

SECRET

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R.A.N. MONTHLY NOTES - EXTRACT^o FROM REPORTS OF PROCEEDINGS ETC.

REVIEW OF PRINCIPAL NAVAL ACTIVITIES.

H.M.A.S. VENGEANCE.

VENGEANCE sailed from Brisbane for Sydney on 16th August, after being in port for the annual Brisbane Exhibition. She arrived at Sydney on 18th August. The flag of FOCAF was struck and transferred to H.M.A.S. SYDNEY on 19th August.

H.M.A.S. HAWKESBURY.

HAWKESBURY is now patrolling the area being fished by the Japanese Pearlring Fleet in the Arafura Sea.

H.M.A.S. SHOALHAVEN.

SHOALHAVEN arrived Kure on 9th August, relieving H.M.A.S. MURCHISON on the Far East Station.

A/S Training Film for R.A.N.

During July, Cinesound Productions Pty.Ltd., Sydney, completed a short instructional film for the R.A.N. This film, which is classified Confidential, is destined for use at the Australian Joint Anti-Submarine School, R.A.N.A.S. Nowra, and shows very vividly the necessity for, and the results achieved by the closest co-operation between the R.A.N. and the R.A.A.F. in maritime operations. The producer, who has directed many well-known films, including "The Silence of Dean Maitland", stated that this has

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been the most difficult film he has ever made.

Cinesound had to send units aboard ships, aircraft and submarines to take the numerous "shots" necessary and, whilst aboard the ships, the technicians suffered badly from sea-sickness.

The action of the film moves quickly as each facet of the operations is covered. The audience is switched in turn to QUADRANT's Operations Room, to the interior of a Neptune, to Maritime Headquarters on shore, to the Control Room of a submarine, to exterior shots showing the aircraft and the ships, and finally to see the Squid bombs being fired and the resulting explosions. There are some excellent shots of a submarine's periscope, radar and snort, and one spectacular one of a ship firing her squid and then passing over the attack area. The film, which runs to 2,500 feet, shows firstly the co-operation of ships and land-based aircraft, then later depicts that between ship and carrier-based planes.

EXTRACTS FROM OR SUMMARIES OF REPORTS OF PROCEEDINGS.

H.M.A.S. AUSTRALIA - Report of tow of HNM LCT 9607.

AUSTRALIA was anchored in Cid Harbour, with steam at four hours notice, when instructed to proceed to the assistance of H.N.M. L.C.T. 9607 on Wednesday, 12th May. Steam was raised in four boilers by 0145 and the ship weighed and proceeded at 0155, two more boilers being connected up at 0230. From this time onwards a speed of 26 knots was maintained.

L.9607 had been instructed to report her P.C.S.

to AUSTRALIA every 6 hours, but these reports did not come through, and at 1300 R.A.A.F., Townsville were asked to lay on a search along the Reef between 12 degs. 50 mins S. and 13 degs. 30 mins S. A Lincoln duly appeared, but perhaps because of insufficient daylight failed to locate the L.C.T. At 1810, however, L.9607 came on the air again, giving her position as 13 degs. 49 mins S. 144 degs. 30 mins. E., which was approximately 9 miles from Melville Passage. This put her to port of AUSTRALIA's course, but in view of the moderate South-East gale, with accompanying sea and swell, it was deemed advisable to hold on until radar contact was made. This took place at 2055, the distance being 21 miles and showed that, since her last observations, the L.C.T's position was about 17 miles in error.

The L.C.T. was closed at 2155, and at 2305 the third attempt with Coston gun was successful; a grass was passed over immediately, followed by a $3\frac{1}{2}$ " wire. The Dutchman was rolling heavily and was swept continuously with spray. Her 12 or 15 hands, in very adverse conditions, were unable to handle the $3\frac{1}{2}$ " wire, though they persisted for over an hour. The Captain of AUSTRALIA then asked the L.C.T. if she had a wire she could pass, and received the cryptic reply "Will trying that".

AUSTRALIA's $3\frac{1}{2}$ " wire was then recovered, followed by the grass, on the outboard end of which was the $3\frac{1}{2}$ " wire. It was approximately 50 fathoms in length, and its appearance lent no confidence, but with the ships 40 yards apart it was shackled to AUSTRALIA's $3\frac{1}{2}$ " wire and the tow veered. The strain came on at 0120 and by 0145 AUSTRALIA and her tow were headed for Lowry Passage, which was chosen on account of the depth of the water throughout its width.

The remainder of Thursday, 13th May, was spent with engines slow ahead, making one knot into the heavy South-East sea and swell. During the night, however, though the wind did not abate, the approach to the Reef made conditions easier, and speeds of 1.6 knots were made. By this time A.C.N.B. and L.9607 had been informed of AUSTRALIA's intentions to attempt Lowry Passage at first light on Friday, 14th May.

At 0100 on Friday, being well up-wind of Lowry, it was decided to mark time by a 270 degrees turn to port to run down to the entrance. This was well in theory, but the turn took 2 hours and ten minutes, being eventually achieved by putting the engines half-ahead and half-astern, and kicking the stern into the wind as the tow rode up. The process was repeated several times, the towing wire being taut-ended between each operation.

With the wind on the beam on the very short run to the passage, about 30 degrees of leeway was made and this was corrected by altering to 180 degrees. As the Reef was approached the sea diminished very sensibly, and at first light the Reef was seen to be five miles ahead, with Lowry Passage bearing Green 40. This was an exciting moment. Course was altered successively to 190 degs., 200 degs., and 210 degs., and the passage was made on the last of the flood between 0630 and 0730.

Inside, although the South-East wind continued at Force 6 the absence of large waves permitted a speed of 5 knots, increased later to $6\frac{1}{2}$ (using the revs of eight). The remainder of the tow was uneventful, and L.9607 was slipped without incident a mile, or two from the Fairway Buoy at Cairns.

H.M.A.S. CONDAMINE - Visit to National Geographical Society Expedition at Snake Bay Settlement (N.T.).

During one of CONDAMINE's patrols in the Avafura Sea a visit was paid to Snake Bay on Melville Island where an expedition from the National Geographical Society is camped. The camp is pleasantly situated on the beach, but the living conditions are primitive, the accommodation consisting only of a few tents, some sheets of bark and corrugated iron.

The main purpose of the expedition is to study the life of the Melville Island aborigines, but the personnel includes an ornithologist and a geologist. At the time of our visit, the latter was away on a five weeks walk around the perimeter of the island to study the coastal formations. The ornithologist was putting finishing touches to his collection of birds' skins, which already comprised over one hundred local species. This is the first time a representative collection has been made in the area since the early years of the nineteenth century.

The anthropological members of the expedition have made good progress in recording the habits and customs of the indigenous aborigines. Their culture, such as it is, is apparently very different from, and in many ways superior to that of the mainland natives. There are only about 120 adults remaining in the tribe, and the expedition have found them very co-operative in their studies. The natives made no objection to their ceremonies being watched and photographed, in spite of the fact that one of the investigators is a woman. In this tribe, unlike those of the mainland, the women are not barred from any of the ceremonies, and take their part equally with the men.

At the time of CONDAMINE's visit, preparations were being made for a big Burial Corroboroo to be held at the next full moon and the members of the expedition had been invited to choose the area for the dances so they could obtain the best photographic view-points. A number of intricately carved and painted poles were seen being prepared by the tribal elders for the impending Corroboroo.

There are about 120 natives living on the settlement, and although at one time their numbers were gradually depreciating, the birth-rate has now increased and the population is now static. Very few natives were seen as most of them were either catching crabs, (a job which generally falls on the women), or collecting oysters, which were in abundance. These were used to trade with the ship and, in return for 100 crabs and about 250 dozen oysters, they were supplied with tobacco and cloth.

The natives are very skilled and entirely fearless in their pursuit of crocodiles and as many as ten or twelve can be caught with ease every night. The average size is about 15 feet, giving approximately 12 feet of skin, which can be sold, the price being 4/6d. an inch for skin about 18 inches wide. The crocodiles are snared at night a flashlight being used to get a reflection of the crocodile's eyes and a harpoon doing the rest. Exciting moments occur when a harpoon comes out of the crocodile when it is in a canoe, and there are a frantic few moments when all harpoons are jabbed at the reptile which does not usually remain docile. Excitement also runs high when the flashlight plugs work out of their sockets and a live crocodile is madly being fought in the dark. As yet, no natives have lost their lives or have been badly injured during crocodile hunting.

H.M.A.S. WAGGA and COOTAMUNDRA - Encounter with Cyclones.

The following extract from H.M.A.S. WAGGA's Report of Proceedings describes an encounter with a series of cyclones experienced while in company with COOTAMUNDRA near Great Sandy Island during a recent exercise.

"By noon the wind had increased to force 9 from the east and on clearing the lee of Great Sandy Island, a very heavy, short, steep sea was encountered. This sea caused a most violent motion in the ship which a reduction in speed did nothing to allay. Owing to the peculiar motion and the fact that much green water was being shipped on the sweep deck, it was decided that recovery of the duns would entail an unnecessary risk to life and limb and consequently course was reversed and the ship proceeded to shelter, coming to anchor in 6 fathoms on a sandy bottom 7 cables off shore of the easternmost bight of Platypus Bay at 1430. The port cable was veered to almost its full extent (7 shackles) and the starboard anchor was dropped underfoot. COOTAMUNDRA anchored about one mile to the South.

The first cyclone warning had been received from Brisbane Weather Bureau at about 1315 and from then on a large number of these signals were read. During the next 48 hours the weather conditions were ascribed to no less than three cyclones following each other down the coast. In this time the wind remained steady from 090 degrees indicating that the cyclones were approaching the ships from the north on a steady bearing. However, when the wind dropped indicating that the centre was passing overhead, the wind did not blow appreciably again and from then on the weather was good.

Nevertheless, whether or not a cyclone did exist, the fact remains that the ships experienced a very severe storm indeed.

After WAGGA anchored on the 11th, the wind continued to increase until 1800 when it was estimated to be blowing at force 11, and it was observed by radar that the ship had dragged about half a cable. The wind moderated to force 8 by midnight and then gradually increased again until at 0600 on Monday 12th it was estimated to be force 12 and the ship was observed to have dragged another half cable. The wind then moderated to force 5 by 0900, increasing again until by 1400 it was back to force 12. At this time a number of violent gusts of three or four minutes duration were experienced. In the first of these the ship yawed well out to starboard and with the wind on the port beam and the port cable at its maximum long stay abeam, she dragged to leeward at an appreciable speed with a 5 to 10 degree list to starboard. When the wind dropped again to force 12, it was found that the ship had dragged about half a mile. Meanwhile, special sea dutymen had been summoned; both anchors were weighed and the ship proceeded back to its previous berth anchoring at 1505.

Except for a force 11 blow of about an hour's duration at 2130 that evening, the wind remained at a steady force 8 to 9 until next day Tuesday 13th, when a little before 0900 it suddenly dropped altogether. Immediately the ship was engulfed in very heavy rain, accompanied by much lightning and thunder. After a few minutes a force 3 breeze came up from the south west. At 0910 the ships weighed and proceeded to the north in the belief that the centre was passing over them; however,

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within 15 minutes they had broken out of the rain and were confronted with blue skies, unlimited visibility and no sign of any wind."

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SECTION II.

NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE
(INCLUDING TECHNICAL INTELLIGENCE).U.S.S.R.New Cruisers.

SVERDLOV VIII left her building yard at Leningrad on 18th June, and is now on trials in the Gulf of Finland. In normal circumstances she should join the Fleet before the end of this year.

It is estimated that SVERDLOV X will commence her trials in the near future and that SVERDLOV IX, whose progress has been delayed by other work in hand, will follow in September/October.

Development of H.T.P. Long Range Torpedo.

After prolonged theoretical investigation of German torpedo equipment and ideas the Russians appear to have settled for an interim H.T.P. torpedo with the accent on speed at the expense of other refinements. This weapon could be in series production by 1955.

Performance is expected to be :-

- (a) Range of 8,600 to 10,800 yards at 55 knots; or,
- (b) Range of 16,200 yards at 48 knots.
- (c) It is unlikely that pattern-running will be provided and a contact pistol is likely. If pattern-running were fitted a drop in speed of 2 to 3 knots would result.

In order to have a 1,100 lb. warhead yet retain the existing diameter of the torpedo, the overall length would need to be increased by about 10 inches. It is not expected that a Russian improved version of this torpedo could be in service before 1960.

It is thought that the petrol-oxygen torpedo project has been abandoned in favour of the H.P.T. project - probably since the petrol project would be less free from track.

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COMMUNIST CHINA.

Soviet "S" Class Submarines at Tsingtao.

The two Russian "S" class Submarines sighted at Tsingtao (reported in A.S.I.S.No.20) were still there in mid-July. Both boats are considered operational and the latest information tends to indicate that they belong to the Chinese Communist Navy.

JAPAN.

Naval Construction Programme 1954-55.

The Japanese building programme for the Coastal Self-Defence Force for the year 1954-55 is as follows:-

5 "A" and "B" Type Patrol Vessels.

2-1,600-ton twin-screw "A" type Patrol Vessels being built entirely by Mitsubishi.

3-1,000-ton twin-screw "B" type Patrol Vessels being built by Kawasaki Heavy Industries, Ishakawajima Heavy Industries and Mitsui. Machinery supplied by Ishakawajima Heavy Industries.

6 "C" Type Patrol Boats.

2 twin-screw (light metal) being built by Mitsubishi.
2 twin-screw (wooden) being built by Hitachi Dockyard.
2 twin-screw (steel) being built by Azuma Dockyard.

4 Minesweepers.

1-600-ton M/S being built by the Uraga Dockyard Machinery by Sasebo Shipping Company.
2-320-ton wooden M/S being built by Japan Steel Pipe Co.
1-320-ton wooden M/S being built by Hitachi Dockyard.

Auxiliaries.

1-1,000-ton twin-screw Repair Ship being built entirely by Mitsubishi.

Construction orders for 8-300-ton Submarine Chasers will be issued to various yards.

Destroyers from U.S.N.

The Japanese are to receive two 1,630-ton destroyers from the United States Navy, U.S.S. ELLYSON and MACOMB. During the Second World War these ships were fitted as fast minesweepers (ELLYSON Class) but have now been re-equipped as normal destroyers (BENSON Class).

Submarine Construction.

Press reports from Tokyo claim that ship-builders who were engaged in submarine production during the war have established a research committee to study submarine construction.

An inaugural meeting has been held by representatives of the Kawasaki Heavy Industries, Mitsubishi Heavy Industries, Hitachi Shipbuilding & Engineering Co., Mitsui Shipbuilding & Engineering Co., Uraga Dock Co., and submarine commanders of the former Japanese Navy, with the object of electing directors of the research committee.

Separately it has been reported that Japan intends to construct one 300-ton and one 600-ton submarine next year for training purposes. The method of propulsion is likely to be a light-weight diesel, snort fitted.

U.S.A.U.S. Navy Share of 1954-55 Military Budget.

The U.S. Navy share, \$9,712 million, of the 1954-55 military budget provides for maintenance of the following forces :-

Total uniformed personnel U.S.N.	688,900
Total uniformed personnel U.S.M.C.	215,000
U.S. Naval Reserves (in drill pay status)	161,600
U.S.M.C. Reserves (in drill pay status)	42,300
Combat ships in commission.	404
Auxiliary ships in commission.	676
Ships in reserve.	1,362

U.S.N. and U.S.M.C. Aircraft.	13,191
(Operation aircraft 9,941)	
(Logistic support	
(aircraft 3,250)	
Carrier Air Groups.	16
A.S.W. Squadrons	15
Marine Air Wings.	3
Marine Divisions.	3

Of the 1450 new aircraft which will be purchased for the U.S.N. 1,200 will be jets. At present about 45% of U.S.N. aircraft are jet-powered; the percentage is expected to be 65% by the end of 1954, 80% by the end of 1955 and 87% by the end of 1956.

The shipbuilding programme provides for the construction of 37 new vessels including a fourth FORRESTAL-class attack aircraft carrier (U.S.S. FORRESTAL, SARATOGA and RANGER are already under construction), five modern destroyers, two additional atomic-powered submarines (U.S.S. NAUTILUS is fitting out and a second submarine is being built), eight D.E.'s, 8 L.S.T.'s and 2 L.S.D.'s.

As part of the programme that will ultimately embrace all of the U.S.N.'s attack carriers, the budget provides for the conversion of a second MIDWAY-class carrier with the addition of an angled deck; three more ESSEX-class carriers will be improved with angled decks. New steam catapults or improved hydraulic catapults are being installed on the MIDWAY-class and six of the ESSEX-class.

An escort aircraft carrier will be converted to a helicopter assault ship and transport for

use by the Marines in amphibious landings.

More destroyer escorts - and for the first time, four Liberty hull cargo vessels - will be converted into radar pickets for use in the offshore barrier, or seaborne early-warning line which the Navy will maintain in mid-Atlantic and Pacific as part of U.S. continental air defences.

Another submarine, the third, will be converted to guided missile work.

The Military Sea Transport Service shipbuilding programme provides for the construction of seven special cargo ships and tankers, ice-strengthened for Arctic supply work.

The tanker programme provides for the construction of 20 tankers for eventual use by the Military Sea Transport Service.

Aircraft Complement in Hunter-Killer Carriers.

The aircraft complement in U.S.N. hunter-killer carriers will be 15 S2F, 6 Helicopters with sonar and 8 Jet fighter interceptors.

S2F is the new standard ASW aircraft in the U.S.N.; it has two piston engines; all-up weight 22,700 lbs. The crew comprises two officer pilots and two enlisted men (sonar).

A4D SKYHAWK Bomber for U.S.N.

The SKYHAWK built by the Douglas Aircraft Company is a small, lightweight attack-bomber for operation from aircraft-carriers. It is a single-seater, low-wing monoplane powered by a single

J-65 Curtiss-Wright turbo-jet engine and is capable of carrying an atomic bomb, rockets or other missiles. Its combat radius is claimed to be greater than present propeller-driven attack planes. The aircraft is small enough to avoid the need for folding wings.

Important weight savings were achieved in the air conditioning system which is one-third the weight of the system previously used, and in the pilot's ejection seat which is almost half the weight of others used in jet aircraft.

S E C T I O N III.EXTERNAL POLITICAL, POLITICO-MILITARY, AND
ECONOMIC INTELLIGENCE.U.S.S.R.Movements of Soviet and Satellite Merchant Shipping
in the Far East.

It has been interesting to follow the movements of Soviet and Satellite merchant vessels in the Far East following the seizure by Chinese Nationalists, in June, of the Soviet tanker "TUAPSE".

The seizure posed the problem of getting a fairly large amount of Soviet and Satellite shipping safely to its destination, and while a plan was being prepared a number of vessels bound for Far East ports banked up in Singapore.

When, finally, the vessels sailed, those proceeding to the Pearl River obtained charts of the Gulf of Tongking and Hainan Strait, and those proceeding to the Soviet Far East obtained charts of the Java Sea, Macassar Strait and Celebes Sea. It would appear then that in order to avoid clashes with the Nationalists, Soviet shipping is proceeding to the Pearl River West and North of Hainan, and to the Soviet Far East South and East of the Philippines and thence probably through the Sea of Japan to Vladivostok.

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COMMUNIST CHINA.Incidents off Hainan.

Since the re-routeing of Soviet and Satellite merchant shipping in the Far East commenced, the Chinese Communists have provided a Naval escort (consisting of YMS's, LST's and MTB's) and air cover for those vessels arriving in the Pearl River area.

In view of this and of Communist sensitivity to air reconnaissance, it is possible to understand, though not condone, the shooting down of the Cathay Pacific Airliner near Hainan by Chinese Communist aircraft towards the end of July.

It is possible also that the subsequent engagement between U.S. Naval aircraft and Chinese Communist LA7's, who were protecting incoming shipping, had the same origin on the Chinese side. Soon after the two LA7's were shot down MIG-15's appeared in the area.

Satellite Merchant Vessel Refitted at Shanghai.

The Czechoslovakian S.S. "REPUBLIKA" (6419 GRT) arrived at Singapore on 18th July from Tsingtao and departed for Gdynia on 20th July. It is reported that this is the first voyage she has made since completion of a two-year refit at Shanghai.

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JAPAN.Recruiting for National Self-Defence Forces.

At the conclusion of the first phase of a re-

recruiting programme for Officers for the Self-Defence Forces, the Air-Defence Force had received 1,586 applications for 270 commissions and the Ground Self-Defence Force (Army) 2,587 applications for 1,550 commissions. Over 90 per cent of the Air Force applicants had seen service as pilots during World War II.

There was no call for Commissioned Officers in the Maritime Self-Defence Force (Navy) as there are sufficient potential officers under training and in reserve to meet all present commitments.

Japanese Interest in Trade Protection and Maritime Warfare.

Now that Japan has three defence services instead of her pre-war two she is finding new problems in the co-operation between air and naval forces in trade protection.

Members of the Japanese Maritime Self-Defence Force (Navy) have approached the United Kingdom authorities for guidance on the division of responsibility between the Royal Navy and the Royal Air Force, both operationally and in material, as it affects the defence of convoys.

They consider that the United Kingdom is in a better position to advise than the United States, not only because she had three defence services during World War II, but also because her geographical and financial situation is more comparable with that of Japan.

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NATIONALIST CHINA.Interception of British Merchant Vessels.

The Chinese Nationalists continue to interfere with British merchant vessels trading with Communist China and three more incidents occurred towards the end of July.

S.S. "DORINTHIA" was ordered by an unknown source, not to enter Amoy on the evening of 25th July, and her attempt at entering on the following evening was foiled by the presence of what she described as "3 Nationalist Destroyers" patrolling the entrance. However, her passage into harbour on the third night (27th) was made without any interruption.

S.S. "INCH"ELLS" was stopped by Chinese Nationalist Naval Vessel No.41 off Chapel Island on the evening of 26th July, and though she managed to escape in thick fog, she had to join "DORINTHIA" in waiting for the following evening to enter Amoy. She, too, made Amoy without further incident on 27th.

S.S. "UNIVERSAL TRADER" had the company of a C.C.N. warship and 2 armed trawlers for about 30 minutes on 27th July during her passage to Hong Kong. She was not molested, however, and the warship retired in a north-westerly direction.

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INDO-CHINA.Trade between Communist China and Vietminh.

Peking radio has announced a trade protocol for 1954 providing for Chinese exports to the Viet-

minh of cotton, machinery, transport and communications equipment, medical supplies and paper in exchange for non-ferrous metals, foodstuffs and spices.

No quantities are mentioned but the trade is believed to be on a large scale.

The balance of trade is unfavourable to the Vietminh who are no doubt considerably indebted to Communist China for the supply of military equipment.

This may indicate a tightening of the Communist economic hold over the Vietminh-held areas of Indo-China.

Road Construction in Vietminh Territory.

Reports of Vietminh road construction in Tongking suggest that a pattern of connecting roads is under construction from Chinese border areas into Northern Tongking. Such a pattern would facilitate trade and the movement of supplies.

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SOUTH EAST ASIA.

Conference to discuss South East Asia Treaty Organisation.

A Conference of Foreign Ministers is to be held at Manila in the Philippines, commencing 6th September to discuss plans for the collective security of South and South East Asia with the object of blocking the expansion of Communist influence. It is proposed that delegates to the Conference will consider a draft of intentions and a treaty drafted

in Washington by a Working Party consisting of representatives from the United Kingdom, the United States, France, Australia, New Zealand, Thailand and the Philippines.

It was originally intended that as many Asian powers as possible should be associated with the proposed South East Asian Treaty Organisation. The five Colombo Powers - India, Pakistan, Ceylon, Burma and Indonesia and also Thailand and the Philippines were sounded out but only Thailand, Pakistan and the Philippines have agreed to attend the Conference.

India has expressed strong opposition to the objectives of the Treaty Organisation and Indonesia is of the opinion that the setting up of S.E.A.T.O. will inevitably create tension in Asia because the terms of the treaty are directed against certain powers.

Although Pakistan has agreed to attend the Conference she will accept no commitment to join S.E.A.T.O. and has stated that modifications must be made before she could accept the treaty. Ceylon, although apparently reluctant to reject the invitation outright, will not send an observer to the Conference in view of the attitude taken by most of the Colombo Powers.

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INDONESIA.

Netherlands - Indonesian Union.

An agreement has been signed by the Netherlands and Indonesia dissolving the Netherlands-Indonesian Union. The press has reported that the agreement has caused a crisis in the Indonesian Cabinet.

Water Police Craft.

A patrol craft, "SAGARANTA CHAYANGKARA" (hitherto unsighted and unlisted in any reference book concerning the Indonesian Armed Forces) has been encountered in the Malacca Strait. She belongs to the Marine Police and is an ex-U.S. 110 ft. Submarine Chaser of wooden construction.

Merchant Shipping.

A Shipping Directorate has been set up in Djakarta, and was due to commence operations on 10th July. It consists of employees of several shipping services and persons closely connected with shipping affairs. Its purpose is to co-ordinate matters related to the shipping business in general.

The Ministry for Communications is to take back 16 ships from Pelni (The National Shipping Co.) and will distribute them among the other national shipping companies.

The promotion of national shipping, which until now has been entrusted entirely to Pelni, will in future be the responsibility of the Ministry for Communications. This will, it is said, lead to better co-ordination of the Indonesian shipping services.

Bank Reserves.

The Bank of Indonesia has announced that its gold reserves and foreign exchange have fallen to the limit of 20 per cent of its demand liabilities.

Reserves have been declining as a result of adverse trade balances since mid-1952 and no relief

is in sight. Steps may be taken to suspend the statutory requirements for three months but it is unlikely that the rigorous controls necessary to meet the situation will be enforced. Although devaluation is favoured by some Indonesian authorities it is unlikely that the Government will take this step for reasons of prestige. In the circumstances further deterioration of Indonesia's already serious and confused financial position seems inevitable.

International Fair.

Russia, Czechoslovakia, Hungary and East Germany are among the "Iron Curtain" countries which proposed to exhibit at the International Fair to be held in Djakarta from August 18th.

Chinese Population.

Communist China and Indonesia were to begin talks in Peking in August to discuss the future nationality of the three million Chinese now living in Indonesia.

Indonesia is concerned over the loyalty of her Chinese population and this is one of the reasons for her desire to conclude a pact with Communist China.

Chou En-lai has announced that China will renounce her claim of citizenship over the millions of Chinese living in other Asian countries.

Appointment of Military Attache in New Delhi.

An Indonesian Military Attache has been appointed to India and has taken up his appointment in New Delhi.

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PHILIPPINES.Defence Budget 1954-55.

An examination of the 1954-55 Budget reveals that although defence spending as a proportion of total expenditure has risen appreciably over the past six years - from 14% in 1947/48 to over 25% in the latest budget, most of this increase took place before 1952; and, as the following table shows, there is now no significant tendency to expand defence expenditure:-

<u>Financial year beginning 1st July.</u>	<u>Total budget expenditure.</u>	<u>Defence Expenditure.</u>	<u>Defence Expenditure as a % of total expenditure.</u>
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1952/53	127.4	30.3	24.0
1953/54	118.2	29.4	25.0
1954/55	119.3	30.5	25.6

φ In £ million.

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PAKISTAN.Communist Party Declared Illegal.

The Communist Party and allied organisations in Karachi have been declared unlawful associations, and arrests have been made. Provincial Governments have taken similar measures.

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SECTION IV.AUSTRALIAN STATION INTELLIGENCE.HARBOUR IMPROVEMENTS.Fremantle.

A new berth (No.10 North Wharf) is being constructed at the inner Northern end of the harbour, near the railway bridge, where the Naval Small Craft Repair Base was formerly situated. A pile-making yard has been established nearby to produce the 450 piles required. When in place, the piles will support a berth 600 ft. long and 61 ft. wide.

CALTEX OIL (AUST).PTY. LTD'S OIL REFINERY, BOTANY BAY (NEW SOUTH WALES.)

Caltex Oil (Aust) Pty.Ltd's new oil refinery at Botany Bay is scheduled to begin operations by 1st July, 1955.

The refinery's capacity will be 1,060,000 tons of crude oil per annum. Most of the oil will come from Sumatra and perhaps some from the Middle East.

The steam and power generation station will include two oil-fired boilers and two turbo-generators of 3,500 kilowatts each.

The Company will build on the southern shore of Botany Bay a wharf 3,600 feet in length and which will have 36 feet of water alongside.

WUNDOWIE (W.A.) CHARCOAL IRON WORKS - EXPORT OF PIG IRON.

A bid to establish an export market for West Australian pig-iron is now being made by the Wundowie Charcoal Iron Works. Sample shipments have recently been sent to U.S.A., Germany and Switzerland. In the past financial year, 3,000 tons were exported of the 11,000 tons produced. One difficulty limiting exports has been the slow handling of heavy pig-iron at Fremantle, but the use of a large electric-magnet seems likely to double the previous rate of loading and make the cargo more attractive to shipping companies.

UNLOADING FACILITIES, EXMOUTH GULF (W.A.)

At present two methods are used of getting oil drilling equipment and cargo ashore at Exmouth Gulf. A small wharf has been constructed in Wapet Creek and when tides are favourable, barges from the ship come alongside the wharf and are unloaded by a Fowler $3\frac{1}{2}$ -5 ton mobile crane. When tides do not permit entrance to the creek the barges are simply run ashore on the beach and are unloaded on to trucks by a similar type of crane operating from in the water.

NORTHERN TERRITORY.Mining of Sand on Bathurst Island.

Dowsett Engineering (Aust) Pty.Ltd., may shortly commence mining heavy mineral sands on Bathurst Island. Prospecting engineers from this company recently located promising samples. The sands on Bathurst Island contain rutile and ilmenite, used in the production of titanium metal for the aircraft industry.

Trawler "TEMORA".

The Trawler "TEMORA" arrived Darwin on 2nd July from Dili, having departed originally from Singapore on 6th June and having called at Sourabaya en route. This vessel was built by Reg. Adams and Clayton Ltd., Sydney, for service in the R.A.N. In the Navy she was used as a G.P.V. and was later sold by disposals and converted to merchant use.

She is 47 ft. in length and 19.44 tons. Three persons comprised the crew. Emil Frantisek Matus, (Owner), Svend Aage Lundorff Petersen (Master) and Hilmer Einar Fredriksson. "TEMORA" was previously registered as a fishing craft at Singapore but the crew explained that, as the Indonesians do not want fishing craft in their waters, it was re-registered as a yacht for the purpose of passing through Indonesian waters. It is understood that Matus proposes to ply from Darwin to Perth and then visit other capital cities before returning to Singapore, while Petersen and Fredriksson propose to take out a fishing licence at Darwin. Later, it is understood they will voyage to Cairns and take out a Queensland fishing licence.

Air Service to Mission Stations.

Since its inauguration in February by MacRobertson Miller Aviation Co., loadings on the new mission air service have so increased that additional flights have been arranged. Regular fortnightly services operated hitherto, and it has now been arranged for a supplementary flight to be operated every other week. This new service will call at Bathurst Island, Garden Point, Snake Bay, Croker Island, Millingimbi, Oenpelli, and return to Darwin the same day.

Rum Jungle.

Work on the open-cut mining contract being undertaken by George Wimpey & Co. Ltd., of London will commence as soon as machinery which is being discharged from "Windarra" is assembled. Part of the equipment includes a 164-ton Manitowoc excavator worth approximately £100,000. This excavator is capable of moving $5\frac{1}{2}$ cubic yards of earth in one movement. Dragline equipment is also being brought up for fitting on the excavator. When the project is under way, it is understood that approximately 70 men will be employed by Wimpey's.

DUTCH NEW GUINEA.Visit of Admiral Moorman.

The following statement is reported to have been made by Admiral Moorman, prior to his leaving Holland for Dutch New Guinea.

"The strength of the Navy in New Guinea should be brought to such a level that threatened points can be reached and defended by Naval units within a few hours. The Biak base will be the chief stronghold in our defence. In order to expedite troop transports, the Catalina aeroplanes will be replaced by 15 amphibious "Martin Mariners". (Comment - This would tend to confirm the report in A.S.I.S.No. 18 of 15th April, 1954, which stated that Admiral Schaper (Naval Air) was negotiating in U.S.A. for the purchase of 15 such aircraft).

Besides assisting the Naval Air Force by sending the destroyer "PIET HEIN", a battalion of Marines will be stationed in Dutch New Guinea, the units of which will be able to take action on land. The total

manpower of Dutch New Guinea defence is about 3,000. The future Commandant of Marines, Lieutenant-Colonel Honig, is travelling with me. After a period of orientation, the time has now come to organise the transfer of defence from the hands of the army to the navy. The boys of the army have done their work excellently. But you would always have two staffs, two welfare services and two kinds of equipment. The use of the naval force makes it possible to get the strongest defence at the lower cost."

Political.

The Secretary-General of the Indonesian Foreign Ministry has confirmed Indonesia's intention to bring the question regarding Dutch New Guinea before the forthcoming General Assembly of the U.N.

Support is expected from the Arab-Asian and Latin-American countries, who, if all voted, could provide a simple majority in the Assembly. It is likely that there will be quite a few non-voters amongst the Latin-American group due to American pressure.

Australia and Holland could be embarrassed politically if the Indonesians gained their point, as the Dutch are adamant in their refusal to discuss the matter and Australia does not desire Dutch New Guinea to fall into Indonesian hands.

PORTUGUESE TIMOR.

Port Facilities - Dili.

Additional facilities for the port of Dili arrived in July, as follows :-

- 2 steel lighters - each 75 tons capacity.
- 1 steel water boat of 35 tons capacity.

The lighters were towed to Dili by the Hamburg-Amerika line vessel "BRAUCHWEK".

SHIPPING INFORMATION.

A.U.S.N.Co. - Purchase of S.S. "ADMIRAL FRASER".

The A.U.S.N. Company has purchased the British freighter "ADMIRAL FRASER" and will re-name her "CANBERRA".

Built at Sunderland in 1948 the vessel is of 2,276 tons gross. Her dimensions are : length, 317 feet; beam 45 feet; depth, 18 feet.

SALE OF "DORRIGO" and "DULVERTON".

The Commonwealth Government has sold the 2,000-ton ships "DORRIGO" and "DULVERTON" to the West Australian Government.

Both ships, which have been on the north-west run for some years under charter to the State Shipping Service, became the property of the W.A. Government on 1st July.

NEW SHIPPING SERVICE TO NORTH COAST OF NEW SOUTH WALES.

A new shipping company, Hethking Steamships Pty. Ltd. commenced a service to the North Coast during July.

The company has been formed by Hetherington and Kingsbury Pty.Ltd.

The service is being conducted with the Steamers BONALBO, formerly owned by the North Coast

Steam Navigation Company, and the COBARGO, an ex-Illawarra and South Coast vessel.

The ships will cater chiefly for the Clarence and Richmond Rivers sugar trade.

Launching of Adelaide Steamship Co's. new vessel "MINKARA".

The single-screw motorship "MINKARA" (2,500 tons gross), built by the Grangemouth Dockyard Company, Ltd., for the Adelaide Steamship Company Ltd., London and Adelaide, was launched at Grangemouth on 5th April. She is 295 ft. in length, $44\frac{1}{2}$ ft. in breadth and $22\frac{1}{2}$ ft. in depth. Her propelling machinery will consist of a five-cylinder Burmeister and Wain diesel engine developing about 2,100 b.h.p. at 170 r.p.m., to give a speed loaded on trials of about 12 knots.

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.)

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JAPANESE PEARLING FLEET.

The following report on the Japanese pearling fleet operating in Northern Australian waters was furnished by Lieutenant-Commander J.E.Gillow, R.A.N., when Captain of H.M.A.S. CONDAMINE :-

The Japanese Pearling Fleet, with its Mother Ship and Fisheries Inspection Vessel, presented a fine sight as H.M.A.S. CONDAMINE approached during the early morning of 7th June.

The luggers were anchored in four well-ordered columns with the Mother Ship in the centre and the Fisheries Inspection Vessel some distance clear of the main body.

The Pearling Fleet consists of a Fisheries Inspection Vessel, No.5 "TAIYO MARU", Mother Ship, "AKEBONO MARU", and 25 luggers; all vessels are diesel-engined and the luggers in addition are fitted with sails. The Fisheries Inspection Vessel appears to be an ex-Tuna Trawler with a prominent bow platform and catwalk projecting at least three feet outboard around the hull at main deck level from stem to stern. This vessel carries a Professor of Biology for study of underwater shell life.

On boarding the Fisheries Inspection Vessel, greetings were exchanged with the Captain and Japanese Fisheries Inspectors and the business of reading the Fisheries Act and issuing of the Licences was commenced. This vessel appears well found and perfectly clean although as times goes by her condition is deteriorating. She is equipped with W/T, D/F and Radar. (The type being a British Commercial Set). The Radar Room was locked and although an attempt was made to look through a scuttle, this action was dissuaded by a gentle hiss from the Japanese Chief Officer.

After discussing the Areas laid down, the issue of the individual licences to the luggers commenced. These small Pearling Luggers have either steel or wooden hulls, the majority being wooden, and, although on first sighting they appear to look dirty and untidy, this impression is soon lost on boarding as they are in excellent condition, well found (with W/T. and E/C.), and clean to a point of fastidiousness. At all times of going alongside, the Captain and Head Diver were there with greetings as only the Japanese can greet a foreigner, even though their thoughts may differ.

The method of conversation was through the Head Diver of the "KIMI MARU", one by the name of Akaji Kumamoto, who had worked with the pearling fleet off Thursday Island pre-war, and was interned during the period of hostilities. Akaji Kumamoto could speak and read a little English and his services were invaluable. On arrival at each lugger, the Captain and Head Diver were acquainted with the regulations affecting the Pearling Fleet in and around Australian Waters. Pearl Fishing Licences were issued and on completion, a call was then made on the Mother Ship "AKEBONO MARU".

This vessel, a freighter of 566 tons. was found to be in the same state as the others, which left an impression that a large number of the Officers and men were former members of the Imperial Japanese Navy. (This has since been verified). Refreshments were offered and accepted, and a general discussion was held as to the positions the Fleet would take up in the Areas allocated, the size and type of shell they were allowed to dive for and other points of general interest. During the conversation, the Captain of the Mother Ship and the Company Agent produced Australian Charts identical with those held by the Naval Officer-in-Charge, North Western Area, the Five and Ten Fathom Lines being marked in Red and Blue respectively. It was noticed on departure from the vessel that the Commonwealth of Australia's Pearl Fishing Act of 1953 was prominently displayed in the alley-way, both in Japanese and English.

Immediately on completion of issuing of Licences, the Fleet proceeded to the fishing Area.

Sheltering.

During Spring Tides, the Fleet anchors in the Sheltering Position allocated and opportunity is then taken to store, fuel, water and transfer shell to the Mother Ship. This is a highly efficient and organised operation. The Mother Ship calls the lugger alongside by flag hoists, working one lugger each side, and at the same time two more take up a position astern of the Mother Ship ready to move alongside when called. No time is wasted, and in the operation of storing etc., all luggers can be completed in a day.

Communications.

All luggers are fitted with W/T and R/T and were heard as follows :-

Intra Fleet Voice	...	2700KC's.
C.W.	8 MC's.
Ship Shore Communication	...	500 KC's

Communication between H.M.A.S. CONDAMINE and the Fisheries Inspection Vessel was by International Code Signalling Book, Light and W/T on 500 KC's.

Diving Technique.

Some information on Japanese Pearl Diving technique was obtained by observation and from Akaji Kumamoto.

When diving in these waters the divers do not use the standard dress, but prefer to rely solely on a helmet and corselet, or at most a half suit. This is a standard dress cut off at the waist and left open, with the sleeves cut off half way down the arm. The air supply is provided by a compressor running off the lugger's main engine and feeding a reservoir tank or air bottle. Each lugger is fitted with three or four outlets for air hoses, each with a valve and pressure gauge. The outlet valves on the helmets are not used, as owing to the constant spill-over of air from the bottom of the helmet or half suit, the pressure is self-adjusting. In the helmet and corselet the water level reaches the wearer's neck, in the half suit, the upper part of his chest. There is practically no buoyancy in the former and very little in the latter, so only a small amount of weight is carried. The helmet is

kept screwed on to the corselet or half suit, and the diver preparing to descend simply lifts the contraption over his head and steps overboard. The remainder of dress consists of American Army battle dress with canvas padded knees and swamp shoes. No gloves are worn. Each diver has a life-line, but as diving is always carried out on the move, there is no shot-rope or distance line. When fishing the lugger drifts with the wind or tide and the three divers walk along the bottom underneath, in line abreast. In a dead calm, the lugger moves slowly ahead with her engines and two of the diver's tenders stand on wooden outriggers, rigged outboard on either side. When not in use the latter are triced up against the mizzen rigging. The pearl shell is picked up by hand and placed in string baskets to be hauled to the surface.

Staging on the ascent appears to be carried out only when working at 20 fathoms or deeper. In shallower water the diver is pulled straight to the surface by his tender, having little positive buoyancy. In depth, where staging is carried out, a buoy is laid and the diver pulls himself up the buoy rope, after jettisoning his weight into the shell basket. The staging is thus completely under the diver's control and is his own responsibility.

In an emergency, divers using the helmet and corselet alone, may duck out of their helmets and swim to the surface. Apparently several have died through holding their breath while surfacing in this way. The divers do not recognise any danger from sharks, gropers or sea snakes, but kick such creatures that sometimes interfere with visibility by disturbing the mud on the bottom.

No knives are carried by the divers. They are sometimes however, stung on the arms and legs by some unknown creatures, probably a species of jelly-fish.

The divers work only during the Neaps and the period of Spring Tide is spent at anchor in the Sheltering Position allocated. The diving operation up to date has been carried out with winds up to 4 - 5 force.

The Head Diver is responsible for all diving operations and the Captain of the Lugger assumes the duties of Sailing Master only.

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U.S.N. AMPHIBIOUS LANDING EXERCISE.

The following extracts have been taken from the report of the Australian Naval Attache, Washington, on the U.S.N. Amphibious landing exercises which he witnessed recently near Norfolk, Virginia. The exercise was part of the training of 745 U.S. Midshipmen and 26 Naval Cadets, Royal Canadian Navy.

Forces participating included -

(a) A landing force consisting of 1,800 U.S. Marine trainees and 600 Midshipmen. Landing craft were operated by Midshipmen who had had only several day's training in handling, beaching and unbeaching these craft.

(b) A Naval Attack Force consisting of 31 U.S.N. warships and craft manned by 14,000 officers and

men. It included one U.S. Marine helicopter-carrier KULA GULF (CVE), the Cruiser, ROCHESTER, Destroyers, AKA's, LSD's, LST's, LSMR's, LCU's etc.

- (c) U.S.N. Underwater Demolition Teams ("Frogmen").
- (d) Units of a U.S. Army Airborne Infantry Division.
- (e) Shore-based aircraft of the U.S.N. and U.S. Air Force.

Conditions for the landing were far from ideal. The wind was only slight but blew directly on-shore. Resulting from strong winds the day before, a four-foot surf was breaking on the beach and there was a strong undertow.

For this exercise it was assumed that the Underwater Demolition Team swimmers had, as would be the case in an actual assault, made a beach reconnaissance during the night preceding the morning of the landing and that the conditions of surf, current, beach gradient, positions and types of underwater and beach obstructions etc. had been examined and had been reported to the Attack Force Commander. The effects of naval and air bombardment were represented by the explosions of previously placed charges, nevertheless, naval fire support units (cruisers, destroyers, rocket launching craft) were deployed appropriately and aircraft made dummy bombing and strafing runs.

Chronological sequence of events prior to H-HOUR (0930).

- (a) 0845 - Combat Control Teams (paratroopers) were dropped inland. These were U.S. Air Force Teams, pathfinders, to mark

landing spots for the subsequent parachute landings of airborne infantry with their equipment and supplies.

- (b) 0852 - Underwater Demolition Team (U.D.T.) swimmers were cast off from an assault craft to begin their demolition missions. The boat made a zig-zag approach towards the beach and when several hundred yards off, turned and ran parallel with it whilst the U.D.T. platoon of six swimmers rolled in turn over the side of the boat and into the water. The swimmers wore the warm water kit consisting of trunks, flippers, mask, waterproof watch, waterproof compass and knife: they carried their demolition charges in bags attached to an ankle.
- (c) 0853 - Troop carrier landed paratroopers behind the enemy beach positions.
- (d) 0905 - First wave of assault troops (U.S. Marines) was landed in rear of the enemy beach positions by a formation of 12 (HRS) helicopters from the helicopter carrier.
- (e) 0908 - U.D.T. swimmers were retrieved. By this time the swimmers had laid their demolition charges, had swum out about 500 yards from the beach and were waiting in a line with about 50 yards between each swimmer. The U.D.T. boat again made a zig-zag approach towards the beach and then turned parallel with it along the line of swimmers. Towed alongside the boat was a rubber float on which crouched the rescue man holding a wire loop. As the boat and float passed

each swimmer in turn, this man held out the wire loop. It was grasped by the swimmer who was then jerked on to the rubber float and so regained the boat. This operation meant that the boat had to be steered to pass close alongside each swimmer and each was recovered without stopping the boat. Two U.D.T. swimmers remained in the water on the recovery line to start the fuse wires leading to the demolition charges which had been laid. These two swimmers were picked up by a second boat only a few minutes later.

- (f) 0915 - The explosions of underwater and beach demolitions placed by the U.D.T. swimmers destroyed obstacles to the landing.
- (g) 0927 - Final phase of beach rocketing and strafing (simulated) by naval F9F Panther jets.
- (h) 0930 - H-HOUR. Armoured amphibian vehicles (LVTA) reached the beach and remained at the water's edge continuing to give gunfire support. These vehicles (LVTA-landing vehicle tracked armoured) are a post-World War II development. They carry a 75 mm. howitzer and 2 -30 calibre machine guns. They are designed to provide gunfire against enemy shore positions, filling in the gap in time between the lifting of naval and air bombardment as the first assault wave nears the beach and the time when the assault troops have disembarked and go into action. The unarmoured version of this amphibian vehicle is the

LVT (landing vehicle tracked). LVTA and LVT can make about $4\frac{1}{2}$ -5 knots in the water and about 20 m.p.h. on land.

Sequence of events after H-HOUR (0930) :

- (a) 0932 - Amphibian vehicles (LVT) beached and disembarked troops. Assault troops negotiated barbed-wire obstacles by throwing a tough sheet over them and them scrambling over the sheet. The actual clearance of all obstacles was left to the Obstacle Clearance Teams.
- (b) 0940 - Transport Aircraft dropped heavy equipment by parachute in rear of beach zone.
- (c) 0942 - Landing Craft Utility (LCU) beached and disembarked assault bulldozers, tanks, engineer and tank personnel and Obstacle Clearance Teams. Obstacle Clearance was commenced; land mine detection, clearance and clear-lane marking for the advance of the tanks was begun. Under the direction of the Beachmaster, the selection, clearance and distinctive marking of supply dump sites was started.
- (d) 0949 - Assault landing craft beached and discharged additional assault troops.
- (e) 1005 - Call for air strike was answered by simulated bombing and strafing attacks in the rear.
- (f) 1005 - Additional waves of assault troops were
1030 landed from assault landing craft and by helicopter formations; LCU's landed

additional heavy equipment such as crawler cranes, Gill and Geheme transporters. The Gill and Geheme transporters are of the mobile, arch type. They can plumb, lift and move very heavy equipment. Should an assault boat be beached and broken down, these transporters can lift them clear up the beach where they can be repaired.

- (g) 1030 - Two LST's beached and landed heavy vehicles over causeways. A causeway consists of three 174' x 14' pontoon sections; each section is made up of 60 steel watertight cells, 14 of which could be ruptured without loss of sufficient buoyancy. The three sections can be used at full lineal extension or they can be telescoped by lateral disposition to make a shorter bridge. To lay out a causeway the LST approaches the beach with the causeway secured alongside. When the LST beaches, the causeway continues to the beach under its own momentum. The beach end of the causeway is anchored and the LST adjusts her position so that the seaward end of the causeway reaches and is secured to her bow-door opening. Vehicles can then be driven out of the LST and over the causeway to the beach. The operation of laying out a causeway in this way seemed to be very simple and was quickly completed.

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SECRET

Transit List

This document is to be treated as "SECRET". It is to be passed by hand from Officer to Officer and finally returned to the Commanding Officer.

Name of Officer to be passed to	Initials of Officer read by, and date passed on