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SOUTHWEST PACIFIC AREA

TERRAIN STUDY No. 70

AREA STUDY OF

DUTCH TIMOR, NETHERLANDS EAST INDIES

30th August, 1943

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AREA STUDY
OF
DUTCH TIMOR

PART I: ENEMY STRENGTHS, DISPOSITIONS, INSTALLATIONS AND ARMAMENTS

SECTION I NAVY: See Current Intelligence Summaries.

SECTION II ARMY " " " "

SECTION III AIRFIELDS AND SEAPLANE ANCHORAGES: (See also Current Intelligence Summaries).

1. **General:**

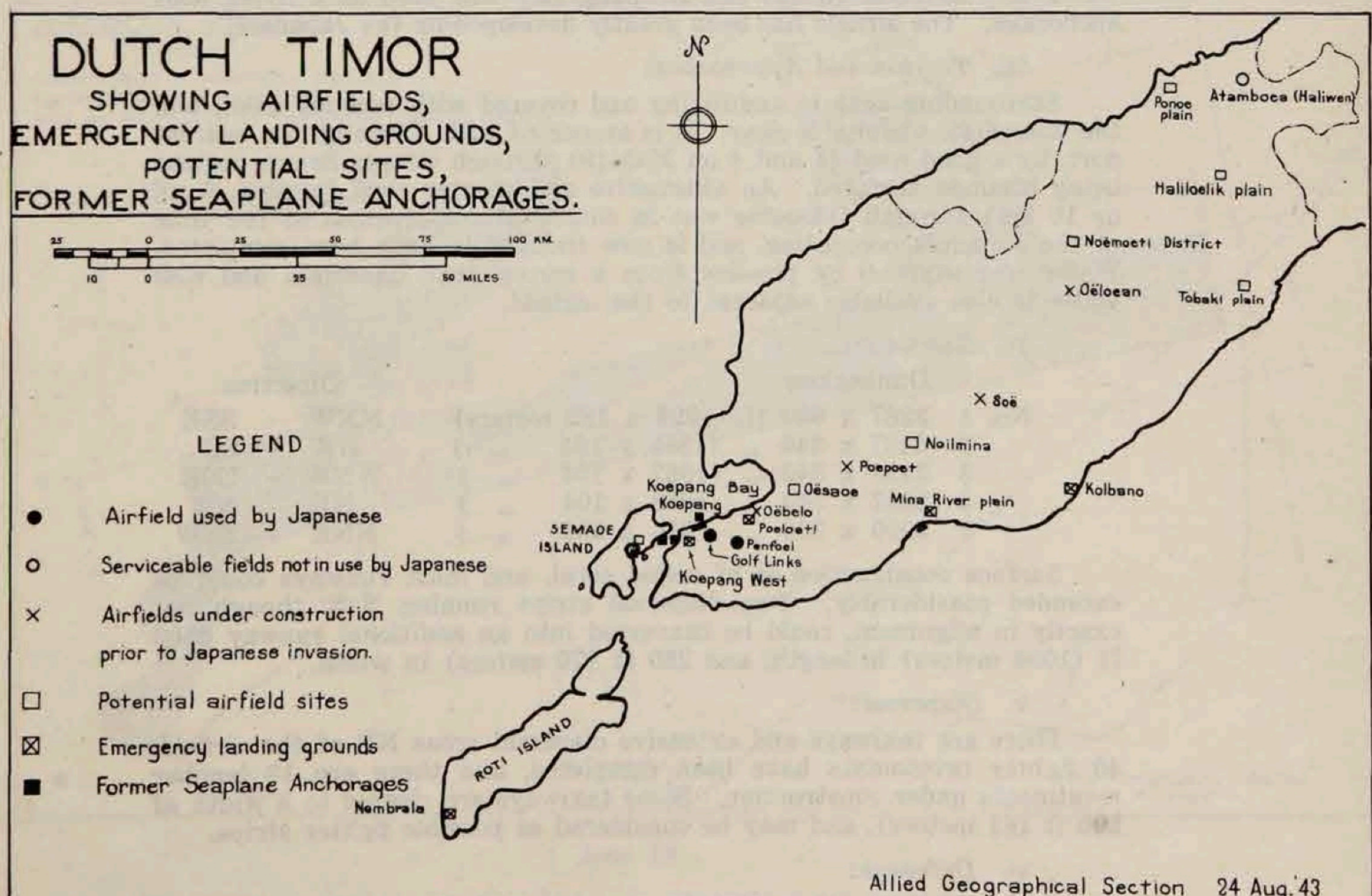
As on 30 Aug. '43 the Japanese had eight airfields on the Island of Timor, operational or almost ready for such use, viz.:

a. *In Dutch Timor*: Penfoei, Koepang Golf Course, Atamboea.
b. *In Portuguese Timor*: Dilli, Fuiloro, Lautem West, Cape Chater, Cape Lore.

Prior to Japanese occupation in Feb. '42, emergency landing grounds existed in Dutch Timor at Kolbano and near the Mina R entrance on the south coast. Four additional areas were in the course of construction as fighter and/or bomber strips, and other potential sites exist. The four partially constructed areas were Oëbelo, Poepoet, Soë, and Oëloean.

Seaplane anchorages were in existence at Tenau, Hansisi and Pelika(a)n Bay in Semaoe Strait and in Koepang Bay off Koepang. Seaplanes, however, could land at numerous points around the coast in the appropriate season, but facilities were nowhere available except at the anchorages mentioned.

The location of airfields, emergency landing grounds, airfields under construction prior to Japanese occupation, and potential sites, is shown on Map 30, which follows in text.



Map 30

2. Table of Distances:

Air line distances from Koepang are as follows:

To Allied Bases—

	Nautical Miles	Statute Miles
Darwin	448	517
Merauke	1,020	1,175
Horn Island	1,138	1,312

To Enemy Bases—

Dilli	147	170
Fuiloro	225	260
Lautem West	182	210
Cape Chaten	191	220
Cape Lore	182	210
Atamboea	82	95
Waingapoe	200	230
Kendari	370	425
Makassar	385	445
Soerabaja	672	775
Babo	718	828
Ambon	475	550
Saumlaki	475	550

3. Airfields:

a. PENFOEI: (See photos Nos. 1, 4, 12, 36, 47 48—Map 19).

i. *Location*:

10° 11′ S, 123° 39′ E. Altitude 377 ft. (115 meters).

Approx. 6 ml (10 km) ESE of Koepang, at the junction of the Koepang-Oëboefoe-Baoemata and the Koepang-Oësapa-Besar-Baoemata roads.

ii. *History and Status*:

This is the principal forward air base of the Japanese in the NW area, and is suitable for all types of heavy bombers. Prior to the war it was a civil aviation airfield and Koepang Bay was used as a flying boat anchorage. The airfield has been greatly developed by the Japanese.

iii. *Terrain and Approaches*:

Surrounding area is undulating and covered with coconut trees, and the immediate vicinity is clear. It is connected with Koepang, the nearest port, by a good road (1 and 4 on Map 19) through Oësapa-Besar, portion being bitumen surfaced. An alternative and shorter road (approx. 6 ml or 10 km) through Oëboefoe was in course of construction at the time of the Japanese occupation, and is now thought to have been completed. Water was supplied by pipeline from a spring near Baoemata and well water is also available adjacent to the airfield.

iv. *Runways*:

	Dimensions		Direction
No. 1	3267 x 630 ft.	(996 x 192 meters)	NNW - SSE
2	4437 x 340 „	(1353 x 104 „)	NW - SE
3	3498 x 340 „	(1067 x 104 „)	WNW - ESE
4	2847 x 340 „	(868 x 104 „)	NE - SW
5	3000 x 340 „	(915 x 104 „)	NNE - SSW

Surface construction is of rolled coral, and most runways could be extended considerably. Two dispersal strips running N/S, though not exactly in alignment, could be converted into an additional runway 3300 ft (1006 meters) in length, and 230 ft (70 meters) in width.

v. *Dispersal*:

There are taxiways and extensive dispersal areas NE of the airfield. 40 fighter revetments have been completed, and there are 13 bomber revetments under construction. Some taxiways are cleared to a width of 200 ft (61 meters), and may be considered as possible fighter strips.

vi. *Defences*:

As on 30 Aug. '43 total defences were as follows: Heavy A/A 15, light A/A 39. No searchlight positions have been identified in the airfield area, suggesting that a mobile type of searchlight is in use.

b. Koepang Golf Course: (See Map 19, Photos 2, 12).

i. *Location*: 10° 11′ S, 123° 37′ E. Altitude approx 250 ft (76 meters).

Situated approx. 3 ml (5 km) ESE of Koepang on the Koepang-Oëboefoe Road, and it lies on the south side of the road.

ii. *History and Status*:

Prior to the Japanese occupation a fighter strip of 2400-2700 ft (732-823 meters) was under construction. No further development by the Japanese appears to have taken place until June, 1943, since when the runway has been extended and new buildings have been erected between Koepang and the strip. At the end of Aug. the airfield was reported to be possibly serviceable.

iii. *Terrain and Approaches*:

Comparatively flat country. Only 4 ml (6 km) west of Penfoei airfield. Linked by road to the port of Koepang, 3 ml (5 km) WNW.

iv. *Runways*:

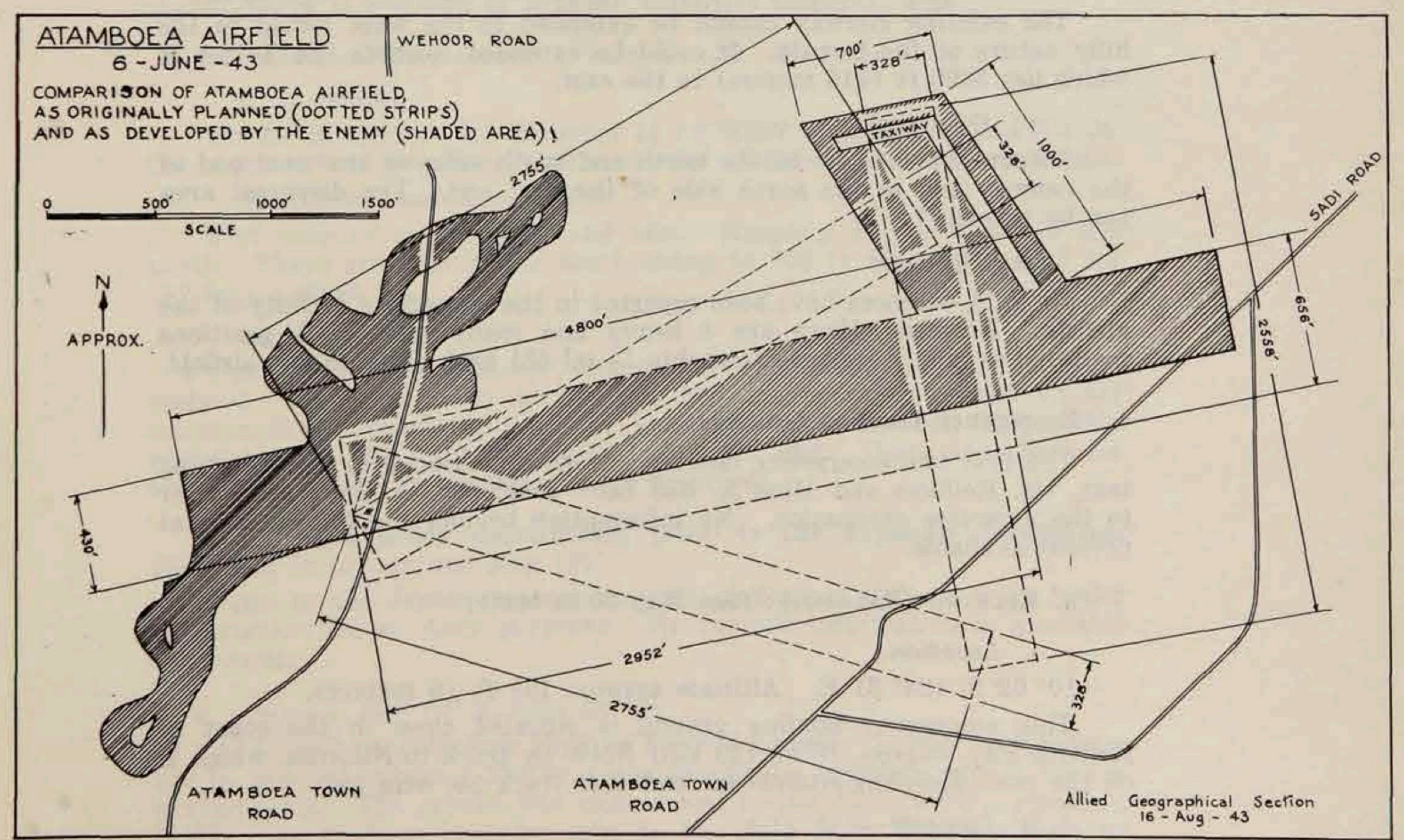
As on 30 Aug., '43, there was one E/W strip 5500 x 350 ft (1677 x 107 meters). Extension is possible for at least a further 350 ft (107 meters) towards the east. Surface of runway is of rolled coral.

v. *Dispersal*:

Extensive dispersal areas exist to the north and south of the runway. Total length of these dispersal lanes is approx. 4 ml (6 km). One portion, an area 2500 x 100 ft (762 x 31 meters), can be considered as a possible runway.

vi. *Defences*:

At the end of Aug. known defences were 3 heavy A/A and 2 light A/A.



Map 33

c. ATAMBOEA (HALIWEN): (See Photos 3, 29, Maps 19, 28 and 33).

i. *Location*:

9° 07′ S, 124° 54′ E, altitude approx. 1310 ft (399 meters).

Situated approx. 2 ml (3 km) north of Atamboea township; the Atamboea-Wehoor road (13 on Map 19) crosses the west end of the runway and the Atamboea-Haliwen-Baoekama R road (14 on Map 19) crosses the east end of the runway.

ii. *History and Status*:

This was a civil airfield prior to the Japanese occupation. The Dutch had planned the construction of three new runways for military purposes, but there is no evidence of the Japanese following on these lines. Japanese development has been slow and recent. At the end of Aug., 1943, although the runway was serviceable, no operational use by the Japanese had been reported.

iii. *Terrain and Approaches*:

Hills rising to 300 ft (92 meters) above the runway lie to the north and west at a distance of from 2 to 4 ml (3 to 6 km). It is bordered to the east and south by the Talaoe R approx. 3000 ft (915 meters) away and is linked by a metalled road (12 ml or 19 km) to the port of Atapoepoe (NNW).

iv. *Runways*:

One runway E/W, dimensions 4800 x 430 ft. (1464 x 131 meters), constructed on what was the old Atamboea racecourse. Surface grass. With the commencement of the wet season in Nov.-Dec., 1941, the surface became soft and boggy for long periods.

Prior to Japanese occupation the Dutch authorities had planned three new runways:

No. 2 2755 x 328 ft (840 x 100 meters) ENE-WSW.
No. 3 2558 x 328 ft (780 x 100 meters) N-S.
No. 4 2755 x 328 ft (840 x 100 meters) NW-SE.

While there is no evidence that the Japanese are following on these lines, it can be considered possible for these runways to be developed.

The existing runway cannot be extended to the west owing to the hilly nature of the terrain. It could be extended towards the Talaoe R which lies 3000 ft (915 meters) to the east.

v. *Dispersal*:

Dispersal points are at the north and south sides of the west end of the runway and at the north side of the east end. The dispersal area can be extended.

vi. *Defences*:

No A/A defences have been reported in the immediate vicinity of the airfield. However, there are 8 heavy and many light A/A positions scattered around Atamboea township 1½ ml (2¼ km) south of the airfield.

4. Emergency Landing Grounds:

The first two emergency landing grounds mentioned in the following text, viz. Kolbano and Mina R, had been developed by the Dutch prior to the Japanese occupation. No information beyond the following is at present available.

a. KOLBANO (KALBANO): (See Map 30 in text).

i. *Location*:

10° 02′ S, 124° 31′ E. Altitude approx. 16½ ft (5 meters).

This emergency landing ground is situated close to the coast at Kolbano Bay, approx. 18 ml (29 km) NNW by track to Nikiniki, which is on the main Koepang-Atamboea road (see track 39, map 19).

ii. *General*:

It has an open approach except for hills to the west. One runway 2295 x 990 ft (700 x 302 meters), extending in an E/W direction with grass surface. Runway corners were marked with concrete. No lighting, repair or fuel facilities were available. (Kolbano Bay is a good anchorage).

b. MINA R. (Photo 77. Maps 19, 30).

i. *Location*:

10° 08′ S, 124° 15′ E. Altitude approx. 30 ft. Situated approx. 1 ml east of Mina R and 1 ml north of the south coast. Connected by track (No. 37) to Noilmina, which is 18 ml (29 km) NNW on the main Koepang-Atamboea road and approx. 1 ml from the Mina R bridge.

ii. *General*:

A natural grassfield used by the RAAF in Feb. '42 as an emergency landing ground. There were no facilities available. During the west monsoon the SW portion of the bay is a fairly sheltered anchorage.

c. POELOETI. (See Map 30 in text).

i. *Location*:

10° 07′ S, 123° 45′ E. Situated 1 ml (1.6 km) east of Poeloeti and 300 ft (91 meters) south of the trunk road and 12 ml (19 km) east of Koepang.

ii. *History*:

It lies roughly halfway between Oëbelo and Babaoe. The former was an airfield partially constructed by the Dutch; the Japanese have made no alterations since their occupation. The latter was the area on which enemy paratroops landed in Feb. '42, and cleared a temporary landing field for their aircraft.

iii. *Terrain and Approaches*:

To the north and east is flat country, and Koepang Bay lies only 1 ml WNW. There are hills to the south, rising to 1500 ft (457 meters) 10 ml (16 km) distant. Linked by good road to Koepang town, approx. 12 ml (19 km) west.

iv. *Runways*:

One runway E/W, dimensions 3500-4000 ft. by 200-300 ft (1067-1220 by 61-91 meters). Bounded to the east by a gully, but capable of extension to the west, limit of such extension, however, being unknown at present. The strip has been partially graded, but is probably not serviceable at present. At the south side of the strip, where trees are being cleared, there is evidence of a fairly extensive dispersal area.

d. KOEPANG WEST STRIP. (Photo No. 39. Maps 19, 30).

i. *Location*:

10° 10′ S, 123° 34′ E. Situated 1¼ ml WSW of Koepang, and lies on the south side of the Koepang-Tenau road (Road 3) 3 ml NE of Tenau.

ii. *Terrain and Approaches*:

Flat country to the west and east. Koepang Bay is 1 ml to the north. There are hills to the south rising to 700 ft (214 meters), 7 ml (11 km) distant.

iii. *Runways*:

One strip running NE/SW, dimensions being 2100 x 110 ft. (640 x 34 meters). Appears to be serviceable, but not operational, and should accommodate aircraft up to light bombers. No extension is possible except approx. 550 ft (168 meters) to the NE end. There have been no improvements and no dispersal areas observed.

5. Airfields under construction prior to the Japanese occupation. (See Map 30 in text and Map 19).

Prior to the Japanese occupation the following airfields were under construction for military purposes. No further information is available at present.

a. OËBELO. (10° 07′ S, 123° 43′ E).

Approx. 7 ml (11¼ km) NNE of Penfoei airfield. It was intended for use by heavy bombers. The field was practically complete except for the western area. The ground was cleared and preparations were proceeding. Water was to have been brought to the field from Oëbelo village by means of a channel.

b. POEPOET. (10° 02′ S, 123° 57′ E).

Situated between the 53 and 54 km stones on the north side of the main road, Koepang-Tjamplong-Soë (Road 1, map 19). The field is no

more than 300 ft (90 meters) from the road and was completed ready for use by fighters and light bombers. Lack of water supply at the ground, prevented its use before the Japanese invasion.

c. Soë: (9° 52′ S, 124° 16′ E).

Construction of an emergency landing ground was planned just east of the town of Soë on the main road; two landing strips of 1965-2625 ft (600-800 meters). No further information is available.

d. Oëloean: (9° 36′ S, 124° 30′ E).

This airfield was under construction in Feb. 1942, and intended for use by heavy aircraft. The ground was cleared and work proceeding. It is situated opposite the native village of Oëloean on the right side of the trunk road, Soë-Kefannanoe, near km stone 174. The height above sea level is approx. 1750 ft (525 meters). Good spring water is available.

6. Potential Airfield Sites: (See Maps 19 and 30 in text).

a. The Babaoe-Tjamplong Plain, (Oësaoe): (10° 05′ S, 123° 47′ E).

This is a low, flat area with sparse vegetation, just south of the swamp at the east end of Koepang Bay. Japanese parachutists landed near Babaoe on the 19th and 20th Feb. 1942, during the invasion of Dutch Timor, and within two days, with forced native labour, had cleared a level area to be used as a landing field for their aircraft.

b. The Noilmina Village District: (9° 58′ S, 124° 05′ E).

About 3 ml (5 km) west of the village of Noilmina, where the Bokong R approaches the motor road, is a large flat area in which at least a 5280 ft runway could be built. There is gravel available.

c. The Noëmoeti-Kefannanoe District: (9° 31′ S, 124° 30′ E).

In this flat area several sites for small airfields could be found. Compare also preceding para 5d.

d. The Haliloelik Area: (9° 17′ S, 124° 52′ E).

SW of Haliloelik is a large flat area, with sparse vegetation, where several mile-long runways could be laid out. Roads near Haliloelik (Roads 1 and 12 on Map 19) are gravel surfaced, and it is believed that gravel is available locally.

e. The Besikama-Tobaki Plain: (9° 36′ S, 124° 55′ E).

A large coastal plain with many possible airfield sites. Coral for surfacing could be quarried from the hill just west of Tobaki. It was reported by a reliable Beloenese auxiliary policeman that the Japanese intended to construct an airfield on the Tobaki plain. The chiefs of South Beloe received an order from the Japanese military command in Jul 1942, to send native labourers to the native village Bakateoe ((9° 34′ S, 124° 54′ E). 1¼ ml (2 km) south of Tobaki, near the motor-track, Tobaki-Besikama, for that purpose. The height above sea level is approx. 30 ft (9 meters). It is a malaria infested area. Good spring and well water is available.

f. North Coastal Plain Areas: (See Map 1).

Along the north and NW coast of Dutch Timor are probably other areas suitable for airfield sites. In this connection a reliable report was received that an allied aircraft made a "wheels-down" emergency landing near Cape Toeameseh (9° 04′ S, 124° 42′ E) on a level stretch of grassland just north of a native coconut plantation on the coast south of the Cape. The soil is sandy, bound by couch grass and the site is thought large enough for construction of a landing ground. Another site similar to this lies a little further south behind the native coconut plantation.

Water is scarce in this area and would have to be drawn from the Tantori R, 4 ml to the east of the two sites. There is a good beach opposite the sites to the west.

5 ml (8 km) further south along the coast, immediately north of the Ponoe R, there are some mud flats which, although wet, were not boggy in Mar. 1942. An Allied aircraft made a crash landing here. It is thought that in the dry season the ground might be firm enough for an emergency landing ground.

7. **Seaplane Anchorages** (See Map 30 in text).

Prior to the Japanese occupation, the following four anchorages (a to d) formed one Seaplane Base, superintended by an official stationed in Koepang. Communication with Hansisi and Pelikaan Bay was by motor boat or by a 17-ton petrol lighter from Tenau. A motor road runs between Tenau and Koepang and they are connected by telephone.

a. Koepang Bay. (See Photos Nos. 12, 18, 33, 36, 39. Maps 5, 21).

There is berth for seaplanes and supply ships in the east monsoon opposite Koepang Bay, east of the pier. Take-offs and landings are always assured and night landings are possible. Temporary buoys were available.

b. Tenau. (See Photos Nos. 35, 41, 42. Map 5).

This was the usual anchorage and refuelling point. Two "Qantas" buoys were available together with a slipway and jetty for motor boats. Oil storage tanks were installed, with a pipe line to the end of the jetty for connection with tankers.

c. Hansisi (Semaoe I.). (See Photos Nos. 43, 44, 45. Map No. 20).

There were two "Qantas" and three temporary N.E.I. Fleet Air Arm buoys off Hansisi. This anchorage was in use particularly during the west monsoon when, at times, Tenau was untenable. There is also berth for supply ships. Take-offs and landings are always assured and night landings are possible. There is a stone and wooden jetty suitable for small craft.

d. Pelika(a)n Bay (Semaoe I). (See also Map 2).

There is berth for seaplanes and supply ships at the eastern part of the bay. Take-offs and landings are assured in daylight; care, however, must be taken to avoid coral reefs.

The bay affords good shelter from the swell and observation from the sea. Temporary buoys were available.

e. Possible Seaplane Anchorages:

Generally speaking, the bays and coastal indentations of the west and NW coasts give protection and anchorages during the east monsoon and similarly the south coast during the west monsoon. In emergencies, it was often possible to effect landings and take-offs in bays on either coast during the unfavorable season, but no facilities were available.

PART III — PHOTOGRAPHS AND MAPS

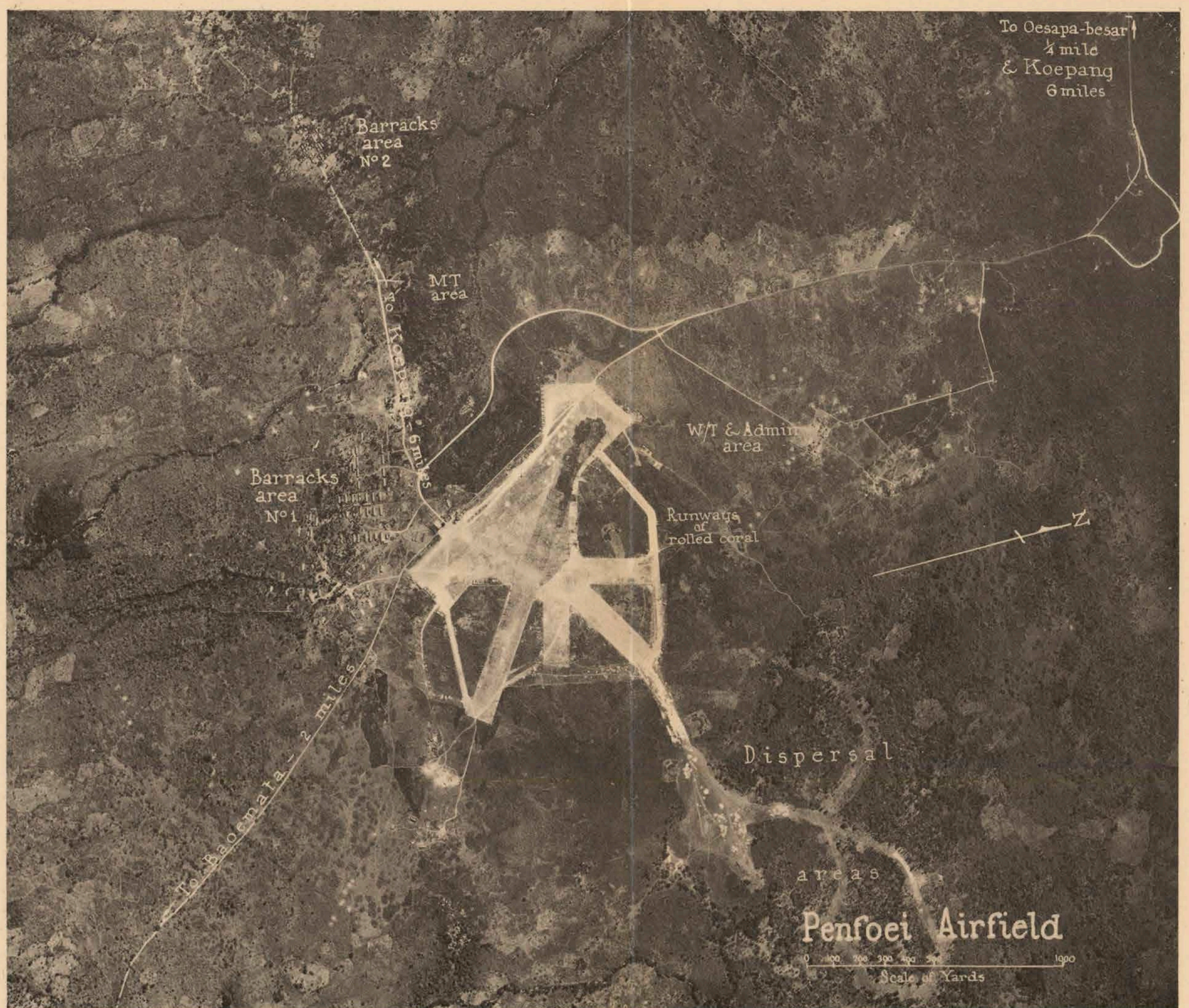
SECTION I — LIST OF PHOTOGRAPHS

A. AIRFIELDS:

1. Penfoei Airfield (Vertical—26 Jun 1943).
2. Koepang Golf Course Airfield (Vertical—12 Jun 1943).
3. Atamboea Township and Airfield (Vertical—25 Jul 1943). (See Map No. 28 for interpretation of town).
4. Penfoei Airfield looking ENE; KNILM office in foreground (late 1941).

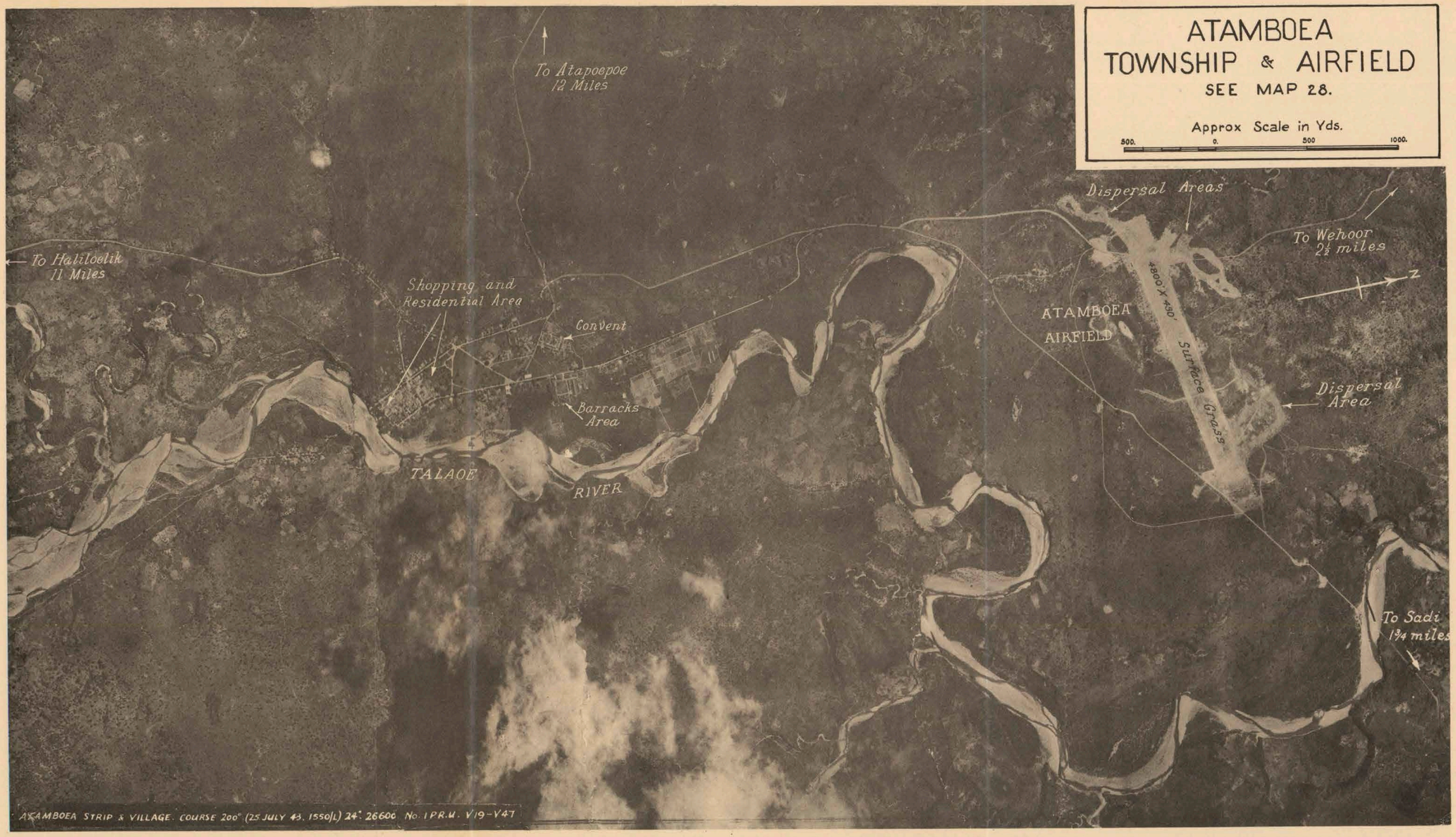
B. KOEPANG TOWN AREA and SW DUTCH TIMOR:

5. Landing beach between Koepang and Cape Namosain, taken from Koepang-Tenau road, looking east (late 1941).
6. Same beach as Photo No. 5, looking west. Semaoe I in the background (late 1941).
7. Main beach and pier at low tide, looking west. N.E.I. Military Barracks on headland.
8. Same locality as Photo No. 7, looking east.
9. Same locality as Photo No. 8, showing heavy sea in NW monsoon.
10. Entrance of Koepang R at low tide, showing native trading boats.
11. Beach east of locality shown on Photo No. 8, looking east. Building on right is No. 28 on Map No. 21.
12. Photo strip between Koepang and Penfoei (13 Nov 1942).
13. Koepang R in vicinity of waterworks. Rocky bed is typical of most rivers in Dutch Timor.
14. Chinese cemetery. Heavy coral outcrop is typical of many areas in Dutch Timor.
15. A native residential area of Koepang town.
16. Koepang town (Vertical—18 Jan 1942). See Map No. 21.
17. Town of Koepang (Vertical—12 Jun 1943). See Map No. 21.
18. Koepang and area (Mosaic)—12 Jun 1943).
19. Near the entrance of Koepang R, at high tide, showing buildings on eastern bank.
20. Same locality as Photo No. 19, showing western bank.
21. Koepang R at high tide, taken from the entrance.
22. Koepang R, looking towards the entrance, taken from the bridge shown as "r" on Map No. 21.
23. Bridge shown as "r" on Map No. 21, looking west.
24. Residential area, looking south. House of Resident on the left. (No. 12 on Map No. 21).
25. European residences and spring at Oëba residential area. (No. 63 on Map No. 21).
26. Street scene and corner of market place (Pasar). (No. 28 on Map No. 21).
27. Street scene and Chinese quarter near No. 45 on Map No. 21.
28. Government Rest House (No. 32 on Map No. 21).
29. Picture Theatre. Electric power house on the left. (Nos. 23b and 23 respectively on Map No. 21).
30. N.E.I. Military Hospital (No. 17 on Map No. 21).
31. Meteorological Office (No. 26 on Map No. 21).

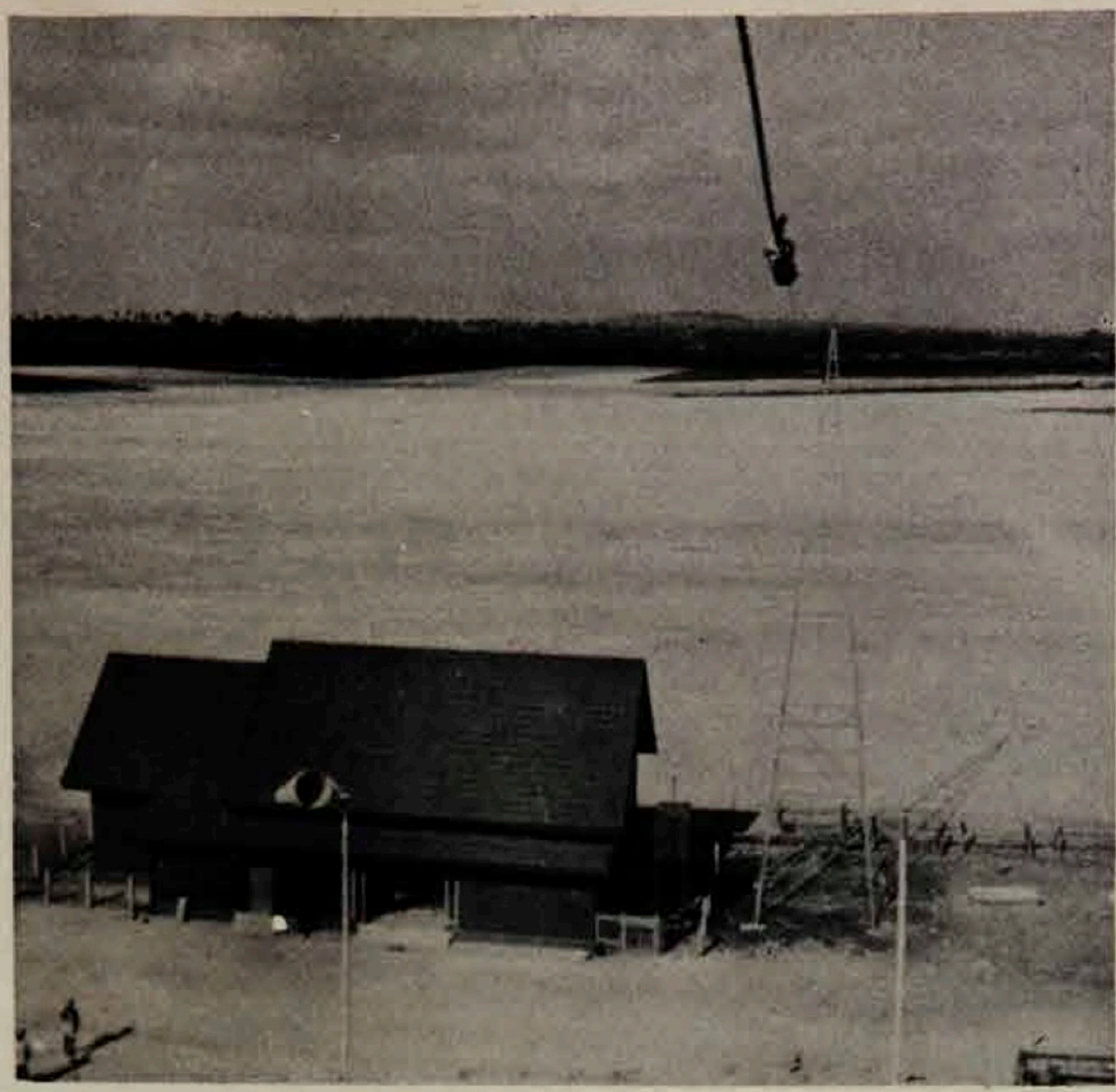


1. Penfoei Airfield (Vertical — 26 Jun 1943).

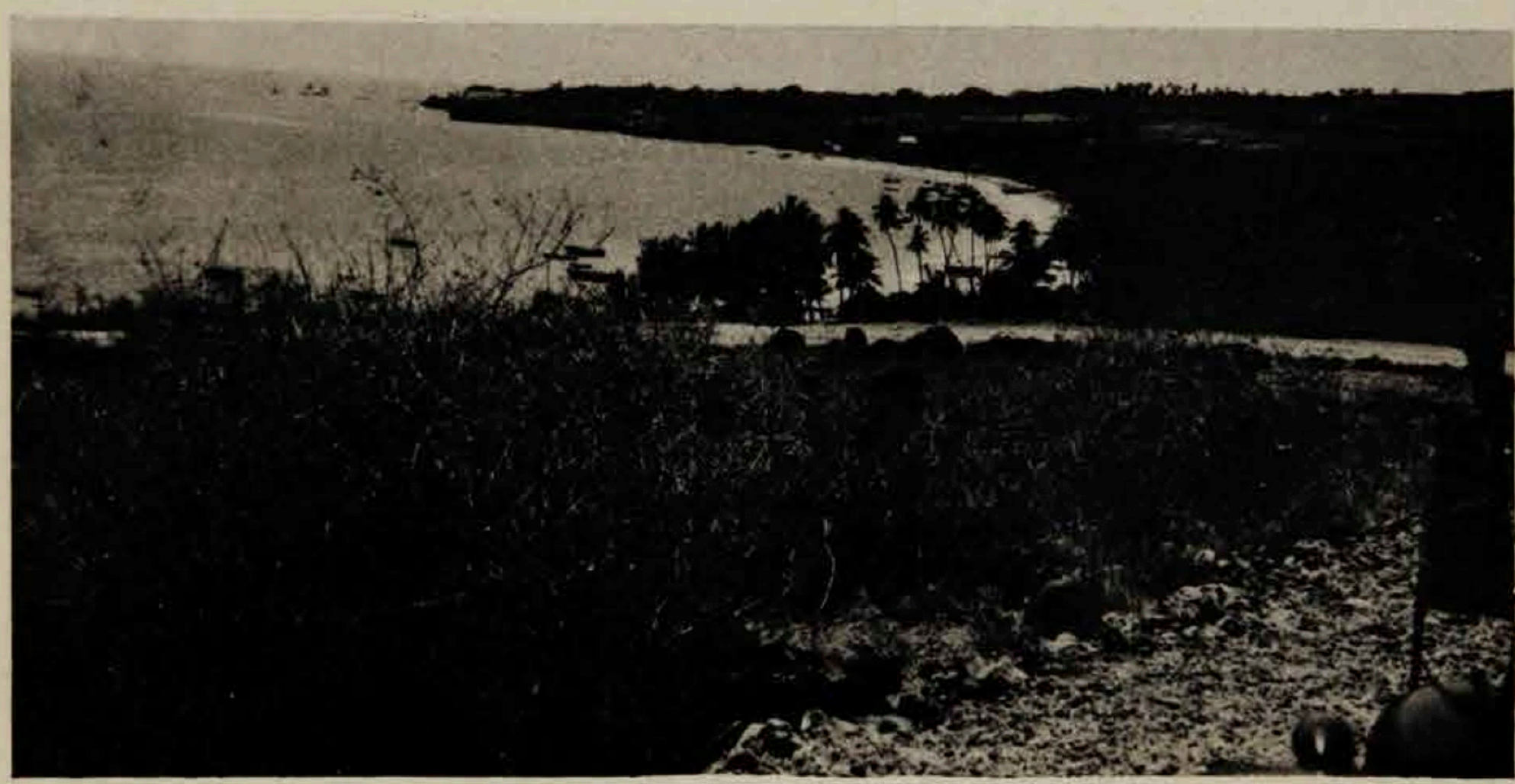
2. Koepang Golf Course Airfield (Vertical — 12 Jun 1943).



3. Atamboea Township and Airfield (Vertical — 25 Jul 1943).
(See Map No. 28 for interpretation of town).



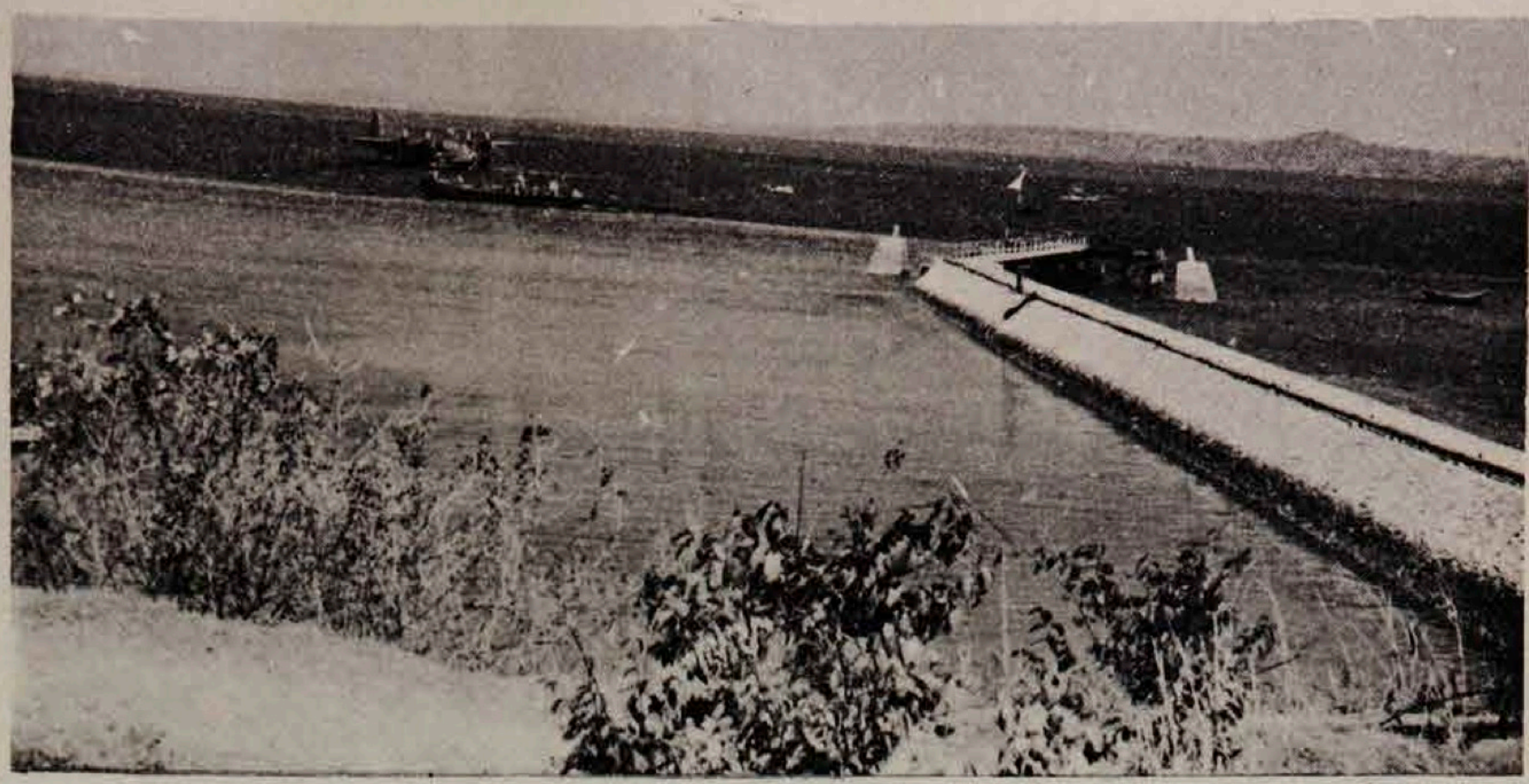
4. Penfoei Airfield looking ENE; KNILM office in foreground (late 1941).



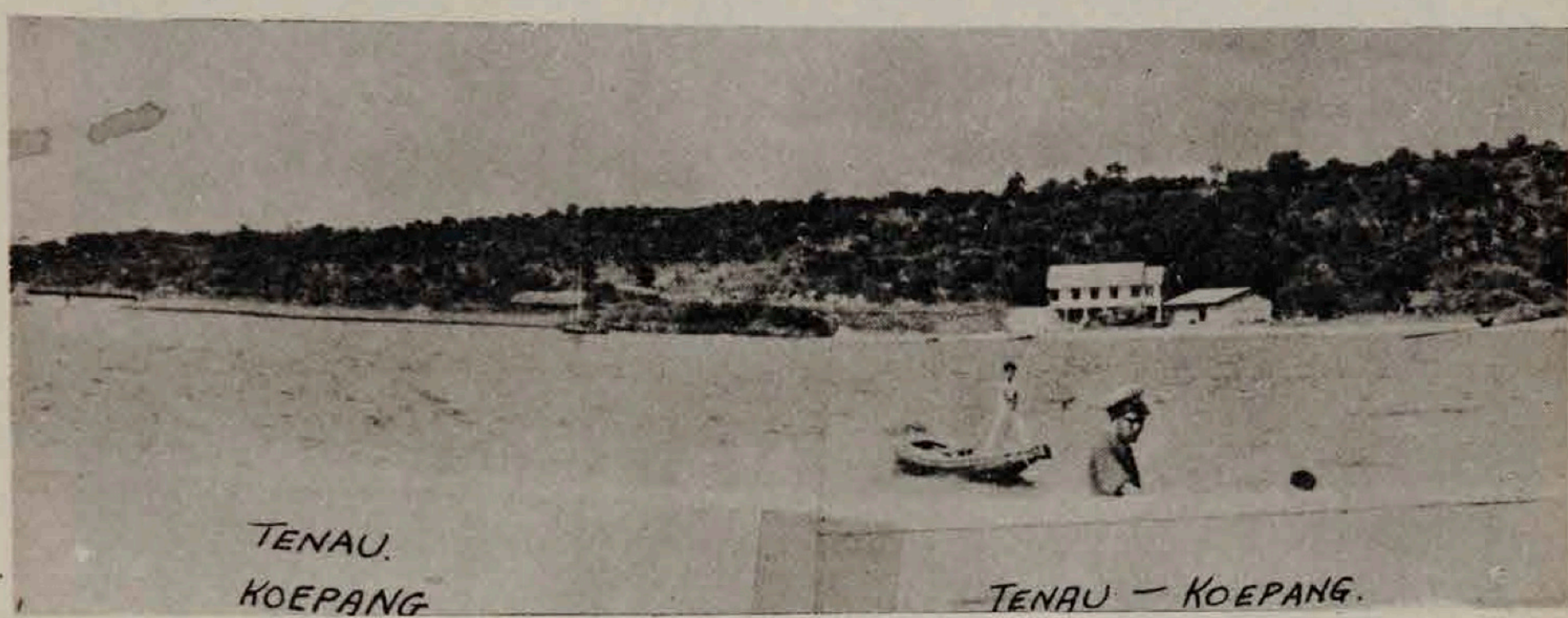
5. Landing beach between Koepang and Cape Namosain, taken from Koepang-Tenau road, looking east (late 1941).

6. Same beach as Photo No. 5, looking west. Semaoe I in the background (late 1941).

12. Photo strip between Koepang and Penfoei (13 Nov 1942).

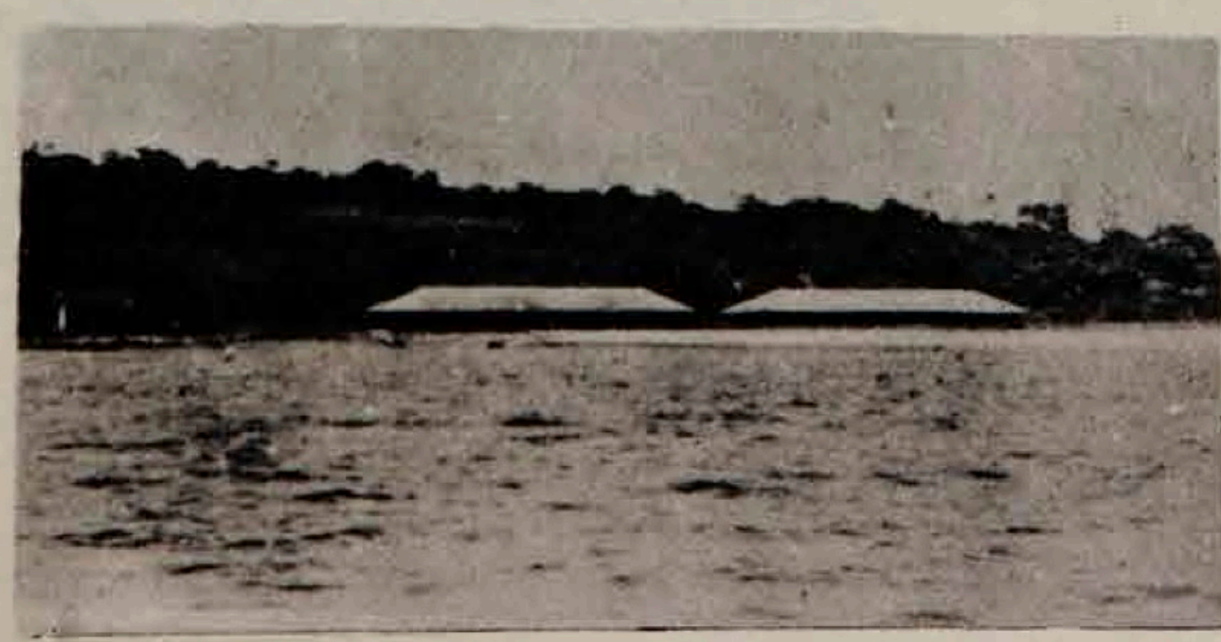


41. Semaoe Strait taken from Tenau and showing Tenau seaplane anchorage and jetty (late 1941).

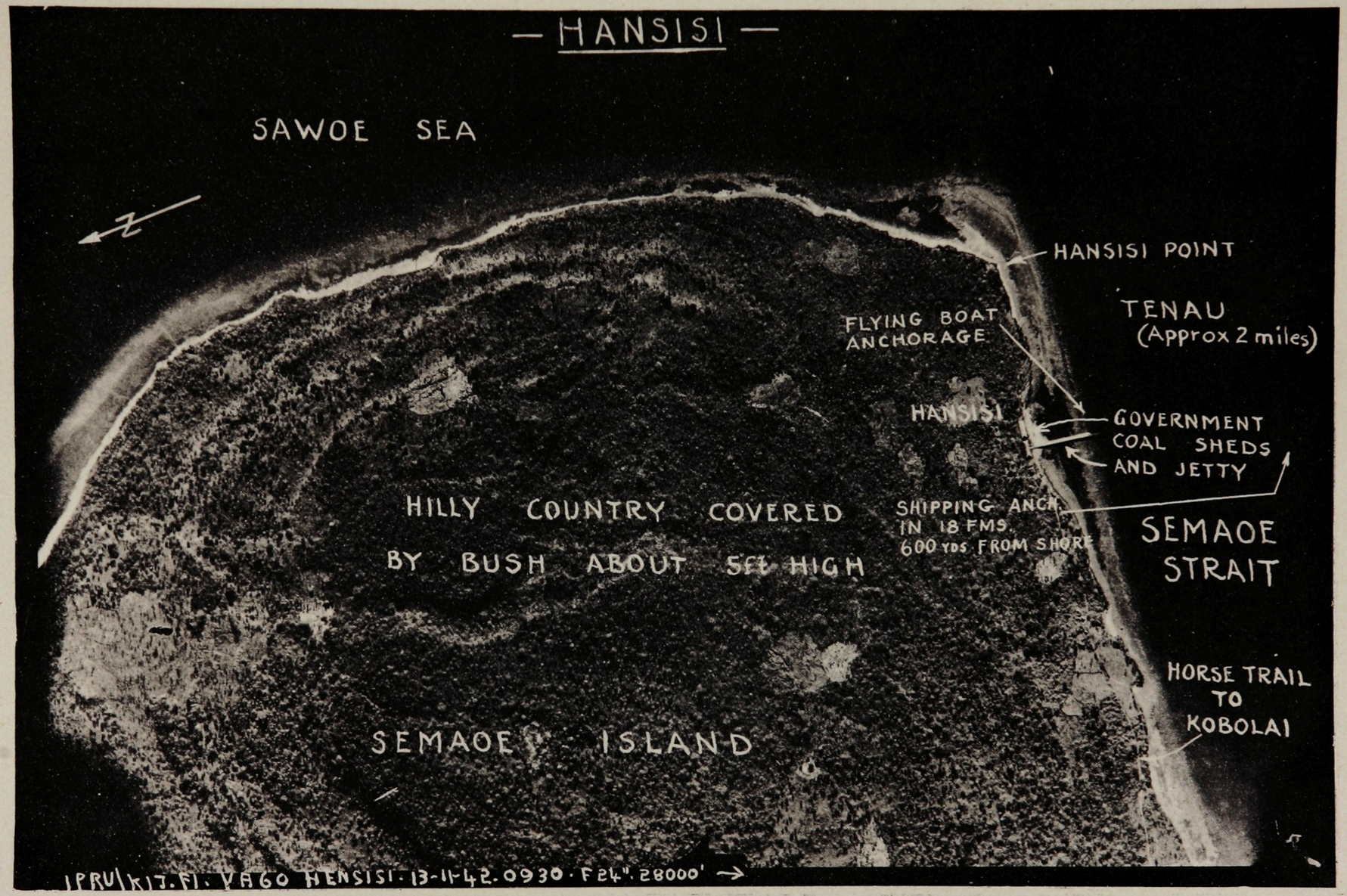


42. Panorama of Tenau (late 1941).

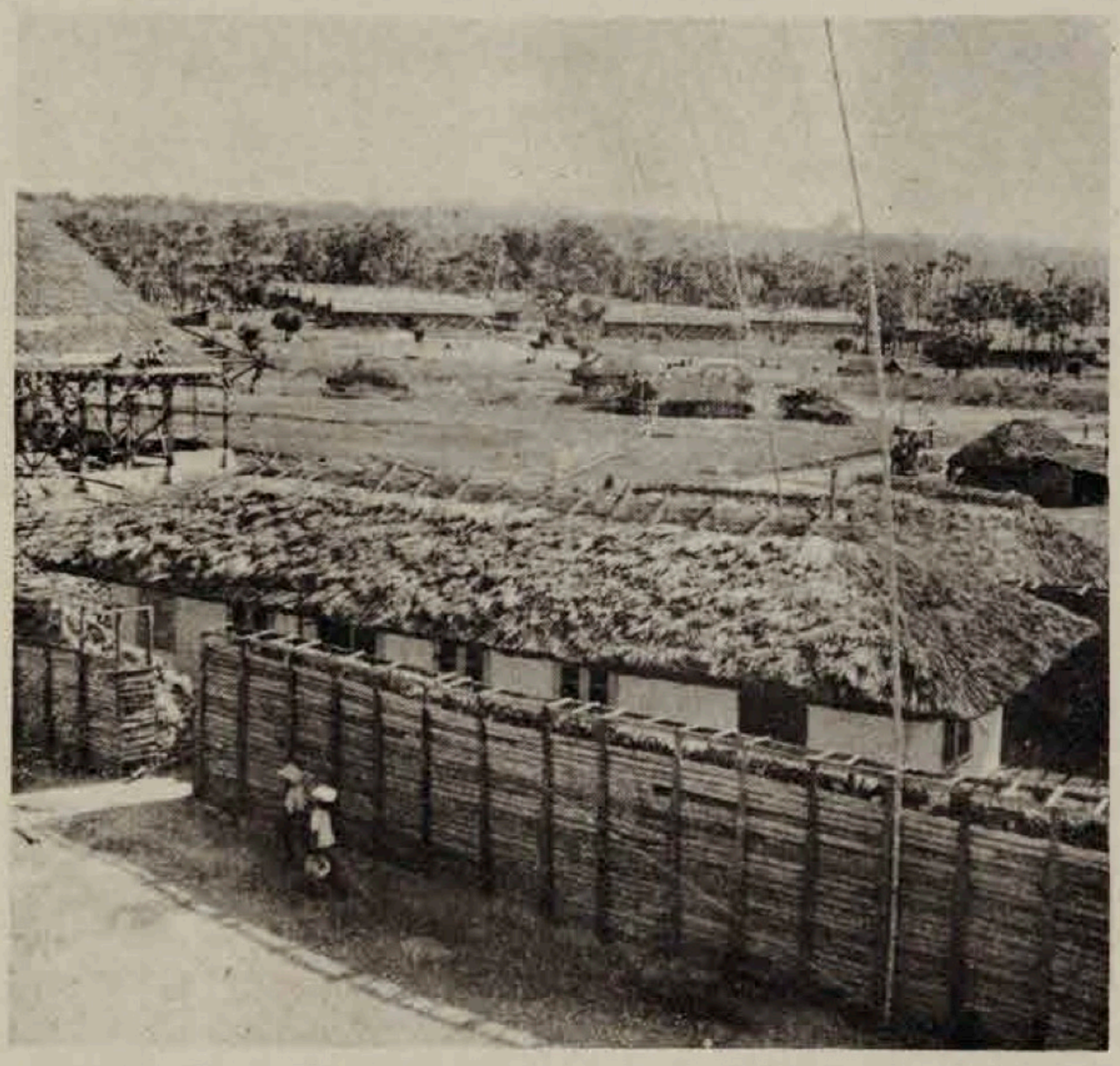
43. Hansisi (Semaoe I). (taken late 1941). See Map 20



44. Hansisi (Semaoe I), same vicinity as Photo No. 43 above. (late 1941)

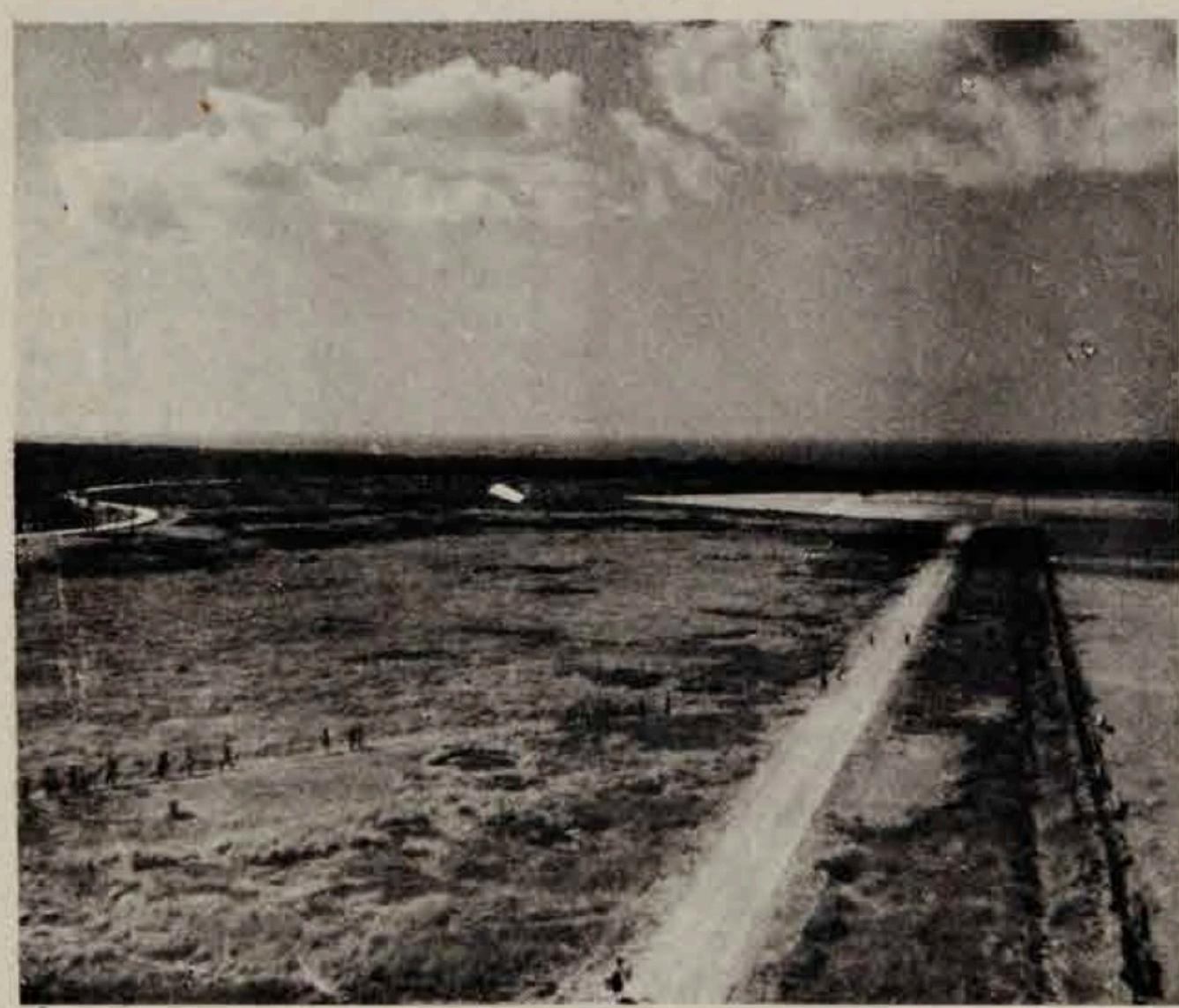


45. Hansisi and NE coastline of Semaoe I (Vertical — 13 Nov 1942).
See Map No. 20.



46. Penfoei looking SE from KNILM office (late 1941).

47. Penfoei looking west from KNILM office (late 1941).



48. Penfoei looking NW from KNILM office (late 1941).

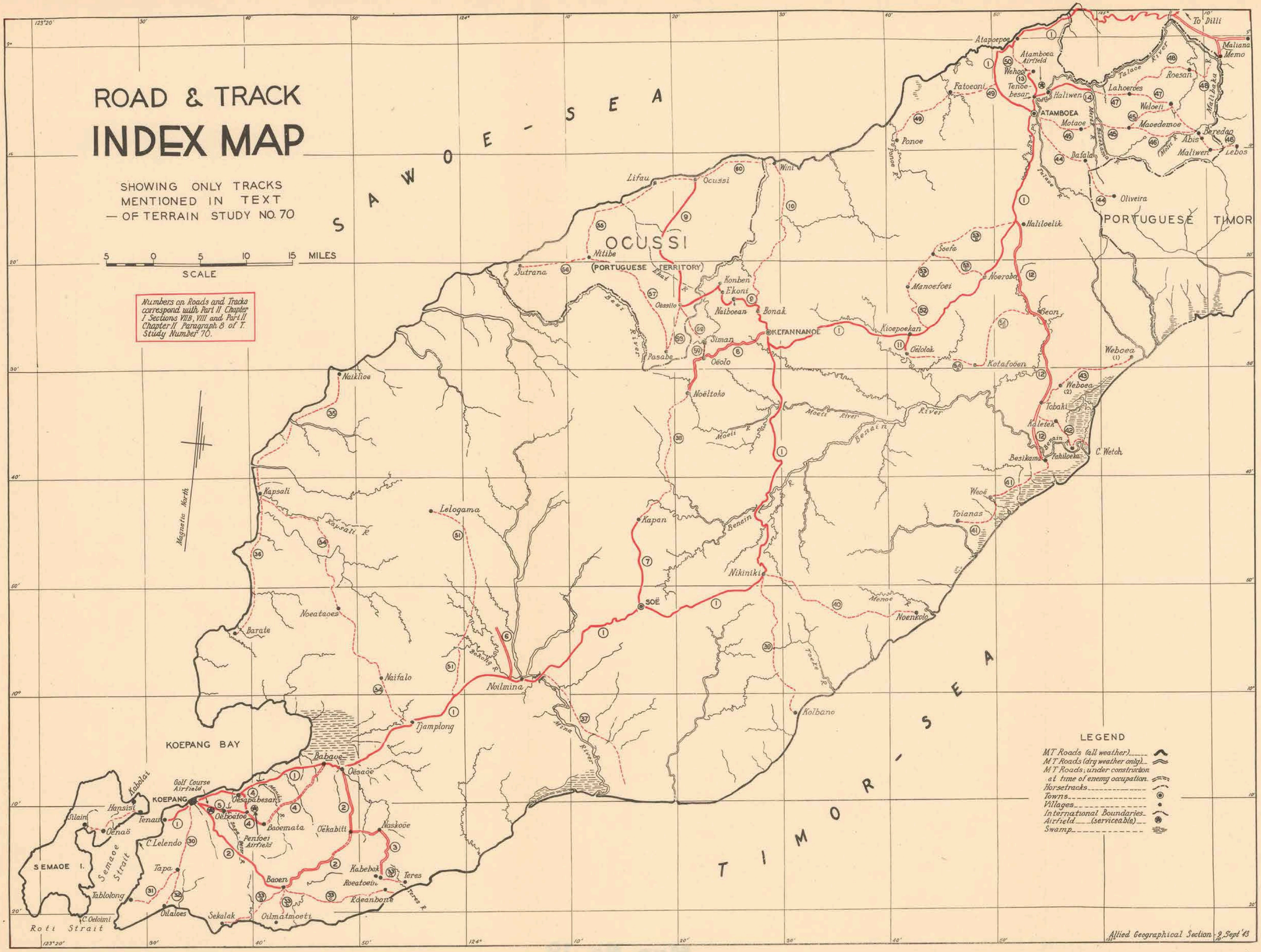
49. Road and vegetation near Koepang.

ROAD & TRACK INDEX MAP

SHOWING ONLY TRACKS MENTIONED IN TEXT — OF TERRAIN STUDY NO. 70

5 0 5 10 15 MILES
SCALE

Numbers on Roads and Tracks correspond with Part II Chapter I Sections VIIB, VIII and Part II Chapter II Paragraph 8 of T. Study Number 70.



LEGEND
- M.T. Roads (all weather)
- M.T. Roads (dry weather only)
- M.T. Roads; under construction at time of enemy occupation
- Horsetracks
- Towns
- Villages
- International Boundaries
- Airfield (serviceable)
- Swamp

Map No. 19

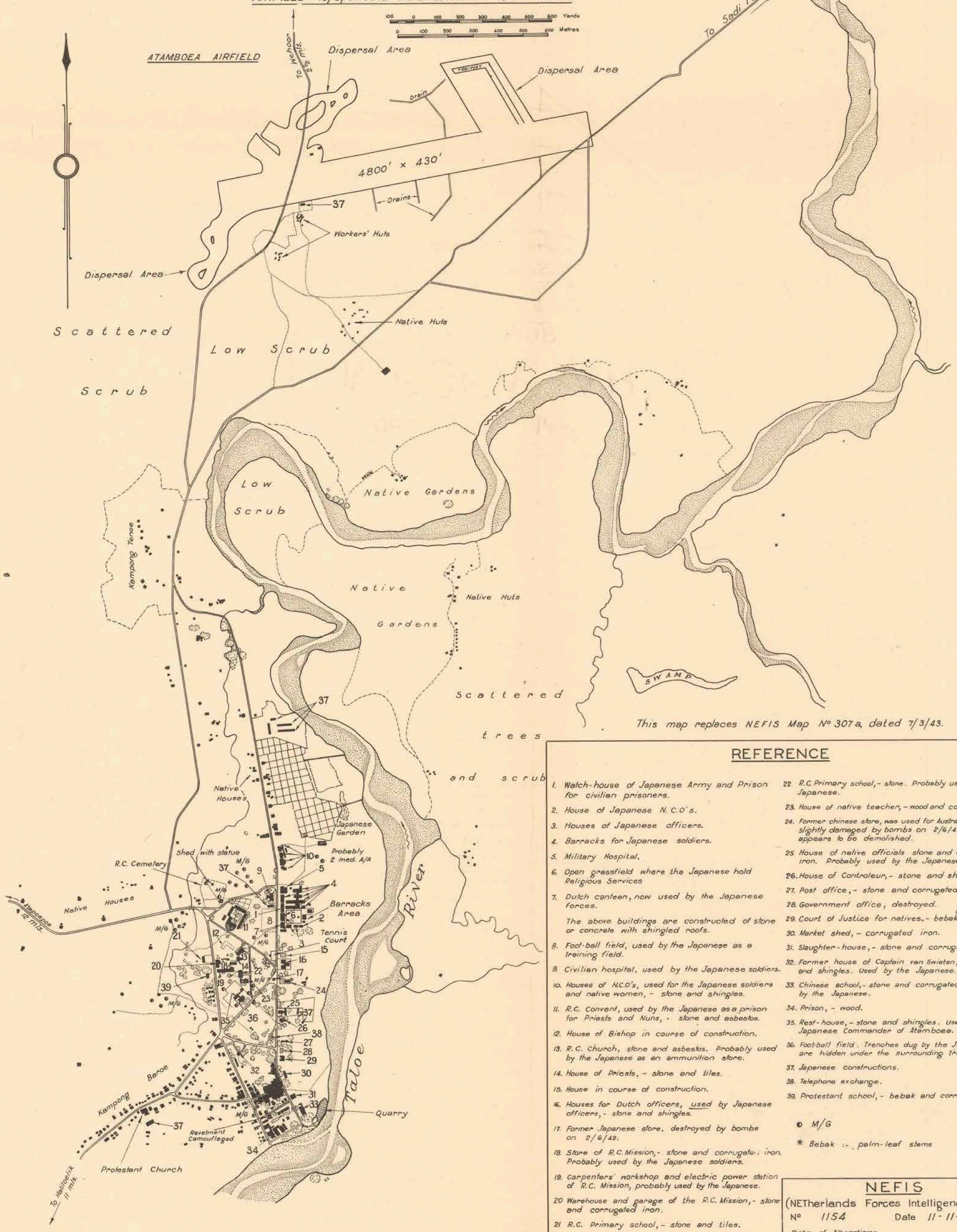
OBJECTIVE MAP

ATAMBOEA AREA

DUTCH TIMOR

ATAMBOEA LAT. 9° 07' S. LONG. 124° 54' E.

COMPILED FROM AERIAL PHOTOGRAPHS VA 158-169 17/11/42, AND VA 19-V42 25/7/43; C.I.U. TRACING OF ATAMBOEA No. B-028 9/8/42, C.I.U. TRACING OF ATAMBOEA AIRFIELD 16/8/43 AND INFORMATION FROM NEFIS.



This map replaces NEFIS Map No 307a, dated 7/3/43.

REFERENCE

1. Watch-house of Japanese Army and Prison for civilian prisoners.
2. House of Japanese N.C.O's.
3. Houses of Japanese officers.
4. Barracks for Japanese soldiers.
5. Military Hospital.
6. Open grassfield where the Japanese hold Religious Services
7. Dutch canteen, now used by the Japanese forces.

   The above buildings are constructed of stone or concrete with shingled roofs.
8. Foot-ball field, used by the Japanese as a training field.
9. Civilian hospital, used by the Japanese soldiers.
10. Houses of N.C.O's, used for the Japanese soldiers and native women, - stone and shingles.
11. R.C. Convent, used by the Japanese as a prison for Priests and Nuns, - stone and asbestos.
12. House of Bishop in course of construction.
13. R.C. Church, stone and asbestos. Probably used by the Japanese as an ammunition store.
14. House of Priests, - stone and tiles.
15. House in course of construction.
16. Houses for Dutch officers, used by Japanese officers, - stone and shingles.
17. Former Japanese store, destroyed by bombs on 2/6/42.
18. Store of R.C. Mission, - stone and corrugated iron. Probably used by the Japanese soldiers.
19. Carpenters' workshop and electric power station of R.C. Mission, probably used by the Japanese.
20. Warehouse and garage of the R.C. Mission, - stone and corrugated iron.
21. R.C. Primary school, - stone and tiles.
22. R.C. Primary school, - stone. Probably used by the Japanese.
23. House of native teacher, - wood and corrugated iron.
24. Former chinese store, was used for Australian P's O.W. slightly damaged by bombs on 2/6/42, now appears to be demolished.
25. House of native officials stone and corrugated iron. Probably used by the Japanese.
26. House of Controleur, - stone and shingles.
27. Post office, - stone and corrugated iron.
28. Government office, destroyed.
29. Court of Justice for natives, - bebak* and grass.
30. Market shed, - corrugated iron.
31. Slaughter-house, - stone and corrugated iron.
32. Former house of Captain van Swieten, - stone and shingles. Used by the Japanese.
33. Chinese school, - stone and corrugated iron. Used by the Japanese.
34. Prison, - wood.
35. Rest-house, - stone and shingles. Used by the Japanese Commander of Atamboea.
36. Foot-ball field. Trenches dug by the Japanese are hidden under the surrounding trees.
37. Japanese constructions.
38. Telephone exchange.
39. Protestant school, - bebak and corrugated iron.

● M/G

* Bebak :- palm-leaf stems

NEFIS
(NEtherlands Forces Intelligence Service)
No 1154 Date 11-11-43
Date of Alterations

This line should measure 4" on print.

J.N.

Map No. 28