

## Aircraft found in Segond Channel

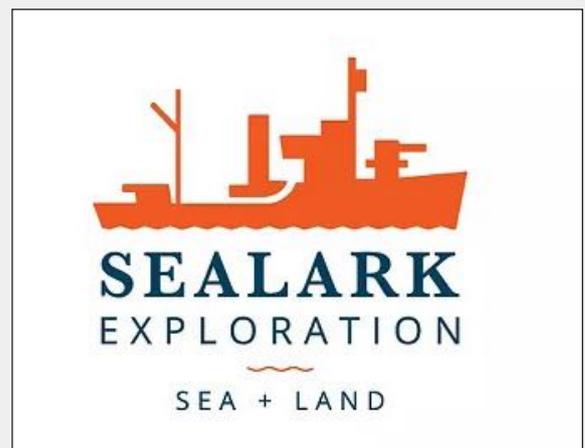
In a world first for the South Pacific WWII Museum, we have great pleasure in announcing the discovery of two new WWII aircraft wrecks in the Segond Channel, off Espiritu Santo.

One of the aircraft, a Grumman F4F-4 Wildcat, was lost in a carrier launch mishap during its delivery from its escort carrier.

The second aircraft, a Grumman J2F-5 Duck, crashed into the channel killing the crew of three on board.

The Wildcat and Duck were found in July after years of painstaking research by a team of archaeological dive specialists from New Zealand organisation Sealark Exploration.

We take up the stories behind these incredible new discoveries in this month's issue of our museum newsletter.

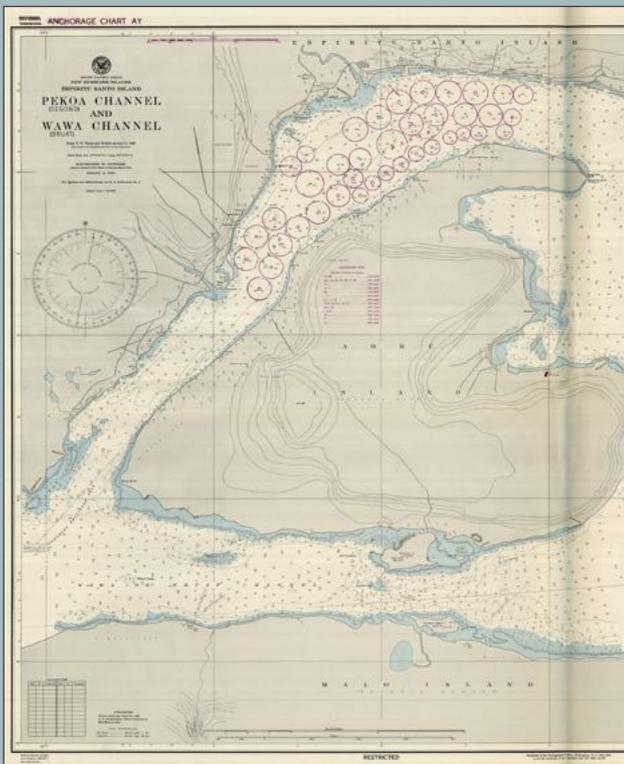


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# Segond gives up more secrets

Earlier this year the South Pacific WWII Museum was approached by Sealark Exploration in New Zealand regarding a number of WWII aircraft that were known to have gone down in Vanuatu during the war. Of particular interest were a handful of aircraft in and around Espiritu Santo.



One of the maps the museum was able to provide to Sealark from its collection in Luganville.

Some of these aircraft were already known to the museum, while others were only rumoured to have crashed, but their locations forgotten over the last 80 years.

The team from Sealark were keen to see what information we might be holding and of course we were more than willing to assist.

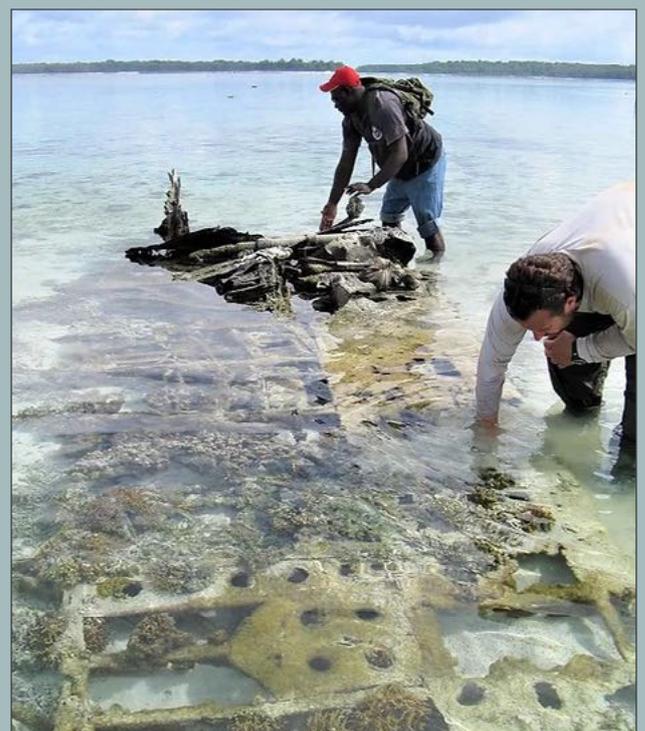
Museum Project Manager James Carter was delighted for the museum to help in any way they could, given their credentials and previous work. "When Sealark Directors Matt Wray and Ewan Stevenson asked for our



The wreck of a Royal New Zealand Air Force Corsair, discovered by the team from Sealark Exploration in Guadalcanal.

help, I was only too happy to show them everything we had" James said. "Hopefully this will form the basis of ongoing cooperation between us."

Sealark specializes in maritime discovery, mapping, and hydrographic surveying and has a passion for history, preservation, and recovery. Recent expeditions have seen the team travel throughout the Solomon Islands, including the Shortlands and Guadalcanal where a number of new discoveries were made - above and below the water. (continued...)



Another Corsair discovered by Sealark, this time in the Shortland Islands.

The organisation is a non-profit, focusing on discovery and furthering knowledge of World War II. It works to find, map, and preserve the maritime landscape of historical and explosive remnants of WWII and MIA service members in the South Pacific.

Which leads us to the focus of this expedition.



The United States Defense POW/MIA Accounting Agency is responsible for ensuring every soldier, sailor, airman and marine makes it home from theatres of conflict worldwide .

In collaboration with the Defense Prisoner Of War/ Missing in Action (POW/MIA) Accounting Agency (DPAA), Sealark began searching the Segond Channel for a downed Catalina seaplane from WWII.

DPAA is a U.S. Department of Defense agency whose sole mission is to provide the fullest possible accounting of Americans still missing from past wars and conflicts to their families and the nation. They maintain a fascinating website featuring the work they're doing all over the world searching for the more than 81,500 Americans still missing - 72,307 from WWII alone. You can find it at, [dpaa.mil](http://dpaa.mil)

DPAA headed up the recovery of US Army Captain Elwood J Euart from the SS President Coolidge and the repatriation of his body back to the United States in 2013. Sadly, Captain Euart went down with the Coolidge, after going back inside the sinking ship to rescue men trapped below decks. He was subsequently awarded the Distinguished Service Cross for his gallantry.

## Finding a lost cat

Sealark began working on July 6 with an initial underwater survey of the Segond Channel. That led to dives on potential sites of the missing plane in order to gather information for a potential future recovery mission.

Their mission included extending the coverage of previous data gathering to record and identify targets of interest, confirm wrecks, unexploded ordnance, and possible MIAs in the area, as well as explore new areas in the search for new information.

According to DPAA, "...all of these goals serve to achieve the ultimate goals of supporting local economies by boosting tourism, providing MIA information to the appropriate authorities, and contributing to this historic record and narrative in the region."

The ultimate goal of Sealark's current mission in Vanuatu is to find the remains of missing U.S. service members from WWII so they can be identified and returned to their families.



The Sealark team from the mission (L to R) are, Scott Willan (NSW Wrecks) Matt Wray (Director at Sealark Exploration Inc), Ewan Stevenson (Director at Sealark Exploration Inc), Dave Moran (Sea Tech Ltd), Andrew Simpson (Global Dive) and Dr Matt Carter (Major Projects Foundation).

Matt Wray said any discovery could hold the remains of servicemen who have been unaccounted for, for almost a century. "There are over 2000 aircraft missing in the water around the Solomons and on land. The numbers around Vanuatu are over 400 and a lot are under 2000-metres of water but a lot are in accessible depths," he said.

The work of Sealark and DPAA in the search for the missing Catalina is ongoing and further updates on their progress will be made in the future. (continued...)

## A meagerie of lost aircraft.

The Catalina wasn't the only aircraft Sealark were pursuing. Following years of research the team were convinced they knew the whereabouts of a Grumman Wildcat F4F-4 and a Grumman J2F-5 Duck, both lost in the channel in 1942 and 1943 respectively.



A Grumman F4F similar to the one found in the Segond Channel.

On November 23, 1942, the escort carrier USS Altamaha (ACV-18) was anchored in Segond Channel to deliver 49 desperately needed aircraft to the Pacific Theatre. Delivery consisted of launching the planes off the carrier and flown to a nearby airfield. Using a local tug and the ship's engines, the escort carrier was swung into the wind and catapulting began at 0946.

One of the planes, a Grumman Wildcat F4F-4, (tail number 11787), was piloted by Lt. (JG) Murray S. Brennan of Escort Scouting Squadron VGS-11, dropped off the edge of the carrier deck and splashed into the channel over the bow at 1655 hours. Brennan was rescued and sustained nothing more than a bruised left shoulder. An investigation of the incident revealed the catapult cable parted before it reached the end of its travel, which resulted in the aircraft never attaining sufficient speed prior to attempting a take off.

Following days of side scan sonar operations along the channel, a short list was compiled of potential targets. Following deep dive scanning of the shortlisted locations, Sealark found the Wildcat - 80 years after it went down.

Brennan's dunking in Segond Channel was unique, as VGS-11 was a rare squadron as it was only in existence

a short time. Therefore the site is rare archaeological evidence for the squadron. It served with distinction and bravery in the Solomons and Brennan was shot down in New Georgia Sound - also known as 'The Slot' in Feb 1943 and is MIA. This is the only archaeological evidence for VGS-11 so far discovered.



18 July 2022: Ni-Vanuatuan diver Kingsley Garae Mera effectively illuminates upside down Grumman F4F-4 Wildcat, BuNo. 11787, not seen since 23 November 1942. The extended undercarriage reaches for the surface. These are the first images taken of the site in 47.5m of water. Photo by Ewan Stevenson of Sealark Exploration Inc.



18 July 2022: The port Rayon rubber tyre is perfectly inflated and intact- a testament to B.F. Goodrich Company of Akron, Ohio. The specified tire pressure was 85 pounds. Andrew "Simo" Simpson lights up the collapsed rear fuselage. Photo by Ewan Stevenson of Sealark Exploration Inc.

A week after the discovery of the Wildcat, the Sealark team went in search of an even rarer aircraft, lost in another part of the Segond Channel. Again years of research by Ewan Stevenson and some highly detailed sonar scanning over a period of another week, located Grumman J2F-5 Duck (tail number 00683).

The story behind its crash was simply a tragic accident that never should have happened. (continued...)

At 16:02 on April fool's Day 1943, the Duck assigned to the carrier USS Enterprise (CV-6), crashed into the mast of the anchored oiler USS Tappahannock (AO-43) in the Segond Channel. All occupants on the plane were killed instantly.



A Grumman J2F-5 Duck not unlike the one that crashed in 1943.

The oiler received damage to the mainmast, radar tower and antenna. One of Tappahannock's sailors, RM3C W.A. Watson was unlucky enough to be working on the radar tower at the time and suffered a slight wound when his left buttock was punctured.



USS Tappahannock (AO-43) refueling USS Savo Island (CVE-78) operating in TG50.8 off Okinawa, 15 April 1945.

The plane and crew crashed into the Segond Channel. Remarkably, by 1715 hours, divers had recovered the body of the pilot.

In fact all three deceased crew on the Duck were recovered. The big USN tug USS Bobolink raised the aircraft and removed the remaining two bodies and then dumped the Duck, where it quickly sank.

The damage could have been catastrophic for the oiler that was carrying petroleum products, but the

ship's work continued unabated an hour later when the destroyer USS Lang (DD-399) moored-alongside, it took on 21, 237 gallons of fuel oil.



25 July 2022: The Duck was amphibious, yet it had wheels allowing it to take off from aircraft carriers or airfields. Consistent with the tragic event of April Fool's Day 1943, the remains of the under carriage are still extended and the black rubber vestige of one tire still can be seen. The clean chain and anchors is the divers safety line to the surface. Photo by Ewan Stevenson of Sealark Exploration Inc.

Today the Duck lies on its starboard side on the sandy bottom of the Segond Channel.

As Sealark director Ewan Stevenson said following the discovery, "very few Ducks were manufactured. Grumman built 144 J2F-5s and Columbia Aircraft Corporation built another 330." Therefore finding such a rare aircraft is an incredible achievement for the Sealark team. Ewan went on to say, "when you consider they built roughly 12,000 Hellcats, 12,000 Corsairs and 18,000 B-24 Liberators you can see how rare Ducks are!"

Assigned to the USS Enterprise as a 'Utility' plane, this particular aircraft was actually used for shore comms, liaison and as Ewan puts it, as a "general dog's body." Certainly a unique plane from a very famous ship.

Of course it was also a tragic incident for the three serviceman that gave their lives as the result of a disastrous accident.

Lost in the crash of the Duck were,

**Pilot Lt. Arthur Newton Kelly - 0-75195, USN.**

**Crewman AMM1C Robert Frank Franklin - 3000173, USN.**

**Crewman SEA1C Edward Leroy Thompson - 2725739, USN.**

Sealark would like to take this opportunity to thank the Vanuatu Government for their assistance and granting permission for the exploration of the Segond Channel.

The South Pacific WWII Museum would like to thank Sealark directors Matt Wray and Ewan Stevenson for giving us the opportunity to work with them and allowing us to announce the finds on their behalf.



25 July 2022: Dave Moran kneels on the sand at 43.7m to light up a rare Grumman J2F-5 Duck floatplane, BuNo. 00683. The shattered plane lies on it's starboard side with the main pontoon at the lower right. Photo by Ewan Stevenson of Sealark Exploration Inc.

# 80 years and counting

This year is a very special year for not only the South Pacific WWII Museum, but Luganville and Espiritu Santo as a whole. It marks 80 years since the SS President Coolidge hit sea mines and sank just off our coast.

To mark the occasion, the Museum will be holding a special commemoration at the Elwood J Euart memorial, opposite the beach where the famous ocean liner went down.



October 26 1942 and the 5,000 servicemen and women on board the SS President Coolidge evacuate the ship prior to it sinking.



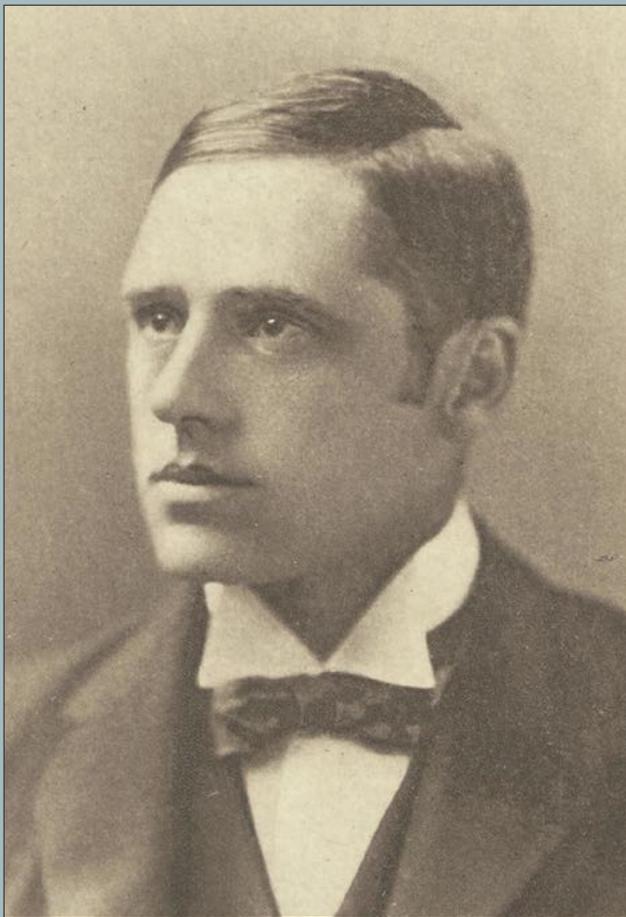
Captain Elwood J Euart's memorial on Espiritu Santo. Photo Patrick Dancel.

It will take place on October 26 at 8.30am and everyone is welcome. And if you can't make it to Santo, we'll be live streaming the event over the internet.

Details of how to watch the live stream will follow closer to the date.

# Waltzing Santo

Andrew Barton 'Banjo' Paterson was probably Australia's greatest poet and ballad writer. Born in 1864 in Orange, New South Wales, he began writing for a famous Australian magazine called The Bulletin in the 1880s. It was during this time he wrote some of his greatest poems such as *The Man from Snowy River*, and *Clancy of the Overflow* that made him an Australian household name. While in 1895 he wrote what is widely regarded as Australia's unofficial national anthem, *Waltzing Matilda*.



Banjo Paterson. cica 1890.

He served as a war correspondent during the Boer War in 1899 and travelled to China around the turn of the century as a journalist. And today he appears on Australia's \$10 bank note.

So what does this have to do with the World War II history of Espiritu Santo? Not a lot actually. It has

more to do with one of the New Hebrides' best known companies that sought to create a successful trading business in the South Pacific. A business that somehow continued operations throughout WWII - Burns Philp. And remarkably back in 1902, Banjo made a trip to the New Hebrides to report on a newly established



Banjo Paterson as he appears on Australia's \$10 polymer bank note.

settlement scheme by Burns Philp and Company. His impressions of the scheme were subsequently published in the Sydney Morning Herald on Saturday March 4, 1939.

The story itself is told in Paterson's own unique way and was one man's opinion of those looking to establish a greater foothold in the islands around the turn of the century. (continued...)



Paterson's story as it appeared in the Sydney Morning Herald. Photo National Library of Australia, TROVE.

Some of his language is a little 'broad' but then that was his style around 100 years ago. Indeed some of it is quite racist, so in the interests of maintaining an accurate personal account, we've reproduced Banjo's writings as they were originally published. That said, we have taken the liberty of editing one word, which is deeply offensive to some people.

*James Burns, or perhaps I had better give him his proper title, of the firm of Burns, Philp and Co., was, at all events, as near to the Empire builder as we ever saw in these parts.*



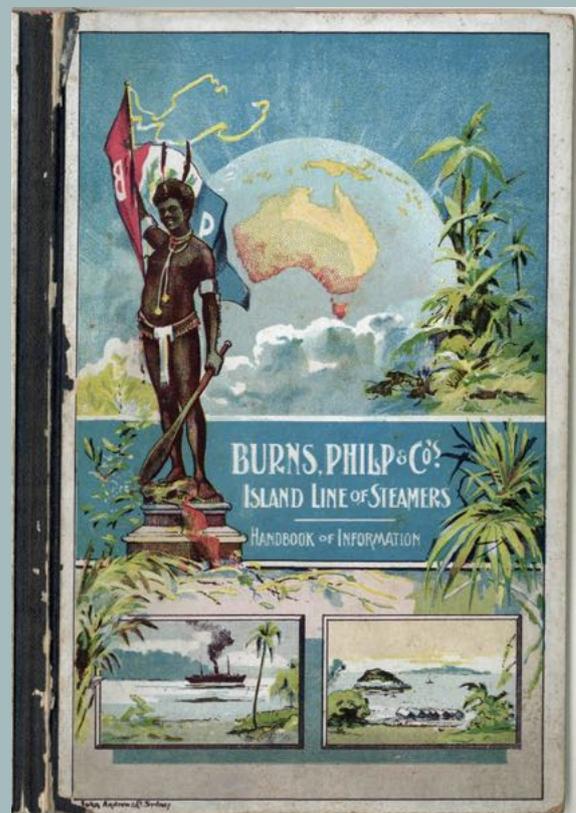
Colonel Burns in his uniform of the Royal New South Wales Lancers.  
Photo [lancers.org.au](http://lancers.org.au)

*I was sent by the "Sydney Morning Herald" to accompany a mob of Australian settlers which Sir James was sending to colonise the New Hebrides. A sort of Pilgrim Fathers affair, this, the settlers going down to live among wild savages in the land of the golden cocoanut. I found "Cecil Rhodes's" under-study in his office and he gave me the plan of operations.*

*He said that his firm had bought thousands of acres in the New Hebrides. "Some," he said, "we bought from the old Scotch company which lost a lot of money in the islands and sold out to us; other areas we bought from native chiefs, traders, and so on. Now the French have gone down there, and we may have to fight for our land. The Scotch company areas should be all right as they*

*were taken up and occupied before the French made any claim, but where we bought, say, a thousand acres from a native chief the French are now claiming that they bought the same land from the same chief or that they bought the same land from another chief who had a better right to it. Nothing can be settled till a Court is appointed to confirm the titles. We are sending these settlers down there so that, when a Court does sit we will have men on the spot in possession..*

*This promised some adventure.*



Burns Philps guide to the Pacific was published in 1899 and makes for fascinating reading. One would assume Banjo took a copy of it with him.

*Soon I was at sea with the Australian Pilgrim Fathers in search of the land of the golden cocoanut. This was not a bad ship, except that at some time or other she had tried to shift a coral reef and had got a sort of kink in her keel. The captain, a gigantic New Zealander, said she was inclined to steer a bit north by south unless carefully watched! "If you let her alone," he added, "she will go round and round in circles; but she's quite good enough for a trade where, any dark night, you might walk her right up on to a reef which has risen out of the sea since the last time you were along.* (continued...)

*There's a volcano on Ambrym — you'll see that — and I wouldn't be surprised, any night, to see fire and a new island coming up out of the sea. We've got the missionaries on board; it's their synod trip. They're good, well-meaning chaps, nearly all doctors, who do a lot for the ni\*\*\*rs."*

*"Are the ni\*\*\*rs dangerous?"*

*"They were until they got rifles. They could not hit a barn with a rifle if you put 'em inside it. If they want to kill a man they hide in the jungle and knock him with a waddy."*

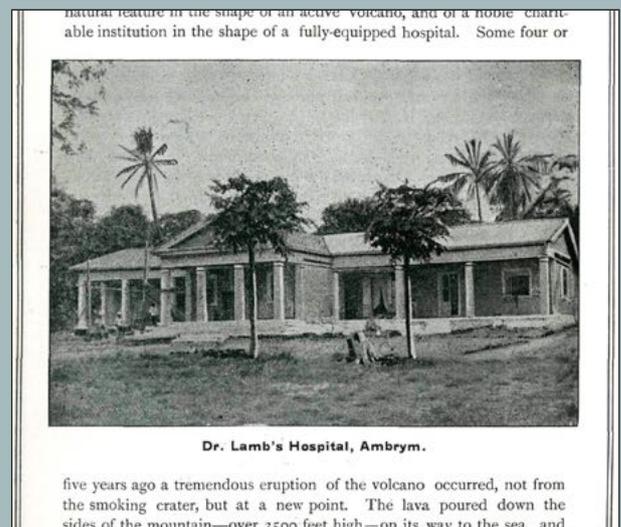
*I made friends with the settlers and found they were the genuine article — hard-handed, anxious-faced men, miners, farmers, shearers, mechanics — all off to tackle a job of which they knew little in a land of which they knew less. Many of them were born adventurers who would start off anywhere at the drop of a hat, just for the sake of seeing something new. I fancy there must have been some of this sort with the original American Pilgrim Fathers.*



Kingston Jetty, Norfolk Island, c. 1880. Photo - Remembering the past Australia.

*Leaving Lord Howe we hit the real tropics and began to have adventure. A lady passenger came aboard at Norfolk Island and went almost straight to the ladies' bathroom. The ship had been fumigated for cockroaches before leaving Sydney, and the cockroaches, opposing instinct to science, had crawled into the tap of the bath. When she turned on the water she got a stream of cockroaches, all in the highest health and spirits. They fled in various directions, drying their whiskers as they went. It was just a first taste of the tropics, a prelude to the performances of the tree-climbing crab and the cocconut-eating rat, the lawyer vine, and the stinging tree.*

*Here, too, the Pilgrim Fathers got the first taste of what was ahead of them. They hired horses and went riding inland, where they saw Norfolk Island pines, and loquats, and bananas, and oranges, growing wild. Round the homesteads they saw kumeras (yams), sweet potatoes, coffee, fowls, ducks, pigeons, pigs, and cattle.*



One of the pages in the Burns Philp guide shows Dr. Lamb's Hospital on Ambrym. A clever way of making settlers feel a little more at ease with their somewhat 'primitive' surroundings.

*Our settlers had a sort of Parliament in perpetual session, comparing notes and experiences, quoting from pamphlets and political reports, in none of which they had any faith. Someone mentioned the humidity of the climate, which brought forward a man who had been sleeper-cutting on the Johnstone River.*

*"I ain't afraid of the humidity," he said. "I stood the Johnstone River for two years. We used to wrap our matches in flannel and put them in a little bottle. Then we'd wrap that bottle in flannel and put it in a pickle bottle. Then we'd put the pickle bottle inside our coats, and then the matches would be wet. Bring on your humidity!"*

*What in the end stopped the development of the scheme? Simply that the French and English Governments waited to see what would turn up before authorising any decision about the land. Some of the settlers went on with their work but were met with tariffs, while their French neighbours were encouraged with bonuses!*

*That was the end of a glorious undertaking.*

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## THIS MONTH IN MILITARY HISTORY

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# Rough seas

Visitors to our museum are often Australian – and sometimes there's a view that there are fewer immediate stories to hand about the Aussie involvement in the New Hebrides.

In fact, while Australia did not have significant ground troops in the islands, nor air units, the Royal Australian Navy was very active in the South Pacific.

None more so than HMAS Hobart. She was a Leander class light cruiser, a veteran and survivor of fierce battles in the Mediterranean and the seas around the Dutch East Indies, as they were known.



HMAS Hobart prior to World War II.

Hobart also plied the waters between the Pacific allies, in the role of a good shepherd for the many convoys needing to move troops and material.

Two sister ships, Perth and Sydney, had already been sunk by the end of 1942 and in July 1943, the Hobart in the waters near Espiritu Santo came perilously close to joining them.

On the evening of 20 July 1943, she was part of Task Force 74 – sailing for Espiritu Santo.

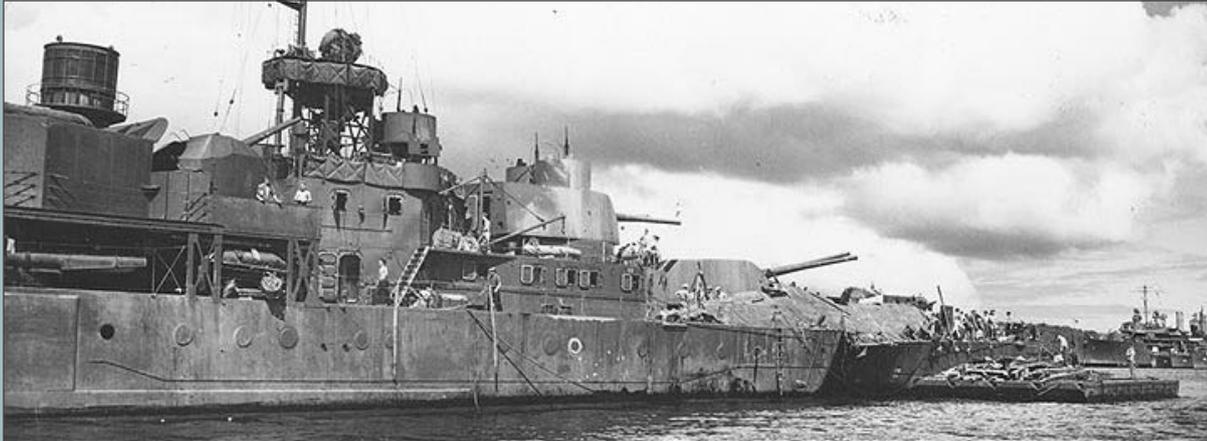
A Japanese submarine, undetected, lay in wait, and from what was thought to be very long range of nearly 20 kilometres, fired a fan of torpedoes at the force.

One torpedo smashed into the Hobart. The torpedo struck the port quarter and caused serious damage.

The damage included significant (continued...)

structural damage around the wardroom, and the loss of electricity supply and steering control.

Seven officers and six sailors were killed, while another six officers and one sailor were injured.



In port in Espiritu Santo, HMAS Hobart has temporary repairs made before her trip back to Australia.

In a feat of damage control, electrical power and steering were restored, and the cruiser limped to Espiritu Santo under the escort of two destroyers in what must have been a nerve-wracking journey.

A US repair ship there, USS Vestal, was able to do some remarkably quick repairs, and Hobart then sailed for Sydney, Australia.

She remained out of service until 1945 but returned to the later battles of the war in the waters around modern-day Indonesia.

Hobart received eight battle honours for her wartime service – and it was only in 1962 that she was scrapped, ironically, in a Japanese shipyard.

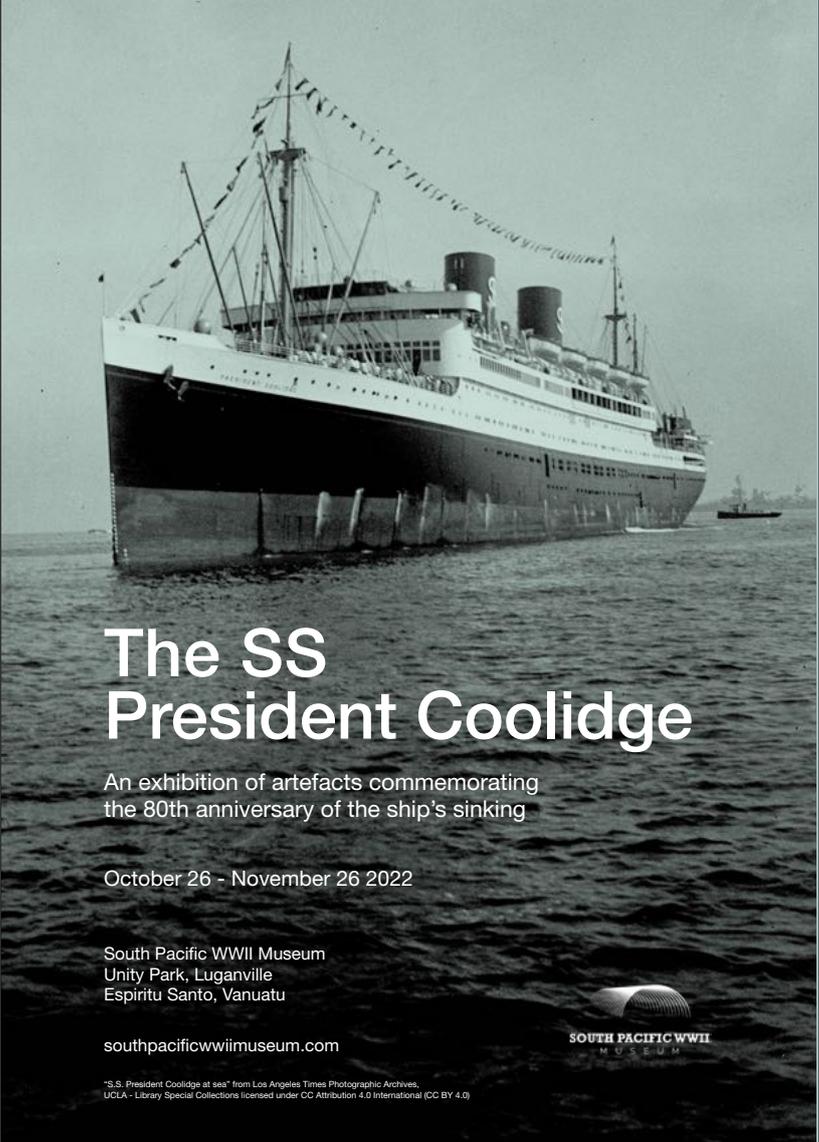


The torpedo damage was extensive but not enough to sink her.

# Museum announces Coolidge Exhibition

As we have reported previously, this year marks the 80th anniversary of the sinking of the SS President Coolidge, just off the beach in the south east corner of Espiritu Santo.

Today the ship has become one of the greatest wreck dives in the world - some say the best - primarily due to its location in such relatively shallow water. And of course her completeness, with so much for a diver to explore from bow to stern, all protected by heritage laws enacted by the Vanuatu Government.



**The SS  
President Coolidge**

An exhibition of artefacts commemorating  
the 80th anniversary of the ship's sinking

October 26 - November 26 2022

South Pacific WWII Museum  
Unity Park, Luganville  
Espiritu Santo, Vanuatu

[southpacificwwiimuseum.com](http://southpacificwwiimuseum.com)

SOUTH PACIFIC WWII  
MUSEUM

"S.S. President Coolidge at sea" from Los Angeles Times Photographic Archives.  
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However, it wasn't always that way. The ship lay undisturbed until the late 1960s when salvagers went after her two giant phosphor bronze propellers. Given the price of scrap metal back then, it was no wonder with each prop weighing in at 14 tons. (continued...)



One of the Coolidge's propellers in pieces on Santo wharf.  
Photo Thierry Colardeau.



One of the hull plugs from the Coolidge that are in Allan Power's collection. They will be on display at the exhibition.

Local dive legend, the late Allan Power was involved in the recovery of the 20 foot propellers and was where his love for the ship probably began.

That led to the bunker oil recovery between 1974 and 1977. With the ship starting to leak its bunker oil - all 600 tons of it - it had the potential to kill marine life for many kilometres around the coast and polluting the beaches up and down the pristine east coast of Santo. Once again, Allan with his dive experience on the ship, was called in to assist.

It was a complex process that involved years of preparatory work before a single litre of oil could be pumped from the ship. This included drilling large four inch holes in the ship's hull through to the oil storage tanks. Through those holes, the oil could be recovered.

With the British Government paying for a large chunk of the recovery, an ingenious plan was hatched to dispose of it.

The government negotiated with P&O Lines, the owners of the passenger liner, Arcadia. With the oil (C-grade bunker oil), still in good condition, it was pumped straight into the cruise ship when it visited Santo on one of its Pacific cruises. 200 tons was pumped in on three separate occasions and burnt as fuel for the ship, thereby avoiding an environmental disaster.

On a number of occasions, the Coolidge looked like being sold for scrap. One bizarre plan involved welding up the main hatches, pumping it full of compressed air, re-floating the ship and towing it to the old seaplane base for beaching, where it could be cut up.

With the fate of the ship still not decided, Allan gathered together a collection of smaller items from the sands around the Coolidge, in case the ship was sold off. Thankfully it never was, and the collection stayed at Allan's house in Luganville.

And that's where the next chapter in the remarkable history of the Coolidge begins.

Following Allan's sad passing in late 2018, his estate very generously donated his collection to the Museum in January of this year. It's an interesting (continued...)

collection of all sorts of objects and 'hardware' that fell from the ship when she sank 80 years ago.

In addition to Allan's collection, we have some donated items from the families of personnel who served on the Coolidge prior to its demise. So with this being the 80th anniversary of its sinking, what better way to commemorate such an important event than with our first ever exhibition dedicated to the Coolidge.

It should make for a fabulous exhibition and we look forward to seeing as many visitors as possible, following the opening on October 26.

At this stage, the exhibition will run for four weeks. However, if it proves to be as popular as we hope it will be, we make look at extending its run further.



A large porthole from the Coolidge in the Allan Power Collection.



A dinner plate from the Coolidge dining room and part of Allan Power's collection of artefacts.



Two .45 calibre pistols in the Allan Power Collection. One is obviously not from the Coolidge.

# Inspiring everyday heroes

Team Vanuatu is proudly flying the flag this month for the 11th time at the Commonwealth Games, in Birmingham, England.

The four-yearly event is for countries linked to Britain by being part of the Commonwealth.

Vanuatu first appeared in 1982 at what are dubbed the 'friendly games'. While it is always a challenge for small countries and athletes, this has been an exceptional battle for the team of 17 athletes to reach the event.



Can they do it again or go one better – Vanuatu defending bronze medallists in beach volleyball, Miller Pata and Sherysyn Toko.

Financing has been difficult, and the pandemic has made international travel and competition difficult.

But three flagbearers emerged at the spectacular Birmingham opening ceremony to carry Vanuatu's banner high - Judoka Joe Mahit, beach volleyball athlete Miller Pata and para-athlete/powerlifter Ellie Enock .

All eyes are on beach volleyball pair Miller Pata and Sherysyn Toko won bronze at their last Games – the first ever won by Vanuatu. They started this Games with a victory over Scotland, and will also face host nation England as they seek to reach the medal round.

Other names to watch are sisters Chloe and Claudie participating in athletics and Ajah Pritchard Lolo competing in the weightlifting women's 87kg.

The two sisters have been training in Fiji whilst Lolo has been training in New Zealand.

Fingers crossed then for Team Vanuatu!

**Inspiring Everyday Heroes is our Museum brand and means how the stories of yesteryear and our project can inspire today's new generation.**



South Pacific WWII Museum  
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