

AWM52
2nd Australian Imperial Force and
Commonwealth Military Forces unit war
diaries, 1939-45 War

Item number: 8/3/101

12/40 Infantry Battalion
September 1945, part 1

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C. 2118
(adapted)

(Erase heading not required).

H. 100M 2/42

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 1 Sep 45 To 2 Sep 45.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
WINNELLIE	1 Sep.	0600	Field return 14/45 issued.	Appx No 1.
CAMP N.T.			All troops training during the day, route marches, range practice. The stretcher bearers proceeded to MINDIK BEACH for stretcher training under the guidance of the RMO.	
			Capt. T.W. EDMANDES. Conference at 12/40	
			Bn HQ at 1500 hrs for all detachment commanders under comd 12/40 Bn to discuss general administration.	
"	2 Sep.		Orders for Troop Embarkations on "D VAN DEN BOSCH" issued.	Appx No 2.
			Church parade at 0730 hrs.	
			Muster parade at 0930 hrs to allot troops their serial numbers, boat parties, order of embarkation etc.	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C 118
(adapted)

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H. 100M 2/42

Unit 240 Aust Inf Bn (AIF) Date and Time.—From 2 Sep 45 To 3 Sep 45.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
WINNELLIE CAMP N.T.	2 Sep	(continued)	Transport was available for troops wishing to proceed to the beach during the afternoon. During the evening a two full length feature picture show was shown in the camp area as additional entertainment prior to embarkation. Estimated time for embarkation to Koepang, Timor, is early Tues morning 4 Sep 45.	
"	Sep 3		Orders for disembarkation issued. Boys out on overland route marches + rifle practice. All stores and equipment packed & ready for the move. War photographers visited the camp & took many photos of the troops.	Appx No 3

WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 3 Sep 45 To 3 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
WINNELLIE CAMP NT.	3 Sep	(Continued)	Information Resume for "TOPO" OPERATION issued	Appx No 4
			Summary of Intelligence Information Timor issued	" No 5
			33 Aust Inf Bde Operation Instruction No 1 issued.	" No 6
			HQ 33 Aust Inf Bde Adm Instr No 1 issued.	" No 7.
			12/40 Aust Inf Bn (AIF) MANNING CHART BNT HQ	" No 7A

WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.
(adapted.)

Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 4 Sep 45 To 5 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
WINNELLIE CAMP. N.T.	4 Sep.		<p>OC troops Capt. W.T. SMITH, Ships Adjt. Lt B.N. JOLLY + a party of NCO departed from camp this morning at 0530 to act as guides for the embarkation. Everything was in readiness for the move of the Bn to the "LA VANDEN BOSCH", but under instructions from LHO the embarkation was cancelled until further notice. Troops training throughout the day as for Mon. 3 Sep. All kit bags and other Bn stores were taken to PARADARAP to day for storage. A motion picture show at a nearby RAAF camp was attended by a large percentage of the troops.</p>	
"	5 Sep		<p>Troops training as for previous day.</p>	

WAR DIARY or INTELLIGENCE SUMMARY.

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Army Form C. 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 5 Sep 45 To 7 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
WINNELLIE CAMP. N.T.	5 Sep	(continued)	Afternoon, allotted as organized rest & washing.	
"	6 Sep		General clean up of camp area in the morning & route marches during the afternoon. Instructions received during the night for embarkation on Friday 7 th Sep 45. 12/40 Aust Inf Bn Adm Instr N° 2 issued	Appx No 8
"	7 Sep.		Reveille at 0330 hrs. Muster parade at 0530 hrs for roll call, boat teams and general instructions. Embussing began at 0630 hrs & the convey trip to DARWIN went off smoothly. Embarkation on to the "S. VANDEN BOSCH" commenced at 0745 hrs & was completed in one hour. It was the	

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Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 7 Sep 45 To 7 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
WINNELLIE CAMP. H.T.	7 Sep (continued)		<p>opinion of several of the senior officers present that the orderly fashion and speed with which the troops embarked left nothing to be desired. All decks of the "SS VANDEN BOSCH" were rather crowded but the troops expected this & took it in good part.</p> <p>NT FORCE brass band was on the pier to provide light music for the troops & as the ship pulled out at 1000 hrs there was cheering & waving from the crowd that had assembled.</p> <p>Outside the DARWIN BOOM the convoy fell into place and at this time there were fourteen ships in the convoy including, HMAS MORESBY, "SS VANDEN BOSCH", HMAS KATOomba</p>	

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Army Form C. 2118.
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Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 7 Sep 45 To 8 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
	7 Sep. (Continued)		"HMAS Bombo", "HMAS Kangaroo", six corvettes and three ML naval motor launchers. Four of the corvettes were towing two landing barges each. The weather remained fine all day & the sea was calm.	
At Sea.	8 Sep.		Weather calm & fine, troops have settled in okay. Meals are being served in coy lots from a WHITES' cooker situated on the main forward deck. Except for essential duties, AA pickets & lookouts the troops are allowed to relax. Fresh water is rationed but salt water showers are available at all times for the troops.	
"	9 Sep.		As for Sat 8 Sep 45. Troops are making the	

WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.
(adapted.)

Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 9 Sep 45 To 11 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
At Sea.	9 Sep	(Continued)	<p>best of the trip, the salt air & suns keeping them in good condition. Church parade on the main aft deck this morning. One OR fell down the hold today & was badly cut about the face. He received medical treatment aboard the HMAS MORESBY. Two more corvettes joined the convoy at dusk, this making sixteen ships in the convoy.</p>	
"	10 Sep.		<p>Land sighted at daybreak on the starboard side, believed to be Roti Is. During the day sailed past several other small islands. Two Catalinas were overhead today.</p>	
KOEDANG BAY	11 Sep		<p>KOEDANG BAY sighted this morning at daybreak.</p>	

7872.L. TIMOR.

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WAR DIARY or INTELLIGENCE SUMMARY.

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Army Form C. 2118.
(adapted.)

Unit 1240 AUST INF BN (AIF) Date and Time.—From 11 Sep 45 To 11 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
KOEPANG BAY TIMOR.	11 Sep 45.	(Continued)	Troops excited + crowding the rails for a better view. Binoculars were in demand. Two Jap landing barges type "DAIHATSU MODEL A" came alongside the HMAS MORESBY at 0800 hrs + after the necessary arrangements had been made moved off to starboard while the convoy continued on its way towards KOEPANG and having rounded Cape KOERONG on the NE tip of SEMAOE Is sailed in a SE direction towards Koepang. "Hs Vander Bosch" weighed anchor about quarter of a mile of KOEPANG township at approximately 1000 hrs. While the convoy was at anchor eleven Liberators flew in formation over the ships	

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Army Form C. 2118.
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Unit 240 Aust Inf Bn (AIF) Date and Time.—From 11 Sep 45 To 11 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
KOEPANG BAY TIMOR	11 Sep (Continued)		<p>• Town, while a Mosquito and Catalinas circled the ships.</p> <p>The Jap peace envoys were taken aboard a Jap landing barge off the KOEPANG jetty & proceeded to the "HMAS MORESBY" where the terms were signed. The recee party including Brig. LGH. DYKE, Lt Col TW BARTLEY, the JO Lt SHARLAND, the TO, Lt ROBERTS & other senior officers from Bde Hq, landed without incident. It was decided after the recee that the Bn Gp would not bivouac at the original site agreed upon but take up position in the old Dutch barracks. Appx No 9 on the WEST side of the Koepang River. Landing</p>	

7872.L.

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was to commence at 0900 hrs Wed 12 Sep 45.

WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.
(adapted.)

Unit 240 Aust Inf Bn (AIF) Date and Time.—From 12 Sep 45 To 12 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEDANG. TIMOR.	12 Sep.		<p>Ref map, "TOWN PLAN OF KOEPANG", Appx No 9. map ref 0175 1280. The landing was carried out according to plan the Bn was in position by 1030 hrs. Unloading of stores on the beach progressing satisfactorily. Jap landing barges are helping with the unloading & seem to be only too willing to co operate. The native populace was very pleased to see the Australians, many of them bowing & saluting while others gave the thumbs up sign. In general the Jap & native seem to be quite well fed. Most of the troops have been issued with canvas folding beds & the</p>	

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Army Form C. 2118.
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Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 12 Sep 45 To 14 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG TIMOR (continued)	12 Sep		first night ashore was spent in reasonable comfort.	
"	13 Sep		clearing of Bn area in readiness for the erection of marquees & tents. Approximately 100 Japs helping with the unloading of stores on the beach.	
"	14 Sep		As for Thursday 13 th Sep. Work progressing according to plan. The weather remains fine & warm, the nights being reasonably cool because of the sea breeze. One man was hit by a piece of shell when it exploded during clearing up operations & was admitted	

to 55 camp hospital.

WAR DIARY or INTELLIGENCE SUMMARY.

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Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 15 Sep 45 To 16 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS LOEPANG.	15 Sep.		<p>Jap work parties average of 70 men per day working in the Bn area, clearing debris, building latrines etc. The troops are feeling belittled because of the number of Japs allotted as working parties & the hours of work which are from 0800 hrs to 1215 hrs in the morning with a break in between for smoke. In the afternoon their work begins at 1330 hrs & finishes at 1530 hrs when they are collected & driven in trucks to their compound.</p>	
"	16 Sep. (Sun)		<p>Was continued as a work day for the troops. The area is looking much cleaner now, cook houses functioning satisfactorily & work on hygiene under control.</p>	

D. 164/3.43.—1578.

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1240 Bn Intelligence Report issued Appx No 10
 1240 Bn Outline Syllabus of Training issued Appx No 10 A

WAR DIARY or INTELLIGENCE SUMMARY.

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Army Form C. 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 17 Sep 45 To 19 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KORPANG.	17 Sep		Work progressing as for previous day. Patrols are out locating dumps, weapons, mines, etc. Australian money was exchanged today for Dutch currency from this day on this currency will be used on the Island. First issued of beer today, one bottle.	
"	18 Sep		As for previous day.	
"	19 "		As for 17 Sep 45. Jap labourers began building a projection room + a screen frame in readiness for the motion pictures. These will be shown on the old picture theatre site of which only the concrete floor remains.	

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12/40 Bn Outline Syllabus of Training Issued Appx No 10B

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Army Form C. 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 19 Sep 45 To 20 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUXCH BARRACKS KOE PANI.	19 Sep	(Continued)	TX. 6/54. CAOT DEC SCOTT marched out today & was conveyed to DARWIN by batalina for onward movement to GDD Tasmania for occupational release.	
"	20 Sep		to for hon 17 Sep 45. ACF issue as follows, tobacco, cigarette papers, powder, boot polish & clothes bag. Lt. F. D. WRIGHT has been granted 5 days leave in DARWIN to meet his father who has been a PW in Singapore. B Coy marched out this day at 1530 hrs to a new company position. See sketch map:- Since landing the troops have been bathing & clothes washing in the KOEPANIG RIVER.	Appc No 11

WAR DIARY or INTELLIGENCE SUMMARY.

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Army Form 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 20 Sep 45 To 22 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	20 Sep	(Continued)	but tonight canvas showers were in use in the Bn area, & in future all ablutions washing will be done here & the river will be out of bounds. All water for drinking, cooking, ablutions, etc, has been sterilized since landing.	
"				
"	21 Sep		Work progressing according to plan. Security bequests on located dumps etc, & patrols of the area are still being maintained.	
"	22 Sep		Sketch Map camp area 12/40 Aust Inf Bn (AIF) 12/40 Bn Intelligence Summary issued A special Cook platoon strength 10 offr and 30 ORs	Appx No 11 A Appx No 12

WAR DIARY or INTELLIGENCE SUMMARY.

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Army Form C 2118.
(adapted.)

Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 22 Sep 45 To 23 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	22 Sep (continued)		including 10 platoons. A Coy and attached specialists under comd LT. W. I. GOODEN. left camp this morning to accompany Brig LGH DYKE and party to DILLI, Portuguese Timor. Party embarked on two corvettes at 1000 hrs + sailed at approximately 1620 hrs. They are to rendezvous with HMMS MORESBY off DILLI on Sunday 23 rd Sept 45. Expected duration of task 10 days.	
"	23 Sep.		church parade at 0645 hrs, conducted by Padre Goldsworthy. The service was held in a clearing adjacent to Bn HQ, the troops taking up position on three sides. Portions of	

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Army Form C. 2118.
(adapted.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 23 Sep 48 To 23 Sep 48.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	23 Sep	Continued	<p>the band was in attendance. After breakfast those who were not on essential duties were marched to a nearby beach for organised swimming. The natives loaned several of their small craft to the troops for sport in the bay. Four members of the Bn were taken by a native in his sailing craft across to KERA Is approx 5 miles from the main land. It was found that when they wished to return that the craft failed to beat against the wind, so they had to put back to the island where they were picked up by the water transport late in the afternoon.</p>	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form G.2118.
(Adapted.)

(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 24 Sep 45 To 24 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOBANG.	24 Sep		<p>A Coy with other personnel attached moved out this morning on a one day patrol. B Coy security picquets and patrols from their own area. Br. Co, Lt E. SHARLAND, visited the Gde Co this afternoon but found that he had departed for PENFOEI AIRFIELD to contact the Comd of the 48 Jap DIV who was arriving by air. Motion pictures commenced tonight at REGAL THEATRE (or what's left of it) on HOBART ST (new Aussie name) Kobang. From this night forward there will be motion pictures every night of the week excluding Sundays, with a change of programme three times weekly.</p>	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.
(Adapted.)

(Erase heading not required.)

Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 24 Sep 45 To 24 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG	24 Sep	(continued)	<p>At present there is no seating accommodation so the troops had to take their own boxes, stools, chairs, etc. 50% of the Bn to attend each night & to march to and from the theatre area under the control of an officer.</p> <p>Imforce Sibrep 16 to 242000 hrs received.</p> <p>Jap Comd advises two aircraft conveying LT-GEN YAMADA and personal staff flying from BINWA to KOEPANG 25 Sep ETD BINWA 0800 hrs ETA KOEPANG 1300 hrs. Japs working well in Allied cause improving hygiene and living conditions in town area.</p>	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.
(Adapted.)

(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 24 SEP 45 To 25 SEP 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	24 Sep	(Continued)	Jap engineers occupied repairing damaged bridges, culverts on main trunk road. Collection of all NAVAL technical equipment KOEPANG area completed.	
"	25 Sep		Ref Map BLAD XLIX/L. 87 1:100,000 Two recon patrols left En at 250915H. No 1 route by MT to BADEN 528207 thence by foot along track to BEACH 500138, then NW to RIVER MOUTH 465152, return by track to BADEN. No 2 route by foot along NEFO ROAD to Trig 258, ref 358282 then on	Appx No 13

WAR DIARY or INTELLIGENCE SUMMARY.

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(Adapted.)

(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 25 SEP 45 To 25 SEP. 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPANG.	25 Sep	(continued)	bearing 276° to track junction 307288, then along coast road to TENAU. Return to camp via TENAU ROAD. Time in 25/15 H. No 1 patrol platoon strength, No 2 patrol platoon strength. TIMFORCE SITREP No 17 to 25/700 H. LT-GEN YAMADA with staff arrived PENFOEI DRONE 1245 hrs in two planes. One plane unserviceable after landing. Remaining plane returned to MAOEMERE. Jap Comd advised that formal surrender ceremony would be carried out on return Comd TIMFORCE from DILLI. Preliminary interrogation reveals following. 1. Army strength at	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.
(Adapted.)

(Erase heading not required.)

Unit 12th Aust Inf Bn (AIF) Date and Time.—From 25 Sep 45 To 25 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	25 Sep.	(Continued)	at FLORES, 7000, MAOEMERE, 4000, WOLAPOE - SOLKANIA, 3000, REO. SOEMBAYA, 2700 BIMA. NIL naval strength available at present. 2. PW and internees. 7 Aust PW originally from DILLI sent by plane from DENPASAR BALI to BALIKPAPAN on 24 Sep. 46 INDIAN PW sent to BATAVIA on 24 Sep from BIMA. Addition 200 INDIAN PW sent to JAVA at end of Aug. 45. 3. NATIVES. Approx 500 JAVANESE, BIMA. 1700 JAVANESE FLORES employed HEIHO. 50 natives, 3 DUTCH women from ANTAMBOEA, TIMOR, held at MAOEMERE. Orders given that 3 DUTCH women and 20 INDONESIANS	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form 2118.
(Adapted)

(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AF) Date and Time.—From 25 Sep 45 To 26 Sep 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS. KOEPAANG.	25 SEP	(Continued)	to be moved to KOEPANG at earliest by JAP vessel. This action taken as desire information of these persons. All other matters on TIVOR proceeding satisfactorily.	
"	26 Sep.		Lt. B.N. TOLLY marched out today to HQ 93 Aust Inf BDE to act in the capacity of STAFF CAPT LEARNER. 12/40 In Standing orders against fire (revised 26 Sep 45) issued.	Appo No 13A.
			When Japanese were doing maintenance on their barges at TENAU early this morning an explosion took place on one barge with the result that it was completely	

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(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 26 Sep 45 To 26 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	26 Sep	(Continued)	gulled by fire and 3 Japanese were admitted to the Japanese barracks hospital at TAROES. The RMO Capt EDMEADES is acting as SMO of KOEPANG. The IO. Lt E. SHARLAND and the RMO visited the Jap camp at TAROES today, the object being to visit the Jap comd and inspect camp hygiene, sanitation, medical and surgical facilities and general health.	
			TIMFOR:CF SITREP No 18 to 26 2200 H received.	
			Jap small arms and equipment arrived KOEPANG via DILLI today. Jap forces on TIMOR now completely disarmed. Lt-GEN YAMADA	

WAR DIARY or INTELLIGENCE SUMMARY.

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(Erase heading not required.)

Unit 12/40 Aust Inf Bn (AIF) Date and Time.—From 26 Sep 45 To 26 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOFFANG.	26 Sep	(Continued)	<p>and staff appear to have supplied all information as ordered in general order number one. Figures on strengths conflicting and clarifications being sought. Copies of documents and maps handed over will be forwarded to HQ LANDOPS at earliest. Preliminary discussions carried out with Lt. Gen. YAMADA indicates that concentration of troops, supporting arms, ammunition and equipment already well advanced. Anticipate preliminary concentrations of Jap forces lessor SUNDAS into following areas will be completed by 10 Oct 45, FLORES Is, MAOEMERE BADJAWA area, SOEMBAWA Is.</p>	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.
(Adapted)

(Erase heading not required.)

Unit 12th Ind Inf Bn (M) Date and Time.—From 26 Sep 45 To 27 Sep 45.

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPANG.	26 Sep	(Continued)	SIMA SOEMBANA, and LEO ROETENG area. SOEMBANA Is., WAINGAPOE. Concentration of all arms and ammunition in suitable area for disposal should be completed by 10 Oct 45. Three Government representatives and two Army personnel returned to DARWIN ex DILLI 26 Sep 45.	
"	27 Sep		Sgt. R. J. BARRY - marched out this morning on compassionate leave was taken for Catalina to DARWIN. Interrogation continuing with Lt-Gen YAMADA and staff. Jap parties still continuing work in camp areas of all units, approx strength 400. Advanced elements of one platoon	

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(Erase heading not required).

H. 100M 2/42

Unit

12/40 Aust Inf Bn (AIF)

Date and Time.—From

27 Sep 45

To

27 Sep 45

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	27 Sep 45		<p>(Continued) of B Coy to move to EAST side of Jap camp at TAROES. Platoon to make bivouac area and to occupy by 30 Sep 45. Attached to platoon are two Inf personnel, 1 FSS, and stretcher bearers, total strength offrs OK.</p> <p>Last of platoon's supervisions of all Jap trucks entering and leaving Jap camp with the objects of locating concealed weapons as reported by natives, also patrol perimeter of Jap camp and check on native reports concerning burying of arms.</p>	
			<p>12/40 Aust Inf Bn (AIF) Intelligence Summary No 3 issued.</p>	<p>Appx No. 14.</p>
			<p>The Co Lt Col BARTLEY and the IO. Lt SHARLAND</p>	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 240 AUST INF BN (AIF)

Date and Time.—From 27 Sep 45 To 27 Sep 45

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	27 Sep	(Continued)	made a recon to BATOELESA on the SW coast of DUTCH TIMOR.	
			TIMFORE. SITREP #19 to 271900 H KNILM	
			"SS THEODENS" arrived KOEPANG 270800H, bringing one company DUTCH troops strength 150 under Comd TIMFORE on arrival. Governor of PORTUGUESE TIMOR requested free unfettered movement himself and officials as required by road to OCUSSI. Agrees to afford similar facilities to DUTCH desiring to travel in PORTUGUESE TIMOR. Position of Jap strengths clarified as follows. Section A ARMY, section B. NAVY, section C INDONESIAN troops and labourers. SOEMBAWA, 3026 A, 738 B, 130 C	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 240 Aust Inf Bn (AIF) Date and Time.—From 27 Sep 45 To 28 Sep 45.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	27 Sep.	(continued)	SOEMBA, 46 A, 429 B, 452 C. FLORES, 12914 A, 44 B, 1798 C. TIMOR, 1255 A, 1323 B, NIL C. Total LESSER SUNDAS excluding LOMBOK, 17241 A, 2534 B, 2380 C. Preparation of detailed OOB 48 Jap Div in progress. Some delay pending receipt further detailed information from BIMA. 200 repatriated INDONESIANS arrived KOEPAANG ex LAUTEM by two corvettes.	
"	28 Sep.		MAT. RA. MCKINNON marched out today & was taken to DARWIN by CATALINA for onward movement to GDD TAS for finalization of release. Jap work parties continuing satisfactorily. The IO Lt L. SHARLAND, and the I Sgt Sgt MOORE. RH.	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C. 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 12th Aust LNE BN (ALF) Date and Time.—From 29 Sep 45 To 29 Sep 45.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPANG	28 Sep	(continued)	made a recon to and including FENFOEI airfield. Litrep No 20 to 28 1700 H. Further interrogation and discussion 49 JAP DIV CHIEF OF STAFF COL YASHIOKA EITARO with view formulating plans for concentration Jap personnel, arms, and equipment. For details see TMORCE G 297. All other matters TMOR proceeding satisfactorily.	
	29 Sep.		Patrols and picquets on dumps continuing as previously. Jap work parties working satisfactorily. Litrep No 21 to 29 1900 H. Three DUTCH women referred to in STOREP No 17 now	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C. 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 1240 Aust Inf Bn (AIF)

Date and Time.—From 29 Sep 45 To 30 Sep 45

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	29 Sep	(continued)	reported moving to JAVA at own request. All matters TIMOR proceeding satisfactorily. The O.M.S., WO II DAVIES GJT. marched out today & was flown by Catalina to DARWIN for onward movement to TAS for compassionate leave.	
"	30 Sep.		Church Parade at 0645 hrs in In area. R Co parade DID area Koepang at 0815 hrs. Parade of all non essential personnel. at 0815 hrs to 1000 hrs for ceremonial marching and arms drill practice in readiness for the formal parade for official signing of surrender by Jap Comd Lt Gen YAMADA.	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C. 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 1240 Aust Inf Bn (AIF) Date and Time.—From 30 Sep 48 To 30 Sep 48

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG.	30 Sep	(continued)	<p>Message received to the effect that ceremonial parade will not take place before WED 3 Oct 48. Citref No 22 to 30 1900 H. Nothing further to report.</p> <p>As from 0700 hrs 30 Sep 48 the following sections picquets and patrols as directed by 33 Aust Inf Bde Op Instrs No 2.</p> <p>Picquets as follows:— 1 strength one platoon and comd Lt. WILLIAMS B Coy.</p> <p>bridge approximately 1/2 mile EAST of TARDES Camp. ref 510890, see Appo No 13.</p> <p>Task 1 to establish traffic control point on main road, inspect Jap vehicles to ensure that they are not carrying arms.</p>	

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C. 2118
(adapted.)

(Erase heading not required).

H. 100M 2/42

Unit 12/40 Aust Inf Div (AF) Date and Time.—From 30 Sep 48 To 30 Sep 48

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
DUTCH BARRACKS KOEPAANG	30 Sep	(Continued)	<p>Task II Patrol daily the area between the MANIKIN RIVER on the WEST and the BELO RIVER on the EAST. SOUTHERN limit 35 NORTH grid line, Northern limit coast. OBJECT, to ascertain if any Jap arms in area.</p> <p>Patrols will be carried out in the area WEST of 60 EASTING grid line. First area to be patrolled will be the area WEST of and including the road KOEPANGS. - BAOEN. These patrols are fixed to commence TUESDAY 2 OCT 48.</p> <p>Tasks, I, to detect whether there are any Jap arms concealed in the area.</p> <p>II to arrest any Japs with firearms</p>	

12/40
Christ. Imp. Br. (A-1-15)

In Messages

Sept 75

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) TIMFORCE	Originator	Date—Time of Origin 14 1900 H
-----------------------------	------------	----------------------------------

Office Date Stamp

TO	For Action 12/40 bn det 22 fd coy det 17 L of c sigs 70 sup depot pl 55 camp hosp det 82 FOD 2/100 LA
-----------	---

Message Instructions **GR**

(w) For Information (INFO.)
19 ind pro pl 16 war graves unit det AA Canteens ser
det AA records staff SRD NICA

ORIGINATOR'S No.

GI 23 UNCLASSIFIED (.) dumps of arms stores or eqpt will be

reported to bn HQ immediately on location (.) bn will notify bde of location and composition of dump and will provide guards during daylight hours (.) no articles to be removed from dumps without written authority bde HQ

This message may be sent AS WRITTEN by any means except

[Signature]
Wireless
Capt

Signed

If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

[Signature]
1579

Time	System	Op
THI or TOR		
Time Cleared		

Signal

Code

Signal

By order of the commanding officer
of the station

20/39

Director of Signals
Department of Defense

Time Cleared		
Time of Day		
Time	Messages	Of

20900 HV
 The following information is being furnished to you for your information and is not to be disseminated outside your organization. The information is being furnished to you for your information and is not to be disseminated outside your organization. The information is being furnished to you for your information and is not to be disseminated outside your organization.

CO
 Key
 file

TO

For Action
 (A) For Information (INFO)

Message No. CR

FROM

LINEORCE

14 10 10 H

Date—Time of Origin

USE THIS LINE FOR SIGNALS USE ONLY

Office Date Stamp

Call

Sec. No.

Priority

Transmission Instructions

Register No.

MESSAGE FORM

MESSAGE FORM

Register No.

Call 2AB	Ser. No.	Priority	Transmission Instructions
--------------------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A)	Originator TIM FORICE	Date—Time of Origin 181535
--------------------	---------------------------------	--------------------------------------

Office Date Stamp
18 Sep. 45

TO	For Action 12/40 Aust NF BN
	(w) For Information (INFO.)

Message Instructions **GR**
29

ORIGINATOR'S No. **Abb unclassified 0 your 246/75 of**
18 SEP 0 3 days leave for Darwin for
VX15151 LT F.D. WRIGHT 0 Advise staff base
when advice received from NT P/W Reception
Unit

This message may be sent **AS WRITTEN**
by any means { except } Wireless

If liable to be intercepted or fall into enemy hands, this message must be sent **IN CIPHER**

Originator's Instructions
Degree of Priority

Signed

Signed

17	Time	System	Op
1717	THI or TOR	P.	EP
	Time Cleared		

Signed

Signed

This message may be sent by any means

except

by radio

by radio

sent by radio

18/138

Degree of Priority
Originator's Instructions

Any
Reg
File

Time Cleared		
Time of Day	5	10
Priority		

181815 H

ORIGINATOR'S No.

P/B/B

TO

(a) For Information (INFO.)

Message Instructions

For Action

FROM

17/00
INFO
181232

Originator

Date—Time of Origin

Office Date Stamp

ABOVE THIS LINE FOR SIGNS USE ONLY

Call

Seq. No.

Priority

Transmission Instructions

Register No.

(Form 513) (Revised Sept 1943)

MESSAGE FORM

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

YAB

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

TIMFORCE

201535 H

For Action

TO

12/40 BN

(w) For Information (INFO.)

Message Instructions

GR

15

ORIGINATOR'S No.

A115

Unclassified

O Yant 241/45

O Request third copy D11 and

attachment be provided this HQ earliest

This message may be sent AS WRITTEN
by any means { except

..... } Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

201535 H

Time	System	Op
1635 TOR	L	<i>[Signature]</i>
1635		
Time Cleared		

1932	7	12
NOV 20		
Time	System	of
301232H		

20/40

Reg
file
Adyt
[Signature]

ORIGINATOR'S No.

TO (A) For Information (INFO) (or) For Action

FROM (A) Originator Date—Time of Origin

Message Instructions

Office Date Stamp

ABOVE THIS LINE FOR SIGNALS USE ONLY

Call Ser. No. Priority

Transmission Instructions

Register No.

Army Form C313e (small) (Revised Sept. 1942) (Page of 100)

MESSAGE FORM

MESSAGE FORM

Register No. **PI**

Call

Ser. No.

Priority

Transmission Instructions

XAB

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

(A)

Originator

Date—Time of Origin

Office Date Stamp

22 Aust FLD Coy

23/1001K

23 Sept 45

For Action

TO

ENGINEERS DET 12/40 Aust INF Bn

(w) For Information (INFO.)

Message Instructions **GR**

GR

22

ORIGINATOR'S No.

RR 9 unclassified Q149567 Spw CLARKSON A E (1) approved

memo 80625 QLD LOFC area referred.

This message may be sent **AS WRITTEN**
by any means { except }

Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed

Originator's Instructions
Degree of Priority

Time	System	Op
THI or TOR		
1440	P. BAM	
Time Cleared		

21818

21818

Time Cleared		
Time of Day	11:40	
Priority		SECRET
Originator's Instructions		

23/42

23/500 H

except
 This message may be sent via **WIRELESS**

sent in cipher
 If it is to be intercepted or read by
 enemy forces this message must be

Degree of Priority
 Originator's Instructions

Wanted 80932 010 7015 over reference

CONFIDENTIAL (H.M.K. 187 H. 1 (1) 1918) (H.M.K. 187 H. 1 (1) 1918)

ORIGINATOR'S No.

(a) For Information (INFO)

TO

EMERGENCY DEL 13/40

Message Instructions

For Action

(A)

FROM

33 4071 670 507

Time of Origin

33 20/12/18

Office Date Stamp

VOID THIS LINE FOR SIGNATURE USE ONLY

CLASS

Sec. No.

Priority

Transmission Instructions

(Page of 100) (Numbered page 1018)
 (Left page required) (001 to 100)

MESSAGE FORM

Register No.

61

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

MIL BASE

SYDNEY

251510K

For Action

TO

12/40

17TH INF BN

(w) For Information (INFO.)

Message Instructions

GR

18

ORIGINATOR'S No.

AR272629

Unclassified O NX 43208

SGT BARRY R.J. O

Father dangerously ill expectation life short O Recommend
immediate compassionate leave O Please advise

This message may be sent AS WRITTEN
by any means { except

Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

251510K		
Time	System	Op
THI or TOR		
0935	P	DM.
Time Cleared		
0940	R	DM

21612

21612

0440	8	24
0422	3	24
Time of Day	Priority	Class
2128		

SALES OFFICE
 This message may be sent as follows

sent in cipher
 cipher message must be
 if this is to be indicated on the form

Office of Origin
 Originator's Instructions

26/48 H
 26/10/5 H

Reg
 2128

ORIGINATOR'S No.

(a) For Information (INFO)

TO

12/40
 2128
 2128
 For Action

FROM

(A) 2128
 2128
 Originator

2128
 Date—Time of Origin

Office Date Stamp

USE THIS LINE FOR SIGNATURE USE ONLY

Class

No. of

Priority

Transmission Instructions

Register No.

(Part of 100) (Number of sets)
 (Total of 100) (Number of sets)

MESSAGE FORM

In lieu of Army Form C 2136

12/40 AUST INF BN (AIF)
Received..... 16 Sep 45

Ind on/51

MESSAGE FORM

Date Time of Origin

15 1640 H

(NI)

FROM :- TILFORCE

TO :- 12/40 Bn 22 Pd Coy det 17 1 of c sigs det D MS Sec
70 Sup Dep Pl 55 Camp Hosp Det 82 FOD 2/100 LAD
19 Ind Pro Pl Det AI Canteens Service Det AA Records Stg
SRD ATIS

G 33 UNCLASSIFIED (.) as from 160900 H all units and dets ~~will~~
come under comd 33 Inf Bde

Incl

This message may be sent
by any means incl wireless

Signed..... *[Signature]* Capt

19290 H

2/100 LAD

[Handwritten mark]

16/137
161500 H.

60
Aust
Lo..
leg
Jeli

STANDARD

STANDARD

STANDARD

STANDARD

STANDARD

STANDARD

STANDARD

STANDARD

STANDARD

14

STANDARD

12/10/21

STANDARD

STANDARD

STANDARD

MESSAGE FORM

Register No. 3

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

(A)

172 of C Rigs

Originator

Date—Time of Origin

011110IK

Office Date Stamp

For Action

TO

12/40 INF BN

(re) For Information (INFO.)

Message Instructions

GR

ORIGINATOR'S No.

SX 36 RESTRICTED 0 ack - jam

AG 69 of 31 1330 IK

This message may be sent **AS WRITTEN**
by any means { except }

..... } Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed

Originator's Instructions
Degree of Priority

011110IK

Time	System	Op
THI or TOR 1215	L	OP
Time Cleared		

Signal

Signal

Ady^r
 Ask Reg
 Reg
 File

RECEIVED
 01/13/21
 01/12/17 MK
 REGD.
 DATE

Wireless
 This message may be sent by wireless

Handwritten notes and markings, including "1330 TK" and "24 30".

TO: 15/170 THE RY
 (A) FROM: [Handwritten Name]
 Date—Time of Origin: 011110 MK

MESSAGE FORM
 Registration Instructions
 Register No. 3

MESSAGE FORM

Register No. *H*

Call

Ser. No.

Priority

Transmission Instructions

XAB.

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

10 MUST MALARIAL CONT.

010800

For Action

TO

BHQ 12/40 INF BN

(*re*) For Information (INFO.)

Message Instructions

GR

6

ORIGINATOR'S No.

4549

RESTRICTED

0

ref your.

ORHC-69

ack.

This message may be sent **AS WRITTEN**
by any means { except

..... } Wireless

Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed

Originator's Instructions
Degree of Priority

<i>010800</i>		
Time	System	Op
THI or TOR <i>1350</i>	<i>P</i>	<i>[Signature]</i>
Time Cleared		

Time of Day: 1325
 Day: 5
 Month: JAN 1945
 Year: 1945

Office of the Director
 of Communications

Do not use for routing
 of messages

This message may be sent by
 radio or by cable

010800

Handwritten: 010800

Handwritten: 010800

Handwritten: 010800

REGD. DATE: 01/13/45
 RECEIVED: 01/13/45
 OFFICE OF THE DIRECTOR OF COMMUNICATIONS

TO: (Priority) (Info) (or) (or)

TO: BUREAU OF THE ARMY AIR CORPS

For Action

Handwritten: Add. File

FROM: (A)

Handwritten: 34X

USE THIS LINE FOR SIGNATURE

Serial No. 24

Priority

(Number of 100) (Number of 100) (Number of 100)

MESSAGE FORM

Register No. 4

MESSAGE FORM

Register No. **5**

Call **XAB** | Ser. No. | Priority | Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) **FINANCE DET** | **Date—Time of Origin** **010900IK**

Originator | *Date—Time of Origin*

For Action

Office Date Stamp

TO **HQ 12/40 INF BN** | **Message Instructions** **GR**

(w) For Information (INFO.)

Message Instructions **GR**
6

ORIGINATOR'S No. **PAY 1** | **RESTRICTED** | **YOUR SIGNAL**
OR AG 69 | **HCK.**

This message may be sent **AS WRITTEN** by any means { *except* } Wireless

If liable to be intercepted or fall into enemy hands, this message must be sent **IN CIPHER**

Originator's Instructions
Degree of Priority

010900		
Time	System	Op
THI or TOR	P	Q
Time Cleared		

Signed

Signed

Signal

Signal

Time Stamp

This message may be sent by

except

Wireless

VS WIRELESS

sent in cipher

unless permitted this message must be
it is to be intercepted or fall into

Degree of Priority
Originator's Instructions

Priority

System of

ORIGINATOR'S NO.

OK HERE
DATE

HCK

RESTRICTED @

RECEIVED
REGD. DATE
01/13/30
01/13/30
K

TO

NO 18/10 THE BY

(a) For Information (INFO)

For Action

FROM

THE SIGNALS

Originator

Date—Time of Origin

Office Date Stamp

WRITE THIS LINE FOR SIGNALS USE ONLY

X 100

Call

Sec. No.

Priority

Transmission Instructions

(Based on 100) (Adapted Sept 1923)
ALPHA FORM 3132 (Small)

MESSAGE FORM

Register No.

2

MESSAGE FORM

Register No. 6

Call

Ser. No.

Priority

Transmission Instructions

XAB

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

honfance

011615IK



For Action

TO

Timfance

(i) For Information (INFO.)

Message Instructions

GR

12/40 imy Bm

19

ORIGINATOR'S No.

GO 12028 Confidential O. Quarter my

GO 11943 of ~~311415IK~~ 311415IK. O

Sqn ldr Ogader 26 wing nominated

R.A.A.F. vessel opp O embark messahy

This message may be sent **AS WRITTEN**
 by any means { except

..... } Wireless

Signed

If liable to be intercepted or fall into
 enemy hands, this message must be
 sent **IN CIPHER**

Signed

Originator's Instructions
 Degree of Priority

Time	System	Op
THI or TOR 1810	L	GR
Time Cleared		

1815 iK

Int Sec.

1815 iK RECEIVED. *VEM*
 REGD. 01/135
 DATE 01/0/45

Time Cleared		
1810		
Time of Day		
Time	System	Of

Wireless
 This message may be sent by wireless

Distribution

Adjit.
 File
 Register.

ORIGINATOR'S No.

15/170 Int Sec

(20) For Information (INFO)

TO

Message Instructions

CR

For Action

FROM (A)

Originator

011012 iK
Date—Time of Origin

Office Date Stamp

ABOVE THIS LINE FOR SIGNATURE USE ONLY

Call

Seq. No.

Priority

Transmission Instructions

THIS FORM SIZE (20211)
(Adapted Sept 1943)
(100 lbs)

MESSAGE FORM

Register No.

Unparaphrased.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

ADJT.

292045

For Action

TO

BnHQ, HQ, A, B, D Coys.

(w) For Information (INFO.)

Message Instructions

GR

ORIGINATOR'S No.

**TOPO(.) ALL PERSONNEL WHO HAVE NOT RECEIVED CHOLERA INJECTIONS WILL REPORT
R.A.P. 12/40 Bn 300915(.) ENSURE AAB 83 IN POSSESSION OF SOLDIERS'**

This message may be sent **AS WRITTEN**
by any means { except }

Wireless

Signed

CAPT.

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed

Originator's Instructions
Degree of Priority

Time	System	Op
THI or TOR		
Time Cleared		

FORM 1

RECEIVED.
 REGD. 29/50
 DATE 29/1/35 IK

Handwritten notes:
 Regt
 Coy
 File

LINE CIRCLES	
LINE OF	50
LINE OF	

U.S.A. 12/40 300912 (*) (ENSURE VAB 83 IN POSSESSION OF SOLDIERS)
 INFO (*) ALL PERSONNEL WHO HAVE NOT RECEIVED CHOLERA INJECTIONS WILL BE

TO: **INFO NO. A. B. D. COYS.**

(*) For Information (INFO)

FOR ACTION

FROM: **ADL**

Originator

Date - Time of Origin

Message Instructions **CK**

Office Date Stamp

ABOVE THIS LINE FOR SIGINTS USE ONLY

Call
 Ser. No.
 Priority

Handwritten: **ADL**

MESSAGE FORM

Register No.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

(A) Adjt

Originator

Date—Time of Origin

111630

Office Date Stamp

For Action

TO

Bn HQ : HQ Coy : A, B and D Coys

(w) For Information (INFO.)

Capt D.E.C. Scott

Message Instructions **GR**

ORIGINATOR'S No.

ref LARRAKEYAH work party commencing mon 13 aug (.) ALL personnel will report
 Capt SCOTT, A Coy area with messing gear 0750 hrs daily except suns (.) dress
 shorts shirts hats boots socks puttees (.) socks to be turned down over puttees (.)
 names of any personnel unable to attend on any day through illness must be notified
 to Capt SCOTT by 0730 hrs of that day or earlier if possible (.) tps will return
 to coy lines 1630 hrs daily

This message may be sent AS WRITTEN
 by any means { except

D. E. C. Scott } Wireless

Signed

Capt

If liable to be intercepted or fall into
 enemy hands, this message must be
 sent IN CIPHER

Signed

Originator's Instructions
 Degree of Priority

Time	System	Op
THI or TOR		
Time Cleared		

Signature

Date

Signature

MAILED 14 NOV 1945
This message may be sent by air

SENT BY AIR

RECEIVED
11/35
11/640
rk

Time Stamp	
NOV 14 1945	
Time	

Legg
File
R/H

ORIGINAL NO.

[Handwritten scribbles]

TO

TO: HQ 1st Div, 1st AF, 1st Div, 1st AF

For Action

Message Instructions

CR

FROM

[Handwritten initials]

Originator

11120

Date - Time of Origin

Office Date Stamp

VOID THIS LINE FOR SIGNS USE ONLY

CHK

Seq. No.

Priority

Transmission Instructions

(Form of 100) (War Dept Form 100)
Army Form 100 (Rev. 1-45)

MESSAGE FORM

Register No.

UNPARAPHRASED.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

(A)

ADJT.

Originator

Date—Time of Origin

0214 30 ~~5~~.

Office Date Stamp

For Action

TO

BnHQ HQ ~~A B D Coys.~~
(I.O)

(re) For Information (INFO.)

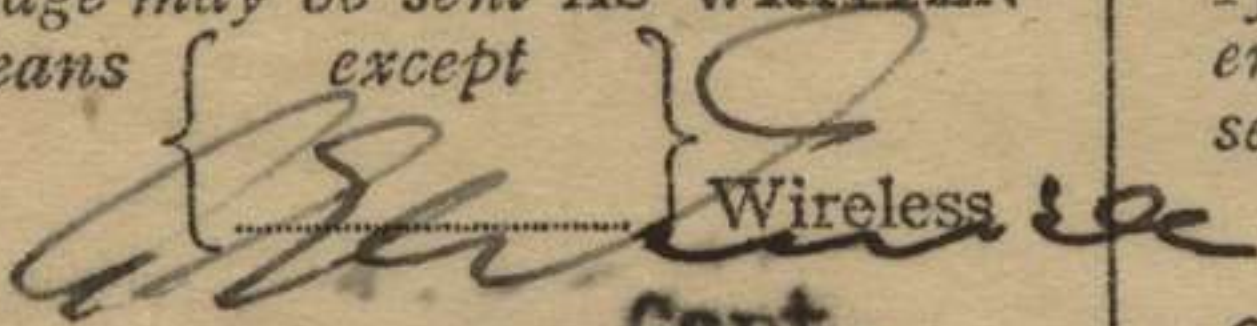
Message Instructions

GR

ORIGINATOR'S No.

In future nominal rolls will be supplied of personnel proceeding to DARWIN on Sims recreational convoy (.) these to reach BnHQ by 1200 hrs each Sat.

This message may be sent AS WRITTEN by any means { except


Wireless

Signed

Capt.

If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

Time	System	Op
THI or TOR		
Time Cleared		

Line	Charge

RECEIVED
 REGD. 02/24
 DATE 02 14 40 AM

Aug
 2nd 1940
 [Signature]

TO: FOR INFORMATION (INFO)

FROM: FOR ACTION

Originator:

Date—Time of Origin:

Message Instructions
 Office Date Stamp

(Name) and (Serial) (Number) of (Page)
 Serial No. Branch

MESSAGE FORM

Transmission Instructions
 Register No.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

ADJT

021420

For Action

TO

BHQ HQ COY

(IQ)

(re) For Information (INFO.)

Message Instructions

GR

TPT.

ORIGINATOR'S No.

Allotment of tpt proceeding to RAAF concert party NOGIAMAN Fri 3 Aug(.)
 BnHQ 10^{ORS} HQ Coy 50^{ORS} (.) nominal rolls of personnel attending to BnHQ
 by 031500 (.) personnel parade rear own picture area 031845 (.)
 0 is to be nominated later.

This message may be sent **AS WRITTEN**
by any means except

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Originator's Instructions
Degree of Priority

Signed

Wireless
Capt.

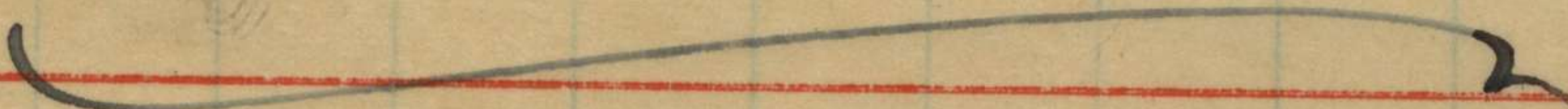
Signed

Time	System	Op
THI or TOR		
Time Cleared		

12/40 Aust. Inf. Bn (A-I-F)

Sit. Reps.

Sept 25.



MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator TIMFORCE For Action	Date—Time of Origin 202245 H	Office Date Stamp
TO LANDOPS (w) For Information (INFO.) NORFORCE 12/40 BN	Message Instructions GR	

ORIGINATOR'S No.

G1 130 CONFIDENTIAL (.) SITREP 12 TO 202200H (.)

CONCENTRATION OF JAP ARMS EQPT AND PERS PROCEEDING ACCORDING TO PLAN (.) ANTICIPATE CONCENTRATION OF ALL FOLLOWING EQPT SMALL ARMS LIGHT AND MEDIUM AUTOMATIC WEAPONS FIRING MECHANISMS HY EQPT AND TECH AND SUY EQPTS COMPLETED BY APPROX 26 SEP (.) DET NICA MOVED SOE WITH DET SRD TO TAKE OVER CIVIL ADM (.) JAP COMD STATES TOTAL 2,70 INDONESIANS 2 HALF CASTES 1 WHITE WOMAN WERE IN ARMY BROTHELS TIMOR PRIOR TO 1 JUL 45 (.) MAJORITY THESE MOVED BIMA UNDER ORDERS LEAVING 56 INDONESIANS ATAMBOEA AREA (.) NICA INVESTIGATING (.) 88 MEMBERS RNI ARMY INCL 12 EUROPEAN 36 TIMORESE 24 AMBONESE 10 MANADONESE 6 JAVANESE LIBERATED BY TIMFORCE (.) COLLECTION OF INFM JAP ATROCITIES AND WORK OF SPECIAL SERVICE ORGANISATIONS BY INTERROGATION NATIVES BEING CARRIED OUT BY NICA AND FSS PERS

This message may be sent AS WRITTEN by any means { except } Wireless Signed	If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER (Sgd) Signed R. Gundry Lt 20/9	Originator's Instructions Degree of Priority Immediate	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;">Time</td> <td style="width:33%;">System</td> <td style="width:33%;">Op</td> </tr> <tr> <td>THI or TOR</td> <td></td> <td></td> </tr> <tr> <td>Time Cleared</td> <td></td> <td></td> </tr> </table>	Time	System	Op	THI or TOR			Time Cleared		
Time	System	Op										
THI or TOR												
Time Cleared												

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

TIMFORCE

212145 H

For Action

TO

LANDOPS

(w) For Information (INFO.)

Message Instructions

GR

NORFORCE

ORIGINATOR'S No.

GI 150 @ CONFIDENTIAL @ SITREP @ 13 to

212000 H @ for infm re PORTUGUESE

TIMOR see our G0144 and G0145 address

ed LANDOPS only @ disarming jap troops

completed @ mov of arms ex PORTUGUESE

TIMOR progressing @ NWA^{RAAF} HQ/KOEDANG

det established DENBOI @ SRD party

returned from SDE after NICA det

established

[Signature]
A. J. ...

CO of
adv
JO.

This message may be sent AS WRITTEN
by any means { except }

Wireless

If liable to be intercepted or fall into
enemy hands, this message must be
sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

Time

System

Op

THI or TOR

Time Cleared

Signed

Signal

Signal

Time Stamp

By and means of this message may be sent by AIRTEL

sent in cipher should have been indicated by the words to be indicated on the form

Originator's Instructions

60

24/44
24/600 H

Part
Jo.
Reg
File

04/70
50.4

[Faint handwritten notes]

[Handwritten signature]

[Faint mirrored text from reverse side of the page]

ORIGINATOR'S NO.

NOVEORCE

(a) For Information (INFO)

TO

Message Instructions

For Action

LIWEORCE

24/44 H

FROM

Originator

Date—Time of Origin

Office Date Stamp

ABOVE THIS LINE FOR SIGNALS USE ONLY

Call

Sec. No.

Priority

Transmission Instructions

Register No.

MESSAGE FORM

Form 100 (1943)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
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ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A)	Originator TIMFORCE	Date—Time of Origin 22 2115 H	Office Date Stamp
--------------------	-------------------------------	---	-------------------

For Action

LANDOPS

TO	(w) For Information (INFO.) NORFORCE	Message Instructions GR
-----------	--	-----------------------------------

*for 17/40 Secs
1 Section
OR 4th*

ORIGINATOR'S No.

G1174 CONFIDENTIAL (.) sitrep 14 to 222000H (.)

concentration jap forces and eqpt proceeding satisfactorily (.)
 officer HQ TIMFORCE accompanied by political adviser flew DILLI
 22 sep and conferred with PORTUGUESE governor (.) problems
 arising out of jap surrender were discussed and arrangements made
 for governor to receive comd TIMFORCE 23 sep (.) comd TIMFORCE
 det departed KOEPANG 1600H for DILLI in two corvettes with force
 consisting one pl gp plus specialist pers (.) this convoy will
 RV off DILLI with convoy ex DARWIN morning 23 sep and enter DILLI
 harbour

*CO
adpt.
10*

[Signature]
P. S. [Signature] Capt

This message may be sent AS WRITTEN
by any means { except } Wireless

If liable to be intercepted or fall into
enemy hands, this message must be
sent IN CIPHER

Originator's Instructions
Degree of Priority
Immediate

Time	System	Op
THI or TOR		
Time Cleared		

Signed

Signed

[Signature]
8/9

Signal

Signal

Time Cleared

LINE or JOB

Line

CO
Halt
Lo.

24/45
24/600

164

12/40 Bn

Reg
File

Roth

reversed

THIS MESSAGE IS BEING TRANSMITTED BY THE
COMMUNICATIONS SECTION OF THE
HEADQUARTERS OF THE
ARMY IN THE
REAR AREA
AND IS NOT TO BE
REPRODUCED OR
TRANSMITTED
IN ANY MANNER
WITHOUT THE
AUTHORITY OF
THE
OFFICER IN
CHARGE
OF THE
COMMUNICATIONS
SECTION
OF THE
HEADQUARTERS
OF THE
ARMY
IN THE
REAR AREA

ORIGINATOR'S NO.

FOR INFORMATION

(a) For Information (INFO)

TO

Message Instructions

CR

FOR ACTION

For Action

FROM

ORIGINATOR

Originator

Date—Time of Origin

Office Date Stamp

ABOVE THIS LINE FOR RECIPIENTS USE ONLY

Call

Seq. No.

Priority

Transmission Instructions

(Form 100) (Use only for 1913)

MESSAGE FORM

Register No.

MESSAGE FORM

Serial No

No. of Group

OFFICE DATE STAMP

CALL
AND
INSTRUC-
TIONS

IN

GR.

OUT

Handwritten:
12/4/42
Appeal

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY)

TO HQ MT FORCE (AIF)
Brigade,
Dist. rec. _____

FROM 12/4 0 Aust Inf Bn (AIF)

Originator's Number

14

Date

1

In Reply to Number

Strength	State	Ax	nil	and	nil
Ay	nil	and	4	Az	nil
and	5	B	1	and	4
C	28	and	525	D	nil
and	nil	E	1	and	2 49
F	4	and	8	G	nil 47

This MESSAGE MUST NOT BE SENT BY WIRELESS.

Handwritten signature:
W. Buckley

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

TIME OF ORIGIN

010600 1k

SIGNED.....

(BELOW THIS LINE IS FOR SIGNALS USE ONLY)

T.H.I.

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER

T.O.R.

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
 (A) TIMFORCE

Originator

Date—Time of Origin
 232030H

Office Date Stamp

INT

For Action

TO LANDOPS

(w) For Information (INFO.)

Message Instructions **GR**

NORFORCE

ORIGINATOR'S No.

GI 186 CONFIDENTIAL (.) sitrep 15 to 232000H (.) all tasks

proceeding satisfactorily

Cppy - 12/40 Inf Bn.



This message may be sent **AS WRITTEN**
 by any means { *except* } Wireless

If liable to be intercepted or fall into
 enemy hands, this message must be
 sent **IN CIPHER**

Originator's Instructions
 Degree of Priority

Signed

Signed

Time	System	Op
THI or TOR		
Time Cleared		

This message may be sent by any means except wireless
 sent in cipher 24/4/43
 Degree of Priority
 Originator's Instructions

Time Cleared		
Time of Day		
Time	System	Of

CO
 Lt Col
 Dept
 Reg

COBVA - IS\40 INT BU

24 1015 H

proceeding satisfactorily

ORIGINATOR'S No. OF THE CONFIDENTIAL (*) ATTACHED TO SERVOONH (*)

TO: **INDOCS**

FOR ACTION

FROM: **INDOCS**

Originator

Date—Time of Origin: **335020H**

Message Instructions
 CR
 Office Date Stamp

ABOVE THIS LINE FOR SIGNALS USE ONLY

Call Ser. No. Priority Transmission Instructions Register No.
MESSAGE FORM

(Form 100) (Revised Sept 1942)
 Army Form 100 (1942)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) TIMFORCE	Originator	Date—Time of Origin 24 2020 H
------------------------------------	------------	----------------------------------

Office Date Stamp

LANDOPS	For Action
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INI

TO NORFORCE	(w) For Information (INFO.)
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Message Instructions **GR**

ORIGINATOR'S No. GI 206 CONFIDENTIAL (.) Sitrep 16 to 242000 H (.) first (.)

Jap comd advises two aircraft conveying Lt-gen YAMADA and personal staff flying BIMA KOEPANG 25 sep ETD BIMA 0800 H ETA KOEPANG 1300 H (.) second (.) Japs working well in allied cause improving hygiene and living conditions in town area (.) Jap engrs occupied repairing damaged bridges culverts main trunk road (.) collection of all naval tech eqpt KOEPANG area completed

JNB 25⁹/45

17/40 BN

This message may be sent AS WRITTEN by any means { except } Wireless	If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER	Originator's Instructions Degree of Priority IMMEDIATE	Time	System	Op
			THI or TOR		
Signed	<i>[Signature]</i> Signed Lt 24/9		Time Cleared		

28/10/47

26/47

60

2609/5 H

Aust

30

Reg
File

Time of Day	
Day	
Month	
Year	

TO
FROM

TO
FROM

TO
FROM

TO
FROM

TO
FROM

TO
FROM

TO		FROM		Date - Time of Origin	
TO		FROM		Date - Time of Origin	
TO		FROM		Date - Time of Origin	

TO
FROM

TO
FROM

MESSAGE FORM

Register No.

(Back of 100) (Numbered 2000 1000)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
------	----------	----------	---------------------------

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A)	Originator TIMFORCE	Date—Time of Origin 26 2205H	Office Date Stamp
	For Action LANDOPS		
TO	(w) For Information (INFO.) NORFORCE	Message Instructions	GR

ORIGINATOR'S No.

GI234 CONFIDENTIAL (.) sitrep 18 to 262200H (.) jap small arms eqpt
ex DILLI arrived KOEPANG 26 sep (.) jap forces TIMOR now completely
disarmed (.) lt gen YAMADA and staff appear to have supplied all
infrm as ordered in general order number one (.) figures on strengths
conflicting and clarification being sought (.) copies of docs and
maps handed over will be fwded your HQ at earliest (.) preliminary
discussion carried out with lt gen YAMADA indicates that conc of
tps sups arms amn and eqpt already well advanced (.) anticipate
preliminary conc jap forces lesser SUNDAS into following areas
will be completed by 10 oct (.) FLORES IS (.) MAOEMERE BADJAWA
area (.) SOEMBAWA IS (.) BIMA ~~SOEMBAWA~~ SOEMBAWA and REO-ROETENG
area (.) SOEMBA IS (.) WAINGAPOE (.) conc of all arms amn in
suitable areas for disposal should be completed by 10 oct (.)
3 govt reps 2 army pers returned DARWIN ex DILLI 26 sep

17/40 Bw



This message may be sent AS WRITTEN by any means { except } Wireless	If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER	Originator's Instructions Degree of Priority IMMEDIATE	Time	System	Op
			THI or TOR		
Signed	Signed		Time Cleared		

MESSAGE FORM

Register No.

Call No. *Co*

Priority *H.*

Transmission Instructions *2/1/49*

ABOVE THIS LINE FOR OFFICE USE ONLY

Office Date Stamp

Date-Time of Origin
2030Z

Originator
TIPORCE

FROM (A)
TIPORCE

For Action

TIPORCE

TO

(u) For Information (INFO.)

TIPORCE

Message Instructions

GR

ORIGINATOR'S No.

3 govt reps 2 army pers returned DARWIN ex DILL 26 sep
 suitable areas for disposal should be completed by 10 oct (.)
 area (.) SOIMBA IS (.) WAINGAPOE (.) conc of all arms and in
 area (.) SOEMBAWA IS (.) BIMA MANKMENEW SOMBAWA and RBO-RORTING
 will be completed by 10 oct (.) FIGURES IS (.) MAOTAPRE BADAWA
 preliminary conc jap forces lesser SUNDAS into following areas
 the sups arms and eqpt already well advanced (.) anticipate
 discussion carried out with Lt Gen YAMADA indicates that conc of
 maps handed over will be fwded your HQ at earliest (.) preliminary
 conflicting and clarification being sought (.) copies of docs and
 info as ordered in general order number one (.) figures on strength
 disbanded (.) Lt Gen YAMADA and staff appear to have applied all
 ex DILL arrived KOTANG 26 sep (.) jap forces TIMOR now completely
 GISSA CONFIDENTIAL (.) altered IS to 2030Z (.) jap small arms eqpt

Handwritten notes and signatures:
 [Large scribbles and signatures in the bottom section of the form]

This message may be sent AS WRITTEN by any means except		If liable to be intercepted or fall into enemy hands, this message must be	Originator's Instructions	Time	System Op
Wireless					
IMMEDIATE					

Signed

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions
			12/40 AUST INF BN (AIF)
ABOVE THIS LINE FOR SIGNALS USE ONLY			Received.....

FROM (A) TIMFORCE <i>Originator</i>	Date—Time of Origin 27 1955 H	Office Date Stamp Message Instructions GR
<i>For Action</i>		
LANDOPS		
TO	<i>(w) For Information (INFO.)</i>	
Norforce		

ORIGINATOR'S No.

GI 289 CONFIDENTIAL (.) SITREP 19 to 271900H (.) KNILM SS
 THEDENS arrived KOEPANG 270800H bringing one coy DUTCH tps str 150
 under comd TIMFORCE on arrival (.) governor PORTUGUESE TIMOR requested
 free unfettered movt himself and officials as required by road to OCUSSI
 (.) agrees afford similar facilities to BUTCH desiring travel in
 PORTUGUESE TIMOR (.) position re jap strc clarified as follows (.)
 Section A ARMY section B NAVY section C INDONESIAN tps and labourers
 (.) SOEMBABA 3026A 738B 130C (.) SOEMBA 46A 429B 452C (.) FLORES
 12914A 44B 1798C (.) TIMOR 1255A 1323B NILC (.) total LESSER SUNDAS
 excl LOMBOK 17241A2534B 2380C (.) preparation detailed 00B 48 jap div
 in progress (.) some delay pending receipt further detailed infm from
 BIMA (.) 200 repatriated INDONESIANS arrived KOEPANG ex LAUTEM by
 two corvettes

Copy 12/40 Bm

This message may be sent AS WRITTEN by any means <i>except</i> Wireless Signed <i>[Signature]</i>	If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER Signed	Originator's Instructions Degree of Priority Immediate	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;">Time</td> <td style="width:33%;">System</td> <td style="width:33%;">Op</td> </tr> <tr> <td>THI or TOR</td> <td></td> <td></td> </tr> <tr> <td>Time Cleared</td> <td></td> <td></td> </tr> </table>	Time	System	Op	THI or TOR			Time Cleared		
Time	System	Op										
THI or TOR												
Time Cleared												

218125

[Handwritten signature]

218125

RECEIVED.
29/50
20/12/50 H
DATE

218125

CO	
1st Lt	
20	
Reg	
Free	

[Handwritten: Captn]

[Handwritten: 15/12/40 Br]

[Handwritten: Reg Free]

[Handwritten signature]

TO: (A) INFORMATION (INFO)

FROM: (A) INFORMATION (INFO)

DATE: 15/12/40

ORIGINATOR: (A) INFORMATION (INFO)

RECEIVED: 29/50

20/12/50 H

DATE

Message Instructions
1125
Office Date Stamp

TO	FROM	DATE	ORIGINATOR	RECEIVED

MESSAGE FORM

Register No.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

30 Sep 45

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

TIM FORCE

28 2030 H.

For Action

TO

LANDOPS.

(w) For Information (INFO.)

Message Instructions

INT

GR

LAND FORCES

ORIGINATOR'S No.

G1 299 CONFIDENTIAL @ Ltrch No 20 to 281700 H @ further
interrogation and discussion of Jap Dev. Chief of Staff Col.
Yashioha Citaro with view formulating plans for concentration
Jap less arms & eqpt. @ for details see our G 297 @ all other
matters Timor proceeding satisfactorily

This message may be sent **AS WRITTEN**
by any means { except

..... } Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed baby/ 12/408w

Originator's Instructions
Degree of Priority

Immediate

Time	System	Op
THI or TOR		
Time Cleared		

12/4000

RECEIVED
01/52
REGD.
DATE 01/030 H

Bo.
Adj
Go
Reg
File

RTH

TO HEAD FORCES
(a) For Information (INFO)

FROM HEAD FORCES
Originator

58 5030 H
Date-Time of Origin

Message Instructions
Office Date Stamp

USE THIS LINE FOR SIGNS USE ONLY

Reg. No. Priority

Message Form (Serial)
MESSAGE FORM
Register No.

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

30 Sep 45

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date—Time of Origin

Office Date Stamp

(A)

TIMFORCE

292000H

For Action

TO

LANDOPS

(w) For Information (INFO.)

Message Instructions

GR

LANDFORCES

ORIGINATOR'S No.

GI 311 CONFIDENTIAL(.) Sitrep 21 to 291900H(.)

Chief of Staff 48 Jap Div advises 23 Indonesian nurses 6 other persons left MAOEMERE for KOEPANG 291700H(.) 3 Dutch women referred to in Sitrep 17 now reported moving Java at own request(.) All matters timor proceeding satisfactorily

Copy 12/40 band

This message may be sent **AS WRITTEN** by any means { except

..... } Wireless

If liable to be intercepted or fall into enemy hands, this message must be sent **IN CIPHER**

Originator's Instructions
Degree of Priority

Signed

Signed

Blue ash Lt 29/9

Immediate

Time	System	Op
THI or TOR		
Time Cleared		

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

(A)

Originator

Date—Time of Origin

Office Date Stamp

For Action

TO

(ie) For Information (INFO.)

Message Instructions

GR

ORIGINATOR'S No.

GISBO CONFIDENTIAL (.) sitrep 22 to 301900H (.) maxht nothing
further to report

loopy - 12/40BW

This message may be sent **AS WRITTEN**
by any means { except

_____ } Wireless

Signed

If liable to be intercepted or fall into
enemy hands, this message must be
sent **IN CIPHER**

Signed

Originator's Instructions
Degree of Priority

IMMEDIATE

Time	System	Op
THI or TOR		
Time Cleared		

Signal

Signal

This message may be sent by wireless

sent in cipher

Office of National Communications

Time of Day		
Time of Day		
Time of Day		

RECEIVED.
 REGD, 01/53
 DATE 01/1800 H.

Co
 Lo
 Asst
 Reg
 File

TO

(a) For Information (INFO)

Message
 P. J. H.
 11-1

FROM

Originator

Date - Time of Origin

Office Date Stamp

VOID THIS LINE FOR SIGNALS USE ONLY

Serial No.
 Priority
 (Form of 190) (Revised Sept 1942)
 Army Form 3130 (Signal)

Transmission Instructions

MESSAGE FORM

Register No.

FIELD RETURN OF OFFICERS

Army Form W.3008
(Adapted) (Page 1)
(Revised Jan., 1943)

12/40 Aust Inf Bn(AIF) 14 45 (Serial No.)
At 0600 Hrs. Saturday 1 / 9 / 1945 (Unit)

W.E. 11 / 12 / 3 OFFRS. 34 O.R's. 832 + OFFRS. 1 O.R's. 33 ATT. BY W.E.

PART A.—POSTED STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4	5	6	7	8	9	10			
W.E. EXCLUDING ATTACHED.				DETAIL.	ATTACHED ALLOWED BY W.E.							
Rein'ts Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.		Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Rein'ts Required.			
-	-	-	1	Lieut.-Colonels								
-	-	-	3	Majors								
NR	/-	-	9	Captains	AANC	1	-	-	-			
5	5	-	15	Lieutenants Quarter-masters A.A.N.S and A.A.M.W.S. Offrs. Civilians Counting as Offrs.								
5	6	-	28			1	-	-	-			
		DETAIL.	A.I.F.	C.M.F.	A.W.A.S.	A.A.N.S.	A.A.M.W.S.	CIVIL.	R.A.N.	R.A.A.F.	..	TOTAL.
		A.	29 ^A									29
		E.(1)										
		E.(2)										

Analysis of Part A to be shown here by ALL units. Only units notified in para. 10 of instructions for compilation of form will complete Part E(1) & E(2).

* Insert detail of higher ranks as necessary.
** Personnel belonging to a category not provided for in the analysis will be shown in this Col. Particulars will be shown, e.g., 20 U.K. Forces; 10 N.Z. Forces

PART B.—PARTICULARS OF OFFICERS JOINED OR QUITTED DURING WEEK.

OFFICERS JOINED DURING WEEK.

Army No.	Rank.	Name and Initials.	Unit From.	Date.	CAUSE.
TX6166	Capt.	Dunbar, A.T.	LHQ Tactical School Beenleigh.	29 / 3 / 45	Completed Course No. 13.

OFFICERS QUITTED DURING WEEK.

Army No.	Rank.	Name and Initials.	Unit To.	Date.	CAUSE.

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO (Unit) IS PARTICULARLY REQUESTED. / / 194.....

Army No.	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

[Handwritten Signature]

PART D.—NOMINAL ROLL OF OFFICERS ON POSTED STRENGTH

At 0600 Hrs. Saturday 1 / 9 / 194 5 (Total to agree with Columns 4 and 7 of Part A.)

1	2	3	4	5	6	7	8
Substantive Rank and Higher Temporary Rank if Held.	Army Number.	Surname.	Initials.	Posting.	Whether present with Unit (insert Yes or No)	If not present with Unit, state how employed.	Date of Detachment.
Lt-Col.	TX6157	Bartley, T.W.	T.W.	C.O.	Yes.		
Major.	VX111044	Reddick.	N.Mck	2i/c	"		
Major.	WX38346	Lefroy.	R.B.	Coy Comd	"		
Major.	TX6168	Mackinnon.	R.A.	" "	"		
Capt.	TX2030	Bostell.	J.D.	C.M.	"		
Capt.	TX6166	Dunbar.	A.T.	Coy Comd	"		
Capt.	OX17633	Grimstone.	L.L.	Coy Comd	"		
Capt.	VX41104	Smith.	W.T.	Coy 2i/c	"		
Capt.	TX6154	Scott.	D.H.C.	Coy Comd	"		
Capt.	WX8498	Willis, A.E.	A.R.	Coy 2i/c	"		
Capt.	TX6167	Bessell.	L.H.	Coy 2i/c	"		
Lt (T/Capt)	TX6373	Wincer.	A.G.	Adjt.	"		
Lt (T/Capt)	TX6122	Heyes.	R.L.	Coy 2i/c	"		
Lt.	TX6177	Camm.	I.G.	Pl Comd	"		
Lt.	TX10769	Jolly.	B.N.	Pl Comd	"		
Lt.	VX88480	Lacy.	R.A.	Pl Comd	"		
Lt.	VX88467	Gail.	C.W.	Coy 2i/c	"		
Lt.	TX6189	Scott.	B.G.	Pl Comd	"		
Lt.	TX6193	Woolley.	K.B.H.	Pl Comd	"		
Lt.	TX10388	Roberts.	R.	T.O.	"		
Lt.	NX120720	Gooden.	W.I.	Pl Comd	"		
Lt.	TX10149	Smith.	K.R.	Pl Comd	"		
Lt.	WX29349	Maloney.	R.A.G.	Pl Comd	"		
Lt.	VX15151	Wright.	F.D.	Pl Comd	"		
Lt.	TX13109	Collins.	D.D.	Pl Comd	"		
Lt.	TX6152	Caswell.	B.A.	Pl Comd	"		
Lt.	TX12985	Williams.	H.F.	Pl Comd	"		
Lt.	QX51292	Sharland.	E.	Pl Comd	"		
Capt.	NX204898	Edmeades.	T.W.	R.M.O.	Yes		

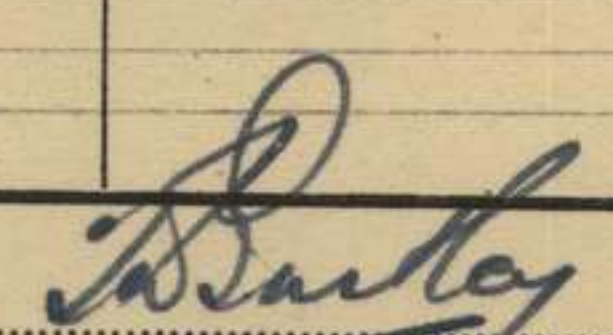
PART E.—NOMINAL ROLL OF OFFICERS ATTACHED FROM OTHER UNITS.

Substantive Rank and Higher Temporary Rank, if Held.	Army Number.	Name and Initials.	Unit.	Date of Attachment.	Nature of Attachment.
Chaplain.	S59419	Walsh, E.V.T.	HQ N.T. Force.	1/6/45.	Chaplain R.C.
"	SX34044	Goldworthy, S.J.	" "	19/6/45	" P.D.
Capt.	NX202775	Booth, R.E.	73 Aust	Dental Unit, 25/8/45	Dental Offr.
Capt.	NX200572	Hills, A.C.	73 Aust	Dental Unit.	1/6/45. Dental Offr.

1 Sep 45.

Date of Despatch

Truth—7/43.



Signature of Commander

Lt-Col.

Comd 12/40 Aust Inf Bn(AIF)

FIELD RETURN OF OTHER RANKS

11 / 95 (Serial No.)

At 0600 Hrs. Saturday 1 / 9 / 1945 (Unit)

W.E. 11 / 12 / 3 OFFRS. 34 O.R's. 432 + OFFRS. 1 O.R's. 33 ATT. BY W.E.

Part A. Posted Strength, Surplus or Reinforcements Required.

W.E. EXCLUDING ATTACHED.				DETAIL.	ATTACHED ALLOWED BY W.E.				
Reinfts. Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.		Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Reinfts. Required.
-	-	-	1	W.Os. Class I.	VARIOUS				
-	-	-	6	W.Os. Class II.	100 BACK	1			
-	-	-	-	Squadron or Company Quartermaster Sgts.					
-	-	3	8	Staff Sergeants					
2	6	1	30	Sergeants		12	3	-	-
13	16	2	54	Corporals		7	1	2	1
312	312	21	422	Troopers, Privates, etc.		29	14	-	-
				Civilians counting as O.R.					
327 *	334	27	525 *	Totals of cols. marked * should agree with details shown in Part E on Page 2.		49 *	18	2	1 *

Analysis of Part A to be shown here by ALL units. Only units notified in para. 7 of instructions for compilation of this return will complete analysis of Part B(1) and B(2).

** Personnel belonging to a category not provided for in the analysis will be shown in this Col. Particulars will be shown, e.g., 20 U.K. Forces, 10 N.Z. Forces.

Detail	A.I.F.	C.M.F.		A.W.A.S.	A.A.M.W.S.	CIVIL	R.A.N.	R.A.A.P.	**	TOTAL
		Under 19 Years.	19 Years and over.							
A	498	5	67	2						574
B(1)										
B(2)										

Part B. Other Ranks Attached from Other Units.

Part C. Other Ranks Included in Part A Detached to Other Units.

Number of O.Rs.	Unit to which they belong	Number of O.Rs.	Unit to which they belong	Number of O.Rs.	Unit to which detached.	Number of O.Rs.	Unit to which detached
4	"B" Sec 13			1	100 BACK		
	100 BACK			1	100 BACK		
	100 BACK			3	100 BACK		
1	"B" Sec 13			1	100 BACK		
	100 BACK			1	100 BACK		

Part D. Description of Other Ranks Whose Return To (Unit) is Particularly Requested. / / 194

Army No	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

[Handwritten Signature]

FIELD RETURN OF OTHER RANKS

At 0600 Hrs. Saturday 1/19/43 (Unit)

W.E. ANALYSIS OF ATTACHED BY W.E. OFFERS

Reinforcements Required

Reinforcements Required	Deficient W.E.	Surplus to W.E.	Army or Corps Strength	Army or Corps	Postings	W.E. Strength	Deficient W.E.	Surplus to W.E.	Reinforcements Required
			1	Hygiene Inspector Sgts		2			
			1	Chiropractor Cpl		1			
			1	Shoemaker Cpl	W.O. Class I	2			
			1	Shoemaker Pte	W.O. Class II	1			
				Squadron or Company Quartermaster Sgts		2			
				Star Sergeants		2			
				Sergeant		1			
				Corporal		5			
				Troopers Privates, etc.		4			
				Civilians (working as O.R.)		72			
				Totals of cols marked * should agree with details shown in Part B on Page 2		2			

Part B. Other Ranks Attached from Other Units

No	Rank	Name	Age	Class	Army Trade	Civil Occ
TX13350	L/Sgt	Crookes I.H.	27	A1	Sig Cpl	Stopman
TX10244	Cpl	Pinn J.	23	A1	Pioneer	Labourer
TX10459	S/Sgt	Wilson W.A.	32	A1	QM3	Service Stn Attendant
TX12003	S/Sgt	Boven R.M.	24	A1	QM3	Carpenter
TX12313	S/Sgt	Hough J.F.	27	A1	QM3	Grocer's Asst
TX11430	Sgt	McKinn A.S.	25	A1	S/Boatman	Clerk
(Pending Discharge)						

DETAILS OF SURPLUS NOCS ATTACHED BY W.E.

VX59135	Sgt	Clark J. (AANC)	43	B2	Hygiene Sgt	Clerk
TX11010	Cpl	Greenhatch W (AAGC)	32	A1	Shoemaker Cpl	Textile Worker
TX15254	Sgt	Lane J.A. (AAPS)	33	A1	Postal Sgt	Rubber Work.
TX10501	Sgt	Wheeler J. (AAPS)	32	A1	Postal Sgt	Rubber Work.

Army No	Rank	Reinforcements Required	PS.	W.E.
		2	2	4
		NOT required	2	1
		NOT required	3	4
		2	2	4
		6	27	33
		5	5	10

[Handwritten signature]

PART E. Detail of Present Strength and Reinforcements required as shown in Part A of Army Form W.3009 at 0600 Hours Saturday 1 / 9 / 1945.

Details of Tradesmen. GROUP I.	W.E.	Posted Strength.	Reints. Required.	Details of Tradesmen. GROUP I. (cont.)	W.E.	Posted Strength.	Reints. Required.	Details of Tradesmen. GROUP II. (cont.)	W.E.	Posted Strength.	Reints. Required.	Details of Tradesmen. GROUP III. (cont.)	W.E.	Posted Strength.	Reints. Required.
Ammunition Examiners				Surveyors, Engineering				Operating Room Assts.				G.P.O. Assistants			
Armament Artificer Fitter				Surveyors, E.A.A.				Operator, Keyboard				Hammermen			
Armament Artificer Fitter (Electrical)				Surveyors, Topographical				Operator, Line				Leather Stitchers			
Armament Artificer Fitter (M.V.)				Surveyors, Trigonometrical				Operator, Signal				Orderlies, Nursing			
Armament Artificer Fitter (A.F.V.)				Toolmakers				Operator, Switchboard				Orderlies, Nursing Mental			
Armament Artificer Instrument				Turners				Operator, Wireless				Plate Layers			
Armament Artificer Radio				Watchmakers				Opticians				Range-takers	2	2	
Armament Artificer Signals				Welders				Painters				Riveters			
Armament Artificer Wireless								Panel Beaters				Roughriders			
Artificer, Artillery								Photographer, Dry Plate				Saddlers			
Artificer, Engine								Predictor Numbers				Saddletree makers			
Blacksmiths	1	2	-					Printers				Shoemaker and Boot Repairer			
Bricklayers								Radiographers				Stevadores			
Computers								Riggers				Stokers, Staty. Engine			
Cooks, Hospital				GROUP II.				Sawyers				Storemen, Technical	4	6	-
Coppersmiths				Armourers				Signallers	27	34	-	Tailors			
Dispensers				Axemen				Signwriters				Textile Refitters			
Draughtsmen				Bakers				Telescope Identifn. Numbers				Tinsmiths			
Draughtsmen (Architectural)				Bty. Comd's. Asst.				Well Borers				Vulcanizers			
Draughtsmen (Engineering)				Boilermakers				Wheelers				Wagon Erectors			
Draughtsmen (Mechanical)				Carpenters	6	8	-	Winchman				Whitesmiths			
Draughtsmen (Topographical)				Carpenters and Joiners				Wireman							
Electricians				Cooks				Woodturners							
Electricians (M.V.)				Dental Mechanics											
Electricians (Signals)				Driver-Mech. (Eng. and Med.)											
Fitters				Driver-Operator											
Fitters (Cycle)				Drainers											
Fitters (Electrical)				Electricians											
Fitters (Gun)				Electricians (Engineers)											
Fitters (Instrument)				Fire Control Operators				GROUP III.							
Fitters (M.V.)				Gun Operator				Battery Surveyors							
Fitters, Railway Signal				Hatchman				Butchers	1	2	-				
Fitters, Signals				Height Taker				Clerks	12	11	NK				
Grinder, Precision				Helio Operator				Clerks, Supply							
Mechanics, Instrument				Instrument Operator				Clerks, Technical							
Mechanics, Instrument (Signals)				Intelligence Duties	10	10	-	Coach Trimmers							
Mechanics, Instrument (Surgical)				Joiners				Concretors							
Mechanics, Radio				Lineman				Cooks							
Mechanics, Typewriter				Lineman, Signals				Dental Clerk Orderlies							
Mechanics, Wireless				Lithographers				Despatch Riders							
Millwrights				Machinists, Metal				Draughtsmen, Signals							
Operators, Excavator				Machinists, Wood				Drivers, H.T.							
Pattern Maker				Masons				Driver Mechanics	27	28	-				
Pharmacist				Masseurs				Driver Tptn. Plant							
Photographer, Wet Plate				Mechanics, M.T.				Engine Hands, I.C.							
Photowriter				Miners				Equipment Repairers	1	1	-				
Plumber				Moulders				Farriers							
Saw Doctors				Nurses, Trained				Fitters' Mates							
Surveyors				Observation Post Assts.				Gun Layers	8	-	NK				
CARRIED FORWARD	1	2	-	CARRIED FORWARD				CARRIED FORWARD	93	103	-	Totals of columns marked * to agree with columns 4 and 7, and 1 and 10 of Part A. respectively.	832	525	* 527

NOTES.—(a) If rank other than private is involved give details on back.
(b) Authorised trades or specialists not included in list will be added as required in spaces provided.
(c) Where A.W.A.S. and/or A.A.M.W.S. personnel are desired show details on back.
(d) Where replacement not desired note accordingly on return by insertion of N.R. in col. "Reints. Required."
(e) Where any request or notation is made on back of form, the words "See Back" should be written in one of the blank spaces on this page.

Date of Despatch

Signature of Commander

War diary

~~SECRET~~
War diary
Apr 2 2 SER 1945

ORDERS FOR EMBARKATION TROOPS
ON SS "VAN DEN BOSCH"

By Capt W.T. SMITH OC TROOPS.

1. EMBARKATION.

- (a) Personnel will be embarked via one gangway only.
- (b) Personnel will form single file at foot of gangway where they will be checked on board.
- (c) At head of gangway, Sgt guide will meet personnel and guide to respective decks which are as follows:-

Order of Embarkation	Deck.	Gangway	No of Personnel.	Representing Boat parties.	Guides & Deck Offr
1.	Tween Deck	Aft	75 & 5 Docks Op	Ferry Service	Sgt Gadd Lt Roberts R.
2.	Fwd Cattle Deck	Fwd	112	36.3 .34.33.	Sgt Thinkell Lt Cail
3.	Aft Cattle Deck	Aft	61	29	S/Sgt Hough Lt Collins D.
4.	Tween Deck Fwd	Fwd	61 & 10 Docks Op	27	Sgt Hawkes C. Lt Williams
5.	Main Deck Fwd	Fwd	60	28	Sgt Moore Lt Lacy R.
6.	Main Deck Aft	Aft	134	15.13.11.12. 14.16.	Sgt Dando L. Lt Wright.
TOTAL.			567		

- (d) Guides will indicate each man's sleeping position and under NO circumstance repeat NO, will any person leave the deck allotted to him until he is advised he may do so by OC troops. Once the Sgt guide has directed personnel entrusted to him to his deck, he will become deck Sgt and report at once to the Deck Officer. Sgt guides will then report to Ships orderly room to report progress.

2. OFFICERS - EMBARKATION OF.

On coming on board officers will be presented with a card showing number of cabin or location of sleeping place. However, only those officers who have NO troops under their command will be guided to their cabin. All other officers will remain with their troops until embarkation is completed. Officers who proceed direct to cabins are requested to remain there until embarkation is completed.

Following are officers guides:-

S/Sgt Rootes H.T.

Sgt Rogers H.W.

On completion of embarkation of officers, they will report to Ships Orderly Room to report progress.

war diary

SECRET

2 SEP 1945

STANDING ORDERS for TROOPS on board S.S. "Van Den BOSCH"

by Capt W.T. Smith, O.C. Troops.

1. Ships Staff:

Following ships staff is appointed for duration of voyage:

O.C. Troops -- Capt W.T. Smith
Ships' Adj't -- Lt. B.N. Jolly
Ships' Q.M. -- Capt. J.T. Bowtell
Ships' Messing Offr. -- " A.E. Willis
Ships' R.M.O. -- Capt. T.W. Edmeades
Ships' R.S.M. -- W.O.S. A.L. Reid
Ships' Q.M.S. -- W.O.S. G.J. Davies

In addition following personnel are allotted to duties indicated for duration of voyage:

- (a) Deck Officers and deck sjts, as indicated in embarkation orders.
- (b) Ships' Orderly Officer (Permanent) -- Lt. Gooden.
- (c) Ships Orderly Serjeant (Permanent) -- Sjt. L. Copping.
- (d) Ships A/A Officer -- Lt. K.R. Smith.
- (e) Cooking Staff as indicated by Ships' Q.M.

2. DUTIES. DECK OFFR

- (a) Rigidly enforce para 1(d) of Embarkation Order.
- (b) Ensure that men's gear is rolled by 0830 hrs. daily and where possible below decks, stowed in Ship's side to provide maximum space during day. In case of personnel above decks, stowed where it will NOT fall overboard.
- (c) Ensure their respective decks are in inspection order by 0930 hrs. daily. Decks below main deck will be "dry swept" and disinfected only.
- (d) Be present on respective decks at 1000hrs. daily to meet inspecting party.
- (e) Supply such duty men for Ships' duties as Ships' Adj't & R.S.M may call upon from time to time.
- (f) Visit their decks at "Lights Out"
- (g) To ensure that, at all times, Ship's Standing Orders are carried out on their decks.

3. DUTIES OF SHIPS' ORDERLY OFFICER

- (a) Carry out a primary inspection of the ship prior to 1000 hrs. and report any irregularities to Ships Orderly Room.
- (b) Accompany Ships Officer and O.C. Troops on daily inspection.
- (c) Police "Blackout" regulations as outlined in para 11 and report to Ships Orderly Room when ship is "Blacked Out".

4. DUTIES OF SHIPS' MESSING OFFICER

To be present at Wiles Cooker during serving of meals.

5. DUTIES OF SHIPS' A/A OFFICER:

As detailed by O.C. Troops -- Capt W.T. Smith.

6. DAILY ROUTINE.

Reveille	0630 hrs.
Breakfast	0730 "
Ships' Inspection	1000 "
Lunch	1230 "
Evening Meal	1730 "
Lights Out	2230 "

7. FRESH WATER.

(a) There is an acute shortage of fresh water and all troops will embark with water bottles filled.

(b) Salt water only will be used for showering.

(c) Fresh water will be used only for

1. Drinking.
2. Shaving.
3. Face and hand ablutions.
4. By cookhouse.

(d) Fresh water will be turned on at the following times:-

0630	-	0650
0800	-	0820
1130	-	1150
1330	-	1350
1600	-	1620
1800	-	1820

8. A Wiles Cooker is situated on Main Deck Forward - Starboard Side. Meals will be drawn from this kitchen in bulk by fatigue party from each deck and will be served on respective decks under supervision of Deck Officer or his Serjeant. Meals will NOT be drawn from this kitchen by individuals other than batmen for their Officers. It will NOT be possible to serve more than one hot meal per day.

9. GUARDS AND PIQUETS.

R.S.M. will be responsible to place a 24 hour guard on :-
Entrances to "Out of Bounds" Areas
Fresh water points

10. FATIGES

As detailed by R.S.M.

11. BLACKOUT

While at sea, blackout during the hours of darkness will be enforced. Times blackout commences will be advised over amplifiers, NO smoking or lights will be shown on deck during blackout. Portholes on Cattle Deck will be closed. Portholes on 'tween decks, fore and aft, will NOT be opened either day or night.

12. SMOKING

There will be NO smoking on 'tween decks, fore and aft, at any time.

13. LATRINES & URINALS

E Eight latrines are situated on Cattle Deck starboard side. R.S.M. will ensure Hygiene Orderly is in constant attendance to prevent or report blockings

As above latrines are inadequate for number of personnel, a quantity of 4 - gal drums with seats will be placed on the Main Deck aft and will be thrown overboard each evening and replaced by fresh drums.

Urinal situated Main Deck aft, port side

14. OUT OF BOUNDS*

Crew's quarters, Engine room, Boat deck, Bridge, Gun emplacements, Landing over Main Deck aft.

15. CANTEEN

There will be No Canteen on board.

16. Pets, Mascots, etc. will NOT be taken on board.

16A **GAMBLING IS PROHIBITED**

17. SHIPS SIGNALS & ACTION TAKEN.

(a) Claxons:

—————
(uninterrupted)

Air or Submarine attacks.
Only ship's crew and such A/A personnel
as officer has nominated will take action.

— — — — —
(Short Long Short Long)

All Clear

— — — — —
(6 Short One Long)

Everybody to lifeboats and raft stations

~~~~~

Continuous bell ringing - Fire Alarm

18. SHIPS ORDERLY ROOM -- Location

Will be located Cattle Deck midships, port side.

19. R.m.P. - Location

Cattle Deck, midship, port side.

*Walter Smith*  
..... Capt.  
W. T. SMITH

O.C. Troops S.S. "Van Den Bosch"



**TIMFORGE.**  
12/40 Aust Inf Bn (AIF) Gp.

*War Diary Appx. 2*

| Serial. | Wave.       | Landing Craft No. | Type.  | Personnel                                                                                                                                                                                                                | Vehs.     | Ship.                                                                                                                | Remarks.                                                                                                 |
|---------|-------------|-------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| 1.      | Recce Party | 1                 | ALC 20 | C.O. 12/40 Aust Inf Bn - - - 1<br>Transport Officer. - - - 1<br>Drivers. - - - 11<br>Naval Beach Party. - - - 12<br>Total. <u>25</u>                                                                                     | Jeeps - 3 | S.S. VAN DEN BOSCH.<br><br>H.M.A.S. "MORESBY".                                                                       | After collection of personnel and stores to RV on H.M.A.S. "Moresby".                                    |
| 2.      | Recce Party | 2                 | ALC 20 | HQ 33 Aust Inf Bde - - - 2<br>Maj. Irvine. - - - 1<br>Interpreter. - - - 1<br>NICA reps. - - - 8<br>Capt. Wilmer. - - - 1<br>Lt. Oliver. - - - 1<br>Lt. Dalton. - - - 1<br>19 Indep Pro Pl. - - - 35<br>Total. <u>50</u> |           | H.M.A.S. "Moresby"<br><br>H.M.A.S. "Echuca"<br>H.M.A.S. "Benalla"<br>" "<br>H.M.A.S. "Katoomba"<br>H.M.A.S. "Parkes" | To be collected last.<br><br>Serials 1 & 2 RV on H.M.A.S. "Moresby" will proceed to shore on order comd. |
| 3.      | 1           | 1                 | ALC 20 | "A" Coy, less CQMS & storeman. - - - 79<br>U.L.O. - - - 1<br>Sig 108 (Beach Gp HQ) - - 2<br>Sig Sgt ( " " " ) 1<br>Int. ( " " " ) 3<br>Bn 2 i/c. ( " " " ) 1<br>Batman. ( " " " ) 1<br>Total. <u>88</u>                  |           | S.S. VAN DEN BOSCH.                                                                                                  | Barge 1 - - port side.                                                                                   |
| 4.      | 1           | 2                 | ALC 20 | "D" Coy less CQMS & storeman. 80<br>R.P. (Beach Gp) 6<br>Sig line. " " 9<br>Total. <u>95</u>                                                                                                                             |           | S.S. VAN DEN BOSCH.                                                                                                  | Barge 2 - - port side.                                                                                   |



| Serial. | Wave. | Landing Craft No. | Type.  | Personnel.                                     | Vehs.     | Ship.              | Remarks.                                         |
|---------|-------|-------------------|--------|------------------------------------------------|-----------|--------------------|--------------------------------------------------|
| 5.      | 1     | 3                 | ALC 20 | "B" Coy - 11 Pl<br>- 12 Pl Less HQ<br>& 4 sec. | 25<br>14  | SS "Van Den Bosch" | <i>Starboard</i><br>Barge 3 <del>side</del> side |
|         |       |                   |        | Coy Comd.                                      | 1         |                    |                                                  |
|         |       |                   |        | Batman.                                        | 1         |                    |                                                  |
|         |       |                   |        | O.R Cpl.                                       | 1         |                    |                                                  |
|         |       |                   |        | Sigs(line).                                    | 2         |                    |                                                  |
|         |       |                   |        | Int.                                           | 1         |                    |                                                  |
|         |       |                   |        | Sig Cpl.                                       | 1         |                    |                                                  |
|         |       |                   |        | Sig Ptes.                                      | 2         |                    |                                                  |
|         |       |                   |        | R.A.P. SGT & CPL.                              | 2         |                    |                                                  |
|         |       |                   |        | S.B.Cpl & 4 ptes.                              | 5         |                    |                                                  |
|         |       |                   |        | A/Adjt.                                        | 1         |                    |                                                  |
|         |       |                   |        | R.S.M. & Orderly.                              | 2         |                    |                                                  |
|         |       |                   |        | HQ Coy, C.S.M.                                 | 1         |                    |                                                  |
|         |       |                   |        | " " O.R.Cpl.                                   | 1         |                    |                                                  |
|         |       |                   |        | Orderly.                                       | 1         |                    |                                                  |
|         |       |                   |        | C.O's Batman                                   | 1         |                    |                                                  |
|         |       |                   |        | Orderly                                        | 1         |                    |                                                  |
|         |       |                   |        | Adjt & Batman                                  | 2         |                    |                                                  |
|         |       |                   |        | O.R. Sjt.                                      | 1         |                    |                                                  |
|         |       |                   |        | "I".O. & Batman                                | 2         |                    |                                                  |
|         |       |                   |        | Int Sjt & Pte                                  | 2         |                    |                                                  |
|         |       |                   |        | Mal Control (Beh Gp Hyg)                       | 4         |                    |                                                  |
|         |       |                   |        | Sig Offr & Batman                              | 2         |                    |                                                  |
|         |       |                   |        | Sig Pte (108)                                  | 1         |                    |                                                  |
|         |       |                   |        | Sig Ptes (Line)                                | 2         |                    |                                                  |
|         |       |                   |        | Pay Sjt                                        | 1         |                    |                                                  |
|         |       |                   |        | Beh Coy Comd & Batman                          | 2         |                    |                                                  |
|         |       |                   |        | R.M.O. & R.A.P. Orderly                        | 2         |                    |                                                  |
|         |       |                   |        | R.A.P. Pte                                     | 1         |                    |                                                  |
|         |       |                   |        | Mortar Pl No.1 Det.                            | 6         |                    |                                                  |
|         |       |                   |        | (forming part Beh Coy)                         |           |                    |                                                  |
|         |       |                   |        | <u>Total =</u>                                 | <u>91</u> |                    |                                                  |



| Serial. | Wave. | Landing<br>Craft<br>No. | Type.  | Personnel                                     | Vehs.     | Ship.              | Remarks.                                                                     |
|---------|-------|-------------------------|--------|-----------------------------------------------|-----------|--------------------|------------------------------------------------------------------------------|
| 6       | 1     | 4                       | ALC 20 | "B" Coy - 13 Pl<br>" " - 12 Pl (less two sec) | 25        | SS "Van Den Bosch" | Barge 4 --Starboard                                                          |
|         |       |                         |        | 2 i/c & Batman                                | 2         |                    |                                                                              |
|         |       |                         |        | C.S.M. & Orderly                              | 22        |                    |                                                                              |
|         |       |                         |        | Sig (108)                                     | 1         |                    |                                                                              |
|         |       |                         |        | S.B.                                          | 2         |                    |                                                                              |
|         |       |                         |        | Int                                           | 1         |                    |                                                                              |
|         |       |                         |        | Sig Ptes                                      | 2         |                    |                                                                              |
|         |       |                         |        | Hyg Sjt - R.M.O's Batman                      | 2         |                    |                                                                              |
|         |       |                         |        | S.B. Sjt & 3 Ptes                             | 4         |                    |                                                                              |
|         |       |                         |        | Bn O.R. Staff                                 | 3         |                    |                                                                              |
|         |       |                         |        | Spare C.Q.M.S.                                | 1         |                    |                                                                              |
|         |       |                         |        | Pioneer Offr & Batman                         | 2         |                    |                                                                              |
|         |       |                         |        | Pioneer Cpl & Pte                             | 2         |                    |                                                                              |
|         |       |                         |        | Sig HQ Coy                                    | 2         |                    |                                                                              |
|         |       |                         |        | Mortar Pl (less No.1 Det)                     | 29        |                    |                                                                              |
|         |       |                         |        | (forming balance Bch Coy)                     |           |                    |                                                                              |
|         |       |                         |        | <u>Total</u>                                  | <u>91</u> |                    |                                                                              |
| 7       | 2     | 5                       | ALC 5  | AACC                                          | 20        | SS "Van Den Bosch" | If ALC's 5 are not available Serials 7 - 10 will move in Barge No.1 (ALC 20) |
|         |       |                         |        | HQ Coy - C.Q. & Storeman                      | 2         |                    |                                                                              |
|         |       |                         |        | "A" Coy " "                                   | 2         |                    |                                                                              |
|         |       |                         |        | "B" Coy " "                                   | 2         |                    |                                                                              |
|         |       |                         |        | "D" Coy " "                                   | 2         |                    |                                                                              |
|         |       |                         |        | <u>Total</u>                                  | <u>28</u> |                    |                                                                              |
| 8       | 2     | 7                       | ALC 5  | Carrier Pl<br>(less 4 sub-sec)                | 31        | SS "Van Den Bosch" | " " " "                                                                      |
| 9       | 2     | 7                       | ALC 5  | 4 sub - sec Carriers                          | 6         | SS "Van Den Bosch" | " " " "                                                                      |
|         |       |                         |        | Pioneer Pl (less 4)                           | 19        |                    |                                                                              |
|         |       |                         |        | <u>Total -</u>                                | <u>25</u> |                    |                                                                              |



| Serial.       | Wave | Landing<br>Craft<br>No. | Type. | Personnel.                | Vehs. | Ship. | Remarks.                                |
|---------------|------|-------------------------|-------|---------------------------|-------|-------|-----------------------------------------|
| 10            | 2    | 8                       | ALC 5 | 7Pl (Less Tpt)            | 28    |       |                                         |
| Ferry Service |      |                         |       | TkA Pl                    | 20    |       | Van Den Bosch<br>Loading Party<br>Ditto |
|               |      |                         |       | Capt R. L. Hayes & Batman | 2     |       |                                         |
|               |      |                         |       | Sigs                      | 2     |       | Ship to shore comm.                     |
|               |      |                         |       | Dvrs                      | 32    |       | Unloading & proceed<br>with vehicles.   |
|               |      |                         |       | Capt Smith & batman       | 2     |       |                                         |
|               |      |                         |       | Chaplains, YMCA & batman  | 5     |       | Move off with vehicles                  |



*A. Sharland*

WAR DIARY  
APPX NO 1

SECRET

INFORMATION RESUME FOR 'TOFO' OPERATION

Prepared by GS (Int) HQ NT Force - 29 Aug 45

PART II

Detailed Description of Terrain etc

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...000...



S E C R E T

Copy No. ....



## NORTHERN TERRITORY FORCE

# INTELLIGENCE BULLETIN

No. ....

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DETAILED DESCRIPTION OF TERRAIN ETC.

## SEC 1

GENERAL DESCRIPTION OF TERRAIN.

The island of TIMOR is approximately 290 miles long and 62 miles wide at its greatest width. It lies generally SW/NE. It is divided politically between NEI and PORTUGAL. Portuguese, which includes the small island of ATAURO (or POELOE KAMBING), occupies an area of approximately 7,700 sq miles.

The majority of the island is from a hilly to mountainous nature. In Portuguese TIMOR, a highly dissected and extremely rugged range rising to 9000 ft runs ENE/WSW down the centre of the island. A secondary parallel range follows the north half of the north coast. The coastal strip on the north coast is either very narrow or non-existent, the mountains coming right down to the sea in steep cliffs. On the south coast of the Portuguese section especially in the central and western parts, there are rolling plains up to 5 and 10 miles wide. There are three large plateaux, all on the north coast, west, centre and east - BALIBO, BAUCAU (SALAZAR) and LAUTEM respectively. Dutch TIMOR is hilly and mountainous throughout, rising to 7926 feet, with a few low swampy places along the coast.

## SEC

COASTLINE AND PORTS.

There are only two good harbours on the whole of the island - DILLI in Portuguese TIMOR and KOEPANG Bay in the Dutch sector. The north coast has several anchorages, suitable only in the dry season from May to November. The south coast of the Portuguese section has several anchorages and landing - beaches, suitable only in the wet season from December to April, unless calm weather prevails. In the Eastern half of the island, coral reefs bound the headlands along both the north and south coasts, but silt-laden rivers prevent the growth of coral along most of the coastline. In the western half, except in a few places, the coastline can be approached fairly closely throughout, although shelter is lacking, consequently the south coast is seldom visited during SE monsoon (May-November) and west and NW coasts during NW monsoon (December-March).

DILLI. This natural harbour is the best in Portuguese TIMOR. It consists of an outer and inner roadstead, the former providing seasonal anchorage for many large vessels, but is open and exposed to prevailing winds and storms in NW monsoon (December-March). The inner roadstead, which will accommodate vessels up to 6,000 tons, gives shelter in all weathers, being protected from the sea by reefs extending from the east and west points of the bay, with a large detached reef in between them. The reefs are mostly dry and consist of sand and coral. There is only a narrow passage on either side of the detached reef, the western, about 200 yards wide, being generally used. There is a 90 ft T-shaped pier with about 4 fathoms of water. A former native pilot of DILLI, who is available in DARWIN, claims that he can berth a 3,000 ton vessel alongside without any difficulty. There is good landing almost anywhere, the best being to the west of the pier where there is a sandy beach and deep water.

KOEPANG BAY. The bay extends for about 12 miles with a width of 8 miles at the entrance. It is well sheltered in the SE season (May to November) and there is safe anchorage in KOEPANG Rd off KOEPANG in 10 fathoms 500 yards off shore. In the NW monsoon season (December - April) it is open, and better anchorage is obtained further offshore in 18 fathoms of water, or in heavy seas vessels can anchor in the northern part of KOEPANG Bay, SSW of BOEROENG Island in 13 fathoms clay or in SEMAOE Strait. The eastern part of the bay is shallow. Wharfage is restricted to three existing jetties which will accommodate small ships and barges. A good landing beach exists alongside the main jetty to the east, but a concrete retaining wall, 15-20 ft high abuts the shoreward side of the beach. The



eastern jetty on this beach was formerly in the form of a ramp in pre-war days, but the Japanese built onto it, and its serviceability as such for the purpose of landing MT is doubtful. The centre jetty is low-built and could possibly be made suitable for landing MT by banking up the sand.

TENAU. This is an alternative anchorage to KOEPANG during the NW monsoon (Dec-Apr). Anchorage is obtained close to the shore off TENAU village. Although difficult at times, loading and unloading can usually be carried out. There is a jetty 200 yds long suitable for launches and other small craft. The coast is fringed by a narrow drying shore reef.

Better shelter from the NW can be had on the other side of the strait off HASISI, where there is an anchorage in 18 fathoms 600 yds offshore. There are two jetties - one 350 ft in length capable of taking small M/Vs up to 1500 tons, and a slipway.

LAUTEM. Good landing beaches. Anchorage for large ships available in 11 fathoms 900 ft offshore. Jetties for small craft available. Strategic road flanking the coastline is easily accessible from the beaches.

ATAFOEPOE. Unsheltered anchorage for many large ships 1800 ft offshore. Harbour unsuitable for large ships. Two small jetties on south side of point projecting into harbour will accommodate small craft. Channel to jetties is 600 ft wide and is passable at low tide for craft of 6 ft draught. Port heavily damaged by raids.

BAUCAU. Good anchorage off the town 18 fathoms 1200 ft offshore. Sea is generally calm inshore throughout the year. Anchorage for boats up to 600 tons is about 250 yds offshore. Passage through reefs to the beach is not easy and should not be attempted at night. The beach is 200-250 yards long and 20-25 yards wide and is of soft sand and big stones. There is no wharf and there are no landing facilities.

### SEC 3

#### TOWNS AND VILLAGES.

##### (i) DUTCH TIMOR.

(a) KOEPANG. The capital of Dutch TIMOR and Dependencies. Pre-war population 400 Europeans (European, Dutch-Indo Eurasians and Indonésians of European Status) approximately 1500 foreign Asiatics (Chinese, Arabians and British Indians) and approximately 6000 natives. The Europeans were mainly government and military officials and their families and a few missionaries. The foreign Asiatics, mostly Chinese were storekeepers, traders and artisans. The natives lived on the outskirts of the town and worked as labourers or operated small sailing vessels along the coast.

The KALI KOEPANG, a small river, flows through the town and its headwaters are the source of the town's water supply which is reticulated by pipelines. Boiling is necessary before drinking. Sewerage from the European houses and buildings is by septic tanks. In peacetime there was electricity generated by 2 x 60 HP and 1 x 120 HP engines. The current was 500 volt stepped down to 125 volts 50 cycles AC. Maximum normal output was 96 kw, average 35 kw and maximum possible 192 kw, 5 kw were available for power. There was also an ice plant, a motion picture theatre, a small hotel and a new Government resthouse, a 100 bed military hospital, a native hospital and a barracks for about 200 soldiers.

(b) SOE. The residence of the sub-divisional Controleur of South-Central TIMOR, situated on a plateau 2900 ft above sea level, formerly a mountain resort of Europeans in KOEPANG. Pre-war population 15 Europeans, 50 Chinese 50 Javanese, Menadonese and Ambonese clerks, policemen etc., and 300 Rotinese Sawoene and Timorese. It was an important centre of Protestant Missionary work with a large church, two mission houses, a seminary for native preachers and school teachers with a European missionary in charge, and a vernacular boarding school. There is also a Roman Catholic Church, Government rest-house, prison and small new field police barracks.

The water supply came from a spring in the SE portion of the town. There was a pumping plant with piping system. No electricity.



(c) KEFANNANOE (KEFAMNANOE). A town about the size of SOE, formerly the residence of the Controleur of North-Central TIMOR. It is situated on a plain 1300 ft above sea level and hemmed in by mountains on the west, north and east. Pre-war population 10 Europeans, 80 Chinese, a few Indians, 25 non-Timorese Indonesians and 200 Timorese, Rotinese and Javanese. There was a large Roman Catholic Church, Protestant Church (under construction) schools, Government buildings, Government rest-house, police barracks, prison and residences of the Controleur and European Roman Catholic Missionary.

Water was carried from two springs just behind the police barracks, about 300 yds to the east of the town. There was no electricity.

(d) ATAMBOEA. Situated on a plateau 1040 ft above sea level, near west bank of TALAOE River. Capital of BELOE, eastern most part of Dutch TIMOR, and residence of Controleur. Pre-war population 50 Europeans (many of them military personnel) 300 Chinese, 20 Arabs and British Indians, 50 non-Timorese Indonesians and 1000 natives. Buildings included military barracks Government buildings, a large Roman Catholic Church, Convent, workshop and other church buildings, several schools, rest house and a number of European homes.

Water was piped to the town from WEMATA,  $2\frac{1}{2}$  miles south of ATAMBOEA on the TALAOE River. Electricity was supplied to some buildings by a gasoline driven power plant, owned and operated by the Roman Catholic Mission.

(e) NIKINIKI. A usual type of village, situated on the main road east of SOE, it has a new resthouse, a church, school and other buildings.

(f) HALILOELIK. An important Roman Catholic mission station on the main road south south of ATAMBOEA. It includes a church, seminary and school and the usual rest-house.

(g) BESIKAMA. Situated on the southern bank of the BENAIN River south of TOBAKI, it is a Roman Catholic Mission station.

NOTE: There are thousands of native villages in Dutch TIMOR, most of which are of no military importance, except that they indicate the presence of water. Near each village is a well, spring or river, and surrounding it are patches of corn, pumpkin, sweet potatoes, cassava and a few fruit trees.

(ii) PORTUGUESE TIMOR.

(a) DILLI. Capital of Portuguese TIMOR, is situated on the north coast on a large bay. On the south southwest and southeast, precipitous mountain ranges overlook the town, with a commanding aspect. It covers an area of 90 acres and there are many Government buildings built of stone with a cement plaster finish. Avenues, gardens and coconuts palms give the town an Oriental setting.

DILLI water supply comes from three reservoirs half a mile inland which are fed by two rivers. There are also a number of wells in the DILLI area. Water from both sources requires treatment before drinking. Spring water in the hills can be used without treatment. There was an electric power plant 325 yards east of the post office on the second road running parallel to the coast, supply a very poor service to the town.

(b) LIQUISSA. Situated on the main MT road to MAUBARA on the north coast, 17 miles west of DILLI. The buildings consist of a posto and administrative block, Chinese school, secretary's house, rest house, store house and church.

There is a reticulated water supply which is brought to the town by a pipeline. It is believed that Portuguese civilians were interned here by the Japanese.

(c) MAUBARA. Situated 26 miles west of DILLI, it is on the north coast at the terminus of the coast road. In addition to the usual posto administrative buildings, there is a church, school and residences, most of which are built of stone and galvanised iron roofing. Several buildings were destroyed by flood in 1939. There is an anchorage on the open beach at MAUBARA.



(d) MANATUTO. Situated at a major road junction east of the North LACLO River on the coast 30 miles east of DILLI, MANUTUTO is the capital of its province and is a posto town of 30 or 40 stone houses. Most of the town is built around the fort of a dominating conical hill, and the surrounding country is flat and is covered with paddy fields, with exception of another isolated ridge to the east.

(e) BAUCAU. Situated 60 miles east of DILLI one mile inland from the coast, it is the capital of SAO DOMINGOS Province. Its importance lies in its situation at the junction of the north coastal motor road and the motor road which crosses the island and leads to BEASSO on the south coast.

(f) OSSU. Situated 20 miles south by west of BAUCAU on the north/south motor road which crosses the island, it lies on the southern slopes of the mountains and faces south down the VEI-BERE River. Half a mile NW of the village, a short road runs SE from the main road to a cluster of buildings which include a Roman Catholic Mission, Church and School. From this road junction, a bamboo pipe system leads water from an aqueduct to the posto.

(g) LAGA. Situated 11 miles east of BAUCAU on the right bank of the LAGA River and near the river mouth. There is an important anchorage here, and the town is also the junction of the inland road to BAGUIA with the north coastal road. It is a posto town with two posto buildings the old one of which is used as a Government office. The narrow coastal strip north of the town and the strip of western river flats comprise extensive paddy fields. There are three native villages across the LAGA river west of the town.

(h) YIQUEQUE. Situated on an alluvial plain on the right bank of the River QUAC seven miles from the south coast. It is 29 miles south by west of BAUCAU on the important BAUCAU-BEASSO Road. It is a posto town of about 10 stone houses, the old posto being used as a hospital. There are three coconuts plantations, one just southwest of the town and the other two over the river, one north and the other south of the town. There are a number of cultivated fields and a pineapple plantation.

(i) FUILORO. Situated 9 miles ESE of LAUTEM in the NW corner of the LAUTEM plain which extends 8 miles S and 12 miles East at 1400 feet above sea level. It is a posto town of 200 inhabitants with a large market. North of the market square there is a large building used formally as a hospital, now the Chefe do Posto's residence. The secretary's office, telephone and prison are west of the square. The Jap aerodrome is immediately west of the town.

There is a very good spring north east of the town in the bed of a stream which can be reached by a short road. There is no reticulation system and all water has to be carried. The region is dry and dusty in the dry system, but has plenty of rain in the wet seasons.

(j) LAUTEM. Situated 93 miles east of DILLI, it is the capital and chief posto town of LAUTEM province. It is built on the alluvial flats the entrance to a narrow valley in the foothills which come down steeply to the sea. LAUTEM is a fair size town with a population of about 500 including Portuguese Chinese and natives. It is an important commercial and market centre and a useful anchorage. The export trade is copra, oil, rice and maize. On the flat top hills west of the town there are three groups of old fort like buildings. The most south westerly group is the administrative posto and subsidiary buildings; a few yards north east is the telephone hut and a long building containing the secretary's office and armoury. The second group is the school, north of the posto overlooking the town. The third, north of the school and just above the beach, contains a hospital and prison.

There is a spring half way mile south east of the town and another half a mile south of the town. A pipe leads from the latter to a reservoir near the school, a branch line going to the posto. There are extensive vegetable gardens on the flats in the valley and maize and sweet potatoes are plentiful.



(k) ILIOMAR. Situated 24 miles south by west of LAUTEM, it is a posto town five miles from the south coast overlooking the LIO ULO River valley. The telephone is connected to the posto with the district offices, rest house, doctor's house, hospital and store grouped to the north, west and northwest. Native huts and barracks are scattered between the two, with the market south of the posto. The surrounding country is poorly populated. On the coast five miles southwest of the town is the ELOMAR anchorage. Water is said to be plentiful.

(l) CALICAI. Situated 12 miles SE by E of BAUCAU at the end of a spur road which branches south from the north coast motor road, it faces west over the valley of the MAU-FUI River. It is a small posto town with a few stone houses and many small native villages. The district is fairly fertile, and good food is plentiful.

(m) BAGUIA. Situated 17½ miles SE of BAUCAU on 1400 ft hilltop overlooking the upper valleys of the SELI-BERE River. Posto and market town, the high posto wall includes the secretary's office and barracks and is surrounded by a garden. North of the posto there is a new Roman Catholic Church (partly constructed - possibly now completed) near the old one and a rest-house nearby. South of the posto are market shed, stable, coolie barracks, hospital, storehouse and school. There are coconuts plantations to the north and south.

(n) SOIBADA. A Roman Catholic Mission, situated 2000 ft up on a southern spur of the main mountain backbone of the island, 25 miles south by west of MANATUTO, overlooking the SAHI River. On the northwest of the cross-roads are the Roman Catholic Church, girls' school, convent and priests' houses, whilst on the north-east is a telephone office. The rest house, hospital and native huts are in a group south of the corner. The surrounding country is fairly rich.

(o) LACLO. A posto town of about 20 stone and many native houses on the North LACLO River, 7 miles WSW of MANATUTO. The old motor road passed through LACLO for MANATUTUO, METI NARO and DILLI, but it had fallen into disrepair and was traversable only by horse. There are few native villages in this district which is rather arid.

(p) LACLUBAR. A small posto market town and mission station on top of a gentle slope rising from the valley of the SUMASSE River 18 miles SSW of MANATUTUO. The town is situated on a fairly open plain about half a mile in diameter 3000 ft above sea level. The mission is about half a mile on the east side of the river opposite the posto. There are a few stone houses in the town and several native villages.

There are rice and tea plantations in the vicinity of the posto.

(q) FATU-BERLEU. A small posto town of 4 stone houses and many native villages surrounded by mountains 32 miles NW by W of MANATUTO. The productivity of the area is fairly high.

(r) BARIQUE. A small posto and market town built on a flat-topped hill facing south down the valley of the DILOR River 23 miles south by east of MANATUTO. There is a new, posto building, and the old one is now used as the secretary's office, telephone office and prison. North of the old posto on an east-west road there is a hospital, barracks and several other buildings. The population is spread around in surrounding villages.

Behind the new posto there is a water tank fed by a pipe from a spring 200 yards west along the SOIBADA track. There is a coconut plantation north west of the new posto. Staple crop is maize with some rice.

(s) MINDELO (MAU-BESSI). A small posto and market town comprising posto and administrative block, barracks and church, situated 15 miles southwest of AILEU. The town is connected to other districts by pony tracks only. Australian troops occupied town during October 1942.

There is a good water supply in the district.

NOTE: Should not be confused with MAUBISSE in the same province.

(t) HATU-BUILICO (VIRIATA). Situated 7000 ft above sea level in a valley on the eastern side of RAMELAU Range in a rich belt of country 13 miles south by west of AILEU. The town, which is under the supervision



of the LETE-FOFO Commandant, is cold in winter. The only stone-constructed building is the posto with the usual stone wall surrounding it. Good made tracks lead to and fro in all directions, but are very steep and difficult to traverse.

The town has a good water-supply by pipeline.

(u) BETANO (NUTUR). A small village with a fair anchorage 33 miles SSE of AILEU. The only buildings were the customs house and native huts. Shelled by Japanese in July 1942, buildings wrecked. Australian forces used anchorage for several weeks and found it very satisfactory.

(v) SAME (VILA FILAMENA da CAMARA). Situated on top of a hill overlooking surrounding district 21 miles SSE of AILEU. Most of the buildings are constructed of stone with galvanised iron roofing and consist of, besides the usual posto, hospital, medical orderly's residence, Portuguese official rest house, secretary's office, telephone office, barracks, church, school and prison. Good tracks lead north to MINDELO, east to ALAS and south to FATU-GUAC. Town is sometimes called MANUFAL. It was heavily bombed, and had a considerable amount of action as it was an outpost of Australian troops.

The water supply is good, and plenty of pigs and poultry are available in the district.

(w) MAUBISSE. A posto and market town situated on a knoll in a valley of the RAMELAU Range 8½ miles south by east of AILEU. Buildings consisted of the usual posto and administrative block surrounded by a stone wall, barracks and another small building for officers. Formerly the barracks were large enough to house the whole of the Portuguese Army. A concrete bridge on the MT road connecting it with AILEU was demolished by Australian troops as a road block. Natives in this area revolted in August 1942, killing the Portuguese Commandant.

There is a reticulated water supply coming by pipe-line from springs and there is a creek west of the town flowing south to the CARAU-ULO River. The district is rich in maize and rice.

(x) HATU-UDO (NOVA LUCA). A small posto town situated four miles from the south coast 28 miles south of AILEU. The town consists of several buildings of stone with galvanised iron roofs including the usual posto with stone wall surrounding, secretary's house, and barracks. There are some small and scattered coconut plantations in the town area. Town was bombed by Japanese in August 1942 and by RAAF in November 1942.

A good water supply is always on hand within a few hundred yards of the posto.

(y) HATU-LIA (VILA CELESTINO da SILVA). A posto and market town 1570 ft above sea level situated 19½ miles SW of AILEU on the main DILLI road. The posto, constructed of stone with a tiled roof and surrounded by a stone wall, is situated in the southern end of the town. Other buildings consist of a stone and tiles prison and native clerks' house and a church and residence. North of the town on the road there is also a hospital and residence (stone and tiles).

(z) ALAS. A market town, controlled by the commandant of SAME, situated on the southern foothills overlooking the coast, 26 miles SE of AILEU. Buildings include a mission station, church, schools and priest's residence constructed of stone with galvanised iron roofs. The old posto of stone with galvanised iron roof about one mile west was damaged by Jap aircraft in August 1942. Possibly uninhabited at present. Some coconut plantations along the SEISSARA Creek, which flows midway between the posto and mission station in the north-west.

(aa) ATSABE (NOVA OUREM). One of the larger postos and market centres numbering about 20 buildings situated 9 miles NNE of BOBONARO. The stone buildings most of which have galvanised iron roofing, include posto and administrative block, church and school. About a mile along the LETE-FOFO road there are six bamboo huts with thatched roofs comprising the native soldier's barracks. There is a large market square north of the posto. A motor road connects ATSABE and BOBONARO. ATSABE was an Australian platoon HQ from May to August 1942. A posto town and provincial capital.



(bb) BOBONARO. A posto town and provincial capital situated 2,600 ft above sea level on the southern slopes of the RAMELU Range overlooking the LONO-MEA River, 35 miles SSW of DILLI. In addition to the usual posto building with the high surrounding wall to the north there are 3 long buildings used as a cavalry barracks large enough for 60 soldiers.

There is a small Catholic church to the northwest and many stone houses of native officials and about 100 native huts widely dispersed around the town and along the road leading to ATSEBE. There is a cemetery situated north of the town and west of the road leading to ATSEBE and DILLI. The town is easily identified from the air by two large Maltese Crosses in a background of white stone in front of the posts.

The town water supply is piped from nearby hill to a small concrete reservoir.

(cc) MAPE. A posto and market town situated 6 miles southeast of BOBONARO, commanding an excellent outlook to south coast and BOBONARO districts. No roads suitable for MT in this area but tracks are well made and suitable for pack transport. The town was heavily bombed by the Japanese in August 1942.

It is rich in maize and fruit, whilst used as the Australian Force HQ in 1942, supplies for as many as 300 men were maintained. Water has to be carried some distance in bamboo pipes by the natives.

(dd) TILOMAR. A posto and market town situated 650 ft above sea level 28 miles SSW of BOBONARO commanding an excellent view of the south coast between Cape TAFARA and BECO. Buildings comprises posto and barracks, constructed of stone, with stables and workshop of wood with thatched roofs. Was Dutch HQ from May to August 1942 and Australian troops were stationed here for about a month.

(ee) BECO. A small town with old posto buildings and several buildings used by Chinese traders, situated 16 miles SSE of BOBONARO. Used by Australian troops as a dump for supplies brought from Australia up till August 1942. (Supplies were landed at SUAI, 14 miles west by road).

Rice maize and kapok are the main district products.

(ff) SUAI. Situated at the mouth of the TAFARA River, 23 miles south by west of BOBONARO. Village is controlled by the Administrator of TILOMAR, who has a native chief in charge. Chief's house is of stone with several native huts in the vicinity. Jeeps could possibly be used to travel to DEBOS, CUMWASSA and BECO, but tracks inclined to be boggy in wet weather. The best tobacco on the island is grown at SUAI.

(gg) AILEU (VILA GENERAL CARMONA). The capital of SURO Province, situated on the west bank of the SAVORIA River, 240 ft above sea level; 12 miles south of DILLI. Said to be the prettiest town in TIMOR. In addition to the usual posto with high surrounding wall, stone buildings comprise the barracks, Chinese shops and Portuguese residences and there are also numerous native built huts. There is a market square southwest of the town with water fountains in the middle. The road from AILEU to DILLI via the northern route was extensively damaged by heavy floods in 1939, and a new road was built via TACO-LULIC. There is also an MT road connecting AILEU with MINDELO, on which a concrete bridge was demolished by Australian troops in 1942. The district is very mountainous and rugged. There are numerous paddy fields on both river banks in the vicinity of the town.

There is a good water supply with storage tanks.

(hh) AINARO (Also known as SURO). A large posto and market, which is held weekly, situated on the southern slopes of the RAMELAU Range between two tributaries of the SUE River, 20 miles south by east of AILEU. In addition to a well-constructed posto surrounded by the usual wall, stone buildings comprise Governor's palace, administrative block, church with large spire, priest's residence and incompleated school house, hospital and annex etc. The streets are well constructed and an old road, which was suitable for MT, leads to MAUBISSE. A concrete bridge on this road was demolished by Australian troops as a road block in 1942 and the approaches were washed away, the road was generally in disrepair, but has been reconstructed by the Japanese.



The following is a summary of all information at present available on these roads and bridges. A list of the main Timor bridges, with detailed information on each, is included as an appendix to this report.

Strategic M/T Roads: Prior to enemy occupation, the road system of Timor consisted of a main trunk road running from Koepang through the centre of Dutch Timor to Atapocpee on the N. coast, and thence along the N. Coast of Portuguese Timor. From this main artery a few branch M/T roads ran towards the N. and S. coasts, namely the Kefannance-Ocussi and Haliloelik-Benain River roads in Dutch Timor, and the Baucau-Beaco and Lautem-Cape Lore roads in Portuguese Timor. These main roads were the single track type, approximately four yards wide, and were surfaced, all-weather roads in Dutch Timor but were only part-surfaced in Portuguese Timor. The better class roads were mainly constructed with a coral foundation and surfaced with broken coral, gravel and soil. The only known bitumen-dressed roads were in and around Koepang and at Dilli. Where the roads traverse hilly country, some difficulty was experienced in keeping them serviceable due to land slides in the wet season.

Since the occupation, the Japanese have carried out considerable road construction and improvement work, particularly in the Portuguese territory where existing M/T roads were practically confined to the N. coast. Of the above work, the major project undertaken was the construction of a South Coast road. This road, running along the S. coast of the island, is of the greatest military significance and value for defence of this coastline; the road is approximately 200 miles long, and probably connects with the main trunk road at Nikiniki in Dutch Timor and Cape Lore in Portuguese Timor. One hundred and forty miles of its length, from Viqueque (Portuguese Timor) to the Berain River (Dutch Timor), was photographed on 11 November, 1944. From these photographs, the following information was obtained:

- (a) The road follows a previously used track which runs along the S. coast at distances varying from one to nine miles inland.
- (b) It is to be used as an all-weather road, and where necessary, avoids the swampy coastal flats.
- (c) It appears already to be serviceable over the full distance seen, although some parts in Portuguese Timor had not been surfaced.
- (d) A branch road runs N. up the Mola (Mor) River valley to connect with the main trunk road near Bobonaro, and provides a direct route from Dilli to the S. coast.
- (e) Another branch road runs up the Sue River valley, but probably does not cross the central dividing range.

No evidence is available as to when construction work on this road was first started, but photographs of the Sue River area, taken in April, 1944, show that this central section had not then been built.

Photographic coverage is required to determine the continuation of the South Coast Road, E. from Viqueque and W. from the Benain River.

Important road construction work has also been carried out in the Fronteira and Suro Provinces of Portuguese Timor. The main trunk road between Hatulia and Balibo now runs via Bobonaro. Part of this road was damaged by the floods and earthquakes of 1939, and another section was previously an unimproved road. The opening of this road by the enemy involved approximately 50 miles of road construction work, mostly over difficult hilly country. The Moroba River crossing on the old road down the Be Bai River from Nunura does not appear at present to be in use by M/T traffic.

The branch M/T road which connects Maubissos and Aileu to the main trunk road S. of Dilli is in good condition. Enemy activity has included the re-building of bridges over the Sarin and Ai Goli Rivers. That part of the road stretching between Aileu and Maubisse, although narrower than the Aileu-Dilli section, now appears to be a surfaced, all-weather road.



It is possible that the old Aileu-Dilli road, which runs N. along the dividing ridge E. of the Comoro River valley, also may have been reopened to M/T traffic. Another M/T road may be under construction running S. from Maubisse to connect with the S. coast road via the Sue River valley.

Elsewhere in Timor, roads have been maintained in serviceable condition. This work includes the surfacing of dry weather roads and the construction of improved detours to the old roads.

All the airfields of Timor are located along these strategic roads, as also are the known military camps and storage areas. Small M/T staging points have been seen at several localities along the roads.

Strategic Bridges: Timor is a country of innumerable streams, most of which, where crossed by the main M/T roads, are easily fordable for the greater part of the year. However, during the wet season, periods of delay at such fords may vary from a few hours to several days. Hence, construction of bridges is necessary for swift military movements, and the maintenance of these stream crossings (bridges and fords) is a major consideration in the serviceability of the strategic roads.

To date, the enemy is known to have built 25 major bridges, one in Dutch Timor and 24 in Portuguese Timor. In Dutch Timor, well-constructed bridges and culverts had always been built over most of the stream crossings along the main trunk road. They included the three largest bridges in Timor which cross the Mina, Upper Benain and Moeti Rivers. These bridges, which are high-level structures of steel and concrete, were included in the demolition work carried out prior to evacuation of the area. They were subsequently reopened to traffic by the enemy, who replaced the destroyed bridge sections by wooden structures.

In pre-war Portuguese Timor, with its poorly developed M/T roads, comparatively few bridges had been constructed, and crossings of most of the larger rivers were by fords. In this part of Timor, the number of bridges constructed by the Japanese has kept pace with their improvements to the strategic roads. Most of the streams on the old trunk road are now bridged, and along the new South Coast road the photographic coverage of 14 November, 1944, showed four bridges built and three under construction out of a total of 13 large river crossings. It is probable that the majority of stream and river crossings on this road are now bridged.

Bridges constructed by the Japanese in Portuguese Timor are mainly the low-level trestle type, built of roughly-hewn bush timber with the decking, on some at least, consisting of logs covered with gravel and soil.

Additional work carried out by the Japanese at these bridge sites in Timor includes the building of training-walls and debris-fenders protecting the bridges against flood waters, and the improvement of the ford crossings.

All Timor bridges are the narrow, single track type; e.g., the Mina River bridge is only 9' wide and gives but a few inches clearance to a two-ton truck. The majority of these vehicular crossings would not sustain heavy, continuous traffic, and in most cases, they are liable to be damaged, and even destroyed, by flood waters. A general average for the carrying capacity of Timor bridges would be approximately five tons, although some structures, such as the Mina and Moeti bridges, would be capable of a high loading. Heavy military vehicles, such as tanks, would use the fords.

A number of these bridges, including the Mina River bridge and several of the wooden structures in Portuguese Timor, have been the targets for Allied bombing attacks. In the first of these attacks, the Mina bridge sustained some structural damage which has since been repaired. Sections of the Laleia and North Lacleo wooden bridges were destroyed, but subsequent photographs of the former bridge showed it to be again serviceable.

Target significance: At present, the Timor roads are used mainly for military purposes, but disruptions to these lines of communication would be of value only in conjunction with land operation. Destruction of bridges over the main Timor rivers would, in most cases, only cause temporary delay to communications. Road blocks of a more permanent nature could be caused along



the hilly and tortuous sections of the strategic roads. Small bridges and culverts could be destroyed where streams are difficult to ford and land slides could be easily caused in the more mountainous sections of the road. Areas suitable for this type of attack are as follows:-

- (i) E. of Soe to the Upper Benain River crossing on the Koepang-Atamboea road.
- (ii) Vicinity of Balibo, Bobonaro and Railaco River on the Atamboea-Dilli road.
- (iii) Between Viqueque and Vei Tucu River, E. and W. of the Sue River crossing and between Tafara and Baboeloe Rivers on the S. coast road.
- (iv) Between Ossu and Venilale, on the Baucau-Viqueque road.
- (v) From Lore village to Lautem Plateau on the Lautem-Cape Lore road.

Recapitulation:

- (i) During three years' occupation of Timor, the Japanese have carried out fairly extensive road and bridge construction work.
- (ii) Most of this work has been done in the less-developed, Portuguese part of the island.
- (iii) The enemy has utilised local building material, namely bush timber for bridges, and stone and gravel for roads.
- (iv) The main roads have been improved and extended primarily for military use, there being no evidence of any attempted Japanese development of the limited economic resources of Timor.

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- (v) Generally speaking, these strategic roads are suitable for fairly light and moderate vehicular traffic, and would not sustain heavy and constant military movements without a considerable amount of maintenance work.
- (vi) Destruction of most of the main strategic bridges, where rivers are easily fordable, would result in only temporary delay to road traffic.
- (viii) A more permanent hold-up to road communications would be caused by road blocks along the hilly sections of the road.
- (iv) Between Ossu and Venilale, on the Baucau-Viqueque road.
- (v) From Lore village to Lautem Plateau on the Lautem-Cape Lore road.

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SEC 5

VEGETATION.

- (a) The vegetation is markedly more similar to Australian than to the New Guinea type. Eucalyptus and casuarinas ("sheoaks") are common and much of the northern side is open SAVANNAH country similar to the semiarid regions of Northern Australia. Elsewhere the vegetation is more akin to that of the Australian eastern coastal belt.

Rain Forest with undergrowth is the main type of jungle and is confined mainly to patches along the south east coast and in pockets on the southern slopes. This is very limited. Dense forests are found fairly widely distributed particularly in the river valleys.

Grass country with scattered trees which vary in density from isolated trees to open forest is common. The characteristic feature is the grass cover. Much of this country is very steep. Towards the more arid regions of the north coast the savannah merges into semi desert types, mainly scrub. Similarly towards the eastern extremities savannah and grassland gradually changes into low scrub about two feet high.

Casuarinas are very conspicuous both along the bank of rivers and streams and fringing the long narrow swamps behind the south coast beaches. Behind the casuarinas the swamps are often covered with mangroves and reeds. Further inland is louthar palm, sago palm, elephant grass and clumps of bamboos. These clumps are up to one mile across in placed and are often so dense that they are impenetrable even on foot.

Lantana shrub has in the last ten or twenty years spread over extensive areas particularly the KOEPANG, AMARISI, SOE and MARAI (EAST BELOE). Sandalwood is also plentiful in the Dutch end of the island.

SEC 6

RIVERS, LAKES and SWAMPS.

- (a) The rivers for the most part flow north and south from the watershed which runs approximately down the centre of the island. They are steep in slope and fast in flow.

The effect of the seasons on the rivers is most marked. Along the north coast most of them dry up completely between June and November and only run periodically in the wet. In the North West and along the South coast some of the main streams maintain a perennial flow. During the monsoon seasons many of the rivers change their course and necessitate reorganization of bridging and fords.

None of the rivers are navigable except just at their mouths and then only by small native craft.

Men on foot should be cautioned against attempting passage of the rivers in flood if the water is waist high as the rivers are extremely swift and a man would be easily swept off his feet by the weight of the water.

The rivers are liable to flood almost immediately after heavy rains. Particularly serious floods occur on the COMORO and NORTH LACLO.

Crocodiles are prevalent in the lower reaches of many of the rivers. On the MINA and BENAIN rivers they have been found as far as 19 miles upstream.

- (b) There is only one large lake on the island. Lake IRA-LALARO (also called SURABEC). It occupies the eastern part of the LAUTEM plateau, an area of inland drainage. In the wet season this lake is up to 10 miles long and 5 miles wide but is shallow and an immense growth of reeds flourishes. In the dry season the lake shrinks gradually to a fraction of its size and only extensive swamp and mud flats remain.



There is also a small lake on the BALIBO plateau, again in an area of inland drainage but in this case the lake is no more than 1 mile across.

Lake SOLOI at the head of the GLANO River south of DILLI is in one of the richest areas in the province but is only small.

The few lakes in Dutch TIMOR are very small and of no importance. They are swampy undrained depressions which contain standing water only in the wet season. Among them are the NEVANOIK ( $10^{\circ} 01' S$   $124^{\circ} 06' E$ ) the NIFOE SOEPOEL ( $9^{\circ} 51' S$   $124^{\circ} 26' E$ ) and the NANE KIIK ( $9^{\circ} 33' S$ ,  $124^{\circ} 46' E$ ).

(c) Swamps are plentiful along the South coast of Portuguese Timor. They are commonly associated with river mouths and have fairly large lagoons in places. Especially bad swamps 4-5 miles across extend along the coast, southwest of SUAI. There are others from the mouth of the CLEREC past the mouth of the DILOR to the QUAC a distance of 30 miles.

The only extensive swamp areas in Dutch TIMOR are along the coasts. Chief among them are the coastal fringers of the BESIKAMA - TOBAKI plain; the area at the mouth of MINA River; the PARITI-BABAOE swamp near KOEPANG BAY and patches of swamp on the north coast between ATAPOEPOE and WINI.

These areas are generally covered with mangrove or swamp grasses and are the feeding grounds of water buffalo. They are also infested by mosquitos and crocodiles. They would present no difficulty to resolute infantry in any season but in the wet would be obstacles to MT and tanks.

SEC 7

#### NATIVE POPULATION.

##### A. PORTUGUESE TIMOR.

(i) The native population is variously estimated at from 450,000 to 500,000. It is denser in the hills than along the north coast and the relatively unpopulated south coast.

The existent peoples reveal all degrees of mixture, Papuan, Indonesian and Malayan.

There are various tribes all basically of the same stock but in many cases speaking entirely different dialects.

The main language is TETUM. There are 33 separate dialects on the island but the DILLI TETUM is generally understood. PORTUGUESE is taught in all missions and schools and all educated natives can speak PORTUGUESE. MALAY is generally not understood as it was forbidden by the PORTUGUESE government. TETUM is understood by 50% of the natives.

##### (ii) Religion.

There are many purely native religions. There are priests (dato luli) who wield considerable power being sometimes identified with local chiefs and the area generally abounds with sacred places - mountains, rivers, trees, etc., as well as sacred houses (umaluli) which strangers are forbidden to approach. The pomali (taboo) in the form of a few palm leaves stuck outside a garden will effectively protect its contents from thieves as an armed guard. Troops should observe native "taboo".

Some Christian converts received some teaching from the Roman Catholic priests. Where Christian teaching has been received it is from the Roman Catholic missions.

##### (iii) Attitude.

The general native attitude towards the Portuguese was one of fear



although there are cases where Portuguese officials are remembered with affection.

During our occupation of the area the natives always showed willingness to help. Since the Japanese occupation there have been some cases of collaboration but the general attitude is one of greater fear than the native had for the Portuguese. It is emphasized that the natives from the kings down have been servile to the Portuguese for a long time and will accord the greatest respect to the lowest private.

A number of native kings are in hiding from the Japanese and others have been killed. Those that remain co-operate with the Japanese, and of these most are unwilling helpers. It is thought that these would immediately swing their affections to the Australians when it became known that the Japanese had been subjugated and that there was no fear of retaliation.

It must be emphasized that natives are impressed by strong forces, the law of force is the law they understand.

(iv) Labour.

When natives are required for labour individual natives should not be approached. The local king should be approached and the necessary labour sought through him and his chiefs. The king and his chiefs will arrange all the administrative details - such as assembling natives at given times and places.

Orders for work should only be given by an officer or NCO in charge. Payments should be made by the person who ordered the work. Care should be exercised that no over-payment for work is made.

The native is generally very lazy and prefers to gamble rather than work. However good use can be made of them as carriers and orderlies.

(v) Housing.

The most common type of house left standing is the native hut, but as up to 15 natives and their dogs sleep in these the conditions would be most unhygienic for Australian troops. Lice and fleas are abundant.

Natives are able to build living quarters for troops which would be acceptable. Provided materials are close, 20 natives can build a hut with raised bamboo sleeping platforms and a well thatched roof within a week. A structure like this could house up to 20 men.

Small patrols passing through villages will find a shelter which has been constructed for Japanese patrols of a similar nature. These will provide good accommodation for a stay of up to one or two nights.

(vi) Treatment of Natives.

The natives from the kings down have been servile to the Portuguese for a long time and will accord the greatest respect to the lowest private. This should be encouraged.

Labour should only be engaged through the kings and chiefs of the villages.

All native religious ceremonies and taboos (totem poles etc) must be respected.

It is best not to touch anything in a village or take anything without payment. Animals must not be killed or fowls taken. This purchase must be by payment to the natives.

Women must be respected and it must be remembered that a large number of them will have contracted the Japanese form of VD.

Profanity should not be used and if Portuguese curses are learned by Australian forces the use of such will create a bad impression among the natives.

When buying food it will be seen that the native is a first class



bargainer. In most cases their technique is to ask twice the value of the articles offered.

Cloths, knives etc are the most acceptable trade items. Cloth should be coarse and warm. Suitable colours of cloth are a plain black or khaki. Long Australian machetes are the best type of knife.

Mirrors and razor blades etc are all valued by the natives and are very popular.

It must be borne in mind that for two years the natives have not been able to purchase at bazaars any articles mentioned above and will therefore be very ready to buy or exchange their services.

Trade items should not be showered upon the natives, but should only be given in payment for services rendered or when it is desired to improve relations with native chiefs and kings.

(vii) Currency.

Money of which the native has very little is his god ~~Patacas~~ ~~(Portuguese paper money specially for TIMOR)~~ ~~are the~~ official currency. The nominal value of one ~~pataca~~ is about 1/8d Australian money. The pataca has no exchange value outside the colony, because Portuguese Timor has had no overseas trade. Dutch currency is no longer accepted by the natives who value Australian silver highly. Notes are not acceptable throughout the area. The Japanese introduced a note issue for the entire N.E.I. and Portuguese Timor based on the Dutch guilders. They also introduced "coins" having a cardboard centre and a thin coating of aluminium. Both natives and Australians treated these coins as worthless. Any silver coins would be acceptable to the native because of the silver content.

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(B) DUTCH TIMOR.

(i) General.

The two main tribes are the ATONI in the central and west approx 230,000 and the BELOE in the east with approx 95,000. Other smaller tribes exist and the total native population is approx 400,000.

There is much similarity between Dutch and Portuguese Timorese but there is a great MALAY influence in the Dutch end of the island.

(ii) Language.

TETUM is generally understood in the frontier areas. As MALAY is the common language of Dutch areas, many mainly children speak that language. Dutch and Malay are the official languages.

ATONI is spoken by the ATONI tribe and has several dialects but due to the influence of missions common TETUM and common ATONI are becoming more general.

(iii) Villages.

Villages consist of from 6 to 50 huts. In former times natives built their villages in inaccessible places and surrounded them with barriers such as cactus stone walls or stockades. During the pacification of the interior by the Dutch the natives were forced to shift their villages to more accessible places. They have developed a system of living in small and scattered agricultural settlements although their official address remained in the concentrated villages. The villages in Dutch TIMOR are more concentrated than in Portuguese TIMOR.

Houses - The native houses are generally very unhygienic from an European standard. Fleas and lice abound.

The huts of the ATONI are round beehive-shaped huts while those of the BELOE are usually rectangular with raised wooden floors.

As with Portuguese TIMOR small shelters will probably have been constructed for the Japanese in most villages.

(iv) Religion.

The religion of the TIMORESE affects his whole life in all its passing stages. All innovations encroach upon the old sanctified customs practised by his ancestors. The making of a motor road, of a dam in a river, the sending of children to school - all these things are bound to meet religious opposition. The judgement of the ancestors has to be asked in all things.

The Dutch Government had to interfere with the primitive religion by forbidding such practices as headhunting, torturing and killing of witches. Headhunting has ceased but the native cannot understand the protection of the witches and cases have occurred of killing witches.

As with Portuguese Timor there are sacred places and various taboo which must be respected.

Approximately 25% of the natives of Dutch Timor profess Christianity. The natives, as a whole, have the tendency to identify Christianity as western civilization.

(v) Labour.

Labour and general handling of natives is similar to as in Portuguese Timor.

(vi) Attitude.

Following the Japanese occupation of the island the natives have maintained a complete distrust of the Dutch. Whether this would be apparent on a strong Allied move into the area is unknown. The Japanese have found some collaborators among the natives but it is considered that the general native attitude is one of servility before force.



Natural Resources.(a) Food.

Dutch TIMOR is generally unproductive. The native grows only sufficient for his own needs. Any troops stationed in Dutch TIMOR would require to import food. Maize is the main crop. Rice was not generally planted and was only used for feasts. In Portuguese TIMOR the food situation is much better the natives generally growing more foodstuffs than in the Dutch Area.

Water buffalo are plentiful. Goats, pigs, deer and fowls were also available but will probably be greatly depleted now. Haphazard shooting of water buffalo should be discouraged as most herds belong to natives. Most native owned buffalo are earmarked.

Pineapples, mandarins, pawpaw, mangoes are all common in season.

The staple food in most areas is maize or rice and sweet potatoes. Vegetables in the form of native cabbages, Beans and pumpkins are available.

(b) Water.

Portuguese TIMOR is not as dry as Dutch TIMOR. There is seldom a shortage of water in the dry season in Portuguese TIMOR.

Water may be obtained from a spring on the coast at TIBAR and from wells in the DILLI area. Natives used special spring water in preference to creek water and places are indicated by bamboo sticks upright in the ground showing approaches to water.

Water in the mountains was drinkable without purification but it is wise to purify water in the larger rivers on the coast flats.

In Dutch TIMOR numerous springs occur around the edges of coral limestone plateaux. Many of the native villages are located just below the plateau edges at springs which issue from the base of the porous limestone.

One large source of supply in the KOEFANG area is at BOAEMATA and is a copious spring yielding 94000 galls per hour of clear crystal water at a distance of  $2\frac{1}{2}$  miles from PENFOEI.

(c) Construction Materials:

Timber is limited throughout the area. The good timber is generally in inaccessible areas, local resources are generally not sufficient for normal military requirements.

Bamboo is used by the natives for construction of huts. There is an endless supply in all sizes up to 4 and 5 inches in diameter.

There is an ample supply of thatching material throughout the island.

Gravel, coral, limestone and sand is readily accessible throughout the island.

(d) Fuel.

Throughout Portuguese TIMOR there are numerous oil seeps and gas vents. The main are at ALIAMBATA, IRA-BIN, CRIBAS with possible areas at NOVA BEMFICA, TUALO and MANATUTO. The oil soak at MA IATUTO produces 80 gallons per day. These soaks do not occur in Dutch TIMOR although there are mud-volcanoes which give off inflammable gases with a petroleum odour.

Coal outcrops occur at LOILARI and in some places in Dutch TIMOR.

Local Japanese stocks of fuel are probably low.



SEC 9.

Transport.

There were numerous vehicles in the area and with Australian and Japanese vehicles there should be ample transport for road traffic.

Movement in the hinterland is however very difficult due to tracks being poor and, although some efforts have been made at contour chasing, are generally precipitous. It is common to ascend 3000 feet in two miles therefore troops, although fit, will not be able to carry gear in excess of their fighting equipment and still remain efficient. For quick movement an even pack must be given attention. On patrols it is advisable for each man to have a native carrier to attend to the soldiers personal gear. Natives can carry 30-40 lbs for 3 consecutive days.

Ponies are generally plentiful and in good condition can carry 30-40 lbs per side for 3-4 consecutive days.

Pay for a native carrier is approximately 6d per day and for a native leading his pony 2/- per day. These ponies can move at a man's walking pace when fully loaded over any country.

SEC 10.

CLIMATIC & METEOROLOGICAL CONDITIONS.

1. Seasons and Rainfall.

There are two clearly defined seasons due to prevailing winds from the north west and south east. The former causes a general wet season in the December-March period and the latter causes the wet season in the area south of the central range to be prolonged to about July. The area can be divided into four climatic zones:

North Coast - hot dry - estimated rainfall ranges 65" - 110" (mainly November to July) Mean temp 75° F.

South Coast - hot moist - estimated rainfall ranges 65" - 110" (mainly November to July) Mean Temp 75° F.

Interior up to 4000 feet. - intermediate zone - estimated rainfall ranges 55" - 110" (mainly October to July) Mean Temp under 70° F.

Interior above 4000 feet - cold zone - estimated rainfall 130" more or less evenly distributed. Mean Temp relatively low.

The great bulk of the rain falls in the North West season, which is characterized by violent rainstorms, floods and washaways. The driest part of the day is from 0600 to 1100 hrs, the wettest from 1200 to 1900 hrs.

2. Winds.

The dominant winds are northwest in the December-March period, southeast in the May-October period with intermediate doldrum conditions and variable winds. The upper winds are probably consistent with this general movement, but the lower winds are light and influenced by land and sea breezes and local geography, and may appear to defy the regular rules. Thus, on the north coast the prevailing wind is from the sea, with August and September a period of variable winds. On the South Coast the prevailing winds are offshore, except in October and November, when they are interrupted by South east and variable winds.

3. Cloud.

Between sunrise and noon is clearest; afternoon the effects of insolation and uplifting build up thick cumulus clouds over land masses with constant rainstorms in the wet season.



4.

Temperatures.

No official records are available. Estimated mean temperatures are: North Coast 80° F. South Coast 75° F; Interior up to 4000 feet not over 70° F; Interior over 4000 feet; correspondingly lower. The south coast has a wider temperature variation than the north coast.

The north west season, however, is definitely hotter than the southeast season. The highest maximum temperatures are about 100° F with 107° F the highest ever recorded.

5.

Volcanic Activity.

TIMOR appears to be outside the region of volcanic activity, but within the seismic area; earthquakes are frequent but slight.



(a) GENERAL

The climate is tropical and oppressive but seasonal, in the low lying coastal strip the humidity has an enervating effect on troops. There is no marked temperature variation throughout the year, but a decided variation in humidity from season to season, and also from coastal to inland districts.

In general troops must practice carefully personal hygiene, and in particular guard against diet deficiencies, tropical sores and ulcers, tinea and the effects of the sun and wet weather. Heavy manual labour is to be avoided; even the local pre-war soldiers who were trained for warfare in similar regions avoided excessive manual labour and used native labourers. The type of person who "cracks hardy" in the tropics generally cracks altogether.

(b) DISEASES

The following diseases are endemic : malaria, dysentery, tropical ulcers, intestinal parasitic infestations, tinea goitre, tuberculosis, leprosy, framboesia tropica (yaws), strunia, filariasis, elephantiasis and venereal disease - especially gonorrhoea.

Malaria is very common in the low lying areas. The higher altitudes are noticeably free from malaria. Cases have been reported however from SOE, KAPAN, KEFANNANOE and also many cases have been reported at MALIANA.

Three weeks after the landing at DILLI 90% of the Australian force contacted benign and malignant tertian malaria because of three nights exposure to mosquitoes on DILLI airfield. Under normal conditions the figure of sickness due to malaria was 30%.

The attacks of malaria experienced by the natives are mild; they suffer periodically and most children have malaria pot bellies. They have certain medicines for malaria that are made from frangipanni and peach tree bark.

A mild form of dysentery is prevalent at all times and is considered to be mainly bacilliary, and due to food as well as water. Amoebic dysentery is also known to exist but its occurrence is not so frequent.

Other diseases include beri-beri, tropical ulcers, skin diseases, tinea and even leprosy. All these except leprosy, were seen among the natives. There was a leper colony near KAPAN.

Goitre (only observed in females) and elephantiasis are both peculiar to the natives, particularly those living in the mountains; Australians were never afflicted.

Gonorrhoea is extraordinarily frequent among the natives in a latent form, and is stated to attack over 90% of the population in some places, particularly in the North BELOE district. Native quacks and medicine men have carefully guarded "cures". It seems that gonorrhoea is commoner than syphilis among the women. Following the Japanese occupation however and the usual Japanese exploitation of the native women it can be expected that the latter will be more common.

Troops must avoid eating under-cooked meats. Many animals (buffalo, pig etc) are infected with Ascaris Lumbricoides (human round worm).



## APPENDIX "B"

## MAIN BRIDGES OF TIMOR

(NOTE: Dimensions of the bridges are calculated from aerial photographs and must be considered as only approximate.)

## DUTCH TIMOR

| BRIDGE       | LOCATION       |                                                                                                 | LENGTH | WIDTH  | HEIGHT ABOVE RIVER BED | REMARKS                                                                                                                                                                                                                                                                                                                                                   |
|--------------|----------------|-------------------------------------------------------------------------------------------------|--------|--------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mina         | 09.57S 124.07E | High level; 6 spans, 5 of steel and 1 centrally placed of wood; concrete pillars and buttresses | 550'   | 9'     | 34'                    | A central steel span was demolished during the evacuation; the Japanese replaced it with a section built on 5 rows of wooden piles. River forded by a good M/T road on downstream side of bridge. Bridge bombed in February, November and December of 1944; slight damage caused by first attack; subsequently repaired. Defences - 4 light A/A position. |
| Meto         | 09.58S 124.09E | Low level; 4 span wooden bridge; probable cement pillars.                                       | 100'   | 10'    | Few ft                 | Japanese construction                                                                                                                                                                                                                                                                                                                                     |
| Upper Benain | 09.43S 124.27E | High level; single concret arch                                                                 | 98'    | 10'    | 3 Crosses deep gorge.  | This bridge was completely demolished in February, 1942. Reports state that the Japanese did not attempt immediate repairs but constructed a road to a fordable part of the river a few miles downstream from the bridge site. No photo-coverage available of this bridge site.                                                                           |
| Moeti        | 09.38S 124.30E | High level; 3 spans, 2 of steel arches and 1 of wood; concrete pillars and buttresses.          | 450'   | 9 1/4' | Approx 20'             | The northern steel arch was destroyed during the evacuation. The wooden section built by the Japanese is on 5 rows of wooden piles. An M/T ford is located on the upstream side of the bridge.                                                                                                                                                            |
| Bikani       | 09.28S 124.29E | Two span; all concrete or concrete pillars with wood bearers and decking                        | 115'   | 12'    | 10'                    | Dutch construction. River can be forded on downstream side of bridge                                                                                                                                                                                                                                                                                      |
| Meto         | 09.27S 124.30E | Single span; probably concrete                                                                  | 40'    | 12'    | Low level              | Dutch construction                                                                                                                                                                                                                                                                                                                                        |



| BRIDGE   | LOCATION        | TYPE                                                                                                                      | LENGTH | WIDTH   | HEIGHT ABOVE RIVER BED | REMARKS                                                                                                                                                                                                                                                  |
|----------|-----------------|---------------------------------------------------------------------------------------------------------------------------|--------|---------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Maoebesi | 09.27S 124.38E  | Three span, steel and concrete bridge, resting on concrete pillars and buttresses                                         | 200'   | 10'-12' | 15'                    | Dutch construction                                                                                                                                                                                                                                       |
| Boeik    | 09.08S 124.53E  | Single steel span with concrete buttresses; wood decking and either wood or steel overhead superstructure                 | 70'    | 8'      | 10'                    | Dutch construction. The superstructure has been covered with foliage either as camouflage or as a protection for the wooden section against weather. A good M/T ford has been built across the Boeik river on the upstream side of the bridge.           |
| Batugade | 08.58S 125.01E  | Wood trestle bridge                                                                                                       | 140'   | 10'     | Low level              | Japanese construction. M/T ford on upstream side of bridge.                                                                                                                                                                                              |
| Be Bai   | 08.58S 125.07E  | Wood trestle bridge                                                                                                       | 920'   | 10'     | Low Level              | Japanese construction. M/T ford on downstream side of bridge. Flood debris fenders for full length of bridge on upstream side.                                                                                                                           |
| Maliana  | 08.59 S 125.14E | Wood trestle bridge                                                                                                       | 140'   | 10'     | Low Level              | Japanese construction. M/T ford on downstream side of bridge                                                                                                                                                                                             |
| Bulobo   | 09.00S 125.16E  | Wood trestle bridge                                                                                                       | 180'   | 10'     | Low level              | Japanese construction                                                                                                                                                                                                                                    |
| Batuane  | 08.54S 125.23E  | Wood trestle bridge                                                                                                       | 700'   | 10'     | Low level              | Japanese construction. M/T ford on downstream side of bridge. Flood debris fenders on upstream side of bridge.                                                                                                                                           |
| Garrai   | 08.52S 125.20E  | 12 span wooden bridge built on low concrete pillars and buttresses<br>Concrete river training walls at each end of bridge | 500'   | 10'     | Low level              | Japanese construction. M/T ford on downstream side of bridge.                                                                                                                                                                                            |
| Glano    | 08.44S 125.25E  | Four span, 3 of concrete, 1 of wood                                                                                       | 150'   | 10'     | Low level              | Originally a 5 span concrete bridge built by the Portuguese. Two central spans were destroyed at the time of evacuation, the Japanese replacing them by a wooden span resting on 5 wood piles. An unimproved ford is located on upstream side of bridge. |



| BRIDGE      | LOCATION       | TYPE                                                      | LENGTH          | WIDTH | HEIGHT ABOVE RIVER BED | REMARKS                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------|----------------|-----------------------------------------------------------|-----------------|-------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Railaco     | 08.40S 125.26E | Wood trestle bridge                                       | 200'            | 10'   | Low level              | Japanese construction. River can be forded on upstream side of bridge but no approaches to the ford have been made.                                                                                                                                                                                                                                                                                                                                                                 |
| Comoro      | 08.34S 125.31E | Wood trestle bridge; 2 sections bridging 2 river channels | Sec (a)<br>280' | 14'   | Low level              | Japanese construction. River easily fordable in dry season; M/T approaches to bridge may be flooded; river rarely remains in flood for more than 2 or 3 days. A flood training wall has been built across part of the river bed on the upstream side of the E. approach to bridge.                                                                                                                                                                                                  |
| North Laalo | 08.31S 126.00E | Wood trestle bridge                                       | 1000'           | 10'   | 10'                    | Japanese construction. 100' of the central section of the bridge was destroyed by bombing December 1944. It has been reported that the Japanese do not intend to repair this bridge. The river is fordable during the dry season. The M/T road approaching the W. end of the bridge runs along the bank of the river and is liable to flooding. The river remains in flood for a maximum of 3 days. Flood debris fenders extend across the river for the full length of the bridge. |
| Laleia      | 08.32S 126.11E | Wood trestle bridge                                       | 600'            | 10'   | 15'                    | Japanese construction. Bridge only spans the E. half of the Laleia river. A Central section of the bridge was destroyed by a strafing attack of August, 1944, but was subsequently repaired. The river is easily fordable, but flood water may hold up traffic for 2 days. Flood debris fenders extend the full length of the bridge.                                                                                                                                               |
| Vemasses    | 08.31S 126.13E | Wood trestle bridge                                       | 500'            | 10'   | 10'                    | Japanese construction. <del>With</del> improved ford on upstream side of bridge. Floods may delay fording of the river for a period of up to one day.                                                                                                                                                                                                                                                                                                                               |
| Sei-Cal     | 08.29S 126.30E | Wood trestle bridge                                       | 300'            | 10'   | Low level              | Japanese construction. Bombing of Dec 44 may have damaged the bridge. River easily forded.                                                                                                                                                                                                                                                                                                                                                                                          |



| BRIDGE    | LOCATION       | TYPE                                                                               | LENGTH | TIDEL | HEIGHT ABOVE RIVER BED | REMARKS                                                                                                                                                                                                                                                                      |
|-----------|----------------|------------------------------------------------------------------------------------|--------|-------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mau Fui   | 08.29S 126.35E | Wood trestle bridge                                                                | 200'   | 10'   | Low level              | Japanese construction. Unimproved ford on upstream side of bridge.                                                                                                                                                                                                           |
| Leivai    | 08.25S 126.44E | Wood trestle bridge                                                                | 350'   | 10'   | Low level              | Japanese construction. M/T ford on downstream side of bridge.                                                                                                                                                                                                                |
| Bugaira   | 08.26S 126.46E | Wood trestle bridge                                                                | 165'   | 10'   | Low level              | Japanese construction. Good ford on downstream side of bridge.                                                                                                                                                                                                               |
| Sana      | 08.25S 126.48E | Wood trestle bridge                                                                | 250'   | 10'   | Low level              | Japanese construction.                                                                                                                                                                                                                                                       |
| Mali Lada | 08.23S 125.53E | Wood trestle bridge                                                                | 90'    | 10'   | Low level              | Japanese construction.                                                                                                                                                                                                                                                       |
| Guac      | 08.52S 126.22E | 8 span concrete and wood bridge. Concrete pillars with wooden bearers and decking. | 280'   | 12'   | 10'-15'                | Portuguese construction. A report of Jun 42, states that the wood sections of the bridge were in bad order. Recent photo coverage shows bridge is still trafficable. The river is fordable downstream from the bridge site but the ford does not appear to be in use by M/T. |
| Veit Tucu | 08.55S 126.22E | Wood trestle bridge                                                                | 500'   | 10'   | Low level              | Japanese construction. First photographic coverage of bridge was in Feb 44. Visual sighting report of Apr 44 states that bridge had been washed away. Photos of 14 Nov 44 confirm destruction of bridge and shows that M/T is using ford on downstream side of bridge.       |
| Luca      | 08.56S 125.13E | Probably wood trestle bridge                                                       | 200'   | 10'   | 10'                    | Japanese construction. Good M/T ford on downstream side of bridge.                                                                                                                                                                                                           |
| Lono Mea  | 09.14S 125.26E | Wood trestle bridge                                                                | 800'   | 10'   | Low level              | Photographs of Nov 44 show bridge under construction; approx. half the number of wooden piles required had been erected. M/T traffic crosses by means of a well constructed ford on upstream side of bridge site. Another M/T ford is located on downstream side of bridge.  |



| BRIDGE   | LOCATION       | TYPE                                                       | LENGTH                                                | WIDTH | HEIGHT ABOVE RIVER BED   | REMARKS                                                                                                                                                                                                                                                                             |
|----------|----------------|------------------------------------------------------------|-------------------------------------------------------|-------|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tafara   | 09.21S 125.11E | Wood trestle bridge; 2 sections bridging 2 river channels. | Sec (a)<br>400'<br>Sec (b)<br>100'                    | 10'   | Low level                | Japanese construction. Photos of 23 Oct 44 showed bridge under construction; photos of 14 Nov showed bridge completed. Good M/T ford on downstream side of bridge. Flood debris fenders erected for full length of bridge.                                                          |
| Baboekoe | 09.24S 125.00E | Wood trestle bridge; 3 sections bridging river channels    | Sec (a)<br>340'<br>Sect (b)<br>200'<br>Sec (c)<br>40' | 10'   | Low level                | Japanese construction. Good M/T ford on downstream side of bridge. Flood debris fenders for full length of sections (a) and (b). Probably some cement work on bridge approaches and training walls. River training walls on upstream side of bridge.                                |
| Benain   | 09.35S 124.50E | Wood trestle bridge; 2 sections bridging 2 river channels. | Sec (a)<br>500'<br>Sec (b)<br>80'                     | 10'   | Low level                | Japanese construction. M/T ford on upstream side of bridge.                                                                                                                                                                                                                         |
| Sarin    | 08.45S 125.34E | Probably wooden bridge                                     | 280'                                                  | 10'   | Low level                | Japanese construction. Original bridge destroyed during the evacuation. River fordable on downstream side of bridge.                                                                                                                                                                |
| Dai Soli | 08.45S 125.33E | Probably wooden bridge                                     | 100'                                                  | 10'   | Built over narrow gorge. | Japanese construction. Original bridge destroyed during the evacuation. River difficult to ford. The Dai Soli and Sarin bridges are on the Dilli-Maubissas Road (an artery to the trunk road) and were constructed by the Japanese on their re-opening of this road to M/T traffic. |



GS (Int) NT Force.  
30 Aug 45.

WAR DIARY  
APPX No 5

SECRET.

Copy No 2

SUMMARY OF INTELLIGENCE INFORMATION.

GS (Int) NT Force.  
30 Aug 45.

TIMOR.

SECRET.

To be read in conjunction with NT Force  
Operation Instruction No. 84.

SUMMARY OF INTELLIGENCE INFORMATION.

GS (Int) NT Force.  
30 Aug 45.

TIMOR.

SECRET.

To be read in conjunction with NT Force  
Operation Instruction No. 84.

SUMMARY OF INTELLIGENCE INFORMATION.



SUMMARY OF INTELLIGENCE INFORMATIONPART 1.SEC 1. ENEMY STRENGTHS and DISPOSITIONS.A. GENERAL.

In common with other Japanese held areas in the SWPA an accurate assessment of strengths and locations is made difficult by the general evacuation towards JAVA and MALAYA. LHQ summary of estimated maximum strength is contained in map attached as Appx A.

In the initial stages of the Japanese occupation the most important shipping and supply centre was KOEPANG. This was maintained during the period in which the enemy had ample shipping available and prior to our interference with his supply routes.

However, with the increased activity against his shipping, the enemy showed a tendency to move eastwards in TIMOR towards more self-sufficient areas and finally DILLI became the headquarters area for the island. There has been no large merchant shipping sighted in the area for over twelve months and the general withdrawal westwards into the LESSER SOENDAS has probably been carried out by barge from DILLI to KONGA ISLAND in FLORES thence by motor transport and barge to SOEMBAWA. Some movement has continued from KOEPANG which has been maintained as a supply area.

Following the withdrawal of HQ 48 Division from KOEPANG to DILLI and thence to BIMA (SOEMBAWA) it is considered that two infantry regiments of 48 Division have also been withdrawn, 1 Formosan Inf Regiment to SOEMBAWA-BALI and 47 Inf Regiment to FLORES.

It is also probable that the movement of the naval convoy (one cruiser and four gunboats) into KOEPANG in early April was engaged in the withdrawal of naval units from that area. Such withdrawal would of necessity required a readjustment in the dispositions of other forces on the island. This is substantiated by native reports that at approx the same time about 100 troop laden vehicles moved from the OSSU - ALIAMBATA areas into Dutch territory. A schedule of units, strengths and dispositions is contained in Appx B.

B. DEFENCES.

Little information is available of coast defence artillery on TIMOR but at DILLI and KOEPANG there are AA weapons which may be sited in a ground defence or coast defence role. Other defences are listed in Sec 2 and Appx C.

C. COMMAND.

The officer in charge of enemy forces on TIMOR is not known. The commander of 2 Formosan Infantry Regiment was Col TANAKA Teru and his headquarters were at PISA (outside LAUTEM). The commander of this regiment is now possibly Col OTSUKA.

A native report states that Col TANAKA was promoted to major general in Jun 1945. If this is so he then would be the senior commander on the island.

The seniority of colonels who may possibly be on TIMOR is shown hereunder:

|                       |   |                          |
|-----------------------|---|--------------------------|
| Col TSUNEOKA Kobongo  | - | Comd 1 Formosan Inf Regt |
| Col TOKUHIRO Jasue    | - | Comd 47 Inf Regt.        |
| Col KAIDA Tatsuichi   | - | Comd 4 Tank Regt         |
| Col ROKUTANDA Sokichi | - | Comd 48 Mtn Arty Regt    |
| Col YOSHIOKA Eitaro   | - | C of S 48 Div            |

(As Col OTSUKA's given name has not been identified, his position on priority list is not known.)



SEC 2. SUMMARISED ENEMY ACTIVITY - TIMOR. (To 26 Aug 45.)

The following information is keyed to the map attached as Appx C.  
The appendix should be read in conjunction with Aeronautical Maps 04 and 05.

1. Three possible med guns 4 May 45.
2. BERU village - much activity, wire barricades for 2 miles, trenches, earthworks. Possible coastal defence guns 17 May 45.
3. Radar and barges reported 27 Jun 45.
4. Nil AA 4 Apr 45.
5. Unconfirmed native report of a number of Japs and armed natives in hills BOA VISTA area 28 May 45.
6. Enemy activity Aug 45.
7. Enemy activity Jun 45.
8. One probable camouflaged radar screen 18 Jul 45. Two air warning radar installations known to exist in SUAI area.
9. Six store buildings  $1\frac{1}{2}$  miles SW of river junction 22 Oct 44.
10. NIL AA defences. 27 Jun 45.
11. 4 heavy, 6 medium 4 light AA guns, 1 searchlight, 8 Aug 45.
12. Possible personnel area 22 Oct 44.
13. Lugger observed 27 Jun 45 and 2 buildings.
14. One large hut and trenches 27 Jan but reported cleared of Japs 28 May 45.
15. Native report 160 Japs on ROTI 28 May 45. Natives friendly but frightened by Japs.
16. TENAU. Two jetties. Radar at TAPA Apr 45.
17. KOEPANG town defences. 12 heavy 7 mediums, numerous light anti-aircraft guns. One mobile searchlight. 16 Jun 45.
18. Storage dumps in hillside Oct 44.
19. At HANSISI radar Jun 45.
20. In cliffs on both sides of MANIKIN River underground stores Oct 44.
21. Buildings gardens and indications of troops near shore between BELO River and MANIKIN River Oct 44.
22. Barge unloading point at mouth of SAPA BESAR River. Probably supplies. No AA visible 25 Jul 45.
23. Six new buildings suitable for barracks, MT activity. Oct 44.
24. Probable repair point for small craft 27 Jun 45.
25. AA and MGs reported 27 Jun 45.
26. GOERITA BAY. Important barge unloading point. 27 Jun 45.
27. Stores dumps, possible radar, W/T Station. 27 Jun 45.
28. 6 heavy, some light AA guns. Jul 45.
29. W/T station possible radar Jun 45.
30. Barge staging point Jun 45.
31. Light traffic reported Feb 45. Enemy in area between VILA de MANATUTO and VEMASSE.
32. Suspected barge staging point. 27 Jun 45.
33. Enemy billeted in atap huts throughout area closely guarded coast. 2 Aug 45.
34. NIL AA defences 12 Aug 45.
35. Jetty W/T. ASV beacon 2 radars nearby. 27 Jun 45.
36. Possible W/T station in controleurs house 12/15 Japs. 6 Jun 45.



37. NIL AA defences. 12 Aug 45.
38. 50 Japs reported 2 Jul 45.
39. W/T possible barge hideout. 27 Jun 45.
40. Possible radar 18 Jun 45.
41. Dispersal dump area 13 May 44.
42. Infantry positions, dugouts weapon pits. 3 Jul 44.
43. Radar. 3 Jul 44.
44. Trench system 24 Sep 44.
45. Barbed wire defences on beach for approx 17 miles. 3 Aug 44.
46. Heavy stakes extend along beach for approx 18 miles. 3 Sep 44.
47. Barbed wire defences along beach for approx 45 miles. 3 Sep 44.
48. MG pits on spur east of village.
49. Probable stores enclosure. 18 Aug 44.
50. Stores area.
51. Road abandoned between NANARU and HATULIA.
52. Possible ammunition dump. 7 May 44.
53. Ammunition dump.
54. Extensive infantry trench systems anti tank ditches, AA posns, dumps and stores area. 20 Jul 44.
55. System of trenches and weapon pits, pillboxes and a possible coastal gun position 20 Jul 44.
56. Anti tank ditches and infantry positions 18 Jun 44.
57. Possible radar. 17 Sep 44.
58. Possible stores and personnel area. 13 Jul 44.
59. Possible sandbagged gun position.
60. Three elevated lookout posts.
61. Observation towers.
62. Coastal defences sandbagged and zigzagged trenches.
63. Two 30' observation towers on cape also enemy living quarters. 24 Aug 44.
64. Observation Tower.
65. Network of coastal defence trenches.
66. MT parking loops and shelters.
67. Weapons pits, trenches and barbed wire along shoreline.
68. Possible camouflaged ammunition depot. 19 May 44.
69. Trenches and weapon pits also personnel and dump area. 19 May 44.
70. Track activity and trenches between CAPE BITAN and mouth of MINA River.
71. 3 rows of slit trenches and MG's on beach. 24 Aug 44.
72. 50 Japanese TOONWAWAN-MOAIN. Jun 45.
73. Observation post KLIS. Jun 45.



SEC 3. AIRFIELDS.

The enemy have developed airfields throughout the area. The latest information about all airfields from photographic interpretation is as follows:

- (i) CAPE CHATER. 12 Aug 45. Runway 7000 feet. Alignment 270 degrees. Eastern end of runway burnt off. Field is serviceable although rough. There is some light anti-aircraft defence.
- (ii) FUILORO. 29 Jun 45. This field now appears abandoned. The runway is completely overgrown.
- (iii) LAUTEM WEST. 12 Aug 45. Runway 5000 feet by 180 feet. Alignment 240 degrees. Unserviceable. Since 16 Jun denial ditches have been dug across the runway approximately 600 feet apart.
- (iv) CAPE LORE. 13 Aug 45. No attempt has been made to make this landing ground serviceable. Some activity is apparent in personnel and garden areas.
- (v) DILLI. 12 Aug 45. Two runways. No 1 is 3800 feet long on alignment 360 degrees and is serviceable for 2400 feet. This runway is overgrown at both ends and is rough in the centre but could probably be used by a light aircraft. 6 heavy and some light AA guns.
- (vi) ATAMBOEA. 27 Jun 45. Overgrown and with small denial ditches dug across it.
- (vii) POELOETI. 27 Jun 45. Runway 4300 feet by 150 feet. Alignment 267 degrees. Unserviceable. Grass covered but could be made serviceable by clearing and rolling. Nil AA defences.
- (viii) KOEPANG GOLF COURSE. 16 Jul 45. Runway 5500 feet. Alignment 278 degrees serviceable. Nil defences but with defences of TENAU, KOEPANG and PENFOEI can be covered by a total of 12 heavy 7 medium and numerous light anti aircraft guns.
- (ix) PENFOEI. 8 Aug 45. Five runways. No 2 runway 3800 feet by 170 feet. Alignment 303 degrees. Serviceable. Nos 1, 3, 4 and 5 also serviceable. Local defences 4 heavy, 6 medium, 4 light also 1 searchlight. Total defences as for KOEPANG GOLF COURSE.
- (x) OESAOE. 27 Jun 45. Runway 5500 feet by 300 feet. Alignment NNW-SSE. Serviceable.

SEAPLANE BASES.

- (i) KOEPANG. A temporary base. Berth for several groups. In east monsoon before KOEPANG in west monsoon before HANSTSI. Alighting and taking off always assured. Jetty.
- (ii) DILLI. A temporary base. Formerly used by Japanese airline (PALAU-DILLI) with four engined flying boats. Well protected harbour. Jetties, beaching facilities and small repairs possible. Defences are 6 heavy and some light machine guns.

SEC 4. PW and INTERNEES.

- (i) LIQUISSA. Approximately 150 Portuguese civilians were interned in the "security zone" at LIQUISSA. They were interned in Nov 1942 following the Japanese order for all the Portuguese to concentrate in this zone for protection against the hostile natives and the barbarities of the Australians. It is also reported that a number of high and half caste natives were interned here.



The remainder of the Portuguese joined forces with 2/2 Indep Coy following conferences held at TALU in September 1942. These personnel (approximately 400) were evacuated at the time of the general Australian withdrawal from the area.

The Portuguese governor FERRIERA JOSE DE CARVALHO continued to live together with his family at LAHANE. The administrator of DILLI, engineer CANTO also lived there.

In 1942 FERRIERA JOSE DE CARVALHO requested to be allowed to move to BAUCAU but his request was refused and he can therefore be considered a virtual prisoner of the Japanese.

- (ii) SOE. An internment camp was situated on the south side of the village. Interned were European wives of officers and petty officers from the Dutch East Indian Army. Some of these were also reported interned in the KOEPANG area but the exact whereabouts were unknown.
- (iii) ATAMBOEA. Approximately 40 Australians were interned here. They were employed in driving vehicles for the Japanese. The mission personnel were interned in the nunnery.
- (iv) KOEPANG. A camp containing between 1000 and 2000 Australian and Dutch personnel was reported in the OESAPA area. Also about 400 Indian PW were reported working on roads in this area. All these PW are now considered to have been withdrawn.
- (v) The latest estimate of PW on the island is 140.



HISTORY OF OCCUPATION OF VILLAGES BY ENEMY.

1. ALIAMBATA.  
The Japanese occupied this area with up to 100 troops. Included were machine guns, some artillery, described as 75mm which were sighted in a beach defence role and some light AA guns. This village was used as a night base for Japanese patrols patrolling along the roads to the south west and north east.
2. BAGUIA.  
This village was used as a base for Japanese patrols, patrolling in the vicinity. The enemy garrison was never large but some natives in the area were armed.
3. BARIQUE.  
The Japanese operated in this area against our forces. In many cases large parties of natives co-operated with the Japanese. In 1943 the Japanese used this area for attacks against Portuguese refugee camps in the DILOR district. It has been reported that many natives were killed and chiefs gaoled for non-cooperation with the Japanese. The present enemy garrison is approximately 3 to 4 men.
4. BEASSO.  
The Japanese originally occupied the residential area of this village. Some AA guns were reported, probably being IMG. This area was built up at the expense of the north coast garrisons. Totals of up to 500 enemy have been reported in this village. The enemy patrolled as far west as LUCA river and natives patrolled from there to KICRAS. Hundreds of natives were employed in building two colossal bonfires as "invasion" signals to OSSU. The garrison at present is estimated from 15 to 20 personnel. There were also armed natives in the area.
5. CAIMAUJ.  
It is reported that in late 1943 of 15 Australian escapees 4 were captured and killed by the natives of the village the remaining 11 were taken to DILLI and shot. This village is located at 8° 40' 20" S 125° 47' 20" E.
6. CALICAI.  
This area was regularly patrolled by Japanese and armed natives.
7. COMORO.  
The enemy used the large two-storied stone house 60 by 40 feet approximately 2 miles west of COMORO River and 500 yards from the beach as a barrack.
8. DILLI.  
It is considered the present main area of concentration. HQ 48 Div was probably located in the LAHANE area. This area was bombed consistently in the latter part of 44 and the HQ probably moved. However, Portuguese officials, including the Governor of Portuguese TIMOR are probably still in the LAHANE area. The enemy have attempted the arming and training of natives in this area.
9. ELOMAR.  
A garrison was maintained here.
10. FRONTEIRA (VILA ARMINDO MONTEIRA).  
The Japanese had a garrison with AA guns here. These guns were probably IMGs.



11. FUILORO.

This area was heavily patrolled and the natives are reported as pro-Japanese. The natives worked for the Japanese and each village was given 15 rifles ostensibly for its own protection. This area was one of the more recently developed by the Portuguese and this may account for the natives' attitude. Large barrack areas were built between FUILORO and LAUTEM on each side of the road. Late native reports state that the enemy have practically completely withdrawn from this area leaving only a small garrison at LAUTEM.

12. HERA.

It was reported that this town was covered by Japanese patrols only and that no troops were stationed in the township. This is an old report and may not indicate the present Japanese dispositions.

13. KICRAS (ELCOC or KLAKOK).

This area was a base from which patrols of Japanese and natives made daily reconces of the surrounding country. Many were armed with Thompson sub machine guns and Australian rifles. Considerable native labour was conscripted from LACLUTA and moved to KICRAS. The Japanese were located in the coconut plantation and in 1944 carried out an artillery shoot in this area.

14. LACLO.

The Japanese conscripted natives from this area and a total of approximately 500 were used working on the road between the north LACLO River and ~~MET-NARO~~

15. LACLUTAR.

The natives of this area were conscripted by the Japanese for work on the south coast road. The natives were disposed against the Japanese and expressed their readiness to assist any Allied invasion troops. It was reported that the Japanese killed and tortured natives and gaoled chiefs in this area and in late 1943 killed chief ALFONSO of LACLUTAR and LUIZ of DILOR for assisting natives troops. After this killing conditions deteriorated in favour of the Japanese.

16. LAGA.

Some Japanese were stationed here and this area has been used as a barge staging point.

17. LAUTEM (VILA NOVA MALACA).

The enemy built up considerable base area here and at LAUTEM WEST the airfield was continually maintained until recently when (since July 16th 1944) denial ditches have been dug across the runway. This abandonment of this area probably confirms native reports that the present enemy strength in the LAUTEM area is no more than 100 Japanese and that the main forces have been withdrawn. The enemy HQ (commanded by Col TANAKA) was situated at PISA in the hills approximately 5km behind LAUTEM. The enemy had large barracks on each side of the road inland from LAUTEM to FUILORO. It is reported that the enemy were using small tracked vehicles which may have been carriers captured from Australian forces. In this area the enemy employed up to 500 native conscripted from the islands of MOA, LOKAR, LETI and KISAR. These worked in the gardens at LAUTEM and the main food production was maize. In Jan 1945 it was reported that the only food being used was maize 3 times per day.

18. LAUVAI.

This area was occupied but the enemy strength was not known.



19. LUCA (LECA).

Field works were constructed in the area WAT LORA (FORJU LARI) to LUCA and from BE VIU River to DIDI MERA River. Constant patrolling was carried out from this base and many patrols of natives were armed with Thompson sub-machine guns and Australian rifles.

20. LIQUISSA (LIQUICA).

This was the main area of Portuguese internment (see section PW and Internees). Portuguese were permitted to purchase some food from the natives but generally received little food. War material was reported to be stored in ESTRADA DE BALIDI.

21. MANATUTO.

MANATUTO was the base from which parties of Japanese and natives made daily recesses of surrounding country many armed with Thomspens sub machine guns and Australian rifles. The Japanese mobilised natives in this area for attacks against refugee camps in areas south of MANATUTO. The latest garrison at MANATUTO is considered to be not more than 100.

22. METINAR

This area was covered by Japanese patrols and no Japanese troops were known to be stationed in the village.

23. OSSU.

This area was the main of the enemy troop concentrations in south-eastern TIMOR. Numerous machine gun posts were sighted along the road and some 75mm artillery was reported. It has also been reported that tanks were located in this area. The chief JOACHIM of OSSU is apparently actively pro-Japanese in that he organises large parties of Japanese for patrolling against Australian parties. This is a recent action on his part. The present Japanese garrison at OSSU is considered small.

24. SANTA CRUZ.

The Japanese used buildings along the road paralleling the east side of SANTA CRUZ cemetery for a barracks area.

25. SOIBADA.

The Japanese recruited native labour from this area.

26. TIBESSE.

The Japanese used the building in the Portuguese Infantry barracks in this village for their barrack.

27. TUALO.

The Japanese constructed some defense works in this area. Guns and small troop units were barracked in the old posto but later reports indicate that the Japanese had withdrawn.

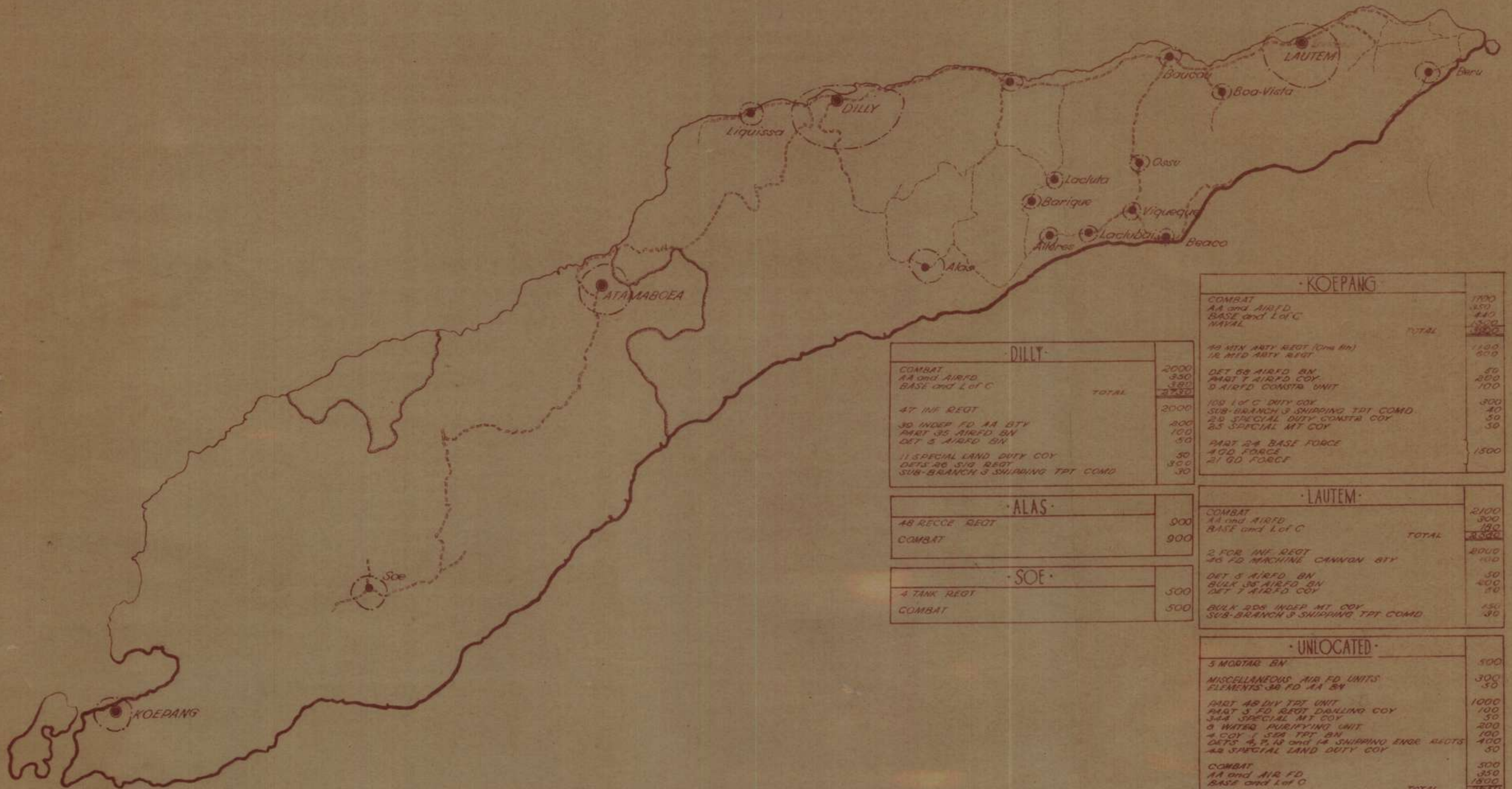
28. VIQUEQUE.

The Japanese are at present located in the area of PANTAI RAI MUNDA MEIRA at the crossing of the river approximately 3 miles north of VIQUEQUE. The garrison is estimated between 40 and 100 Japanese and there are no Japanese in the village. Numerous machine guns were reported to be sighted in trees along the road but there is no confirmation of this report. Another report states that the road from VIQUEQUE to BEASSO was heavily mined. There were many armed natives in the area and much native labour was employed by the Japanese. This was generally on the south coast road from ALIAMBATA through to KUIBALAR.



# TIMOR

## ENEMY STRENGTHS & DISPOSITIONS BY AREAS



| DILLY                                  |             |
|----------------------------------------|-------------|
| COMBAT<br>AA and AIRFD<br>BASE and LoC | 2000        |
| 47 INF REGT                            | 2000        |
| 30 INDEP FD AA BTY                     | 800         |
| PART 35 AIRFD BN                       | 100         |
| DET 5 AIRFD BN                         | 50          |
| 11 SPECIAL LAND DUTY COY               | 30          |
| DETS 26 SIG REGT                       | 300         |
| SUB-BRANCH 3 SHIPPING TPT COMD         | 30          |
| <b>TOTAL</b>                           | <b>5300</b> |

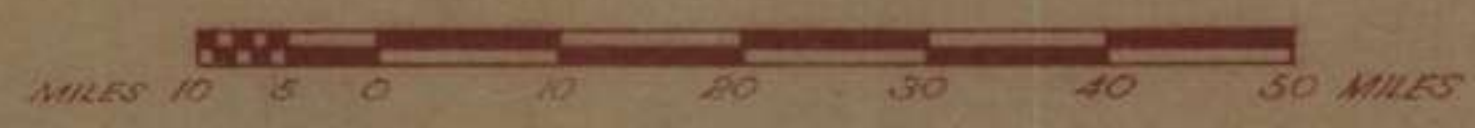
| ALAS          |     |
|---------------|-----|
| 48 RECCE REGT | 900 |
| COMBAT        | 900 |

| SOE         |     |
|-------------|-----|
| 4 TANK REGT | 500 |
| COMBAT      | 500 |

| KOEPANG                                         |             |
|-------------------------------------------------|-------------|
| COMBAT<br>AA and AIRFD<br>BASE and LoC<br>NAVAL | 1700        |
| 49 MIN ARTY REGT (10th Bn)                      | 1100        |
| 12 MID ARTY REGT                                | 500         |
| DET 68 AIRFD BN                                 | 50          |
| PART 7 AIRFD COY                                | 200         |
| 3 AIRFD CONSTA UNIT                             | 100         |
| 108 LoC DUTY COY                                | 300         |
| SUB-BRANCH 3 SHIPPING TPT COMD                  | 40          |
| 25 SPECIAL DUTY CONSTA COY                      | 50          |
| 25 SPECIAL MT COY                               | 50          |
| PART 24 BASE FORCE                              | 1500        |
| ADD FORCE                                       |             |
| 21 GD FORCE                                     |             |
| <b>TOTAL</b>                                    | <b>5300</b> |

| LAUTEM                                 |             |
|----------------------------------------|-------------|
| COMBAT<br>AA and AIRFD<br>BASE and LoC | 2100        |
| 2 FOR INF REGT                         | 8000        |
| 46 FD MACHINE CANNON BTY               | 100         |
| DET 5 AIRFD BN                         | 50          |
| BULK 35 AIRFD BN                       | 400         |
| DET 7 AIRFD COY                        | 50          |
| BULK 205 INDEP MT COY                  | 150         |
| SUB-BRANCH 3 SHIPPING TPT COMD         | 30          |
| <b>TOTAL</b>                           | <b>3300</b> |

| UNLOCATED                                |             |
|------------------------------------------|-------------|
| 5 MORTAR BN                              | 500         |
| MISCELLANEOUS AIR FD UNITS               | 300         |
| ELEMENTS 36 FD AA BN                     | 50          |
| PART 48 DIV TPT UNIT                     | 1000        |
| PART 5 FD REGT DABLING COY               | 100         |
| 344 SPECIAL MT COY                       | 50          |
| 6 WHITE PURIFYING UNIT                   | 200         |
| 4 COY 1 528 TPT BN                       | 100         |
| DETS 4, 7, 12 and 14 SHIPPING ENGR REGTS | 400         |
| 42 SPECIAL LAND DUTY COY                 | 50          |
| COMBAT<br>AA and AIR FD<br>BASE and LoC  | 500         |
| <b>TOTAL</b>                             | <b>2650</b> |





ESTIMATE OF ENEMY FORCES.

|                                                    |            |             |
|----------------------------------------------------|------------|-------------|
| 2 Formosan Inf Regt. Comd Col OTSUKA (less one bn) | 2000       |             |
| 4 Tk Regt Col KAIDA Tatsuichi                      | 500        |             |
| 5 Mortar Bn                                        | 500        |             |
| 48 Recce Regt. Lt Col SUMIDA Yoshio                | 500        |             |
| 48 Mtn Arty Regt (one bn) Col ROKUTANDA sokicki    | 1000       |             |
| 12 Med Arty Regt                                   | <u>600</u> | 5100        |
| 32 Fd AA Bn (less 3 bty) elements                  | 50         |             |
| 46 Fd Mach Cannon Coy                              | 100        |             |
| 35 Airfd Bn                                        | 300        |             |
| 9 Fd Airfd Constr Unit                             | <u>100</u> | 550         |
| 26 Sig Regiment                                    | 300        |             |
| 298 Indep MT Coy                                   | 150        |             |
| 109 L of C Hospital                                | 300        |             |
| 48 Div Med Units                                   | 500        |             |
| 11 Spec Land Duty Coy                              | <u>50</u>  | 1500        |
| Elements 24 Spec Base Force (2 Gd, 21 Gd Forces)   |            | <u>1500</u> |
|                                                    | Total      | <u>8450</u> |
| Also probably in the area are:                     |            |             |
| 5 Airfd Bn                                         | 100        |             |
| Det 68 Airfd Bn                                    | 50         |             |
| 7 Airfd Coy                                        | 250        |             |
| Airfd Service Units                                | 300        |             |
| 49 Indep Fd AA Bty                                 | <u>200</u> | <u>900</u>  |
| 3 Shipping Tpt Comd                                | 100        |             |
| 35 Spec MT Coy (less one pl)                       | 50         |             |
| 34 Spec MT Coy                                     | 50         |             |
| 29 Spec Constr Duty Coy                            | 50         |             |
| 42 Spec Land Duty Coy                              | 50         |             |
| Dets 4, 7, 11, 13 Shipping Engr Regts              | 400        |             |
| 4 Coy 1 Sea Tpt Bn                                 | 100        |             |
| 8 Purifying Unit                                   | 200        |             |
| Part 5 Fd Well Drilling Coy                        | <u>100</u> | <u>1100</u> |



# TIMOR

SUMMARIZED ENEMY ACTIVITY - SEE SEC 2

TO BE READ IN CONJUNCTION WITH SEC 2  
AND AERONAUTICAL SHEET C4-C5

