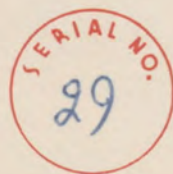


SECRET

Australia Station Intelligence Summary



DATE OF ISSUE E1 MAY 1955

*Naval Intelligence Division
Navy Office
Melbourne*

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S E C T I O N I.

R. A. N. AND OTHER COMMONWEALTH NAVIES.

(a) Royal Australian Navy.

H. M. A. S. ANZAC - Visit to Noumea.

Between 23rd and 30th April ANZAC paid a visit to Noumea, New Caledonia. On 25th April personnel from ANZAC attended an Anzac Day ceremony at the Noumea War Memorial. ANZAC was due to sail for Brisbane on 1st May.

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

En route from Manus for Sydney after six weeks' duty in Northern waters WAGGA arrived at Port Moresby on 3rd February. At the request of Lieutenant-Colonel T.W. Young, the Army Area Commander, Papua and New Guinea, WAGGA took part in "Exercise Bandit", an exercise in which members of the Papua-New Guinea Volunteer Rifles (European personnel) were theoretically dropped by parachute to blow up vital installations in the Port Moresby area.

The situation at the beginning of the exercise was that enemy forces had bombed Northern Australia without warning during the morning, and the defending forces had been alerted and were standing by for a possible emergency. WAGGA was in port carrying out engine repairs, having brought in a convoy consisting of M.V. "EASTERN SAGA" and S.S. "SUVA", both berthed at the Main Wharf. The Pacific Islands Regiment (native

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troops), the Royal Papuan and New Guinea Constabulary and WAGGA constituted the defending force. The Captain of WAGGA was asked to provide defence of the wharf area, the Naval Oil Fuel Installation, and the Air Warning and Radio Communications.

At 2030 WAGGA commenced the exercise by reporting an unidentified group of aircraft approaching from the south-west, and the defending forces were alerted. The aircraft passed overhead and one aircraft was officially credited to WAGGA as being shot down; in actual fact, the "enemy's" truck broke down and they were unable to reach their objective.

In very heavy rain the invading force succeeded in blowing up the power house, the R.T.C., O.T.C. and A.B.C. radio installations. The fuel installations were not reached and the wharf area was not attacked, much to the disappointment of the invading force and the ship's company who had very happy previous associations ashore.

WAGGA established communication with the outside world, but, due to poor local communications, all messages had to be delivered to the ship by hand. The enemy forces were driven inland and the port was considered safe at midnight. The Pacific Islands Regiment succeeded in capturing nine of the enemy, and prevented two from reaching their objectives. Very heavy rain aided the enemy force and hampered the defenders, but did nothing to dampen the spirits of the participants.

WAGGA sailed for Yule Island on 6th February and arrived on the same day. The Assistant District Officer met the ship, arriving in a boat decorated with bunting. Boat loads of Boy Scouts, Police and Mission boys also came out and were shown over the ship. The A.D.O.'s departure amidst many farewelling natives came to a sudden end when the mast and bunting collapsed on top of them! In the evening at a reception the Captain met the local Franciscan Bishop, Bishop Sagera, who has lived on the island for 24 years, only returning to visit his native France three times in that period. He remarked that WAGGA was the first Australian warship he could recollect visiting the island during those years. He could remember only three French warships who had visited Yule Island to honour the grave of a French World War I air ace buried there.

Later in the cruise WAGGA visited the Torres Straits islands and on 8th February arrived at Yorke Island. No sign of life was apparent until the siren was sounded. Two white people immediately came running down the beach, waving wildly, almost as if they wanted to be rescued. The Torres Strait Islanders, on the other hand, went bush and remained there until WAGGA's departure. The two people introduced themselves as the school teacher and his wife, and both seemed to be suffering badly from the strain of loneliness. Quite some difficulty was met in getting them to leave after they had been entertained to afternoon tea. When the Staff Officer (Coastwatching) Australia Station, who was embarked for the cruise, brought up the subject of Japanese poachers and the reporting of them by radio,

the school teacher answered, "I would like one of those radio sets, as I would be able to say, when we got lonely, that I had seen a Japanese, and a warship would arrive to keep us company!" The S.O.(C)A.S. felt that they would hardly make suitable Coastwatchers and the guests were tactfully sent back to their island home.

H.M.A.S. COOTAMUNDRA - Visit to New Zealand.

After a calm crossing of the Tasman, COOTAMUNDRA arrived at Auckland on 1st February and found that her visit had been widely reported in the press. In fact the hospitality shown to both officers and ratings at all ports visited sometimes made it difficult for COOTAMUNDRA to produce the numbers invited.

The entertainments at Auckland included a scenic drive, a dance at the Navy League, a bus trip to Rotorua and the thermal region, and several sports meetings.

On 4th February the Chief of the New Zealand Naval Staff, Commodore Sir Charles Madden, R.N., embarked in PUKAKI who sailed in company with COOTAMUNDRA for the Bay of Islands to attend the Treaty of Waitangi celebrations. Both ships arrived on 5th February.

On the following day, the anniversary of the signing of the Treaty of Waitangi by which all rights of sovereignty were voluntarily ceded by the Maoris to Queen Victoria in 1840, a ceremony was held on the sloping lawns outside the Treaty House in which the Treaty was signed. This house

has a magnificent view across the Bay of Islands, and in its grounds stands a tall flagstaff around which the ceremony was conducted. PUKAKI and COOTAMUNDRA dressed ship overall and the ceremony commenced when a naval guard from H.M.N.Z.S. PHILOMEL, a Marine Band and Buglers marched into position facing the flagstaff. The Governor-General of New Zealand and Lady Norrie were present at the ceremony.

During the speeches Mr. P. R. Heydon, the High Commissioner for Australia, mentioned the fact that it was a ship from the Australian Squadron from which Captain Hobson landed to draw up the Treaty. A Mr. Busby, who built and first occupied the Treaty House, is claimed as an Australian, and the paving stones outside the house are said to be made of Sydney sandstone. A group of Maori girls and youths sang and danced between the speeches.

After the Governor-General's speech there followed the presentation of an enormous silver cup, awarded annually to the best Maori farmer. On this occasion it was won by two sisters, farmers of a neighbouring district. During the ceremony the Governor-General lost one of his spurs, and was heard to remark that it was his own fault for wearing spurs at a naval ceremony.

PUKAKI sailed from the Bay of Islands on 6th February, and COOTAMUNDRA remained until 7th February, when she weighed and proceeded for Whangarie. At that port the local populace showed great interest in the ship as it was the first visit of an overseas naval vessel to Whangarie since the colonial days. The local newspaper described the visit as "rare enough to be classi-

fied as a real occasion." The Naval Relations Officer and the residents were most hospitable and, in spite of the ship's berth being two miles from the town with no transport facilities, about 800 people visited the ship when she was open for public inspection.

Whangarie is the most rapidly growing provincial town in the north and there are comprehensive plans for the development of the port. The principal industries are timber and coal, and there is also a large cement works at Portland, seven miles from Whangarie, said to be one of the largest in the Southern Hemisphere. The opinion was formed that the planned expansion of the Whangarie harbour would relieve Auckland, which at the time of COOTAMUNDRA's visit was overcrowded, of considerable shipping congestion.

After visiting Wellington from 14th to 17th February, COOTAMUNDRA sailed for Sydney, arriving on 22nd February.

Launching of H.M.A.S. KIMBLA.

The Boom Working Vessel, KIMBLA, was launched at Maryborough by Mrs. Bull, the wife of Captain (E) J.W.N. Bull, R.A.N., General Overseer, East Australian Area, on 23rd March.

KIMBLA is the 14th ship built by Walkers Ltd., for the R.A.N. and the first since the War. Her dimensions are :

Displacement 940 tons.
Length (O.A.) 179 feet; Length (B.P)150 feet.
Beam 32 feet. Moulded Depth 17 feet.

Tasman Sea Convoy Exercises.

Seven ships of the R.A.N. carried out convoy exercises escorting merchant shipping in the Tasman Sea on 14th and 18th April when "WANGANELLA" and "MONOWAI", en route from Sydney for New Zealand, were escorted for the first 300 miles of their voyages.

The ships taking part were SYDNEY, VENGEANCE, TOBRUK, ANZAC, ARUNTA, WARRAMUNGA and QUADRANT, providing "WANGANELLA" and "MONOWAI" with 'protection' from 'enemy submarine, surface raider and aircraft attacks'. SYDNEY's Sea Furies gave fighter protection against 'enemy' bombing attacks, while the Fireflies searched for submarines.

The escorts rendezvoused with each of the merchant vessels outside Sydney and gave them protection for 20 hours each. "WANGANELLA" and "MONOWAI" were not blacked-out at night and radio silence was not imposed. Various manoeuvres, station-changing and communications exercises were constantly carried out, and the passengers in the merchant vessels were given the rare chance of seeing the R.A.N. at work under simulated war conditions.

This was the first occasion since the Second World War that merchant vessels have taken part in convoy exercises with the R.A.N.

R.A.N. Ski Club, Kure.

At H.M.A.S. COMMONWEALTH, Kure, 25 of the R.A.N. personnel have formed themselves into the

"Kure Branch of the R.A.N. Ski Club". Their venue has been the ski slopes at Miinohara, six hours train journey from Kure.

The ski station there is composed of a number of huts, each with electric light, water and typical Japanese baths. On a recent visit an R.A.N. party of nine occupied one-half of a large one-roomed hut with a Japanese party of ten. Each half of the room was equipped with a "kotatsu", a charcoal fire let into a concrete pit in the floor and covered with a wooden framework. The floor was covered with "tatami" matting. For sleeping purposes "futons" were spread out on the floor around the "kotatsu". The "futon" is the equivalent of an eiderdown and is consequently soft to sleep on. All feet are placed radially in to the "kotatsu" and "futons" are placed over the wooden framework and over all the legs. The red hot charcoal is covered with ash to slow down the burning rate. The party slept in their clothes as the "futons" had seen long service and were not as clean as they could have been.

The ski station could accommodate 70 skiers, and is named "Yama no Ie", meaning "Head of the Mountains". The tariff for full board and lodging was 400 yen (ten shillings Australian) and the rail fare was 330 yen (8/3) each way!

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(b) Indian Navy.

Appointments.

Rear-Admiral S.H. Carlill, C.B., D.S.O., is

to succeed Admiral Sir Mark Pizey as Chief of the Naval Staff, Indian Navy.

~~Captain Sir St.~~ John Tyrwhitt, R.N., will succeed Rear-Admiral Ballance as Flag Officer (Flotilla), Indian Navy.

Commander M.L. Barma, I.N., succeeded Commander Telles, I.N., as Director of Naval Intelligence, India, on 19th March.

The Indian Government has decided to drop the title of Commander-in-Chief, and the heads of the three services will now be designated Chief of the Naval Staff, Chief of the Air Staff and Chief of the Army Staff respectively.

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(c) Royal Pakistan Navy.

Midshipmen Training.

Lieutenant-Commander A. Hanif, R.P.N., a Cadet Training Officer in the Pakistan Navy, is to visit R.A.N. establishments in Sydney and Melbourne between 1st and 8th May to study naval training facilities. It is the intention of the Pakistan Navy to send Cadets and Midshipmen to Australia for training at sea instead of to the United Kingdom. Lieutenant-Commander Hanif is deputising for Commodore K. Jamil, P.N., the Chief of the Pakistan Naval Staff, who was to have paid the visit but who had to cancel his arrangements owing to illness.

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S E C T I O N II.NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE IN-
CLUDING TECHNICAL INTELLIGENCE.U. S. S. R.Soviet Floating Dock for the Far East.

H. M. A. S. QUEENBOROUGH reported sighting when en route for the United Kingdom three Soviet floating dock sections. The first section sighted was under tow in the Red Sea by a Soviet 3,000-ton freighter. The second section was sighted under way in the Suez Canal and the remaining section was at anchor at Port Said. Both these sections were attended by 300-ton Soviet tugs.

It was calculated that the three sections would be capable of docking a cruiser.

Two Soviet merchant vessels, "DMITRI-DONSKOY" (5,064 tons) and "ADMIRAL USHAKOV" (7,839 tons), were also at anchor at Port Said, presumably to be employed later to tow sections of the dock.

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SOUTH KOREA.Transfer on loan of U. S. Warships.

It is expected that the U. S. will transfer on loan to the Republic of Korea Navy in 1955 the following ships :-

- 2 Destroyer Escorts (DE)
- 4 Control Vessels (PCES)
- 4 Landing Ships (Tank) (LST)
- 12 Landing Ships (Medium) (LSM)
- 3 Cargo Ships (AKL)
- 1 Oil Barge (YO)
- 1 Landing Craft Repair Ship (ARL)

Personnel Strength of R.O.K. Navy and Marine Corps.

The present personnel strength of the Republic of Korea Navy (and Marine Corps) is :-

Navy	1,600 Officers	13,400 Men.
Marine Corps	1,420 Officers	24,580 Men.

Patrol Duties of R.O.K. Navy.

The R.O.K. Navy has taken over patrol duties on the East Coast of Korea from the U.N. Naval Forces.

The East Coast patrol, between the Demarcation Line and 36 degs.N., will be carried out by an R.O.K. frigate and 2 sub-chasers.

R.O.K. Naval Forces continue to maintain the South Coast patrol on behalf of the U.N. Naval Forces.

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JAPAN.

Transfer of U.S. Ships and Aircraft to Maritime Self-Defence Force. (Navy).

Two DD's and two DE's are to be handed

over to the Japanese at Norfolk, Virginia, on 17th May.

In addition, seven 280-ton Albatross class (ex YMS) auxiliary minesweepers, 49 Landing Craft (29 LSM's and 20 LCV(P)'s) and 22 U.S. Naval aircraft (type unknown) will be transferred to Japan during 1955.

The submarine to be leased to the Japanese later this year will be U.S.S. MINGO of the 1,520-ton Gato class.

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COMMUNIST CHINA.

Possible Use of Acoustic Homing Torpedoes by Chinese Communist Navy.

On 20th January the Chinese Nationalist motor gunboat YIN CHIANG was severely damaged by an explosion aft. Both screws were blown off and both shafts bent. The aftermost eight feet of hull and deck were badly damaged and plates buckled for a further thirty feet forward. The bulkheads held, however, and she was eventually towed back to Keelung.

The circumstances seem to have been exactly the same as those which had resulted in the sinking of the LING CHIANG ten days before. In both cases the action was at night with unidentified Chinese Communist "gunboats", and torpedo attacks were seen by the crews. In neither case were M.T.B's seen. It is possible that both boats were mined. If torpedoes were used, the damage done in both cases was less than would be expected by warheads.

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of comparable size to our own. The Chinese Nationalists have propounded the theory that the Communists may be using a small acoustic homing torpedo with a warhead of perhaps 150-250 lbs. and that they are mounted in their gunboats and even in armed motor junks.

Submarines at Tsingtao.

Six submarines were reported at Tsingtao at the end of March. Two of these were identified as the previously reported 'M' class with pennant numbers 201 and 202. The remaining four submarines were described as large ocean-going submarines, probably 'S' class, with pennant number 203, 206, 207 and 208. This is the first time these latter pennant numbers have been reported.

It is accepted that the Chinese Communist Navy has three 'M' class submarines, pennant numbers 201 and 202 and one non-operational.

'S' class submarines known to have been turned over to the Chinese Communist Navy have been identified as pennant numbers 401 and 402 and possibly 400 and 403.

It would appear, therefore, that the 'S' class, pennant numbers 203, 206, 207 and 208, are further additions to the Chinese Communist submarine strength unless they are Soviet submarines still bearing Russian pennant numbers.

Even if the pennant numbers have been incorrectly reported it would still appear that

there has been an increase in the number of 'S' class submarines at Tsingtao.

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SOUTH VIETNAM.

Reorganisation and Training of Armed Forces of South Vietnam.

General O'Daniell, United States Army, assisted by a group of approximately 350 U.S. personnel, has taken over the training of the armed forces of South Vietnam under the overall responsibility of General Ely, French Army.

The French will help reorganise and re-equip the South Vietnamese forces.

The Army, at present 200,000 strong, is to be reduced to 100,000 by the end of 1955 and will include 30,000 regulars, 60,000 reservists and 10,000 recruits beginning their basic training.

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BURMA.

Defence Services Academy.

The Burmese have opened a Defence Services Academy at Lawksawk (80 miles South-East of Mandalay).

The surrounding country is ideal for infantry and tank training, while the nearby

hills and rugged country afford scope for training in mountain and jungle warfare.

Youths between the ages of 16 and 18 are to be given a combined basic military training and a standard of University education in order to prepare them for service as suitable officers in the Army, Navy and Air Force. The system of education will closely follow a University course, but in addition science and historical subjects with more military significance, will be taught. After completing their course at the Academy and obtaining a suitable grading in their studies, the cadets will be invested with an Arts or Science degree at the Rangoon University, and will be posted for duty as Second Lieutenants, Sub-Lieutenants or Pilot Officers to the branch of the Services for which they have been selected.

The underlying idea is to create a service which is not remote from civilian life and so help to exclude the possibility of a recurrence of the 1948-49 situation, when a strong Army led by a would-be dictator threatened the political scene.

Overseas instructors will have to be imported, and Marshal Tito has promised equipment, while lecturers will come from the Rangoon University on loan. The Academy hopes to enrol 100 students a year.

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INDONESIA.Withdrawal of Dutch Nationals from Sourabaya Naval Base.

As a result of repeated demands by a delegation of S.O.B.S.I. (All-Indonesian Federation of Trade Unions) which is under Communist influence, that Dutch nationals employed at Sourabaya naval base be discharged, the Indonesian Minister for Defence has agreed to pension off Mr. Van Thiel, the Naval Establishment's chief Administrative officer.

S.O.B.S.I. has also drawn up a list of Indonesians, who, it is claimed, are capable of replacing the remaining 89 Dutch employees.

If these key personnel are replaced it is believed that the efficiency of the base will decline and the steady progress being made by the Navy will be at least retarded.

FRANCE.New Submarines.

The first of six snorkel-fitted submarines under construction has been launched at Cherbourg Naval Arsenal.

These submarines, to be known as the NARVEL Class, are based on the German Type XXI Class, and will enter service in 1955-57.

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SECTION III.EXTERNAL POLITICAL, POLITICO-MILITARY AND
ECONOMIC INTELLIGENCE.COMMUNIST CHINA.Airfields in South China opposite Formosa.

Early in April the Chinese Nationalist press reported that Luchiao Airfield was nearing completion and that Foochow and Chien Ou airfields were being prepared for use. It is expected that these airfields will provide bases for jet aircraft.

Luchiao Airfield (28 degs.35 N.121 degs. 23 E), was reported to be under construction in December, 1954. It is believed that the airfields at Foochow and Chien Ou would require only minor work to make them operational.

A later report indicates that Luchiao airfield is now operational.

Railway Communications.

The New China News Agency (Communist) has reported that Soviet diesel locomotives are to be used on the Ulan Bator-Chinning railway. This may have influenced the decision to lay a broad gauge line through to Chin-ning.

Use of diesels on this line would solve the problem of providing water supplies and staff accommodation in this arid area. Steam locomotives require greater staffing facilities and service

depots than diesel locomotives.

When completed, this line should provide a direct route from Chin-ning, which is a short distance west of Peking, through Outer Mongolia via Sayn Shanda and Ulan Bator to Ulan Ude on the Trans-Siberian railway.

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NATIONALIST CHINA.

Defection of Nationalist General.

On 15th March the former Kuomintang General Wei Li-huang returned to Communist China from Hong Kong. He had commanded the Expeditionary Force in 1942-1944 and later had been appointed Deputy Commander-in-Chief of Chinese Ground Forces. Before the liberation he was Commander-in-Chief of Kuomintang troops in North-East China. He was also a member of the KMT Central Executive Committee.

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HONG KONG.

Restriction on Chinese Entry into Hong Kong.

The Governor of Hong Kong has re-imposed restrictions on entry and exit from Hong Kong because of the recent unusually heavy rate of entry from China. This abnormal increase is probably largely due to a food shortage in adjacent Chinese territory. A similar restriction was imposed in 1950.

The Chinese Communist Government has complained about the restriction and has requested the Hong Kong authorities to do away with the quota system, claiming that the restrictions are a violation of tradition and are creating local uneasiness and tension.

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TIBET.

Political Developments.

The youthful Dalai Lama has returned to Tibet from Communist China and is reported to be expressing very pro-Communist opinions.

A Preparatory Committee for the Tibet Autonomous Region is to be established at Lhasa with the Dalai Lama as Chairman and the Panchan Lama as Vice-Chairman. There will be representatives of the Chinese People's Government as well as representatives of the various Tibetan religious sects among the 51 members of the Committee.

Development by Chinese.

A newspaper report from New Delhi has announced that China is pouring men and money into Tibet to open up the country to modern communications and to tap its mineral wealth.

The first highway linking Lhasa with the outside world was opened by the Chinese in February. This road, which is 1,300 miles long, crosses fourteen mountain ranges and joins Lhasa with Sining in Chinghai Province, cutting the journey to the Chinese capital from three months to only twenty

days.

Plans have been announced by the Chinese Communist press for the construction of a hydro-electric power station at Lhasa and a thermal power plant at Shigatse. It has also been reported that a survey team including geologists and engineers has left China for Tibet, where it will investigate the possibility of establishing a hydro-electric plant at Shigatse.

Chinese soldiers provide the labour force for the construction and already between 50,000 and 100,000 are estimated to be working on road and air-field construction in Tibet. Most of them are peasants in uniform who have come to stay as settlers. Some of the Chinese soldiers provide garrisons for the main trading towns, for Lhasa, Gartok and Yatung, or for check posts along the 1,400 mile frontier with India and Nepal.

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NORTH VIETNAM.

Evacuation of Haiphong.

Under the Geneva Agreement the commercial port of Haiphong is to be handed over to the Vietminh fully operable on 11th May.

The French, under the agreement, will hand over such things as tugs, buoyage, dredgers, cranes and lighters.

Seven large godowns, including one which

the French were obliged to complete, will also go to the Vietminh.

The Naval Dockyard is, however, being stripped and the floating dock is to be towed to Saigon during April.

Hanoi/Nam Dinh Railway.

The reconstruction of the Hanoi/Nam Dinh railway is reported to be planned for 1955 on the standard gauge of 4'8 $\frac{1}{2}$ ".

This is the first indication of possible intentions to convert the railway line from Hanoi to the 17th Parallel to standard gauge.

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LAOS.

Pathet Lao Forces.

Pathet Lao Forces in the Sam Neau and Phong Saly areas have now been organised, with Vietminh assistance, into 13 Battalions and despite a joint agreement between the Laotian Government and Pathet Lao negotiators that clashes would be avoided, Pathet Lao forces have attacked Government troops on a number of occasions.

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THAILAND.Internal Security.

It is reported that sentence has been passed on some 49 members of the Thai National Liberation Movement, amongst whom was Nai Pridi's son, for conspiring to overthrow the Government by force and attempting to introduce Communism into Thailand. In March a further 32 persons were reported arrested as Vietminh agents who had crossed illegally into North Thailand.

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INDONESIA.Floating Dock, Sourabaya.

The 3,500-ton floating dock at Perak harbour, Sourabaya, sank on the 25th March when the electricity supply to the pumping machinery failed. The dock is one of five located at Sourabaya.

Although it is expected that the dock will be raised as soon as possible no definite plans have yet been made for its salvage.

Elections.

The first Indonesian elections will now be held in September and December this year, according to the President of the Central Elections Committee.

Dutch New Guinea "Liberator" Commando.

A Mr. Sudarta has organised about 7,000 students and labourers into a 'Commando' with headquarters in Semarang, Java, with the aim of 'liberating' West Irian.

It is uncertain whether this movement is merely an irresponsible youth movement, or an attempt to get arms for a private army with some other object in view.

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S E C T I O N IV.AUSTRALIA STATION INTELLIGENCE.KWINANA (W.A.) REFINERY.

The Kwinana Oil Refinery is now in operation, and an average of one Tanker per day is now berthing at the Refinery's Wharf.

A 17-mile high pressure pipe-line connects the Refinery with Commonwealth Oil Refineries Limited's petrol installation at North Fremantle.

JAPANESE WHALE CHASERS.

Two Japanese Whale Chasers, "SEKI MARU NO.7" and "FUMI MARU NO.3", called at Fremantle recently, en route for the Antarctic to join the Japanese Whaling Fleet in those waters.

The number of cameras used by the visiting crews aroused press and public criticism. The "West Australian" published a photograph of a crew member taking shots of Fremantle Harbour with a camera fitted with a telephoto lens.

PLASTIC FACTORY, RHODES (N.S.W.)

A new £250,000 factory to produce polystyrene plastics materials has commenced operations at Rhodes, N.S.W. The factory is the latest addition to the £5-million plant of C.S.R. Chemicals Pty.Ltd., at Homebush Bay.

Production of polystyrene is closely re-

lated to that of synthetic rubber and is used in the manufacture of refrigerators, radio, TV and radar parts, food containers and other kitchenware. It can be produced in any colour or with a clear glass-like transparency, and is the cheapest of the plastic materials.

Polystyrene is made from imported styrene, a thin water-white liquid, with a faint aromatic odour, produced from benzine and ethylene, from coal and petroleum or alcohol.

Oil Fuel Installation, Townsville.

It has been the practice for the Oil Fuel Installation at Townsville to supply Furnace Fuel Oil to Merchant Ships, in an emergency, and to the dredge "Townsville" and inland trade. This oil was accounted on a "replacement basis" by arrangement with the Shell Oil Company.

On 21st February the Shell Coy. inter-connected near the wharf a new pipeline to the Naval pipeline to enable tanker replenishment and fuelling of ships to and from a new tank (No. 10) constructed in the Shell Depot. A commercial tanker recently discharged 5,800 tons into this new tank. The capacity of the tank is understood to be 8,000 tons (approx.).

The arrangement should prove successful and obviate depletion of Naval Stocks at Townsville.

Canungra Jungle Training School.

One hundred and fifty members of the

Second Battalion, Royal Australian Regiment, commenced jungle training at Canungra on 14th March.

The Army proposes, initially, to train permanent infantry units, the Corps of Staff Cadets from Duntroon and students of the Staff College.

In 1956 units other than infantry and possibly some C.M.F. units will receive this specialised training.

Tennyson Powerhouse, Brisbane River.

The first section of the new £10 million Tennyson powerhouse was officially opened on 26th March. This section will produce 30,000 kilowatts. The powerhouse is expected to reach a maximum capacity of 120,000 kilowatts by 1958 in three more stages, each stage producing 30,000 kilowatts.

NORTHERN TERRITORY.

Old Darwin Wharf.

The old Darwin wharf which was bombed by the Japanese in 1942, is to be demolished in the near future. The entire remains of the jetty are to be removed but the "Neptunia", sunk alongside, is to be left where she is. She is not expected to be in the way.

Darwin Water Supply.

A new 150,000 gallons elevated water

tank and pumping station is projected to enable Darwin's water supply to keep pace with the expanding housing programme. The elevated tank will be erected near the old Parap Cemetery and the booster pumping station, to be built about half way between Manton Dam and Darwin, will increase the rate of supply by approximately one-third. Plans and specifications are being prepared by Department of Works, Melbourne, and tenders will be called within the next few months. It is hoped to have the pumping station built before the peak demand period at the end of next dry season. This station will increase the supply to Darwin from 2,500,000 gallons to 3,750,000 gallons a day.

Darwin-Port Keats Air Service.

MacRobertson Miller Aviation Company will shortly commence a monthly Air Service between Darwin and Port Keats Mission Station.

Oil Search.

The Northern Territory's first oil search will begin during the dry season. The first move will be when the forward parties set out for the Joseph Bonaparte Gulf area. They will make the trip in plenty of time to settle into camps before the commencement of the next "wet".

Navigational Aid for Darwin Airport.

The Department of Civil Aviation has installed a new navigational aid for the Darwin airport. It is a non-directional beacon with

a range of 600 miles seawards and 400 miles in all other directions.

Re-admission of Japanese into the local Pearling industry.

On present indications it now appears that there will be very little local ~~opposition to the~~ re-admission of Japanese into the local pearling industry - a decision made by the Commonwealth Government owing to the scarcity of suitable divers.

95 Japanese were due to arrive in Darwin at the end of April. They will work for the following Darwin Master Pearlmen: Messrs. Paspaley, Haritos, Sonners and Sing. Under agreement they can only man luggers which have already been operating.

A camp to accommodate the Japanese pearlmen is under course of construction at Francis Bay. They will be restricted in their movements ashore to the limits of the town of Darwin within an area to be specified and they are being subjected to a security check.

Each Japanese is required to carry an Identity Card which will show his photo. A Supervisory Board comprising the Administrator, the Superintendent of Police, and a Medical Officer will hear any disciplinary complaints and where the charges are upheld the offenders will be deported.

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DUTCH NEW GULF EA.

Defence.

The last 900 Army personnel (and families) left Hollandia in the "SIBAJAK" on 19th March.

The Navy officially took over control of defence of the Territory on 1st March.

"Firefly" aircraft are on order, although no definite date of their arrival is known.

Hydrographic Survey.

In connection with the hydrographic survey to be undertaken by the R.N.N., a Decca Radar Survey Station is to be established at Kerr Island, approximately 80 miles North-West of Thursday Island, and will be there at least eighteen months whilst the area is being surveyed. Three men will be accommodated on the Island. The Radar mast is 135 feet high.

A radar station will also be established on Deliverance Island.

COCOS ISLANDS.

The following information has been extracted from a report by H.M.S. ALERT, which visited the Cocos Group early in the year :-

About 460 people, of whom five are European, live on Home Island. Mr. John Clunies Ross, the great grandson of the founder of the

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settlement (1827), lives at Oceana House and looks after the welfare of all the islanders. The only industry is growing coconuts, which are grown on all islands, including North Keeling, and about 500 tons of copra are exported annually. Supplies of food are brought in twice a year by the "ISLANDER", which takes the copra to Singapore. No currency is used on the islands, but instead there is a system of tokens issued by the Clunies Ross family. An islander may leave Cocos at any time if he wishes, but once having decided to leave, he is not allowed to return. The health of the people is remarkably good and they appear to be very happy with their way of life. Their traditional dress consists of sarongs and 'bajus' (Blouses with long frills). There are about 200 small sailing craft, called 'dukongs', all built on the island and each family is allocated two of them for fishing and bringing coconuts back to Home Island from the other islands. In addition to the boat building sheds there are also on Home Island other sheds for handling copra, a sawmill and a small engineering shop. An electric generating plant supplies all the islanders' homes with electric light.

The Royal Naval Wireless Station and the Cable and Wireless Station are established on Direction Island. The R.N. Wireless Station is manned by R.N. Shore Wireless Service Officers from Anderson Station in Ceylon, who come to Cocos for between four and six months during their tour of duty of three years in Ceylon. The Asian staff of 14 are provided by H.M. Dockyard, Singapore, and normally serve two years at Cocos.

The airfield, administered by the Australian Department of Civil Aviation, is on West Island. The runway is 10,000 feet in length. At present two fortnightly services are run, one from Perth-Cocos-Mauritius-Johannesburg, and one connecting Cocos with Singapore via Djakarta.

The Administration of the Cocos Islands will be taken over by the Commonwealth Government at some future date, legislation towards that end now being in progress.

SHIPPING INFORMATION.

M.V. "DAVINA".

M.V. "DAVINA", of approximately 100 tons gross, and powered by twin "Hercules" diesels, giving a maximum speed of 11 knots, has been acquired by the Bohemia Downs Pastoral Company for the transport of stores and equipment between Derby and Fremantle.

The vessel is very similar in appearance to an H.D.M.L., but has an extensive house on the upper deck abaft the bridge.

The vessel is skippered by R.S. Roberts, a former Yeoman of Signals, R.A.N.

NEW ZEALAND TRAWLER FOR RED FUNNEL TRAWLERS.

The Auckland fishing trawler "WAIPU", owned by Sanford Ltd., has been sold for an undisclosed figure to the Red Funnel Trawlers Proprietary Ltd., of Sydney. She arrived at Sydney on 4th March.

Built during the war as a mine-sweeper, the "WAIPU" was bought from the War Assets Realisation Board by Sanford Ltd., in October, 1946. She was the largest trawler working out of Auckland. Converted into a refrigerated cargo ship with a capacity of 50 tons, the "WAIPU" made a few voyages to Australia with fish for the Australian market in 1948.

Her new owners consider the "WAIPU" to be excellent for Australian conditions. The Red Funnel Company already owns three of the "WAIPU's" sister ships, which it bought after the war. They work from Jervis Bay to almost abreast of Tasmania. These vessels can carry about 40 tons of fish.

Shipbuilding in Queensland.

Following upon the successful launching of H.M.A.S. KIMBLA, Walkers Ltd. of Maryborough will construct two 2,100-ton grain vessels for the Australian Shipbuilding Board. Diesel engines will be built by the Newcastle State Dockyard.

Part of the slipway at the shipyard was wrecked by the recent floods in the Mary River.

Modification to Welded Merchant Ships.

To meet the danger of metal fatigue, 280 all-welded ships of the British and foreign merchant fleets will undergo extensive modifications, which will cost owners several million pounds and will be made as soon as the ships can be sent to suitable repair docks.

A large proportion of the ships involved are medium-sized cargo ships built during World War II under mass-production methods, which were designed to meet a wartime emergency.

APPOINTMENT OF THAILAND MILITARY ATTACHE TO AUSTRALIA.

Colonel Prapat, of the Thai Army, has arrived in Australia to take up his appointment as Thailand Military Attache to Australia.

INTELLIGENCE OFFICERS IN H.M.A. SHIPS.

Lieutenant P.C.S. Martin, R.A.N., is now carrying out the duties of Intelligence Officer in H.M.A.S. WARRAMUNGA.

S E C T I O N V.S P E C I A L A R T I C L E S .

(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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SOVIET TANKERS.

The U.S.S.R. has a serious deficiency in tankers, both Naval and Commercial. This has been well illustrated in the difficulties the Soviet has experienced in supplying fuel to Communist China, it having been necessary to make use of Polish and Finnish tankers to meet requirements.

Commercial Tankers.

According to "Lloyd's Register", the Soviet Commercial tanker fleet in 1954 comprised 55 vessels only, with an aggregate tonnage of 176,144 tons (gross). By comparison the British Commercial tanker fleet comprised 717 tankers, with an aggregate tonnage of 4,656,394 tons (gross) and the U.S. tanker fleet 559 vessels with an aggregate tonnage of 4,461,102 tons (gross).

Naval Tankers.

Up to 1953 the Soviet Naval tanker fleet consisted, so far as can be calculated, of some 27 vessels, with a total aggregate tonnage of

59,959 tons (gross).

New Construction.

(a) Naval. The number of Naval tankers which the Soviet has constructed since 1953 is not known.

(b) Commercial. The shortage of Commercial tankers has been aggravated by the United Nations embargo on the sale of tankers to the Communist bloc. Two large tankers, "APSHERON" and "TUAPSE", were, however, acquired from Denmark in 1952, and in 1954 seven small tankers with an aggregate tonnage of 11,500 tons from Finland. Being unable to acquire enough tankers for its needs, the Soviet commenced a programme of commercial tanker construction in 1952. Since late 1953, ships of the "Leningrad" class have been appearing, and at the present time at least 14 are known to be in existence, namely :-

"LENINGRAD", "MAIKOP", "VOLGODON", "KLAIPEDA", "KHERSON", "POTI", "NAKHOVKA", "KAZBEK", "KERCH", "MAKHACHKALA", "TALLIN", "SVERDLOVSK", "ASHKAHEAD" and "GROSNYZ".

Particulars of "Leningrad" class Tankers.

The "Leningrad" class tankers are single-screwed vessels of about 8,000 tons displacement, with a cargo capacity of 10,000 tons, and a speed (economical) of 12 knots and a possible maximum speed of 16 knots.

Their recognition particulars are :

Characteristics.

Modern appearance. Raked bow. Cruiser stern, orthodox tanker superstructures with catwalks between. Two pole masts. Wide rounded bridge front. Prominent radar aerial on tripod and M/F D/F loops above bridge. Prominent funnel with either a flat top or sloping funnel cowl. Four tall ventilator cowls immediately abaft the bridge. Six boats - 2 for'd and 4 aft.

Colour.

Hull	-	Light grey (varying shades)
Upper works	-	White
Masts	-	Grey or white
Funnel	-	Grey with red band. White Hammer and Sickle on the band.

Other points are :-

Stiffening Plates	-	In some or all, have been fitted abreast bridge and leading edge of after superstructure.
Gun Positions	-	Decks are stiffened in five places.
Degaussing	-	Is fitted.
Gyro	-	1 Master, 9 Repeaters.
Fuelling at Sea	-	Not fitted for, but could be with only minor alterations.

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THE INTERNAL SECURITY OF COMMUNIST CHINA.

The Chinese Nationalists repeatedly claim in their propaganda broadcasts that the people of the Chinese mainland are in a state of unrest and are just waiting for a Nationalist landing before staging a counter-revolution to overthrow the Communist regime. Whilst this is obviously an exaggerated view of conditions inside China there have recently been passed by the standing committee of the National Peoples Congress several new "Police State" type resolutions designed to tighten up the police grip on the more restive elements of the population.

One such regulation issued by the Minister of Public Security sets up new public security stations which are explained away as being essential to maintain order. The regulation gives the police the right to make arrests before a crime is committed (i.e. to nip subversive activities in the bud). To effect this the police have the right to search homes, and private belongings and to intercept mail, all without the equivalent of a search warrant.

Additionally the Minister of Internal Affairs has introduced a regulation to tighten up the organisation of the city residents. "Chief officers" controlling the same area as the local police station are to be set up with a staff appointed by the local authorities. These officers are to supervise the residents committees (each of which is responsible for the behaviour of between 100 and 600 households), to report on the peoples' opinion and to spur on

the residents to carry out the requirements of the government and encourage them in security work.

No person under the slightest suspicion of being politically unsound will be permitted to acquire even the lowliest position in any of these committees.

These various security measures signify that all is not well within the country and some of the factors possibly responsible for this discontent are :-

- (a) The introduction of conscription to the armed forces which makes military service compulsory for all males, (with a few exceptions) between the ages of 18 and 45.
- (b) The economic disappointments of the past year.
- (c) The continued presence of the Russians in China. There is evidence that the people are becoming increasingly suspicious of the Russians and realise that they are being given facilities which are denied to the local people and have a much higher standard of living.
- (d) The realisation that the promised utopia is much further away than their original revolutionary enthusiasm led them to believe.

If, as is likely, these repressive measures lead to further discontent then the next step will probably be the purging of those who ask too many awkward questions.

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AUSTRALIA IN ANTARCTICA.

The following is an abridged version of an article in a recent issue of "The Contemporary Review" describing Australia's interest in Antarctica :-

"The Australian Antarctic Expedition has established the first permanent base on the Antarctic mainland some 2,000 miles South-West of Perth. It has been named Mawson, in honour of the veteran Australian polar explorer, Sir Douglas Mawson. The leader is Mr. Philip G. Law, a physicist from Melbourne University, and Director of the Antarctic Division of the Department of External Affairs. A party of ten men is manning the new mainland station for the first twelve months. The expedition is a landmark in the history of Australian exploration and scientific enterprise and it may lead to the discovery and development of valuable food and mineral resources. The party will consolidate Australia's claim to a large section of the Antarctic and gather scientific and mineral information from the hinterland. The establishment of this permanent mainland base marks the first phase in a long-range programme of scientific research. Such research must be constant if it is to have any real scientific value. Along with Australia's weather stations at Heard* and Macquarie Islands, the base will become the centre for the transmitting of

weather information, making possible more accurate meteorological forecasting in Australia. Radio communication with the Commonwealth will eventually be followed by an air link as it is planned to establish an air base on the Antarctic mainland. What are the reasons for Australia's increasing interest in these ice-bound barren territories? The Commonwealth's Antarctic Territory covers approximately 2,500,000 square miles, and Mr. R. G. Casey, Minister for External Affairs, has said that with science advancing at the present rapid rate and with the world steadily becoming smaller, Australia cannot afford to overlook the potential of the Antarctic. No one, he added, can forecast the importance of this territory within fifty years.

Australian Antarctic Territory embraces more than a third of the world's largest unknown land mass and, bearing in mind the Commonwealth's comparative proximity to it, it is perhaps not surprising that Australians have played a prominent part in Antarctic exploration.

Australian Antarctic Territory was established by an Order-in-Council, dated February 7th 1933, which placed under the Government of the Commonwealth of Australia that part of the territory in the Antarctic Seas which comprises all the islands and territories, other than Adelie Land, situated south of the 60th parallel of south latitude and lying between the 160th and 45th meridians of east longitude. The exception of Adelie Land from the Order is due to French claims based on rights of discovery and occupation. Thus Australia's post-war activity in the Antarc-

tic is the result of years of accumulating interest. The aspirations of men like Sir Hubert Wilkins, who constantly advocated the setting up of a series of Antarctic weather stations, and the continual exhortations of Sir Douglas Mawson, made from the Chair of Geology at Adelaide University, led to the sending forth of the Australian National Antarctic Research Expedition in 1947. The meteorological stations on Heard and Macquarie islands have been maintained for seven years now; they have yielded valuable scientific data and have profoundly affected weather forecasting methods.

A number of reasons lie behind Australia's Antarctic activity. For strategic reasons it is vital that this land mass, almost as big as the Commonwealth itself and lying close to its back door, should remain under Australian control. Quite apart from these considerations, shorter South Pole routes will be used by aircraft linking South America, South Africa, and Australia. Moreover the great ice continent is in reality a treasure-house of material and scientific riches needed by a rapidly maturing world.

Geologists have estimated that Antarctica's coal deposits are the world's greatest. Discovery of iron, copper, molybdenum and other ores has heightened possibilities. In addition, the geological structure of the Australian Territory suggests it will prove rich in uranium. Mr. Casey has said that the Federal Government is also interested in the food potential of the Antarctic in view of the fact that world production of food is falling behind increase in population,

and the food potential of this area in years to come could fill the present gap in production and demand. Antarctica's surface waters, richer in phosphates and nitrates than any other ocean, are afloat with vast masses of plankton, the minute organisms that provide the basic food supply of most marine life. This superabundance has a twofold significance. It provides sustenance for the biggest concentration of marine life in all the oceans, yielding a £30,000,000 harvest of whales annually for the floating factories of Britain, Holland, Japan and Norway. Perhaps even more important are the possibilities inherent in technological research exploring methods of preparing the plankton for stock and even for human consumption. The present expedition, which safely unloaded 400 tons of cargo, has the most modern equipment for polar exploration and research, including amphibious aircraft, snow vehicles ("Weasels") prefabricated huts and specially designed clothing. Besides radio transmitters and weather and other scientific equipment, including blood transfusion and x-ray plant. The programme embraces geological and cartographic surveys, meteorological and biological studies, geophysical research, and observations of the aurorae, sea-ice phenomena and tides. One of the main tasks will be to fix all landmarks within a radius of 300 miles. It is hoped by glacial seismic investigations to determine the exact size of the continent beneath the ice-cap. The aircraft are reckoned to be ideal for exploration, because they can carry such survey parties between the major landmarks and thereby eliminate dangerous treks across the great expanses of icy waste."

* Heard Island since closed down.

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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