



## COCOS (KEELING) ISLANDS HISTORICAL SOCIETY

# Cocos ( Keeling ) Islands Historical Society

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& as such all comments not necessarily endorsed by  
the committee.

### COCOS Shire Web site.

For a period just to type in [www.shire.cc](http://www.shire.cc) in the  
latter half of 2010 would lead to copies of "The  
Atoll" 2008/9/10 & a whole range of Shire news.  
Due to the site no longer being available I  
emailed the CEO Peter Clarke who responded  
that hackers were utilising the .cc domain and  
this is being addressed by the provider. The hope  
is the site will be running again early 2011.

### Thanks to Ms Pat Linford

Donation of documentation acquired over many  
years by the late Robert Linford amounted to some  
six boxes have been generously donated to the  
Society by Mrs Pat Linford. Our sincere thanks is  
extended for these items. Several references follow.

### PERSONAL MESSAGE

I must express my sincere thanks and  
appreciation to the people who nominated me to  
receive the Australia Day 2011 OAM award.  
Cocos history certainly has become a labour of  
love for me where and for Cocos with its small  
population means a huge amount of voluntary  
work is done in many areas by many people so I  
am somewhat humbled. Thank you. Lionel.

Page 1 News of The Atoll. Thanks Pat Linford. My thanks.

Boat landing Rumah Baru & Wot! No Office?

Page 2,3 Frederick Wood-Jones book on CD. More on Pat Linford

Page 4 A New Book by John Hunt. Sydney Emden note. Storm pic.

Page 5,6 Sydney Emden account thanks Don Hasitie.

Page 7 Bon voyage John Clunies-Ross bust. Sydney/Emden.

Page 8. "The Atoll". Germany trip. Rumah Baru.

Cocos (Keeling) Islands Historical Society  
C/- Post Office  
Cocos (Keeling) Islands  
Via Western Australia 6799

## Cocos (Keeling) Islands Historical Society (Inc.) Keeping Cocos History Alive.

### Boat Landing West Island

Recipients of The Atoll will be aware the boat  
landing facilities have a completion date of late Feb  
2011 in mind. Virtually since the Royal Air Force set  
up facilities on Cocos during WW2 the old West  
Island jetty has been in use. Early photos show it in  
various states of repair and nothing more graphic  
than photographs taken during the high tides and  
adverse weather in Dec 2009 with waves sweeping  
across structure making it completely unusable. Also  
as significant the Home Island facilities meant the  
jetty there was also well awash. For old timers it will  
seem strange heading to Rumah Baru where the new  
facilities will provide a much needed upgraded safety  
and a measure of the skills of the Home Island ferry  
crews who have landed and departed there for so  
many years.

### Society Office.

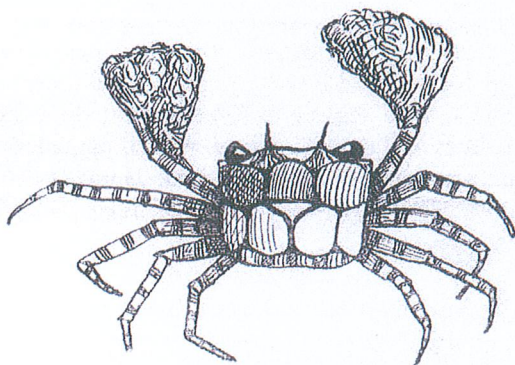
The Society's records have been in limbo since  
near April 2010 as Cocos Tourism moved into  
the same office area as the former Telecentre.  
(Now Cocos Keeling Islands Community  
Resource Centre). Although that particular area  
is not part of the asbestos replacement program  
having been constructed in cement sheeting  
rather than asbestos sheeting, there is a shortage  
of office space. Storage of records, many  
difficult to duplicate, is an important part of hard  
won Cocos history.



## BOOK NEWS

The book *Coral and Atolls* by Frederick Wood-Jones, first published in 1910 with a reprint in 1912, has been converted by a mix of scanning and retyping onto a DVD and is available through the Society's Office on Cocos. With some 400 pages and the inclusion of some 150 photos and drawings the end result probably has seen the odd glitch creep through. Some sections such as the index have been left in their original scanned form to ensure no translation errors have crept in particularly where Latin names have been utilised. Overall it should just be a matter of inserting the disk and selecting the various sections. In this form it could well be an idea to print some sections as reference. The introductory pages and full text with the various photos etc have been combined into one section.

This volume was the first ever volume published specifically related to Cocos. I guess as a century has passed since first published there was bound to be notable changes and so it is interesting to appreciate so many have taken place to even the less versed in the Cocos flora and fauna. The author had got some of the early settlement history wrong but this in turn is the same through some four authors all in the time of the third Clunies-Ross family head, George Clunies-Ross, who was the first to adopt the hyphenated surname.



One oddity is a reference on page 319 to a small crab "with a curious habit of carrying a bouquet of green algae in its claws, and behind its boldly marked body".

I guess most of us have had a toe nipped whilst standing barefoot on a beachfront in the evenings as the Cocos "ghosties" forage for food but a bouquet carrying crab would be well worth looking out for.

## Donation of Records.

Whilst in office on Cocos, the first person to hold the title of Administrator on Cocos, the late Robert J Linford commenced compiling a set of what became a copious set of notes and this obviously became virtually full time project. A purpose was to publish a book which initially bore the title of *Lonely Atoll*. Sadly Robert suffered a severe stroke & in the following years he was cared for by his wife Pat Linford but his notes lingered untouched. On his demise thanks to the dedication and a lot of editing effort on the part Pat Linford the work resulted in the substantial historical book under the title of **Indian Ocean Atoll**.

A phone call to Pat re the quantity of material led to a comment that their "tea & bickie breaks" for both of them were utterly devoted to the collection.

Your scribe is the now the temporary recipient of the material as we presently have no office space on Cocos. Due to the quantity and the range of subjects a preliminary cataloguing is under way. As soon as the Society has office space again on Cocos the collection will be sent onto Cocos.

Unfortunately not all records are legible due to copies that have been made with the old wet photo copying systems plus illegible handwriting but with storage record numbers appearing on most sheets allow follow up for further copies and therefore of great assistance to future researchers.

One extract of a Sydney, Australia newspaper clipping dated July 1837 muses that Cocos was annexed as suitable for steamers as a stopover enroute to India. In retrospect it does seem strange the British Govt. simply procrastinated rather than admit they failed to give Captain Fremantle the basic longitude and latitude simply instructing him to "take possession of the Cocos Islands" so the erstwhile Captain who did so as promptly as possible ending up as far south of the equator to as he should have been north.

Not previously sighted is that crew members of HMS *Juno* were separately assigned to travel to North Keeling to ensure that island was part of the official annexation.

Likewise other papers relate to concern the Dutch would object led to investigation of treaties post the Napoleonic wars during which time the Dutch abandoned their Asian



holdings, revealed these did not include the Cocos Keeling Islands. The whole epic broke Captain Fremantle in mind and health & it is difficult not to feel sorry for him.

### **MORE THANKS TO PAT LINFORD**

The donated collection of material really extends. Whilst the Historical Society has a low profile and miniscule budget a lot of background effort has been extended, and continues to be extended, in keeping the Society afloat. On Cocos our Treasurer Sally Harrison has been negotiating to ensure the Society has a central office area subsequent to the asbestos replacement program and we are hopeful of being able to share office space in the same area as the now combined Cocos Tourism and the renamed Cocos Keeling Islands Community Resource Centre. Formerly the Telecentre. All this is a shuffle and should eventuate as dredging of the Rumah Baru boat landing facilities is completed.

**If the Society had a recognised motif it would read Keeping Cocos History Alive and the past year this has been the case.**

**Negotiations** with author Barb Drummond has resulted in copies of the HMAS Sydney/SMS Emden based book **Fine Ships and Gallant Seamen** being made available on Cocos.

**Secondly** has been the production of the book by Bruce Clunies-Ross, a resident of Nelson in New Zealand, under the title of **Cocos Maritime History**.

**Approval** has been given by author Ken Mullen for the production of the book **Cocos Keeling the islands time forgot**. It had been hoped copies would have been produced on Cocos but delays have occurred and it is anticipated the Society will become directly involved in its production in early 2011.

**In late 2010** approval was given by Mr Patrick Armstrong to produce copies of his Charles Darwin related book **Under the Blue Vault of Heaven**.

**Also in late 2010** negotiations are under way with the Royal Malaysian Asiatic Society based in Kuala Lumpur in Malaysia for a reprint of the **Alexander Gibson-Hill Volume XXV Parts 4 & 5 of December 1952** with the title of Documents relating to John Clunies Ross, Alexander Hare and the

establishment of the Colony of the Cocos-Keeling Islands. This stalled because of problems associated with double shipping via Western Australia and therefore incurring GST and extra shipping charges and this needs to be resolved.

Even more exciting still is approval from Mrs Linford to produce copies of her two books:

**Pat Linford on the Cocos Islands.**

**&**

**Coconut Revolution.**

None of the authors are going to make more than miniscule profits out of these productions leading back to the motif of Keeping Cocos History Alive. Copyright of course stays with the respective authors but the importance of retaining copies of Cocos specific material is of the utmost importance. There's plenty of Cocos related historical material but it is wide spread and daily becomes more difficult to access and thus the donation of the Robert J Linford records by Mrs Pat Linford is deeply appreciated.

Here though I must extend the thanks of the Society for the part played in these activities to Mr John Hunt with whom I have been in contact for some years after reading and wondering about the contents of a thesis he wrote of Cocos History. It was listed in some documents under the unofficial title as The Revenge of the Bantamese raising enough curiosity to see just what revenge was about. The thesis covers the author's impression of Cocos history over 1930 to 1978. This led to seeking a copy and then because the era was virtually pre computer seeking permission to make a copy. We've maintained contact for some years and as John so jointly comments we share a passion in keeping Cocos history alive. John retains a close association with Christmas Island particularly the emigration with the Cocos Islanders who transferred to the Australian mainland. However another passion is a deep interest in the history of Christmas Island and this will extend in early 2011 with the distribution of his book **Suffering Through Strength, The Men Who made Christmas Island**.

An outline follows next page.



## **SUFFERING THROUGH STRENGTH. THE MEN WHO MADE CHRISTMAS ISLAND**

by John Hunt

**250 pages, soft cover, profusely illustrated. \$40  
Obtainable from the author [jhhj@internode.on.net](mailto:jhhj@internode.on.net)  
and selected outlets from February 2011.**

The book is approximately 70,000 words in length and is a serious investigation of the history of Christmas Island from 1899 to 1948, with particular emphasis on the Chinese coolie experience. It is based upon original research and includes many photographs never before published.

It commences with a short geographical and historical description of the Island prior to first settlement in 1888 by the Clunies-Ross family, then describes the discovery of the huge phosphate deposits and the recruitment of the Chinese workforce, which eventually grew to over 1400.

The first coolies arrived in June 1899. The British Government was represented by a District Officer and the Christmas Island Phosphate Company had resident European managers. The workforce also included Chinese tradesmen, a Malay/Indonesian workforce, Sikh policemen and watchmen, Indians and Eurasians.

The social dynamics and relationships within and between the elements of the population are described and there are chapters about the women of Christmas Island and race relations.

Events on Christmas Island are placed in the context of events in the larger world: the international phosphate market, developments in China following the fall of the Manchus, World War I and its aftermath, the end of indentured labour, the emergence of Japan and Australia as major customers, and the growing threat from Japan in the years leading to World War II.

There are chapters about Japanese attacks on Christmas Island, the mutiny and subsequent surrender and occupation from 1942 to 1945. The story of the 'unknown sailor' from HMAS Sydney (II) is one of several Legends and Mysteries included in the book.

Cocos had an ongoing involvement with Christmas Island, largely through the Clunies-Ross shareholdings in the phosphate company. The Emden story in 1914 had its Christmas Island aspects as did the unsuccessful mutiny on Cocos in May 1942.

The descendants of the coolies now reside in Western Australia, and their successful integration into Australian life makes for an inspirational conclusion of the book.

### **Illustrative Material**

12 maps and drawings illustrate Christmas Island in the region, the places of origin of the coolies and the development of the settlements and mining infrastructure. There are over 70 photographs, some in colour, providing an attractive supplement to the text. The book contains a detailed bibliography for each chapter and a comprehensive index.

## **HMAS SYDNEY/SMS EMDEN**

**Not the least event in the past year** has been the setting up early 2010 onto an official basis the negotiations for centenary commemorative services in 2014 relating to the HMAS Sydney/SMS Emden WW1 incident that undoubtedly placed Cocos on the map. Thanks to the assistance of the Administrator the Hon Brian Lacy a number of teleconferences have taken place with input from Cocos, Christmas Island, Canberra Australia, Western Australia, Germany and England. Quite a run around but more than worthy of support with the potential of a huge tourist interest and influx before, during and after the event. Here the idea of working towards the event 4 to 5 years before hand has proven to be a wise decision. Greater and greater involvement by the Society is envisaged and the importance of ongoing office accommodation for record storage relating to the event is becoming an increasingly important requirement.

## **No Ferry Today!**



Full acknowledgement to Shane Charleston for this incredible moment at the jetty at the north end of West Island. A prize photo in The Atoll of 7 Oct 2010.

From memory there was a 1.7 metre tide rise as against mostly peaking at 1.2 metres. What an incredible moment amongst moments when the whole atoll becomes exposed to the Indian Ocean. The jetty is not at quite the northernmost part of West Island and subject to varying amounts of erosion over many decades. Roll on Ruma Baru!



## Crocodile on Cocos?

Often, even on a daily basis of reading a newspaper it can be difficult to recall a particular item. One such snippet was reading some time back of a "strange animal" on Cocos shores and it certainly was. Nothing less than a crocodile. From sighting some time elapsed before being sighted again and shot. The surprising part is that the type indicated it was different to those of the Asian region and thought very probably to have drifted in from Australia. This was included in an official report of July 18 1896.

## No Cricket on Cocos!

### Reading old Colonial Reports

of the early 1900's of Cocos came up with an interesting comment that an attempt to introduce cricket amongst the Islanders was turned down on the basis that only one man could play at a time. Just as well perhaps as similar records show Home Islanders over and over beat the visitors in soccer games and if cricket had taken over, judging by today's sporting news, we'd be looking at Cocos 1, England 2 and Australia 3.

Also it seemed that soccer was banned amongst the women as their play was simply too rough. Well, there's certainly plenty of video coverage of Home Island girls competing so the ladies must have persisted.

Fishing of large sharks was noted and a 1901 report and of interest as they produced quantities of oil, the remains buried in the Ross family garden for fertilizer and of all things the skins used for "sand" paper. An exported oil extract when refined was sold as cod liver oil.

Whilst there seems very little evidence of other than Home Island ever being populated a 1901 a report noted seven families and some single men living there. Certainly it seems illogical that the collection of coconuts should be the result of daily trips from Home Islands. Original settler Mr Hare had some of his people living there in the mid 1820's.

In 1902 eleven families were living there but strangest of all was a report of a earlier that the "recent cyclone" all the families all headed into the lagoon and stood up to their necks in water as the only safe place from falling trees.

Another item reported was some 4 Chinese servants had died on Direction Island reportedly from beri beri and

two more sent back to Singapore died on the voyage back. There's certainly no known resting place for these unfortunate men although it is undoubtedly in the western end of the island. But the vitamin deficiency complaint was not diagnosed and in a 1908 15 cases proved fatal and this amongst just 68 Chinese labourers engaged in building and other work. The solution? The balance sent back to Singapore and new staff imported. With the encouragement by the cable staff doctor to grow fresh vegetable the complaint disappeared.

In 1901 although Telegraph Staff and a good retinue of servants were living on Direction Island, all fresh water was brought in by boat from wells on Horsburgh Island. By some time in 1902 a distillation plant had been installed and run off from various buildings overcame the shortages. It would be interesting to know just what this early filtration system involved as it seems filtration from sea water is still quite involved and particularly as the porosity of the coral on Direction Island meant that even after rain the lens effect did not last long so ground water quickly became contaminated with sea water again. It seems fresh water continued to be a precious commodity and still in reasonably short supply even in the late 1930's and early 1940's as John Milne in his treatise describes bathing was from jugs of water placed in the rooms of the cable staff by the servants.

## An Account

### HMAS Sydney & SMS Emden

*Thanks to Mr Don Hastie of Gwelup, a suburb of Perth, who has given the Society permission to print the follow extract related by his uncle.*

**This eye witness account of the battle between HMAS Sydney and the German cruiser SMS Emden off Keeling Island near Cocos Island on November 9<sup>th</sup> 1914 is told by Syd. F. Russell MM, and former leading hand, gunlayer on HMAS Sydney.**

Mr Russell was 24 when he experienced war for the first time, and helped defeat the *Emden*.

He joined the RAN shortly after five years with the RN.

He was ashore in Australia but out of uniform one week when World War 1 broke out



and he immediately joined the RAN as leading hand.

After several years Service, Mr Russell was posted to the Australian Artillery.

He won a Military Medal on October 3<sup>rd</sup> 1918 at Le Cateau in France for tending wounded under fire.

He dressed the wounds of two injured allied soldiers on the open battlefield among falling shells before dragging them to his own lines.

Three weeks later and three weeks before Armistice was signed, a German Gas Bomb exploded in Mr Russell's trench.

Another artillery man in the trench with him died instantly. Mr Russell is still affected by the gassing.

November 9<sup>th</sup> 1915 opened a beautiful day balmy day.

We were busy scrubbing decks at 6.45am. when a Signals Rating (Nat Clifford, who passed away Nov 8<sup>th</sup> 1967, one day before the 53<sup>rd</sup> anniversary of Emden Action. I asked "What's the hurry? He said "A signal for the Captain. Something's doing".

Within minutes the smoke started belching from the funnels and all hands were sent to breakfast. Afterwards Capt. Glossop (after the Commander Finlayson had cleared the ship for action) addressed the ships company stressing the point of remaining calm, and for the older ratings to help the youngsters as much as possible, as we had recently acquired about 30 boys from the training ship Tingara. About 8.30am the lookout reported from the masthead: Three funnel Cruiser right ahead.. at which time we were about 12,500 yards away; but there was a lot of haze. We heard Captain Glossop had decided to close to 10,000 yards before opening fire; but before we go to that range the Emden had opened up, and got a salvo away.

It was very close to target - "us".

Our return fire was very ragged and the Gunnery officer. Lieut. Rahilly, said what he thought about our shooting. I was captain of Quarterdeck gun and leading hand. We had 6 inch guns with range effective at about 10,000 yards. The Emden had 4.7's with higher calibrations and hit us at 10,500 yards and carried away our forward rangefinder, then within 20 minutes of action they did the same to the after control.

Marvellous shooting on their part, with a bit of luck!!!

With both our controls gone, Rahilly had to give the order "individual Gun Fire" and then things started to move. My gun on the quarter deck was used for a start as the range finder. The Captain would steam right into about 10,000 yds.

put the helm hard over and as the Sydney turned the quarter deck gun would fire and relay the range.

After that we started getting some good hits on the *Emden*. All this time the ships were zig sagging and hopping in for a quick "smack" when the opportunity offered. The *Sydney* and the *Emden* fired torpedoes; but both broke water too soon and did no damage.

After we had knocked down a couple of *Emden* funnels she ran ashore and beached herself on North Keeling Island. As she still had her colours flying Capt. Glossop signalled "Do you surrender?" after repeating the signal twice there was no reply.

Capt. Glossop reluctantly decided on another salvo, and then a rating went to the masthead, hauled down the colours and put up a white sheet. Immediately after the action was finished, the steamboat was ordered away to investigate a ship that had appeared on the horizon, and did not answer signals. I was coxswain of the steamboat and when we got close enough to see her mane with the telescope we found it was an English collier, S.S. *Buresk* which the *Emden* had captured just previously with 600 tons of Welsh coal. Evidently a rendezvous with the *Emden*. When we got on board we found they had smashed all Sea-cocks and she was filling quickly. We took the prize crew (Germans) and some coolies and loaded them into the *Buresk's* boats and towed them back to the *Sydney*.

During this time the *Sydney* was steaming towards us, and she fired a salvo over our heads and right into the *Buresk* which immediately started to settle with 600 tons of good Welsh coal!

When we got back to the *Sydney* an officer asked for volunteers to go ashore on Keeling Island to round up prisoners that had got ashore from the *Emden*. About 8 of us went and stopped close to the beach and lit a big bonfire as a meeting point. I got a couple that wanted a drink so badly they kept heading for the sea water. I managed to scale a coconut tree and throw a few nuts down and they had a drink, I took them back to the meeting point. Next day I went aboard the *Emden* as all our boats were taking off the prisoners and wounded, at this time the *Sydney* was only about half a mile off shore. I made fast all the boats as they came alongside and helped them up and cast off.

At one time having a bit of time on my hands, I walked aft to where there was a big hole amidships in the *Emden*, where there must have been 40 or 50 bodies. As I was looking at this gruesome sight I saw one of the bodies moving. I went and told Captain von Mueller who sent a couple of seamen with me. After signalling to the *Sydney* for morphia and giving him an injection we got him onto a stretcher and aboard the *Sydney*.



Later I visited him, he was a fine type. I corresponded with him for some time after he got back to Germany.

To digress a little, we had expected to find a lot more prisoners on Keeling Island than we did; but we heard afterwards that 40 got away in the *Ayesha*, a 28 footer that belonged to the wireless staff and they got back to Germany through all the sea lanes in about 11 weeks and only lost one man! I was the last man to leave the *Emden*.

As Captain von Mueller was about to leave he changed his gold braided cap band and turning to me he said "I should like to do something for you, not that I am in a position to do much now (with a smile) but take this", his blood stained cap band, which I treasured as from a fine sailor and a brave man.

After casting off the painter I followed the Captain down the gangway.

Leading Hand Syd. F. Russell Gunlayer  
No 3071 R.A.N.  
Born 1892  
Died August 1971.

#### JOHN CECIL CLUNIES-ROSS BUST

A few whimpers arose when sending the bust to Cocos. A hoped for air trip didn't work out so the bust was packed and forwarded by sea & should be on Cocos as this Newsletter is published.

A **great likeness** (and she should know) was the response from Daphne Clunies-Ross after being able to leave the bust for a few days at John & Daphne Clunies-Ross' Perth residence.

The bust of cast bronze weighs some 26 kg so with packing not easily handled. However at the shipping agent willing help, a bit of paper work and bon voyage John.

I don't know who manufactured the first four busts commissioned by John Sydney, the 4<sup>th</sup> in line of the Clunies-Ross family, but the Western Australian artist Terry Humble of Safety Bay has done a terrific job of this fifth family bust virtually rounding off a worthy addition to Cocos history.

Musing on the most valuable items relating to surviving records on Cocos would undoubtedly place the Commemoration Board as top of the list followed equally the original glazed brick structure of Oceania House and then, because of the significant part played by the mainstream Ross family members the, now, five busts would surely be next in line.

The busts should survive many hundreds of years whilst the commemoration board with a little protective storage should survive similarly well.

As for Oceania House that's now totting up 100 years & flood or high tide the main structure should be good for another few hundred!

#### 2014 SYDNEY/EMDEN

##### COMMEMORATION SERVICES.

Although proposed services for November 2014 are now on an official basis under the guidance of the Administrator the Hon Brian Lacy who has assigned Simon Millcock as Economic Development Officer to co-ordinate the work. The Administrator has now chaired a number of teleconferences & is seeking funds to support part time help & this is ongoing but, realistically, a strong volunteer push needs to come from inside Cocos. **Through publicity the event has the huge potential to boost tourism before, during and after the event.**

One prime aim, now at an official level in Australia and Germany, is to have the two naval vessels HMAS Sydney & FGS Emden attend. Currently both navies expect that by 2014 new vessels will be in service but of course economics & circumstances in 2014 will determine if the vessels can be present.

On behalf of the Historical Society a submission has been forwarded to the 2015 ANZAC committee. When contacted a cruise company for a vessel that will sail from Fremantle, then Albany travelling to the Middle East thus retracing the path of the 1914 fleet will now circumnavigate Cocos en-route.

Covering a little history in 1914 the Australian Prime Minister and others were well aware of the danger the Emden posed to the fleet of some 42 vessels carrying thousands of men, horses and stores & it is somewhat incredible the convoy was not intercepted by the Emden.

Prior to 9 Nov 1914 demise of the Emden in a mere two months sailing had bombarded a shore oil installation, sank a Russian and French navy vessel but incredibly of another 28 commercial vessels boarded, 2 being neutral, not a single life was lost where losses could have been horrendous. All leading to Captain Mueller earning the title of The Last Crusader & the Last Gentleman of War to name just two.

Action by HMAS Sydney in the ocean off Cocos bringing about the demise of the Emden was the Australian navy's first naval victory.

Driven ashore on North Keeling the Emden provided salvage of all sorts for years after but the huge loss of life in just an hour or so sea battle was saddening.

A story on its own was the shore party under Helmut von Mucke who commandeered the small virtual derelict Clunies-Ross yacht, the *Ayesha*, made an escape by sea and overland to a tumultuous welcome back in Germany.

You may feel inclined to contact Simon Millcock at [Simon.Millcock@ag.gov.au](mailto:Simon.Millcock@ag.gov.au) with any ideas or suggestions towards the 2014 commemoration



services. Already 10 members of the so called Emden Family in Germany had indicated they would like to attend. It would be great to be able to offer a number of return air fares and accommodation as guests for these and other potential starters so input of ideas for substantial funding would be a good starting point. On a similar basis it is anticipated as publicity spreads descendants of HMAS Sydney 1 will display interest & there's bound to be descendants of HMAS Sydney 2 whose loved ones perished in WW2 who will almost assuredly be interested in attending.

All this may seem a long time off but already the wisdom of long term planning is paying off. The Historical Society is looking towards being the reference centre for the collection of memorabilia of all sorts for these services.

### **MORE ON "THE ATOLL".**

The previously named Telecentre, now the Cocos (K) Islands Community Resource Centre, does the actual production of fortnightly copies of **The Atoll** on Cocos & distributes both printed and email copies. Production costs are assisted by an annual donation of \$50. Over a year there is a splendid array of photographs, details of events and people, work opportunities, courses to name a few.

You may wish to contact Kelly by email at [cocosisland@crc.net.au](mailto:cocosisland@crc.net.au) or by mail at

The CRC,

P O Box 1039

West Island

Cocos (Keeling) Islands,

Via Western Australia 6799

to obtain an order form. This will assist the whole community and really keep you abreast of news and views of Cocos.

### **Blankenburg Germany.**

With progress under way relating to the Sydney/Emden commemorative services in 2014 and with a potential trip to the UK in mid 2011 being planned by your scribe it seemed logical to fit in a long week end trip to Blankenburg in Germany as the venue of the Emden-Family of whom retired Rear Admiral Henning Bess is the nominated 'family head'. If nothing else this should lead to valuable publicity for Cocos tourism. Various walks and talks including a speech by the Mayor are part of the long week end commemorative services and almost certainly a visit to the grave service of Captain Mueller who was the Captain of the Emden during its remarkable WW1 service. Without a knowledge of the German language will be a disadvantage but a good percentage of the attendees speak English so it should be easy to keep up with proceedings.



Amazing!!! Four pix of the new Rumah Baru installation. Take a look and compare the pic on page 4. All 4 courtesy Shane Charleston.