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Australia Station Intelligence Summary



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SECTION I.

R.A.N. AND OTHER COMMONWEALTH NAVIES.

(a) Royal Australian Navy.

Salvage of "PACIFIC CLIPPER".

Returning from Korea to Sydney, SHOALHAVEN, on her arrival at Darwin on 16th March, was immediately ordered to go to the assistance of the Swedish tanker, "PACIFIC CLIPPER", whose generators had broken down when she was 270 miles north-east of Darwin. In the meantime, MURCHISON, who was carrying out a cruise on the North-West coast, was recalled from Broome to assist with the salvage of the tanker so that SHOALHAVEN's programme would not be too much delayed. MURCHISON rendezvoused with SHOALHAVEN and "PACIFIC CLIPPER" on 18th March and the tanker was towed to Darwin. After the salvage operation was completed on 21st March when "PACIFIC CLIPPER" was anchored in Darwin harbour, SHOALHAVEN proceeded on her voyage to Sydney, arriving on 29th March.

R.A.N. YACHT TAM O'SHANTER.

An account of TAM O'SHANTER's navigational experiences in the Sydney-Hobart Yacht Race appears as a Special Article under Section V of this issue of A.S.I.S.

H.M.A.S. WAGGA - Islands Cruise.

During a cruise in New Guinea waters in January, WAGGA visited Kieta, Bougainville Island, and on 8th January the Captain unveiled a memorial erected by

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the Bougainville Sub-Branch of the R.S.S.A.I.L.A. to honour a native named Baros who had been decapitated by the Japanese for his assistance to the Coastwatchers in the area, whose whereabouts he had refused to disclose. He was betrayed to the Japanese by one of his wife's relatives! A large guard and unarmed party were landed from WAGGA, including 16 Papua-New Guinea Division ratings embarked for the cruise. Baros' two wives and two children were present in a position of honour.

After the ceremony, which was brought to a close by a march-past led by the detachment from WAGGA, the Ship's party attended a native "Sing-Sing" at which the natives gave a handsome display of dancing. The music for the "Sing-Sing", of a haunting almost-Chinese character, was provided by bamboo reed flutes, mouth organs and a deep bass instrument which makes a noise like a bass drum. This was accompanied by a continuous chanting, stamping of feet and clapping of hands. After the "Sing-Sing" the natives displayed considerable agility in climbing a 25-foot pole greased with soft soap to get presents secured to cross-trees to the truck.

On 29th January WAGGA arrived at Kitava Island in the Trobriands Group, and, on landing, the Captain was met by Mr. C....who has the distinction of being the Uncrowned King of Kitava. An extraordinary looking gentleman dressed after the fashion of Robinson Crusoe, he owns a Land Rover which he drives in a most curious fashion, and in which the Ship's party ascended to his dwelling, a decrepit building which appeared to serve many functions including that of a fowl house. He entertained the party, surrounded by 16 twittering Marys who apparently live on his verandah with the hens.

A sharp contrast to his other furnishings were three extremely efficient and expensive radio receivers and two radio transmitters with which he creates periodic chaos on the local frequencies. His normal means of sustenance appeared to be cold tea, C.P. rum and hypol. His plantation was not very well kept! Five recruits for the P.N.G. Division were selected from what appeared to be an unlimited supply of volunteers, and WAGGA sailed amid much lamentation by the hundreds of relatives.

Rescue of the Crew of "SHELLEY BOY".

At 0700 on 14th February FREMANTLE and JUNEE, while escorting the Fremantle-Bunbury and Return Yacht Race, received a signal from N.O.I.C. W.A. stating that the 120-ton crayfish processing vessel "SHELLEY BOY" was sinking off Wedge Island (100 miles north of Fremantle) and that the crew intended to abandon the ship. FREMANTLE and JUNEE, with an A.B.C. announcer, a press photographer and several yacht club officials on board, immediately proceeded to the position.

At 0945 a DC3 aircraft took off from R.A.A.F. Station, Pearce, to search for the sinking vessel, and was quickly followed by a De Havilland Dove, chartered by the Press.

The Captain of "SHELLEY BOY" estimated that the vessel would not last longer than 1300, and as FREMANTLE'S E.T.A. was half an hour beyond this, he ordered the crew into two lifeboats at noon, remaining on board himself with a wireless operator. Just before the ship sank at 1350 these last two scrambled into a rubber dinghy which had been dropped by the R.A.A.F. aircraft.

The Dakota had taken little time to locate the stricken vessel, despite the poor visibility of about 5 miles, with drizzling rain, and shortly after noon began homing the O.M.S. vessels on to the survivors, using Port Wave voice. At 1400 the DC3 and the Dove were seen circling about 5 miles ahead. The Dove made several runs over the ship to indicate course lines, and by 1430 the survivors were sighted from the bridge, lying to sea-anchors in two lifeboats with the dinghies secured astern.

The Captain of FREMANTLE chose the easterly lifeboat, leaving the other a cable away for JUNEE. His chosen boat consisted entirely of Italians who lived up to their national characteristic of exciteability. A lee was formed to starboard and a heaving line was passed to the boat which was brought alongside. Nothing or no one could induce the survivors to receive a heavier line or to pass up their painter. It was a case of every man for himself - indeed, one Italian attempted to climb up the heaving line instead of using the scrambling net. The result was that the heaving line parted and the boat drifted away with one very worried survivor still in it. A second approach was therefore made, and the remaining man and the rubber dinghy recovered. A third approach enabled the boat to be grappled alongside, a sling passed and rigged to the boat to be hoisted on the main derrick.

All survivors, eight in FREMANTLE and nine in JUNEE, being accounted for, the ships set course for Fremantle, berthing early a.m. the next day.

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(b) Royal Canadian Navy.Ship and Personnel Strength.

The growth of the Royal Canadian Navy in 1954 has been greater than in any single year of its peacetime history. During the year the strength of the R.C.N. regular force increased by nearly 2,000 officers and men, and twenty-five new and converted ships joined the active and reserve fleets. Canadian warships visited more than 30 countries in all six Continents in the course of operational missions and training cruises.

By December 1954 the total strength of the R.C.N. regular force was 18,800 officers and men. The current planning target is 21,000.

There are at present 50 ships in commission, an increase of nine over 1953, including an aircraft-carrier, two cruisers, ten destroyer escorts, one Arctic patrol vessel, eight frigates, five coastal escorts, eight coastal minesweepers, an auxiliary minesweeper, a repair ship and 13 small craft. In addition there are 112 auxiliary vessels manned by civilian personnel.

Besides the ships in commission there are another 53 in reserve, including nine on loan to government departments. 25 of these ships have been modernised and most of the remainder are in the process of being modernised.

Shipbuilding.

During 1954, 18 vessels were completed, including the Arctic Patrol Vessel LABRADOR, ten coastal minesweepers, three of which were among the six turned

over to France in 1954 under the NATO Mutual Aid Programme, and seven smaller vessels. Since the ship-building programme began in 1949, 69 vessels have been laid down, of which 26 have been completed and another 18 launched.

At present under construction are an aircraft-carrier, 14 destroyer escorts, six coastal minesweepers, eight patrol craft and 32 auxiliary vessels.

Pacific Command.

In the Pacific Command 3 new minesweepers, three converted frigates, together with two coastal escorts from the East Coast, were added to the Fleet. The minesweepers form the Second Canadian Minesweeping Squadron, while the coastal escorts and an auxiliary minesweeper form the Second Reserve Training Squadron. The First Minesweeping Squadron and the First Escort Squadron were formed on the East Coast late in 1953.

Submarines.

The R.C.N. announced in November 1954 that an agreement between the R.C.N. and Admiralty will result in three submarines, ASTUTE, AMBUSH and ALDERNEY, being allocated for duty with the R.C.N. for the training of Canadian anti-submarine ships and aircraft. The group, to be known as the Sixth Submarine Squadron, will be based at Halifax. About 200 Canadian naval personnel, all volunteers, will serve either with the Squadron or with other British submarines. The first draft of Canadian trainees left for the United Kingdom in November 1954, and the first two submarines were scheduled to arrive at Halifax in March 1955.

This arrangement will provide an opportunity for officers and men of the R.C.N. to obtain first-hand experience in submarines, thus acquainting them with techniques of undersea operations that they may have to encounter in wartime.

Training.

The R.C.N.'s training facilities were expanded to the point where, between March 1954 and March 1955, it is estimated that about 7,000 officers and men will have completed courses in the United Kingdom and the United States.

Naval Aviation.

At present 3,000 officers and men of the R.C.N. are engaged in full or part-time duty with the Air Branch. The formation of a second utility squadron at Patricia in November 1954 increased the number of active naval air squadrons to eight, while the number of reserve squadrons rose to five with the formation of two units, one at Calgary, the other at Quebec City.

An announcement was made in 1954 that the R.C.N. would purchase 100 Canadian-manufactured Grumman S2F aircraft to replace the Avenger A/S aircraft now in use. In addition, the R.C.N. has arranged to purchase F2H3 Banshee aircraft from the U.S.N. to replace its Sea Fury fighters.

Scientific Service.

In October 1954 Vice-Admiral E.R. Mainguy, Chief of the Naval Staff, officially opened the new Pacific Naval Laboratory at Esquimalt, where scientists of the Defence Research Board will provide scientific Services for the West Coast Fleet.

Korean Contribution.

The R.C.N., in line with the decision by Commonwealth nations to reduce their armed forces in the Korean theatre by two-thirds, withdrew two of the three destroyers serving in the Far East in late 1954. With the departure of HURON and IROQUOIS from Japan on 26th December, the destroyer SIOUX became the R.C.N. representative in the Korean area. Since the Korean war broke out, eight R.C.N. destroyers and 5,000 officers and men served in that theatre.

(c) Royal Pakistan Navy.

The Pakistan Naval Adviser in London has made a direct approach to the Fairey Aviation Company requesting the supply of 70 Firefly Mk.I aircraft for a Fleet Requirement Unit. Tenders were submitted by the Company to the Adviser on 23rd February.

(d) Royal Ceylon Navy.

Captain of the Navy.

A decision has now been taken to replace the present Captain of the Navy, Commodore P.M.B.Chavasse, D.S.C., R.N., with a Ceylonese.

It is proposed to promote Commander Royce de Mel to the rank of Captain when Commodore Chavasse completes his tour of duty on 12th July.

Commander de Mel, who is 37 years old, was commissioned in the C.R.N.V.R. in 1940. He had his early training with the Royal Navy and the Royal Indian Navy. He was promoted Lieutenant-Commander in 1944 and was

appointed to command of the C.R.N.V.R. in 1946. In October, 1946, he was promoted to the rank of Commander. A few years ago he went to the United Kingdom for an intensive course of training with the Royal Navy.

SECTION II.NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE,
INCLUDING TECHNICAL INTELLIGENCE.COMMUNIST CHINA.C.C.N. Cruiser CHUNGKING.

Part of the hull and superstructure of a vessel which the observer is positive was the CHUNGKING (HUANG HO), was sighted berthed in Dairen at the end of February.

The after part of the vessel could not be seen, but it was noticed that A and B turrets had been removed, together with the masts and funnels. Most of the hull and superstructure were red-lead. A new forward superstructure extending from the bridge was under construction but no further details were noticed.

The CHUNGKING was last reported in Dairen early in 1954, and it was believed that she had left Dairen probably for Port Arthur, between March and May, 1954.

T43 Class Minesweepers in Tsingtao.

There have been two reports of sightings of possible Soviet T43 Class Minesweepers in Tsingtao early in February. Although the vessels could not be firmly identified as such, the possibility that they were Admirable class minesweepers or Kaiboken type frigates was precluded by the shape of the funnels and the distance between the funnel and foremast.

Both vessels were painted pale grey and there were no ensigns observed.

"S" Class Submarines.

The confirmed reports of submarine sightings in the Formosa Straits and the continued absence of two or three "S" class submarines from their usual harbour of Tsingtao may indicate a possibility that the C.C.N. are operating submarines in the Formosa Straits.

These submarines, which were absent from Tsingtao during the I Chiang operations, have not been sighted since then.

"Gordy" Class Destroyers.

The two ex-Soviet "Gordy" class destroyers based on Tsingtao which also were absent from the port during the I Chiang operations were sighted in Tsingtao again in February.

Possible IL28 Bombers at Shanghai.

A reliable source sighted approximately 30 twin-jet bombers on the runway at Kiangnan airfield, Shanghai on 11th February. These aircraft resembled the British "Canberra" and it is probable that they were IL 28's. A small number of MIG 15's was also seen at dispersal points around the airfield.

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INDONESIA.Naval Training in the United Kingdom.

The Indonesian Navy has accepted two places in each of the following courses to be held in the U.K. this year :-

Electrical Course lasting for 7 months,
Radio Source lasting for 9 months,
Gunnery Course lasting for 6 months.

Every opportunity is being taken to encourage Indonesian Naval personnel to go to the U.K. for training and advice.

New Naval Officers.

On 29th January, 27 new Naval officers were sworn in at Sourabaya by Colonel Nazir, Commander of A.L.R.I. (Indonesian Navy).

Of the 27 officers, 13 are graduates of the Royal Dutch Marine Institute at Den Helder. They completed their course last year and formed the third group of Cadets sent to the Netherlands for training.

The remaining 14 officers were from the Marine Corps (Korps Kommando) Training School at Sourabaya.

New Marine Corps Headquarters.

The Marine Corps Headquarters, at present established in Sourabaya, is being transferred to Djakarta.

It is understood that this move is in accordance with the policy of the present Chief of Staff, who plans to centralise in Djakarta all the various branches of the Naval Service under his control.

Services Air Link between Indonesia and India with service aircraft was recently established when the first courier of the Indonesian Air Force landed at Delhi.

The courier took off from Djakarta and en route touched Car Nicobar, for refuelling, and Calcutta.

The scheme is to run a courier service from Indonesia to India and vice-versa and to interchange officers of the two Air Forces on a reciprocal basis. The scheme has grown out of an Indonesian Air Force goodwill mission which visited India in 1954 and a return visit to Indonesia by an I.A.F. goodwill mission.

The idea is largely to give officers training outside their own country and to some extent to give flying experience to less senior officers. At some later stage it is hoped that planes heavier than the present light Dakota models will be used for the service.

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SWEDEN.

Ram Jet Projectile.

A ram jet projectile is being developed by Bofors. The diameter of the projectile is expected to be about 6 inches and it will be fired from a conventional gun with a muzzle velocity of approximately 2,000 feet per second. A solid fuel boost will accelerate the projectile up to about 3,300 feet per second over a distance of approximately one mile. At this speed the ram jet will start running. The projectile will have a ceiling of about 50,000 feet. Bofors are considering placing the boost propellant in the combustion chamber and sealing the annular air intake until the boost propellant is burnt away. The fuel for the ram jet will be contained around the walls of the shell.

It should be stressed that this ram jet projectile is very much of a project and it will be a long time before it becomes anything more.

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FRANCE.

Additions to the Fleet.

During 1954 there were the following additions to the French fleet :-

(i) From French yards - Trials completed :-

1 Submarine - the ARTEMIS
10 Coastal Minesweepers - SIRIUS class
1 Net Layer

(ii) From French yards - completed, but trials not completed :-

1 Cruiser - DE GRASSE
5 Destroyers - SURCOUF class
3 Frigates - CORSE class
6 Coastal Minesweepers - SIRIUS class
3 Net Layers.

(iii) From the U.S.A. :-

6 Ocean Minesweepers
20 Motor Minesweepers

(iv) From Canada:-

6 Coastal Minesweepers
1-150 ton Minesweeper.

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(v) From the U.K. :-

1 Inshore Minesweeper.

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U.S.A.

Launching of First Ship of New DD.931 (SHERMAN) Class.

U.S.S. FORREST SHERMAN (DD931), the first of the U.S. Navy's fleet type destroyers of post-war design was launched in February.

The SHERMAN class destroyers are designed to replace the GEARING class fleet type destroyers built during the war; 418 feet long, they are larger than the GEARING class, however, and have more powerful engines and armament.

Extensive use of aluminium has been made in the construction of DD931, including the entire ship's superstructure above the upper deck. High tensile steel has been used for all structural members.

A.S.W. Carriers.

So far, five carriers have been fitted out for the A.S.W. role : these are PRINCETON, VALLEY FORGE, ENTERPRISE, LEYTE and ANTEITAM. Work is soon to start on PHILIPPINE SEA; it is believed that FRANKLIN and BUNKER HILL will also be selected for this role, giving a total of 10 ships.

Guided Missile REGULUS for U.S.N.

The U.S. Navy has placed with Chance Vought Aircraft a \$16½ million contract for production of REGULUS guided missiles. It is thought that this contract will

cover the cost of more than fifty of the missiles which can be launched from a submarine, ship or shore base and could be armed with atomic warheads.

The launching equipment can be mounted on several types of ships at relatively low cost and only slight modification to the ships.

Three submarines in the Pacific Fleet, CUSK, TUNNEY and CARBONERO are already fitted for launching. As reported in the last issue of A.S.I.S., the heavy cruisers BOSTON and CANBERRA are under conversion to guided missile ships.

New Fleet Tankers.

U.S.S. MISSISSINEWA, the first of five large fleet tankers under construction for the U.S.N., was commissioned in January.

The ship is 655 feet long, has a beam of 86 feet, a carrying capacity of 28,000 tons of petroleum products and a loaded displacement of 40,000 tons. This ship is said to be capable of supplying and discharging fuels twice as fast as any other Navy tanker.

Two sister ships (HASSAYAMPA and KAWISHIWI) are fitting out and another (TRUCKEE) was due to be launched in March.

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S E C T I O N III.EXTERNAL POLITICAL, POLITICO-MILITARY
AND ECONOMIC INTELLIGENCE.U.S.S.R.Soviet Atomic Development.

A recent Moscow broadcast stated that the Soviet had published a book on atomic development in the U.S.S.R. This book was discussed during the broadcast and was claimed to include a description of an atomic bomb, the principles of its action and the results of an explosion. In addition, an atomic reactor which could be used for generating electric power, an atomic power station, and reactors suitable for use in a number of forms of transport, were described and claimed to have been built successfully.

It was further claimed that a blueprint for "an atomic-jet" propulsion unit for aircraft had been drawn up.

In June, 1954, the Soviet announced that the first industrial atomic power station, with a capacity of 5,000 kilowatts, had been completed.

Alma-Ata-Urumchi Railway.

An unconfirmed report states that the Soviet began the construction of a railway between Alma-Ata (in South Central U.S.S.R.) and Urumchi (Sinkiang), in the autumn of 1954.

If the report is correct, the new railway will

connect with the much-publicised Chinese Communist project, the Lan-Chou/Sinkiang railway, and provide yet another rail-link between the U.S.S.R. and Communist China.

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NORTH KOREA.

Soviet Aid.

Soviet aid to North Korea during 1954 appears to have been mainly directed towards the rehabilitation of industry.

A notable example of this rehabilitation is the reconstruction of the Yalu River hydro-electric plants, which are now reported to be feeding considerable power into the Manchurian grid system.

It has also been announced that Soviet assistance will be given to the North Koreans to rehabilitate the Hungnam fertiliser works.

This area was severely damaged during the war and its usefulness to the Communists is evident by the fact that before the war the area was the largest producer of fertilisers in the Far East.

Besides producing fertilisers, factories in the area also produce large quantities of nitric acid, glycerine, sulphuric acid and magnesium products that will no doubt also be given priority assistance by the Soviet.

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JAPAN.Return of the Hatoyama Government.

The Democratic Party led by Prime Minister Hatoyama was returned in the Japanese elections held on 27th February, but it still has not a clear-cut majority.

It is likely that under Hatoyama Japan will endeavour to develop trade relations with the U.S.S.R., Communist China and North Korea.

Although he has expressed a desire to alter the Constitution to enable Japan to rearm, it is doubtful whether Hatoyama could muster sufficient support in the Diet to pass the necessary legislation.

Air Link with Communist China.

Japanese press reports claim that the Japan Air Line Company has decided to establish a regular air route between Japan and Communist China.

This is in line with current moves to normalise relations with Communist China (and the U.S.S.R.) but due to the present dependence of Japan on the U.S.A. for aircraft, the scheme may possibly not materialise.

Economic Relations with Indo-China.

A Japanese "goodwill mission", led by Uemura Kogora, Vice-President of the Japanese Federation of Economic Organisations, is reported to have left Tokyo in January for Cambodia.

The mission is believed to include representatives

from the Economic Advisory Board, the Ministry of Foreign Affairs, International Trade and Industry, Agriculture and Forestry, Transport, the Import-Export Bank and Mitsubishi Mining Company.

The mission intends to investigate the prospects of joint enterprise to develop natural resources in Cambodia and for Japanese technical assistance in various fields.

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COMMUNIST CHINA.

Railway Construction Plans.

Some figures indicating the extent of railway construction in Communist China have recently been released by the Communists. In an article published in late 1954 by Ma Tse-ching, Vice-Director of the Bureau of Capital Construction, it is claimed that work was in hand on seven railways in 1953 and that work had begun on seven new projects, giving a total of 14.

An unusually full statement issued from Peking in mid-January, 1955, claimed that in 1955 over 1,000 kilometres (621 miles) of new railways would be built, and over 800 kilometres (497 miles) made ready for business, (possibly a reference to lines completed in 1954 but not yet opened to public traffic). While the mileage target for 1955 is somewhat above the announced achievement of 1954, the claims appear to be reasonable and the target may even be slightly exceeded.

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SOUTH VIETNAM.Political.

On 21st March the leaders of the three religious sects, the Hoa Hao, Cao Dai, and Binh Xuyen, presented a 5-day ultimatum to Diem to reorganise his Government to their satisfaction.

There seemed a prospect at first that Diem might comply, but later developments suggest that the Sects have withdrawn their members (9 in all) from the South Vietnam Cabinet and are seeking the return to Indo-China of Bao Dai.

The Sects are backed collectively by an Army 40,000 strong, members of which are reported to be applying a blockade of Saigon, which has limited food resources. Fighting has already taken place and casualties are reported.

The French have powerful military forces in South Vietnam which could be used to protect their own interests.

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LAOS.Vietminh Activity.

It is reported that elements of one Vietminh battalion, tentatively identified as a component of the 148th Regiment, have entered Laos from North Vietnam in support of Pathet Lao operations against the Laotian Government forces in the Sam Neua/Phong Saly area.

This reported move of the Vietminh Unit is the first concrete evidence of violation of the Laotian border since the Geneva Agreement and seems to indicate Vietminh determination to establish control over the disputed territory.

Vietminh units are known to be stationed near each Pathet Lao unit in addition to cadres within these units and it is believed that their mission is to enforce Vietminh orders and prevent defections to the Laotian Government.

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CAMBODIA.

Abdication of King Norodom.

The abdication of King Norodom so soon after he had received a vote of confidence in a recent referendum came as a surprise.

Apparently the King was not satisfied that the vote was sufficient to ensure the political eclipse of his chief rival, the Democrat leader, Son Ngoc Than, despite the fact that the vote was 98 per cent in his favour.

King Norodom is succeeded by his father, Prince Suramerit, who is to be crowned in June.

Norodom is reported to be contemplating a political career at the head of a Popular Rally and Young Intellectual Party.

The elections which were scheduled for April have now been postponed to 11th September, 1955 to allow the

Government to introduce electoral reforms.

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BURMA.

Relations with Communist China.

According to New Delhi Radio of the 24th February, the Burmese Prime Minister told a meeting of Kachins at Myitkyina that in the near future Burma would open a Consulate at Kunming in Yunnan and China would open a Consulate at Myitkyina or Bhamo in Burma. U Nu indicated proposals linked with other Government plans to broaden understanding between Kachins on both sides of the border and thus foster Burmese/Chinese Relations.

Establishment of the Kunming Consulate should facilitate expansion of trade between Burma and China, as planned under the December, 1954 Agreement, which also envisaged use of the Burma Road. It would also provide an observation post on political and military activities of significance to Burma and other adjacent countries. Chinese Communists have been interested in the Kachin State for some years, probably because it provides a direct link with India. The Chinese Consulate there could assist Communist subversion besides providing first-hand knowledge of the area.

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PAKISTAN.

Change in Political Status.

The Pakistan Government has informed other Common-

wealth Governments of its intention to establish republican status for Pakistan under the Constitution at present being drawn up. It is Pakistan's intention to remain a full member of the Commonwealth after becoming a Republic.

Originally the decision to become a Republic was made on 2nd November, 1953. However, the Constitution drafted at that time was never implemented and was discarded when the Constituent Assembly was dissolved in October, 1954.

Details of the proposed new Constitution are not known although it seems that Pakistan will be a federation of two units only. In November, the Prime Minister announced that the existing political units in West Pakistan would be integrated. It also seems probable that the constitutional form of the new Republic will resemble that of the United States rather than the British system.

According to press reports, the new Constitution will come into force on 14th August, the eighth anniversary of Pakistan's independence.

A number of Cabinet Ministers are opposed to the change from Dominion to Republican status, but the deciding factor seems to be the belief that Pakistan is in many respects inferior to India while she retains Dominion status and India is a Republic.

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TIBET.

Development by the Chinese.

A newspaper report from New Delhi on 27th February,

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announced that China is pouring men and money into Tibet to open up the country to modern communications and tap its unexploited stores of mineral wealth.

The first highway linking the once-forbidden city of Lhasa with the outside world was opened by the Chinese in February. Winding 1,300 miles across Tibet over fourteen mountain ranges, it joins Lhasa with Sining in Chinghai Province, cutting the journey to the Chinese capital from three months to only twenty days.

Trucks and jeeps are bringing food, modern machinery, scientists and geologists to assess and exploit the mineral resources of Tibet.

Between 50,000 and 100,000 Chinese soldiers are already estimated to be working on building roads and airfields. Most of them are peasants in uniform who have come to stay as settlers.

With a local population of only 3,700,000, Tibet can take a rapidly expanding population once the quick pace of modern development sets in.

Some of the Chinese soldiers provide garrisons for the main trading towns, for Lhasa, Gartok and Yatung, or for the check posts along the 1,400-mile frontier with India and Nepal.

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S E C T I O N I V .AUSTRALIA STATION INTELLIGENCE.POSSIBLE BAN BY AUSTRALIAN SEAMEN'S UNION ON VESSELS
CARRYING TROOPS OR MILITARY STORES.

Members of the Australian Seamen's Union have recently recommended a ban on any ships carrying troops or military stores to Malaya or to any country where "so-called liberation forces" were fighting.

This originated from a meeting of seamen in Melbourne who made the recommendation and called on their Federal Executive to examine the situation and to take suitable action. Similar resolutions were carried at Seamen's Union meetings held at Brisbane, Sydney and Adelaide.

These developments conform with Communist Party policy; and as the Australian Seamen's Union is completely controlled by Communists with a very strong following of rank-and-file Communists employed in this industry, there are risks of shipping being impeded by the seamen in the event of hostilities or defence measures involving the use of Australian shipping, such as maintaining the defence line in Malaya. Communist officials of the Waterside Workers' Federation will no doubt support the Seamen in any such activities.

It is worthy of note that recent ballots for position in the Australian Seamen's Union resulted in officers in all State and Federal positions of the union being returned to office, in most cases unopposed.

EXPANSION OF MORTS DOCK & ENGINEERING CO. LTD., SYDNEY.

Mr. Recknell, senior officer of Morts Dock & Engineering Co. Ltd., while addressing the Tariff Board in Melbourne recently, announced that his company would spend £2,000,000 on its dock at Woolwich, near Sydney, in the construction of a shipbuilding yard which will be independent of the company's main works at Balmain.

The expansion programme will reduce production costs and increase efficiency; but, because of the large capital outlay on expansion plans, the company sought tariff protection. The company also asked for a licensing system on imported ships.

HARBOUR IMPROVEMENTS.Gladstone.

The new mechanised coal-loading equipment at Gladstone is now in operation. A loading rate of 370 tons per hour for a short period has been achieved.

Port Kembla.

The New South Wales Government will spend £5,200,000 on the first stage of an inner harbour at Port Kembla, which includes new marshalling yards and a network of railways. The Minister for Public Works is preparing legislation for the construction of an inner harbour.

The Premier recently said that extensive development of major industries at Port Kembla had created the need for further development of Port Kembla Harbour. Cargo handled at Port Kembla had more than doubled in four years - from 1,515,484 tons in 1949-50 to 3,190,281 tons in 1953-54.

The Premier said the Public Works Department would spend £4,965,000 and the Railway Department £135,000 on the first stage and Australian Iron & Steel Ltd. would pay dredging costs, estimated at £100,000.

State Cabinet considered a proposal to allow Australian Iron & Steel Ltd. to build private wharves adjoining its property, subject to rental and other payments, but the Maritime Services Board objected to it.

INDONESIAN SERVICES ATTACHE TO AUSTRALIA.

The Indonesian Services Attache Lieut-Colonel Roekmito, has arrived in Australia. This appointment reciprocates that of the Australian Services Attache to Indonesia, Lieutenant Colonel F.E. Kiel who took up his appointment in Djakarta 2nd October, 1954.

CALTEX OIL (Australia) PTY.LTD'S INSTALLATION AT MACKAY

Caltex Oil (Australia) Pty. Ltd., has erected a bulk oil installation at Mackay.

The installation comprises :-

Two tanks measuring	45 ft.	in diameter	x	42 ft.	high
One tank	"	40 ft.	"	x 36 ft.	"
Two tanks	"	30 ft.	"	x 36 ft.	"
Three tanks	"	14 $\frac{1}{2}$ ft.	"	x 36 ft.	"

Apart from a saving in freight on petrol, kerosene and distillate, the installations will enable Mackay to be independent of such supplies from other Queensland ports. In Queensland, Caltex has terminals at Brisbane, Gladstone and Townsville.

QUEENSLAND COAL PRODUCTION.

In 1954 the total coal production in Queensland amounted to 2,749,000 tons, which constituted a record and represented an increase of 215,000 tons over the production for the previous year.

SHIPBUILDING AT EVANS DEAKIN & CO'S SHIPYARD, BRISBANE.

At Evans, Deakin & Co, Ltd.'s Shipyards at Kangaroo Point, Brisbane, two 10,000-ton motor bulk carriers are being constructed. The first has been named M.V. "LAKE BARRINE" and the other "LAKE BOGA".

These ships are the largest to be constructed in Queensland and will be used as bulk carriers on the coast.

They are similar in appearance to the collier "INYULA" which was handed over to the Australian Shipbuilding Board on 29th October, 1954. Accommodation and machinery will be aft and, apart from the hatch operating equipment and a foremast on the forecastle deck, there will be no samson posts or cargo handling gear on the main deck. Cargo will be loaded and discharged by shore equipment. Doxford oil engines will provide the motive power and develop 3,300 B.H.P. at 108 r.p.m.

A new 25-ton capacity Monotower Jib Crane is being constructed at Evans, Deakin's Shipyard. It was found necessary to construct this new crane to clear the superstructure aft on the 10,000-ton ships. It will have a 110 ft. jib and a clearance of 90 ft. from ground level.

The 5-ton crane, which is replaced by the new crane, has been moved to a new position in the fabricating area

OIL FUEL INSTALLATION, TOWNSVILLE.

The inter-connection of the 10" line from Shell Co's. new Fuel Oil Tank (N. 8) with the 13" Naval furnace fuel oil line, at a point approximately 12 chains along the Naval line from the Eastern and Western Wharf isolating valves, was effected on 23rd February.

Repairs to approximately 25 feet of the 13" furnace oil line under the Eastern pier are in progress.

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PAPUA - NEW GUINEA.Visit of Japanese War Graves Commission vessel "TAISEI MARU".

The "TAISEI MARU", a Japanese vessel of 2,430 tons, has now returned to Japan after a tour of Japanese 2nd World War battlefields in the Island Territories.

She carried a complement of 18 members of the Japanese War Graves Mission and 135 ship's company, including 89 Merchant Marine cadets who were used as working parties.

The War Graves Mission was led by Mr. Shirai, who served during the war as a Lieutenant-Colonel on the Manchurian front. The Deputy-Chief of the Mission, Mr. Fukushima, served as a submarine officer in the Imperial Japanese Navy.

A large number of Japanese war-dead were disinterred for return to their homeland and commemorative tablets were erected at various localities. At the Japanese War Cemetery, Rabaul, the memorial stone consisted of three

marble blocks, the top one carrying on one side the inscription in Japanese: "To the memory of the Japanese war dead heroes" ; and on the other side, in English, the inscription "This stone marks the place from which Japanese War Dead were removed by the Japanese Government in 1955". A Buddhist priest and a Shinto priest conducted the memorial ceremonies, the Buddhist priest taking precedence. The Buddhist priest wore a brown robe and purple pantaloons. There were gold and silver floral decorations on his shoulder sash, and he held a fan in his right hand. The Shinto priest's robes were cream over white pantaloons, his head topped by a black mitre. He held a wooden sceptre.

Apart from a somewhat unpleasant incident at Lae, the visit of the Japanese War Graves Mission was uneventful. At Lae, the leader of the Mission obtained the permission of the District Commissioner to lay a wreath on the memorial in the Australian War Cemetery, but the Curator took exception to this and taking the view that the matter did not come under the jurisdiction of the District Commissioner but of the Australian War Graves Commissioner, ordered the Japanese party to leave the Cemetery and removed the wreath from the Cross of Remembrance. His action was supported by some of the local citizens (including apparently some members of the Lae Sub-Branch of the Returned Servicemen's League), an action which was later castigated by the Administrator of Papua-New Guinea as an example of bad taste.

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NEW CALEDONIA.New Slipway at Noumea.

A slipway for the use of New Caledonia inter-islands vessels is being constructed at Ile Nou, Noumea. It will be able to take vessels up to 1,000 tons dead-weight.

At present the only slipway at Noumea is a small one at Point Doniambo owned by Le Societe le Nickel, and constructed by the Company for the use of its small craft.

Noumea - Loyalty Islands Service.

An ex-Fairmile named "PHILANTE II", owned by F. Martinet, Noumea, is now operating, under Government subsidy, a passenger service between Noumea and the Loyalty Islands.

JAPANESE FISHING VESSELS OPERATING IN NEW CALEDONIAN AND OTHER WATERS.

It has been learnt that some of the tuna which is being caught by Japanese fishing vessels operating in New Caledonian and New Hebrides waters and elsewhere is being purchased in Japan by the Columbia River Packers Association, Astoria, Oregon, U.S.A.

On a visit to Noumea a representative of the Company recently informed the Admiralty Reporting Officer that his Company had an L.S.T., which it intended to station at Noumea to act as a receiving depot for fish caught by the Japanese fishing vessels, thus saving the long carry to Japan. The L.S.T. is fitted with freezing chambers with a capacity of 1,200 tons of fish. The fish would

be sent to U.S.A. by one or other of the commercial shipping lines.

The A.R.O. Noumea also understands that L'Institut Francais de l'Oceanic is receiving daily reports from Japanese fishing vessels operating in the area giving their positions, catches, etc. These are being plotted by the Institute and show that the Japanese are operating in an area off the Queensland Coast near Brisbane and in another area 150 miles to the south-west of New Caledonia.

The richest ground for tuna at the moment is just off the Loyalty Islands.

NEW AIR LINE FOR NEW CALEDONIA.

A company is being formed in Noumea with a capital of 2 million francs to operate an internal airline in New Caledonia.

The company is calling for public support and has already ordered its first plane, a de Havilland Dragon Rapide, which was expected to arrive at Noumea at the end of March.

It is expected that the company will also acquire a number of four-seater taxi planes which will provide services between the mainland and neighbouring island groups, such as Ile des Pines, the Loyalties and the Wallis Islands.

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SHIPPING INFORMATION.Services on N.W. Coast of Western Australia.

A company recently formed in Western Australia, "Western Shipping Pty. Ltd.", has arranged for the "COMARA", a 750-ton freighter from Sydney, to carry supplies to W.A. Petroleum Company's oil drilling base at Exmouth Gulf. Because of shipping shortages, a serious back log of cargo has built up for the North and North-West ports and this venture represents an active step towards overcoming the lag. The "COMARA" is already in Fremantle.

The Western Australian Government has arranged for S.S. "DAYLESFORD", owned by the Commonwealth Department of Shipping and Transport to operate on the North West Coast service until the "KOOJARRA" is completed.

S.S. "ORMISTON" sold.

S.S. "ORMISTON", which has for years operated between Melbourne and Cairns and latterly between Melbourne, Sydney, Brisbane and Mackay, has been paid off and sold to a Greek firm.

J. & A. Brown and Abermain Seaham Collieries Ltd's new collier.

J. & A. Brown and Abermain Seaham Collieries Ltd's new collier "STEPHEN BROWN" (1,464 tons gross) has now arrived in Australian waters.

Eastern and Australian S.S. Co. Ltd's new vessel "ARAFUR"

The Eastern and Australian S.S. Co's new vessel

"ARAFURA" (9,100 tons gross) has now arrived in Australian waters and, together with "EASTERN", "NELLORE" and "NANKIN", will engage in the Australian-Japan Services.

New Shipping Service to Indonesia and Malaya.

The Norse Oriental Line, operated by Messrs. Bruusgaard and Kiosterud, Dramman and A.S Thor Dahl, Sandefjord, both of Norway, recently despatched the motorship HALLVARD from Australia on her maiden voyage to Indonesia and Malaya.

These companies have decided to maintain a joint service between Eastern Australian ports, Indonesia and Malaya. H.C. Sleight Ltd. are the Australian agents.

Together with the vessel "THORSTRAND", a monthly service will be provided.

Sale of S.S. "ERA".

After thirty-four years trading on the Australian coast, the interstate freighter "ERA" (3,148 tons, gross) has been sold to Eastern buyers. She is now awaiting disposal at Sydney to the agency of the American Trading & Shipping Co. Ltd.

Built by W. Hamilton & Co. Ltd., Port Glasgow, in 1921 for Australian Steamships Pty. Ltd., (Howard Smith Ltd., managing agents), the "ERA" is 330 ft. in length, 48 ft. in breadth and 22 ft. in depth.

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S E C T I O N V.SPECIAL ARTICLES.CONDITIONS IN MALAYA.

An interesting review of conditions in Malaya is contained in the following article extracted from an intelligence summary issued by the Chief Staff Officer (Intelligence) Far East :-

"There still remain some 4,000 Communist terrorists at large in Malaya at the present time, living in the jungle where they are incredibly hard to find. They are 90% Chinese although their rebellion is not a national movement. Most of the people dislike and fear them, but a small minority help them - sometimes they are forced to do so.

A table is appended of incidents and numbers of Terrorists eliminated during the past four years :-

	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>
Incidents	<u>6084</u>	<u>3720</u>	<u>1164</u>	<u>1068</u>
Terrorists Eliminated	1292	1500	1344	924

In accordance with instructions issued by the Malayan Communist Party in 1951, the bulk of the terrorists have withdrawn into the jungle and occupy themselves largely with food cultivation in the jungle. This rather negative policy has now been superseded by instructions to be more aggressive, to attack Security Forces and Police posts. The results of this change have become apparent in the last few months and such attacks as have been mounted have been aggressions of this nature. Terrorist morale, however, still remains low due perhaps to privation as well as lack of success

compared with their best days in 1951.

The Communists set great store on subversion of civilians and indoctrination of youth. The Communist "little devil" organisation is supplying useful recruits to the Communists ; these party members of tomorrow are employed on such things as providing food for the terrorists.

It can be expected that in 1955 the M.C.P. will concentrate on maintaining and, if possible, building up the hard core of terrorists, at the same time building up an effective subversive organisation to penetrate civilian organisations. The Communists will, no doubt, do all they can to bring odium upon the Colonial power and to ferment an anti-British atmosphere, using anti-colonialism as a cloak for their real designs.

The Emergency itself may now be said to have reached a virtual stalemate. The Security Forces intend to do everything possible to send troops out in the jungle areas to seek out the enemy ; wherever possible, 'white areas will be handed over to Police and Home Guards so that troops will be able to concentrate on the main jungle bases. Food denial can be expected to be continued, though it is worth noting that terrorist requirements of rice are only 0.1% of the country's total consumption.

One of the most useful steps to overcome the apathy of most of the people, (the wait-and-see-who-wins-attitude), is the invitation recently extended to five political leaders (2 Malay, 1 Chinese, 1 Indian and 1 European) to become full members of the Director of Operations Committee. The effect has been most promising; the political leaders became better informed and

Morale.

In spite of the shortage of money for new equipment and the attitude of the country in general to rearmament, the spirit of the MSDF is excellent. There is a good stiffening of experienced wartime Senior Officers and C.P.O's.

Recruiting.

Recruiting figures are impressive, but the actual result leaves a lot to be desired. There are ten applications for every vacancy and the number of resignations is few despite the fact that there are no set periods of engagement. However, the authorised strength of the MSDF is not yet filled. This is probably due to the very selective method of acceptance for service.

Actual strength as at December 1954 was 1,849 Officers (413 below strength) and 9,895 Men (3,766 below strength).

Naval Air.

The Navy is to have its own Air Arm but training of crews will still be carried out by the Air Self-Defence Force, at least in the initial stages.

The main Naval Air stations are at Tateyama and Kanoya with secondary bases at Ominato, Maisuru and Sasebo.

Commander S. Suzuki, who was formerly Head of the Air Sub-Section of the Second Staff Office, has been promoted Rear-Admiral and appointed Chief of Operations.

Dispositions.

The Self-Defence Fleet is now organised into 3 Squadrons, two of which are Escort Squadrons and one a Patrol Squadron. The Escort Squadrons consist of 2 Divisions and the Patrol Squadron of 3 Divisions. Each Division has a Patrol Frigate as Leader.

The Fleet has one Minesweeping Squadron of 2 Divisions with a total of 9 A.M.S.'s attached and all other M/S Units are attached to the 5 Regional H.Q.'s of Yokosuka, Kure, Sasebo, Maizuru and Ominato.

Conclusions.

With General Elections taking place at the end of February and the Budget postponed to June, everything is at a standstill and future policy is not known. However it seems safe to assume that rearmament will not stop unless an extreme Left Wing Government should somehow contrive to win the elections.

better able to persuade the public of necessary steps. If the mass of the people could be persuaded to drop their neutral attitude, it would perhaps be the most hopeful augury for the settling of the Emergency.

The main contribution by the Royal Navy in 1954 has been the American S.55 medium helicopters which have been responsible for the major part of the troop-lifting effort. In addition, 8 coastal bombardments have been carried out, and coastal patrols have been maintained constantly in conjunction with the Royal Malayan Navy.

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SOVIET LEADERSHIP AND POLICY.

Government Changes.

Mr. G. M. Malenkov, Chairman of the Soviet Council of Ministers (the Russian equivalent of Prime Minister) since the death of Stalin, resigned on 8th February because of self-proclaimed "lack of experience" and was succeeded by Marshal N.A. Bulganin, the former Minister of Defence. Marshal G. K. Zhukov became Minister of Defence.

For some months commentators had noted apparent signs of differences between Malenkov and Mr. N. S. Krushchev, First Secretary of the Communist Party, who was publicly urging the importance of further efforts in agriculture and heavy industry, while the Prime Minister was associated with a "softer" policy of raising living standards and more consumer goods, and had gone on record as saying that the problem of grain supply had been finally solved in the U.S.S.R.

SECRET.

The changes are being generally interpreted, therefore, as a triumph for Khrushchev personally, and a step on his path to personal dictatorship. Some more cautious observers are inclined to see in Zhukov's promotion signs of the army's enhanced influence in Soviet affairs, if not as an initiator of policy at least as an element whose views must be taken into consideration by the Party more than in the past.

Apart from reasons for personal quarrels and differences on internal policy, the changes may well have been dictated by the overall strategic situation in which the U.S.S.R. now finds herself. China has saddled the Russians with heavy economic and possibly military responsibilities; and at the other side of the world the chances of a neutral and disarmed Germany have almost disappeared, presenting Soviet planners with the emergence of a potentially formidable European land army to reinforce NATO's naval air power.

In such a situation, both the Army and the Party may well have agreed that Russia's industrial strength, based on an annual steel production less than half that of the United States alone, was inadequate to her new global responsibilities.

The Communist bloc is probably in for its own "long haul", beginning with the next Five Year Plan in 1956. The government changes are unlikely to mean any sudden or dramatic transformation of Soviet long-term policy. All the arguments against resort to a quick preventive war by the Russians still apply. They are still vulnerable to atomic retaliation and still unable to deliver a decisive blow against the United States. Their programme of naval building is far from complete.

Nor is there any reason to suppose that the Army and the Party are likely to quarrel with each other. But it is worth noting that whereas Stalin purged his army and killed its best leaders to make his own position secure during the earlier "cold war" before the last war, Khrushchev and his friends have allowed the fighting Marshals - Koniev and Zhukov - to rise in the Supreme Soviet and talk foreign policy there.

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JAPANESE LONG LINE TUNA FISHING:

The following description of Japanese "long line" tuna fishing has been extracted from an official statement released by the Japanese Foreign Ministry.

"The Japanese fishing vessels now operating in the Coral Sea are tuna-fishing vessels which are using fishing equipment called 'Hae-nawa" (long line). These lines are used only by Japanese vessels.

The 'long line' is composed of 'stem line', 'branch line' and 'buoy line', and is usually 50 miles in length. The stem line is the main part of the long line, and the buoy lines, 13 fathoms long and kept afloat by marker buoys made of glass, are attached to the stem line at intervals of 200 metres. Branch lines are 11.5 fathoms in length and are hung from the stem line at intervals of 25 fathoms. Hooks with baits are attached to the end of these branch lines. As these hooks reach 100 to 150 metres deep, and as tuna swim in the middle regions of waters, it is considered that an appropriate depth for tuna fishing grounds is considerably more than 100 fathoms. The price of the long line is more than two million yen (£A2,500).

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The captain of the vessel, when laying the line, takes care to examine thoroughly the depth of water, the currents and the existence of reefs in order to prevent the highly-priced line from being damaged by reefs and other obstacles. It is a matter of common sense, however, for fishermen using this equipment to operate in waters more than 50 miles off the coast, in view of the fact that the length of the line reaches 50 miles; that it takes a long time to conduct one operation; that there is much danger of the line coming adrift and being damaged; and that such a depth of water as mentioned above is indispensable.

In the light of the above points, tuna fishing operations by Japanese vessels inside the Barrier Reef are impracticable, and accordingly there is no likelihood that Japanese ships enter the Reef for operations. The buoys mentioned above, however, frequently drift away, on an average of one buoy per boat per day, and it is therefore not at all strange that buoys are found floating in many places, not only in the waters off Australia".

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R.A.N. YACHT TAM-O-SHANTER.

In November, 1954, the R.A.N. acquired from the Chairman of the Melbourne Harbour Trust a yacht, TAM O'SHANTER for the training of Cadet Midshipmen at the R.A.N. College. The vessel is 33 feet 6 inches in length overall (27 feet on the waterline) and has an displacement of about five tons. She is built of kauri with blackwood frames, oregon deck beams, and has a caulked deck of Queensland birch. Of solid construction, her sloop rig is straight forward, fittings ample, and her accom-

modation roomy for five and adequate for seven under racing conditions.

After being fitted out at Flinders Naval Depot, TAM O'SHANTER sailed for Sydney on 13th December to take part in the Sydney-Hobart Yacht Race. Her crew consisted of Commander R.J. Robertson (Captain), Lt. Cdr. R.C. Savage (1st Lieutenant), Instr. Lt. E.Y. Hokin (Navigator and Cook), Lt. Cdr. Cumming and Cadet Midshipmen B.C. Dodd, T. Jones and F. Mentz.

The following is a description by the Captain of TAM O'SHANTER's navigational experiences in the Sydney-Hobart Yacht race and an account also of the lessons learnt:-

"In Sydney, 27th December was a fine clear day with a strong southerly breeze. We slipped from RUSHCUTTER at 0930 with No. 2 Mainsail and Genoa Foresail set, and carried out several timing runs to the leeward end of the starting line, which ran NW-SE. I chose this end of the line for two reasons. Firstly, in reaching conditions the leeward end provides a good start so long as the boat crosses the line on time and is thus clear of the foul wind of the others. Secondly I hoped that most of our competitors would make a more orthodox start from the windward end, and I wanted to avoid becoming mixed up in a "barging match" which might involve early disqualification. In the event, this proved correct and TAM O'SHANTER crossed the line ahead of the fleet and to leeward. We held the lead for a short period, but the larger, faster boats soon overtook us and led the way out of the Heads.

Outside the Heads we settled down to our first period of beating to windward. Seasickness soon reared its

ugly head and we learnt that the cabin roof was far from watertight. The hull itself was sound except for a leak at the shroud chain plates, but the continual dripping from all the joints overhead soon made everything thoroughly wet. All the same, we pushed ahead at a speed of about six knots during the afternoon and night.

At 0400 on Tuesday 28th, when the wind had eased to Force 3-4, we set No. 1 Mainsail and the wind backed slightly so that we were able to steer 220° magnetic. During the forenoon the wind died away and then came up again from the NE Force 2-3. This provided a welcome relief from the damp and an opportunity to dry everything out. Our cadet "puttier" was also busy trying to stop some of the worst leaks. At midday the spinnaker was set and during the rest of the afternoon an evening we made between 4½ and 6 knots to the southward. Point Perpendicular was abeam to starboard at 1400 and we experienced about one knot of southerly set on the hundred fathoms line.

The 0830 radio schedule had put us about the middle of the fleet with the leading yachts 10-15 miles ahead. We were glad, therefore, to sight "SOLVEIG" at about 1300 on our port beam and watch her cross under our stern to go close inshore. She was still abeam but inshore at 1800.

The NE breeze died away during the First Watch, and by 0145 on 29th it was a flat calm and the spinnaker was stowed. At 0300 a wind came in from the south and by 0800 we were once again making 5 knots on a course of 220° magnetic. The 0830 position reports indicated that we were about 25 miles behind the leaders, but still within striking distance of some of the others.

During the forenoon the southerly freshened and we tacked to seaward off Tathra Head at 1050. At 1400, with the wind still freshening and then Force 7-8, we changed to a small jib and a double reefed No. 2 Mainsail and tacked inshore again to get what benefit we could from sheltered waters. At 1730 we tacked to seaward and at 1800 shook out the two reefs. Wind was still from the south, Force 6. Green Cape Light bore WSW distance 18 miles at 2100.

At 2300 we overhauled "LAURABADA" (a big 50 ft. ketch) and passed about $\frac{1}{2}$ mile to windward of her. This did a lot to ease the discomfort of being wet through. Our last sight of the mainland of Australia was Gabo Island Light bearing 250° distance 27 miles at 0030.

During the Middle Watch on 30th December the wind eased, and at 0400 we set No. 1 Mainsail and the Genoa Foresail. Another period of light and variable winds was followed by a breeze from the NNE, and at 0815 the light spinnaker was set - course 190. The 0830 position reports showed that we had gained in the southerly blow, largely I feel, because we had the benefit of sheltered waters for most of the time. Apart from "KURREWA", who claimed to be 70 miles ahead, most of the leading yachts were only 10 miles or so to the south of us, and a number were astern.

30th December was spent running before the fresh NNE wind with full mainsail and spinnaker. It also provided, once more, a welcome opportunity to dry out our clothes and bedding. At 1700, with wind Force 5, our spinnaker gave out and split down the centre. Fortunately we had a second heavier one for just such an occasion and this was set immediately. At 2000 with

the wind still freshening, we stowed the spinnaker as it was almost impossible to control due to the yawing and rolling in the rising sea, and set the Genoa Foresail goosewinged out to the spinnaker boom. This proved more comfortable. Even so, we felt that TAM O'SHANTER deserved a prize that night as a surf boat. Every now and then she would catch a wave and surf for 10 to 15 seconds. During these spurts the bow wave was 6 to 8 feet high abreast the stern and the sensation was exhilarating to say the least. Normal navigation was not possible, but the Southern Cross proved a good steering mark and our morning D.R. was not very much in error. The log gave us 8 miles each hour from 1600 right through the night, and 8.4 on two occasions. It is perhaps of interest to note that Uffa Fox in his book "Sailing, Seamanship and Yacht Construction" quotes $7\frac{5}{4}$ knots as the maximum speed at which a 27 ft. waterline hull can be driven under the best conditions, i.e. a fresh gale and no sea and $7\frac{1}{2}$ knots as the maximum speed at which such a vessel could be driven for 24 hours. Our day's run from 1800/30th to 1800/31st was 180 miles, an average of 7.5 knots.

The 0830 positions were disappointing; our rivals were still ahead and gaining. By 1030 (31st December) with the wind Force 4-5 we tried the spinnaker again but with not much success. The sea conditions caused it to wrap around the forestay over and over again, and eventually at 1530, after we had to gybe to clear it, we gave it up in preference to the goosewinged Genoa Foresail arrangement. The barometer had been falling steadily since 0200 and at 1630, when it stood at 1003, the wind dropped flat. We spent about three minutes wallowing in a confused sea before a S.E. wind Force 6-7 suddenly reached us. The only thing we could do was to down mainsail in a hurry! With the Genoa

Foresail only we made a good $5\frac{1}{2}$ to 6 knots to windward and so we left it at that. The barometer rose sharply (1008 at 1700) and by 2200 we could rehoist the mainsail and steer 200° with a Force 4 S.E. wind.

At midnight Cadet Midshipman E. Mentz, aged 16 years 5 months, rang 16 bells on a metaphorical bell.

At 0145 on 1st January we raised Cape Freycinet Light bearing 250° about 20 miles. At 0530 with the wind backing to the East, the spinnaker was set once again and for the rest of the day we made towards Tasman Island with variable easterly winds at speeds between $2\frac{1}{2}$ knots (slowest) and 7 knots. At 1716, when KURREWA crossed the finishing line we were 10 miles from Tasman Island, about 50 miles from the finish - speed 7 knots. A quick calculation raised our hopes of a place, but it was not to be. The wind died away at 1800 that evening and dawn on 2nd January still found us between Tasman Island and Cape Raoul. We then picked up a light S. Easterly and ran up the Derwent with full Mainsail and Spinnaker to finish at 1116. Our final placing on handicap was sixth.

The ideal racing crew for TAM O'SHANTER would be five men. However, it was a requirement to take as many Cadets as possible, and so I took a crew of four plus three Cadets. The Navigator-Cook and I stood out from watchkeeping and one Cadet each day was nominated as assistant cook. The other four kept watch and watch. This arrangement worked well, but it may have been better to have put the Cadets in three straight watches, which would have been less tiring than watch and watch . for two days followed by a 24-hour break.

Crew fatigue was a very real problem during the race.

Watch and watch itself is tiring enough, but when one's watch off is spent changing sails or in making repairs, or at the best sleeping in a cramped position in damp clothes, the lack of a real rest soon becomes evident. There is always the tendency, too, to delay necessary sail change until the end of the watch to avoid calling out men from below; valuable time can be lost in this way.

I was never concerned for the safety of the boat or the crew, who always wore safety belts springhooked on to the rigging or guard rails in bad weather or at night. All necessary sail changes were made when required and even though we were rather slow at first, we have all gained valuable experience and confidence in the craft.

The victuals were adequate. Tinned food was stowed in the bilges (with paper wrappers removed and tallied with paint). Bread and cereals, etc., were stowed under the bunks. The planned menus allowed for fair weather and foul and proved quite suitable, if a little monotonous. The primus stove was satisfactory in calm weather, but almost unusable in rough going. The pressure cooker was invaluable and produced many delectable stews from an assortment of tins.

Once one became accustomed to working to larger dimensions than are normal in a big ship, navigation became remarkably accurate. There is a knack, too, in taking a sight when the boat is on the crest of a wave and the horizon unobstructed, otherwise errors of 20 miles are easily achieved. All our landfalls came up as expected. I found it a great help to have a Navigator down below who could keep dry and do all the hard work. This left me free to deal with the sails

instead of spending some hours each day working out sights, etc. It was also an ideal arrangement for entering harbour at night when it is not possible to leave the deck to plot positions on the chart table in the cabin.

Such failures as occurred with the rigging and sails were due to chafe. I felt the lack of a deep reef in the mainsail. It is a large sail (360 sq. ft.) compared with the boat's total sail area of 500 sq. ft., and is fitted only with one small 2 ft. reef which is virtually useless. This meant that the first reduction involved taking off the big Mainsail and setting the Trysail or No. 2 Mainsail, a job that requires all hands and takes about 15 to 20 minutes in a seaway, although we have done it in $6\frac{1}{2}$ minutes in calm weather. Consequently, there was a tendency to carry the big mainsail too long in the hope that the wind would not increase, and to delay resetting it until the blow was over.

The yacht herself proved to be all we had hoped. She handled easily, behaved well in a seaway and is eminently suitable as a training yacht for Cadets."

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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