

Member	Tim Bull	Electorate	Gippsland East
Period	1 July 2024 to 30 September 2024		

Regulation 6 - Expense allowance and electorate allowance	
Total amount paid to member for electorate allowance	\$12,850.08
Total amount paid to member for expense allowance	\$2,964.00

Regulation 7 - Motor vehicle allowance	
Total amount paid to member for motor vehicle allowance	\$0.00
Member did not receive the motor vehicle allowance in the previous quarter and member has elected to receive the motor vehicle allowance for this quarter	No

Regulation 9 - Parliamentary accommodation sitting allowance	
Total amount paid to member for parliamentary accommodation sitting allowance	\$6,339.84
Suburb in which the member's parliamentary accommodation is located	Fitzroy

Regulation 10 - Travel allowance claims					
Date from	Date until	Reason for travel	Total amount paid	Town or city in which accommodation was located	Value of the accommodation
04-Aug-24	05-Aug-24	Accommodation and meals in Melbourne and Brisbane - enroute to the Solomon Islands for the anniversary of Guadalcanal battle, including attending Australian and US commemoration services and tours of battle sites in my role as Shadow Minister for Veterans Affairs	\$236.60	Brisbane	\$148.77

Total number of nights for travel allowance claims **1**
Total amount paid to member for travel allowance **\$236.60**

Regulation 11 - Commercial transport allowance claims					
Date from	Date until	Reason for travel	Total amount paid	Mode of transport	Value of transport
05-Aug-24	09-Aug-24	Return Flights to Brisbane for connecting flights to Honiara - travel for electorate business	\$344.13	Flights	\$344.13
05-Aug-24	05-Aug-24	Uber transport in Brisbane enroute to the Solomon Islands for the anniversary of Guadalcanal battle, including attending Australian and US commemoration services and tours of battle sites in my role as Shadow Minister for Veterans Affairs	\$18.02	Uber	\$18.02
04-Aug-24	04-Aug-24	Taxi transport in Brisbane enroute to the Solomon Islands for the anniversary of Guadalcanal battle, including attending Australian and US commemoration services and tours of battle sites in my role as Shadow Minister for Veterans Affairs	\$37.38	Taxi	37.38

Total number of nights for commercial transport allowance claims **6**
Total amount paid to member for commercial transport allowance **\$399.53**

Regulation 12 - International travel allowance claims			
Date from	Date until	Reason for travel	Total amount paid
05-Aug-24	09-Aug-24	International Airfares - Brisbane-Honiara-Brisbane Anniversary of Guadalcanal battle including attending Australian and US Commemoration services and tours of battle sites in my roles as Shadow Minister for Veterans Affairs.	\$1,222.50

Total number of nights for international travel allowance claims 4

Total amount paid to member for international travel allowance \$1,222.50

See attached travel report for further details

Solomon Islands



August 5-9, 2024

The Hon Tim Bull MP
Member for Gippsland East | Shadow Minister for Veterans Affairs

Overview

The trip undertaken to the Solomon Islands was, as Shadow Minister for Veterans, to participate in:

- The Australian Commemorative Ceremony to commemorate the Battle of Savo Island, in which the Australian Navy was involved (following invitation);
- The United States Ceremony (following invitation);
- The Coastwatchers Memorial Service in Honiara; and
- The Commemoration Ceremony of Allied landing on Blue Beach, Tulagi.

The trip also allowed an insight into the region's wartime tourism, which will be touched on later in this report.

Background

On August 7, 1942, Allied forces landed on Guadalcanal and Tulagi. The trigger to this action was the Japanese had begun construction of an airfield, which was strategically critical in the battle for the South Pacific.



Historic landing of the Allied Forces at Red Beach, Guadalcanal. Photo courtesy AWM

To control this area of the South Pacific, the Japanese would have cut supply routes between the United States and Australia. Hence a largely uninhabited location became one of the most significant WWII battlefields where 28,000 lives would be lost before the conflict ended seven months later in February 1943.

Following the August 7 landing on Red Beach, Guadalcanal, the Americans expected a major confrontation in their efforts to take their airfield, however, not only were they unopposed, the

Japanese on the airfield were mainly construction workers and departed immediately against the overwhelming odds. They left months of supplies, all their construction machinery and fuel reserves. The Americans had the airfield finished within a week!

Then ensued a seven-month battle on land, sea and air. The heaviest single loss of Australian life was the sinking of the HMAS Canberra on August 9 in the Battle of Savo Island.

Despite receiving 25 hits in two minutes by the Japanese, the irony is the Canberra was rendered dead in the water after being torpedoed by the US destroyer USS Bagley.

A number of Victorians and East Gippslanders served on the HMAS Canberra, which was a focus of the trip, as well as understanding how the overall conflict unfolded.

Day One, August 5

Today we arrived at Henderson Field, Honiara, which is still in its wartime location and is the international airport. The airfield was the reason for the Guadalcanal campaign and hence is surrounded by significant battle sites.

One of the most interesting aspects in the history of Honiara is that it did not exist pre-war. The capital of the Solomons was Tulagi and all that existed in this location was a small village of 11 huts several kilometres away from the airfield.

It was only the decision to construct an airfield by the Japanese that made this area the focus and, only post war after significant infrastructure (roads, airfield and buildings) had been constructed and then vacated, did it become the capital city.

Day one involved meeting our guide Michael Ben at the airport. Over the ensuing four days, Michael proved to be a wealth of information on all matters Solomon Islands and his war history knowledge is unsurpassed.

On arrival mid-afternoon, we toured the Honiara area by bus with Michael pointing out a number of the significant sites, including the golf course, which in war time was the second airfield.

It was the base from which the planes were launched that shot down Japanese Admiral Isoroku Yamamoto, who was a mastermind. Many saw this as a turning point in the war.

As mentioned, the city itself is built on a battlefield and is therefore littered with significant sites. Two of many examples are:

- The motel in which we stayed (Heritage Park) is built on the shoreline where Douglas Munro won his Medal of Honour, the only Coast Guard Member to receive America's top military award.
- The Matanikau River that flows through the middle of the city was the site of several major conflicts. It still has Japanese tanks at its river mouth and building excavations in recent years have uncovered soldier remains.

Following our tour of the city, I was informed of a change of plans in that, due to weather forecasts, I would be travelling by boat to the Island of Tulagi the next day. This was the pre-war capital and the Island, and those around it, saw significant action.



Part of the "welcome" on arrival at Tulagi

Day Two, August 6

An early rise for the boat trip across to Tulagi, which was on choppy seas that some did not handle well.

After its capture, Tulagi was a Japanese stronghold and was taken back into Allied hands at the same time as Guadalcanal. However, more opposition was confronted at Tulagi.

This body of water between Guadalcanal and Tulagi is known as “Ironbottom Sound” due to the amount of naval ships and aircraft that sit on its ocean floor.

Among them is the Australian heavy cruiser, HMAS Canberra, and we paused to lay a wreath in memory of her fallen crew.

I had the opportunity to say a few words of reflection as my father, Chief Petty Officer Dave Bull, was on board that night when she was attacked. Our American friends on the craft were surprised to hear that the torpedo hits that resulted in her sinking were fired by the USS Bagley. Apparently, it is not part of their teachings on this theatre of war!

It was an opportunity to tell some of my father’s story, which included that on that fateful night he was in the sick bay when action stations were sounded.

Despite opposition from the ship’s doctor, several men left to take up their stations and, as fate would have it, one of the initial Japanese shells took out the sick bay.

He also recollected that he was walking on the deck with flames erupting and bodies in sight before waking up on the USS Blue. His only explanation was that a perhaps a shell burst or explosion had knocked him out.



Chatting to Federation Star recipient and Navy Commodore, Ray Leggat, at the HMAS Canberra Memorial Service. Commodore Leggat was commander of the latest HMAS Canberra.



Speaking at the HMAS Canberra Memorial Service

When he awoke his words were: *“I had a big American negro sailor leaning over me asking if I wanted a coffee. I didn’t want a coffee, but I remember seeing his hand on mine and we were both bleeding. His hand was black and mine was white, but our blood was the same colour, I’ll always remember that.”*

Ironically, the USS Blue and USS Paterson, which undertook the rescue that night, would both be sunk soon after.

During the rescue by US ships and chaos of the moment, they were fired upon by a third American ship, the USS Chicago, which initially thought it was a Japanese ship taking control of the Canberra. Chicago fired before realising they were all Allied ships, which prompted my father in his later years to refer to the Americans as “trigger happy Yanks”.

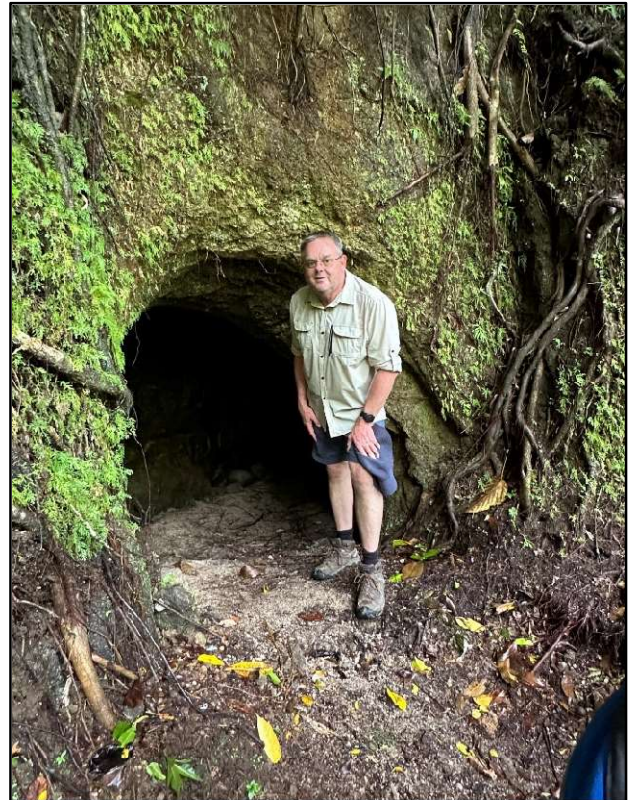
On arrival at Tulagi and, probably because a fellow passenger on the trip over was “Miss Tourism” (to promote Solomon Island Tourism), we were welcomed to an indigenous dance and ceremony, which was a site to behold.

Among the attractions was a visit to Hill 281, the main Japanese defensive position, where we were able to visit Japanese caves and some of the look-out points.

From there we attended Blue Beach where the Americans landed on August 7 after the shoreline had been bombarded just prior to the landing by the Navy, which included HMAS Canberra.



Photo with Miss Tourism Solomon Islands. The government identifies tourism as a key component of the country's developing economy, but needs greater protection for wartime tourism sites.



Standing at the entrance to one of the Japanese caves on Tulagi. These have little change from when constructed in 1942.



Chatting to the Premier, Speaker and Lands Minister at the Blue Beach ceremony, Tulagi

Amazingly, as they were to do at Red Beach on Guadalcanal, the Americans came ashore unchallenged and were quickly able to gain a foothold. While significant fighting then occurred, it remains a mystery how the Allies could land so close to the Japanese base without opposition – they had no-one on lookout such was their confidence.

Blue Beach is adjacent to where the local Tulagi school has been constructed and we were greeted by Tulagi Premier, Michael Suligi and Speaker Francis Moore.

School finished early and the children joined in the Blue Beach Service, which included a wreath laid for the HMAS Canberra.



The memorial service at Blue Beach, Tulagi

Following lunch we boarded smaller boats for an exciting ride to the Islands of Gavuto and Tanimbogo, which were the location of both Allied and Japanese seaplane bases (depending who was in control of the area).

These two smaller Islands saw significant action and we were able to visit the locations of the cave network on both, as well as some of the lookouts and fox holes on Tanimbogo.

The two islands were connected by a boardwalk during wartime and the remnants of this can still be seen (see photo).

It is incredible to comprehend that these two geographically small locations saw such significant loss of life and intense fighting.



What remains of the boardwalk between Tanimbogo and Gavuto Islands

War relics remain around the islands, including a Japanese destroyer Kikuzuki, which was refloated by the Americans (after the war), and also an American landing ship that had its stern blown off and was beached.

We were unable to see these two wrecks due to landowner access issues at the time. In this Tulagi area losses were Allied 122, Japanese 863.

Day Three, August 7

This proved a long day commencing with attendance at the US Commemoration Service, the Coastwatchers Service and then a full day visiting some of the key battle sites.

At the US Service it was stated that there are approximately 72,000 American personnel unaccounted for worldwide from WWII. Of those, 374 are on the island of Guadalcanal. In the period of our visit, work was being undertaken on more sites of interest in an effort to recover remains.

I was given the great honour of laying a wreath at the US Service on behalf of the Victorian community. Following its conclusion, a large contingent headed to the Coastwatchers' Memorial Service.

The Coastwatchers were a critical part of the wartime effort and many commanders have since stated the war would not have been won without them. It is somewhat disappointing many do not know their story.



Laying a wreath at the US Memorial Service on behalf of Victoria

As the Japanese ruthlessly pushed through the South Pacific, the Coastwatchers were intelligence operatives who remained or were stationed to remote islands to report on enemy activities and movements and were often behind enemy lines.

If caught they were executed, and the Japanese often had considerable resources trying to uncover their locations. They were often supported by islander natives, who acted as scouts to report back to the Coastwatchers.

They played a significant role in both the Pacific theatre and South West Pacific theatre, particularly as an early warning network during the Guadalcanal campaign.

The Coastwatchers were supported by all three services. Aircraft dropped them supplies, and submarines and PT boats landed and removed them. The assistance and loyalty of the local population was essential.

The service included presentation of medals of recognition to descendants of native Coastwatcher scouts, including the granddaughter of perhaps the best known scout, Jacob Vouza (more on that later).

From there we had a quick change of clothes and breakfast before heading off to a number of key battle sites.

The first of those was at Tetere Beach near the mouth of the Matepono River. This is where a garrison of American troops landed in Amtracks, which were amphibious landing craft that could bring

seaborne troops further inland to gain cover should the beach have been occupied with Japanese defensive positions.

The Amtracks sit there today and provide an amazing site (see photos). We were also lucky to meet Samuel, the landowner in this area, who was clearing his garden at the time of our arrival.



The Coastwatchers' Memorial Service is held at the foot of the Memorial



Amtracks at Tetere Beach where the Americans came ashore

Knowing our guide Michael, he came over for a chat and it was only during this we learned he was the grandson of Jacob Vouza – the most famous of the Coastwatcher scouts. That morning we had heard his sister speak at the memorial service.

Samuel then gave us a special 45 minutes. He retrieved his grandfather's scrap book, which included signed photos of thanks from United States military leaders and a host of photos and other memorabilia from Jacob's collection. Few Australians would have seen this.



Additional Amtracks near the beach at Tetere

From there he took us to the site of a Japanese grave where an estimated 3,000 bodies are located. Samuel explained to us that he often finds bones coming to the surface in this area.

He told us there are constant requests by the Japanese to exhume the bodies, but he refuses permission as his grandfather, Jacob who has since passed, was very strong in telling Samuel *“we did not ask them to come here, they came of their own choice and they can stay here”*.

Samuel abides by his grandfather's wishes and while allowing access, does not permit the removal of the bodies. The story of his grandfather Jacob Vouza requires a mention.

When Japanese forces invaded Guadalcanal, Vouza volunteered to work with the Coastwatchers. Major Martin Clemens, a former British Solomon Islands Protectorate district officer, was the officer in charge of Sergeant Major Vouza's brigade of native scouts.

Vouza's ability as a scout had been established when the US 1st Marine Division landed on Guadalcanal on 7 August 1942. That same day, he had rescued an aviator from the aircraft carrier USS *Wasp* who was shot down in Japanese-held territory. He guided the pilot to American lines, where he met the Marines for the first time.

He then volunteered to scout behind enemy lines. While scouting for Japanese outposts, Vouza was captured by men of the Ichiki Detachment, a battalion-strength force of the Japanese 28th Infantry Regiment.

Having found a small American flag in Vouza's loincloth, the Japanese tied him to a tree and tortured him for information about Allied forces.

He was questioned for hours, but refused to talk and was cut with bayonets. There are two stories of what then occurred.

The most popular and what you will read online is that Jacob was bayoneted in both of his arms, throat, shoulder, face and stomach and left to die. Then after his captors departed, he freed himself by chewing through the ropes and made his way through the miles of jungle to American lines.

However, our guide Michael in the presence of grandson Samuel told us that while it was true Vouza was tortured and refused to speak, he was well enough to then travel with the Japanese as they wished to keep him with them.

He then convinced the Japanese to follow him and led the Ichiki Detachment into the American stronghold at Alligator Creek (Ilu River). While the Japanese were being decimated, he took the opportunity to break away and find safety.

Jacob was highly decorated for his World War II service. The Silver Star was presented to him personally by Major General Alexander Vandegrift, commanding general of the 1st Marine Division, for refusing to give information under Japanese torture.

In 1945, he also was awarded the Legion of Merit for outstanding service with the 2nd Raider Battalion during November and December 1942, and was made an honorary sergeant major in the Marine Corps. From the British government he received the George Medal (GM) for gallant conduct and exceptional devotion to duty, and the Police Long Service and Good Conduct Medal.

In the 1957 New Year Honours, he was appointed a Member of the Order of the British Empire (MBE) for public services in the British Solomon Islands Protectorate.

Then in the 1979 Birthday Honours, he was promoted to Knight Commander of the Order of the British Empire (KBE) for outstanding services to his country, and thereby granted the title *Sir*.

From Tetere Beach we headed to Red Beach where the major American landing took place on August 7. There remains some remnants on the beach and you can see in the photo (opposite) of the beach at the time of the landing (in book) in comparison to the beach today (in background).

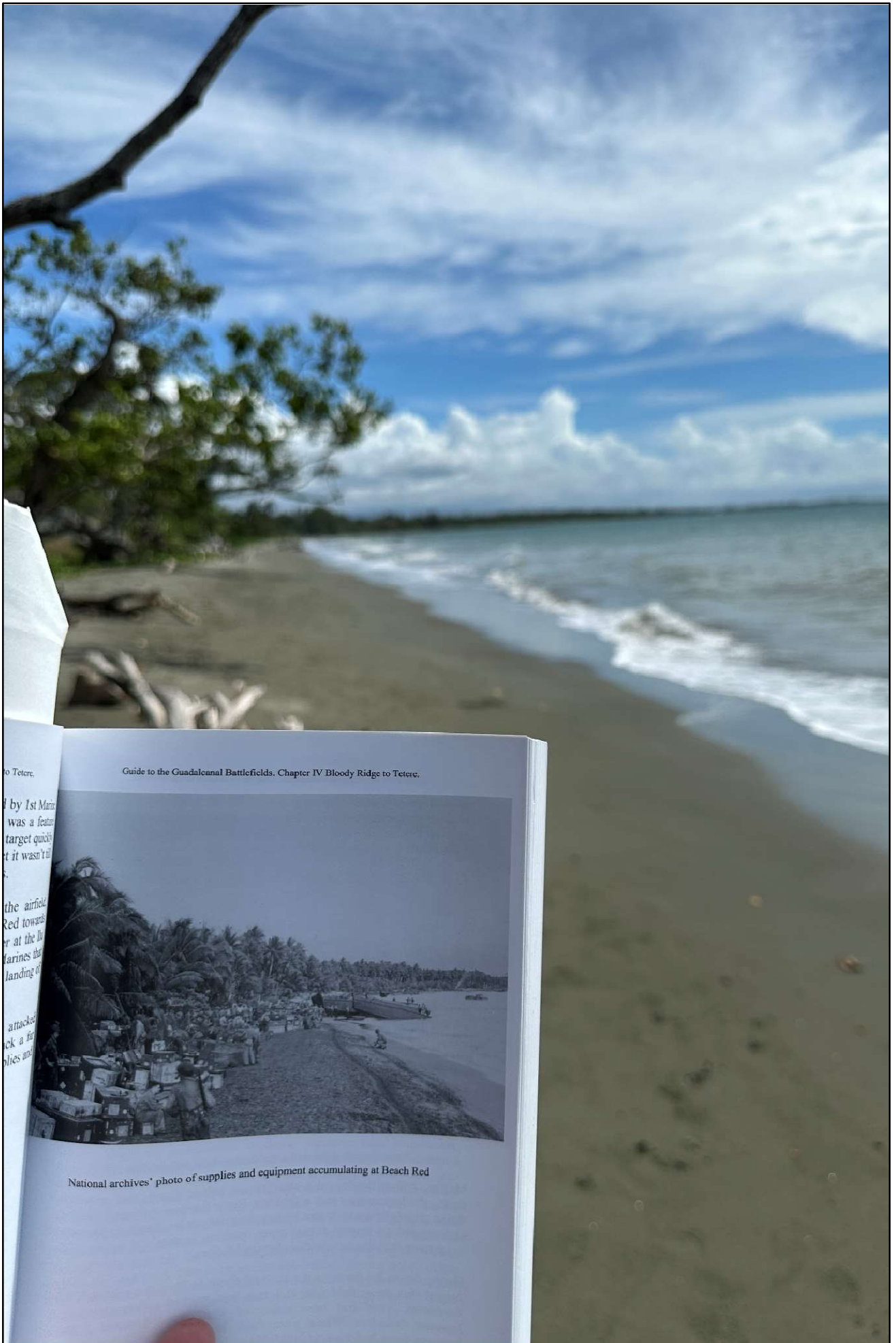
There was some criticism of the landing location chosen by the US Commander Kelly Turner. It was in a bay and the concern was that if the Japanese were present, the Americans could be fired on from either side.

Fortunately, they landed with no opposition and quickly made their way to the airport, which was the objective. Not only was the landing unopposed, but they took the airport unopposed!

The Japanese, mainly construction workers, departed and left all machinery, months' worth of food and petrol at the disposal of the Allies, who had the airport finished within a week and operational!

From Red Beach, we headed to Bloody Ridge, well named after intense close fighting that saw significant loss of life on both sides, in particular, the Japanese (850 killed).

Also known as the Battle of Edson's Ridge, it took place between September 12-14 and involved three main assaults by the Japanese in an attempt to recapture the airport.



Red Beach then and now, a photo from a publication on the conflict, with the beach today in the background

US Marines, under command of Major General Vandergrift, repulsed attacks by the Japanese 35th Infantry Brigade under the command of Japanese Major General Kiyotake Kawaguchi.

Kawaguchi and Japanese command underestimated the Americans and, while at one stage they broke through the front line, could not overcome the odds against them.

At one stage, US Commander Edson stepped on to a grenade box and addressed his exhausted troops, saying, *"You men have done a great job, and I have just one more thing to ask of you. Hold out just one more night. I know we've been without sleep a long time, but we expect another attack from them tonight and they may come through here."*

As the sun set on 13 September, Kawaguchi faced Edson's 830 Marines with 3000 troops of his brigade, plus an assortment of light artillery. The night was pitch black, with no moon. Kawaguchi's attack began just after nightfall, but the Americans were well fortified on the high ground.

The Japanese gained the upper hand and the Americans started to withdraw. At that moment officers appeared and, with "vivid" language, herded the Marines back into defensive positions around Hill 123.

The Marines formed into a horseshoe-shaped line around Hill 123. The Japanese began a series of frontal assaults on the hill, charging up the saddle from Hill 80 and up from below the east side of the ridge. Under the light of parachute flares dropped by at least one Japanese floatplane, the Marines repulsed the first two attacks.

The Japanese got a 75mm gun to the top of Hill 80 in an effort to fire it directly at the Marines, however this gun, which could have turned the tide in favor of the Japs, was disabled by a faulty firing pin in what appears to be a 'sliding doors' moment of this conflict.

At midnight, during a short lull in the fighting, Edson ordered an advance from behind Hill 123. With fixed bayonets, the marines swept forward, killing Japanese soldiers who had earlier overrun the Marine lines.

By 4am, after withstanding several more assaults, some of which resulted in hand-to-hand fighting and sniper fire, Edson's men were reinforced.

Throughout the night, Kawaguchi's men had come close to overrunning the Marine defences on several occasions. As the sun rose on 14 September, pockets of Japanese soldiers remained scattered along both sides of the ridge, but the assault had ended.

Losses here were Allied 59, Japanese 850. The remains of many from both sides remain unrecovered in this area, and standing on the ridge looking out over the battlefield is a surreal experience.

There remains many artefacts in this area and youngsters will approach visitors with the offer to sell bullet casings (some not discharged!).

From here we headed to Alligator Beach at the mouth of the Ilu River. This was where Ichiki's men were decimated as outlined earlier in this report. He had been asked by command to await and join up with the Kawaguchi detachment, but with no respect for the Allies pushed on as he believed they would crumble.

What followed is his detachment, which walked head long into machine gun fire, was decimated. As a result, he is believed to have suicided, although some reports state he was killed in battle. Here the Japanese lost 777 compared to the 44 American casualties.

On arrival at Alligator Beach, we found the battlefield had disgracefully become a rock crushing site - on the very location site where the Japanese fell and bodies had been recovered (and more remain).



The area at the mouth of the Ilu River / Alligator Creek is disappointingly now a work site. Japanese remains were recovered from this site and no doubt more remain. The memorial itself is now surrounded by piles of rock. It is the desecration of sacred ground.



Rock crushing machinery operating in an area where Japanese soldier remains exist

Disappointingly, the rock was being transported to the site, so could have been set up anywhere.

The memorial itself is surrounded by piles of rock and soil, and anyone visiting the site now needs permission to pass through company boom gates.

It is my intention to write to both the Japanese Ambassador and Guadalcanal Tourism Board to highlight my disgust that this has been allowed to occur on what is sacred ground, particularly for the Japanese.

Day Four, August 8

First up this morning we headed to the area known as the Gifu on Mount Austen, which was the location of a significant battle over the period of December 15, 1942 to January 12, 1943.

The US forces were by this stage under the overall command of Major General Alexander Patch, and the Japanese forces were under the command of Lieutenant General Harukichi Hyakutake.

The overall situation was the Allies had gained the upper hand and the Japanese were making a strong and somewhat final stand in the Honiara area.

They were hoping to hold their ground until reinforcements could arrive, but by this stage of the campaign it was more wishful thinking as the tide had turned.

The Japanese had well-fortified positions at the Gifu, which incorporated nearby locations known as

the Galloping Horse and Seahorse, so named as aerial shots showed tree lines and adjoining open spaces resembling these two animals.

Both sides experienced extreme difficulties fighting in the thick jungles and tropical environment of the battle area. Many of the American troops were also involved in their first combat operations.

The Japanese were largely cut off from resupply and suffered greatly from malnourishment and lack of medical care. Despite their strong defences, the Americans succeeded.

The surviving Japanese abandoned the area (they had little choice) and withdrew to the west coast of the island.

From there, most survivors were successfully evacuated during the first week of February 1943. In this area the Allied losses were around 250 and the Japanese 3300.

At the Gifu area we met Willy and his son, Charlie, who run a local museum of sorts with all manner of relics having been recovered (see photo next page).

Charlie has done a lot of work with both American and Japanese body recovery teams, notifying them of any remains he finds, and also acting as a guide in escorting them to areas of interest.

He took us around the Gifu area, showing a number of fox holes and artefacts he has found, but not yet relocated to the museum.

From here we travelled to what is known as the 'Japanese Lookout' which affords incredible views over the airfield, Lungga Point and across Ironbottom Sound to Tulagi and Savo Island.

After a lunch break it was off to Vila Outdoor Museum, an almost two-hour drive to the northern end of the island.

The museum is open air and contains the remains of Japanese and American aircraft and artillery pieces destroyed during the Guadalcanal campaign.



This F4F-4 Wildcat is one of the features at the Vila open air museum



Relics recovered from the Gifu area by locals Willy and Charlie



The Vilu open air museum is home to a large number of wartime relics including these Howitzer artillery guns

The grounds also contain a number of memorial plaques, including one to the HMAS Canberra.

Among items on display are:

Aircraft

- Grumman F4F-4 Wildcat
- Vought F4U-1 Corsair
- Lockheed P-38F Lightning
- Bell P-39 Airacobra - only the engine and propeller
- Douglas SBD Dauntless
- Grumman J2F-5 Duck - only the wing and front section of the pontoon
- Mitsubishi G4M1 - only the nose section and parts of outer wing panel
- American Kingfisher seaplane

Artillery pieces

- Four Type 96 15 cm howitzer artillery guns
- Type 88 75 mm anti-aircraft gun
- Turret of the Type 97 Shin HoTo Chi-Ha medium tank

Some of the above items can be seen in the photos.

Day Five, August 9

This was the final day and the feature was undoubtedly the service commemorating the sinking of the HMAS Canberra in the battle of Savo Island on August 9.

As stated in the introduction of this report, she received 25 shell hits from the Japanese in two minutes, taking out the bridge and killing Captain Getting.

However, what made her unsalvageable was two torpedo hits from the USS Bagley, which fired in the direction of the Japanese, the problem being the Canberra was between them.

Jean McLarty, who served on the USS Bagley and later moved to Adelaide to live, was responsible for firing the torpedoes and say they recorded two hits – both by hearing the hits and on sonar. There were no Japanese ships torpedoed in the battle!

Of greater frustration and as mentioned earlier, was when the Canberra was being evacuated by the USS Patterson and Blue, they were fired on by the USS Chicago, which had for some reason steamed away from the initial battle and then returned to open fire on Allied ships. Her captain soon after committed suicide.

The memorial service was attended by, among others, the Prime Minister, Governor General, Leader of the Opposition and the US, Japanese and Chinese Ambassadors.

A total of 84 were killed on the Canberra, including Captain Getting, and 110 were wounded in action.

After a morning tea with naval representatives and the distinguished guests, we headed for the airport to return home.

However, before boarding we visited the memorial gardens at Henderson Field airport, which saw considerable action, particularly in the form of bombing raids.

Conclusion

Despite this being a relatively short trip, it was an agenda packed with ceremonies and visits to key battle sites.

From the US and Japanese Memorials and Mount Austen itself, it is incredible to look out over such a small geographic location which was such a major theatre of war involving army, navy and air force.

That 28,000 lives were lost in this area is hard to comprehend. Guadalcanal, where there was an Australian naval presence and the Kokoda campaign, which had a strong Australian presence, were fought concurrently and turned the tide in this war. They were very closely linked.

Another point I discovered is, after the American Marines had driven the Japanese off the Island, they came to Australia to recuperate and were 'homed' at the MCG before heading off to other theatres in the South Pacific as the Japanese were pushed back.

The only downside to an amazing trip was the situation as outlined at Alligator Creek.

From the time of arrival in Guadalcanal, it was repeatedly impressed the importance of tourism in the area. It was mentioned in various speeches and they even appointed a Miss Tourism in an Ambassadorial role. To see such blatant destruction of what was a key battle site in the heart of Honiara was very disappointing.

My thanks to the Australian High Commissioner to the Solomons, Rod Hilton, and his staff, for their generosity and assistance.



With the Australian High Commissioner to the Solomon Islands, Rod Hilton



Children who live in the area of Bloody Ridge are always on hand to offer some mementos to tourists visiting the area

ACCOMMODATION (AUD)

Sunday, August 4, 2024

Best Western Airport 85 Motel

40 Lamington Avenue, Ascot, Brisbane, 4007

\$ 148.77

Monday, August 5 to Thursday, August 8, 2024 (inclusive)

Heritage Park Hotel

Mendana Avenue, Honiara, Solomon Islands

\$2,584.00

COMMERCIAL TRANSPORT (AUD)

Sunday, August 4, 2024

GM Taxi Pay – Brisbane airport to accommodation

\$ 37.38

Monday, August 5, 2024

Uber – accommodation to airport

\$ 18.02

This trip was completed for Shadow Ministry purposes