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Re-occupation [of Christmas Island - Reports]
From: Sub-Lieut. P.E. Hackett, R.N.V.R.
Date: 21st October, 1945.
To: The Chief of Intelligence Staff, East Indies Fleet.
Subject: The Relief of Christmas Island by H.M.S. ROTHER, 18th
20th October, 1945.

Sir,

I have the honour to submit the following report on my visit
to Christmas Island in H.M.S. ROTHER.

At 1700 GH 13th October, 1945, H.M.S. ROTHER (Lieut-Comdr.
Craig Rodgers, R.N.V.R.) slipped from her berth at Kings Dock Wharf,
Singapore, under orders to sail to Christmas Island, Straits Settle-
ments, and raise the Union Flag there once again. She was to call in
at Batavia en route to obtain further intelligence from 15th Corps
H.Q. Embarked were Major Vandergaast, representative of the B.M.A.,
myself and 17 tons of stores for the relief of the settlement.

At 0230 GH 18th October, H.M.S. ROTHER arrived off FLYING
FISH COVE, Christmas Island. At 0400 a landing party was sent ashore
fully armed in the whaler. The landing party experienced some diffi-
culty in finding its way ashore and, on receipt of a pre-arranged
signal, ROTHER illuminated the Cove with rockets and searchlights.

At 0415 the landing party fired a green Verey light to
indicate that all was well in the settlement, and the motor boat set
out for the shore with Navigating Officer, the Engineer Officer, the
Medical Officer and myself. We landed at the steps on the triangular
pier (No.3 Pier) where we were met by the first landing party. By
this time dawn had broken and most of the population had turned out
to greet us. We set up our Headquarters in the Christmas Island
Phosphate Company's office building, and the entrance was adorned with
the Union and Chinese Flags, together with a banner inscribed
WELCOME
Christmas Island Vigilance Committee
These flags had been made by the local population since the
Japanese evacuation of the island on 24th August, 1945. The
committee has been responsible for the highly satisfactory administration of the community. It is a non-political organization, headed by the Government Interpreter, Mr. Foo Thye Jin. Thanks to the efficiency of this committee morale was found to be extremely high. There is no police force on the island, but disturbances are avoided by very simple and effective methods. For example, the rifles were held by the Chinese and the bolts by the Malays, the revolvers were held by the Malay and the chambers by the Chinese. There is at present no currency in circulation, and it is considered undesirable to issue any for the time being. Pending the appointment of a gazetted officer the committee will remain in control of the island.

Mr. Foo Thye Jin told us that supplies were very short; the rice stock was almost exhausted, and the chief diet had been tapioca and sweet potatoes cultivated on the island. The general health of the population was satisfactory. There have been no serious epidemics during or since the Japanese occupation, but there is at present a mild epidemic of chicken pox amongst the Malay. All the population, with one exception have remained 100% loyal to the Crown throughout the Japanese Occupation. The single collaborator is being forced to work double hours until such time as the B.M.A. can deal with his case. The population consists of 364 Chinese, 111 Malays and one Ceylonese Burgher.

It would appear that the behaviour of the Indian troops left to defend the island in 1942, left much to be desired. I am told, that under the leadership of one Subhadar and one Havildar, they murdered their Commanding Officer and 4 N.C.O.'s then interned the Europeans to hand over to the Japanese on their arrival. It is some comfort to hear that the Japanese made them work as coolies. All the Europeans and Indians were evacuated to Sourabaya in 1943.

17 tons of rice and sugar were then unloaded from the ship by means of lighters and a crane. It was not possible to berth ROTHER nearer the pier than about 50 feet owing to the submerged wreck of the Japanese "NISSA MARU", torpedoed at the pier head.

The Engineer Officer and myself then drove round the coastal road to WATERFALL. There are three cars in working order and two small trucks. Tyres are in very bad condition and all the vehicles are in a
sad state of repair. The road to WATERFALL is very rough; plots are under cultivation on either side of it, and at NORTH EAST POINT just above the road are two not very convincing dummy 6" guns. At WATERFALL we examined the well and pumping station (see attached report on material condition of Christmas Island).

At 10:30 the community was gathered on the padang outside our new H.Q. and the Union Flag was broken at the masthead with full ceremonioal honours, whilst the school children sang the National Anthem, taught them by the schoolmaster in readiness for our return. Major Vandersagaast then made a short speech thanking the community for its loyalty.

I then turned my attention to an examination of the settlement, its installations, buildings and general port facilities. Here I was fortunate in having the company of Mr. Foo Thye Jin, who explained many of the changes which had occurred since the British Evacuation in 1942. The results of this investigation are attached in the form of two reports, one on the port of FLYING FISH COVE, and one on the material condition of Christmas Island as a whole. The community have done all that is in their power to keep everything in good order for the re-establishment of the C.I.P. Co. LTD., and are eagerly awaiting the return of the Company's officers.

After lunch on board ROTHER we returned to the settlement to burn down the Shinto Shrine. The people had been forced to worship here and particularly requested that it should be destroyed. It was a beautiful little shrine with many examples of exquisite carpentry work. We were all a little sorry to have to destroy it. None of the population turned out to watch its destruction, and we afterwards learnt that they were disturbed in case there should after all be some truth in Shintoism.

At 1:30 the Officers attended a tea party given by the Chinese "Literary and Cultural Association". Most of the members of the Association I noticed, were also members of the Vigilance Committee. Here we were plied with tea, coffee, Japanese beer, and a variety of tapioca cakes. Mr. Foo Thye Jin made a welcoming speech of considerable length and eloquence and the captain replied with an invitation for our hosts to attend a film show on the quarter-deck of ROTHER that same evening. We then departed with a profusion
of hand-shakes and polite belches.

On 19th October at 0930 Major Vandergaast, the Captain and myself made the railway journey to SOUTH POINT, calling at GRANTS WELL and ROSS HILL en route. The secret transmitter erected near GRANTS WELL in 1941 has been dismantled and removed by the Japanese. ROSS HILL, about 6 miles from DRUM SITE, would make an excellent landing ground for small aircraft, and it is estimated that 2 weeks work would suffice to prepare it.

At SOUTH POINT we descended from the passenger car and inspected the quarries. The Japanese have removed some 500 tons of small quare rails and most of the equipment. The re-installation of railways and excavators at SOUTH POINT is likely to prove the C.I.P. Company's greatest difficulty. However, until excavators can be installed, it is estimated that 1,000 coolies, working with pick and shovel, could quarry some 12,000 tons daily.

We arrived back at the settlement at 1400, and, after lunch, I set out on foot to the District Officer's house at SMITH POINT. The bridge on the road to SMITH POINT, just opposite the Malay quarters, had begun to sag, and can no longer be considered safe for motor traffic. Near the District Officer's house are several dug-outs facing seawards from the cliff top. The Japanese have rigged to amazingly realistic 3" dummy guns here, but since they have never been mentioned in Photographic Interpretation Reports it must be supposed that the camouflage was overdone. There is also a high observation tower at SMITH POINT.

The Japanese have left no records or equipment of intelligence value on the island and, although a camera and films were at my disposal, I saw nothing of sufficient intelligence interest to warrant a photograph.

At 0900, 20th October, the members of the Vigilance Committee came on board ROTHER for a voyage round the island. They were shown some of the equipment on the ship and seemed very impressed. The Malays, with their passion for all things mechanical, would have taken much of the ships gear to pieces if left to their own devices. It cannot be said that the Chinese members of the party enjoyed the voyage, however, as there was a slight swell, but they all made a
valiant attempt to do justice to the curry lunch we had prepared for them. Nothing of very great importance was noticed on shore during the voyage. The coast is very rugged and there are very few beaches at which a landing could be safely made. Even after a safe landing had been effected it would be nigh well impossible to scale the cliffs and cut a path through the jungle.

At 1600 we reached FLYING FISH cove once again, and after firing a bouquet of starshells and dropping a depth charge for the entertainment of our visitors, we put them ashore and prepared to take our leave.

At 1800, 20th October, 1945, H.M.S. ROTHER steamed out of FLYING FISH COVE to the tune of "Auld Lang Syne" from the school children on the pier, and with much waving and cheering. Throughout our stay the weather remained calm, and no difficulty was experienced in holding to our moorings.

In conclusion, I should like to mention that the hospitality accorded to H.M.S. ROTHER and the ship's company by the whole community was very much appreciated. Gifts of pigeons, crabs, lobsters, fruit etc., kept pouring aboard, and many were the offers to do our dhobeying. We are most grateful to them, and admire them for the way they have loyally stuck to their jobs throughout the Japanese occupation.

I have the honour to be,

Sir,

Your obedient servant,

Sub-Lieut. R.N.V.R.
THE PORT OF FLYING FISH COVE, CHRISTMAS ISLAND

GENERAL  FLYING FISH COVE lies at the East end of a light formed on the North coast of Christmas Island, between NORTH WEST POINT and ROCKY POINT. It is a port within the meaning of the Singapore Merchant Shipping Ordinance of 1910, the limits of the port being from SMITH POINT on the West side to a point 200 feet North of ISABEL BEACH on the East side.

2. WEATHER  A southerly wind frequently causes an indraught which sweeps into FLYING FISH COVE from NORTH WEST POINT. Similarly, a north easterly wind brings the same from NORTH EAST POINT and ROCKY POINT. During the night a steady South East wind might prevail and, as the day advances, it will shift to either South or North East. Immediately an indraught is noticeable in the Cove, and this freshens to force 4 or 5 in the afternoon, gradually subsiding towards evening, until later the wind shifts back to South East. Such conditions might prevail for a week or more and, whilst the indraught is blowing, the Cove is quite untenable.

The extreme uncertainty of conditions during the bad weather season (usually December to April) cannot be too highly stressed. Changes occur almost hourly. Sometimes vessels will berth at daybreak under very favourable conditions, and yet a sudden change will cause them to put to sea before noon. Failure to seize instantly a favourable opportunity may entail a loss of two or three weeks with only very doubtful chances even at the end of that time.

During the fine weather season (usually May to November) occasional spells of unsettled weather conditions occur. Swell interval make the cove a very dangerous place. Nevertheless, the chances of delay to shipping are quite small compared to the bad weather season.

3. BERTHING FACILITIES  There are three piers of light steel construction. Each pier is about 50 feet in height. Vessels cannot actually berth alongside them but must lie at moorings a few feet off. The two North piers (Nos. 1 and 2) front the phosphate storage sheds, and were used exclusively by vessels loading phosphate. Vessels over 300 feet in length berth off these piers, the depth being 38 feet at M.L.W.S.

These two piers are fitted with automatic conveyor belts for the automatic loading of phosphates, but there are no other facilities available
at them. Number 1 pier is 228 feet long and 48 feet wide, and
number 2 pier is 105 feet long and 42 feet wide.

The South Pier (No.3) is triangular in shape. This is
in poor condition. All the piles are undermined as a result of torped-
oeing. Part of the decking has recently been renewed and power, light
and water are available. The maximum length of vessels berthing off
this pier is said to be 365 feet, but it is believed that vessels of
even greater length could be berthed safely a little farther out.
The depth at this pier is at present only about 18 feet, owing to the
submerged wreck of the Japanese "NISSA MARU" (Approx. 1,000 tons)
which was torpedoed and sunk alongside the jetty. It is considered
that this could easily be dispersed affording then a depth of 25
feet at M.L.W.S.

4. METHOD OF ENTRY Irrespective of season, the only reliable time to
make fast a ship is at daybreak. Rarely does opportunity occur as
the day advances owing to the freshening wind. The vessel approaches
the anchorage with anchor veered to 60 fathoms and the windlass in
gear. She must, therefore, enter at the slowest speed consistent
with steerage. As most ships enter in light condition it will seem
that manoeuvring is largely dependent on wind force. Any excess of
speed used to overcome a fresh breeze would put heavy strain on the
windlass when the anchor takes bottom. To let go the anchor from the
brace is impossible, owing to the slope of the bottom. This slopes
away at an angle more acute than 45 degrees, and the sudden release
of the brake would send the anchor tumbling downhill to the limit of
the cable. For this reason the windlass is kept in gear on approach
to the anchorage.

Vessels berth parallel to the shore with the head North,
either opposite the phosphate loading piers or the triangular pier.

The line of approach to the two loading piers consists of
a white beacon with an inverted triangle as topmark, and the front
mark is a flagstaff on the beach north of the North pier; these two
marks are in line bearing 108 degrees. The leading mark for the
triangular pier consists of two white beacons, the rear beacon on a
shed near the shore having an inverted triangle as topmark, and the
front beacon on the North side of the pier, a triangle, apex uppermost;
these two beacons are in line bearing 105 degrees. A coral shelf with white sand fronts the beach of the Cove, and extends for about one cable up to a depth of 5 fathoms. Beyond this the depths increase rapidly, with soundings over 70 fathoms about 2 cables offshore, the bottom being rocky and uneven.

5. **CRANAGE** There are two cranes in working order situated on the North and South arms of No. 3 pier. Both are operated by 25 KW electric motors and have a capacity of 3 tons.

A steam crane of 5 tons capacity is situated at the shore end of No. 3 pier, but this is at present in a very dilapidated condition and out of commission.

6. **BUOYAGE** There are three buoys situated off the triangular pier. These are in very poor condition and would need renewing in the near future. At present there are no moorings at Nos. 1 and 2 piers, but the Malay Serang states that ground tackle and buoys are available, and that they could be laid quite easily. This cannot be done, however, until at least the end of January, 1946, owing to the extreme uncertainty of weather conditions.

7. **SLIPWAY** A crude slipway, extending some 300 feet to a depth of 9 feet at M.D.W.S. with a 10 ton winch taken from the existing sheer legs, has been constructed on the coral reef South of No. 3 Pier. It is understood that the Japanese had it constructed in order to beach seaplanes, but that it was never used. A passage 150 feet wide has been cleared through the reef to enable small craft to be beached without damage.

8. **LANDING PLACES** The only landing places in the port area at steps on No. 3 pier, or on the beach South of the pier, at the slipway.

9. **HARBOUR CRAFT** One motor launch, length 30 feet, H.P. 30, capacity for 20 person.

One motor lifeboat, at present out of commission, length 18 feet, H.P. 6, capacity for 10 person.

Two motor lighters, very lightly constructed of 1/4 steel. These can be lashed together and boarded over, when they will take about 20 tons.

One diver's lighter, in very poor condition.

2 or 3 skiffs.

21st October, 1945
Copy of report received from the Chinese Consul Macassar.

After the Japanese occupied Christmas Island all the 20 Britishers and 214 Chinese workers of the Phosphate Mining Co. (British Government Enterprise) were shipped to Sourayabaya, Java on November 20th 1942. The Britishers were afterwards transhipped to Pare-Pare Civilians Internee Camp; while the Chinese workers to Samarinda, Borneo, where they were forced to work in a Japanese Shipbuilding Company, which closed its business on March 4th 1945. The Chinese workers were left to their own resources. Sixty four of them died of hunger and sickness.

When the Australian Forces recaptured Balikpapan and Samarinda, the above mentioned workers were in a very wretched condition lack of money, food and clothing. Now they are temporarily under the support of the N.I.C.A. at Samarinda. The ration is two and a half kilograms of rice, three ounce of cocoanut oil and a little bit of salt. Other than these, they get no pocket money or clothing. It is reported that 38 of them have got a job, while the rest 112 still have nothing to do. They have sent representatives to Macassar and requested this Consulate to arrange with the authorities concerned for their transhipment to Singapore.
Survey of Equipment Remaining.

FITTING-SHOP

One 6" Lathe (Old)
One 6" " (No Good)
One 8" " (Fair)
One small Power hack saw (Poor)
One Grinder (Poor)
One Pillar Drill (Fair)
" " (Poor)
One Massey Hammer damaged in bombardment fit for light work only Repairs to roof, roof-lights to be installed.

COMPRESSOR HOUSE

Old Atlas Compressor (Fair)
Drum Site water pump (Poor)
One old locally made pump
Water service to club, C. E's House & District Office
Two American pumps (Fair)

ERECTING SHED

Erecting shed has been dismantled from old site and is lying in the grass at North end of Fitting-Shop buried in weeds not yet checked for complementers

POWER HOUSE

Cooling tower and water pumps intact
3 K. & 6 K. both in very poor condition
One electric motor driven compressor
One petrol engine driven compressor
One Compressor storage tank
One Delavel Oil separator
One Lubricating oil filter

SWITCHBOARD

One Tirrell regulator for 3 K. & 6 K.
3 K. Machine Panel
6 K. " " "
Old Steam engine Tirrell
Two Steam engine panels without fittings
Feeder No. 1
" 2
" 3
" 4
One lighting panel broken
Feeder No. 2 & 3 have been damaged by bombs but have been repaired
No. 3 Feeder Panel Ammeter broken
No. 4 " " " Recording meter broken
Other instruments are working but no means of checking accuracy
One Syncronizing Panel usable.
WELDIING SHOP

One Quasi Arc static welding plant in use

LIMESTONE CRUSHER PLANT

Limestone crusher plant usable

LOADING POINT

Loco feed water tank intact
Railway lines and switches intact, much leveling to be done
Haulage for sheerlegs usable on compressed air
Sheerlegs usable but very shaky
Two Dieseline 190 ton storage tanks repaired and usable
Dieseline pump usable
One 900 ton fuel oil tank repaired and usable
One 500 ton fuel oil tank repaired and usable
One 500 ton fuel oil tank heavily damaged
Fuel oil pump usable
Oil pipe lines repaired have yet to be tested with oil
Parts of South Point Crusher Plant lying in various places
2½ tons 120 feet Radius Electric Crane, can be re-constructed

WHARF

Wharf in very shaky condition partly redecked by Japanese using the
gulf timber that remained in stock;
Electric Crane & Steam Crane still usable but like everything else
require overhaul

SOUTH HEAD

2 South corner piles completely broken
1 " pile badly bent
3 sets of Diagonal Stays blown out
2 " Ties

SOUTH LEG 3rd. BAY BACK

One 8" tube struct out in half
1 Pile badly cut up
5th. and 6th. bays bad
2 - 3" tube structs out in half
6 Diagonal Stays cut in half
1 Pile badly hole

CONNECTING PIECE BETWEEN HEADS

1 10" Pile cut in half
3 3" tube structs out in half
2 sets Diagonal Stays cut

NORTH HEAD

1 Front row pile broken
2 " " piles bent
3 Sets Diagonal ties cut
JUNCTION NORTH HEAD WITH NORTH LEG

4 Sets Diagonal ties cut out
1 3" tube structure cut out
1 3" " in half

JETTY

Crane is usable
Loading Conveyor usable
The Jetty itself has been repaired by the Japs. & should last
until we get the center-lever ready
The Automatic weigh bridge is sadly neglected but appears possible
to be made usable. Will know after loading ship 2nd. voyage

Decking partly renewed by Japanese.

SHORE END

6 Piles missing
Girders made by Japanese now connect the Jetty with the shore

PIER

The shore connections have been repaired by the Japs. & a good deal
of concrete has been used to cover up damaged & corroded steel work
The steel work exposed is in a very poor & corroded state
The conveyor system is usable but due to its suffering from neglect,
will be satisfactory only for light loads until we have time to strip
all moving parts clean and re-erect.
The Weigh Bridge is intact & we should be able to make usable. Will know
after loading ship 2nd. voyage.

Several of the Deck timbers are in very poor condition due to Dry Rot.

MAIN STORE

All the buildings remain as originally erected and apart from several
splinter holes in the walls and roof and roof-lights, one could
describe these buildings as being in good condition.
The small 2 ton pulley block still remains.

SETTLEMENT LOCO SHED

This old building received a direct hit and ceases to exist.

SMALL FURNITURE STORE

This small building is intact.

JAGAS' QUARTERS

These quarters have been removed by the Japs. There remain 5 shacks
which have been put up by the Japs. & used as stores for odd equip-
ment. As a matter of fact we have found a few odd shackles and bits
of wire lying underneath piles of old empty drums.

SAND BLASTING EQUIPMENT

Some of this equipment remains we can repair sufficient to use again.
SALT WATER WELL

The well remains intact. The salt water pumps are here but the motors and starters had been taken away. Intact, cables intact. Conveyor runable.

OFFICE BUILDING above head frame.

Tunnel partly flooded.

The building remains in reasonable condition but the ground floor has been made into two rooms only by the Japs. The Laboratory as before but the remainder as one large room. This we have now turned into the Engineer's and drawing office. The Laboratory Annex still remains and the ground phosphate cause test shaking machine is usable but we require a new set of sieves and spare wire gauze.

WIRELESS STATION

The Wireless Station received a direct hit and nothing remained of it. Motor, starter, cables all intact, runable.

BIN No. 1

Many leaks. Requires re-roofing.

- Under belts both intact and runable.
- Cables and distribution boxes intact.
- Motors and worm gears in running order.
- Bin is practically full, all intact, runable.
- Shuttle conveyor in position pools of water on belt due to leaky roof.
- Motor and Starter intact.
- Cables intact.
- Roof leaks in many other places.
- Roof on sea side in very bad condition, sea spray enters.
- One hatch beam from Jap. torpedoed ship in bin on top of Phosphate, no roof has been repaired at point of entry.

DUST STORE

Motor, starter, cables, all intact.

Bottom floor Slat Conveyor exists.

Store full of parts of quarry trams & tree trunks. Roofing.

Top Store Slat Conveyor intact. Motor, Starter and Drive all intact, cleaned up generally.

Many leaks.

Bag conveyor up to top floor, most idlers present but removed from frame.

Motor & Starter in position.

Conveyor gallery roof many leaks.

BIN No. 5

CONVEYOR No. 2

Under belt. Motor and starter, worm gear and cables intact.

Conveyor runable, starter, cables and drive all intact.

Belt in hopeless condition. Perished and burned partly from exposure.

BIL No. 4 to the weather and partly due to fire.

Under belt intact.

Motor, starter and worm gear intact (also cables).


BIL No. 3 - Naturally Bins 4 & 5 are alright.

Bin 3 Many splinter holes in struts.

Under belt intact apparently badly deformed and broken.

Motor, worm gear and drive intact (cables and starter) at present stage.

Conveyor runable.

Roof at head gear broken away from building.

Tunnel partly flooded.
CONVEYOR NO. 12

Motor, starter and gear intact. The only damage being
Belt in fair condition in the plates.
Grinding Plant. Grinding plant is reasonably good for the main part
Drum Rock Conveyor from Bin 5 to Crusher
not been well fitted and there
Motor, starter and gear intact.
Idlers and Belt removed.
Crusher, Motor and starter intact.
Vee Belts removed.
Elevator and it's drive intact.
Rexman Rod mill intact and complete.
Magnetic Separator Belt. Motor, starter, drive,
The magnetic pulley was not converted intact. No belt, no idlers of roof
Hopper feed belt no belt, no idlers,
Destroye; by shell fire.
The dust boring machine and the hoppers are intact but the operating
RAYMOND GRINDING PLANT

Apparently intact:
Motor and starter intact.
All Vee belts missing . requires only rubber name strips and
Fan intact. Motor and starter intact, Vee belts missing.
Whole plant in very rusty and corroded condition. Unlikely that
ROCK AND AUTOMATIC CONTROL WILL OPERATE.
Cyclone and Piping many splinter holes. Can be repaired.
Dust belt from Cyclone Belt and idlers missing.
Relocated from Cyclone. Belt and idlers missing,
Motor and starter intact.
Sturtevant Air Separators.

BLOWER: HOUSE

in intact and reasonable condition.
TAMAHAN: Blum, Curie, Jofre, all completely intact with feed-cables fans
and short conveyors.
Two belt good. One belt in thin belt from old bagging conveyors.
Roof in fair condition. Most roof-lights renewed.
Old fuel system for 2 Dryers intact. Element are in fair condition.
Three furnaces are fit for after minor repairs only 4 is in poor
Three oil fuel burners are usable, part of this pipe line
Dryer Foch is not seriously damaged and we shall be able to repair it.
The furnace will require re-building and a complete new burner outfit,
is required. We have found most of the equipment for the feed tables
Pep and are repairing them.
The dust chamber Foch is partly collapsed and that at Jofre has been
hit by a shell and half the wall has blown out.
Large home-made pump working satisfactorily.
PRECIPITATORS

Building is good except for one large crack in the wall.
The dust appears to be in usable condition (after cleaning) and the
The ducting though slightly damaged from splinters is in very fair,
condition in it.
The High Tension House is intact and the machinery and electrical
Equipment appears in order. All this equipment will be tested as
soon as we have got the most essential items into running order.
Plating main to Fresh-water stream pipe very much corroded.

WEI: SAND GANTRY

We have now taken out a supply of Diesel oil fuel and cleaned the.
This gantry is intact. Some columns and struts have been heavily cut
and damaged and will require repair. We have sufficient material
here to do this work.
**AFAR FALL Accommodation**

The accommodation for drivers and attendants remains much as pre-war. The buildings are in good condition. A small one room cement asbestos building had been erected by the Japanese. This is fitted with a bath and would make a good week-end hut.

**The Farm**

We found the farm very badly overgrown with Passion Vine. All the fruit trees being almost completely covered. The farmer's house is now in very poor condition.

**Pig Sties WATER FALL ROAD**

Generally speaking we found these pig sties in a fair state of repair. A good deal of Carpenters' work is required and most of the partitions have been removed. The usual Cluster of dirty corrugated iron sheds were found around this site, it is all being cleaned up.

**Grant's Well**

The engine has suffered from neglect and is much worn. The D. C. Generator requires attention at the earliest opportunity, the comminuator is ribbed and the binding of the Mica Insulation is partly missing. The pump and motor down the well are in reasonable condition.

The ladder down the well has been altered and re-constructed by the Japanese who made the various landings to suit their own particular size.

It is somewhat difficult for Mr. Collier for instance, to go down the well, there being too little room on the landings.

Fortunately we have provided ourselves with a new complete outfit for this pumping station and after it is installed there should be little further trouble.

The large circular water tank is in reasonable condition but roof is now beyond repair.

The accommodation for drivers and attendants remains much as pre-war. There are of course the usual number of tin shacks which always spring up when there is a lack of supervision.

**South Point Pipe Line**

The pipe-line to South Point is in remarkably good condition, where we are able to see it, generally it is covered with weeds.

The tarring of the railway has undoubtedly preserved this Pipe.

**Ross Hill Pumping Station**

The building remains as pre-war. The engine is in reasonable condition but all apart with the exception of one piston have been removed. The pump shows signs of many leaks but it is usable.

It would seem that this station was very little used by the Japs as we found a stock of Diesel Oil in one of our pre-war drums at the pumping station.

The Rising Main to the tank is in fair condition, the tank itself is in quite good condition and there are many lengths of five inch pipes in the pipe line which are still quite good and will be very useful when repairing the Waterfall pipe line.
A large portion of the old garden is now over grown but other portions
have been planted with Tapioca which as you know unfortunately
takes a lot of nourishment out of the ground. We have re-started
gardens on the old areas not planted with Tapioca.

DRUM SITE WATER SERVICE

Both treble Ram Pumps and their motors have been taken away. At the
Settlement there is one old steam pump converted to Mechanical
Drive now in fairly reasonable condition. This pump was converted
by ourselves before the war.

The pipe line up to the old Tip is in fair condition but some of the
three-inch pipes are much corroded.

The tank and pump house at the old Tip are in good condition and the old
steam pump converted to Mechanical Drive is still in a fair state
of repair.

The pipe line up to Drum Site is generally speaking quite good.

The tank at Drum Site is in fair condition.

DRUM SITE

The passenger haulage winch and boiler are still usable. The incline
passenger car is running but the brake will not now stop the car.

The passenger wire is now fairly worn but should last us until
we get the railway completed.

The main haulage plant is usable although there are no spares re-
mainning for the compressor but with careful attention we should be
able to manage until the railway is completed.

The haulage wire is in fair condition and should also last for the
time we require.

The Neckar Water Softening Plant is intact and is being cleaned.

The Locomotive water tank is all right also the Diesoline Oil tank
and fuel oil tank. All oil pipes are usable. The Locomotive shed
and stores are intact together with the two ton travelling crane.

The locally constructed fifteen ton hoist is in position and usable.

The ten ton Scotch Derrick Crane is in position and usable.

The covered way at the hooking on point is in fair condition.

The covered way at the weighbridge is also in fair condition but some
roof sheets have been taken out.

The lighting up shed, the rail car shed, and the rail car station
are all intact and reasonable repair.

WEIGHBRIDGE

The weighbridge is rusty and dirty but there should not be any great
difficulty to put it in order.

GRAVITY CHUTE

The building over the Hopper of the Gravity Chute had been completely
removed.

The Hopper remains but is in a very rusty condition.

The conveyor frame work and idlers remain (all very rusty) but the belt
had been taken away.

The steel frame building at the head of the conveyor has been completely
removed.

Part of the covering for the Chute (constructed portion) has been removed.

Everything in connection with this Gravity Chute is in a very neglected state
and all the spares for the remainder of the Chute are no longer to be
seen, we expect to find a lot of this material when we dismantle the
gun positions and the dug-outs at Drum Site.
This equipment has had a very bad time. We are told that several bombs exploded in this area.
All that remains of this equipment is: 3 back posts, the distorted and twisted steel work of the winch house and control tower. The winch itself, minus its motor and chain drive, is very much corroded from exposure.
The Sauermann Scoop remains, but no wires.
The Kingpost with its Fairleads attached is still in position.
Most of the Feed Hopper to the Hopper Cars is still in position.

STANDARD GAUGE LOCOMOTIVES

Steam locomotive No. 1 is usable, with boiler pressure reduced on account of the boiler seams having been badly shaken by bomb blast.

STEAM LOCOMOTIVE No. 2.

Received a direct hit and ceases to exist.

SHAY LOCOMOTIVE No. 3.

The cylinders of the engine have been destroyed and some of the Motion Levers are missing. The boiler shows signs of leaks.
REPORT OF THE LIBERATION OF AND A VISIT TO CHRISTMAS ISLAND

1. I proceeded to Christmas Island on Friday 12th October 1945 in accordance with instructions given to me by D.C.O.A.O. (Singapore Division, B.N.A. (M), copy of which I attach hereto for easy reference (App. "A").

2. As App. "B" I attach my daily diary, giving a short account of day to day occurrences.

3. I would like to take this opportunity of showing my appreciation of the valuable assistance received from Lt. Cdr. B.Craig Rodgers D.S.C., R.H.V.R., and his officers and men of H.M.S. "ROTHER". Not only did they make me personally as comfortable as possible, they gave me also every assistance needed on the Island. They did all they could to make our return as pleasant as possible for the Islanders and combined that excellently with a certain amount of "showing the flag". They organised a tea party and film show for the children, film shows for the grown-up, distributed chocolate and fruit to the sick etc., etc. Apart from the Commanding Officer, the work of Lieut. Cdr. Hall R.N. (1st Lieut.), Lieut.(E) Sutton and Surgeon Lieut. Proper R.N.V.R., deserves special mention.

Conditions found on the Island were as follows:

4. GENERAL AND POLITICAL. The population was overjoyed at our return, that they had been preparing for it was shown by the number of Union Jacks and Allied flags brought out as soon as we landed. Their morale is exceedingly high and the general feeling is that their troubles are over. My warnings of difficult times still ahead were answered by "we're part of the British Empire again, and we know we shall not be forgotten".

Perfect harmony exists between the Malays and the Chinese. The Japs left some small arms behind and to prevent racial trouble and yet be armed against outsiders the following arrangement has been made: The Chinese have five rifles but have given the bolts to the Malays, the latter have three revolvers but have given the magazines to the Chinese. All work for the community is shared by every member of the Island irrespective of age and race.

The last few Japs left on August 24th after the main party had left in June 1945. On departure of the Japs the management was taken over by the Christmas Island Vigilance Committee consisting of:

<table>
<thead>
<tr>
<th>Name</th>
<th>Present Position</th>
<th>Former Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foo Thye Jin</td>
<td>Hon. Chairman</td>
<td>Govt. Clerk and Interpreter.</td>
</tr>
<tr>
<td>Hussein bin Mat</td>
<td>Hon. Vice Chairman</td>
<td>Driver and pilot</td>
</tr>
<tr>
<td>Chee Seng Kee</td>
<td>Hon. Secr. (English)</td>
<td>Govt. Schoolmaster</td>
</tr>
<tr>
<td>Chew Choong</td>
<td>Hon. Secr. (Chinese)</td>
<td>Asst. Timekeeper OBT Coy</td>
</tr>
<tr>
<td>Low Hon</td>
<td>Kwangsei Repr.</td>
<td>Woodcutter.</td>
</tr>
<tr>
<td>Wai Song</td>
<td></td>
<td>Loco Driver</td>
</tr>
<tr>
<td>Leong Kam</td>
<td></td>
<td>Power House Engineer</td>
</tr>
<tr>
<td>Low Fook</td>
<td>Kwangchow Repr.</td>
<td>Train Guard</td>
</tr>
<tr>
<td>Lam Hong</td>
<td></td>
<td>Timekeeper OBT Coy.</td>
</tr>
<tr>
<td>Wang Cheong</td>
<td></td>
<td>Mandarin</td>
</tr>
<tr>
<td>Chan Kong</td>
<td></td>
<td>Fitter</td>
</tr>
<tr>
<td>Lee Kow</td>
<td>Koichow Repr.</td>
<td>Quarry labourer</td>
</tr>
<tr>
<td>Cheong Nam</td>
<td></td>
<td>Shunter at Drumsite</td>
</tr>
</tbody>
</table>
The provisional rules of the committee as shown in app. "C", are self-explanatory. The community is entirely run on communistic lines, but as far as I could make out during the three days in which I came in contact with them, the committee is absolutely non-political.

Action taken:

1. I have appointed Foo Thye Jin as "Caretaker Officer". Notice of his appointment has been posted in various places on the Island in English, Chinese and Malay. I have instructed the population to obey the orders of Foo Thye Jin as they would in normal times. I have obeyed the orders of the D.O.

2. I have requested the Committee to carry on its good work and to assist Foo Thye Jin to the utmost.

3. Foo Thye Jin has been instructed to consult the Committee on all matters affecting the community as a whole. He has been given authority to go against the decisions of the Committee should he consider that necessary in the interests of the community. I have warned him of the consequences of any hasty actions. But in my opinion he is too well balanced to do anything rash.

4. The present system of allotting work to everyone for the benefit of the community, i.e. fishing, growing of food etc., does not give everyone a full working day. I have instructed Foo to arrange tasks in such a way, that one day is spent in communal work and the next day in work for the company. The latter must include the clearing of the railway, additional maintenance, repair of houses etc. During a discussion the working day was fixed at 7 hours, which is the same as in pre-Jap days. I explained that by doing this extra work they are contributing to the earlier return of normal times.

5. POPULATION.

I was informed that the population amounted to approx. 2000 people at the time of the Japanese arrival.
The population on 18 Oct. 43 was as follows:

<table>
<thead>
<tr>
<th>Group</th>
<th>Male</th>
<th>Female</th>
<th>(under 16 yrs.)</th>
<th>Male</th>
<th>Female</th>
<th>(under 1 yr.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chinese</td>
<td>218</td>
<td>66</td>
<td></td>
<td>38</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>total Chinese</td>
</tr>
<tr>
<td>Malays</td>
<td>41</td>
<td>22</td>
<td>(under 16 yrs.)</td>
<td>11</td>
<td>22</td>
<td>(under 1 yr.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8</td>
<td></td>
<td>total Malays</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total population</td>
</tr>
</tbody>
</table>

Under the Chinese is included one Ceylonese burgher (Mr. Corloff), who for reasons unknown wants to be considered as Chinese.

All remaining Europeans (including shipwrecked officers of the "NAW YANG") and all Indians were sent to Soerabaya in December 1943. The difference between former and present population can be explained by removals on Japanese orders to Java.

I inspected the birth and death register and as far as I could see there was nothing abnormal in the death rate.

Action taken:

I instructed Mr. Corloff to continue keeping the register and to take care that in future all particulars are completed and not merely nature of illness and cause of death.

MEDICAL. The general state of health was in the opinion of Surgeon Lieut. Draper quite good. In my opinion the population of Xmas Island looks fitter than the average man in Singapore. We found on our arrival a mild outbreak of chicken-pox, notably amongst the Malays, but the ship's M.O. did not think this serious.

There is no malaria on the Island and V.D. seems practically non-existent. There are a few cases of beri-beri, which are being given treatment. The ship's M.O. suspects a certain amount of tuberculosis, but it was not possible to confirm this in the absence of suitable equipment.

The hospital building itself is in a good state but completely demurred of equipment. It had been reopened by the time we left and for the time being they can carry on in a fairly reasonable manner.

The only man with any medical knowledge is the Company's dresser, Mr. Corloff, who has been on the Island since 1904. The doctor thinks him knowledgeable and the inhabitants have confidence in him. The only two points against him are his fits of religious madness and the fact that he is living with a Chinese mistress. The latter fact has caused a certain amount of resentment against him amongst the Chinese. On the whole he has, however, made a reasonable job of it considering the lack of equipment.

From a hygiene point of view nothing better could be wished for.

All
All drains etc. are swept and cleaned daily and the living quarters especially in the settlement are spotless.

Action taken:

i. 3 cases of medical stores were landed and handed to Mr. Oorloff with instructions to keep a register of all medicines given out.

ii. Under the supervision of Surgeon Lieut. Draper the hospital, part of which had been used by the Japs as a brothel, was cleaned and made ready for use again.

iii. The few remaining drugs etc., were examined by the M.O., but since most of them could not be identified, all but a few were condemned and destroyed. A list of further requirements was made which has been forwarded to the Medical Department.

iv. The newly arrived medical stores were unpacked and stored away. In a few cases where the medicines would be of no value to the Island they were given to the ship's M.O. (e.g., quinine, gardenal etc.). On the other hand, the ship provided very many urgently required items.

v. The M.O. accompanied by the dresser visited every sick person on the Island.

vi. Mr. Oorloff was instructed to carry on and was made responsible for all medical arrangements on the Island. He was given permission to occupy the house next to the hospital.

7. FOOD SUPPLIES.

The Island has an abundance of poultry, fish, eatable crab, lobster and some semi-wild goats. The inhabitants grow large quantities of tapioca, sweet potatoes and vegetables. They were however, short of rice and sugar. The Japs had left practically no rice and no sugar, but a moderate supply of salt. The Islanders proved themselves experts in producing a very varied diet from the resources available and now that they have sufficient rice they should be extremely well fed.

Action taken:

i. We landed 399 bags of rice, 14 bags of sugar and 8 bags of salt. These were taken on charge by Mr. Feo and securely stored in one of the Company's godowns. The food is to be handed out on the basis of Singapore rations and an account is to be kept of the quantities handed out to the various families.

ii. I informed the inhabitants that no regular food supply could yet be guaranteed and they were to keep themselves as self-sufficient as possible.

iii. I prohibited the export of rice and sugar. This did to prevent the inhabitants from using it in barter trade with visiting ships (especially again cigarettes).
8. SUPPLIES GENERAL.

The Island is practically empty except for P.O.L. General demand is for textiles, soap, cigarettes and even luxury items as Scotch whiskey, brandy etc. A small quantity of soap is made on the Island, but the production is hampered by lack of proper ingredients.

Action taken:

I explained that the supply of luxury items is out of the question. I would go into the matter of textiles and cigarettes. I emphasised that on no account must they try and get these items by bartering away their present foodstocks.

9. P.O.L.

I attach as app. "D" a list showing the stocks of P.O.L. as on 7 Sept. 45. This list has been compiled by Mr. J. Kang, one of the company's engineers. I did not have time to check this statement, but there is reason to believe that it is substantially correct, in spite of the fact that J. Kang is a thoroughly unreliable person. The present stocks are sufficient to carry on for the time being. The present policy is to have a very limited railcar service from Drumsite to Southpoint, as little as possible MT is being used and the powerhouse only operates for a few hours daily. Under these arrangements the supply would be sufficient till November/December, 1946. I foresee, however, that as a result of our visit, the demand for longer hours for the powerhouse and a more frequent railcar service will result in a heavier consumption. As soon as the company starts operating again, the consumption will of course increase tremendously, and only last for another two or three months.

Action taken:

I warned the population of the difficulty of getting P.O.L. and I advised them strongly to be as economically as possible. They should also concentrate the widely scattered stocks in a few central points. Mr. Foo has this in hand.

10. FINANCE.

A limited amount of Japanese (both Malayan and Javanese) currency was in circulation. Since the departure of the Japs money has become useless on the Island. Although I had brought with me a supply of new Malayan currency I decided not to introduce it for the time being, since it would have only upset the present economic system.

Action taken:

1. The two Govt. employees, Mr. Foo Thye Jin and Mr. Chee Seng Kee were informed that their salaries would start as from 1st Sept. and that they were like all other regular Govt. employees entitled to 3 months' salary with a maximum of $250/- I asked them to keep this confidential to prevent discontent.

ii. When the question of payment for work for the Phosphate Coy. arose, I carefully explained that I had no authority to speak on behalf of the company and therefore could not and would not make any promises. I gave my opinion that what had been done by the employees in getting things going again is very much to their credit.
credit and if they continue improving the state of readiness for the reopening of the Company's activities, the Company would, I was sure, give favourable consideration to any reasonable claims that may arise later. I pointed out that the issue of free rations of rice, sugar and salt, must for the time being be considered as part payment of wages.

11. The population was told that the Japanese Malayan money would in future be valueless, an announcement which was greeted with a terrific cheer. Not knowing the late policy towards Javanese money (Japanese issued) I thought it better not to mention that.

11. LABOUR.

There are at present no labour problems and everything is run by the Committee. The question of organisation and wages has already been discussed under sub-headings 4 and 10.

12. EDUCATION.

Please find attached a report by the Govt. Schoolmaster, Mr. Chee Seng Kee (Appendix "G"). The report is self-explanatory. All I can add is that the schoolmaster is to be congratulated on his work. The children, many of whom had not had any previous English schooling, sang "God Save the King" and "Auld Lang Syne" better than one would ever expect. Very many of the children speak reasonable English and they are well mannered.

Action taken:

I instructed Mr. Chee Seng Kee to aim at a 5 day week as far as schooling was concerned. Special attention is to be paid to rid the children of any Japanese instruction. There is still far too much deep bowing and heel clicking.

13. ESSENTIAL SERVICES.

I enclose as appendix "F" copy of a report by Mr. J. K., prepared on 14th Sept. This is a report on the conditions of all equipment on the Island, but also refers to some of the essential services. My own comments are as follows:

a) WATER SUPPLIES are abundant. The water is of a pure quality and can be used without any further preparation. The Japanese complained occasionally of the impurity of the water (I was told so by the Japanese doctor at Batavia), but the Islanders strongly deny this.

Waterfall site: Both engines of the pumping plant are in working order and appear to be in a reasonable condition. The whole installation makes a well kept impression and according to Lieut. (C) Sutton the general condition is reasonable. The tank (40,000 gallons) is in a good condition, except for the roof which has large holes.

Grant's Well. The engineer in charge disagrees with Kang about the poor condition of the machinery. It was working well during my visit and was in a well kept condition. The 40,000 gallon tank is damaged on top but otherwise in a reasonable condition.

Ross Hill. I did not have an opportunity to visit this place but I am told that pumping gear and the 2 water tanks (65,000 gallons and 40,000 gallons) are in fair condition, good enough to carry on for the time being.

Settlement and Drumsite.
Settlement and Drumsite. The majority of the tanks are in reasonable condition except for heavy corrosion on top (roofpart). No excessive leakage in pipes etc., was reported. One man is constantly engaged on maintenance and improvements.

South Point. The concrete tank 125,000 gallons is in a good condition, the 40,000 gallons steel one needs repairs.

b) POWER. Two 300 KW generators were removed by the Japs, and now only one 100 KW and one 200 KW diesel generators remain, which are in working order. There are a few spares available and the supply of current is at present ample for the requirements.

c) SANITARY SERVICES. These are arranged by the Committee and the present organisation is excellent.

d) ROAD TRANSPORT. There are 3 cars and 2 trucks, all in a very bad state of repair. Tyres are threadbare and during our stay many punctures were experienced. The roads on the whole are in a very bad state. It will be seen that I disagree with Kang on various points. My opinion is based on personal observation or advice given to me by technical people other than Kang, who was in quarantine during our stay. Although Kang is the most capable engineer on the Island, he is also one of the most unreliable types I ever met and he is at present a very worried man as a result of his extreme disloyalty during the Japanese occupation.

e) TELEPHONE. The present system, although not as good as pre-war, covers the most important parts of the Island and works satisfactorily.

f) WIRELESS TELEGRAPHY. Both sets had been destroyed but the masts, although slightly damaged are serviceable. The only link the population has with the outside world is an old Phillips set, put in reasonable repair by the ship's personnel. They listen after 6 p.m. to the Colombo and Delhi news services and instructions, if any, should be broadcast to them over these stations between 6 and 8 p.m. Singapore time. It is interesting to note that the Japs did not tell the population of the surrender and the latter did not know about it until they had dug this set up after the departure of the Japs.

Action taken: In the case of all essential services instructions have been given to make improvements wherever possible and to be as economical as possible in the use of power, water etc.

14. LAW AND ORDER.

There is no Police Force on the Island. A certain number of the pre-war Police were, I am told, evacuated, and the remainder joined in the mutiny of the Indian Gunners stationed on the Island and were ultimately sent to Soerabaya by the Japanese. Order is kept by the committee and I enclose their rules for punishment of offences (Appendix "G"). I am not in a position to judge whether the Committee can legally enforce these rules, but it would appear that some convicted person might at one time or other start an action against a member of the Committee for wrongful detention. To prevent that I have made certain changes as will be seen under "action taken". On the whole the community is extremely well behaved and there have been no cases of crime. A small force would, however, be advisable, even if it was only to have some show of force during the stay in port of a visiting ship.

Action taken:
Action taken:

1. Mr. Foo was instructed to observe the following procedure:

   For Major Crimes (e.g. murder, manslaughter, armed robbery, rape, assault etc.) the accused is to be taken in custody at once. A meeting is then to be convened by Mr. Foo with the next two senior members of the Committee to consider all the evidence, which must at all times be recorded in writing. This sub-committee is to consider whether the accused is guilty or not. In case of guilt he is to be kept in custody and to be informed that his case will be heard as soon as a Govt. representative can be sent from Singapore.

   For Minor Crimes (e.g. petty thieving, refusal to work, etc.) in those cases he is to follow the suggestions of the committee as contained in appendix "G", but evidence is to be recorded. The offender is to be told that in due course he will be officially dealt with by the proper authority.

11. One man, who had co-operated with the Japs once, but regretted it immediately was ordered by me to do extra work for one month. The accused agreed with my decision more than anybody else. Since he has shown himself a good citizen ever since his first lapse, it was decided not to record his name, but to forget the incident.

15. Petitions and complaints.

   I held "court" on the second afternoon of my stay. The whole community turned up and the one and foremost complaint was about the mutiny of the Indian troops and Sikh Police. I attach as App. "H" a letter from a Capt. Allen on this subject. Additional information from the Islanders disclosed that the ringleaders were Subedar MUZAFAR KHAN and Havildar MIHAR ALI. The latter seems to have been the real instigator. The persons murdered were Capt. Williams, Sgt. Cross, Sgt. Giles, Sgt. Tait and Pte. Thurgood. No further particulars of the victims were available. The D.O. and M.O. were severely beaten after having been taken by the Indians, and any of the Islanders who tried to help the prisoners were ill-treated. One person had his house ransacked for giving food to the internees. The Islanders feel most strongly about this mutiny and have put in a strong demand for the ringleaders to be brought to the Island and tried there. The only satisfactory point about this disgraceful incident is that the Japs took the Indians on arrival and used them as coolies and did not treat them as friends. It is understood (confirmed by a Japanese staff officer) that the ringleaders are still in Soerabaya.

   The second important case was a petition on behalf of 191 inhabitants against James Kang. I am dealing with this petition separately. From what I have heard this person is an extremely bad type. During my conversation with him, he started off by being most insolent and denied everything. In the end he admitted that perhaps he had not behaved as he should.

   There was a long list of complaints about ill treatment by the Japanese forces, which will be passed on to the appropriate department.

   Many requests came in about the whereabouts and health of the D.O. and European Company officials.

   One man, Yong Seng Tong asked to be sent back to Singapore as soon as possible. He was a donkeyman on the NAM YAO, which was torpedoed
torpedoed in February 1942. After spending one week in open boats, the ship's company reached the Island. All but Yong Seng Tong were subsequently sent to Soerabaya. The survivors included Capt. Christie and the Chief Engineer Fred Pawle.

Action taken:

1. James Kang has been told (which was later passed on to the petitioners) that his conduct has been disgraceful and extremely disloyal. He was told to consider himself under open arrest and that in due course he will have to account for his actions. He is a very capable engineer (practically the only one) and therefore it was advisable not to imprison him or take him back. He was told to make himself as useful as possible and that the extent of his future punishment will depend on the amount and quality of his present work.

11. Regarding the minor requests I explained that they would be passed on but that it would not always be possible to take action.

16. OPIUM

The Japanese left 3 years supply of opium. Mr. Foo fearing trouble over this, consulted the Committee and handed out ½ to registered opium smokers and ½ to non-smokers to be used in barter trade. This was done prior to our arrival, in fact almost immediately after the Japanese departure.

Action taken:

I decided that it would be useless to try and get it back, so I explained that there would be no more opium in future. I am of the opinion that Foo is not to be blamed for this hasty handing over, but that on the contrary his action prevented discontent and a lot of unpleasantness. The smokers knew where the opium was and would have certainly tried to get access to the building.

17. HARBOUR FACILITIES

Piers Nos. 1 and 2 are in good condition, complete with cranes etc. The buoys, however, have been removed. The diver has, however, sufficient ground tackle and buoys to replace them, and he would try and replace them as soon as possible. Pier No. 3 is slightly damaged as a result of the torpedoing of the Nissa Maru of approx. 1000 tons. This ship has sunk or rather disintegrated alongside the pier, making it difficult to come very close in shore. The ship lies in three sections within 20 feet of the pier and there is a maximum depth of 13 feet at MLWS above the wreck. The cranes on this pier are in excellent condition and worked whenever required during our stay. The buoys of this pier are in position, but I was told that before long they will need replacement. Water and power facilities are in working order.

There are at least two dumb lighters in commission, but a third might be repaired and used. There are two Japanese lighters requiring repairs. The motorboat is in working order but the woodwork is getting in a bad state. The two mooring boats are in good condition.

There is an ample supply of hawsers and mooring wire, and the Malay serang is quite capable of assisting masters in berthing ships.
All leading marks as shown on charts are in position.

There is a crude slipway extending 300 feet to a depth of 9 feet at MLWS a short distance south of pier No. 3. It has a 10 tons winch taken from existing sheer legs but it has no rails. It is Japanese constructed and at present covered with loose coral. It could be used for slipping float planes for which it was originally intended, or small craft.

Tanks, rails etc. are in reasonable condition with the exception of one fuel oil tank, which was damaged when an Allied submarine shelled the port.

Two new diving suits are available complete with gear. They were hidden and looked after by the serang.

**Action taken:**

1. The serang was instructed to try and replace the buoys at piers Nos. 1 & 2. The coming monsoon, however, may prevent him from doing so within the next few months.

2. All machinery, cranes etc. are to be thoroughly inspected, oiled and painted where necessary. There is a large stock of paint on the Island.

**PHOSPHATE COY.**

The main information is contained in the report as shown in App. "F".

My comments on the report are as follows. I disagree with the remarks about the poor condition of the plant at Drumsite. There had been a rather fortunate accident when the passenger wire broke and some Japs were killed, but that was, I was assured by the Drumsite staff, only due to the Japs experimenting with extra heavy loads. They also had trouble with the freight car wire. Here they tried to double the load, which only resulted in numerous breakdowns. Kang then obliged the Japanese by digging up a new wire which had been hidden by others. He did that in the case of many items of equipment.

Practically all quarry equipment has gone but the mandore at South Point assured me that with 1000 coolies, pickaxes, etc., he can produce 1200 tons a day.

The rail track itself is in a good condition but requires weeding etc. The trip in the railcar was quite smooth and no major defects could be detected.

Rolling stock of the main railway still on the Island consists of:

- 70 hopper cars (1 damaged)
- 11 flat cars
- 2 wagons
- 2 "side" cars
- 2 serviceable locos
- 1 railcar

of the light railways only 250 tramcars remain.

The quantity given of 50,000 tons available for shipment is the minimum. One estimate went as high as 100,000, various sources mentioned 70,000/80,000 tons.
The office building is in good condition and some records have been saved.

Action taken:

Instructions have been given to clear the railway, clean, oil and paint rolling stock, and to try and put in commission as many locomotives as possible. A detailed account of all missing spares etc., is also being prepared.

19. DEFENCES AND ORDNANCE

The following were found on the Island:

One 6" B.L. gun, installed by us at Smith Point, still exists and is in good condition except for striker, lock and sights, which have been removed. There is some cordite nearby and some shells.

One 76 millimètre A.A. gun partly dismantled with an unknown quantity of shells.

Depth charges: 15 in No.2 Main Store 5 at Drumsite Mines: 13 in No.2

The seang reports one unexploded torpedo North of Flying Fish Cove.

Action taken:

Lieut. Hall examined them and informed me that in their present form no danger of explosion exists.

20. RELIGION

The population lives in complete religious harmony since the departure of the Japs. Previously they had been compelled to worship at the Japanese temple.

The Sikh temple is in good condition.

Action taken:

The Japanese temple was burnt down.

21. MISCELLANEOUS ENCLOSURES

App. "I": Correspondence regarding appointment of Mr. Foo Thye Jin

App. "J": Copy of signals sent from Xmas Island.

22. RECOMMENDATIONS

I herewith submit the following recommendations:

1. That a D/O, who has previous experience of handling Chinese and Malays be appointed as soon as possible. Good knowledge of Malay is also essential. There is much valuable equipment on the Island apart from large phosphate deposits, it is essential to have proper authority established as soon as possible. He should take with him at least 6 policemen.

2. Mr. Foo Thye Jin has done an excellent job and is in my opinion entitled to a reward, either in the form
form of promotion or by giving him some minor award. He has shown himself a very capable and level headed leader, who has complete control over the situation.

iii. Hussein bin Mat and Chee Seng Kee have done excellent work as well and I recommend that they be given some Certificate of good service or merit.

iv. A M/O is required as soon as possible. He should, in the opinion of Surgeon Lieut. Draper, have surgical experience. An X-ray apparatus is also required to check the incidence of T.B.

v. The next visiting officer should take with him, if possible, a small supply of textiles and cigarettes.

vi. No currency should be issued until the Company has resumed operation.

vii. The Phosphate Coy. should send out as soon as possible a qualified engineer to make a detailed survey.

viii. The Indian mutineers should be collected in Java as soon as possible. I recommend that this is done by a member of the B.M.A. (M) in order to expedite matters. If it is impossible to try them in Xmas Island, I recommend that a short resume of the trial be prepared and posted on the Island for general information.

ix. Mr. Kang should if possible be tried on the Island.

x. The next expedition to the Island should include an officer qualified to destroy mines, etc.

xi. The Island is completely unaware of what happened during the last four years. A small supply of posters, photos, and if possible a mobile cinema complete with information films be sent as soon as possible.

28th October, 1945.

[Signed]

Major
S.O.II (Civil Admin.)
APPENDIX "A"

HQ. SINGAPORE DIVISION,
BRITISH MILITARY ADMINISTRATION,
MUNICIPAL BUILDINGS,
SINGAPORE.

12th October, 1945.

CHRISTMAS ISLAND

Instructions to Major Van Der Gaast.
S.O.11 Singapore Division,
British Military Administration (M).

1. You will proceed as instructed to Christmas Island in H.M.S. "ROther" (Commander B. CRAIG RODGERS, DSC RNVR) and will immediately on arrival arrange to hoist the Union Jack with proper ceremony.

2. The purpose of your visit to Christmas Island is to ascertain the general position there and to land relief stores for whatever population still remains on the Island.

3. You are being provided with 20 tons of food and a quantity of medical supplies, and your first duty will be to make whatever arrangements seem to you to be best for the distribution of these supplies, including the appointment of a person to be selected by you from among the inhabitants to be responsible for the fair and equitable rationing of these supplies after you have left the Island.

4. You will report to me by signal (repeated 15 Corps) as soon as possible on the state of affairs you find, and will include in your report information as to the numbers of persons of different nationalities now resident on the Island and their general condition. You will render a full written report on your return with your recommendations.

5. If possible, you will evacuate any persons urgently requiring hospital treatment and any officials of the Straits Settlements Government you find there unless you consider that any of these officials must remain behind to take charge of any arrangements you make until they can be relieved.

6. You will receive the phosphate deposits to the best of your ability in the time available to you, and you will report by signal the quantity of phosphate dust you find available for immediate export.

7. Although you will take a supply of British Military Administration (M) currency with you, it does not follow that you should issue the new money if in your judgement you consider it advisable to allow the Island to continue to operate as a closed economy and to use the Japanese currency (which is presumably in circulation there) until such time as permanent arrangements for the British administration of the Island can be made.

8. Any Japanese nationals found on the Island will be evacuated, subject to the consent of the Commander.

(Sgd.) F.A.B. McKERRON.
Brigadier.
Deputy Chief Civil Affairs Officer,
HQ. Singapore Division,
British Military Administration.

c.c. G.O.C. Fourteenth Army.
c.c. F.O.I.C. (Malays)
c.c. HQ., 15th Corps.
Major Van Der Gaast (2 copies).
12 October On instructions of the DCCAO (Singapore Division) I proceeded to H.M.S. "Rothber" (Lt.Cdr. Craig Rodgers DSC RNVR) and arranged for the following stores to be loaded: 599 bags of rice 14 bags of sugar 3 bags of salt 3 cases of medical supplies. I have taken with me Mr. Low Seng Boon, Cantonese Interpreter and the DNI has sent Sub. Lieut Hackett RNVR as representative. After I had met the commanding officer and other officers of H.M.S. "Rothber" we left for Batavia at 17.00 hrs. I have been given the Capt's sea cabin and I am having my meals with him. Everybody is doing all they can to make me comfortable.

13 October Went through all available intelligence together with the Capt. and his lst Lieut (Lieut. A.K. Hall R.N.) and discussed the most likely course of action.

14 October Attended "Divisions" and Church. In the evening I was asked to give a general talk on Malaya and the N.E.I. to the ship's company. I had to answer many questions and found the crew most enthusiastic. I have asked the Capt. to do the actual flag hoisting. Apart from the fact that he is the senior officer, it is only just that he should have this honour when considering the assistance I am to get from him and his officers. It was decided to try and get some information from the NOIC Batavia as well as 15 Corps.

15 October Anchored off Batavia at 07.00 hrs. I went ashore with the Capt and the lst Lieut and saw NOIC. The latter promised to contact the Japanese for information. We got a lift from NOIC to HQ 15 Corps in Batavia. We were unable to contact Brig. Maister McLean that morning but saw some of his staff and Int. Branch. Nobody seemed very interested or have any information about the place apart from a vague rumour that there had been a mutiny amongst Indian troops, but when that had taken place was not known. There had been a letter on the subject, but it could not be found. We finally went to 25 Div. where contact was made with a very co-operative Int. officer who arranged for the interrogation of a Japanese Naval Officer. The latter supposed to know something about the island. After lunch we interrogated a very scruffy and incompetent Japanese naval Lieut. (Furuno). He was a very poor type and the majority of his answers did not make sense. He thought there might be 500 inhabitants left. On our return to 15 Corps we met the D.A. & Q.M.G. who was most helpful. He even offered us a plane to take a look before going in, but it was decided that no useful purpose could be served by postponing out sailing date. The Brig tried to get further information on the mutiny story and promised to let me have a copy of the letter from a US officer on that subject on our return. He finally obliged by providing us with transport to Tanjong Priok. At NOIC's office contact was made with S.O. (I), who promised to produce for interrogation a Jap. doctor who had been at Xmas Island. Batavia itself appeared empty, and no shops were open. There was a decided tension in the air and the only people not armed appear to be British officers, who have been instructed to go about unarmed during hours of daylight. Both the Dutch and their opponents go about armed.
to the teeth, and it would not take much to start some-
thing. I spoke to various people, either as a British
Officer, who was completely new to the situation,
as a Dutch speaker, but it was not possible to form a
clear picture of the situation. The Dutch are bitter
about the alleged inactivity of the Allies, but they
appear to overlook the fact that the Indonesian have
many thousands of European women and children as
hostages in various camps and control all the essential
services. There is a certain amount of kidnapping going
on and quite a few Dutchmen have completely disappeared.
There was also some shooting to-day and two Dutchmen were
killed (one of them Lieut. Koning, who used to play hockey
for the S.C.C., Singapore). A Dutch girl was beheaded by
a rebel group, but the casualties on the other side are
not known. The financial problems are terrific and the
task of the British occupying forces is not to be envied.

16 October
We went ashore again in the morning to interrogate the
Japanese doctor. Although he was of a much better type
than the other Jap, he was unable to give very much
fresh information, apart from stating that the general
health conditions were good and that the water supply
was still working. He seemed to think that there were
only 50 Malays and 150 Chinese left, which did not tally
at all with other information. He did not know when the
mutiny had taken place.

17 October
I spent the day making final preparations for the
landing. The Capt. has arranged for a landing party
of approx. 30 under the command of the 1st Lieut. to
accompany me. As it is not certain what our reception
will be, and as there is still some doubt as to what
happened to the mutineers, we shall approach with ship
darkened and ready for action. The landing party was
to take rations for 24 hours to be prepared for all
eventualities.

18 October
Approached Xmas Island at approx. 04.00. At 04.30 hrs.
the whaler was lowered and the landing party incl. myself
left for the shore. There were a few lights showing
ashore, but their location did not agree with the
position of houses shown on the chart, and we had
therefore difficulty in finding the only small landing
place for small craft in Flying Fish Cove. It turned
out however that two fishermen had observed the darkened
ship, had peddled to Smith Point and telephoned from
there to the settlement. The whaler had however, not
been observed. To prevent further delay, it was decided
to fire a "White Very" light, which was the pre-arranged
signal for "Request illumination". The ship fired a few
illumination rockets and some star shells, which were
observed all over the island, and then switched on a
searchlight. We found our landing spot immediately
and landed safely. The starshells etc. had the effect
of waking the whole settlement up and various lights
appeared. The barricades erected by the Japs, formed
no mean obstacles but we were soon across and on the
road leading to the main settlement. Since no opposition
had been encountered the "Green" was given, which was the
sign for the 2nd flight containing my interpreter, the
Chief Engineer, the Doctor and Navigator to leave the
ship for the shore. The first houses to be encountered
along the road were those of the Malay settlement. In
response to my hails in Malay, a Chinese appeared
who said "There are no Japs, but I have chickenpox".
12 October. On instructions of the DCAO (Singapore Division) I proceeded to H.M.S. "ROTHER" (Lt.Cdr. Craig Rodgers DSC RNVR) and arranged for the following stores to be loaded:
- 300 bags of rice
- 14 bags of sugar
- 5 bags of salt
- 3 cases of medical supplies.

I have taken with me Mr. Low Seng Boon, Cantonese Interpreter and the DNI has sent Sub. Lieut Hackett RNVR as representative. After I had met the commanding officer and other officers of HMS "Rotber" we left for Batavia at 17.00 hrs. I have been given the Capt's seabag and I am having my meals with him. Everybody is doing all they can to make me comfortable.

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Batavia itself appeared empty, and no shops were open. There was a decided tension in the air and the only people not armed appear to be British officers, who have been instructed to go about unarmed during hours of daylight. Both the Dutch and their opponents go about armed...
Later it turned out that he was the only collaborator and traitor on the island. By the time we reached the office of the Phosphate Coy, it was light and we were greeted by an enthusiastic crowd of Malays and Chinese. Amongst them were the Xmas Island Vigilance Committee, who appeared complete with Union Jack, Chinese Flag and banner. Their Chairman is Mr. Foo Thye Jin, Govt. Interpreter Class II. Our H.Q. has been established at the Coy Office, and the flags were arranged on either side of the entrance. Our H.Q. also contained a signal office for communication with the ship. After a hurried inspection by the technical personnel, it was found that pier No. 5 was in working order and that the ship could be berthed there. The local population proved most helpful and gave all the information wanted. By then numerous Union Jacks and a few Chinese flags were breaking out and more and more people appeared. After collecting the main data regarding conditions I decided to have a quick look round and left together with the Doctor for the hospital. On the way we met the school children, completely equipped with a Union Jack or Chinese Flag per child. The hospital carried flags of all the Dominions and many colonies as well as the flags of the Big Five. It was indeed remarkable how this population had prepared for our return.

On my way to the D.O.'s bungalow I found the two cranes working lowering boats and two liggers required for the unloading of the stores. The D.O.'s bungalow was in a sad state of repair and it was definitely impracticable to have the flag hoisting ceremony there. The population had been warned that this would take place shortly after 10.00 and by that time practically the whole population was present, some even had come from South Point. The actual ceremony took place at 10.30 hrs. and was quite impressive. It was held on the Padang fronting the Coy. Office. Facing the flagpole was the Naval Guard of Honour under command of the 1st Lieut.

On their right was the Vigilance Committee and on their left the school children under their teacher Choo Song Kee. The remainder of the population was grouped round the square. After the guard had been brought to the "present" and the "still" had been piped the Union Jack was broken, whereupon the National Anthem was sung by the school children. They sang it very well and I think that the schoolmaster is to be congratulated on his fine showing. He had been able to restart teaching only recently (and then only every other day, as he has to grow his own food) and the majority of his pupils had had no previous English schooling. At my request, the Capt. spoke a few words. He told the assembly that he was glad to see the island back under British rule, thanked them for their loyalty to the crown and hoped that it wouldn't be long before the good old days would be back. I had this translated in Chinese and Malay, which was followed by a thunderous applause. The assembly then gave three cheers for the Royal Navy.

After the ceremony I visited many Malay and Chinese houses, which were all spotlessly clean. The first thing after lunch was the burning of a Japanese Shinto temple. Apart from the fact that this was a Japanese victory statue, many inhabitants had been forced to worship there in spite of the fact that they were either Christians or Mohamadans. The temple, which was quite attractive, made a good bonfire and also served to burn a large number of Japanese signposts, previously collected by the population. I had later
a long talk with Mr. Foo, who is in my opinion a first class man. For the time being the same work is to continue, but by way of celebration the light is to be kept on till midnight during our stay instead of only a few hours a day. By that time the discharge was complete and all food stocks stored in a nearby godown. Without being asked to do so, many of the locals immediately started cleaning out the swimming pool and made it ready for our use.

I inspected the Waterfall site and found the machinery in reasonable condition. The road, however, needs repairing.

At 16.30 hrs. all the ship's officers and I attended a tea party at the Chinese Cultural Society given by the Vigilance Committee. Mr. Foo made a long and well prepared speech, to which I replied shortly just before the party broke up. The party itself was a definite success. There was an impressive array of cakes, made of sweet potatoes, tapioca and eggs. The varieties were considerable. They even produced old stocks of beer.

On our return we found many children getting their first chocolate for many years. Full marks go to the ratings, who behaved most splendidly, they could not do enough for the population.

Just before returning to the ship I met the dresser, Mr. Oorlof, who had been doing his rounds together with the ship's doctor (Surgeon Lieut. Draper RNVR). Oorlof seems capable, but appears to have fits of religious mania.

Since the Japs have left it has been possible for the locals to dig up an old Phillips set, which is now used to pick up news. One of the items they heard was that an expedition to their island would arrive on 25th. Prior to the use of the radio set they did not even know that the war was over and words like Montgomery and Eisenhower mean nothing to them.

In the morning I arranged with Mr. Foo and Hussein for any complaints and petitions to be brought to me that afternoon, when I intended to hold "court". At 09.00 hrs I left on a previously arranged trip to Drum Site and South Point. I was accompanied by the Capt., Chief Engineer, Doctor, Navigator and a party of sight-seeing ratings, as well as some of the Company's clerks. We went to the "Incline" by truck and then were hauled up to the Drum Site, where we inspected the haulage gear. All remaining gear had been kept in good condition by the staff and actual improvements had been carried out since the Japs left. A rail car took us first to Camp 4, where we dismounted and walked to Grant's Well. The machinery was inspected while the Doctor had a look at a few patients. After a cool drink we walked back to the rail car. Owing to the pressure of time it was not possible for us to go to Rose Hill, which was a definite disappointment to the people concerned. The Capt., however, arranged for a party under the 1st Lieut. to go there that afternoon. We stopped for a few minutes at Camp No.5 (woodcutters) where we talked with the inhabitants. This was the only place where the Chinese flags outnumbered the Union Jacks.

Finally South Point was reached and like everywhere else we were received most enthusiastically. A sort of welcoming committee had been formed and a tea party arranged. This tea party was held in the Club House of the O.B. T. Coy. After the tea we inspected the quarry and had a general look round. We were led round by "Canadian Joe", who I understand has been there
for many years. Practically all quarrying machinery had been removed by the Japs, but the foreman thought that with approx. 1000 coolies a daily production of 1200 tons could be reached. The remaining plant and the buildings had been well looked after and were in reasonable condition.

Nearly all the children from South Point and their mothers were taken back to the Settlement for the tea-party that afternoon. Our return was interrupted constantly by people coming to bring presents in the shape of eggs, fruit, pigeons, chicken, crabs etc. The train returned fully laden.

I got back in time to have a very hurried lunch, after which I found practically the whole population waiting to see me. I addressed them in Malay, which I had translated into Chinese as I went along. I told them that I was extremely pleased with what I had seen and hoped that they would continue in the same way. I also informed them that I had appointed Foo Thye Jin as caretaker officer, but that he had been instructed by me to consult the Committee on all major issues. I instructed them to obey his orders as they would have obeyed the directions of the D.O. in normal times. I informed them that the Japanese Banana money was completely valueless, which was greeted with cheers. There appears to be a certain amount of it in circulation, and also some Japanese guilders. As far as the latter is concerned I thought it better not to mention them. I told them that I had decided not to bring any new money into the island yet, but that they would have to carry on in the way they had been living for the last few months. I further explained that as a result of the long war and the sacrifices paid by Britain and her Allies it would not be possible to bring back the good old days within a short space of time but that they would have to be patient. Finally I thanked them for their reception.

The two main complaints were: firstly against "Jimmy", with whom I shall deal to-morrow. The other was about the Indian military and the general demand is that the ringleaders be brought back to the island. The majority of the others claims were regarding ill-treatment by Japs. One case of a man having assisted the Japs once but regretting it immediately afterwards was solved by instructing Mr. Foo to give this man extra work for the next month. The man himself agreed entirely.

I am very struck by this extremely well run community, their loyalty and industry should be an example to many others.

After the "Court" the party adjourned to the Padang to watch a football match between the Island and the ship, the latter winning 4-1.

Returning to the ship we saw the end of the children's party. In the morning the 1st Lieut. had gone round the sick children distributing apples and chocolate when this party was planned it was impossible to fill the demands of the various messes for children. They all wanted more than the number available. It was indeed a remarkable sight to see the usually shy Malay and Chinese children laughing and playing with a large number of in the and completely exhausted sailors. The kids had electrically operated gunplatforms as their merry-go-round and were given a cinema show. They finally left completely filled with lemonade, chocolate, sweets, apples etc. What they couldn't eat they took in their pockets.
The picture show at night was like the previous evening well attended by the locals.

In spite of the fact that we were supposed to have come to relieve a starving island, the official presents that day amounted to 600 eggs, countless pigeons, fruit, lobster etc.

20 October

I went ashore to discuss various matters with Mr. Foo and afterwards went on board with the 12 leading inhabitants. They had been invited by the Capt. for a trip round the island. As soon as the ship was under way the party split in two. The first contained six English speaking Chinese, who were shown round the ship by Sub. Lieut. Baker. The second party included 3 Malay speaking Chinese and 5 Malays and were led round by Mid. Mathews, while I acted as interpreter. They were shown all over the ship and were most impressed in spite of my halting translation of the explanation as to how an "Acoustic Torpedo Decoy" works. The Malays especially enjoyed themselves tremendously and were highly interested in everything. The lunch was not as well attended as was planned but the sea had something to do with that. However all visitors recovered sufficiently towards the end to enjoy the rocket shoot and depthcharge demonstration. The latter brought in large quantities of fish.

At about 0700 hrs. a submarine depot ship and 5 subs appeared off shore. The subs steamed in line astern close in shore and made an impressive picture. After landing I dealt with Jimmy, I told him that his conduct had been thoroughly bad and extremely disloyal. In the beginning he denied everything, but later admitted that he hadn't behaved as he should have done. He was informed that in due course he will have to appear before the proper authority. It is not to be locked up at present. In the first place it would mean getting a prison service going and secondly he is a first class engineer and he might as well do some useful work in the meantime. I told him that his future punishment would depend for a great deal on his behaviour from now on. He was therefore taken up to him to work as hard as possible. I communicated this to the public, which had by then come to see us off. Just before leaving I arranged for Mr. Foo's appointment to be posted in English, Malay and Chinese.

We left at approx. 1800 when the whole population was gathered on the piers singing "Old Lang Syne". Just after dusk we fired 6 starshells as a sort of farewell greeting.

Summarizing my visit I can only say that it was a very happy and interesting one. Through the generosity of the Capt. and crew of the "Rother" we were able to show them lots of things they had never seen, put them in touch with British Europeans once more and give them a fairly good time generally. We on the other hand found a very loyal, happy and well run community, which had by its own efforts made itself as self-sufficient as possible, and which was trying very hard to bring conditions back to the days of peace. The manner in which things were organised on this island speaks in my opinion very highly for their former British administrators, whom they hold in high regard.

21 October

Discussed the possibility of going on to Soerabaya, where many of the Xmas Island Europeans are still interned.
in order to collect all available evidence regarding the mutiny, which involved the murder of 5 European officers and NCO's Anchored off Tanjong Priok at 22.00 hrs.

22 October

I went into town with the Capt. and Sub.Lieut. Hackett. We first saw NOIC, who took us along to 15 Corps. The DA & QMG could, however not see us before 16.00 hrs. I decided to stay in town and sound the possibilities of getting livestock etc. from the N.I.A. On the way to NICA, I paid a hurried visit to the large internment camp. In spite of the fact that between 5000 and 7000 women and children have been moved out, conditions are still shocking and the overcrowding is terrific.

At NICA I contacted Lt.Col. Nater, formerly of H.Q. SACSEA. Trade is at present out of the question. Financially the position is worse than ever. The Indonesians refuse to use the old Dutch guilders or accept new ones. The Dutch refuse to acknowledge anything else but their own. The poor unfortunate army of occupation cannot use either. The Dutch now have made things still more complicated by allowing internees F.1000.— a month in Japanese money of which they have according to information captured millions.

Batavia is very much easier, although there is still tension. Both parties walk around with arms at the ready, and I am sure that if one stopped this habit, the other would follow. Inland the position is still very confused. While at NICA news came through that Lt. Faber, also of Hq SACSEA while on an Allied Mission had been murdered. Later it became known that a mixed British and Dutch MT convoy on the way to Bandoeng had been ambushed and butchered.

At 1600 I saw DA & QMG and gave him the full story. He wanted me to go to Semarabaya at once. There was no possibility of going there before the 26th or 27th and so I decided to report to Singapore first. The question of supplying Xmas Island from Batavia will have to be considered at a later date.

We left Batavia at 22.00 hrs.
APPENDIX "C".

PROVISOICAL RULES OF THE CHRISTMAS ISLAND VIGILANCE COMMITTEE.

1. The name of the Committee shall be "The Christmas Island Vigilance Committee."

2. The object of the Committee shall be to maintain and preserve order and peace on the Island.

3. The meeting place of the Committee shall for the time being be the building of the Christmas Island Phosphate Company's office.

4. The Committee shall be elected at the General meeting and shall consist of a Chairman, a Vice Chairman, a Chinese Secretary, an English Secretary, and from one to three representatives from each of the communities on the Island.

5. The business of the Committee shall be divided into four categories, viz. Maintenance, Management, Work and Sanitation.

MAINTENANCE: (a) Water Supply (b) Electrical Supply.

The above services shall be maintained by the usual personnel.

MANAGEMENT: (a) Regulation of agricultural products, where indicated by sign-boards, for supplies to residents of the Island.

(b) Regulation of Stores.

(c) Regulation of vehicles for communications.

(d) Regulation of such other affairs of the Committee not included in the abovementioned three classes.

WORK: (a) Where it is necessary (apart from ordinary routine work) for work to be carried out, each representative shall name one person for the performance of such work; the number of persons necessary for the performance of any particular work shall first be determined according to the nature of the work to be carried out.

(b) When making recommendations, representatives shall select those who are most suited for the type of work to be performed.

SANITATION:

(a) The removal of nightsoil.

The cleaning of drains and sewers.

The clearing of refuse bins and the disposal of refuse.

(b) Any other services pertaining to sanitation not included in the above-mentioned class, or any points raised by the Medical Officer in connection with sanitation.

6. The following shall serve as officers of the Vigilance Committee:

Chairman
Vice Chairman
19 Committee Members (being representatives of the Communities).
2 Secretaries (one Chinese and one English)
2 Runners.
APPENDIX "C".

7. The Chairman shall be responsible for the general management of the affairs of the Vigilance Committee and shall have power to execute the rules thereof.

The Vice Chairman shall assist the Chairman in his duties and shall have power to act for him.

The Committee shall be responsible for the progress of the business of the Vigilance Committee and shall have power to nominate men from the general public to carry out any work.

The Secretaries shall be responsible for recording minutes of all meetings of the Vigilance Committee.

The Runners shall be responsible for the performance of miscellaneous work of the Vigilance Committee.

8. Meetings of the Vigilance Committee shall be as follows:-

- General Meetings.
- Committee Meetings.
- Extraordinary Meetings (to be convened in case of emergency).

9. These rules shall come into force as from the date of publication thereof.

10. These rules may at the discretion of the Committee be amended at any time, provided that the amendment or amendments shall have first been approved by the Committee at its meeting.

NOTE:

The Vigilance Committee is a temporary formation to meet present modified circumstances, and may be dissolved after the arrival of the proper authorities.

Dated the 5th Day of September, 1945.
CHRISTMAS ISLAND VIGILANCE COMMITTEE.
APPENDIX "D".

STOCKS OF FUEL OIL, DIESEL OIL, PETROL
AND KEROSENE OIL
AS AT 7TH SEPTEMBER 1945.

<table>
<thead>
<tr>
<th>Type of Fuel</th>
<th>Grade</th>
<th>Volume</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUEL OIL</td>
<td>S.G. 0.940</td>
<td>200 drums of 130 gallons</td>
<td>(100 at Foot of Club each) (100 at Foot of Incline)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Approximate tonnage 112 tons.</td>
</tr>
<tr>
<td>DIESEL OIL</td>
<td>S.G. 0.900</td>
<td>5 drums of 44 gallons each</td>
<td>at Drum site.</td>
</tr>
<tr>
<td>AVIATION SPIRIT</td>
<td>Octane Blue</td>
<td>41 drums of 44 gallons each</td>
<td>(33 in Main store (8 buried near Club)</td>
</tr>
<tr>
<td>1ST GRADE PETROL</td>
<td></td>
<td>45 drums of 44 gallons each</td>
<td>(34 drums at Drum site (10 in Hospital Air Raid Shelter (1 drum in Oil store)</td>
</tr>
<tr>
<td>2ND GRADE PETROL</td>
<td></td>
<td>15 drums of 44 gallons each</td>
<td>(11 drums at South Point (4 drums at Oil Store)</td>
</tr>
<tr>
<td>1ST GRADE KEROSENE OIL</td>
<td></td>
<td>78 drums of 44 gallons each</td>
<td>(36 in A.R. Shelter beyond Hospital (27 at Drum site (12 at South Point (3 in Oil Store)</td>
</tr>
<tr>
<td>2ND GRADE KEROSENE OIL</td>
<td></td>
<td>58 drums of 44 gallons each</td>
<td>(28 drums at South Point (30 drums in Oil Store.</td>
</tr>
</tbody>
</table>

There is an approximate quantity of 9 tons (a mixture of Fuel Oil and Kerosene Oil ranging from 10 to 20 percent of kerosene) for use in Power House and at Water Pumping Stations.
APPENDIX "E".

SCHOOL REPORT

CHRISTMAS ISLAND ENGLISH SCHOOL.

English education was resumed on 1st September, 1945 with fifty-four boys and girls on the roll. There are thirty boys and twenty-four girls with ages ranging from six to fifteen. Of the fifty-four pupils thirty-nine are Chinese and fifteen Malays.

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>NUMBER</th>
<th>AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard III</td>
<td>2</td>
<td>13,15</td>
</tr>
<tr>
<td>Standard II</td>
<td>4</td>
<td>11,12,13,14</td>
</tr>
<tr>
<td>Standard I</td>
<td>2</td>
<td>12, 9,10,11</td>
</tr>
<tr>
<td>Primary II</td>
<td>11</td>
<td>5,7,8,9</td>
</tr>
<tr>
<td>Primary I</td>
<td>35</td>
<td></td>
</tr>
</tbody>
</table>

STAFF:

A Government teacher is in sole charge of the School. He is Chee Seng Kee who has been on the Island since the 8th of January, 1941.

EXPENDITURE:

The School is a free school in every sense of the word. Tuition is free, and text books and other requisites are all supplied free by the Christmas Island Phosphate Company. Government pays the salary of the teacher.

ATTENDANCE:

In order to enable the teacher to grow and find his daily food, the School is held on alternate days from the 1st of September, 1945. On the arrival of food supplies on the 18th of October, 1945, School will be held as formerly from Monday to Friday.

The average daily attendance is 99.5%.

Owing to an epidemic of chicken-pox in the Malay Settlement Malay pupils have been kept away from school since the 17th of September, 1945. The epidemic is still prevalent.

EQUIPMENT:

The School is almost bare except for the following:-

- Wall Blackboards 4
- Single Forms 23
- Double Forms 15
- Wall Map of the World 1
- Exercise Books 100
- Pencils 72
- Chalk 288
- Slate Pencils 480
- Slates 10
- Blackboard Dusters 12

The School therefore needs equipment, textbooks and stationery. A list of supplies needed is attached herewith.

Christmas Island,
18th October, 1945.

(Sgd.) CHEE SENG KEE (Headmaster)
CHRISTMAS ISLAND ENGLISH SCHOOL.
## Indent for School Requisites for a Year

<table>
<thead>
<tr>
<th>Article</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Counting Frames</td>
<td>4</td>
</tr>
<tr>
<td>Slates</td>
<td>60</td>
</tr>
<tr>
<td>Slate Pencils</td>
<td>2000</td>
</tr>
<tr>
<td>Coloured Paper, all colours</td>
<td>100 sheets of each colour</td>
</tr>
<tr>
<td>Scissors</td>
<td>60</td>
</tr>
<tr>
<td>Paste</td>
<td>200 small bottles</td>
</tr>
<tr>
<td>Coloured Chalk</td>
<td>10 boxes</td>
</tr>
<tr>
<td>White Chalk</td>
<td>5 boxes</td>
</tr>
<tr>
<td>Plasticine, assorted colours</td>
<td>10 lbs. each colour</td>
</tr>
<tr>
<td>Sand Trays</td>
<td>4</td>
</tr>
<tr>
<td>White Drawing Paper</td>
<td>100 sheets</td>
</tr>
<tr>
<td>Drawing Pencils Grade B</td>
<td>120</td>
</tr>
<tr>
<td>&quot; Grade BB</td>
<td>240</td>
</tr>
<tr>
<td>Writing Pencils Grade HB</td>
<td>260</td>
</tr>
<tr>
<td>Pen Nibs &quot;C&quot;</td>
<td>4 gross</td>
</tr>
<tr>
<td>Penholders</td>
<td>100</td>
</tr>
<tr>
<td>Foot Rules</td>
<td>60</td>
</tr>
<tr>
<td>Yard Rules</td>
<td>2</td>
</tr>
<tr>
<td>Blue Ink 60 oz. jars</td>
<td>120</td>
</tr>
<tr>
<td>Red Ink 60 oz. jars</td>
<td>60</td>
</tr>
<tr>
<td>Ink Pots</td>
<td>60</td>
</tr>
<tr>
<td>India rubber erasers</td>
<td>120</td>
</tr>
<tr>
<td>Pastel (Reeves)</td>
<td>60 boxes</td>
</tr>
<tr>
<td>Pastel Drawing Paper, assorted colours</td>
<td>100 sheets</td>
</tr>
<tr>
<td>M.P.H. My Book of Sounds</td>
<td>40</td>
</tr>
<tr>
<td>Look and Read Part 1</td>
<td>40</td>
</tr>
<tr>
<td>&quot; Part 2</td>
<td>20</td>
</tr>
<tr>
<td>&quot; Part 3</td>
<td>20</td>
</tr>
<tr>
<td>M.P.H. Malayan Reader Introductory</td>
<td>20</td>
</tr>
<tr>
<td>&quot; Book 1</td>
<td>10</td>
</tr>
<tr>
<td>&quot; Book 2</td>
<td>6</td>
</tr>
<tr>
<td>&quot; Book 3</td>
<td>4</td>
</tr>
<tr>
<td>An Anthology of English Verse (Potter) Book I</td>
<td>40</td>
</tr>
<tr>
<td>Twice Fifty-five Community Songs</td>
<td>60</td>
</tr>
<tr>
<td>Royal Crown Copy-writing Books, all grades</td>
<td>60 of each grade</td>
</tr>
<tr>
<td>M.P.H. Tropical Hygiene, Book 1</td>
<td>60</td>
</tr>
<tr>
<td>&quot; Book 2</td>
<td>60</td>
</tr>
<tr>
<td>Headway Histories, Book I</td>
<td>30</td>
</tr>
<tr>
<td>&quot; Book 2</td>
<td>30</td>
</tr>
<tr>
<td>Ballard's Fundamental English Book I</td>
<td>30</td>
</tr>
<tr>
<td>&quot; Book 2</td>
<td>30</td>
</tr>
<tr>
<td>Attendance Registers</td>
<td>4</td>
</tr>
<tr>
<td>Pencil Sharpeners (with handles)</td>
<td>2</td>
</tr>
<tr>
<td>Columbus Regional Geographies, Junior Series</td>
<td>2</td>
</tr>
<tr>
<td>&quot; Book 1</td>
<td>10</td>
</tr>
<tr>
<td>&quot; Book 2</td>
<td>10</td>
</tr>
<tr>
<td>&quot; Book 3</td>
<td>5</td>
</tr>
<tr>
<td>Malayan Arithmetic (Jacobs)</td>
<td>60</td>
</tr>
<tr>
<td>Part 1</td>
<td>50</td>
</tr>
<tr>
<td>Part 2</td>
<td>10</td>
</tr>
<tr>
<td>&quot; Part 3</td>
<td>10</td>
</tr>
<tr>
<td>Wall Pictures of Nursery Rhymes</td>
<td>any amount</td>
</tr>
<tr>
<td>&quot; of Geographical, Historical or Scientific interest</td>
<td>any amount</td>
</tr>
<tr>
<td>Globe 12&quot;</td>
<td>1</td>
</tr>
<tr>
<td>Apparatuses used in the teaching of Physical Geography</td>
<td>1</td>
</tr>
<tr>
<td>Board of Education Physical Training</td>
<td>1</td>
</tr>
<tr>
<td>Story Books for Children</td>
<td>any amount</td>
</tr>
<tr>
<td>Footballs</td>
<td>4</td>
</tr>
<tr>
<td>Football Bladders</td>
<td>8</td>
</tr>
<tr>
<td>Badmington Rackets</td>
<td>6 dozen</td>
</tr>
<tr>
<td>&quot; Shuttles</td>
<td>1</td>
</tr>
<tr>
<td>&quot; Net</td>
<td>1</td>
</tr>
</tbody>
</table>

Reference Library: I leave the choice and selection of books suitable for a staff reference library to the Dept. of Education. Singapore does not possess catalogues of books (Sgd. CHEE SENG KOE, Headmaster)

Christmas Island School
APPENDIX "F"

Report giving a general outlay on the material condition on Christmas Island, Straits Settlements, between the time just prior to the Japanese occupation on 5th March 1942 and their evacuation on 24th August 1945.

Certain machinery plants, both stationary and movable, were wholly or partially destroyed by the Christmas Island Phosphate Co., Ltd., acting under orders from the Straits Settlements Government. Undermentioned are the main items:

- South Point: All excavators (seven), All narrow gauge motor locos (seventeen), All tractors (two), All Watertube boilers (two).
- Drum Site: Steam Locomotives Nos. 3, 4, 5 & 6, Diesel Locomotives Nos. 7 & 8, Incline Haulage Wire cut - 5" circ.
- Settlement: Pier No. 1 - Shore anchorage destroyed, Jetty No. 2 - do, Two 300 KW Diesel Generators - slightly disabled.

Damage incurred by Japanese aggression through bombing and shelling were as follows:

- Settlement: Storage Bins Nos. 2 & 3 - Roof blown off, Dryer Plant - No. 1 Dryer partly damaged, Fuel Oil Tank No. 1 (500 Tons) destroyed, Wireless Station destroyed, Locomotive No. 1 partly destroyed, Locomotive No. 2 wholly destroyed, Most Power Lines damaged, Slight damage to Malay Quarters, Chinese Manager's house destroyed, Workshop roof badly damaged.

- Under Japanese domination, most of the damaged Plant and Buildings were repaired and put into workable and/or habitable condition.

- South Point: Five of the seven excavators were repaired and re-commissioned, Seven of the seventeen motor locos were also repaired and re-commissioned, One Tractor made serviceable, and another converted to run the Battery Charging Plant, One Boiler re-commissioned.

- Drum Site: Diesel Locomotives Nos. 7 & 8 re-commissioned, Incline Haulage Wire renewed.

- Settlement: Piers Nos. 1 & 2 - Shore anchorages concreted in, All Asbestos roofs at the Works were renewed, Bins No. 2 & 3 re-roofed, Dryers Nos. 2, 3 & 4 re-commissioned, Conveyor Plant repaired, Power Lines - Wiring re-connected, Locomotive No. 1 repaired and re-commissioned.

During the period, July 1942 to December 1943, the Japanese Company then working Christmas Island dried approximately 20,000 tons of phosphate. Shipments of bagged phosphate amounted to about 5,000 tons. Routine Work on the maintenance of plant was
carried out, together with slight improvements.

Working conditions on Christmas Island after the end of 1945 were difficult as most the machinery had been transported from the Island, and at the time of the Japanese evacuation on 24th August 1945, conditions were as follows:

South Point - The Quarries are in a fairly good state of preservation. This is due to cultivation by the inhabitants. Except for the absence of almost all tram tracks and movable plant, the quarries are as before. About 250 quarry trams of 18 cubic feet capacity, the Crusher Plant and a Tractor have been left at the Settlement. Most dwelling houses have been left in a sad state of repair.

Rose Hill and Grant's Well Pumping Stations - These pumping stations are still working, but at a minimum. Both motive powers are in poor condition.

Drum Site - All Plant at this station are in a poor condition and will need reconditioning. Owing to the age and numerous breaks the condition of the Incline Haulage Passenger wire is very precarious. The Gravity Chute housing at this station has been dismantled and remainder of steelwork at site for the completion of this plant has either been transported away or used elsewhere. The Neckar Water Softener has not been worked for near on four years and will need overhaul. Stocks of chemical will require to be replenished. Steam Locomotives Nos. 3, 4, 5 & 6 are out of commission, their cylinders having been destroyed. Most of their component parts are intact. Steam Locomotive No. 1 is in a fair condition and workable. Diesel Locomotive No. 7 is running on five cylinders only. Diesel Locomotive No. 8 is out of commission. The governor and timing gear have been badly damaged during operation. One Bosch fuel pump missing. Diesel Passenger Rail Car is in working order, but requires overhaul.

Railway - The Permanent Way is overgrown and the 50 foot clearance on either side of the Track has commenced to encroach. The Track itself is in a fair condition, but will need weeding and retarring. The Footpath running parallel to the Railway Track is still passable. The Rolling Stock, including Hopper Cars, Flat Cars, Waggons etc., has been sadly neglected.

Settlement - The Main Stores are practically empty. Power Plant - There only remain the 100 KW and 200 KW diesel generators and a few spares. The other two 300 KW diesel generators were transported
Settlement - Electrical appliances are almost negligible. This plant is working at the minimum.

Dryer Plant - Nos. 2, 3 & 4 Dryers are workable. The Electrostatic Precipitator is intact. The whole dryer plant would require about a fortnight to put into commission.

Conveyor Plant - This is fairly satisfactory. Belts will have to be tested runned before commissioning, owing to belt fasteners being of poor quality.

Workshop - Except for 3 lathes, 2 radial drills, 1 pneumatic hammer and the electric welding set, the whole workshop has been looted by the Japanese. The Acetylene welding only lacks oxygen.

Carpenter Shop - This plant has been transferred from the Workshop to the former Police Barracks. Machinery comprise of a circular saw, a planer and a re-conditioned band saw.

Refrigerating Plant - This has been neglected. Chamber doors have been eaten away by termites. Compressor will require overhaul.

Piers - Nos. 1 & 2 are in fair condition. No. 3 is in poor condition, but part of the decking have been renewed. All piles are undermined. Cranes at all piers are in working order.

Moorings - These are very poor and would need renewing in the near future. Mooring buoys are at a minimum. The berth at No. 3 Wharf will only accommodate small vessels, owing to the wreckage of the Japanese steam "Nissa Maru". The draught here is about 20 feet.

Boats - The motor launch is in working order. The motor life-boat is out of commission. There are two mooring boats in fair condition.

Lighters - There are two lighters in fair condition and one driver's lighter in poor condition.

Water Tanks - These are located as follows -
40,000 gallons -
1 Ross Hill
1 Grant's Well
1 South Point
1 Settlement Coolie Lines
1 Compressor House
1 Midway to Drum Site
1 Drum Site
1 Dismantled from South Point (now at Settlement).
Settlement:

- **Water Tanks** -
  - 65,000 gallons - 1 Ross Hill (Steel)
  - 40,000 gallons - 1 Waterfall (Concrete)
  - 185,000 gallons - 1 South Point (Concrete)

- **Compressor House** - This plant comprises an Air Compressor and air Tank. Water pumps for the supply of water to Drum Site and houses on a higher elevation are included in this building. There are three pumps in all.

- **Telephones** - Of the two lines running from South Point to Drum Site, one line has been dismantled. Other lines of telephone communication are kept in working order. The temporary line from the Settlement to Waterfall is at present not in use.

- **Cinema** - Projecting Rooms and screens, both at the Settlement and at South Point are intact, but both projectors have had most of their component parts pilfered.

- **Oil Tanks** - One 500 Ton fuel Oil Tank is serviceable. One 900 ton Fuel Oil Tank has been repaired, but piping not yet put in. Two 180 ton Diesel Oil Tanks are serviceable. Both oil pipe lines from the head of No.3 Wharf will require repairs. Flexible hose will require renewing.

- **Dwellings** - The European bungalows are fair, but will require renovating. Asiatic houses are in a fair state of repair.

- **Roads** - Fair condition but, overgrown in some sections.

- **Office Building** - This is practically empty. There remains but a few bottles of reagents and a few appliances in the Laboratory. A few old records have been packed away and stored in Air Raid Shelter behind the European Bungalows in the Settlement.

- **Hospital** - These buildings are in a good condition. Most of the medical drugs and appliances have been transported away, leaving practically the minimum.

- **Storage Bins** - Bins No. 1, 2, 3, 4, 5, & 6 are full, there being approximately 50,000 tons of Phosphate in stock. This figure includes about 2,000 tons of Ground Phosphate in bags.

- **Waterfall Pumping Plant** - This plant is working but both the engines and practically all the pipelines have seen better days.
Settlement - Government Buildings - The Court Room, Goal and Police Barracks at South Point are intact but empty. The District Office will require renovating and is at present empty. The Settlement Police Station and Barracks including the Sikh Temple are intact. At present some of the Barracks are being inhabited by Malays.

Stocks of Wire and Manila Ropes

<table>
<thead>
<tr>
<th>Wire Ropes</th>
<th>3&quot;</th>
<th>5 coils</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 1/4&quot;</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>2 1/8&quot;</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>1 3/4&quot;</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>1 1/2&quot;</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>1 1/4&quot;</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manila Rope</th>
<th>3&quot;</th>
<th>6 coils</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 1/4&quot;</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2 1/8&quot;</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX "G"

TEMPORARY RULES TO PROVIDE FOR PAYMENTS FOR WORK AND FOR PUNISHMENTS FOR OFFENCES:

1. Owing to depreciated currency, commencing from 6.9.1945, a record shall be kept of those appointed by their representatives to perform special work, until the re-opening of the Phosphate Co. when application shall be made to the Company to reimburse the workmen.

All routine workers shall continue to receive payment in kind for their services, in addition to a claim for wages at a future date.

2. The following rules which provide for punishments for the commitment of offences, and which were enacted by the Committee, shall be strictly observed:

(a) Theft of Articles.

A person convicted of the above offence, if it is his first offence, shall be sentenced as follows:

(i) If he appears before the Committee in answer to the summons of the Runner, to 24 hours' confinement in a cell;

(ii) If he fails to appear as in (i), but appears on the summons of his representative or representatives, to 36 hours' confinement in a cell;

(iii) If he fails to appear as in (ii), but appears on the summons of representatives of all communities, or otherwise appears under compulsion, to 72 hours' confinement in a cell.

A person convicted of a second offence shall be sentenced in the same manner as for the first offender, provided that the sentences shall be double those as provided therefor, and provided also that he shall first be exposed to ridicule by being marched along the street from the Malay Settlement to the Hospital bearing a placard to indicate the offence of which he is found guilty.

A person convicted of a third offence shall be exposed to ridicule in the same manner as provided for the second offender, provided that he shall immediately thereafter be tied up in a public place for exposure to the sun for 6 hours from 10 a.m. to 4 p.m.

(b) Theft of Foodstuffs and other Edibles.

Sentences for the above offence shall in each case be double that as provided for Theft of Articles.

(c) Disobedience of orders of Representatives for performance of Work.

A person convicted of the above offence, if it is his first offence, shall be sentenced as follows:

(i) If he appears on the summons of the Runner, to a fine of $5/- (Dollars Five).

(ii) If he appears on the summons of his own representative or representatives, to a fine of Seven dollars and Fifty cents.

(iii) If he appears on the summons of representatives of all communities, etc., to a fine of Fifteen dollars.

Provided that all fines shall be recorded and deducted from the salaries of the persons convicted, and provided also that fines imposed on Chinese offenders shall be paid into the Chinese Reading Room Fund, and fines imposed on Malay offenders shall be paid into the Malay Club Fund.
A person convicted of a second offence shall be sentenced in like manner as provided for the first offence under "Theft of Articles."

A person convicted of a third offence shall be sentenced in like manner as provided for the second offence under "Theft of Articles."

(d) In assault cases, where there is no bleeding, the party who causes the fight shall be sentenced to two weeks' confinement, while the other party to one week's confinement.
Where there is bleeding, the sentences shall be double those abovestated.
Provided that where death is caused the offender or offenders shall be confined until the arrival of the proper authorities when he or they shall be handed over for trial.

(e) Rape and Adultery.
A person charged with rape shall on conviction be exposed to ridicule in like manner as for other offences, and then be confined until the arrival of the proper authorities when he shall be handed over for trial; provided that in the case of adultery, the above punishment shall be inflicted on both parties.

(f) Molesting.
A person convicted for molesting a woman (whether married or unmarried) shall for the first offence be punished in like manner as provided for second offence under "Theft of Articles."
A person convicted of a second offence shall be sentenced as above, provided the sentences in this case shall be double those provided therefor.
The following amendment to Section (3) of Rule 2 has been approved at a General Meeting held on 27.9.45:

(c) Disobedience of Orders of Representatives for performance of Work.

For "A person convicted of the above offence, if it is his first offence, etc., etc.," and ending with "and fines imposed on Malay offenders shall be paid into the Malay Club Fund"

Substitute "A person convicted of the above offence, if it is his first offence, shall be sentenced as follows:-

(i) If he appears on the summons of the Runner, to sweep the Reading Room and the Hospital.
(ii) If he appears on the summons of his own representative or representatives, to sweep the road, from the Malay Settlement to the Hospital.
(iii) If he appears on the summons of representatives of all communities, etc., to clean drains and dispose of refuse."
To: HEADQUARTERS, ALLIED TROOPS OF OCCUPATION, SINGAPORE.

CONFIDENTIAL

Subject: INTELLIGENCE INDIAN TROOPS

The following is a report made by Captain T.A. ALLAN, R.A.

Sir,

I have the honour to report that the section of No.7 Battery, H.K.S.R.A., stationed on CHRISTMAS ISLAND, mutineed and murdered Captain Williams, R.A. (O.C. Troops) and his four British N.C.O.'s and signallers, on the night of 10/11 March, 1942.

Lieutenant Commander T. A. DONOVAN, U.S. Navy was present on the Island at the time and the following is an account given to me by him of the occurrence.

"I, Lieutenant Commander T. A. DONOVAN, of the U.S. Navy, had been inadvertently left at CHRISTMAS ISLAND, and was staying at the house of Mr. CROMWELL, Malay Civil Service District Officer of the Island.

About 0630 hours on 11 March, 1942 an Indian messenger came to the house and told the D.O. that Captain Williams were wished to see him in the fort as soon as possible (verbal message from Captain Williams were a usual occurrence). The D.O. proceeded immediately to the fort and after a short time the same messenger returned with a request for Dr. SCOTT-CLARKE and the American to come to the fort immediately.

We went down to the fort, where, just inside the entrance, we found the D.O. surrounded by the Indian Troops who were drawn up under the command of the Subedar and the Havildar. The troops were wearing steel helmets, they were armed with rifles, and had placed machine guns in position commanding the courtyard and the entrance to the fort.

The first words of the D.O. to me were, "I think we are for it!" He told us that during the previous night the Indians had murdered Captain Williams, and the four British N.C.O.'s. He had asked to see the bodies but had been told that the bodies had been thrown down the "Blow Hole" (a subterranean passage to the sea, used for the disposal of rubbish).

The D.O. intimated that it was the intention of the Indians to kill all the Europeans on the Island. About this time the rest of the Europeans arrived in charge of a party of armed Indian troops. The Indian troops in the fort were joined by the Armed Sikh Police.

We Europeans were all lined up and a lengthy discussion took place between the D.O. and the Subedar and Havildar. The Havildar was apparently the ringleader of the Indians; he had taken over active control of all proceedings in the fort and seemed adamant regarding the necessity of murdering all the Europeans. However, after a lengthy discussion with the D.O. and Subedar he was prevailed upon to postpone our execution. We were all marched off under armed guard to the D.O.'s house where we were detained until the arrival of the Japanese on 31st March, 1942, when we were duly handed over to them by the mutineers.

With regard to the armed Sikh Police, it was apparent that all the police were on the side of the mutineers, with the exception
of the four men who stood apart. When we were marched off to the D.O.'s house these four Sikh policemen were taken to a separate part of the island.

Lieutenant Commander Donovan is at present in JAVA (No. IP.O.W. Camp Batavia) and wished to intimate that while he is in this area he is available to attend any Inquiry regarding the aforementioned reported mutiny that may be made. Should he be transferred to another area he would always be willing to send his written depositions regarding the mutiny.

I am at present in Java (No. IP.O.W. Camp Batavia). I served with No. 7 Battery H.K.S.R.A. at Blakanmati in 1940 until I was transferred in January, 1941 to No. 5 Battery H.K.S.R.A. stationed on the same Island. I served with No. 5 Battery until October, 1941, when I was transferred to the Record Office 2 Echelon, Singapore.

The Indians concerned in the mutiny are personally known to me, and I feel that I should be useful at any Inquiry or identification parade that may be made.

I speak Urdu fluently, having lived 20 years in India before joining No. 7 Battery H.K.S.R.A. in March, 1940 as Second Lieutenant, Emergency Commission.

I am in fairly good health at present, and suggest that my services could be used with advantage in any Inquiry that may be instituted in connection with the aforementioned reported mutiny, and also in helping to sort out any H.K.S.R.A. Indian Troops who may be returning to Singapore.

I have the honour to be,

Yours obediently,

..................

Captain, R.A.

T. A. Allan

I have read the above report made by Captain Allan and hereby signify my approval.

..................

Lt. Comdr. U.S. Navy

T. A. Donovan

The above is forwarded for information and action as may be considered necessary.

..................

Lt. Col. 2/15 Punjab

G. ROSS-THOMPSON R.

From: Officer Commanding,

Indian Troops, Batavia, P.O.W. Camp.

DISTRIBUTION

1. Headquarters, Allied Troops of Occupation, SINGAPORE.
2. Army Headquarters, INDIA.
4. Capt. T. A. Allan, R.A.
5. File

Certified true copy
APPENDIX I

TO WHOM I MAY CONCERN

Mr. Foo Thye Jin has been appointed by me as "Caretaker Officer" of Christmas Island until further notice and he is as such the representative of Brigadier P.A.B. McKerron, C.M.G., M.C., Deputy Chief Civil Affairs Officer, Singapore Division, British Military Administration (Malaya).

2. Mr. Foo has been given full instructions as to the administration of the island and I hereby command all inhabitants to obey his orders and to loyally carry out any tasks allotted by him.

Sd. T. van der Gaast
Major
S.O.II (Secretary)
B.M.A.(M)

Christmas Island, 20.10.45

NOTICE

Until further notice all export of rice, sugar or any other imported articles and commodities is hereby prohibited. This prohibition includes barter trade with visiting ships and remains in force until further notice.

Sd. T. van der Gaast,
Major
S.O.II (Secretary)
B.M.A.(M)

Christmas Island, 20.10.45
Subject: APPOINTMENT

In accordance with instructions received from Brigadier P.A.B. McKee, C.M.G., M.C., Deputy Chief Civil Affairs Officer, Singapore Division, British Military Administration (Malaya), I hereby appoint you as "Caretaker Officer" of Christmas Island until such time as a Government Representative can be sent from Singapore.

2. You will administer the island in accordance with attached instructions and you will at all times consult the Vigilance Committee when dealing with matters affecting the whole community.

3. You are requested to make a short weekly report which is to be handed to the next officer visiting Christmas Island on behalf of the B.M.A.(M) or to the officer, who will be posted here in due course.

Sd. T. van der Gaast
Major
S.O.II (Secretariat)
B.M.A.(M).

Mr. POO THY JIN,
Chinese Interpreter, Class II,
CHRISTMAS ISLAND.
TO: SNOA Singapore (R) C in C.E.I F.O.M.
FROM: ROTHWER
C.E.I.: NOI/C Batavia

Please pass to D.O.C.A.O. B.M.A. (M) Singapore Division and 16th Corp Batavia from Major Van der Gaast:

Landing Party put ashore on Christmas Island at first light this morning. Union Flag broken with full ceremony in the presence of population accompanied by "God Save the King" sung by the children of the island, at 1030 GH.

Situation entirely under control. Population consists of 384 Chinese and 112 Malays.

Health conditions satisfactory - all Europeans and Indians evacuated to Jurong Bay 1945.

Further report follows. Ends.

- 181052 GH.

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TO: SNOA Singapore (R) C in C.E.I.: F.O.M.
FROM: ROTHWER

Please pass to D.O.C.A.O. B.M.A. (M) Singapore Division and 16th Corp Batavia from Major Van der Gaast:

Ref. Rother's 181052 - following is brief resume of conditions so far investigated on Christmas Island:


Morale generally high. On arrival, island was being administered by a local and non-political committee headed by Government interpreter. Consider this arrangement highly satisfactory pending appointment of gazetted officer. No currency has been issued and this is not considered desirable for the time being. Island population is reasonably well nourished due to own resourcefulness except for rice and sugar 17 tons of which have been landed to-day and should suffice for some months.

Part 2. Medical.

General health satisfactory. No serious epidemics during or since occupation. There is now a mild epidemic of chicken pox among Malays. Hospital building intact but all equipment withdrawn by Japs though simple drugs are available. Company's dresser attending patients which in the opinion of Rother's Medical Officer is temporarily satisfactory. List of urgent medical supplies will be submitted on return.


Buoys on Nos 1 and 2 piers have been withdrawn by Japs. Ground tackle and buoys are available locally and may possibly be relaid by Malay Serang who has diver and necessary equipment. Buoy on triangular pier are intact and an adequate supply of shore hawsers are available to secure cargo ships. Japanese "Nise Maru" of approx. 1,000 tons was torpedoed and sunk alongside jetty and lies there in three sections within 20 feet of jetty. There is a maximum depth of 18 feet at MLWS above wreck and it is considered wreck could easily be dispersed. No difficulty was experienced in berthing Rohwer's vessels, Nos. 1 and 2 jetties appear in good condition. No 3 only slightly damaged by torpedos.

On No. 5 jetty power light and water is available and the two original cranes are in full working order. At least two dumb
lighters are in commission. All leading marks are in charted position. A crude slipway extending 300 feet to a depth of 9 feet at MLWS with 10 ton winch taken from existing sheers has been constructed on the coral reef south of No. 5 pier under Jap supervision.

Part 4. Phosphates. A minimum of 50,000 tons of dry phosphates is ready for immediate shipment. A preliminary survey of plant and equipment indicates that a substantial proportion has been reasonably well maintained. Certain essential equipment, notably quarrying gear, has been removed by Japs and only one diesel and one electric loco remain. Survey continues and detailed written report will be submitted on return.

Part 5 (Final). Essential Services. An ample supply of drinking water exists and pumping stations are in reasonable repair. The total electric power available 300 k/w. Two 300 k/w generators were totally removed by Japs. There is sufficient fuel and lubricating oil to last at least until the end of the year at present rate of consumption. Telephone system though reduced, still covers the whole island. The entire V/T equipment has been removed or destroyed though both masts are serviceable but slightly damaged. An attempt is being made to rig a jury transmitter. Motor transport consists of 3 dilapidated cars and 2 similar trucks. The greater part of the Workshop machine tools and equipment has been removed except for bare essentials.
INSTRUCTIONS REGARDING CHRISTMAS ISLAND.

1. GENERAL.

In matters affecting the community as a whole, you will at all times consult the Vigilance Committee. Although you will, as a rule, take the advice given by the majority of the Committee, you are hereby authorised to overrule the decision of the Committee should you consider it necessary. You should bear in mind, however, that going against the wishes of the majority may cause friction and even disorders, and therefore it may be necessary at times to compromise in the interest of the population.

2. LAW AND ORDER.

It is at present not practicable to give you the services of a small police force. Therefore you must carry on best you can, mainly on the lines as suggested by the Committee (see the Minutes of the meeting of 6.9.45 and 27.9.45.)

The following procedure should at all times be observed:

a) Major Crimes (e.g. murder, manslaughter, armed robbery, rape, assault).

You will take the accused into custody, after which you will convene a meeting with the two next senior members of the Committee to consider the evidence. All evidence must be recorded in writing. Should this special sub-committee consider that the accused is guilty, he should be kept in custody and informed that his case will be heard as soon as a Government representative can be sent from Singapore.

b) Minor Crimes (e.g. petty thieving, refusal to work etc.)

In these cases you will be guided by the suggestions of the Committee as contained in the minutes referred to above. You will, however, also record full details and inform the offender that he will be brought before a Government Representative from Singapore in due course.

When keeping offenders in custody you will at all times observe the normal prison rules, viz. regular exercise, normal rations and medical supervision.

3. FOODSTOCKS AND RATIONING.

You have been handed 399 bags of rice, 14 bags of sugar and 8 bags of salt. The distribution of these commodities is your responsibility and in due course you will be asked to render a statement showing quantities issued to each family. Issues will be free of charge until further notice and should be based on the following ration scales:

- **Rice:**
  - 10 tahils per day for males
  - 8 tahils per day for females
  - 6 tahils per day for children under 14 yrs.

- **Sugar:**
  - 7 tahils per week for everybody

- **Salt:**
  - 5½ tahils per week for everybody.
You should encourage cultivation of present crops as under the present circumstances no regular supply of foodstuffs can be guaranteed.

On no account will rationed foodstuffs be given to visiting ships, either for consumption by the crew or for export.

4. **MEDICAL**

Mr. Oorlof is to continue being in charge of the hospital and he has been given a certain amount of medical stores. He is to keep a register of all medicines administered or given to patients as well as a detailed account of all patients admitted and discharged from hospital.

The register of births and deaths must be kept as hitherto.

5. **LABOUR.** You will continue allotting each inhabitant certain tasks. As far as possible you will arrange for each person to work one day for his keep (i.e., growing of food and maintaining public services) and the next day to work on improving the present state of the equipment etc. of the Phosphate Company.

Sufficient personnel should be constantly employed in maintaining the water supply, the electric power supply, sanitation services etc. Great care must be exercised in the use of fuel and lubricants as a further supply may not be available for some time. The present system of working the power house for only a few hours per day is excellent and should be maintained.

The issue of free rations must be considered as part payment of services rendered and in this connection it should be brought home to the labourers that it is in their own interest to have the present equipment (railway, piers, cranes etc) in as good a condition as they possibly can.

6. **EDUCATION.** The present arrangements are to continue and all efforts must be made to eradicate all traces of Japanese education.

7. **COMMUNICATION.** It is at present not possible to provide you with a radio transmitter. Instructions, if any, will be broadcast to you over the Colombo or Delhi radio stations between 6 and 8 p.m. Singapore time.

In case of any serious epidemics or disturbances you should attempt to draw the attention of passing ships or planes, either by a large bonfire, signal flags or an S.O.S. sign as was used previously.

8. In all other cases, not covered by above instructions, you should seek the guidance of the Committee and act as you think best.

3rd. T. van der Gaast
Major
for Brigadier, DCDO (Singapore)

H.M.S. "ROTHIR",
20 October 1945.