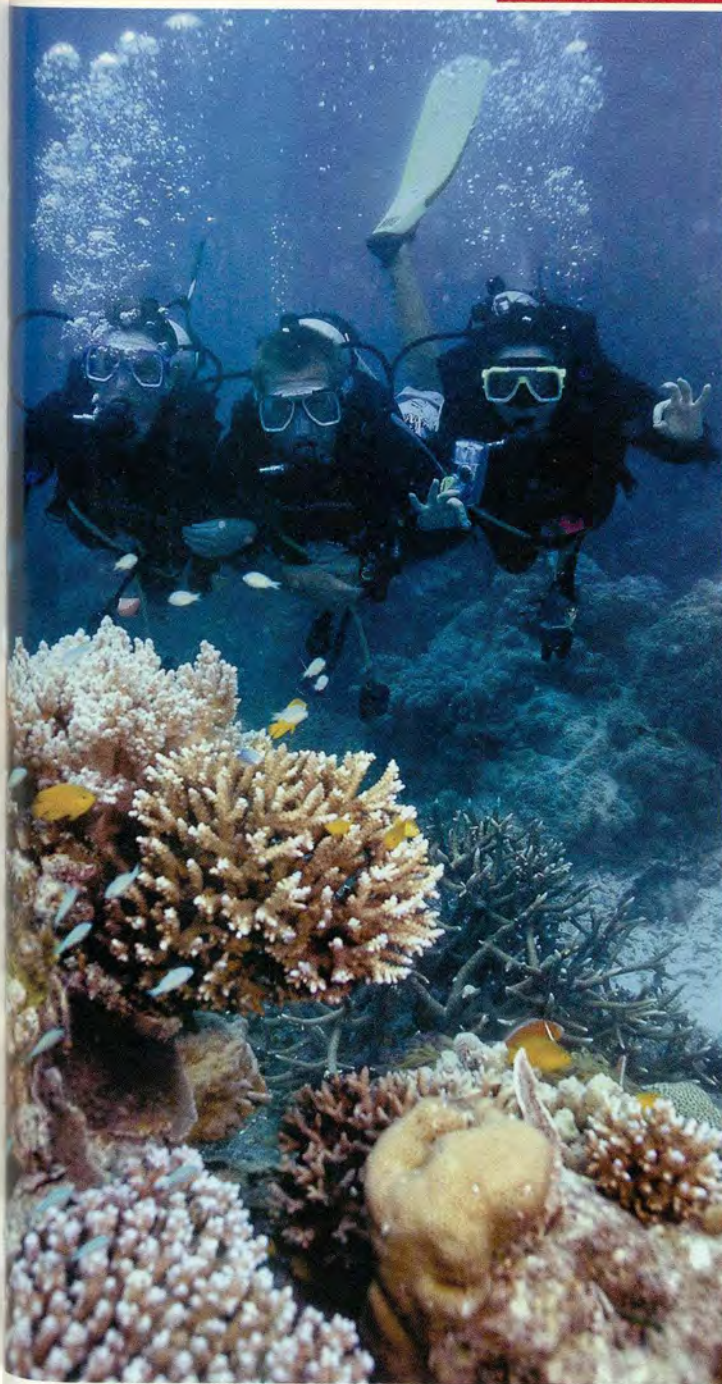
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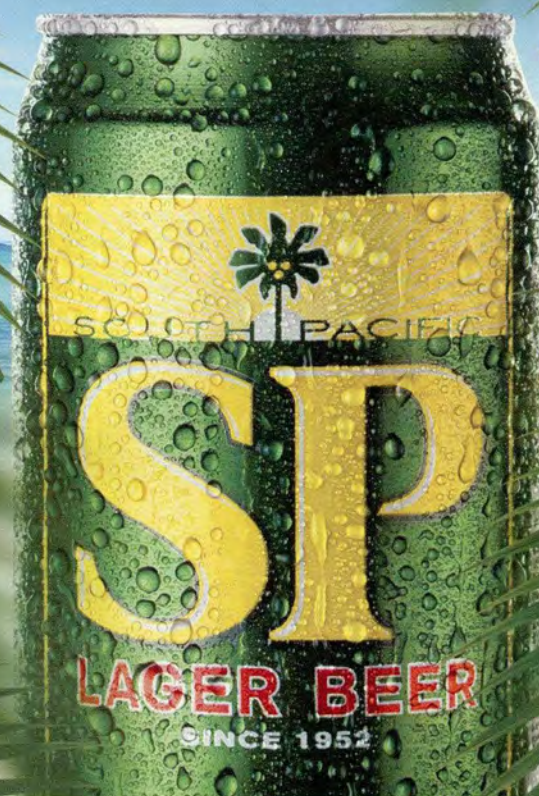
Daintree National Park is Australia's last virgin rainforest. Through it runs the Daintree River whose verges, alive with terrapins, honey eaters and lorikeets, are best seen from a cruise launch.

This is this Evolution's showcase, says our guide. You're looking at plants representing every stage of evolution over the last 400 million years.

The tree canopy above us is festooned with Gothic formations of strangler figs, elkhorns and orchids. On the sandbanks are "smileys" - saltwater crocodiles - sunning themselves and smiling, perhaps, at the possibility of one day having a tender tourist steak for lunch.

The joys of Tribulation also include ocean waters as tepid as a cup of railway tea. Swimming here, however, is like playing Russian roulette in Speedos - if the smileys don't get you, then the stingers might. Monsoon season, aka "the Wet", runs from late November to March - "Remember, mate, there's no rainforest without rain," a local fisherman told me.

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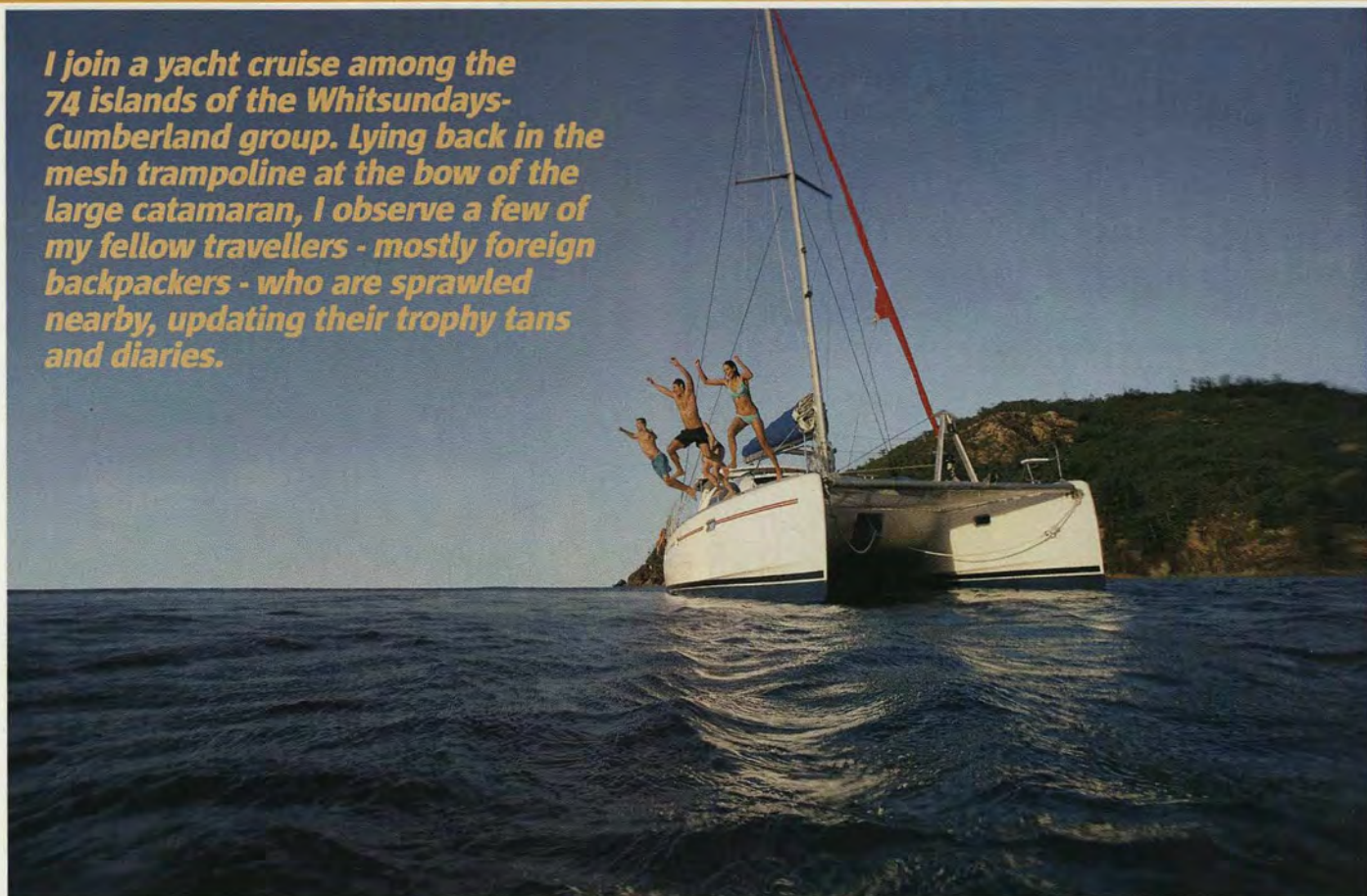
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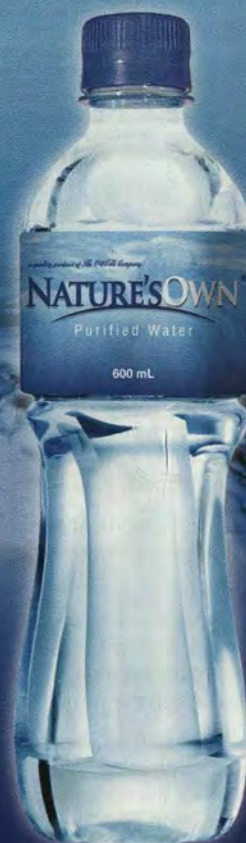
*I join a yacht cruise among the 74 islands of the Whitsundays-Cumberland group. Lying back in the mesh trampoline at the bow of the large catamaran, I observe a few of my fellow travellers - mostly foreign backpackers - who are sprawled nearby, updating their trophy tans and diaries.*



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During this time there are marine stingers in the coastal waters. The cooler months - April to October - are the most comfortable and the sea is free of stingers.

I head south to the Whitsunday Islands. Here, the sands of the celebrated Whitehaven Beach are so talc-white and pure that they look like a horizontal version of the Pearly Gates. An hour's sail to the south is another world, Hamilton Island.

Jet-skis carve their wakes in the blue of its Catseye Bay; meringue-frocked brides are deployed, literally pretty as a picture before a postcard chapel and photographer; chartered yachts disappear towards far horizons from which they'll return in three days or weeks.


The great convenience of the

Whitsundays is that flights from mainland capitals to Hamilton Island link up directly with boat transfers to neighbouring resorts such as luxurious Hayman Island.

I join a yacht cruise among the 74 islands of the Whitsundays-Cumberland group. Lying back in the mesh trampoline at the bow of the large catamaran, I observe a few of my fellow travellers - mostly foreign backpackers - who are sprawled nearby, updating their trophy tans and diaries.

Ed from Chicago is swapping travel tips (the correct pronunciation, perhaps, of Cairns?) with Christina from Gothenburg, while Sylvia from somewhere shows Brian, just arrived from Manchester, the most basic Australian survival skill - how to shell a prawn.



 **Air Niugini flies daily to Cairns.**





# 5 THINGS TO DO & SEE

SYDNEY ADVENTURES

BY JOHN BORTHWICK



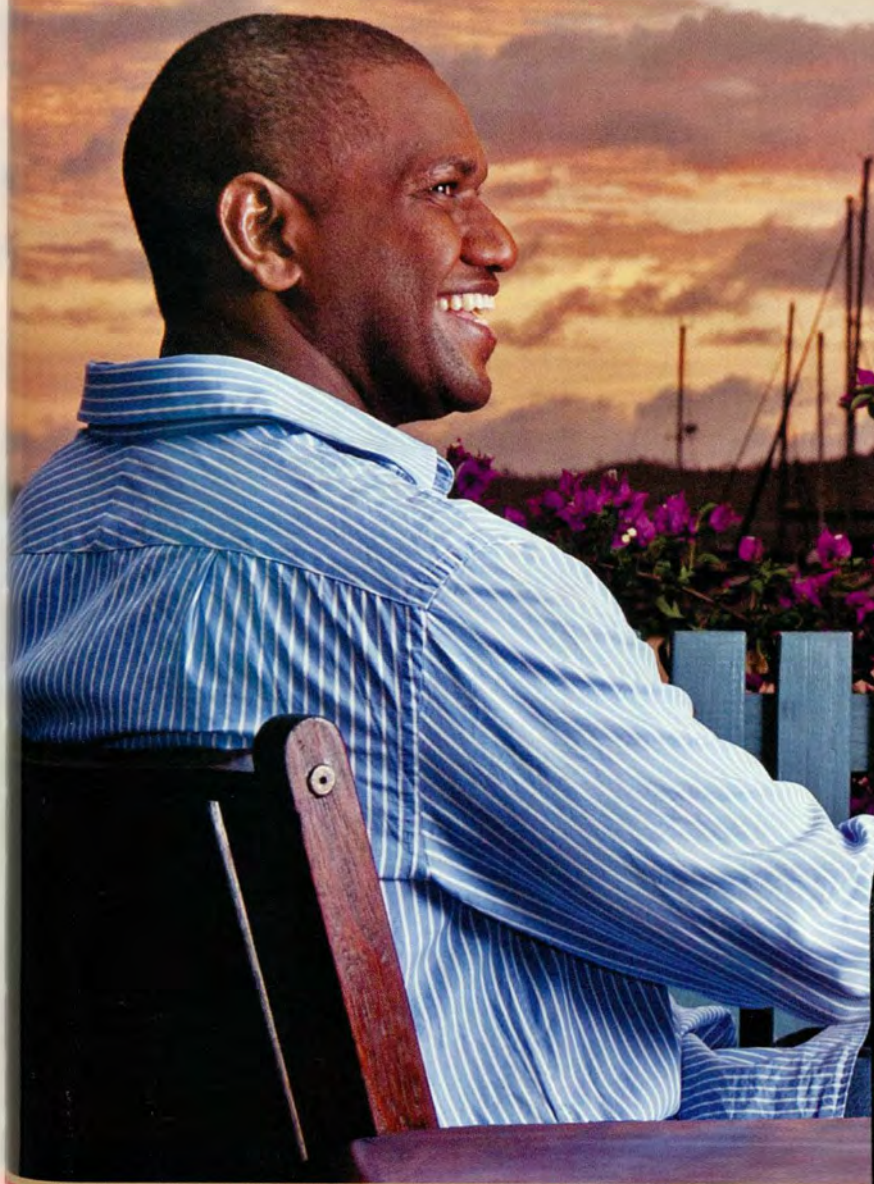
Polls, for what they're worth, frequently toss up Sydney as the world's best / most liveable / most visitable / etc. city. However, ask a Sydneysider what's the best thing about the place - after, of course, the sunshine, parks, surf, great dining, summer nights, winter walks, brilliant beaches, good coffee, and so on - and they won't mention any poll result. They'll just say 'hop into it.'

Sydney, now home to four million people, radiates out from its sprawling harbour, Port Jackson. It was here that European settlement in Australia commenced in 1788 when the First Fleet's rag-tag band of transportees and British redcoats commenced the inevitable project of bridging this dreaming continent to a waiting world.

Surrounded by the sails of the Opera House, the churning wakes of the ferries and faces from every corner of the earth, you can decide for yourself on how well the project is proceeding. But while you're contemplating that, try one of these adventures.



Y



**MAKE MINE A**





## 1 Jet Boating

A jet boat is like a roller coaster with water-wings. Or the nautical equivalent of rap dancing. Strapped into a sleek tub along with about 20 other thrill seekers, you burble gently out of Darling Harbour, on-board music pumping, the crystalline skyline of the city's business towers and apartments drifting nicely past. Then, the skipper hits the throttle.

Eight hundred and forty diesel seahorses go berserk beneath you. Before you know it, you're hot-dogging, fishtailing, slaloming down the harbour, hitting speeds of up to 75 km/hr.

Then suddenly the boat slows through a 300-degree arc, pivoting on its nose and throwing up a huge rooster-tail of spray as it comes to a halt on a watery dime.

When the screaming dies down, the skipper does a mock head-count. Everybody still here? he joshes. Then guns it again. More romping, ramping, slamming and spinners. All this takes place under the serene gaze of the Opera House, the chardonnay mansions of Darling Point, the yacht fleets off Cremorne, the float planes landing on Rose Bay and the probably astonished noses of a few giraffes at Taronga Park Zoo. Your runaway roller coaster continues its hyperactive, heavy-metal water-wings rampage for 35 minutes, and then deposits you, punch-drunk with adrenaline, back where you started amid the lazy lunchers of Darling Harbour. Speaking of which, you'll be glad you left lunch until after the boat ride.

## 2 Sky Walking

Do look down! is the idea. You're 250 metres above the way-down-there streets and buildings of central Sydney, but safe as houses. Very tall houses, perhaps, but still safe-as. The comfortably robust Skywalk platform that you're on runs around the outside of the Sydney Tower pinnacle and is floored with heavy duty glass panels - thus your pigeon's eye view of the city literally below your feet. You're with a small group of overview-seekers who are harnessed and



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shackled so securely to the safety rails that anyone hoping for virtual vertigo would have to ask for their money back. Luke Skywalker never had it so safe - although he might have something to say about the mandatory blue and yellow jumpsuits everyone's garbed in, making this look like a team of Swedish-flagged, sky-diving Ronald MacDonalds.

As your group slowly circumnavigates the platform, a guide points out the city's geographical, historical and cultural landmarks. With sensational 360-degree views over the city and so far - up to 55 km - beyond the harbour heads, some wisecracker is always sure to quip, 'Is that New Zealand out there?'



### 3 Sea Kayaking Sydney Harbour

One of the surprising pleasures of Sydney is the short distances between its mid-city intensity and its tranquil backwater bushlands. For example, drive just half-an-hour north of town, past Mosman, to the inelegantly but accurately named spit of sand simply called The Spit, slip into a two-person sea kayak there and with a small fleet of similarly-minded souls, paddle off for a morning's adventure around the shores of Middle Harbour. Weaving westwards amid the restless flotillas of sailboats and runabouts, you soon find yourself surveying leafy suburbs from the waterline, greeting pelicans perched on navigation markers and slipping back in time. Passing suburbs Castlecrag and Castle Cove, your little fleet pulls into an untrammelled bushland bay, part of Davidson State Recreation Area, for morning tea and biscuits, and even a swim. Back in the paddle, so to speak, you begin the homeward journey, surveying the green solitude of Bantry Bay. More pelicans. More wanna-be waterfront real estate. More yachts, skiffs, scows and nautical whatnots. Three hours after leaving - and too soon, it seems - you paddle back to The Spit. The only part of you that wants it to finish might be your arms.

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## 4 Shore Walking from The Spit to Manly

On the easy bush trail from The Spit to Manly, the scenery is the real star - rugged headlands, vast views, sailboats and, occasionally, a breaking bombora wave. Or very, very occasionally in winter, a migrating whale and calf. The well-marked path skirts the northern foreshores of Sydney Harbour National Park. For this nine-kilometre walk (which you can do in either direction), allow yourself up to four hours. Starting at the northeast end of the Spit Bridge, the track runs east past Clontarf, Castle Rock and Grotto Point. Almost every


step of the way gives you perfect views of what one of the First Fleeters in 1788 described, rather excessively, as the finest harbour in the universe." Not even parochial Sydneysiders believe that one. Washaway Beach below Grotto Point is a good place for a swim, though beware - there be nudists! When you hit Forty Baskets Beach, you phase back from the wilds to the milds, as it were, of suburbia. From here on, it's a half hour stroll around the manicured foreshores of Fairlight to Manly - so named because that's what Captain Phillip of the First Fleet thought of the local Aborigines. Indeed, they were so manly that they speared him, albeit non-fatally.



## 5 Horse Riding in Centennial Park

There's something about having someone - or something - else to do most of the hard work. Very appealing. Especially if your surrounds are leafy, rolling parklands, bathed in sunlight and shadows, and you are mounted tall on a well-behaved horse ambling through this picturesque setting. Centennial Park, near the inner suburb of Paddington, is where all this happens daily. At the stables of the nearby Sydney Equestrian Centre, a whinny of well-groomed, well-schooled horses awaits your command. You, in turn, await the command of the guide who will lead you and a few others on this easy turn around the park's 3.8-kilometre riding track. Occasionally, a mother swan and her cygnets may waddle across the track - in this case give way to the fluffy white. Joggers will certainly overtake you, although sweatily so. No worries, as opposed to them, you're doing it in style. All this, plus the baize lawns and duck ponds, the palms and billabongs, the picnickers and prams, is what makes Centennial Park so close to the hearts of Sydneysiders. And your somewhat elevated position in the saddle is the perfect vantage point from which to see why.



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# New Addition to Fleet



The new addition - in the air.



Left to right: Managing Director of IPBC, Mr Thomas Abe; Chief Executive Officer of Air Niugini, Mr Wasantha Kumarasiri; Chairman of Air Niugini Board, Mr Garth McLlwain; Caretaker Prime Minister Hon. Peter O'Neill; Minister for Public Enterprises, Sir Mekere Morauta; and Minister for Immigration, Hon. Ano Pala in front of the B737-700.

## AIR NIUGINI'S LATEST AIRCRAFT

in the fleet, B737-700, arrived in Port Moresby on Wednesday July 11, 2012.

This brings the fleet to 22 including Dash 8-100/200/300 series, Q400, Fokker 100 and Boeing 767 aircraft.

The B737-700, under the PNG registration P2-PXD, has 120 seats - 16 business class and 104 economy class seats.

The aircraft will initially operate from Port Moresby to Sydney, Brisbane and Cebu (Philippines).

## Special livery

The B737-700 aircraft carries a special livery commemorating the 70th anniversary of the Kokoda campaign.

Each year, Air Niugini flies hundreds of trekkers from Sydney, Brisbane and Cairns to Port Moresby to experience the track.

For many trekkers, their first experience of Papua New Guinea is when they board an Air Niugini flight.

The livery showing the Owen Stanley Ranges where the Kokoda campaign began on the aircraft is Air Niugini's acknowledgement and recognition of this important event in the country's history.

Air Niugini believes this aircraft will create unprecedented awareness for Papua New Guinea in Australia and other parts of the world that it operates to.







# Cebu: Air Niugini's new destination

**CEBU IN THE PHILIPPINES** became the 10th international destination on Air Niugini's network with an inaugural service on July 16.

The twice weekly service between Port Moresby and Cebu will be on Tuesday and Thursday.

The new route will allow for easy and direct travel for Filipinos involved in the PNG-LNG project as well as those employed in the fisheries sector and other related activities in PNG.

*Chief Executive Officer of Air Niugini Mr Wasantha Kumarasiri meeting Ms Gwendolyn F. Garcia, Governor of Cebu Province after arriving in Cebu.*



## Airline resumes service to Daru

**THE NATIONAL AIRLINE RESUMED** scheduled services to Daru airport, Western Province, on June 21, 2012 after an absence of 12 years. Air Niugini returned to Daru following the completion of the upgraded work on the airport runway.

Chief Executive Officer, Mr Wasantha Kumarasiri who went on the first service told

the waiting crowd at Daru that the airline's timely resumption of services coincided with the recent launching of multi-million dollar projects by PNG Sustainable Development Program.

Mr Kumarasiri said with the new projects now in place, it means more people will be travelling to and from Daru. It also means an

increase in movement of cargo and equipment during the various phases of the project.

Daru is also well-known for its seafood particularly the popular barramundi, lobsters, prawns and even crocodile skins. The resumption of services would offer an opportunity for buyers of fresh seafood produce in Daru to sell in Port Moresby, said Mr Kumarasiri.

The airline's lowest airfare available on the sector is K352.00 one way which is inclusive of taxes and surcharges.

The schedule will initially operate a twice weekly service to Daru on Thursdays and Sundays. For now, Air Niugini will use a Dash8-300 series aircraft and will upgrade to a Q400 aircraft once work on the extension of the runway to provide an additional 200 metres is completed.

*Left to right: Jupiter Project's Ranjan Naidu; Chief Executive Officer, Wasantha Kumarasiri; Air Niugini General Manager - Commercial, Dominic Kaumu; and Communications Manager, Sam Vodo at Daru Airport.*





# Cadet pilots train at Coffs Harbour



**TEN AIR NIUGINI CADETS PILOTS** are currently undergoing training at Coffs Harbour, New South Wales, Australia. Twenty-year old Nicole Koleala from the parentage of Enga and New Ireland is the only female amongst the group. The young pilots met with Air Niugini's Chief Operating Officer, Mr Daniel Wanma, for a briefing prior to their departure.

*From Back left: Taylor Yama, Mark Tomangana, Maurice Morris, Aaron Olen, Raymond Vai, Nicholas Lapiso, Chauka Kumalau, Ishmael Vali, Alfred Nana and Captain Daniel Vavar (Manager-Cadet Pilot Training).*

*Front (from left): Captain Lekwa Gure, Executive Manager-Flight Operations; Captain Daniel Wanma, Chief Operating Officer; Nicole Koleala; and Elsie Paisawa, Senior Human Resource Manager.*

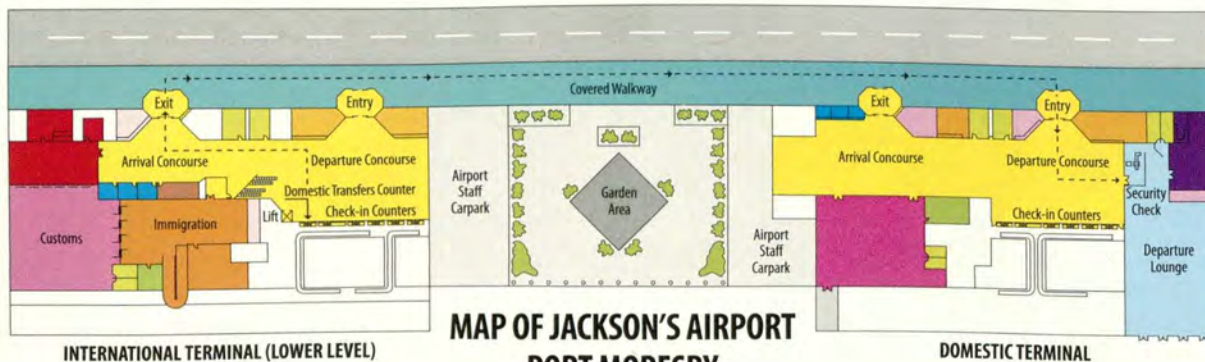


## Air Niugini Domestic Transfers

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

your baggage and issue you with your domestic boarding pass.

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





# Air Niugini's 4th Dash8-200



Air Niugini took delivery of its fourth Dash 8-200 aircraft on May 31st, 2012.



*Traditional wash down marking the arrival of P2-PX1.*



*The crew that brought in the Dash8- 200 P2 PX1.*



*Ribbon cutting from closest to camera: Chairman of Air Niugini, Mr Garth McLlwain; Caretaker Prime Minister of Papua New Guinea, Hon Peter O'Neill; and Chief Executive of Air Niugini, Mr Wasantha Kumarasiri.*



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