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Australia Station Intelligence Summary



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S E C T I O N I.

R.A.N. AND OTHER COMMONWEALTH NAVIES.

(a) ROYAL AUSTRALIAN NAVY.

New Zealand Visits.

Three H.M.A. Ships, SYDNEY, QUADRANT and COOTAMUNDRA, and H.M. Submarine THOROUGH, will visit New Zealand in 1955.

COOTAMUNDRA will be the first ship to sail and will depart Sydney on 20th January for Auckland. While in New Zealand waters she will attend the celebrations at Waitangi, on the Bay of Islands, on February 6th to mark the 144th Anniversary of the signing of the Waitangi Treaty. Under this treaty the Maori chiefs accepted Queen Victoria's sovereignty and were guaranteed possession of their forests, fisheries and lands. COOTAMUNDRA will also visit Whangarei and Wellington before sailing for Sydney on 22nd February.

QUADRANT, accompanied by THOROUGH, will arrive at Auckland in March, and will take part in anti-submarine exercises with ships of the Royal New Zealand Navy.

SYDNEY, wearing the flag of F.O.C.A.F., is due to visit New Zealand for 24 days in May. She will remain at Auckland from 6th to 10th May, and will also visit the Bay of Islands, Wellington and Christchurch before departing for Sydney on May 29th.

SYDNEY will cease operational flying at the end of April and will be visiting New Zealand as a training ship.

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H.M.A.S. HAWKESBURY.

During the last week in November, HAWKESBURY, while carrying out a patrol in the island groups west of Manus, found the Papuan and New Guinea Administration launch, "POSEIDON", drifting helplessly with a fractured propeller shaft, south-east of Aua Island in the Ninigos.

Taking her in tow, HAWKESBURY proceeded at a speed of $9\frac{1}{2}$ knots to a point south of Longau Island, where one of the frigate's boats took over the tow (at a speed of less than one knot) for the tricky passage through the reef to a safe anchorage in the lagoon.

"POSEIDON" remained in the lagoon until spare parts were shipped to her from Port Moresby.

Because of "POSEIDON's" breakdown, 25 natives whose homes were on Aua Island, had been unable to leave Longau Island which they had been visiting, but they were embarked in HAWKESBURY, who took them back to Aua.

HAWKESBURY returned to Manus on 5th December, and on 9th December, after spending four months in the North West and North East Australian Area, she sailed for Sydney.

HAWKESBURY visited Madang and Samarai en route, and, while off the North Queensland coast on 17th December, was diverted to search for a Japanese sampan which had been sighted by a R.A.A.F. aircraft inside territorial waters between Lowry Passage and Cooktown. HAWKESBURY's search, as well as an air

search in the Northern Barrier Reef area, was negative, and the ship continued her passage to Sydney, arriving on 22nd December.

H.M.A.S. WAGGA.

WAGGA sailed from Sydney on 13th December for Northern waters to carry out patrol duties until mid-February, when she will be relieved by MURCHISON.

WAGGA arrived at Port Moresby on 24th December and remained there over the Christmas and New Year period.

On 2nd January she was due to sail for Manus, calling at Samarai, Buin, Kieta and Rabaul en route. At Buin, on 7th January, she will embark 16 ratings of the Papua-New Guinea Division of the R.A.N. for passage to Manus.

H.M.A.S. VENGEANCE.

On 3rd December VENGEANCE arrived at Sydney from Japan with 162 officers and airmen of R.A.A.F. 77 Squadron embarked and 40 Gloster Meteors ranged on her flight deck. This R.A.A.F. Squadron had been overseas for 11 years, having served in New Guinea, the Moluccas, Japan and Korea.

Shortly after VENGEANCE berthed, the Consul-General for South Korea (Mr. Kim) visited the ship to welcome the Squadron before they disembarked to march through the Sydney streets. The people of Sydney gave the men an enthusiastic "Ticker-tape" welcome as they marched to the

omain.

Two flights of Vampire Jet fighters had flown over VENGEANCE as she moved into port, and these aircraft staged a fly-past in a "77" formation over the city to coincide with the march.

"Survival" Exercise.

The peaceful countryside within a 40-mile radius of Nowra was converted into "enemy territory" between 5th and 10th December when personnel from naval air squadrons and H.M.A.S. ALBATROSS took part in a survival exercise.

Assuming the role of aircrew who had been shot down in enemy country, 37 R.A.N. officers were dropped in different parts of the exercise area from covered vehicles in the late afternoon of 5th December, their aim being to make their way back to their base, H.M.A.S. ALBATROSS, without being captured or detected. Army units, police, boy scouts, members of other youth organisations and the local populace were asked, by means of the press and radio, to prevent the aircrew from achieving their objective.

The aircrew each carried a limited supply of tinned food and a waterbottle, and they had to supplement these rations by living off the country. Each man also carried a compass, a knife, a first-aid kit, a length of light cord and some copper wire for making animal snares. They were dressed in light-weight flying overalls, webbing belts, berets, gaiters, boots, and carried haversacks.

In the briefing before the exercise the participants were told that the exercise was to be conducted "according to the rules of common sense and the laws of the country". As opposed to established evasion tactics in wartime there was to be no purloining to supplement the meagre food rations, and if they were apprehended by members of the public or police they were to "go quietly". This injunction against forcibly withstanding their "captors" did not necessarily apply to the members of the participating army units.

Of the 37 R.A.N. officers who took part in the exercise, 16 returned safely to base, 19 were apprehended by the army and two by the locals. One of the successful aircrew returned to Nowra in one day.

Before they were dropped in unknown territory each small team was given sealed envelopes which gave a very rough idea of the part of the country in which the team was "dumped". Each man had to orientate himself by his compass, by conspicuous objects or by other means, before he could attempt to find his way home.

The men were each given a number of cardboard squares which were to represent time bombs. If they managed to return to Nowra they were to place these "time bombs" at strategic points, such as the power house, the main signal office and the Captain's residence under cover of darkness, and were to note on the square the time which it had been "laid"., safe back in the Ward-room, which was their objective, they could inform the others that at such and such a time the main signal office etc. would have been blown up.

A highlight of the exercise was the enthusiasm of all, there being too many volunteers for all to participate.

(b) ROYAL CANADIAN NAVY.

H.M.C.S. LABRADOR.

The Royal Canadian Navy icebreaker, H.M.C.S. LABRADOR (see also A.S.I.S.No.22), has become the world's first warship to navigate the North-West Passage. The 6,500-ton vessel sailed from Halifax on 23rd July, 1954 on her first voyage into Canada's northern waters, and, after a trip of nearly 7,500 miles, arrived at Esquimalt on 27th September.

For part of the voyage LABRADOR was in company with the U.S.N. icebreakers BURTON and NORTHWIND, which have been carrying out oceanographic and hydrographic surveys in the Arctic. LABRADOR made a rendezvous with the U.S. ships late in August off the southern end of Melville Island after ploughing through heavy ice in Viscount Melville Sound.

During her transit LABRADOR went to the aid of the U.S. vessel "MONTE CARLO" who had become ice-bound in the Bering Channel, near the North Magnetic Pole. This ship had become surrounded by pack ice, having ignored previous warnings not to enter those waters because of the ice conditions.

Submarines.

Approval in principle has been given to an

agreement with the Admiralty under which the Sixth Submarine Squadron, consisting of three "A" Class submarines, will be formed for duty with the R.C.N., based at Halifax.

The terms of this agreement require ten officers and 168 men of the R.C.N. to serve on loan to the R.N. Most of the officers and all the men will serve in H.M. submarines. The period of the loan will be at least two and one-half years.

Command of the Sixth Submarine Squadron and H.M. submarines forming a part of this Squadron will be vested in the Admiralty.

From the R.C.N. point of view the purpose of this agreement is to provide training submarines for a predominantly anti-submarine force which has no submarine arm of its own. A previous arrangement by which submarine time was obtained from both the R.N. and the U.S.N., on a loan basis did not completely meet the R.C.N. training requirement. The use of U.S.N. submarines for training, on a loan basis, will continue.

S E C T I O N II.NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE, IN-
CLUDING TECHNICAL INTELLIGENCE.U.S.S.R.Torpedo Control System.

An article in "Red Star" on 27th August, describes the training of a "battle section of torpedo electricians" consisting of a petty officer, second class, and four able seamen (all specialists). This section is under the control of the torpedo officer.

The apparatus manned by this section is situated very low down in the ship, and is reached by a shaft from one of the ship's company living spaces. The apparatus is very complicated and is operated by "20 motors of various types".

During a torpedo action, the section receives information from the radar station, the rangefinders and the direction-finders. A few seconds after the information has been fed into the apparatus, the latter provides the data necessary for firing the torpedoes.

Comment: This might refer to an improved version of the MINA MK2 torpedo control system, the computer for which is in the transmitting station, with radar information included. There is, however, no factual evidence to support this assumption.

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JAPAN.Naval Strength.Personnel.

Authorised strength of the Japanese Navy is 1,622 officers and 10,689 men, but the strength as at November 1953 was 1,401 officers and 9,927 men. (This figure has since been substantially increased to man additional vessels lent by the U.S.N.)

Order of Battle.

As at November 1954 the Japanese Naval Order of Battle was :-

ex-U.S. Destroyers (2,425 tons)	2
" Patrol Frigates	18
" L.S.S.L's	50
" M/S A.M.C's	23
" A.M.S's	10
Miscellaneous Service craft	88

Naval Aviation. 4 Bell 47 Helicopters.

Recruitment for Reserve Forces.

Although recruitment for the Japanese Permanent Forces was excellent, the Director-General of the Defence Agency has announced that recruiting for the Reserve Forces has been disappointing.

Up to October only about 50 applications had been received and, of 8,000 Ground Self-Defence

Force personnel whose enlistments in the Permanent Forces expired in 1954, only 24 had applied for inclusion in the Reserve.

Joint Services Academy, Kurihama.

Some details have now become available regarding the Joint Services Academy at Kurihama.

It is for all arms of the Services, and candidates are selected on their ability regardless of their service preference.

Four hundred cadets are selected each year for a four-year term and after the first year the Naval quota is selected.

In this selection the student's preference is given some consideration but the final choice of Service rests with the Staff.

The Cadets sign no contract to serve, and there is nothing to prevent them leaving the Academy at any time or, on completion of their course, refusing to serve.

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INDO-CHINA.

Vietminh Military Strength.

At the cease-fire the estimated strength of the Vietminh was 335,000 men, comprising 6 Regular Divisions and a number of independent Regiments and Irregulars.

Since the Armistice the Regular Divisions have been increased from 6 to 11 (soon to be increased to 13) and the number of Independent and Irregulars has correspondingly been reduced.

There is estimated to be upward of 200,000 well organised and trained troops now formed into these Divisions and the effect has been to weld together into one efficient mobile fighting force a number of proved and battle-trying troops.

The Vietminh Regular Army out-numbers the Regular troops of either Pakistan or Indonesia and this from a population of barely 14 millions compared with the populations of over 70 millions for Pakistan and Indonesia.

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THAILAND.

Royal Thai Navy.

Although the Royal Thai Navy suffered badly after the June 1951 coup, it has, in the last two years, been unobtrusively building itself up again.

There is still some good material amongst the younger Officers and men and, given help and encouragement, the improvement could be marked.

Given the requisite facilities, individual ships can do well, but it will be a long time before the Thai Navy can be assessed as an efficient force.

At most it can be regarded as a Coastal Defence Force suited to Thai needs, but low in efficiency by Western standards.

Present effective strength is :

- 3 Frigates
- 1 Corvette
- 6 Submarine Chasers
- 7 Patrol Boats
- 4 Minesweepers (1 Ocean, 3 Coastal)
- 1 Minelayer
- 1 L.S.T.
- 2 L.S.M.
- 2 L.S.I.L.
- 6 L.S.U.
- 2 L.C.T.

Of these, only 2 Frigates, 1 Minesweeper and 5 Submarine Chasers would conform to our minimum operational standards.

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INDONESIA.

Naval Vessels.

The Indonesians intend to procure within the next 3 years 50 small shallow-draft patrol vessels suitable for river work.

As yet the blue prints for these craft have not been finalised nor have any procurement orders been lodged.

Indian Air Force Mission.

A small team of Indian Air Force officers will shortly proceed to Indonesia to advise the Indonesian Air Force regarding its training programme, equipment and requirements.

The I.A.F. team will be led by the Deputy Chief of Air Staff.

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U.S.A.U.S. Navy AA Guided Missile "TERRIER".

Information has been released that in an air defence phase of the large-scale exercises (LANTFLEX) conducted during November by the U.S. Atlantic Fleet, the old battleship MISSISSIPPI (now a guided missile research ship) successfully employed the U.S. Navy's new AA weapon, the supersonic guided missile "TERRIER".

The test programme for this weapon began in 1952 and has included extensive test firings at sea from MISSISSIPPI and NORTON SOUND (formerly a seaplane tender).

It has been stated that because of the high percentage of successful flights in "TERRIER"'s test programme, almost all launching against target drone aircraft has been made without explosive warheads, kills being registered by a puff of smoke released by "TERRIER" when within destruction radius of the target; even so "TERRIER" has destroyed several drones by direct collision.

Antarctic Visit by U.S.S. ATKA.

The U.S.N. ice-breaker ATKA was scheduled to leave Boston on 1st December for the Antarctic. Her mission is reported to be the gathering of information for an extensive Antarctic expedition planned for 1957. ATKA is expected to spend about 10 weeks in Antarctic waters.

Ocean Radar Pickets.

Four Liberty ships are now being converted by the U.S.N. from cargo ships to ocean radar station pickets. The ships will have the new U.S.N. type designation YSAR. The object of pickets of this type is to give distant off-shore radar coverage to continental U.S.A. It has been reported that ultimately such coverage will extend from the Aleutians to Hawaii and from Greenland to the Azores.

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SECTION III.EXTERNAL POLITICAL, POLITICO-MILITARY, and
ECONOMIC INTELLIGENCE.U.S.S.R.Trans-Siberian Railway.

Revised information is now available concerning the Trans-Siberian Railway :-

The Trans-Siberian Railway, which forms part of the Soviet railway system, is a 5 feet gauge, double-track line extending across Siberia from Omsk to Vladivostok - a distance of about 4,100 miles. The western section, from Omsk to Novosibirsk, is over relatively easy country and presents no serious operating problems, but for about 2,500 miles beyond this point to Never the line passes through very difficult country, necessitating heavy gradients and sharp curves. It is the limiting factors of this section that determine the **through** capacity of the line. Bridges, many of them large ones, are numerous, and there is a succession of tunnels skirting Lake Baykal. These features, combined with the absence to date of any alternative route, make the line vulnerable to interruption.

The operation of a line of this length is at best a difficult matter and it is not made any easier by the exceptional conditions which arise during the winter months. There is no factual information available on the actual track capacity of the line, but reports of current traffic on parts of it, of the type and condition of loco-

motives and rolling stock seen along it, and of the standards of the permanent way, signalling and other facilities indicate that great improvements have taken place since World War II. The line can now in fact be favourably compared with trans-continental routes across U.S.A. and Canada. It is capable of handling 36 trains a day each way throughout its length, and though the assessment of the net load of a train remains at 1,000 tons there are indications that it may be higher.

Taking into consideration the civil and military needs of the Far East Maritime Provinces of the U.S.S.R. and the requirements of the railway itself, it is estimated that 16 trains a day are available to serve China and North Korea, i.e. a minimum daily tonnage of 16,000 tons. This tonnage can be transported on branch lines connecting with the Manchurian and Korean railway systems.

The strategic significance of the line lies in the fact that it provides the only all-the-year round land communication between European Russia and the Far East, the only alternatives being the lengthy sea route via the Indian Ocean and the Northern Sea Route, which is also long and open only for a period of some 2-3 months in summer.

It is vital for the maintenance of the civil economy in the Soviet Far Eastern Maritime Provinces, provides the main logistical support for the Soviet Far East forces, and is the main channel for the supply of strategic materials to China and North Korea from the U.S.S.R.

A point of particular naval interest is that there are no torpedo or mine factories in the Soviet Far East, and that the Soviet Naval Forces in the Far East are dependent upon the Trans-Siberian Railway for the supply of these munitions.

The lack of alternative routes makes interruption of the line significant. It is particularly vulnerable at bridges over the main rivers and along the difficult sections round Lake Baykal but the fact that many of the "twin" bridges and tunnels are separated from each other by appreciable distances reduces the risk of complete interruption to some extent. The construction of a tunnel under the Amur River at Khabarovsk instead of another bridge was no doubt dictated by the additional security a tunnel provides at this vital crossing.

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JAPAN.

Shipbuilding.

The Japanese Government's modified tenth merchant shipbuilding programme is expected to provide for 18 ships totalling 135,000 gross tons. It is expected that the eleventh programme for 1955 will see a substantial increase in construction tonnage due to declining costs of shipbuilding.

New Prime Minister.

In the face of a projected no-confidence motion, Shigeru Yoshida has resigned the Prime

Ministership and has been succeeded by Ichiro Hatoyama, leader of the Liberal Party.

Hatoyama has since stated that the Constitution will be revised so as to permit of unlimited re-ammament.

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INDO-CHINA.

Dismissal of the Commander-in-Chief.

General Hinh, Commander-in-Chief of the Vietnamese Army, has been relieved of his duties by the Chief of State, Bao Dai.

This followed his summons to France by the Chief of State.

Formation of a National Guard.

The Vietnamese Government plans to begin the immediate recruitment of a National Guard. Age for enlistment will be from 18 to 40, but all applicants must have completed their two years compulsory service.

The National Guard will be under the control of the Minister for the Interior and will be responsible for security, police duties in enforcing the law, and the pacification of Vietminh in occupied areas in South Vietnam. Rates of pay will be much better than that of the present Army and the move is obviously designed to create an Army that will be loyal to the Government.

INDONESIA.Situation in Amboina.

A representative of the "South Moluccan Republic" states :

- (i) At the end of October an aircraft with Australian markings landed at Laha airport, near Ambon. The crew handed a letter to Governor Latuharhary and the plane took off in an easterly direction.
- (ii) Tension between some companies of the mobile brigade of police on Moluccan Islands and T.N.I. (Indonesian Republican Army) units has in several places led to serious clashes. The Governor is considering directing the brigade elsewhere.
- (iii) 400 Javanese emigrants from Sourabaya en route in the K.P.M. vessel "BAUD" to Kairatu, Ceram, have been compelled to stay in emergency camps in Ambon because of unrest in Ceram.
- (iv) T.N.I. officers are openly discussing the "reopening of the war against the Netherlands", and also plans for further infiltration of Dutch New Guinea in which three or four platoons of the mobile brigade covered by aircraft would be used.

In Ceram on 16th November two officers of the "South Moluccas Republic" handed an ultimatum to the Commander of the 25th Indonesian Infantry

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Regiment, Lt.-Col. Sukowati, demanding evacuation within 10 days of all T.N.I. troops from the coast of Central and East Ceram.

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S E C T I O N I V .AUSTRALIA STATION INTELLIGENCE.ALBANY - PORT DEVELOPMENT.

Work on the second berth of the new wharf is to be continued on a limited scale, as lack of funds will prevent its completion during the present financial year.

The present method of discharging rock phosphate by road transport from the old arm of the Deep Water Jetty is causing quite an amount of damage to the jetty.

THE SEARCH FOR OIL IN W.A.

The search for oil in Western Australia is being vigorously pursued, at the moment chiefly by W.A. Petroleum Ltd., although other companies are expected to enter the field shortly. Drilling has been continued at Rough Range No.1 (the first well to be sunk) and this is now down to 12,870 feet.

Wells have been drilled North (No.2) South (No.3) East (No.4) and West (No.5) of the No.1 well, 2, 3, and 4, being dry. No.5 is now down to the critical depth. A further well has been sunk at Cape Range in the peninsula (Shothole Canyon) and this is now at 6,683 feet. It is planned to drill elsewhere in the Cape Range, and also an additional area is being prospected at Saltmarsh near Minilya, South of Exmouth Gulf.

Grant Range No.1, W.A.P.E.T's first drill

in the Kimberley area, has passed the 2,000 feet mark, and Associated Freney expect to commence drilling in this area, at Neerima Dome, in January.

West Australian Oil has made arrangements to obtain drilling equipment and experienced personnel at short notice, and are still hopeful of being allotted a more favourable area than the one they have at the present time.

NEW FISHING INDUSTRY - GULF OF CARPENTARIA.

A new fishing venture known as Gulf Fisheries, with the backing of the Queensland Government, is being undertaken at Karumba, a war-time Catalina base on the Gulf of Carpentaria.

A 72-foot launch (ex H.D.M.L.) has been purchased and equipped for an outlay of £17,000, including a radio-telephone and a £6,000 freezing chamber which will enable the fish to be filleted aboard and packed into metal containers.

The launch "LARRY-CORK", which has a crew of eight, is expected to catch 6,000 pounds of fish weekly, and increasing to 12,000 pounds.

A base is being established at KARUMBA and T.A.A. have contracted to fly the frozen fish to Cloncurry freezing works from Normanton, the nearest airstrip 60 miles away. From Cloncurry the fish will be carried on the T.A.A. network to inland settlements, including cattle stations and missions.

Standing orders for 8,000 pounds of fish a

week have already been received from various towns in Queensland.

NORTHERN TERRITORY.

Boom Jetty, Darwin.

Permission was granted for the lighthouse vessel "CAPE OTWAY" to berth and fuel at this jetty from 8th to 10th November, as it was considered reasonably safe in flat water for a small ship. The dolphin will not be in use for some time.

New Darwin Wharf - Stokes Hill.

The first stage of this wharf, which was scheduled for completion in early November, will not now be completed for several months. Ships will be able to berth at the wharf when the first stage is finished, while construction of the second stage is proceeding.

Fort Hill Wharf.

The Department of Works has let a contract for £25,400 to a Darwin contractor for the strengthening of the Fort Hill Wharf. This covers the fabrication and placement of welded steel bracing under the wharf.

Discovery of Uranium at Goodparla.

Uranium Development and Prospecting N.L. report the discovery of a rich surface deposit of uranium at Goodparla, in the South Alligator River area. The mineral occurs in close

proximity to the Alligator River fault.

At the company's Adelaide River Mine strong pitch-blende and sulphide mineralisations have been encountered.

Chinese Nationalist L.S.T. "WAN KUO".

The Chinese Nationalist Government's L.S.T. "WAN KUO" arrived at Darwin on 4th November from Manila, and was beached at Francis Bay to carry out minor repairs and await the arrival of cattle for shipment. Large photographs of Chiang Kai-shek were prominently displayed. The crew comprised 72 Chinese, 3 Filipinos and one Australian stockman. It is understood that this will be the last voyage made by "WAN KUO" to Australia, for in future she will be used as a war vessel. The Captain, Liang Chih Ray, aged 32, stated that he was on the Chinese mainland during the last war. A point of interest is the fact that all the Officers speak and write English. All navigational publications on board are English and the log is written in English.

New Airfield for Darwin.

An entirely new aerodrome will be constructed at Darwin at a cost of approximately £1,250,000. This project will be undertaken by R.A.A.F. No.5 Airfield Construction Squadron and will commence May-June, 1955. The new strip will be constructed to take all types of aircraft. The new runway will utilise local stone from new quarries to be opened up.

JAPANESE FISHING VESSELS IN NEW GUINEA WATERS.

Two cases recently occurred concerning the apprehension of Japanese fishing vessels operating illegally in New Guinea waters :-

The "TABISHU MARU", a four-cylinder diesel vessel capable of 15 knots and operating from Okinawa, was sighted off Takani, Fead Islands, 120 miles N.E. of New Britain on 29th October, 4th November, and on 5th November anchored in the lagoon entrance. She lowered two sampans for fishing. Mr. Cleveland, Manager of Fead Islands Estate, set out in a pinnace with a native crew for the ship which promptly took a sampan in tow and made off in the direction of Tanga Island. Mr. Cleveland arrested the seven Japanese in the remaining sampan but later released them on orders from Rabaul.

The sampan departed in search of the mother-ship but was unsuccessful and returned to Takani for food.

H.M.A.S. HAWKESBURY and MWL 255 had been alerted and arrived on the 6th. A landing party from HAWKESBURY took the Japanese aboard and later they were taken to Rabaul in the MWL.

The Japanese were all convicted of trochus poaching and fined £100 each in default 8 months goal. The shell was confiscated and the captured dory forfeited to the Crown.

It will be necessary for a Japanese vessel to call at Rabaul to effect repatriation of the men.

The second case concerned the "SAKAE MARU", a 235-ton vessel, which anchored off Anir Island on 19th November and landed most of the crew for a picnic on the beach. They were arrested by Mr. Lacey, Manager of Warramung Plantation, who eventually conveyed them at gunpoint aboard their ship and with the assistance of his natives sailed it 122 miles to Rabaul.

The ship was found to have £28,000 worth of refrigerated tuna in the holds.

Charged under Quarantine and Immigration ordinances, the Captain stated that a landing had been made to obtain food as the re-victualling ship from Tokyo was overdue.

The Master was sentenced to 6 months imprisonment and fined £500, whilst each of the 23 crew was sentenced to 3 months imprisonment and the Master fined an additional £50 in respect of each man who went ashore. Sixty days was given to pay the total fines of £1,650. The four seamen who remained aboard during the 'picnic' are serving as caretakers aboard the "SAKAE MARU" and the remainder are accommodated at Kokopo gaol.

A later report states that all the fines were paid.

DUTCH NEW GUINEA.

Defence.

In the Netherlands States-General, Rear-Admiral Moorman, Under-Secretary of the Nether-

lands Navy, stated that the following measures would be instituted to strengthen the security of Dutch New Guinea :-

- (1) The Marine Corps would be increased.
- (2) An extra destroyer would be stationed in Dutch New Guinea waters.
- (3) The Catalinas at present in use would be replaced by more modern aircraft.

Fisheries Research.

Five small vessels operated by the Netherlands New Guinea Fisheries Branch are engaged in experimental fishing in Dutch New Guinea waters.

Operating from Sorong is "DE GOEDE HOOP", a 72 ft. x 18½ ft. x 8 ft. riveted-steel North Sea trawler, equipped with latest electronic fish-locator, exho-sounder, etc. This vessel, manned by Dutch officers and Papuan crew, has been regularly taking $\frac{3}{4}$ ton per day of various kinds of fish from a shoal area off the north coast.

The experimental tuna fisher "HOLLANDIA" operating from Manokwari^{is} a combined long-liner and live-bait troller, 82 ft. x 18 ft. x 8½ ft., with refrigerated fish-hold and a fuel capacity for 14-day cruises. Two small launches are trolling, trawling and beach-seining along the south coast, and a third, operating out of Manokwari is surveying tuna-bait resources.

Development of Biak.

A Dutch press release has announced the opening of a new airfield Mckmer at Biak. At the same time, K.L.M. Royal Dutch Airlines introduced Super-Constellations on the Amsterdam-Sydney service. A modern hotel, with 46 double bedrooms, was built and opened by K.L.M. at Biak during 1953.

It has been learned also that the Royal Netherlands Navy is expected to move its headquarters in Dutch New Guinea from Hollandia to Biak during 1955.

Export of Oil.

Oil exported from Dutch New Guinea for the first six months of 1954 amounted to 250,000 tons, compared with 285,000 for the twelve months of 1953. This large increase is due mainly to the opening of the new oilfield near Mogoi/Wasian.

The oil exported went to Australia, Japan, South Africa, Formosa and the Netherlands.

COCOS ISLAND.

Legislative action directed towards the transfer of sovereignty over the Cocos Islands to the Commonwealth of Australia is now in course.

The Cocos airstrip is a vital link in the Indian Ocean air service operating between Australia and South Africa.

At present the Cocos Islands are being ad-

ministered by the Government of Singapore. The legitimate interests of the Clunies-Ross family, whose property rights were confirmed by an indenture granted in 1886 by Queen Victoria, will not be prejudiced by the forthcoming transfer of sovereignty.

When the transfer of sovereignty to Australia is effected the Cocos Islands will be administered by an Administrator, who will be responsible to the Minister for Territories.

NEW NETHERLANDS NAVAL ATTACHE FOR AUSTRALIA.

Commander A.H.W. von Freytag Drabbe, of the Royal Netherlands Navy, has been appointed Naval Attache to the Royal Netherlands Embassy in Australia, as successor to the late Commander T. Brunsting, who died from heart failure on October 15th on board H.M.S. DEFENDER.

The new Naval Attache saw active service during World War II and was for several years attached to the headquarters of the Royal Netherlands Navy at Colombo, then under the command of Rear-Admiral Helfrich. He was later appointed Acting Commanding Officer of the Submarine Base. In 1952 he served in Korean waters as Commander of the Netherlands destroyer H.M.N.S. PIET HEIN.

SHIPPING INFORMATION.

Union Steamship Co. of New Zealand Ltd.-New Construction.

The Union Steam Ship Company of New Zealand

Ltd., has decided upon the names of its new vessels under construction or on order in British yards.

A cargo motorship of 2,000^{tons}/d.w., being built by Henry Robb Ltd., Leith, and due for launching early in 1955, will be named "NAVUA"; two other motorships, each of 3,050 tons d.w., to be built by Messrs. Rodd and due for delivery at the end of 1955 and in the autumn of 1956, respectively, will be the "KAITOA" and "KAIMAI". The two cargo motorships to be built by Alexander Stephen & Sons Ltd., Linthouse, will be named "KAWERAU" and "KAIMIRO". They will be delivered, respectively, in the autumn of 1955 and the early part of 1956.

New Collier "STEPHEN BROWN".

A single-screw, single-deck motor vessel building for J. and A. Brown and Abermain Seaham Collieries Ltd. at Aberdeen, has been named "STEPHEN BROWN".

A collier of about 1,800 tons deadweight, with machinery placed aft, the vessel has an overall length of 253 ft. 6 ins., a moulded depth of 16 ft. 9 ins., and a moulded breadth of 40 ft.

"STEPHEN BROWN" is provided with two holds, served by steel hatchways of the combined rolling and pivoting type. These are free from obstruction to facilitate grab discharge.

The propelling machinery will consist of an eight-cylinder, two-cycle, single-acting, direct reversible British Polar diesel engine, develop-

ing 1,230 b.h.p. at 240 r.p.m. in service.

Australian Shipping Board Vessels "TIMBARRA" and "NILPENA".

The Australian Shipping Board recently took delivery of two new vessels in the United Kingdom destined for the Australian coastal trade.

One vessel "TIMBARRA", should be available for the coastal trade by February, 1955 after bringing a cargo of tinsplate from the United Kingdom. The other vessel, "NILPENA", will enter the coastal trade later and will carry a cargo of china clay to Tasmania from the United Kingdom on her maiden voyage.

Norse Oriental Line.

The Norse Oriental Line will operate a regular service between Australian East Coast ports and Malaya, via Indonesia, using the motor vessels "HALLVARD" and "THORSTRAND".

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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PORTUGUESE INDIA.

An article on the Salazar regime in Portugal in a recent issue of "The World Today", contains some interesting comments on Portugal's attitude to developments concerning her Indian possessions.

The Portuguese provinces in India consist of three small enclaves, Goa, Damao and Diu, on the west coast of India. Together they cover an area of only 1,500 square miles and have a total population of not quite 650,000 people. Although once part of the great Portuguese trading empire in the East, they have now become an economic liability. Although Goa is rich in manganese and iron ore deposits and these products are playing an increasing part in her foreign trade, most of the profits go to the Indian who owns the mines. Portugal provides over seven million escudos a year (80 escudos = £1. sterling) from her exchequer to finance her Indian possessions, which in turn contribute only about 800,000 escudos to Portugal's annual revenue.

Despite the economic drain on her resources, Portugal has refused outright four requests from

the Indian Government for a transfer of sovereignty over these possessions. Since 1950 India has urged that Portuguese India must inevitably be absorbed into the Indian Republic, but Portugal regards these provinces as more than a mere expanse of territory and claims that India's demands strike at the roots of Portugal's history and achievements. The State of India, as the provinces are officially known, was established in 1505 and not only formed the basis for the vast Portuguese empire, but provided the gateway for western infiltration in the East and has been described as the "finest event in Portugal's epoch-making period".

The Prime Minister of Portugal, Dr. Salazar, has claimed that the ties between Portugal and her Indian dependencies are not merely historical but also constitutional, that the provinces are, in fact, not colonies as India insists, but an integral part of the Portuguese Republic. It would be unconstitutional to cede or transfer any part of them either with or without a plebiscite. In 1953 he stated that it would be a breach of the constitution even to submit the issue for discussion, and that this would be the opinion of the majority of Goanese who have lived happily under Portuguese rule for four hundred years.

During the last two or three years Nehru has made several speeches against the existence of foreign colonial "pockets" in India, and has directed these attacks at the Portuguese colonies in particular. In a recent speech he implied that the reason for Portugal's intransig-

ence on this issue was the strategic importance that Goa in particular had assumed. Dr. Salazar has denied that Goa would ever be used as a base for hostile operations against India, but it is possible that Portugal, as a member of NATO and Britain's oldest ally, would lend her dependencies to an organisation such as SEATO for the enforcement of policies which India does not endorse. This may be partly the reason for India's insistence on the cession.

In June, 1953, the Indian Government closed its legation in Lisbon as it had "ceased to serve any practical purpose in view of the refusal of the Portuguese Government to discuss the future of its Indian territories". Following this step a Goan National Congress was set up and there was some fighting and bloodshed when its "freedom for Goa" volunteers occupied several villages in Damao in July, 1954. This incident caused world-wide concern and resulted in representations to the Indian Government from Britain, the Vatican and many Latin countries, including some markedly anti-colonist Governments in Latin America. To these representations Nehru replied that in his view the present situation was caused by "Portugal's resistance to the desire of a subject people for freedom from foreign rule", and India would not be a party to the suppression of a "genuine, peaceful, national liberation movement".

Following reports that on Indian Independence Day, 15th August, the Goan National Volunteers meant to march on Goa and assist in the liberation of the State, the Portuguese Government informed the Indian Government that it was resolved to offer armed resistance to any attempt to annex the provinces.

the provinces. Nehru replied that Portugal must consider the possible "incalculable repercussions" that a display of force on the part of Portugal would have among Indian people in general. However, in face of international concern Nehru declared himself against violence and gave the assurance that although the destiny of Goa lay with India, the Indian Government was in favour of a peaceful merger.

As a result of Nehru's change of policy the Independence Day celebrations passed off without incident and the march turned into a fiasco when only 19 volunteers crossed the border and were not joined by a single Goanese. Both the Indian and Portuguese Governments had acted with restraint over this particular incident and the indirect conclusion was an agreement to have the facts examined by impartial observers.

However, the Indian people have been stirred up by press campaigns and Nehru's speeches to regard the 'liberation' of Goa as a necessity, and they are exerting pressure to bring this about. A blockade has been brought into force and no food is allowed to leave India for Goa, no remittances can be sent to Goa, permits are required for transit into Goa, and Goans cannot enter India without signing a declaration that they are leaving because of the oppression there.

It is possible that despite the present attempt to avoid further difficulties by obtaining counsel from an impartial group of observers, Portuguese India could emerge as a new centre of hostilities in Asia.

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U.S.S.R. : DEVELOPMENT OF GUIDED MISSILES.

In March, 1954, it was reported that Ustinov, Minister of Armaments, had laid down in 1949 a requirement for a ground-to-ground guided missile capable of carrying a 3-ton warhead 1,800 miles. Information recently received indicates another item in the Soviet guided missile programme in that research and development work has taken place since 1947 at an Institute on the outskirts of Moscow on an anti-shiping missile.

The Institute in question is located at 228, Leningrad Chaussee, at the junction of the Tushino road. It appears to be situated within the area of Experimental Aircraft Factory No.155, and is known as Design Office No.2 (KB-2) of the Ministry of Armaments. Until 1950 it appears to have been controlled exclusively by the MVD, although officers of both the Air Force and the Navy are known to have worked there. The Institute was headed by Professor Kuksenko; his deputy was Major Beria (the son of Lavrenti Beria). No information dated later than 1950 has been received, and it is not known whether political events since Stalin's death have led to a change in the administration. It is of particular interest that the project appears to be essentially a native Soviet one, though German P.O.W. technicians are known to have been employed. Work by the German groups continued throughout 1950, when samples of radio heads were completed and tested. The Germans were also given the task of developing test gear, but this responsibility was subsequently taken over by Soviet technicians on the ground that the Germans were working too slowly. It is thought that German engineers

may still be working on the project. The apparent urgency of the work, the stringent security measures surrounding it, and the fact that the Institute has been visited at frequent intervals by important personages (including Marshals Bulganin and Vassilievski) indicate that the project is of high importance to the Soviet authorities.

The information available relates largely to electronics; a physical description of the missile under development is lacking, although it has been reported as "V-1 type". It is designed for launching from an aeroplane against a ship target at a range of some 100-150 km. The missile is to be guided direct from the aircraft until it is within 50 km. of the target; thereafter guidance is to be by receipt of reflected signals from the target. The duration of flight has been suggested as 15 minutes, at 600 km. per hour.

During 1952 and 1953 various four-engined aircraft were seen flying around with small aircraft under their wings. In 1949 some activity reported to be concerned with the flight testing of a missile was observed by a German on a Khimki airfield, some $1\frac{1}{2}$ miles north-west of KB-2. This activity is similar to that reported at Factory 293 on Khimki IV airfield during 1949/50, when experiments were carried out in the attaching and detaching of small aircraft under the wings of T.U.-4s. It is not known whether these aircraft were large enough to contain a pilot in a prone position; but most reports indicate that they had an unusual nose which could possibly be associated with a radome. Although there is no conclusive evidence, it is possible that these small

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aircraft and the other activities which have been reported may be associated with the electronics work being carried out at KB-2.

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Transit List

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