

SECRET



Australia Station Intelligence Summary



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S E C R E T

S E C T I O N I.

R.A.N. AND OTHER COMMONWEALTH NAVIES.

(a) Royal Australian Navy.

H.M.A.S. VENGEANCE.

VENGEANCE, who arrived in the United Kingdom on 5th August, was placed under the administrative control of the Senior Officer, Reserve Fleet, Plymouth, at Devonport on 13th August.

On 3rd August, while en route for Portsmouth, VENGEANCE received a signal for medical aid from a Polish merchant ship, "BRATEESTOW", in which a detonation rocket had exploded, seriously injuring a seaman. VENGEANCE raced to the Polish ship, took the injured man on board and lodged him in hospital at Portsmouth on arrival there.

H.M.A. Ships WARRAMUNGA and ARUNTA.

During August ARUNTA carried out a self-refit and docking at Hong Kong. WARRAMUNGA visited Japanese ports from mid-July until mid-August, and is at present at Hong Kong for refit.

H.M.A.S. QUEENBOROUGH.

QUEENBOROUGH became the first R.A.N. ship to visit the port of London when she proceeded up the Thames for a six-day visit in early August during her summer leave period. The ship's company received a great deal of hospitality from the Londoners, and parties were taken for tours of Windsor Castle, Hampton Court and the House of Commons. Arrangements have been made for the Prime Minister, Sir Anthony Eden, to visit the ship on or about 19th September

FLEET TANKER TIDE AUSTRAL.

Th R.A.N. Fleet Tanker, TIDE AUSTRAL, after having remedied some minor defects which developed during her trials, is

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now operating under charter to the Admiralty, carrying oil fuel from the West Indies to the United Kingdom.

Mine-clearance Demonstration.

On 1st August WAGGA and COOTAMUNDRA embarked the Flag Officer-in-Charge, East Australian Area, senior representatives of the Orient Steamship Company, the Maritime Services Board of N.S.W., the Australian Shipbuilding Board, and five press and radio representatives, and proceeded outside Sydney Heads for a mine-clearance demonstration.

An acoustic sweep, an "A" sweep, a magnetic sweep and a single Oropesa searching sweep were carried out in quite a choppy sea, which caused some of the publicity representatives to realise that they were really at sea!

The demonstration was actually part of F.O.I.C's annual inspection of vessels under his command, and duly received publicity in the press and over the radio.

Future Payings-Off and Commissionings.

CONDAMINE and SHOALHAVEN will pay-off in November and December respectively, and ARUNTA and BARCOO in March 1956.

SWAN will commission as a training ship in October, and QUIBERON and VOYAGER are due to commission towards the end of 1956.

Visit of C.N.S. to the Far East Station.

The Chief of the Naval Staff, Vice-Admiral R. R. Dowling, C.B., C.B.E., D.S.O., accompanied by the Director of Plans, Captain C.M. Hudson, R.A.N., visited Singapore and Bangkok in late June and early July. While at Singapore C.N.S. inspected H.M.S. SIMBANG (the Naval Air Station at Sembawang), Royal Malayan Navy establishments, H.M.S. TERROR and the Naval Dockyard. He also attended the wash-up of the second part of ANZLEX ONE.

C.N.S. was impressed with the establishments of the Royal Malayan Navy, these being a series of very new and impressive buildings on a scale almost lavish in its completeness.

The genuineness of the welcome and the hospitality received by Vice-Admiral Dowling and Captain Hudson in Bangkok made it quite clear that the visit of ARUNTA, WARRAMUNGA, and TOBRUK with H.M.N.Z.S. KANIERE a few days earlier had been a popular one.

On 1st July C.N.S. was received by the Prime Minister of Thailand, Field-Marshal Pibul Songgram. It is of interest to note that the Commanders-in-Chief of the three Armed Services in Thailand are also Ministers of the Cabinet and each has an additional Ministry :-

Air - Ministry of Communications,

Army - Ministry of Defence (Deputy Minister),

Navy - Ministry of Co-operatives.

Some impressions of the visits paid by C.N.S. and Captain Hudson to Thai authorities are as follows :-

"Air Force Commander-in-Chief and Minister for Communications (Marshal of the R.T.A.F., Fuen Ronaphakart Rit-akani).

We went to most impressive offices and were eventually ushered into the Minister's room, where we were regaled with cold soda water. The Minister sat at the end of the table smiling urbanely, but made no effort to assist with the conversation, this being carried out principally by an Air Commodore who had met us at the airport. I feel the Minister regarded the visit as rather a bore and was glad to see the end of us. In shaking hands he looked the other way in a rather hurried manner. The only question of interest was how our rice crop was faring. Apparently this is rather a touchy one with the Thais who are not in favour of a large Australian rice surplus, and we would do well to bear this in mind in future.

Army Commander-in-Chief and Deputy Minister for Defence
(General Sarit Thanarat).

We met General Sarit and Lieutenant-General Jira at the Defence Headquarters, being escorted in by Air Commodore Chat, whom we had met on the previous day. General Sarit is a large, florid type of man, youngish, and did not seem at all sure of himself. We sat in a very old fashioned but ornate sitting-room and sipped dry champagne. General Jira, on the other hand, was a charming, rather elderly gentleman, who appeared considerably more civilised than his senior. I (Captain Hudson) was assisted in taking photographs through the window by General Sarit who hopped about moving chairs for me.

Naval Commander-in-Chief and Minister for Co-operatives
(Admiral Luang Yuthasart Kosol).

We proceeded by barge across the Bangkok River, were received at the Naval landing, and escorted to the grass parade ground in the centre of the Naval Establishment, where C.N.S. was received by a guard and band. The Guard were very smartly dressed in immaculate whites and their general appearance and music was better than the Air Force band which greeted us at the airport on the previous day. After the Guard salute and inspection, we proceeded to the Headquarters office and were received by the four-star Admirals. The Commander-in-Chief seemed to be a jolly type, although I do not think he has spent much time at sea. He is a political appointee who rose to high rank as one of the few senior naval officers loyal to Pibul during the abortive coup in 1951. He went out of his way to be hospitable and gave us the impression that we could have taken the whole Naval Establishment away with us. It was a most successful and friendly call and I felt that they were glad to see us and would like to see more of the R.A.N.

Prime Minister and Minister for Defence (Field-Marshal
Pibul Songgram).

This was the most impressive visit of all, the Prime

Minister's offices being the most beautiful rooms we have ever been in. The Prime Minister received us in a most friendly and cordial way and talk was most easy. He was particularly delighted when C.N.S. congratulated him on the success of his recent tour (to U.S.A.), expressing genuine pleasure at the thought. I wondered if the Coca Cola we had as refreshment was organised by his son-in-law, the Acting Foreign Minister, Major Rak Panyarachun, who had recently entered the Cabinet after a successful Coca Cola business. While we were making this call C.N.S. was presented with a very handsome silver cigarette-box and I received a silver cigarette case, both duly inscribed. The Prime Minister is a most distinguished and courtly old gentleman, rather of the style of General Jira, and quite the opposite of the florid rotund type such as the Naval Commander-in-Chief or General Sarit."

(b) Royal Navy.

H.M.S. NEWCASTLE.

The R.N. cruiser H.M.S. NEWCASTLE, wearing the flag of the Flag Officer Second-in-Command, Far East Station, Vice-Admiral R. F. Elkins, C.B., C.V.O., O.B.E., will visit Australian waters in September.

NEWCASTLE will call at Fremantle (2nd to 7th September) and Melbourne (12th to 16th September) before sailing for New Zealand where she will visit Dunedin, Wellington and Auckland. She will arrive at Sydney on 5th October for a week's stay, and will call at Newcastle for three days en route for Hong Kong.

(c) Royal New Zealand Navy.

Visits of R.N.Z.N. Ships.

HAWEA is scheduled to visit Sydney between 2nd and 16th October for exercises with R.A.N. Ships. BELLONA will call at Adelaide (21st to 24th October) and Fremantle (29th October to 1st November) en route from Auckland for the United Kingdom.

S E C T I O N II.NAVAL AND OTHER ARMED FORCES INTELLIGENCE
INCLUDING TECHNICAL INTELLIGENCE.U.S.S.R.Possible Transfer of Soviet Warships to Pacific Fleet from
the Northern Fleet Area.

Early in July three groups of ships of the Soviet Northern Fleet were sighted off the Murman coast steering East. The first group consisted of a large number of landing craft, the second of a submarine depot ship followed by 12 submarines in line ahead and the third of 12 coastal escorts, reported as KRONSHTADT class, screening two cruisers, class unidentified. The distance between groups was about 10 miles.

In May a force consisting of two SVERDLOV class cruisers and four KOLA class destroyer escorts was seen to leave the Baltic and proceed on a northerly course along the Norwegian coast.

While there is no conclusive evidence in these two reports the possibility of the transfer of units of the Northern Fleet to the Pacific Fleet via the Northern Sea Route should not be overlooked. This route is usually open for shipping between July and October.

Possible Submarine Wakes Sighted near Marcus Island.

A United States Air Force patrol aircraft reported sighting seven objects on the sea in position 23° 44' N., 154° 51' E in the vicinity of Marcus Island, on 4th July. The objects were described as long and narrow, similar to the wake of a submarine.

The disposition of the wakes indicates that these objects were in an organised formation.

Ahead of the leading wake an object, shaped like a submarine, was seen travelling beneath the surface. The course of the wakes was estimated at 190° but the speed could not be estimated.

The U.S.N. authorities are convinced that these wakes were made by submarines; none of their own were in the area at the time.

Condition of Lease-Lend Vessels Returned by Soviet to U.S.N. in Japan.

Early in July 5 L.C.I's and 12 P.T. boats (Lease-Lend vessels) were returned by the Soviet Navy to the U.S.N. at Maizuru, Japan. The vessels arrived in a convoy consisting of two minesweepers, two cargo ships (carrying the 12 P.T. boats) and the 5 L.C.I's.

The Naval vessels were freshly painted and appeared to be tidy on deck; ensigns and flags were hoisted up and halliards were taut. Crews were fallen in for entering harbour and on the whole appeared to be well dressed, although a few of the suits were somewhat faded. All officers appeared to be wearing new caps and shoulderboards.

The vessels being returned were in a "reasonable" state - much better than the ones returned earlier, which had broken pipes, choked heads and were generally in a very poor state of repair.

Reduction in Strength of Soviet Armed Forces.

The announcement by the Soviet Government that the armed forces of the U.S.S.R. will be reduced by the release to industry of 640,000 men by 15th December naturally leads to speculation as to the sincerity of the offer.

It should be noted that a conscript age-group serving in the Soviet Army is estimated to number 600,000/700,000

men and that such an age-group would be due for release at the end of the year. Normally a further conscript age-group would be called up in September.

Thus, to be a genuine reduction in strength the 640,000 men would have to be additional to the normal release of a conscript age-group.

It is also well to remember that the Soviet's machinery for wholesale and rapid mobilisation in an emergency is probably unequalled by that of any of the Western Powers.

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JAPAN.

Refitting of Destroyer NASHI.

The refitting of the destroyer NASHI, the salvage of which was reported in the last edition of the "Australia Station Intelligence Summary", has been deferred while the scandal over its salvage is investigated. The Maritime Self-Defence Force paid the steel company which conducted the salvage one hundred times the recovery cost.

U.S. Vessels Transferred to Japan.

U.S.

The two/destroyers handed over to the Japanese Maritime Self-Defence Force in June were U.S.S. AULICK (FLETCHER Class) and U.S.S. ATHERTON (BUCKLEY Class).

|| The U.S. Submarine MINGO was transferred to the M.S.D.F. in August at San Diego.

Director-General of Defence Agency.

The post of Director-General of the Japanese Defence Agency has been filled by Shigemara Sunada, who took up his appointment on 1st August.

Aged 70, Sunada has been a member of the House of Representatives ten times since 1919. He returned to politics after the war when his name was removed from the list of purgees in 1951. During the war he was Supreme Adviser to the Japanese Army in Malaya.

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COMMUNIST CHINA.

Possible Transfer of further Soviet Naval Units to Chinese Communist Navy.

Six A/S vessels of the Soviet KRONSHIADT Class and six similar type vessels probably of the ARTILLERIST Class were sighted in Tsingtao in July, and vessels similar to these types have been seen in the port since then.

Although typhoon "Clara" was in the vicinity at the time of the original sighting and may account for their presence, it is also possible that these vessels may be earmarked for transfer to the Chinese Communist Navy.

Rocket-launching Apparatus Observed on L.C.I's.

Reports have been received that from four to six L.C.I's observed in the Woosung area are fitted with rocket-launching apparatus.

Four launchers were mounted on a type of tripod base in the well deck between the fo'c'stle and bridge; two on the port side and two on the starboard side. Each was estimated to be about twelve feet long by five feet wide and to have six or eight rails.

The size of the rocket was estimated to be 4-inch. Although no means of training the launchers was apparent it seemed reasonably certain that they could be elevated.

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NORTH VIETNAM.Naval Units.

Seventeen armoured junks are reported to have been built in S.W. China for transfer to the Vietminh to be used on coastal ~~petrol~~ and transport duties. This points to the possibility of the re-establishment of a Vietminh Navy. Vietminh naval uniform is the same as that of the soldiery with the addition of an anchor insignia.

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SOUTH VIETNAM.Strength of Vietnamese Navy.

The strength of the Vietnamese Navy as at July 1955 was :-

- 1 Escort Vessel
- 3 Minesweepers
- 1 L.S.S.L.
- 1 L.S.I.L.
- 40 L.C.M's (5 refitting)
- 96 L.C.V.P's
- 4 L.C.U's.
- 190 Motor Launches (18 refitting)
- 2 L.C.P.L's
- 2 Motor Junks
- 1 Sampan
- 1 Tug
- 53 Wizards (50 ft. plastic outboards).

Garde Civile.

A "Garde Civile", combining the Militia, Police and other public semi-military bodies, has been formed and is now operating. It is headed by M. Ton That Trach under the control of the Ministry of the Interior. Its duties are security, law enforcement, pacification of the interior, convoy escort and guard duties, surveillance of ports and airports and administering the functions of the Police.

U.S.A. strongly opposed its formation on the grounds that Dicom was giving himself a sizeable private army formed from the loyal Catholic elements.

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CAMBODIA.Strength of Cambodian Navy.

The present strength of the Cambodian Navy is :-

- 1 Escort Vessel
- 4 L.C.M's
- 2 L.C.V.P's
- 1 Motor Launch
- 2 Wizards (50 ft. plastic outboards).

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THAILAND.Air Force.

The Royal Thai Air Force is acquiring six T33 jet trainers from Japan.

The Director of Intelligence and the Chief of Staff are now in Japan attending a jet conversion course.

An Officer's School for potential Flight and Squadron Commanders was opened in May.

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

From the crew lists handed in at Gibraltar by the home-ward-bound Soviet whaling expedition, some interesting facts emerge.

The factory ship SLAVA (14,772 gross tons) has a total complement of 404, including the Captain (who is also director of the expedition), a second-in-command, a Captain's assistant, a first officer, a chief mate and four other mates. There are also a number of women in the ship's company, serving as stewardesses, laundresses, typists, etc., as well as two women engineers.

Fifteen catchers were in the expedition.

The amount of money spent at Gibraltar on ship's services and private spending was considerable. One estimate puts it as high as £100,000.

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KOREA.Violation of Armistice Agreement.

President Syngman Rhee has for some time been dissatisfied with the activities of the Polish and Czechoslovakian members of the Neutral Nations Supervisory Commission which was appointed to ensure that the terms of the Armistice Agreement are complied with. He claims that they have constantly obstructed the investigations of other members

of the Commission into the build-up of forces in North Korea,

Evidence presented to the Military Armistice Commission by the U.N. Command showed that the aircraft build-up in North Korea in contravention of the Armistice Agreement was more than 300 Jet aircraft, and this has been borne out by radar sightings and the evidence of defectors.

Other build-up has occurred and all efforts to have the U.N. claims investigated by the Mobile Teams of the United Nations Supervisory Commission have been continually frustrated by the Polish and Czech members of the Commission.

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JAPAN,

Building of Super-Tankers.

Five of Japan's leading shipyards are reported to be constructing super-tankers of up to 41,000 tons. These tankers are all scheduled for completion within seven to eight months.

The price quoted is 130 U.S. dollars per deadweight ton, which is appreciably higher than the current price in either British or German shipyards.

It is anticipated that these tankers will not be used extensively in South East Asian waters because of the few harbours that could accommodate them. Dry docking would also be an acute problem, as the only dry docks capable of taking them are Singapore, Maizuru, Sasebo, Sydney and Bombay. A further disadvantage of the super-tankers is that draught restrictions preclude them from using the Suez Canal when fully loaded.

However, they have important economic advantages since the cost of construction and manpower required to operate

them per deadweight ton is less than that for smaller ships.

Marine Salvage.

The Philippines and Japan have reached agreement on the terms of a contract for the salvage of 57 wrecks in Cebu Harbour and Manila Bay. The Philippines will reduce Japan's reparations debt by 6,600,000 dollars in return for the salvage services.

Japan has now established a virtual monopoly in the work of salvaging ships sunk in the Western Pacific during the war. At present she is either engaged on, or has completed, salvage of two Royal Thai Navy ships sunk in the Chao Phraya River, 10 wrecks in Singapore Harbour, 17 in the Saigon-Cap St. Jacques area, 30 off Palau (Caroline Islands) and 53 sunk in the waters around the Ryukyu Islands. In addition, negotiations are in progress for Japan to salvage 60 ships in Indonesian harbours, and an undetermined number in the Okinawa and Ogasawara (Bonin Islands) areas.

The skill of the Japanese salvage teams is noteworthy. On the Cap St. Jacques project, for instance, they were reported to have raised their first ship in three months, after an Italian firm had taken 18 months to raise one ship and then abandoned the project.

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COMMUNIST CHINA.

Rationing of Kerosene.

Mukden Radio announced on 6th July that kerosene would be rationed in Liaoning Province from 7th July. Earlier reports had indicated a shortage of kerosene in China, but the above report is the first official announcement of any formal system of rationing. The primary cause would appear to be the diversion of F.O.L. supplies to military uses, and ration-

ing may become widespread if the build-up in East China continues.

Shipbuilding at Shanghai.

At the former Jock Hing shipyard at Shanghai the construction of landing craft has been going for some months. Three slipways engaged in this work always seem to be occupied, and there are usually about 40 new landing craft moored in the vicinity of this shipyard. They are between 25 and 40 feet in length and their speed is estimated at 8 - 10 knots.

Atomic Energy Development.

During a recent discussion concerning the proposed establishment of an atomic energy experimental centre, Chao Chung-Yao, one of China's leading nuclear physicists, stated that Communist China was receiving sincere and disinterested help from the Soviet Union in atomic energy development.

The nature of this help was recently mentioned by Khrushchev, who implied that the Soviet Union is giving only technical aid to countries in the Sino-Soviet Bloc, and would not construct atomic energy power stations in these countries.

At least one instance of Soviet "technical aid" is perhaps revealed in a report that the nuclear physicist, Bruno Pontecorvo, was working on the construction of Communist China's first atomic piles, which are believed to be located in Sinkiang Province. Communist China may be producing some fissionable material by 1956.

Chan-chiang (Fort Bayard or Tsankong) - Port Development.

The Chinese Communist press has announced that Communist China intends to develop the port of Chan-chiang (Fort Bayard), also known as Tsankong. This,

following the announcement of the completion of a railway, 195 miles long, from Li-tang to Chan-chiang, could mean that Kwangsi province will be independent of Canton.

Existing port facilities are limited; the quay and pier can be used by small craft only between half tide and high water; both are dry at low water. The harbour, consisting of a stretch of the Wu-li-shan Chiang (Matshe River) from 500 to 800 yards wide, has ample depth for large ships, although anchorage space is somewhat limited.

Construction of alongside berths for large ships at Chan-chiang would be hindered by the existence of a drying mudbank stretching for over a quarter of a mile between the high water line and the main river channel. However, the capacity of the port could be substantially increased at comparatively little cost by providing mooring buoys in the deeper portions of the harbour and by dredging in the vicinity of the existing pier and quay to enable them to be used by lighters at any stage of the tide.

The port has a fairly large tidal range and rarely has a low-water depth of less than 24 feet; depths at high water vary between 26 and 32 feet. Compared with Canton/Whampoa, this is a distinct advantage since the largest ship which has reached Whampoa recently drew $28\frac{1}{2}$ feet and this was only possible under ideal tidal conditions and following extensive dredging operations.

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NORTH VIETNAM

Economic Aid to the Viet Minh.

According to recent announcements, Communist China and the U.S.S.R. are to provide the Vietminh with economic aid to the value of £116 million sterling and £36 million sterling respectively. In both cases the aid is described

as an outright gift.

Chinese aid is to be used for the restoration and development of communications, textile and paper mills, tanneries and medical, electrical and agricultural implement factories. Chinese technicians will be despatched to North Vietnam and apprentices from North Vietnam will be trained in China.

Soviet aid will be concentrated on rehabilitation of industry, the construction of new industries and the development of mining rather than on relief, and therefore she will be able to exert a strong influence over important sections of the Vietminh economy.

China's grant appears surprisingly large in view of her own pressing economic problems; it is in fact slightly higher than the economic aid which China herself received from the U.S.S.R. under the 1950 Sino-Soviet agreement and far exceeds the extra credits obtained in 1954. Moreover, this Chinese aid is gratuitous, whereas Soviet economic assistance to China has been on a loan basis.

While both China and the U.S.S.R. are apparently keen to co-operate in the rapid rehabilitation and development of communications and industry in North Vietnam, neither is doing much to relieve the grave food shortage. The U.S.S.R. has financed the shipment of 20,000 tons of rice from Burma, but the Vietminh would need to receive 500,000 tons in order to maintain a reasonable food supply during 1955.

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THAILAND.

Airfield Development.

The build-up of Thailand's airfields shows most significant developments planned under the auspices of the

U.S. Foreign Operations Administration.

These plans envisage the construction of six airfields with 10,000 feet concrete runways capable of handling 175,000 lbs. all-up weight and the provision of five airfields with 6,000 feet runways. The two main airfields at Don Muang and Ta Khili already have 10,000 feet runways.

This scheme will provide Thailand with 13 airfields, most of which will be able to support sustained operations by medium bombers (B 29 type) if weight-carrying specifications are adhered to. All would be capable of operating Jet fighters.

This plan is of particular significance in that it will make Thailand better equipped as a base for modern military aircraft than any other South East Asian country.

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BURMA.Elections.

Elections will take place in the Union of Burma in 1956. The present plans of the Government are to hold the elections for the Chamber of Deputies in the second half of April, and for the Chamber of Nationalities in the first part of May.

The present Government, the A.F.P.F.L. (Anti-Fascist Peoples Freedom League) - Socialist merger, will, it is thought, retain its position, because of the popularity of its leader, U Nu, its success against the insurgents, its efficient vote-getting organisation and the lack of an effective opposition.

Trade Agreement with the Soviet Union.

After nearly two years negotiations, a trade agreement of three years duration has been signed between the U.S.S.R. and Burma.

Goods to be exchanged include rice and rice products, beans and pulses, oil cakes, non-ferrous metals, hardwood and rubber from Burma and a wide range of equipment and machinery from the U.S.S.R.

It is thought that payments are to be expressed in sterling, and that Burma will receive 80% of the receipts of her rice sales in industrial equipment.

Burma will export between 150,000 and 200,000 tons of rice to the U.S.S.R. in the first year and since Communist China and Czechoslovakia have already contracted under similar agreements to take 200,000 tons of Burma's 1955 crop, the Soviet bloc as a whole should receive nearly one-quarter of Burma's rice export surplus for the current year.

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INDONESIA.Political Situation.

A new Indonesian Cabinet, reputedly right-wing and Moslem-dominated, has been sworn in by Vice-President Hatta.

The Prime Minister is 38 year-old Masjumi Party Parliamentary Leader, Burhanuddin Harahap. According to the press, he refuses to have any members of the Ali Sastroamidjojo Cabinet in the new Government, which is expected to hold office until January.

New Harbour for Tangjong Priok.

During June the new harbour for coastal vessels,

"Nusantara", at Tandjong Priok (the harbour for Djakarta) was officially opened. Brief details of the new harbour, which is located west of the main harbour, are as follows:-

- (a) Pier 948 feet in length. It is planned to extend the length.
- (b) Depth of water 16 feet. To be deepened to 19 ft.
- (c) Turning basin 574 feet across.
- (d) Rails have been provided for cranes, which as yet are not in position.

Three cargo sheds have been constructed, each about 320-390 feet (328.1 -~~393.7~~ ft.) by 164 ft. The decking of the wharf is of concrete. It is proposed to deepen the present canal from Tandjong Priok to Pasar Ikan to permit the movement of ships up to 500 tons.

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S E C T I O N IV.AUSTRALIA STATION INTELLIGENCE.JAPANESE MERCHANT NAVY CADETS TRAINING SHIP "TAISEI MARU".

The Japanese Merchant Navy Cadets Training Vessel "TAISEI MARU" (2,430 tons gross), commanded by Captain K. Shiina, arrived in Sydney on 4th August. This vessel, which had 111 cadets on board and a crew of 62, had visited New Guinea in March with a Japanese War Graves Mission.

"TAISEI MARU" berthed at Circular Quay and attracted much public interest, as she was the first Japanese vessel of her kind to visit Australia since the War. The ship was actually undergoing a 9,780-mile, 45-day cruise and had already visited Hawaii and the United States Pacific Coast. The visit was not in any way an official one and was not treated as such. Police and Customs officials were the first persons to board after she had secured. The Agents for the vessel were Burns Philp & Co. Ltd., but all details were handled by the Japanese Consul-General.

Sydney's reception of the vessel could be described as polite but cool. However, various social and sporting functions were arranged for the Japanese and they appeared to enjoy themselves.

The ship was of trim appearance, painted white, with a raised fo'c'sle, a small deckhouse on the for'ard well deck and a long 'midships accommodation house. The "quarter deck" aft was unbroken to the stern and the vessel carried four lifeboats each side, two of which appeared to be motor boats. The deckhouse in the for'ard well deck had a Samson post on it to support the for'ard hold derricks; a tripod mast stood on the monkey's island and a small mainmast was stepped into the after end of the 'midships superstructure.

"TAISEI MARU" sailed from Sydney on 10th August for Tokyo Bay.

HARBOUR IMPROVEMENTS.Mackay.

The Department of Harbours and Marine, Queensland, intend dredging Mackay Harbour and, in particular, the breasting wharf, to accommodate larger ships and tankers now using the harbour.

The breasting wharf will be 600 ft. in length and extended to 100 ft. in depth and have 29 ft. of water alongside.

Brisbane.

The Queensland Government proposes to increase wharf space on the North side of the Brisbane River at Hamilton and Pinkenba before dredging and reclaiming the river on the Southern side.

The Department of Harbours and Marine have indicated that the Government will first complete wharfage at Hamilton between the recently constructed extension by the Brisbane Stevedoring Company and the leased B.H.P. wharf.

Port Pirie.

A plan for harbour improvements at Port Pirie, estimated to cost £1 $\frac{1}{2}$ m., has been referred to the South Australian Public Works Standing Committee for investigation. The proposals include deepening the harbour and channel to 21 feet, widening the swinging basin to 900 ft., providing 27 ft. L.W.S.T. berths at Queen's and Barrier Wharves, and reclamation of Federal Dock.

WHALING OPERATIONS, QUEENSLAND.

Whale Industries Ltd. has been allocated a quota of 600 whales for the season. Seventy-five per cent of the

catches are made within a radius of five miles from Cape Moreton.

The Company has adopted a new procedure this year in that two chasers (Kos II and Kos VII) catch the whales and the third chaser (Kos I) acts as tow boat. This enables Kos II and VII to remain more mobile and increase the daily average of whales caught. On the 24th June a record day's catch of 12 whales was made.

TULLY FALLS HYDRO-ELECTRIC SCHEME - EXTENSION TO TOWNSVILLE.

Power from the Tully Falls Hydro-electric scheme is to be extended to the City of Townsville and the Townsville region of electricity supply. This will obviate the enlargement and extension of the present steam generating Station at Townsville expected to be necessary by 1965.

PROPOSED NEW AERODROME, COOLRINGDON, N.S.W.

A new airport designed to handle DC3 and Viscount aircraft is to be built at Coolringdon, seven miles from Cooma. The cost of construction, £170,000, will be borne by the Snowy Mountains Authority, the Snowy River Shire Council, the Cooma Municipal Council and the Monaro Shire Council.

PORT AUGUSTA's 'B' POWER STATION.

The Electricity Trust of South Australia has placed orders for nearly £2m. worth of generating equipment for the new Port Augusta 'B' power station. The 60,000 k.w. turbo alternators, twice as big as any yet installed in South Australia, have been ordered from the English Electric Co.Ltd., and C.A. Parsons Ltd., of Whyalla will supply condensing and feed heating plant. Delivery of the first turbo alternator is scheduled for March, 1959.

A major problem that is holding up construction of the 'B' Station is being investigated by the Adelaide

University. The 'A' Station was built at the edge of the deep water channel at Curlew Point on an artificial island connected by a causeway to the mainland, in order to save nearly £500,000 on pipes that would have been required to carry sea water for condensing purposes if it had been built on the land. It has now been found that hot water discharged from the present station warms the sea water so much that it will not be an effective cooling agent for the second power house.

A scale model that reproduces the sea currents and other conditions encountered at Curlew Point has been constructed at the University. So far a solution has not been found and engineers are at present experimenting with a deflecting wall that sends the hot water away from the area from which the 'B' station will draw its cold water. If this is the answer to the problem it would be a major engineering work in itself.

JETTIES AT SOUTH AUSTRALIAN OUTPORTS.

The S.A. Harbours Board has proposed abandoning the maintenance of many old jetties in various outports to partly offset maintenance and new construction of more important other projects elsewhere, but pressure is being brought to bear by local fishermen and inhabitants through their local Members of Parliament to force the Board to keep them in good repair. The structures the Board has in mind for early abandonment, either wholly, or in some instances in part, are :-

Port Le Hunte, Smoky Bay, Seales Bay, Mt. Dutton Bay, North Shields, Louth Bay, Tumby Bay Old Jetty, Port Gibbon, Port Germein, Port Hughes, Balgowan, Rickaby, Minlacowie, Second Valley, Cape Jervis, Antechamber Bay, Emu Bay, Kingscote Old Jetty and six on the River Murray.

In many cases they have outlived their usefulness as they are not used commercially, the sea-borne trade having been superseded by road and rail transport. In the main, these old, and in many cases, now derelict jetties, were

built up to 80 years ago, when no other means of transport was available. There are others where the trade is now negligible and expenditure on their maintenance is not warranted, as it will only be a matter of a few years before the present sea trade will be swallowed up by road transport.

SOVIET PURCHASES OF AUSTRALIAN WOOL.

The Soviet purchases of Australian wool in 1954-55 amounted to £153,000 only, as compared with £25,089,000 for the previous financial year.

The explanation for this is that the Soviet refrained from participating in the Australian wool sales, following upon the severance by the U.S.S.R. of diplomatic relations with Australia in retaliation against the action taken by the Commonwealth Government in regard to Vladimir Petrov, Third Secretary of the Soviet Embassy in Canberra.

PHOSPHATE SHIPMENTS FROM CHRISTMAS ISLAND, NAURU AND OCEAN ISLANDS.

The report of the British Phosphate Commission for the year ended 30th June, 1954, presented to Parliament by the Secretary of State for Commonwealth Relations, shows that the total amount of phosphate shipped from Nauru and Ocean Island during that year was 1,381,757 tons. Of this total, 863,800 tons were shipped to Australia, 432,057 tons to New Zealand and 85,900 tons to the United Kingdom. In addition, the Commissioners purchased from the Christmas Island Phosphate Commission 305,827 tons which were shipped to Australia.

Since 1919 when Germany renounced her rights over Nauru under the Versailles Treaty, the island has been under mandate to the United Kingdom, Australia and New Zealand. Each Government appoints a commissioner to hold and manage the phosphate deposits, both on Nauru and on Ocean Islands, the rights having been acquired by the British Phosphate Commission from the Pacific Phosphate Company.

NORTHERN TERRITORY.Japanese Pearling Fleet.

The Japanese Fisheries Inspection vessel "TONE MARU" has replaced the "KENYO MARU". She arrived on the pearling grounds on 13th August.

A further case has occurred of the death of a Japanese diver due to diver's paralysis.

Uranium.

Atlas Corporation of United States has decided to exercise its option to take up, with associate companies, a 50 per cent share-holding in North Australian Uranium Corporation, N.L. It is understood that Atlas will take 2,250,000 5/- shares in N.A.U.C., representing a total commitment of £562,500. Atlas will have the right to nominate four members to N.A.U.C.'s Board, which will be increased to nine. It is now believed that with the new resources at N.A.U.C.'s disposal, the development of the Sliesbeck and South Alligator areas will be accelerated.

Geological and radiometric surveys have demonstrated the presence of a number of highly radio-active ore bodies in Uranium Development and Prospecting's holdings along the presumed South Alligator fault. Of these, the original O'Dwyer find has been traced for more than 200 feet but the most persistent development is that of the Rockhole lode. This is a highly radio-active breccia body four to six feet in average width and this lode continues strongly for 600 feet along the surface, after which it is lost beneath debris in the fall to Rockhole Creek.

The Australian Uranium Corporation, N.L. commenced deliveries of uranium ore from its Adelaide River mine to Rum Jungle on 8th July. This marked the beginning of regular deliveries of primary ore to the Government buying point.

Values of uranium oxide at present being produced by the El Sharana lode in the South Alligator area are reported to be between £60 and £70 per ton.

Praise for Darwin Waterside Workers.

(An unusual item!) In ten working days Darwin Waterside Workers unloaded from S.S. "TYALLA" 9,000 tons of heavy equipment etc., required for the use of No.5 Airfield Construction Squadron on the new Darwin airstrip. The Chief of the Australian Air Staff, Air Vice-Marshal Sir John McCauley stated "We are most pleased by the manner in which the "TYALLA" was unloaded" and the Master of the vessel wrote a letter of thanks to the Watersiders for the manner in which they turned the vessel around so quickly. To expedite discharge and assist in lessening the congestion at the port, watersiders agreed to work round the clock on "TYALLA". During the discharge there was a marked spirit of co-operation between the wharf workers and R.A.A.F. personnel from the Construction Squadron.

New Leprosarium.

Arrangements are well in hand for the removal of patients from Channel Island Leprosarium to their new home at East Arm. This move involves approximately 200 patients. The construction work at East Arm has been completed but grading of the waterfront adjacent to the new leprosarium requires to be finished in order that transport boats may go ashore here. It is planned that the patients be transported direct from Channel Island to the beach of the East Arm settlement, thus avoiding a move through the town and closely populated suburbs.

NEW CALEDONIA.

Mining of Iron Ore at Prony Bay.

A recent press report from Noumea announced that a company with £100,000 capital has been formed to operate

iron deposits at Prony Bay for export to Australia.

The Company, Societe Caledonienne des Minerals de Fer (SOCAMIFER) has a contract to deliver 160,000 tons of iron ore yearly.

The mines are at the extreme south of New Caledonia on the site of the 1880 penal camp.

DUTCH NEW GUINEA.

Naval personnel. The total number of Service personnel in Dutch New Guinea now amounts to approximately 2,400 (Naval, Marine and Fleet Air Arm). Of this total 875 are stationed at Biak (including 163 men belonging to the Naval Air Station). Detachments of Marines are posted at Sorong, Fak-Fak, Kaimana and Manokwari.

Flying-Boats. The Catalina amphibious flying-boats form Squadron 321.

On 4th July Squadron 7, consisting of Fireflies, was put into service.

It is intended to replace the Catalinas by Martin-Mariners (type PBM5A) by the end of 1955.

Naval Dispositions. H.N.M.S. JAN VAN BRAKEL left Holland for Dutch New Guinea at the end of June.

The frigate TERNATE returned to the Netherlands during the second half of August.

Indonesian Infiltration.

An Indonesian fifth-column organisation is in evidence at Sorong and Merauke. The leader is one Johannes Abraham Dismara.

Members of the Indonesian Secret Service are infiltrat-

ing into the New Guinea Petroleum Company, as employees.

In addition to Sorong, "shadow" Indonesian penetrations are building up at Manokwari, Biak and Merauke.

Silas Papare, a Papuan, is working for Soekarno in the Irian Bureau (Biro Irian), Djakarta.

It is alleged that the islands of Kai-Aroo-Frederik Henrik are the key to the spy organisations, and that its leaders are former Communist rebels from the Dutch Marines.

SHIPPING INFORMATION.

Sale of S.S. "KOOMILYA".

S.S. "KOOMILYA" (2,836 tons) has been sold by McIlwraith McEachern Ltd., and renamed "ROSEPELAGI". She is believed to be going to Italy.

M.V. "NOONGAH".

M.V. "NOONGAH" (1,200 tons), a freighter built in the United Kingdom for the Australian Shipping Board, has recently arrived in Australia and has been placed in service between Victoria and Tasmania.

Australian Shipping Board's New Vessel "TALINGA".

The Australian Shipping Board's new vessel "TALINGA" (7,530 gross tons) is nearing completion on the Clyde. This vessel will bring the total owned by the Board to 42.

First British Vessel built in Japan.

The first British ship to be built in Japan was launched at Kobe on 23rd June.

The ship, the 3,600-ton freighter "EAST BREEZE", was

built at Kawasaki dockyard for John Manners & Co.Ltd., Hong Kong.

Two other ships are building in Japan for these owners.

NETHERLANDS NAVAL ATTACHE.

The Netherlands Naval Attache in Australia, Commander A.H.W. von Freytag Drabbe, R.N.N., has been promoted to the rank of Captain as from 1st August, 1955.

INTELLIGENCE OFFICERS IN H.M.A. SHIPS.

Lieutenant-Commander G. J. Willis, R.A.N., has assumed the duties of Ship's Intelligence Officer in H.M.A.S. SYDNEY.

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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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MOVEMENTS IN INDONESIA FOR THE "LIBERATION" OF DUTCH NEW GUINEA.

Six months prior to the Ninth Session of the General Assembly of the United Nations, when the Dutch New Guinea question was discussed, a bureau known as the West Irian Bureau was formed to agitate for the transfer of Dutch New Guinea to Indonesian Sovereignty.

Working directly under the Prime Minister (at that time Ali Sastroamidjojo) the Bureau was to be provided with two and a half million rupiahs. However, it is believed that less than half a million rupiahs has been granted, and that little of that money has been spent on the organisation's tasks. Members seem to have lost their enthusiasm and some do not even bother to attend the Bureau once a month.

Several organisations directed towards the same end but bearing a more military aspect have, however, been formed throughout Indonesia, and they seem to be gaining rapidly-growing support. Iwa Kusumasumantri, the Defence Minister in the Ali Sastroamidjojo Cabinet, is believed to be one of the prime instigators in this development.

The first reports of the existence of a special corps dedicated to the acquisition of Dutch New Guinea by force, came from Dutch sources in late 1954. It was said that an organisation known as 'Operation Irian' had been formed in East Indonesia, but the Indonesians counter-claimed that this was the 'Ospir Pekerdjaan Istimewa' (Office for Extraordinary Activities in Indonesia), whose function is to

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supervise migration to that area.

A central commando, known as 'The Liberation of West Irian Corps', was formed in Semarang, Java, under the leadership of a Mr. Sudarta, in March 1955. It later changed its name to 'The West Irian Liberation Army' (B.P.I.B.).

Joined by students, workers, ex-guerrillas, and mariners with experience in West Irian waters, membership at first numbered nearly 7,000. This figure, however, had grown to over 72,000 a month later, and a recent report places it as 104,300.

The B.P.I.B., with 76 commands now established, including one for Djakarta Raya, is organized into central, regional, sub-regional, district, sub-district, and platoon commands. The headquarters are situated at Negera Palace, West Java.

The aim of the Corps was first expressed in aggressive terms, "to liberate West Irian", but by broadening it to include "the destruction of any enemy planning to overthrow the Republic by armed force", it has assumed a defensive character as well. President Soekarno gave his sanction to the aims of the B.P.I.B., when he received a delegation in April.

Another parallel organisation is the 'Revolutionary People's Front to Liberate West Irian' (F.R.R.), which has 2,000 supporters and its headquarters are at Sourabaya.

The F.R.R. seems to be more aggressive in character, for it resolved at a recent meeting to urge the Government to sever diplomatic relations with the Netherlands and to launch an immediate attack on Irian, through Dobo Island (from where twenty Indonesians launched their raid on Etna Bay in October last year).

Yet another organisation formed for the liberation of Dutch New Guinea is the Badan Perdjjuangan Irian, established

in East Java, while a 500-strong West Irian Reserve Corps is in existence in Makassar.

THE GOA AFFAIR.

The Portuguese colonies in India are over 400 years old, and while two of them, Daman and Diu, are not much more than enclaves, Goa is a fairly substantial territory some 60 miles long and over 20 miles wide. It is governed reasonably well, the standard of living is superior to that in India as a whole, the mineral wealth is being developed, and, most important of all, the Portuguese have stamped their culture on the people. Inside Goa there would appear to be about 600,000 Goanese, of whom approximately 5% are Christians. The Portuguese have consistently refused to consider the transfer of sovereignty over their Indian possessions; in fact, in 1952, their title was changed from that of Colonies to "Overseas Possessions", indicating an intention to integrate them more closely into metropolitan Portugal.

Following the refusal of the Portuguese Government to discuss the question of their settlements in India, the Indian Government closed its Legation in Lisbon on 29th May 1953.

Over the year 1951-1953, Nehru continued with marked regularity to make fulminating speeches against "foreign colonial pockets", with particular reference to Portugal. In addition, the Indian Press consistently indulged in partial and dishonest reporting on the situation. In short, while the Indian treaty with China over Tibet shows that India can connive at imperialism, the inspired agitation over the foreign pockets indicated that she could also practice it.

On 26th June 1954, India presented a note to Portugal protesting against the arrest of 20 Goans on 18th June for hoisting the Indian flag. Portugal claimed that the

men were agents provocateurs hired for the purpose.

The Indian Press now increased its diatribes, and after some weeks of this fare, nearly all Indians believed that Portuguese India was soothing with movements and heroes struggling against Portuguese imperialists.

At the end of July 1954, foreign press correspondents descended upon Goa to write up the unrest and "savage repression". They found instead a universal somnolence and no discontent worth talking about: an easy-going Catholic and mediaeval country where priests counted more than planners, and where even such restrictive efforts as censorship were cheerfully inefficient. There appeared to be little interest in any movement for absorption by India, and considerable evidence of loyalty to the Portuguese regime.

From the arrest of the Goans on 18th July 1954, the Indian Press campaign increased. On 22nd July, Dadra, a small hamlet belonging to Daman but separated from it by Indian territory, was 'liberated' by a gang led by a Bombay adventurer. They described themselves as Satyagrahis or non-violent resisters.

By the end of July 1954, diplomatic missions in Delhi were convinced that India was risking embroilment in armed action against Portugal, and the United Kingdom presented a note of marked severity. These representations produced a sobering effect, and Nehru's intervention saved the situation from developing into ugly shape coincident with India's Independence Day on 15th August.

Nehru was possibly swayed in his policy by the fact that Communists were in charge of some of the Liberation Forces, while the Praja Socialists had a force of 1,500 waiting near the Portuguese frontier, and the Jarra Sangh also had strong-arms men ready.

As recent events have shown, the Indo-Portuguese

affair is still most explosive; the average politically-minded Indian is determined to see the last vestige of colonial rule removed from Indian soil. Nehru cannot ignore public opinion since he had much to do in creating it. In a Parliamentary Address given in October 1954 he said - "It is inconceivable that a tiny bit of territory on our soil should remain under colonial rule when our vast land has become free. Goa shall be liberated although we will try and solve it by peaceful means."

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AUSTRALIAN SHIPBUILDING.

The history of major shipbuilding in Australia commenced in 1913. Before that time ship construction had been confined mostly to small coastal and harbour craft. Just prior to the outbreak of the First World War the Commonwealth Government took over Cockatoo Island Dockyard in Sydney, which had previously been an important repair yard, and in the next ten years two light cruisers and three destroyers were built there.

Merchant vessel construction had its genesis in 1917, when the Commonwealth Government drew up a programme for the construction of the Commonwealth Government Line of steamers. In that year the Commonwealth purchased the Williamstown Dockyard from the Victorian Government for this purpose. Between 1919 and 1923, which can be called the first phase of Australian shipbuilding, 19 ships, each of 3,350 g.r.t., and one ship of 9,750 g.r.t. were built at Sydney, Melbourne, Adelaide, Newcastle and Maryborough.

The second 'phase' in the history of the industry extended from 1924-1938 and during this period shipbuilding was practically at a standstill. This state of affairs was not peculiar only to Australia. During the Depression years and up to World War II there was a world-wide slump in shipping and shipbuilding activities due to a

number of factors, including the universal policy of discouraging imports in an effort to attain individual economic stability. In 1925 the operations of the Australian Commonwealth Line were terminated, as the line had been operating at a loss. After 1923 and until the advent of World War II practically all ships needed for the inter- and intra-state trade were bought from the United Kingdom.

It may be noted that, except for two short periods, 1920-28, when the seaplane-carrier ALBATROSS was constructed, and 1934-38, when four sloops were constructed, Naval shipbuilding was also at a standstill.

The declaration of war in 1939 led to a stimulation and further development of the industry. In 1940 a progressive naval shipbuilding programme was drawn up, and in the same year the Commonwealth Government embarked on a large merchant shipbuilding scheme; the Australian Shipbuilding Board was constituted in 1941 and placed in control of all merchant ship construction. During the War naval construction was not confined to Cockatoo Island Dockyard; numerous shipyards were utilised, including quite a number of new ones, from Maryborough to Whyalla.

When hostilities ceased in September, 1945, Australian yards had constructed the following naval vessels during the war period :-

- 3 Tribal Class Destroyers.
- 60 Australian Minesweepers
- 11 Frigates
- 33 Fairmiles
- 9 H.D.M.L's.
- 8 1,200-ton Oil Fuel Lighters.
- 2 Boom Working vessels.
- 10 80-foot Despatch Boats (for the Royal Navy)
- 2 Battle Practice Targets.

Between 1939 and 1945 eight merchant vessels each of 9,300 d.w.t. were constructed.

Although the tempo of ship construction naturally decreased after 1945, the main shipyards in Australia have been kept except for industrial stoppages, continuously at work on an extensive post-war shipbuilding programme.

The Australian merchant fleet in 1955 consists of 218 vessels with a total gross tonnage of 673,157 tons. Of this number, 71 vessels with a total tonnage of 230,400 gross have been built in Australia, 40 having been built since 1946. At present seven merchant ships of 25,000 g.r.t. are under construction in Australian Yards, and 13 vessels of 78,000 g.r.t. are on order. The shipyards carrying out these orders are Broken Hill Pty.Ltd. Whyalla (four vessels under construction); Evans Deakin, Brisbane; Walkers, Maryborough; Newcastle State Dockyard; Morts Dock Co., Sydney (one each under construction).

Of these major shipyards, B.H.P., Whyalla, is the largest, being capable of building four vessels at the one time. A 13,000 d.w.t. ship could be built there, although the largest vessels constructed at Whyalla have been the 'Iron' class bulk ore carriers of 12,000 d.w.t. Typical of the orders being executed at other main yards are four 10,000 d.w.t. bulk cargo freighters under construction at Evans Deakin's yard for the Australian Shipbuilding Board.

Construction of naval vessels is being carried out at Cockatoo Dockyard, H.M.A. Naval Dockyard, Williamstown, and Walkers Ltd., Maryborough. Merchant ship construction and repair is also carried out at Cockatoo and Williamstown, but, together with Garden Island Naval Dockyard, these yards are occupied with naval work including the conversions of the "Q" class and O.M.S.'s.

Two Darings are being built at Cockatoo Docks, and one at Williamstown. Of these, VENDETTA was launched at Williamstown in May, 1954, and is due for completion in January, 1958; VOYAGER, launched in March, 1952; at

Cockatoo Docks should be completed in December, 1956; and the third Daring, under construction at Cockatoo Docks, is due to be launched in June, 1956. These dockyards are each to build two A/S frigates which should be completed between 1960 - 61.

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