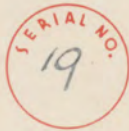


SECRET

# Australia Station Intelligence Summary



DATE OF ISSUE 11 JUN 1954

*Naval Intelligence Division  
Navy Office  
Melbourne*

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SECTION I.

R.A.N. AND OTHER COM OF THE NAVY.

(a) ROYAL AUSTRALIAN NAVY.

H.M.A.S. SYDNEY.

SYDNEY arrived at Fremantle on 2nd June en route to Sydney after completing her second tour of duty in Korean waters. She is due in Sydney on 10th June. MURCHISON, who has remained in Korea with ARUNTA, will be relieved by SHOALHAVEN in July.

H.M.S. TELEMACHUS.

TELEMACHUS is due to sail from Sydney on 6th July for a cruise to New Zealand and Fiji to take part in anti-submarine exercises with units of the Royal New Zealand Navy and Air Force. She will visit Auckland from 12th to 23rd July, and Suva from 28th July to 12th August.

H.M.A.S. CONDAMINE.

CONDAMINE, who arrived in Darwin on 13th April for patrol duties in Northern waters, is at present carrying out patrols in the vicinity of the Japanese pearling fleet of 25 vessels which arrived off Boucaut Bay, Arnhem Land, on 4th June.

CONDAMINE rendezvoused with the fleet before pearling operations were commenced, and the Harbour Master, Darwin, who was embarked in the ship, issued licenses to the pearling masters under the provisions of the 1953 Pearl Fisheries Act.

The pearling fleet will be operating for the

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early part of the season in an area west of the Wessel Islands and north of Boucaut Bay.

Survey Ships.

BARCOO, assisted by her tenders WARREEN and JABIRU, commenced a survey in late-May in an area (at present inadequately surveyed) inside the Barrier Reef between Keppel Island and Percy Islands. This task will occupy her for three months.

WARREGO sailed from Sydney on 20th May for Exmouth Gulf, via Keppel Island and Darwin. Her North-west coast survey will commence in mid-July and will take approximately three months. This survey is a continuation of the one begun in August, 1952.

(b) EXTRACTS FROM OR SUMMARIES OF REPORTS OF PROCEEDINGS.

SYDNEY's Visit to Kobe.

SYDNEY paid an informal visit to Kobe (Japan) between 3rd and 10th March, and was liberally entertained by the European community aided by the staff of the British Naval Attache, Tokyo. Organised entertainment included bus tours to Kyoto and visits to the world-famous Takarazuka opera.

On 6th March a party from SYDNEY witnessed from a special enclosure the launching of a vessel built at the Kawasaki Dockyard. The actual launching was carried out with military precision and, as the ship went down the ways, a huge cardboard ball suspended from a 'bowsprit' broke over the stern emitting nearly one hundred-weight of confetti and streamers and five startled doves.

After the early morning launching the party was entertained to an 0830 meal consisting of Japanese hors d'oeuvres, peanuts and beer.

AUSTRALIA's Assistance to Netherlands L.C.T.

On 10th May the Netherlands landing craft tank L.9607 developed trouble in her port engine when approximately 55 miles South East of Osprey Reef in the Coral Sea. She was en route from Hollandia under the command of Lieutenant F. Schnetler, R.N.N., for refit in Brisbane where she was due on 15th May.

After two unsuccessful attempts to pass through the Great Barrier Reef and reach Cairns under her own steam had failed through lack of power, she hove to off Cape Melville and began drifting north-east.

H.M.A.S. AUSTRALIA, who was at Cid Harbour in the Barrier Reef, 500 miles south of the disabled vessel, was sent to her assistance on 11th May, and with following winds and seas, maintained a steady 26 knots for 500 miles. The L.C.T. was instructed to radio her position to AUSTRALIA every six hours, but the radio link was broken on the 12th.

AUSTRALIA asked the Royal Australian Air Force at Townsville, Queensland, to carry out an air search with a Lincoln bomber, but the search was unsuccessful. However, on the afternoon of the 12th AUSTRALIA received information that the L.C.T. was in contact with Sydney coastal radio, and shortly after the cruiser regained radio contact with the L.C.T. and also detected her by radar.

The L.C.T. was then making considerable leeway and wallowing in a heavy swell. The ships agreed to switch on search lights to facilitate rendezvous. Before midnight on the 12th AUSTRALIA

came abreast of the L.C.T. and tow handling parties prepared to pass a line. Conditions were such that the Dutch crew were unable to handle AUSTRALIA's heavy towing hawser, but the tow was made fast when the Dutch passed a wire hawser to AUSTRALIA. Each ship's wire was shackled and both ships came about and got underway.

Due to the wind and sea the tow commenced at a speed of 1 to 2 knots and entered the Reef a.m. 13th May. Inside the Reef speed was increased and both ships arrived off Cairns p.m. 15th May, after several anxious days of sailing for both ships.

His Excellency the Governor-General (Field Marshal Sir William Slim) disembarked at Cairns. He had been on board AUSTRALIA for her cruise to the Barrier Reef, her last time at sea before she is paid off for scrapping in June.

After repairs were undertaken, L.9607 sailed from Cairns for Brisbane on 22nd May, but a minor break-down occurred en route and WAGGA was despatched from Sydney to her assistance. The ships rendezvoused near the Percy Islands on 3rd June, and the L.C.T. was towed by WAGGA for the remaining leg of the passage to Brisbane where they arrived on 4th June.

#### H.M.A.S. ANZAC - Visit to Hollandia, Dutch New Guinea.

ANZAC arrived at Hollandia on 19th April for a formal visit to Dutch New Guinea, and from the moment of berthing it was apparent that the Dutch authorities had excelled themselves in their effort to make the stay of the ship a pleasant and instructive one. An English speaking Liaison Officer was permanently attached to the ship for the duration of the visit.



A gesture which was very much appreciated was the production by the Royal Netherlands Army of a daily news sheet, "The New Guinea Herald", in English for the benefit of the ship's company.

A most comprehensive entertainment programme had been arranged for ANZAC. Two excursions for about 100 men were made to Lake Sentani, transport was provided daily for swimming parties, soccer and hockey matches and sailing races were held. In addition, film shows or entertainment evenings were provided nightly for the ship's company.

On 21st April the Captain of ANZAC, accompanied by the Naval Officer-in-Charge, Netherlands New Guinea, and the Army Commandant, flew to Biak in an amphibious Catalina of the R.N.N. 321 Squadron. After inspecting a very smart guard the Captain was shown over the Naval Barracks, the Naval Air Station and the new International Air Port and K.L.M. Hotel at Mok Mek.

The next day, 22nd April, being the tenth anniversary of the Allied landing at Hollandia, was a public holiday. At 0730 the Captain and four officers attended a religious service at the War Cemetery, and the Captain laid a wreath at the foot of the Memorial Monument. Later in the morning a detachment from ANZAC took part in a ceremonial parade with units of the R.N.N. and the New Guinea Police, and this was followed by a ceremony at the invasion beach where the Governor unveiled a memorial to the allied personnel who died during the assault on Hollandia.

Throughout the four days of ANZAC's visit (19th-23rd April), relations with the Dutch were most cordial and many friendships were made.

The most noticeable feature of the visit, apart from the overwhelming hospitality extended to ANZAC, was the air of determination to succeed in the rapid development of the country. Every effort is now being made to open up the country in order to attract capital and encourage immigration.

The distance from Holland, the impenetrable nature of the country, the lack of materials and labour, the comparative scarcity of money, the climatic conditions, the present backward condition of the natives and their marked aversion to work, all tend to retard progress and frustrate the keen efforts of the Dutch officials and servicemen. Similar difficulties have been experienced in Australian New Guinea, but in spite of these difficulties it is considered that remarkable improvements have been achieved by the Dutch and no blunting of their enthusiasm is apparent.

#### Memorial Chapel Opened at Flinders Naval Depot.

A Chapel to commemorate the officers and men of the R.A.N. and R.A.N.R. who lost their lives in the two world wars was dedicated and opened at Flinders Naval Depot on 15th May. The Chapel and furnishings have cost £75,000 which has been raised by public subscription.

One of the features of the Chapel is the beautiful stained-glass windows perpetuating the names of H.M.A. Ships SYDNEY, CANBERRA, PERTH and PARRAMATTA, which were lost in action. The windows have been donated by the cities after which the ships were named.

All the pews have been sponsored by the cities and towns after which the R.A.N. minesweepers were

named. Each pew carries a carved crest of the city or town which presented it.

Her Majesty, the Queen Mother, has made a gift to the Chapel of an Altar Book which she has signed and which was bound in the Royal Library at Windsor Castle.

A memorial book containing the names of all the officers and men whom the Chapel commemorates will be kept in the memorial tower which is one of the Chapel's principal architectural features.

#### Presentation to H.M.A.S. QUEENBOROUGH.

The Australian Naval Board has accepted from the Corporation of the Borough of Queenborough, Kent, with appreciation, a silver rose bowl acquired by public subscription some years ago for presentation to H.M.S. QUEENBOROUGH. The bowl will be sent to Australia from the United Kingdom. No opportunity to present it occurred before the ship left for Australia in 1945.

QUEENBOROUGH is due to be re-commissioned, after conversion to a fast A/S frigate, in September this year.

#### Visit by U.S. Warships.

The Fleet Carrier U.S.S. TARAWA, wearing the Flag of Fleet Admiral Halsey, with U.S.S. O'BANNON as attendant destroyer, arrived in Sydney on 30th April.

After taking part in the Coral Sea Week Celebrations the two ships sailed on 4th May and arrived in Melbourne the next day. On the morning of 5th

May, whilst the ships were in Bass Strait en route to Melbourne, forty aircraft (McDonnell Banshee fighter jets, Grumman Cougar fighter jets, and Douglas Sky-raider A/S fighter-bombers) were flown off TARAWA and flew over Melbourne in formation. Four of the Cougar jet aircraft broke the sound barrier over St.Kilda Beach.

Much official and private hospitality was arranged for the officers and men during their stay in both capitals. The ships were opened for public inspection and attracted thousands of visitors.

The ships sailed from Melbourne on 8th May for Wellington, New Zealand, and were farwelled by large crowds.

The following signal was received from TARAWA on her departure:-

"The complete provision for details and the timely anticipation of our every problem has added an enviable chapter to our log".

Papua-New Guinea Division of R.A.N. at Service Review.

Twenty ratings of the Papua New Guinea Division of the R.A.N. took part in the Services Review at Canberra on the occasion of the visit of Her Majesty the Queen to the Federal Capital in mid-February.

The following extract has been taken from the report of the Officer-in-Charge of the Contingent:-

"The contingent arrived in Sydney from Manus Naval Base on 23rd January. The day before their arrival, the contingent, embarked in M.V."SOOCHOW", received a signal in Pidgin English from Naval Base

Headquarters, Sydney, welcoming them to Australia - their first visit.

After joining PENGUIN on 24th January, the ratings were in a complete daze during their first week in a big city, and took some time to become acclimatized. Their reaction to their first sight of the Harbour Bridge, shipping in the harbour and its general activity, trains, trams and buildings was one of complete amazement, and, except for an endless stream of questions, they could find no words to express their thoughts.

They were given parade ground training both in Sydney and in Canberra where they arrived on 6th February. Their welfare was well looked after at Canberra and they responded by giving an excellent display of marching and drill before Her Majesty the Queen and H.R.H. the Duke of Edinburgh on 15th February at the Services' Review. Her Majesty later sent a message to the Parade Commander congratulating the native personnel (who also included the Pacific Islands Regiment, the Papua-New Guinea Volunteer Rifles and the P.N.G. Constabulary) on their fine performance. The Services' Review and March Past were held in heavy rain, but, in spite of their being cold and wet, the natives paraded like veterans and their bearing and smartness were excellent.

The native detachment were taken on a comprehensive tour of naval establishments and ships on their return to Sydney, but contrary to expectations the general attitude of most of the ratings was one of apathy, and they seemed to take very little interest in the proceedings. Questioning later elicited that all ratings were homesick for New Guinea and were eager to start their journey home.

They sailed from Sydney in H.M.A.S. AUSTRALIA on 7th March and were disembarked at Mackay, Queensland, for transport to Manus by air.

Her Majesty and His Royal Highness visited H.M.A.S. AUSTRALIA in Queensland waters on 13th March and again inspected the P.N.G. Division.

From comments passed by all the ratings of the Contingent, their visit to Australia and the Queen's visit to H.M.A.S. AUSTRALIA has created a lifelong impression. After they have discussed their experiences on their return the prestige of the Royal Australian Navy will be greatly enhanced among the people of Papua and New Guinea."

(c) OTHER COMMONWEALTH NAVIES.

ROYAL CANADIAN NAVY.

Britannia Maritime Aircraft.

It has been announced in Ottawa that a contract for a number of Bristol Britannia Maritime aircraft has been awarded to Canadair Ltd. on the basis of a license agreement between the Canadian Government and Bristols.

These Britannias will be larger and heavier than the civil proto type and will probably be powered with Wright Turbo-Compound engines.

A figure of fifty aircraft has been given.

Replacement of Avenger Aircraft.

The Grumman S2F will replace the Avenger as the

R.C.N. carrier-borne A/S aircraft.

It will be produced under license in Canada by De Havilland.

#### Defence Development.

In a review of Canadian Defence development, the Minister for Defence, Mr. Brooke Claxton, said that Canada had built eighteen ships and modernised twenty four since the war.

Altogether contracts had been placed for the construction of eighty seven ships and auxiliary craft; and for the conversion or modernisation of forty two other ships.

The expenditure involved is about 300 million dollars.

Four new minesweepers were given to France, and Canada has fulfilled her N.A.T.O. obligations in 1953 with the final despatch of twelve Sabre Squadrons.

A significant development in 1953 was the introduction into Squadron service of the Canadian-designed long-range fighter, the Avro CF100, claimed to be the outstanding aircraft of its type in the world. It is designed for the use of air-to-air guided missiles.

Canadian strategic thinking during 1953 turned towards continental defence, which implies even closer collaboration with the U.S. in early warning systems and air defence.

#### PAKISTAN NAVY.

#### Defence Estimates.

The Pakistan defence estimates for 1954/55 are

approximately £64,000,000 compared with £80,000,000 for 1953/54.

The Naval estimate is £3,850,000 compared with £4,000,000 last year. An extra sum of £1,380,000 has been provided for a dry dock project and for the refitting of H.M.S. CHIVALROUS.

### INDIAN NAVY.

#### Naval Developments.

The Indian Deputy Minister for Defence stated in a debate on Indian defence that a gradual replacement programme for ships of the Indian Navy would be implemented, and at the same time efforts would be made to construct lighter and less complicated vessels.

The strength of the Indian Navy will now be :-

2 cruisers	3 inshore minesweepers
3 destroyers	2 survey ships
7 frigates	4 M.L.S.
1 training ship (frigate)	1 L.S.T.
6 ocean minesweepers.	6 L.C.T.
	1 tanker.

#### Navy's Summer Cruise.

During July the I.N. Ships DELHI (cruiser, flagship), RAJPUT, RANA, RANJIT, GODAVARI, GOMATI, GANGA (destroyers) and TIR (frigate) will carry out a cruise during which the following States will be visited:- Malaya (Penang and Port Swettenham), Indonesia (Djakarta, Sourabaya, Bali and Macassar), Philippines (Manila and Mindanao), North Borneo (Jesselton, Sandakan, Kudat and Brunei), Sarawak (Kuching), Thailand (Bangkok) and Hong Kong. On 2nd



August all ships taking part in the cruise will rendezvous at Singapore for a week's exercises with units of the Royal Navy.

Avon Sabre Aircraft.

The Australian Government has received through the Indian High Commissioner an enquiry regarding performance availability and price of both Avon-Sabre and Canberra aircraft.

United Kingdom Courses.

The Director of Naval Intelligence India and one assistant are undergoing courses in the United Kingdom.

ROYAL MALAYAN NAVY.

Transfer of H.M.S. Dabchick.

H.M.S. Dabchick has been handed over to the Royal Malayan Navy. She will be renamed "PELYU".

## SECTION II.

NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE  
(INCLUDING TECHNICAL INTELLIGENCE).U.S.S.R."SVERDLOV" Class Cruisers - Radar.

SVERDLOV's are fitted with surface-search, air-warning and gunnery-radar equipment which is thought to operate in the metric S and X bands.

"SKORYY" Class Destroyers.

The SKORYY building programme has stopped and it is believed that this class has now been superseded by another slightly larger destroyer.

New A/S Vessels.

The first of a new class of vessel has been sighted at sea and appears to be a fast anti-submarine frigate. It appears to be similar to A/S Destroyer conversions and it is possible that they will be fitted with some form of ahead throwing weapons.

Guided Missiles.

It is believed that since World War II considerable Russian effort has been directed toward the study and production of German V type weapons. Some firings of the V2 type missile took place in 1947, and it is considered that the Russians are capable of reasonably large scale production of these weapons.

Coastal Craft.

There are indications that one or two M.T.B's have been fitted with gas turbines for trial purposes. Reports also indicate that experiments with hydrofoil craft are continuing.

Fleet Training.

Russian fleet training has been stepped up with additional winter training.

Features of the training have been increased Naval air participation and considerable A/A gunnery practice. Cruising dispositions appear to be suited to A/S and A/A protection.

Naval Aviation.

Considerable progress has been made with jet conversion. The majority of fighter regiments have been or are being re-equipped with jet aircraft. Both IL28 and Type 35 twin jet bombers are in use in bomber regiments.

COMMUNIST CHINA.Radar.

Indications are that the C.C.N. have a programme to equip most of their vessels with radar.

The types sighted resemble U.S. type S.O. and Type 268.

Air Activity, Shanghai.

A twin-jet aircraft with swept-back wings similar to the Soviet Type 17 light bomber aircraft was recently sighted in Shanghai. This aircraft was closely escorted by a MIG-15. This is the third time that a twin-jet aircraft with swept-back wings has been reported sighted in Communist China.

Rehabilitation of Airfield on San Tsao Island.

Both English and Chinese newspapers in Hong Kong have recently reported that the Japanese-built wartime airfield on San Tsao Island (approximately 15 miles S.W. of Macao) is being rehabilitated and that aircraft have been seen landing there. A completely reliable report during mid-April indicates that the airfield is still unserviceable but that there is considerable activity in defence works, including probably the construction of a warning radar.

The Japanese built two concrete strips, 4,050 feet and 2,700 feet long respectively on San Tsao Island.

Naval Activity, Yulin (Hainan Island).

When recently visited by a British merchant vessel the port of Yulin appeared to have a greater naval atmosphere than previously. It is believed that the majority of the local garrison is composed of naval personnel.

Influence Minesweepers at Woosung.

Three L.C.I's recently sighted in Woosung were all fitted with LL sweeps. This is the first report of C.C.N. vessels being fitted for Influence Minesweeping.

Naval Air Force.

The Chinese Communist Naval Air Force is now partially equipped with IL28 jet light bombers. The First Naval Air Division is located at Shanghai and the Third Division is located at Chiaohsien. Russian TU2, LA9, and LAl1 Aircraft with IL28s form the aircraft establishment. It is believed that the C.C.N.A.F. has now progressed to the operational training stage.

NATIONALIST CHINA.Amphibious Exercise.

The U.S. Amphibious Troop Training Team in Far East recently conducted a course for the benefit of the Chinese Nationalist Marine and Staff Schools.

The course ended on April 10th-12th with a large landing exercise in which one U.S. destroyer also took part.

From a reliable eye-witness description of the exercise it appeared to have been a success and much better staged than the one at the end of an amphibious course held last year.

A realistic bombardment of beach defences was carried out by various aircraft, 3 ex-U.S. DE's, 3 L.S.S.(L)s, one L.S.M.(R) of the Nationalist Navy and the U.S. destroyer. (The Nationalist L.S.M(R) must recently have been fitted out for rocket-firing).

This was followed by the landing of about 3,000 Nationalist marines in 80 L.V.T's which were

carried in 6 L.S.T's. After leaving the L.S.T's, the L.V.T's carried out the landing operation in six well-timed waves, each wave being led by an L.C.M. After the Marines had landed and presumably captured a beach-head, tanks, light artillery and troops were landed in L.S.M's and L.C.T's.

The L.S.T's did not land on the beach after disembarking the L.V.T's, but cleared the area, presumably to allow a line of transports (represented on this occasion by the oiler "O'MEI") to move in closer to the beach in order to land troops in L.C.V.P's.

It is understood that the whole exercise was planned and executed by Nationalist officers, the U.S. destroyer taking part more to assess efficiency than anything else. Rear-Admiral Liang-Hsu-Chao, who has recently completed an amphibious course in the U.S., was in command of the Task Force, flying his flag in "O'MEI".

If the above is to be the standard pattern for Nationalist landing organisation, then a rough count of the strength of the landing ships/craft and transports in the Nationalist Navy and Merchant service, plus the 100 LCVP's being constructed, gives them a theoretical capability of carrying out a landing operation of up to approximately 30,000 men, plus some armour and light artillery. Whether the planning of such a large operation would be outside their present ability is not known, but they were apparently not displeased with the results of the exercise.

JAPAN.N.S.A. Order for Sea Mines.

According to a Japanese trade journal, "Munitions News", the National Safety Agency has notified four firms of its intention to order trial production of mines (wire contact, horn contact, magnetic acoustic) and has requested them to push ahead with experimental work.

Additional Warships from United States.

The following ships will be sent to Japan in 1954 by the U.S. :-

- 2 - 1,630 ton Destroyer type.
- 2 - 1,140 ton Destroyer Escort type.
- 1 - 320 ton Minesweeper.

In 1955 the Japanese hope to obtain two 2,425-ton destroyers, a Destroyer Depot Ship, two 1,600-ton L.S.T's and one 30-ton Inshore Minesweeper.

THAILAND.Naval Aspirations.

Thai Naval Authorities are obsessed with the idea of obtaining cruisers. It has been reported that Italy will be approached with a view to building two small cruisers. Italy had an order for two cruisers in 1939 but retained them for the Italian Fleet.

The Siamese greatly admire the Darings and the Dutch Holland class destroyers and have mentioned these ships as possible alternatives.

INDONESIA.Warship Construction Orders.

A representative of Saunders Roe claims to have obtained orders for the following craft:-

Naval. 8 M.T.B's powered with Napier Mercedes engines.  
5 Small Landing Craft.

Sea Police. 5 Patrol craft identical with M.T.B's but with lighter gun armament.

The idea is apparently to gain greater speed and endurance for long-range patrol work but to retain standard hulls and machinery.

4 Small Landing Craft.

Payment will be made partly in Indonesian produce including teak in which Admiralty are interested.

Minesweeper Construction.

The shipyard of Abeking and Rasmussen in West Germany has completed the first of a series of five fast Naval craft for the Indonesian Navy. This vessel is 130 feet long, has a beam of 19 feet and is powered with two 12-cylinder M.A.N. diesels of 1,400 h.p. Estimated speed is 25 knots. A sister ship, the PALAU RAAS, has recently been launched.

U.S.A.Gas Turbine L.C.V.P.

The U.S.N. is testing a gas turbine powered L.C.V.P. at the Naval Engineering Experimental Station, Annapolis.



Maritime Aircraft.

Glen Martin Co. of Baltimore have announced that the Martin Marlin P5M-2 will soon be delivered to the U.S.N. as a Maritime aircraft.

Naval Construction.

A contract has been let to Defoe Shipbuilding Co. of Michigan for the construction of two new-design destroyer escorts. All aluminium superstructures save 40 tons topweight. Length beam and displacement are 314 ft., 37 ft. and 1930 tons respectively. The new D.E.'s will be single-screw ships and will be suitable for mass production.

Aircraft Carriers.

The FORRESTAL is expected to be launched in October and to join the Fleet in 1955.

U.S.N. policy is to convert all attack carriers to the angled deck. Four ships are undergoing conversion at present and funds have been provided for the conversion of MIDWAY, BENNINGTON, YORKTOWN and WASP.

Gas Turbine for Helicopters.

General Electric are developing for the Navy Bureau of Aeronautics a new aircraft gas turbine for helicopters.

FRANCE.French New Construction.

The French have laid down at Cherbourg two 400-ton "Sous-Marin de Chasse". They are the ARETHUSE and ARGONAUTE.

Aircraft Carrier.

The 1954 French budget provides for the construction of an angled deck carrier which should join the fleet in 1959. It will be named "CLEMENCEAU".

ITALY.Destroyer Conversion.

Two Soldati class destroyers are being converted to meet modern A.S.V. requirements. Completion date is September 1954. Weapons include 4.7 guns in single mountings, 40 m.m. Bofors, Depth Charges and Hedgehog. Control equipment will be Q.G.B. Sonar, S.G. Radar, G.F.C.S., surface gunnery control, and G.F.C.S. MK 57 or 63 for close range weapon control.

BELGIUM.Inshore Minesweepers.

The Belgian Navy has placed an order with Messrs Davy Paxman for forty-eight diesel engines for sixteen Inshore Minesweepers.

SWEDEN.Air-to-Air-Rocket.

Bofors have developed a 75 m.m. Air-to-Air Rocket claimed to be capable of destroying a medium bomber. The fuse is a highly sensitive impact fuse. The rocket is ready for mass production for the Swedish Air Force and delivery to foreign governments is expected in the near future.

## SECTION III.

EXTERNAL POLITICAL, POLITICO - MILITARY, AND ECONOMIC  
INTELLIGENCE.KOREA.Armed Forces.

The strength of the R.O.K. Armed Forces at present is - Army, 650,000; Marines, 35,000; Air Force, 15,000; and Navy, 20,000.

These figures were given by General Lee Ho, Vice-Minister of Defence in the R.O.K. Government. General Lee also expressed the need for expanding these forces by increasing the conscription age beyond 29.

He envisaged a system of rotation whereby men would be released from service and replaced by new draftees, thereby building up a larger body of trained men than were actually in the service.

JAPAN.Defence Industry Build-up.

It has been decided by Government Ministers to award proceeds of the sale of a 10 million dollar U.S. wheat grant to Japan's reviving aircraft industry. In addition, the Government is expected to add as much as 20 million dollars from the 1954 Budget to launch development of defence manufacturing not likely to be sustained by U.S. procurement orders.

The decision confirms the Federation of Economic Organisations (F.E.O.) views on development of Japan's defence industry. F.E.O. sees Japan as the future "arsenal" of a Pacific Treaty Organisation.

The following three firms are now engaged in light munitions production:- Sumitamo Metal Industries, Komatsu Manufacturing Co., and Nippon Kentetsu (Mitsubishi Affiliated).

### Shipbuilding.

Harima have built a 9,300 h.p. diesel type 10RSD/6 under licence from Sulzer for a 13,000 ton tanker, "ISE MARU".

Mitsubishi, Kure, have built their first 9,000 h.p. diesel also to Sulzer design.

Four Japanese shipbuilders have contracted for foreign orders for ships to be sold at a loss. These include four 32,000 - 35,000 ton tankers for Liberia and Panama, and three 380-ton training ships for Thailand.

The firms concerned are Harima, Nippon Steel Tube and Mitsui. The price quoted for tankers was 122-124 dollars per ton.

### COMMUNIST CHINA.

#### Sino-Indian Agreement on Tibet.

After four months of negotiation between Communist China and India and agreement on trade and commerce relating to Tibet was signed in Peking on 29th April. The agreement provides for the opening of trade agencies in Tibet and India, lays down mountain passes to be used and routes to be followed by traders, and passport procedures, and states that pilgrimages by religious believers of the two countries shall be carried out in accordance with established custom.

NATIONALIST CHINA.Seizure of Polish Vessel.

When the Polish vessel, "PRESIDENT GOTTWALD", was seized by the Nationalist Chinese on 13th May, she was some 400 miles south-east of the southern end of Formosa. She had proceeded from Whampoa through the Babuyan Channel hugging the Philippine shore, and thence on new course 080 degrees for 450 miles, thus by-passing the Formosan Straits. Soviet shipping also avoids the Channel. Hence Nationalist Chinese attacks on ships trading with Communist China seem to be more effective than we are led to believe.

Radar-Controlled A.A. Guns.

French Air Intelligence have stated that there is no evidence of the claim that the Vietminh used radar-controlled A.A. guns at Dien Bien Phu.

They supported their contention by stating that up to 100 sorties were flown over Dien Bien Phu each night (weather permitting) and no aircraft were lost at night.

The Vietminh technique was to fire vertically en masse in an effort to blanket the area with fire in the hope of hitting something. Pilots have not seen any 'following fire' as would be likely if radar was employed.

INDIA.Indo-U.S.S.R. Relations.

On 29th March it was reported in New Delhi that India and the U.S.S.R. would appoint Military

Attaches to their respective Embassies in New Delhi and Moscow.

### PAKISTAN.

#### Dismissal of the East Pakistan Provincial Government.

The Premier of East Bengal, Falzul Ituq, recently elected in a landslide victory for the United Front party over the Moslem League, vehemently denied U.S. Press articles reporting him as saying that East Bengal wished to become an independent state and would build up a Bengal Navy. He reiterated his statement that East Pakistan should become an autonomous unit. This was an East Bengal ideal, but he had not said that this ideal was independence.

This denial did not save him when Mahomet Ali, the Pakistani Prime Minister, dismissed the Provincial Government, charging it with incompetence, denouncing its inability to control the jute mill riots, and denouncing Ituq as a traitor to Pakistan.

Ituq, who is eighty, has been placed under house arrest and authority in East Pakistan has been vested in the Governor.

#### Pakistan-Afghanistan Relations.

Rumours of a Pakistan-Afghanistan Federation have been officially denied, but two separate sources have reported that a rapprochement is taking place between Afghanistan and Pakistan. Indian authorities suspect that secret discussions are well advanced for a settlement of the Pushtoon affair.

Since independence there has been a marked lack of understanding between Pakistan and Afghanistan on

the one hand, and friendly feelings between India and Afghanistan on the other, but recently the Afghanistan Ambassador was transferred from New Delhi and India believes this is connected with a change in Afghanistan policy.

### INDONESIA.

#### Establishment of National Security Council.

The Indonesian Government has announced the establishment of a National Security Council to advise it on security matters and to co-ordinate government forces engaged in Security work. The Council will be chaired by the Prime Minister and will include his two deputies and the Ministers of Justice, Defence and Internal Affairs. Co-ordinating committees may lead to more effective government measures against dissident forces, but the Army's lack of discipline and efficiency will continue to be a limiting factor.

#### Merchant Navy.

Sixteen vessels of between 400 and 550 tons have been completed in German shipyards on Indonesian account and a further eight have been launched.

## SECTION IV.

AUSTRALIA STATION INTELLIGENCE.HARBOUR IMPROVEMENTS.Gladstone.

Port Curtis Harbour Board intend spending £156,000 during 1954 on improving port facilities at Gladstone.

The improvements include a 225-foot jetty extension, facilities for storing and loading W. Morgan pyrites, and the removal and re-erection of a 15-ton electric crane.

In addition, a modern conveyor belt installation will be completed by June for the handling of coal, grain and pyrites for shipment.

This loading scheme will be the most up-to-date installed at any Queensland port and will cut loading rates by a large margin.

Other plans for the port include the reclamation of large areas along the waterfront for oil installations for the various Companies, and will eventually make Gladstone the largest bulk oil terminal on the Queensland coast.

With heavy pyrites, sorghum and coal shipments due this year, the port of Gladstone is rapidly gaining in importance.



ONSLow.

The Onslow Jetty which was damaged by a cyclone in March, 1953, has been repaired at a cost of £67,000 and is now open to shipping. The structure has been rebuilt to the original plan but is now much stronger because of the additional piles and heavy timber used. A complete new fender system has been installed. Minor repairs have still to be completed.

BRISBANE.

A new wharf in the Hamilton Reach, Brisbane River, is expected to be available for use in July. Constructed and owned by the Brisbane Stevedoring and Wool Dumping Coy. Pty.Ltd., it will be known as Hamilton No.3 and is immediately downstream from Hamilton No.2 (or Cold Stores). (On completion there will be available a continuous length of wharf measuring 4,000 feet, providing berths for six large over-seas ships.

The new wharf is 700 feet long, 230 feet wide and is of concrete and timber construction. Depth alongside will be 30 feet L.W.O.S.T. The wheel load is 8 tons. No cranes will be installed on the wharf. Mobile cranes will be used as necessary.

QUEENSLAND.Discovery of Uranium at Mt. Isa. (C).

Following upon the discovery of uranium at Mt. Isa, reports have been received from Mt. Isa and nearby towns that prospectors have pegged uranium claims on top of existing claims. Some areas are reported to

have been double-and treble-pegged by different people.

The Queensland Government has refused exclusive prospecting rights to Mt. Isa Mines Ltd., who asked for an area of 80 square miles. Mt. Isa Mines Ltd., now revert to the same footing as anyone else.

Two specimens have been analysed and show a comparatively high result, but this may not necessarily prove an economical proposition as there is no indication, as yet, of the size of the lode.

#### Shipbuilding at Brisbane.

Work has commenced on the first of four 10,000-ton Motor Bulk Carriers at Evans Deakin Shipbuilding Yards at Kangaroo Point.

The first vessel will be named "LAKE BARRINE" and will be followed by "LAKE BOGA", "LAKE COLAC", and "LAKE SORRELL".

The vessels are designed especially to carry coal, grain, sugar and ore in bulk, and are the largest yet attempted in Queensland.

#### S.S. "OSAKA MARU" - Radio-Activity Precautions.

The Master of s.s. "OSAKA MARU" advised Macdonald Hamilton and Co., Brisbane, agents for the vessel, that, as his vessel would be returning to Japan via a direct route and through an area possibly affected by nuclear weapon tests, he intended to take the following precautions:-

- (A) Rubber gloves to be provided for members of the crew who would come in contact with salt water.

- (B) All salt water intake pipes other than the main engine cooling system would be closed for five days while in the vicinity of the affected area.

When asked whether he had been authorised by his owner to change his route, he showed a dislike for the question and stated that he was acting on his own initiative.

#### Aerial Surveys of Queensland.

The Queensland State Government will spend £27,000 on aerial surveys of Queensland in 1954-55.

From the aerial photographs obtained, contour maps will be made by the Department of Lands Survey Section. Areas to be mapped are the Coen, Mossman, Central Queensland, Darling Downs and Maranoa districts.

The survey is being contracted by the Adastral Airways Pty.Ltd., who have already undertaken similar work on behalf of the State Government.

#### NEW SOUTH WALES.

##### Oil and Gas Search.

Australian Iron and Steel, the B.H.P. subsidiary at Port Kembla, is seeking a permit to prospect for natural gas and petroleum over an area of about 1,280,000 acres between the Upper Burragorang Valley and the Shoalhaven Valley, immediately south of the Kembla-Wollongong hinterland.

How serious are A.I. and S. intentions is not known. A prolific supply of natural gas, if

obtained, could be of great value as a fuel in the steelworks. Small 'blows' of natural gas have been common but industrially valueless around the Sydney area. Deep-drilling might bring in a larger supply.

#### Plan to Build Oil Terminal at Botany Bay.

The Cumberland County Council has given formal assent to an application by Caltex Oil (Aust.) Pty. Ltd., to build a shipping terminal on the north shore of Botany Bay.

The Chief County Planner has reported that the Botany Municipal Council has approved the application subject to final agreement between the council and the company on all matters connected with the proposal.

An earlier application to build a terminal had been refused.

#### Shipbuilding Programme for Newcastle State Dockyard.

The Director of the Newcastle State Dockyard recently announced a programme for the building of ships to the value of £5,000,000.

Orders placed include the building of :-

- (i) 2-7,000-ton motor colliers,
- (ii) 1-70-passenger/2,500-ton cargo-passenger vessel,
- (iii) 1-Diesel-electric bucket dredge for the Maritime Services Board,
- (iv) 1-Drag suction dredge  
1-Grab hopper dredge  
1-Cutter suction dredge for the N.S.W. Department of Public Works.

- (v) 1-Prototype ferry (300 passengers) for the Sydney Transport Board.

### Intelligence Tour of New South Wales South Coast.

An Intelligence tour of the South Coast of New South Wales was carried out between 15th and 27th March by Lieutenant-Commander W.N. Swan, R.A.N., (S.O.(I), Sydney) and Mr. W.D. Watkins for the purpose of visiting coastwatchers.

In all, fifty-six present members of the Coast Watching Organisation were visited, six new recruits were enlisted and a total distance of 1,000 miles was covered.

The tour proved most successful. Only two members, who were away on leave, were not contacted, although in both cases the "Coast Watching Guide" was produced for inspection by a member of the family.

Opportunity was taken to gain local knowledge of the countryside and activities of the inhabitants of each area. Beach questionnaires were distributed to the most co-operative of the coastwatchers, and completed forms have already been returned.

### SOUTH AUSTRALIA.

#### Power Supply for Woomera.

The South Australian Government has been asked to consider supplying power to the Woomera Rocket Range.

It is proposed that Woomera be linked to Port Augusta, a distance of 120 miles. The Electrical Trust have submitted a quotation to the Department of Works and Housing and they expect that it will be accepted. This transmission line would then re-

place the diesel plant at present being used at Woomera.

Radio Navigation Beacon, Cape Borda, Kangaroo Island.

Work has begun on the buildings to house the equipment for the £10,000 radio beacon transmitter for Cape Borda, Kangaroo Island, and the aerial towers will be ready for delivery to the site in July. The transmitter is being manufactured by Phillips Electrical Industries Pty.Ltd., Hendon, and is scheduled for delivery in October. By this time the buildings should have been completed and the towers erected.

WESTERN AUSTRALIA.

Oil Search - Kimberley Area.

A survey party from the Commonwealth Bureau of Mineral Resources is at present assembling for work in the Anderson and Grant Ranges in the Kimberley Area South-East of Derby. The party will consist of two geophysicists, three surveyors, a cook, a mechanic, a handyman, and three chain men. A gravity party and a seismograph unit will be incorporated. The survey party expects to be in the field for about seven months.

It is of interest to note that the area concerned is adjacent to the Nerrima area which is under lease to the Freney Kimberley Oil Company.

Yacht "SHEILA II".

The thirty-five foot yacht "SHEILA II", which left Sourabaya on 10th January for Fremantle, arrived unexpectedly at Northampton (North of

Geraldton) on 19th April. The sole occupant is Mr. Adrian Hayter, a journalist from New Zealand. He is reported to be in good health despite the fact that for most of the journey his diet was barnacles and a quarter of a pint of water per day. Most of his food, stores and equipment were ruined by sea water during the storms he encountered.

#### NORTHERN TERRITORY.

#### Visit of Indonesian Craft "TJARI KEJATAN".

A recent unusual visitor to Darwin was an Indonesian 35-foot cutter-rigged craft, which had sailed in January from Wangi Wangi, situated on the South-east corner of the Celebes Group.

The crew consisted of the Captain-owner, an Indonesian named Ahmad, ten seamen and two boys (all natives of Wangi Wangi), and the cargo comprised 12,000 coconuts. The craft, which was engaged in trading, visited Waimala (Boeloe Island), Wosloe (E-side of Dainai Island), Telolora (Maseia Island), and then set sail for Romang.

The Master claimed that after being at sea for about four or five days the vessel encountered a terrific storm during which her compass and rigging were smashed, and that after drifting for twenty-four days the vessel made her landfall at Cape Fourcroy, Bathurst Island.

His story of the storm is disbelieved, and the impression was gained that his real purpose was to visit the Northern Territory for a trade try-out. Before leaving Darwin he stated that the vessel

would be coming back to trade with the local Indonesians in Darwin who had asked him to bring merchandise from Indonesia.

#### Naval Boom Jetty.

Extensive damage was sustained by the Naval Boom Jetty during the recent cyclonic storms at Darwin. Five piles on the jetty which was due for repairs, were cracked, rendering the jetty unusable. Repairs will cost £20,000 and will take <sup>two</sup> months to complete.

#### New Darwin Wharf.

The contractors for the new Darwin wharf have now completed driving piles for half the length of the combined distance of the head and approaches. The greater part of this is already decked and the railway line laid.

It is understood that the main berth will have a depth of at least 32 feet at low water, and a length of 500 feet, plus 90 feet to a mooring dolphin. This will allow two vessels of the "WINDARRA" or "DORRIGO" type to berth, or alternatively, a single large ship of up to 32 feet draft. "WINDARRA" is on a regular shipping service from the East to Darwin, while "DORRIGO" regularly plies between Fremantle and Darwin. The inner berth will be mainly used for small craft and the fuelling of naval vessels. There is a depth of 17 feet alongside the inner berth. Ships of 20,000 tons or larger could be accommodated at the wharf, provided they were lightly loaded.

#### Rum Jungle.

It is reported that open-cut mining of White's Mine at Rum Jungle will be undertaken at the end of July or early August by George Wimpey & Co. Ltd. of



the United Kingdom. While this open-cut work proceeds, Territory Enterprises will continue with exploratory work underground to gather further information. A considerable amount of over-burden will need to be cut before the open cutting of the ore body proceeds properly. The uranium treatment plant, now under construction, is expected to be completed by its scheduled date, September 1st.

It is understood that the change to open-cut mining will speed up development on the field. However it will be necessary to divert the East Finnis River which runs through the area. The decision to use open-cut mining methods was made by the Australian Atomic Energy Commission on the recommendation of Consolidated Zinc Corporation. It is known that deep mining had presented considerable geological difficulties.

The contract let to George Wimpey & Co.Ltd., covers open-cuts for White's, Dyson's and Mount Fitch Mines.

#### Operation "Tropic Strike" and Jackie Brilayang.

Operation "Tropic Strike", a large-scale R.A.A.F. exercise, in which two Fighter Squadrons, a Bomber Squadron and a Mobile Task Force Headquarters took part, was held in the Darwin Area between 26th April and 7th May. The following incident was an unexpected sidelight to the exercise :-

"Jackie Brilayang, an escaped native murderer, had been at large for two years but surrendered on the 29th April when R.A.A.F. bombing commenced near his hideout. In 1951 Jackie was convicted for the

murder of a half-caste, and sentenced to 12 years imprisonment. Two years ago he escaped from Fanny Bay Gaol and returned to the bush. Although he was twice surrounded, three armed police expeditions failed to recapture him. R.A.A.F. Bombers and Fighters began bombing and strafing targets off the coast near Shoal Bay and it is believed that when Jackie heard the bombs bursting and rockets pouring into the targets, he decided the police were going too far, so began walking. He reached the main road at Berrimah and requested one of the local residents to contact the police as he wanted to give himself up. Jackie is now residing in Fanny Bay Gaol.

### DUTCH NEW GUINEA.

#### H.M.A.S. ANZAC's Report.

H.M.A.S. ANZAC's recent visit to Hollandia has elicited, inter alia, the following information :

#### (a) Naval Order of Battle.

Frigates	...	2
Survey Vessel..		1
L.C.T.	...	2

The Destroyer KORTENAER is expected within the next few months in addition to PIET HEIN.

#### (b) Naval Air.

No.321 Squadron, based at Biak, consists of 6 Catalinas (amphibious). Fourteen pilots and the normal ground personnel are attached to the squadron. Normally 3 of the aircraft are serviceable.

(c) Personnel Strength.Naval.

Biak	500 ratings	40 officers
Hollandia		
Barracks	250     "	35     "
Ships	300     "	?     "
Total:	<u>1,050</u>	<u>75</u> plus Officers in ships.

Marines.

Biak	100 other ranks	2 officers
Hollandia	160     "	3     "
Ships	?     "	?     "
Mios Woendi	130     "	3     "
Patrol	<u>12</u> "	<u>2</u> "
Total:	<u>402</u> plus	<u>10</u> plus

Army.

Hollandia	200 officers and men
Ifar	700     "     "

(d) Naval Patrols.

As far as possible, one frigate maintains a patrol of the Western approaches to Dutch New Guinea with the object of intercepting Indonesian infiltrators.

(e) Biak.

Biak is being developed as the main naval area, and accommodation will be available for 1,000 officers and men by the end of 1955.

Personnel will be transferred from Hollandia to Biak, but N.O.I.C. Dutch New Guinea, and his staff will remain at Hollandia.

(f) Docking Facilities.

The intention to instal a floating dock at Hollandia has been abandoned. Instead, a slipway (not Navy) capable of taking ships up to 4,000 tons is being built at Manokwari. Naval vessels will be docked and refitted on this slipway.

It is proposed to build a Naval dockyard, with repair and docking facilities for ships up to and including destroyers in the Sorido Lagoon, Biak. This is a long-range project.

Muturi Oil Port.

The Governor of Dutch New Guinea recently put into operation a 60-mile pipeline for the transportation of oil from Mogoi and Wasian to Muturi in the McCluer Gulf.

The pipeline, which is 9 ins. in diameter, supplies two 20,000-ton capacity tanks at Muturi and for the last six miles is raised 20 ins. above the swamp which it crosses. In the construction of this six miles of pipeline, 9,500 concrete piles were erected.

It is also reported that tankers of up to 30,000 tons capacity can now load oil alongside a jetty at Muturi at the rate of 2,000 tons an hour.

SHIPPING INFORMATION.M.V. "BULWARRA."

The 31st vessel to come from Evans, Deakin Brisbane Shipyards, M.V. "BULWARRA", was handed over to the Australian Shipping Board on 28th April. She had completed successful sea trials in Moreton Bay earlier in the month.

The 6,300-tons D.W. B-Class Vessel, which will be powered by a Doxford four-cylinder opposed engine of 2,800 B.H.P. at 110 R.P.M., will have a speed of 13 knots.

R.W. Miller & Co's Vessels.

A second vessel, the "KAREPO", has been purchased from New Zealand by R.W. Miller & Co., for their N.S.W. coastal trade.

As previously reported, the first of these vessels, the "KAIMIRO", was purchased in February, re-named "BRANXTON", and has since operated in the Sydney-Newcastle coal trade.

Built at Birkenhead in 1929, "KAREPO" of 2,563 tons gross, has practically identical dimensions with "BRANXTON", and it is expected that she will commission in the N.S.W. coastal trade early in June.

The purchase of the sister ships "KAREPO" and "KAIMIRO" from New Zealand owners offsets to an extent the sale to New Zealand owners by the Adelaide S.S. Co. of the sister ships "MOMBA" and "MUNDALLA".

Austasia Line Vessels.

The "MANDAMA", owned by the Austasia Line of Singapore, has arrived in Australia on her maiden voyage.

With the Company's other two ships "MALAY" and "MANDOWI", the "MANDAMA" will be engaged in the Australia - Malaya trade.

Formerly the "CUTHBERT" and the third ship to be bought by the Austasia Line, the "MANDAMA" was built in 1946 and until 1951 was known as the "HUBERT".

P. & O. Line Vessels.

Under a new programme announced by the P. & O. Line, "Strath" Liners will call at Brisbane six or seven times a year.

"STRATHEDEN" is due on 28th September and will be the first "Strath" vessel to call at Brisbane since World War II. She will be followed at regular intervals by other "Strath" vessels.

Intelligence Officers in H.M.A. Fleet.

Lieutenant I.B. James was appointed Intelligence Officer in H.M.A.S. HAWKESBURY on 15th May.

## SECTION V.

SPECIAL ARTICLES.

(The Director of Naval Intelligence is not necessarily in agreement with the views expressed in Section V of A.S.I.S.).

A NEW DEVELOPMENT IN CHINESE COMMUNIST POLICY.

An important development in Communist China in the past few months has been a nation-wide campaign for study of the "general line of the State during the transition". This policy, the "general line" is for the period of transition from the "New Democracy" (in which the emphasis was on co-operation of peasants, workers, intellectuals and national bourgeoisie) to Socialism and a completely Communist State. It aims at building a "modern industrial and Socialist country" patterned after the Soviet Union. It is stressed that the transition to Socialism is an "even more far-reaching and broader revolution than that which the Chinese Communist Party has carried out so far."

The present "general line" is rooted in the first five-year plan, introduced last year, emphasizing the development of heavy industry under a programme that requires the export of Chinese agricultural and mineral products to pay for Soviet Bloc industrial imports.

This programme is likely to cause dissatisfaction among the peasants, whose grain surpluses will be the principal source of funds for industrialisation.

Although the extent and effectiveness of peasant hostility is not yet known, it is reported

to be causing concern to the government. "Worker-peasant fraternal activities" in which peasant delegations visit factories and worker delegations visit villages bearing greetings and gifts have been organised on a wide scale. "Comfort missions" have also been despatched to visit all army units to explain to the soldiers-largely of peasant background - the necessity for the new "general Line" policy.

From the speech of Liu Shao-chi, Secretary-General of the Chinese Communist Party, to the Central Committee of the C.C.P. in February, it appears that even the Party is not free from dissension. He may well have been referring to leaders who have reservations about the present pace of the State's accelerated "transition to Socialism" when he warned of the dangers of "sectarianism" and charged that a number of high-ranking Party and army officials were out of step with the present "collective leadership".

#### VISIT TO KEY WEST.

The following article is extracted from a report by the Australian Naval Attache, Washington, concerning a recent visit to the U.S. Naval Establishment at Key West, Florida :-

Key West, the southernmost city in the U.S.A., is situated on a coral and limestone island about three miles long and a mile wide; the highest point on the island is only 18 feet above sea level.

Naval activity at Key West dates back to 1822 when a Naval Station was established there as a defense outpost and to protect coastal shipping against marauders. Modern development of Naval activities at Key West stems from 1939 when the need was recognised for



an East Coast Sound (A/S) School to parallel the function of the West Coast Sound School located at San Diego. The East Coast Sound School was located first at New London which was a submarine base with established training facilities, but owing to poor operating conditions there, it was transferred to Key West area where there is generally superb weather, unusually good sound ranging conditions and deep water close at hand. At first all A/S training in the Key West area was done at sea because of lack of shore facilities, but prodded by international stress, the Sonar School and accommodation buildings were completed by early 1941.

Following demobilisation after World War II the Sonar School operated at reduced pace. In 1949 the shortage of trained sonar personnel was so acute that the input of students was stepped up to the full capacity of the school. New buildings of functional design which had been needed for some time became an essential requirement and the present buildings were dedicated in January, 1954, having taken 18 months to build.

While sonar is the basis for present A/S doctrines in the U.S.N., the missions of the Fleet Sonar School have been expanded to include all phases of A/S warfare training. Courses which specialise in A.S.W. tactics for surface, aviation and submarine personnel, mine detection and airborne sonar equipments, are all integral parts of the basic curriculum. The School is also called upon frequently to conduct special courses and symposia to meet the requirements of individuals or groups which desire specialised instruction. To provide trained and qualified instructors for such a comprehensive programme, a staff of approximately 55 officers

and 275 men is maintained. The average student load is about 100 officers and 650 men. These students attend one or more of the following courses :-

(i) Officer Courses.

PCO/PKO Course - A tactical course for prospective C.O's and Executive Officers of Destroyer type ships and Division and Squadron Commanders.

Length of Course : 4 weeks.

A.S.W.Officers Course.- To train junior officers in basis procedures for A/S search and attack. Graduates normally are assigned to ships as A.S.W.Officers.

Length of Course: 8 weeks.

Deck Watch Officers Course - To provide basic A.S.W. training to all O.O.'s. This course in attack procedures and tactics is oriented for O.O.'s of Destroyer Type ships.

Length of Course: 3 weeks.

Reserve Officers Courses - These are basic and intermediate courses designed to provide reserve officers with up-to-date information concerning A.S.W. procedures and equipments during their annual active duty training periods.

Length of course: 3 weeks.

(ii) Enlisted Men's Courses.

Sonarman Course. - The biggest course taught at the School. Gives basic and advanced electronics and sound training to enlisted sonar equipment operators.

Length of course : 24 weeks.

Reserve Sonarman Courses:- These correspond to the Reserve courses and are similarly designed to bring the sonarman up-to-date on equipment and procedures.  
Length of course : 2 weeks.

(iii) Classified Courses.

The school conducts various courses in specialised and classified equipments.  
Length of courses: 1 - 10 weeks.

(iv) Pro-Submarine Courses.

Conducted for officers and men of the submarine service and include training in S/M sonar equipments and S/M tactics.  
Length of courses: Officers - 5 weeks  
Enlisted - 6 weeks.

The Fleet Sonar Squadron which supports the Fleet Sonar School consists of 6 DE's and 5 PC's, a helicopter squadron and an airship squadron. The allocation of target submarines is  $2\frac{1}{2}$  per month, that is, the School has 2 S/M one week and 3 S/M the next week. Always at Key West there are of course ships working-up in A.S.W. training. A destroyer tender is stationed there permanently to give upkeep assistance.

The U.S. Navy's two smallest submarines, T1 and T2, are also operating out of Key West primarily engaged on a study of new submarine warfare tactics. These craft had only recently arrived and no evaluations had been made of their work. T1 and T2 are 131 feet long and are powered by two diesel engines; they depend on batteries for power of course when submerged. They carry two single torpedo tubes and two torpedoes. The complement of each is 2 officers and 12 enlisted men.

The Commanding Officer of the Fleet Sonar School proudly showed me round his school which is indeed the most completely and lavishly equipped service building I have ever seen. An item of novel interest was the broadcasting system from the control position of which it was possible to talk (or broadcast radio or gramophone) through the loud speakers in any or all of the (maybe) 150 rooms in the building. The novelty of the system was that it was equally possible at the control position to listen to what was going on in any of the rooms (shades of the Gestapo!). Another novelty was that the master clock settings could be made so that a bell signal (such as for signalling the end of a period of instruction) would ring in any room at any time or at any combination of times.

Information of particular interest which I gathered in conversation with the Commanding Officer, is as follows :-

- (i) the uses of blimps in the A.S.' training operations at Key West are to mount M.A.D. and to provide an aerial platform for photography used in analysis of A/S hunts.
- (ii) the helicopter is regarded as the A/S search vehicle of the future. The helicopter is most successful at present with sonobuoy operations. It is limited however to operations in daylight and good visibility whereas it must be possible to proceed with A/S search in all conditions. What is required is for helicopters to be instrumented so that this limitation is overcome. A great deal of effort is devoted to obtaining

this instrumentation and the answer is expected within 2 years.

- (iii) there is a basic difference between British and U.S.N. ideas as to how to achieve A/S protection of an ocean convoy. It was said to be the British idea to keep the ocean escorts formed about the convoy and to let the submarine "find" the convoy; to operate A.S.W. carriers in close support. U.S.N. policy is to leave the convoy with maybe two A/S escorts and to operate the A/S hunter killer group from well ahead of the convoy so as to sweep the lane through which the convoy will pass.

Whilst going round the berthing area I noticed what appeared to be a submarine hull riding high on the water with a snorkel but no conning-tower. I learnt that this object is an XMAP - one half of an experimental design for sweeping pressure mines. Apparently the idea is that two of these "hulls" will be joined together by their large booms (which look like snorkel tubes) and that they will be towed for sweeping. I gathered that the hulls are strengthened to withstand the shocks of several mine explosions. I judged the length of the hulls to be about 180 feet and the booms 80 feet.

Of interest too in the berthing area were several A.M.C.U's (auxilliary mine counter measures unit). These craft are conversions from L.S.I.L's. They are made with a clear well-deck forward just abaft the forecastle and I gathered that they are designed principally for the operation of underwater teams.

The fleet submarines I saw had been fitted with "farings" around the periscope or above the conning-tower giving a very top heavy appearance and taking completely away from the low silhouette of the submarine on the surface. I was informed that the advantages of this "streamlining" when the boat was submerged were considered to outweigh any disadvantages.

At the Naval Seaplane Base I met the Commanding Officer of the helicopter squadron and found him and his officers certain in their minds that the helicopter would become the principal A/S search vehicle of the future. (This view was also expressed by the Captain of the Fleet Sonar School). The helicopters used at Key West were chiefly SIKORSKI's; there were some PIASECHI's (with twin rotors) but they were not considered as good. The crew of a Sikorski employed in A/S search with sono-buoys is two naval aviators and a sonar man. These operations involve a great deal of hovering only about 10 feet above the water, the pilots agreed that the limit of physical endurance for the pilot is about 2 hours.

The Fleet All Weather Air Training Unit (Atlantic) is located at the Naval Air Base on Boca Chica Key about 7 miles from Key West. It is designed to train pilots in instrument flying in all conditions.

Most of its activity is undertaken at night; hoods cover the outside vision of the pilots. Interceptions are practised constantly. With G.C.I. trainees, expert jet fliers are used in the target and interceptor planes because I understand it is easy enough to gain or lose 1,000 feet of altitude. Flying by pilots attached to FAWATU is being undertaken on the average, about 98% of the time. The planes are operational types of jet aircraft. The only other U.S.N. All Weather Air Training Unit is located at Barbers Point, Hawaii. I learnt that the radar in a blimp had detected a jet (fighter) plane at 170 miles and that the early warning possible with such airborne radar had aroused significant service interest.

#### DECLINE OF NEW SOUTH WALES COASTAL SHIPPING.

A serious decline in New South Wales intra-coastal shipping has been most noticeable in recent years, and is causing alarm to both shipping companies and the population of coastal towns.

Among the results of this trend have been the liquidation of the North Coast Steam Navigation Company after nearly a century of successful trading, and the inactivity of previously thriving ports, now quiet and almost empty of shipping.

On the South Coast this decline is most marked. Small ports such as Wollongong, Kiama, Crookhaven, Moruya and Eden, once busy and important shipping outlets for the rich produce of their districts, are now sleepy coastal towns with no possibilities of visits by vessels other than trawlers and motor fishing craft.

Moruya, for example, in its heyday would be visited monthly by 25 ships for loading granite. Now Moruya is fortunate to see one ship a month.

This decline is well appreciated by the Maritime Services Board of New South Wales as, except at Port Kembla, there is now no fully qualified Pilot stationed south of Sydney.

The causes of the decline in coastal trade are quite clear. The main cause is the development of modern road transport services and improved roads. The universal complaint along the coast is that the road haulage firms have put the shipping companies out of business.

Another factor affecting the operation of coastal shipping has been the slow turn-around of ships due to inefficient waterside labour. The go-slow tactics of the workers in the post-war years doubled the companies' costs and the highways seemed a more convenient way of sending goods.

Ship passenger services have now been completely eclipsed by air, road and train travel, and the last justification for intra-state shipping has vanished.

It may be argued that this decrease in shipping would be a good thing in wartime in that there would be less shipping to protect; inland trade is much less vulnerable to attack. On the other hand we have the fact that ships can carry infinitely more



than road or rail transport.

This decline in coastal shipping, however, is purely local to New South Wales. There has not been the development of road and rail transport on the long coasts of Queensland and Western Australia. There has been virtually no coastal shipping on the Victorian coast for many years. It is possible that future improvements in roads and railways in the less developed States may lead to an ultimate decrease in intra-state shipping throughout Eastern and Southern Australia.

**SECRET**

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