

When is a Grenade Not a Grenade?

Every now and then something arrives at the South Pacific WWII Museum that leaves us scratching our heads.

This month it was an unusual object that had somehow found its way into our display of World War II hand grenades. Museum Chairman Bradley Wood noticed the streamlined, bomb-shaped object sitting amongst the collection and quite reasonably assumed Museum Manager Marina Moli had identified it and added it to the display.

There was just one small problem.

Neither of them actually knew where it had come from. Marina had been given the object and, judging by its shape and weight, assumed

it was some type of grenade or small aerial bomb. Bradley's first thought, however, was rather more concerning.

"What if it really is a bomb... and what if it's still live?"

Fortunately, our ever-reliable social media followers quickly solved

(continued...)



The rather unusual egg shaped 'bomb' that had many people guessing as to what it was. That was until we posted it on social media.

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the mystery, with aviation enthusiast Jeff Chamberlain leading the charge.

The verdict?

It wasn't a bomb at all.



Is it a grenade? It certainly is of a similar size. Yet the design is all wrong and there's nowhere for the fuse to slide down inside it.

Instead, it was the end weight from a World War II trailing radio antenna, most likely used by larger aircraft such as the North American B-25 Mitchell bomber. During the war, dozens of B-25s operated from Espiritu Santo, making the discovery particularly appropriate for our collection.



North American B-25J Mitchell Bomber Trailing Antenna Mast and End Weight in the Mid Atlantic Air Museum. Photo – Bill Maloney/Jeff Chamberlain - Facebook.

Long before satellite communications, aircraft relied on high-frequency (HF) radios for long-range communication. Because these systems required a much longer aerial than could fit inside an aircraft, a wire antenna was reeled out once airborne. A streamlined lead or brass weight—like the one now sitting safely in our museum—kept the wire stretched behind the aircraft in the airflow.

The antenna could extend to around 200 feet (60 metres), but before landing it had to be wound back in. Forgetting to retrieve it could see the wire snag trees, strike obstacles or be torn away, damaging both the antenna and the aircraft's radio equipment.



A Trailing Antenna End Weight in the collection of the National Air & Space Museum in Washington DC. Photo – National Air & Space Museum.

Our little "bomb" therefore spent its wartime life not as a weapon, but helping Allied aircraft stay in touch across the vast Pacific.

It's another reminder that not every wartime relic tells a story of combat. Sometimes the most fascinating artefacts are the everyday pieces of equipment that quietly helped win the war.

And thankfully, in this case, the only thing that exploded was our assumption that we'd accidentally put a live bomb on display.

More Than Just Nurses

When most people picture women serving during World War II, they usually imagine Army nurses tending wounded soldiers in crowded field hospitals.

While many dedicated nurses did serve throughout the Pacific, they represented only a small part of the



Some of the many nurses stationed in Espiritu Santo during the war. These four nurses were attached to the US Army's 25th Evacuation Hospital. Photo – John Anderson.

remarkable contribution women made to the Allied war effort. On Espiritu Santo, where more than 100,000 American servicemen passed through during the height of the war, women became an essential part of the military machine, working in roles that were every bit as important as those carried out by their male counterparts.



Five members of the Women's Army Corps are assigned as teletype operators with the Signal Corps at United States Army Services of Supply Headquarters in Australia. Photo – US Archives.

They were secretaries, radio operators, communications specialists, clerks, administrators and Red Cross workers. They kept records, organised supplies, handled confidential correspondence and ensured the vast headquarters established on Santo continued to function around the clock.

Without them, the base simply could not have operated as efficiently as it did.



U.S. First lady Eleanor Roosevelt visited Santo during her tour of the Pacific in her role as official Red Cross representative. She provided a tangible link between those serving and family back home. Photo – US Archives.

One of the best-known organisations was the American Red Cross. Its staff worked tirelessly to boost morale, operating recreation centres where servicemen could enjoy a hot cup of coffee, write letters home, read newspapers or simply escape the pressures of military life for an hour or two. They organised dances, concerts and social events, reminding thousands of young men serving far from home that life still existed beyond the war.

The Women's Army Corps (WAC) also played an increasingly important role as the war progressed. Trained personnel took over countless administrative and technical jobs that had previously been performed by men, freeing those soldiers for combat duties. Their work ranged from personnel administration and payroll to intelligence support, communications and logistics.

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The U.S. Navy's Women Accepted for Volunteer Emergency Service—better known as the WAVES—performed similar duties for the Navy. While relatively few served on remote forward bases such as Santo, their work throughout the Pacific released thousands of experienced sailors for sea duty, helping to keep the enormous naval organisation running efficiently behind the scenes.



A US Navy WAVES recruiting poster from World War II. Photo – US Archives.

Life on Santo was far from glamorous. The tropical heat was relentless, humidity affected everything from clothing to paperwork, and heavy rain regularly turned roads into rivers of mud. Mosquitoes were a constant nuisance, while tropical diseases remained an ever-present concern despite extensive efforts to control malaria.

Yet for many women, serving in the South Pacific was also an extraordinary experience. They found themselves living and working alongside people from countries and cultures they had never previously encountered, while witnessing one of the largest military build-ups in history.



WAVES mechanics working on an airplane at Naval Air Station Whiting Field, near Pensacola, Florida, during World War II. Photo – britannica.com

For local Ni-Vanuatu communities, the arrival of American servicewomen was equally remarkable. Young women wearing military uniforms, driving vehicles, working in headquarters and performing technical jobs challenged many traditional ideas about the roles women could undertake. It was a glimpse of social change that would continue long after the war had ended.

Unlike the dramatic stories of aerial combat or amphibious landings, the contribution made by women on Santo was rarely headline news. Their victories were measured in efficiently run offices, accurately processed paperwork, reliable communications and the countless small tasks that kept a city-sized military base functioning every day.



GI's look on as the first members of the Women's Army Corps to be assigned to duty in New Guinea step down from the plane which brought them to the island. Photo – US Archives.

History often remembers the men who flew the aircraft or commanded the ships.

But behind every mission launched from Espiritu Santo stood hundreds of women whose dedication, professionalism and quiet determination helped make Allied success possible.

Their contribution may not have made the front pages, but it most certainly helped write the history of the Pacific War.

Code Girls

The Untold Story of the American Women Code Breakers of World War II

By Liza Mundy

A book review by Tammi Johnson

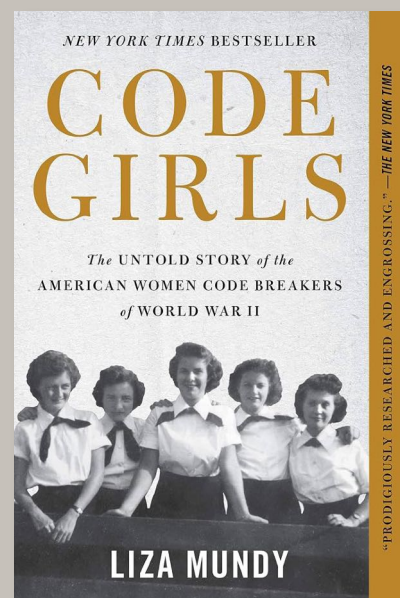
The reviews I write every month for the newsletter can't capture the true and full stories of these books that I've read over the years. I hope that something will always capture your attention and draw you into these stories of bravery, cunning, survival and the abilities humans possess to overcome obstacles and aid in the war effort, gender being one of them. Nothing demonstrates this more than the passion and mental prowess of the women who served, not in a battlefield capacity, but safe at home working long hours in labs, libraries and offices using something invaluable to the war effort – their brains.

The Washington Post notes: "In *Code Girls* (published 2017 Hachette Books), Liza Mundy has brought to life an 'extraordinary' (Houston Chronicle) story of American courage, service and science.

Recruited from small southern towns and posh New England colleges, 10,000 American women served the U.S. Army and Navy as code breakers during World War II. While their brothers and husbands took up arms, these women moved to Washington and, under strict vows of secrecy, learned the meticulous work of breaking German and Japanese military codes. Their code-breaking triumphs shortened the war, saved countless lives, and gave them access to careers previously denied to them."

England had Bletchley Park, employing both men and women referred to as "debs and dons", mathematicians and linguists who graduated from top colleges like Cambridge. The American women were seen as "just a lot of kids playing office", as not all of them even went to college. Britain had the "bombe" machines, early computers working to break the German Enigma

ciphers. Our women had complex office machines that had been converted into code breaking machines. While the Brits were responsible for the European theatre, they charged the Americans with breaking codes for the South Pacific effort. As time went on, the Americans outpaced the Brits and many times collaborated in the work.



These women from all walks of life in the U.S. built their own libraries of information shared among them to look at every aspect of the codes they received and break them into bits of information. Skills in multiple languages and expertise in mathematics were essential. They did not receive accolades after the war, even though their role was crucial in beating the enemy by breaking down sophisticated letter and number codes in multiple languages. A most engaging read and highly recommended.

Tammi Johnson

Website Gets a Rebuild

If you've visited the South Pacific WWII Museum website recently, don't get too attached to it... because it's about to disappear!

After months of writing, redesigning, editing and more than a little head scratching, our completely rebuilt website will go live early next month. It still lives at the same address, but just about everything else has been given a fresh new look.



A portion of the new Home page at the South Pacific World War II Museum's all new website.

The new website has been designed to make it easier to explore the remarkable wartime history of Espiritu Santo while also showcasing the Museum's exciting journey as we continue to grow. We've added new pages, updated and expanded much of the content, included many new photographs and refreshed the design throughout the site.

One of the biggest improvements is something you may not even notice. Behind the scenes, the website has been rebuilt using latest technology that makes it

faster, more reliable and much better suited to today's mobile phones and tablets. Whether you're planning a visit, catching up on Museum news or simply enjoying the stories from Santo's wartime past, the experience should be smoother than ever.

Havannah Harbour Seaplane Base



North of Efate, Havannah Harbour became home to a busy seaplane base supporting **PBY Catalina** operations. Built with ramps, moorings, workshops, and fuel storage, it allowed flying boats to operate deep into contested waters.

From here, Catalinas ranged across the Solomon Islands—bombing, scouting, and rescuing downed airmen. Quietly, often at night, they extended Allied reach far beyond the limits of land-based aircraft.

Havannah Harbour Fighter Strip



Also at Havannah Harbour, a compact fighter strip was completed in just weeks. Aircraft were landing less than a month after work began—a pattern repeated across the Pacific.

Airfields and all base facilities have been given a major update to ensure factual correctness and an easy read.

The website also makes it easier to keep up with what's happening at the Museum. You'll find our latest news, information about exhibitions and projects, details of upcoming events and simple ways to support the Museum through donations, memberships and sponsorships.

Like any restoration project, rebuilding a website always takes longer than expected! Every page has been carefully rewritten, checked and tested to make sure the information is accurate, up to date and easy to read. The result is a website that better reflects the Museum today and where we're heading in the future.

We can't wait to share it with you. When it launches early next month, we'd love you to take a look around, discover a few new stories and perhaps even pass the link on to family and friends. We hope you'll enjoy exploring it as much as we've enjoyed creating it.

The Day Base Button Was Born

By early 1942, the Pacific War was moving relentlessly south. The Japanese advance had swept through much of the region and, after the fall of Tulagi, it seemed only a matter of time before Espiritu Santo would find itself on the front line.

For the handful of European planters and thousands of Ni-Vanuatu living on Santo, those were anxious days. Nobody knew where the Japanese might strike next. Every ship appearing on the horizon raised questions, and many expected to wake one morning to find enemy warships anchored in Second Channel.



Port Vila's main road in the 1930's. it's not hard to get a sense of what life was like prior to the arrival of American forces in 1942. Photo – Roland Klinger

Among those watching events unfold was planter and Burns Philp representative Tom Harris. After living on Santo since 1922, he knew the island, its plantations and its people better than almost anyone. That local knowledge and connections would soon make him the first person an American general wanted to find.

There was only one proper road on the island, stretching

from the French Delegation to the Sarakata River, and even that had been built only a year before the Americans arrived. Travelling between plantations was usually done by boat. Bullock carts provided the main inland transport, electricity was scarce, medical services were limited, and entertainment generally meant visiting another planter for an evening.

That quiet existence began to unravel after December 1941. As Japanese forces pushed steadily through the Pacific, refugees from the Solomon Islands arrived carrying alarming stories of advancing enemy forces.

Harris later recalled taking comfort only from the knowledge that Australian coastwatchers and military outposts still lay ahead of the Japanese advance.

Then came the news nobody wanted to hear – The British outpost at Tulagi had fallen.

The war was coming ever closer.

On 27 April 1942, an American seaplane landed in Second Channel carrying a visitor whose arrival would change the island forever. Stepping ashore was Brigadier General William Rose of the United States Army.

General Rose had one simple question upon his arrival. "I'm looking for a man named Harris."

One month later, he returned.

On 27 May 1942, the attack transport USS Lamar, escorted by two destroyers, steamed into the Second Channel carrying approximately 400 American soldiers. Their mission was simple but enormously

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USS Lamar (APA-47) underway off New York City, 10 April 1944. She is painted in Camouflage Measure 32, Design 16D. Photo – US Navy Bureau of Ships.

General Rose appealed to local planters for additional workers, and around 400 Ni-Vanuatu men were recruited from across the islands, including about eighty from Malekula, who contemporary accounts somewhat dramatically described as “bona fide cannibals.”

Together, American engineers, local labourers and soldiers attacked the dense coconut plantations with axes, machetes and, for many Santo residents, an astonishing new machine—the bulldozer.

ambitious: establish a military foothold and build an airfield before the Japanese could react.

The landing was an extraordinary feat of improvisation. There were no wharves, cranes or unloading facilities. Everything had to be transferred from anchored ships onto barges and plantation punts before being ferried ashore by hand.

Plantation owners willingly provided their small craft, while local Ni-Vanuatu labourers worked alongside American soldiers and sailors unloading vehicles, fuel, supplies and heavy equipment.



Local planters like this one with his family on Espiritu Santo were key to General Rose's plans for a massive US Navy base on the island. Photo – US Archives.

For many Santo residents, it was their first encounter with a bulldozer.



US Navy Seabees cleared enormous tracts of land across Santo to make way for Base Button. Photo – US Archives.

Trees disappeared at remarkable speed. Swamps were drained. Roads emerged through jungle that only days earlier had seemed impenetrable.

Just seventeen days after the first coconut palms were felled, six B-17 Flying Fortresses landed on the newly completed Bomber Strip No. 1. The airfield itself had been constructed in only fourteen days.

Its completion could hardly have been more timely. The strip immediately became a vital base supporting the opening stages of the Guadalcanal Campaign, providing bomber operations during one of the most critical periods of the war.

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Construction continued around the clock as camps, roads, water supplies and defensive positions took shape. As Liberty Ships brought in heavy machinery, the arrival of the Seabees accelerated construction even further.

Thousands of Naval Construction Battalion personnel transformed Santo at an astonishing pace. Wharves replaced beaches. Roads linked sprawling camps. Workshops, hospitals, warehouses, refrigeration plants, power stations and recreation facilities appeared with remarkable speed.

What had been quiet bushland was rapidly becoming one of the largest Allied military bases in the South Pacific.



Bomber #1 Airfield at Pallikulo Bay was built in record time and was one of the three bomber airfields built on Santo during World War II. Photo – US Archives.

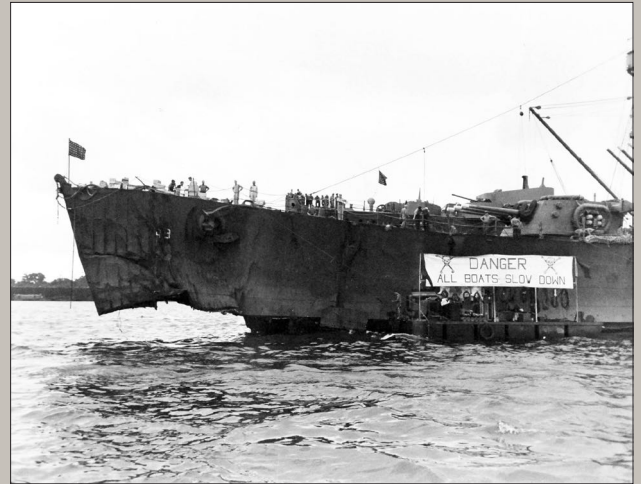
Even as construction continued, the war drew dangerously close.

Following the naval battles around Guadalcanal, damaged American warships limped into Second Channel bearing vivid evidence of fierce fighting. Plantation owner Matt Wells remembered cruisers and destroyers with shattered bows, blown-away funnels and shell holes large enough to drive a jeep through.

People living around Big Bay could hear the distant thunder of naval guns echoing across the sea as American and Japanese fleets fought less than ninety miles away.

At one point, Liberty Ships anchored in Second Channel prepared to sail south should the battle be lost. Troops stood ready to destroy valuable supplies rather than

allow them to fall into Japanese hands, while planters packed what they could and prepared to flee into Santo's rugged mountains if evacuation became necessary. Fortunately, that order never came.



One of the many ships that returned to safe harbour in the Second Channel of Santo. The USS St. Louis had been hit by a Japanese torpedo during the Battle of Kolombangara. Photo – US Archives.

Instead, battered American ships returned to Second Channel for repairs before heading back into combat. As larger and newer warships arrived, Santo's importance continued to grow. Protected by the deep waters of Second Channel and roughly halfway between Nouméa and Guadalcanal, Espiritu Santo was an ideal location for a major forward base.

On 28 September 1942, the rapidly expanding installation officially became Base Button.

Within months, what had begun with just 400 soldiers landing from barges had evolved into the largest Allied military base in the South Pacific.

Today, it's almost impossible to imagine this vast wartime city growing from a handful of soldiers, local plantation owners, Ni-Vanuatu workers and borrowed plantation punts.

Yet that is exactly how Base Button began.

In just a few extraordinary weeks during 1942, a quiet agricultural island became the beating heart of the Allied campaign in the South Pacific—and changed the history of Espiritu Santo forever.

THIS MONTH IN MILITARY HISTORY

Flying by the Seat of Their Pants

Everything about the invasion of Guadalcanal was last-minute, or worse. The first US attempt to contest Japanese held ground in the South Pacific lacked ships, troops and perhaps most of all, a clear idea of where they were going.



Rear Admiral John S. McCain, Sr. (left), with Colonel L.G. Saunders (middle) and Major General Millard Harmon (right) at Espiritu Santo, August 1942. Photo – US Navy/US Archives.

That meant the squadrons of the recently-arrived Eleventh Bombardment Group, with its four-engined B-17 heavy bombers, would be a key component. They could bomb land targets and spot for enemy ships and troop convoys.

Their commander was Colonel LaVerne G. Saunders. His West Point nickname of Blondie came from his days a star football player there. His hair in fact was jet-black. The name stuck throughout the war,

The Marines had only two photographs of their

landing area, thin information indeed and not much for the B-17s to plan on.

The nearest US airbase was on Espiritu Santo, although that was a grand name indeed for a runway only just hacked out of the jungle, and barely operational.

So, when the B-17s were told to start a week-long bombing campaign around Tulagi and Guadalcanal, there was little doubt the first effort on July 31st would come from further away, on Efate.

Saunders, doubting the facilities at Espiritu Santo, launched nine B-17s from Efate, a gruelling 1300 kilometres (710 nautical miles) away. He flew as an observer in one of the planes. To manage this distance, aircraft were packed with extra fuel in both bomb-bay and radio compartment tanks,



A B-17 Flying Fortress taking off from Bomber #1 Airfield at Pallikulo Bay on its way to a bombing mission over Guadalcanal. Photo – US Archives.

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A photograph showing the US bombing the Japanese prior to the invasion on 7 August, 1942 on Guadalcanal. Since the airfield on Guadalcanal had no planes, the principal targets were the runways and suspected supply depots and anti-aircraft positions on both Guadalcanal and Tulagi. Photo – Facebook/Guadalcanal – Walking a Battlefield.

supply and personnel and first claim to Colonel Saunders' attention. Next ranked the nearly complete Lunga aerodrome, shortly to become Henderson Field. Tulagi also was to receive a quota of bombs almost daily.

While subsequent missions faced increasing resistance—notably the loss of a B-17 on 4 August—Santo was operational to the degree that B-17's headed for Guadalcanal were able to take on full bomb loads, fill their extra radio tanks at Efate, and refuel at Espiritu on the return leg.

*Information primarily from Pacific Counterblow, a Wings at War Commemorative Booklet, 1992 reprint, Centre for Air Force History, Washington DC.

sacrificing bomb load for range. The bombers utilised poor weather for concealment, arriving undetected over the target at 14,000 feet.

Due to a lack of radar, Japanese floatplane Zeros failed to launch, and anti-aircraft fire was ineffective, allowing the American bombers to return undamaged.

For the next six days, of missions, it was determined that Lunga Point held the chief concentrations of



A B-17 Flying Fortress is prepared for combat from a revetment at Bomber #1 Airfield on Espiritu Santo. Photo – Facebook/Fans of the B-17 Flying Fortress.



Soldiers of the 5th Sasebo Special Naval Landing Force in Guadalcanal. 1942. Photo – ww2incolor.com

The Men Who Predicted Victory

The operations room was unusually quiet.

Outside, B-24 Liberators and B-25 Mitchell bombers stood ready on Santo's airfields, fuelled, armed and waiting for the order to depart. Aircrews had completed their final checks, navigators had plotted their courses and ground crews had warmed the engines.

But no one was going anywhere.

Long before satellites and computer models, forecasting relied on careful observation and experience. Several times a day, hydrogen-filled weather balloons carrying instruments known as radiosondes were released into the sky. As they climbed, they transmitted information on temperature, humidity and air pressure while their movement revealed wind speed and direction at different altitudes.

Those readings were combined with reports arriving by radio from weather stations scattered across the South Pacific, gradually building a picture of conditions over an ocean covering millions of square kilometres.

The information was vital.

Pilots needed to know whether cloud would hide their target. Navigators required accurate wind forecasts to calculate headings and fuel consumption. Commanders wanted to know whether aircraft could safely return to Santo after completing their mission.



Weatherman S/Sgt John I. Hayes, takes an hourly reading from a psychrometer, an instrument for determining temperature-dewpoint-relative humidity. Photo – US Archives.

Not until the weather officer delivered his forecast.

During the Pacific War, the weather was as much an enemy as the Japanese. Tropical storms could build with astonishing speed, towering thunderheads could hide an entire island, and violent upper-level winds could push aircraft hundreds of kilometres off course. A clear morning over Espiritu Santo gave no guarantee that conditions over the Solomon Islands would be the same a few hours later.

For the men responsible for forecasting the weather, every report carried enormous responsibility.



Air Force meteorologists gather weather information in preparation for tomorrow's strike. Photo – US Archives.

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A flying Army Air Forces weatherman makes observations from the waist gun position of a B-24 bomber. He notes cloud formations and other weather data of vital importance do the 7th AAF in Central Pacific. Photo – US Archives.

A mistake could have serious consequences.

Heavy cloud could prevent bombers from finding their objective. Powerful crosswinds could throw formations apart, while tropical thunderstorms towering more than 40,000 feet forced crews to divert hundreds of kilometres around them, consuming precious fuel. Even after surviving enemy fighters and anti-aircraft fire, many aircrews still faced one final obstacle—the weather waiting for them back at Santo.

The same forecasts guided naval operations. Amphibious landings depended on suitable tides and sea conditions, while aircraft carriers required favourable winds to launch and recover aircraft safely. Every major operation across the South Pacific began with a weather briefing.

Yet the men preparing those forecasts rarely received the recognition given to combat units.

They didn't fly bombing missions or command warships. Instead, they worked quietly behind the scenes, studying charts, plotting observations and making decisions that affected thousands of lives. Their success wasn't

measured by medals or victories, but by missions completed safely and aircrews returning home.

Today, weather satellites circle the Earth every few minutes, providing forecasters with information that would have seemed unimaginable during World War II. Back then, Allied commanders often had to make critical decisions using little more than weather balloon observations, radio reports and the judgement of experienced meteorologists.

The next time you see photographs of bombers lined up on Santo's airfields, remember that every mission depended on more than the skill of the pilots or the power of their aircraft.

Before the first engine was started, someone had to answer one deceptively simple question.

Was today a good day to fly?



High on the tail section of a 7th AAF bomber, out of the way of "prop wash" and heavy ground traffic, AAF meteorologists prepare for a radiosonde test of conditions far overhead on the Mariana Islands. Photo – US Archives.

Then and now – Santo Garbage Pier

Located around four kilometres east of Luganville, the aptly named Garbage Pier was one of the many working wharves that served the vast American base on Espiritu Santo. As its name suggests, it was used to handle the island's ever-growing mountain of rubbish, which was likely loaded onto barges or vessels for disposal at sea. Today, little remains to hint at the important but decidedly unglamorous role this quiet stretch of shoreline once played.



Base Button (Santo's) garbage pier as it was in 1943, complete with garbage ship ready to take on the base's refuse. The collection of buildings to the right is the Service Command Post Exchange. Photo – US Archives.



The garbage pier area as it is today. This satellite photo from June 2024 clearly shows no sign of the pier which would have been in front of the cleared area close to the centre of frame. The road heading up to the right is the road to the airport which hasn't changed in 80 years. Photo – Google Earth.

Inspiring everyday heroes

Para-athlete Kylie Cyrus is back home in Vanuatu after a life-changing two-month journey to New Zealand.



Kylie Cyrus during her stay in Auckland – where she had her new prosthetic leg fitted. Photo – Supplied.

The 23-year-old returns with a brand-new prosthetic leg, renewed confidence, and fresh ambitions for her sporting future.

She first travelled to Australia for treatment at age eight with support from Moira Kelly and the Children First Foundation.

Ahead of her New Zealand medical trip she has been earning a teaching diploma and participating in a women's leadership workshop in Port Vila led by the Vanuatu Paralympic Committee.

While away for fittings, physiotherapy, and occupational therapy, the committee ensured she stayed closely connected to her family back home in the beautiful Maskelyne Islands.

During her stay in Auckland, she was hosted by Liane Farry through the Palm Project, an initiative that funds community programmes and supports Kylie's medical expenses.

Kylie isn't just focused on her athletic goals in the seated shot-put event. She has also developed a strong passion for sports administration and hopes to help grow para-sports across 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
Unity Park, Main Street,
Luganville, Espiritu Santo
Vanuatu

info@southpacificwwiimuseum.com
southpacificwwiimuseum.com

