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Australia Station Intelligence Summary



SERIAL NO.
47

DATE OF ISSUE.....*7 NOV 1956*.....

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.

(Except where otherwise indicated, all the information contained in this Section is UNCLASSIFIED.)

(a) ROYAL AUSTRALIAN NAVY.

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

The two-day visit to Sandakan by H.M.A.S. ANZAC in September saw the defeat of the Navy at the hands (or rather feet) of the local soccer team. The hockey match also resulted in defeat for the Australians and it was not until the following day, when a cricket match commenced, that Australia was vindicated; notwithstanding the attempted sabotage at luncheon, when the ship's team was royally entertained, ANZAC went on to win by four wickets.

The exhibition of Australian Rules football which took place that evening drew a large crowd and it was followed by Scottish Dancing at the Yacht Club. During the afternoon some eighty-four children were ferried out to, and shown over, the ship.

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Visit of H.M.A.S. TOBRUK to Kuala Belait and Seria.

During July H.M.A.S. TOBRUK visited the ports of Kuala Belait and Seria in British North Borneo. The Captain recorded the following impressions of the visit :-

"TOBRUK arrived off Kuala Belait, the township near Seria, on 27th July. A full-scale sporting and entertainment programme had been arranged by the British Malayan Petroleum's Special Duties Officer, Mr. R. W. P. Rule, in co-ordination with the Squadron Gunnery Officer, who had flown from Labuan to Seria. It was necessary to anchor some three miles offshore, as there is no harbour satisfactory for anything larger than L.C.T's and small boats at Seria or Kuala Belait. The

trip into Sungei Belait, by boat, takes about half an hour, and includes rather an exciting run across the bar. This, plus another twenty minutes in the car if one was travelling the nine odd miles along the coast to Seria, restricted our activities. However, the boats provided by B.M.P. were very seaworthy, and the transport organisation ashore was excellent."

"With a population of 450 Europeans, Seria is a good example of the development which always accompanies the discovery of oil. Production at Seria began on a very small scale in 1931, and such developments as had been made by 1941 were completely destroyed by the Japanese before they left.

The oilfield now produces about 16,000 tons of high quality oil per day, and is the sole *raison d'être* for the township, which boasts more than half-a-dozen excellent clubs, an attractive golf course, an hotel which is first-grade by any standards, and a "Commissariat" which stocks every conceivable type of grocery from Continental cheese to caviar."

"The sporting facilities provided, the games arranged, the tours of the oilfields, recreational parties and dances, left nothing to be desired. It was a most enjoyable stay made possible by the excellent overall organisation, by individual friendliness and by outstanding hospitality."

"The ship sailed from Seria on 30th July for Lutong for fuel, arriving there some hours later. The fuelling points at Lutong are designed for large tankers, and the gear was strange. Two anchors were dropped first, after which the stern was secured in position aft with two five-inch wires. The handling of these wires with no capstan aft was rather difficult, but I was pleased with the way in which the ship was swung and secured by manpower alone. The hosepipe, of about twelve-inch diameter, then had to be hauled up off the sea-bed. This was eventually accomplished, and after connecting the flanges, via a reducing pipe, with boiler clamps, pumping began. The flow to TOBRUK ~~was~~ slow, due apparently to pump trouble ashore, a rate of 150 tons

an hour being achieved, but it was interesting to note that the tanker at the next berth was receiving at a rate of 1,000 tons an hour through two hoses. It is understood that prior to the Second World War this fuel was used by the Germans to fuel their trans-Atlantic liners when attempting to win the Blue Riband."

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Operation "Nelson's Squares".

Whilst at Hong Kong in September, TOBRUK took part in a novel training operation entitled "Nelson's Squares". In this operation the landing party were required to proceed ashore to a nearby island and rescue the Sultana of Isore and her daughter, who were held as hostages by the 'terrorists'. The opposition and hostages were provided by suitably attired volunteers. After a strenuous morning's exercise the landing party returned to the ship with their captives. The operation successfully tested the landing party organisation, and the fancy dresses of the volunteers gave the local Chinese inhabitants some amusing surprises. At the same time the demolition party was landed and exercised shore and shallow water demolitions successfully.

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Strategic Reserve.

H.M.A. Ships QUEENBOROUGH and QUICKMATCH have relieved TOBRUK and ANZAC as the naval components of the Strategic Reserve and will remain in South East Asian waters for nine months, returning to Australia in July, 1957.

TOBRUK and ANZAC will arrive in Australian waters early this month.

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Valuable Relics for Royal Australian Naval College.

Two valuable Nelson relics, presented to the Royal

Australian Naval College, are being brought to Melbourne in the Royal yacht BRITANNIA.

They are a pennant board signed by Lord Nelson as 'Nelson and Bronte' (his signature as Viscount Nelson and the Duke of Bronte), and an old Navy List of the Royal Navy in which his name appears as that of a Captain of the Royal Navy and Colonel of the Royal Marines. The pennant board designates the pennants which were allocated for communication with individual ships of the Fleet at the Battle of Trafalgar.

The pennant board and Navy list have been presented to the Naval College by the widow of the late Commander Duncan Grant, who was the first Executive Officer of the college.

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Sea Training of Naval Apprentices in H.M.A.S. SWAN.

During September, sea training of the Naval Artificer Apprentices from H.M.A.S. NIRIMBA was undertaken in H.M.A.S. SWAN. As SWAN could only accommodate thirty-five trainees and fifty were due for training, two periods of fourteen days each were arranged, the first from 2nd to 16th September and the second from 16th to 30th September. This was the first time that the majority of trainees had been to sea and the venture was proclaimed an unqualified success.

During the period of training SWAN visited Jervis Bay and Broken Bay and opportunity was taken to exercise with COOTAMUNDRA in towing and replenishment. The apprentices, who were trained in practical boat work and general seamanship duties during the fourteen days, were all of the opinion at the conclusion of the period that the training was most popular and very beneficial.

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(b) ROYAL NAVY.Guided Missile Experimental Ship.

H.M.S. GIRDLE NESS, an 8,500-ton former landing craft maintenance ship, is being converted into the Royal Navy's first experimental guided missile ship. Tests conducted in this ship will largely determine the course of development of guided missiles for the Navy.

GIRDLE NESS was built during World War II at Vancouver, B.C., and taken over by the Royal Navy. In general arrangements, dimensions, and speed, she is very similar to a United States "Liberty" ship. Her size, stability, and below-deck spaces were determining factors in selecting this ship for testing guided missiles.

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Carrier Flight Deck Communication System Tests. (Confidential).

The Royal Navy is conducting tests with a magnetic broadcast system for communicating with carrier flight deck personnel under present high noise level operating conditions. Tests made at short distances from the carrier indicate the system could be used under radio silence conditions. The R.N. plans to install an interim version of the system on two carriers. The first permanent installation was planned for September,

Reception of signals on deck is achieved with five-milliwatt portable transistorised receivers connected to telephone earpieces placed in noise-excluding helmets. The perfection of such a system will greatly assist rapid and understandable communications under the ever-increasing noise level operating conditions aboard modern carriers.

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Ships Commissioned and Launched.

Recent R.N. developments include the following :-

During the first six months of 1956 the Royal Navy commissioned 1 experimental submarine, 1 A/S frigate, 7 coastal minesweepers, 7 inshore minesweepers, 1 fast patrol boat, 2 fleet supply ships, and 1 tug. In addition, 1 submarine, 1 A/S frigate, 7 coastal minesweepers, 5 inshore minesweepers, and 2 tugs were launched. Ships commissioned and launched during the first half of 1956 closely parallel those in the comparable 1955 period.

The aircraft carrier TRIUMPH, a former cadet training ship, will undergo conversion into a heavy repair ship.

The salvage ship RECLAIM recently lowered her observation chamber to a depth of 1,060 feet, thereby establishing a British naval record.

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H.M.S. CEYLON.

After an extended refit, during which modern fittings and amenities were incorporated into her design, H.M.S. CEYLON recommissioned at Portsmouth on September 11th.

The third ship of her name, the CEYLON was completed in 1943 and served with the Pacific and East Indies Fleets during World War II, taking part in attacks on Japanese bases in Java, the Andaman Islands and Sumatra.

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H.M.S. CUMBERLAND.

The R.N. trials cruiser CUMBERLAND returned to Devonport in September, after having completed her 1956 trials season. She spent nearly three months at Malta

evaluating the efficiency of the Royal Navy's latest guns and control systems. These evaluation trials were carried out by naval personnel. In addition, 13 representatives of Messrs. Vickers-Armstrongs were embarked during the season so that they could carry out under seagoing conditions the initial tests and adjustments to the new 6-inch ^{turret} destined for the Tiger Class cruiser.

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(c) ROYAL CANADIAN NAVY.

H.M.C.S. LABRADOR.

The R.C.N. reports that one of its ships "challenged an upside-down icebreaker in the sky" -- and received an answer.

It happened when the Arctic patrol ship LABRADOR was heading for a rendezvous with the U.S. icebreaker EDISTO and a convoy of ships supplying the radar warning system in the Foxe Basin, off the north-east coast of Canada.

"The convoy was still well below the horizon when the LABRADOR's lookouts spotted ~~the~~ image of the U.S. ship hanging mast-down from the sky."

"The LABRADOR's signalman sent the official challenge by signal light to the phantom icebreaker, and received the official down-to-earth reply, although hours of steaming separated the two ships."

Temperature differences between layers of air over the sea caused the mirage. The LABRADOR met the convoy the next morning.

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(d) INDIAN NAVY.Flag Officer Flotillas.

On 6th October Rear-Admiral Ran Daos Katari took over from Rear-Admiral Sir St. John Tyrwhitt the second highest post in the Indian Navy, namely that of Flag Officer, Flotillas.

Vice-Admiral Carlill still remains Chief of Naval Staff. All four commands of the Indian Navy - three ashore and one afloat - are now held by Indian Officers.

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NAVAL AND OTHER ARMED FORCES INTELLIGENCE,
INCLUDING TECHNICAL INTELLIGENCE.

(Except where otherwise indicated, all the information contained in this Section should be regarded as SECRET).

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U.S.S.R."Z" and "W" Class Submarines - Removal of Guns.

The Russians may now regard low-angle armament in submarines as redundant since recent sightings of Soviet submarines tend to confirm that these guns are being removed.

This development in Soviet submarine thought is most clearly demonstrated in the "W" Class. The early boats of this class were fitted with a single 3.9-inch gun on a pedestal mounting abaft the conning-tower. Later, a small number were fitted with a twin 57 mm (approx.) in a streamlined mounting in a similar position. To accommodate this gun a rectangular section was cut away from the conning-tower and the casing was fitted with sponsons to provide a circular platform.

In the next stage of this development the gun was removed completely and no structural alteration was made to the submarine. At this stage it must have been realised that these submarines were badly streamlined and a fairing structure was added to the after part of the conning-tower.

Some "Z" Class submarines have also been sighted without their main low-angle armament, but no structural alteration seems necessary in this class.

It is not yet known whether all "W" and "Z" Class submarines will have their guns removed.

Soviet Naval Gunnery.

There have been some indications that the Soviet Navy are very interested in Guided Weapons. However, they continue to devote a good deal of attention to orthodox Naval Gunnery.

The Soviet Naval Press highlights the reports of the considerable programme of gunnery competitions that takes place annually in each fleet.

Surface Gunnery.

The broad assessment of the surface gunnery efficiency in Soviet cruisers and destroyers is that it has reached a generally high standard. This is supported by reports of exercises which have been observed and by the fact that the gunnery radar and fire-control gear in modern ships is held to be up-to-date and effective. During a recent shoot by a cruiser at a range of 11 miles, the target was straddled at the second salvo and the target successfully held during a broad alteration of course. Rate of fire was very slow but this was probably due to waiting for fall-of-shot reports. Ranges and rates of fire are as might be expected and no spectacular performance has been noted.

A.A. Gunnery. Although it is known that normal A.A. sleeve firings are carried out, there is a lack of any recent information on the state of Soviet A.A. gunnery efficiency. However, the technical assessment of Soviet A.A. fire control is that its performance is probably less advanced than our own. There is no evidence yet of the use of a V.T. fuzed shell, but the Russians are capable of their manufacture.

Bombardment.

Exercises are carried out in all fleet areas, and procedure is very similar to our own. The results known, of a limited number of firings, have been good.

General. The following items are of interest :-

- (a) Targets appear always to be towed by destroyers and speeds of 17-20 knots have been noted.
- (b) All ships fitted with directors, including those of recent construction, continue to carry optical range-finders in addition to their gunnery radar.
- (c) The 'KOTLIN' and 'TALLIN' class main armament (2 twin 3,9") has been noted as being rather light for the size of the ships, particularly observing that they do not carry any major A/S weapon. However these turrets have been credited with a high rate of fire.

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J A P A N.

Defence Budget. (Unclassified).

Expressed in terms of Australian currency, the 1957 Defence Budget is likely to total more than £187,500,000.

According to Defence Board plans, £158,750,000 is required for the Board and Self-Defence Forces - £34,500,000 more than last year. Of that sum £75,000,000 will be for the Ground Self-Defence Force, £31,750,000 for the Maritime Self-Defence Force and £46,125,000 for the Air Self-Defence Force. £4,375,000 is to go to the Technical Research Institute and £1,875,000 to the Defence Board.

The increase is attributed to the increase of 10,000 men in the G.S.D.F., the addition of 5,500 tons of shipping for the M.S.D.F., and 300 planes for the A.S.D.F.

Request to U.S.A. for Aid to Maritime Self-Defence Force(Navy).

Japan has asked the United States to supply on loan

under the Military Aid Programme :-

- (a) A 10,000 to 15,000-ton cruiser to replace 50 L.S.S.L's previously leased and due to be returned to the U.S.
- (b) Two to four 1,600-ton destroyers.
- (c) NIKE surface-to-air guided weapons.
- (d) Technical assistance in submarine construction.

These proposals were put to the U.S. by the Deputy-Director of the Defence Agency, Mr. Masuhara, who represented that the Commander of the sea-going Fleet is at present greatly handicapped by having nothing larger than a destroyer as his flagship.

Naval Exercises. (Unclassified).

Japanese maritime forces sailed from various ports in Japan on 21st October for their annual manoeuvres in the Pacific Ocean and the Sea of Japan. Taking part in the manoeuvres are 150 vessels (including the submarine on loan from the U.S., ex-U.S.S. MINGO) and 12,000 men.

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COMMUNIST CHINA.

Launching of Second RIGA Class Destroyer-Escort. (Confidential).

The second RIGA Class destroyer-escort constructed at Mollers Yard, Shanghai, was reported to have been launched on 26th September. Construction time to launching stage is believed to have been nine months.

Submarine Construction. (Confidential).

Another of the submarines building at Kiangnan Dockyard, Shanghai, is reported to have been launched. It is now estimated that four of these vessels are water-borne, while two others remain on the slipways. These are believed to be "W" Class.

In-shore Minesweepers. (Confidential).

A sighting report from Shanghai suggests the possibility than an "in-shore" minesweeper construction programme may be under way. Four small diesel-engined minesweepers were observed proceeding down-river on 19th August.

Possible local Construction of T-43 Class Minesweepers.
(Confidential).

The possibility that T-43 Class Fleet Minesweepers are being constructed in Communist China gains strength from yet another sighting at Shanghai between 9th and 23rd August. The vessel was unquestionably identified as such, and her general appearance was that of a new ship.

KRONSTADT Class A/S Vessels. (Confidential).

Two apparently new KRONSTADT Class A/S vessels were firmly identified at Shanghai between 9th and 23rd August. Both vessels appeared to be fitted for minesweeping. If true, this new use for these small vessels tends to highlight the Chinese Communist Navy's shortage of minesweepers.

Six vessels of this class are believed to have been constructed at Shanghai and a similar number at Whampoa. Of these a total of six are now believed to be operational.

Appearance of MIG-17's (Fresco) in the Chinese Communist Air Force.

MIG-17 (Fresco) aircraft have been observed over Peking within the past month. On the occasion of the Liberation Day fly-past, fifty-four of these aircraft took part. The introduction into the C.C.A.F. of MIG-17's had been expected and these sightings provide the first proof of this.

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M A L A Y A.

Proposed Naval Base. (Restricted).

Having gained the promise of independence for Malaya, the Malayan Government is turning its attention to the provision of facilities which will enable the Malayan Navy to be independent of Singapore.

Two locations, Lumut and Port Swettenham, have been discussed by the Government as being suitable anchorages for development as a naval base.

Lumut is on the west coast of Malaya approximately 80 miles north of Port Swettenham. It is situated on the south bank of the Dindings River and has a natural but shallow harbour confined to vessels drawing up to 18 feet.

Port Swettenham, the commercial port for Kuala Lumpur, is known to be favoured by Tenku Abdul Rahman. As the Federation's Navy will be small, he presumably thinks that it would be more sensible to use an already-developed port than to create one especially for naval purposes.

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U. S. A.Guided Missile Frigates. (Confidential).

Under the 1956 construction programme three of the six frigates (D.L.) laid down for the U.S.N. were to be capable of launching guided missiles.

The guided-missile frigates (D.L.G.) are 512 feet long with a beam of 50 feet and a displacement of 3,900 tons. They have a surface-to-air "Terrier" battery aft and two 5-inch guns forward.

Four more D.L.G's have been authorised in the 1957 Fiscal programme at an estimated cost of £47,212,000 each. It is possible that these later frigates will have a displacement of as much as 5,000 tons.

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SECTION III.EXTERNAL POLITICAL, POLITICO-MILITARY AND
ECONOMIC INTELLIGENCE.

(This Section contains both SECRET and
CONFIDENTIAL information).

J A P A N .Peace Treaty Negotiations with U.S.S.R.

The State of War between Japan and the U.S.S.R. ended on 29th October with the signing of a joint-declaration in Moscow.

The Soviet has agreed to return to Japan the islands of Habomai and Shikotan (part of the Southern Kuriles), but only after the successful conclusion of a Peace Treaty. The Soviet had also agreed to support Japan's entry to U.N., and will repatriate the remaining Japanese prisoners-of-war.

The question of the ownership of the Southern Kurile islands Etorofu and Kunashiri still remains to be solved in the Peace Treaty.

Fishing Activities.

The peregrinations of Japanese fishermen in search of catches has become well known in recent years in the Pacific and Indian Oceans. It now seems that they may move still further afield, for, under a joint Japanese-Brazilian project, the 1100-ton vessel "TOKO MARU" left Japan in mid-October for a ten months exploration tour of new fishing grounds off the Atlantic coast of South America.

"TOKO MARU", with a Maritime Research Institute team on board, will carry out a tuna fishing survey in the Indian Ocean on the way to Rio de Janeiro, where the ship will be based.

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COMMUNIST CHINA.Relations with Japan.

A private group is reported to be planning to set up an industrial technological centre in Peking which will assist Communist China's Second Five-Year Plan.

This is the first indication that Communist China is prepared to go outside the Sino-Soviet bloc for technical assistance.

Japan is known to have a surplus of scientific and technical personnel.

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SOUTH VIETNAM.Vietnamese Citizenship.

President Diem has signed an ordinance which affects about half of the estimated 1 million Chinese in South Vietnam. All Chinese born in South Vietnam are now considered to be Vietnamese citizens with the exception of those under deportation orders or convicted persons. This means, for one thing, that all the Chinese affected are liable for military service with the Vietnamese Armed Forces.

A further ordinance makes it compulsory for all foreigners to have Vietnamese names. The change must take place within 6 months.

So far, there has been no reaction from Peking to these ordinances and it would appear that Communist China is weighing the value of having its overseas population eligible by acquired citizenship to hold office in various key positions.

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PHILIPPINES.United States Bases.

The United States-Philippines talks on the revision of the Bases Agreement have cleared up a lot of the misunderstanding between the two countries.

The United States have emphasised that defence support for the Philippines is not merely "academic", and this is borne out by current defence undertakings, e.g. :

- (i) The establishment of a large Naval Air Station at Cubi, Subic Bay, now completed at a cost of 80 million dollars. This has an 8,000 x 200 feet runway capable of handling the largest jet bombers. The Station includes berths suitable for Aircraft-carriers, a seaplane ramp, repair and maintenance hangars, a supply area, underground fuel storage facilities and an arsenal.
- (ii) Plans for the construction of a Naval, Air and Communications Centre at Sangley Point.
- (iii) The stated intention to provide the Philippines with a Squadron of 30 F86 Sabre jets.

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I N D I A.Manufacture of Jet Aircraft and Engines.

India will manufacture jet fighters and engines under licence. Folland Gnat fighters (25 of which were recently purchased) will be manufactured at the Bangalore Works of Hindustan Aircraft Ltd., and authority has been obtained under an agreement with the Bristol Aero-Engines Ltd., to manufacture the full range of Bristol "Orpheus" turbo-jet engines.

Military Mission to Communist China.

An Indian Military Mission was due to leave New Delhi at the end of September for a five-weeks' stay in Communist China.

Headed by Lieut.-General J.N. Chaudhuri, the Mission was to consist of four officers from the Army, two from the Navy and two from the Air Force.

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I N D O N E S I A.Economic Situation.

Indonesia's financial position which seemed to improve during the administration of the Harahap Government, has deteriorated since the present Government assumed office. The budget deficit this year will probably be about £S. 62.5 million and during the first half of 1956 foreign exchange reserves fell by 50%.

The budget deficit is financed by Government borrowing from the Bank of Indonesia, but only the development of the country's potentially rich resources will alleviate financial difficulties.

Development depends on the application of investment and technical skill. Private investment and Government investment have, however, been negligible, and the Government's attitude to foreign capital is undecided.

Indonesia has been inclined to accept foreign capital as economic aid or on a government-to-government basis. She has obtained £S. 18 million from the International Monetary Fund and is drawing on £S. 35 million under the Surplus Agricultural Commodities Agreement with the U.S.A.; a further £S. 3.9 million has been received under the United States

Technical Aid Agreement and she has received benefits from the Colombo Plan. Under the recent Economic and Technical Aid Agreement signed with the U.S.S.R. Indonesia will also receive a loan of £S. 36 million.

Return of Former Communist Leader.

An Indonesian news agency has announced that one of the founders of the Indonesian Communist Party, Semaun, who was deported from Indonesia 20 years ago by the Netherlands East Indies administration, has received permission to return. His relatives had appealed to President Soekarno.

Semaun, who, during his exile became a naturalised citizen of the Soviet Union, held an administrative position in Tadjikstan, a Moslem Soviet Republic in Central Asia. He recently renounced his Soviet nationality.

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SECTION IV.AUSTRALIA STATION INTELLIGENCE.

(Except where otherwise indicated, the information contained in this Section is UNCLASSIFIED.)

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GERALDTON - APPROACHES TO PORT.

On the evening of 26th September, M.V. "CHARON" struck a reef off the port of Geraldton shortly after departing from that port for Singapore. Unofficial reports state that the reef was the Outer Knoll located about $1\frac{1}{2}$ miles North of Moore Point lighthouse ($28^{\circ}47'$ South $114^{\circ}35'$ East).

The vessel suffered damage to her bottom tanks and was forced to return to Fremantle. Extensive underwater surveys have now been carried out and temporary repairs effected. "CHARON" sailed from Fremantle on 9th October and will be docked at Singapore.

This occurrence is most unfortunate for the port of Geraldton as this is the third occasion in recent years that ships have struck obstructions within the approaches to the port. On two other occasions the "INDIAN CITY" and the "CAPE ST. DAVID" suffered damage while alongside the wharf.

The port is very subject to weather from the North, causing difficulty to ships alongside. In the approach channel the difficulty appears to be almost always prevalent surge, which naturally has the effect of reducing the restricted depth available.

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BERTHING OF LARGE TANKER AT KWINANA REFINERIES JETTY.

On 26th September the British Tanker Co.'s vessel "BRITISH SAILOR" (20,691 tons gross), successfully negotiat-

ed the Success and Parmelia Bank channels and berthed at the Kwinana Refinery Jetty, Cockburn Sound. The ship had a full cargo of oil ex the Persian Gulf for discharge.

This is the largest vessel ever to have negotiated these newly-dredged channels and no difficulty was experienced. A slight surge caused a variation in bottom clearance ~~between~~ three feet and five feet six inches. Length of the ship is 660 feet.

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EGYPTIAN VESSEL - "GUMHURYAT MISR".(Restricted)

The port routine, etc. difficulties experienced by this vessel at Colombo while on passage to Australia were continued on her arrival at Fremantle on 17th September.

Initially on arrival no agents had been appointed and local firms were loath to accept the commission as no credit had been made available. After some days delay this trouble was overcome and the ship berthed.

On berthing, however, it was found that six of the ship's lifeboats were seriously in need of repair despite an Egyptian Republic safety certificate issued in Alexandria in June 1956. Once again lack of funds caused delay to the repair of the lifeboats and it was not until 25th September that she was able to proceed to the Eastern States.

"GUMHURYAT MISR" (7,830 tons gross) was carrying 960 Greek migrants. She is commanded by an Englishman, Captain R. M. Woolfenden.

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NORTHERN TERRITORY.

Visit of SDEML 1325 to Peron Island. (Restricted).

At 0300 22nd August SDEML 1325 proceeded on a visit

to Port Keats and returned examining en route the shores of Fog Bay and Peron Island. Due to shoal water it was impracticable to approach within 1.5 miles of the entrance to the Finnis River. The beach to the north of the river is good hard-baked sand suitable for landing of aircraft up to DC3 types. It has been used extensively by Puss Moth aircraft operated by Mr. Moffat, who is engaged in a barramundi fishing business, on the northern end of the Peron Island. He is in the process of establishing himself there and has applied for a permit to operate a transceiver, utilising the old R.A.A.F. radio masts already there. He is also awaiting delivery from Adelaide of an Anson Trainer aircraft which will be ~~the~~ first of its type in this area, and ~~this~~ will be used for flying fish to Darwin for Southern markets. The western approach to Peron Island is suitable for landing light aircraft and a DC3 could be accommodated at a pinch. It was not possible to reach the Mission at Port Keats in the SDBML and time did not permit her to await the next high tide. She returned to Darwin 1500 24th September. A further visit to Peron Island is contemplated after Moffat has fully established his camp.

Army Wharf, Middle Arm, Darwin.

On 2nd September an inspection visit was made to the Old Army Wharf at Middle Arm. Investigation has revealed that this wharf has been abandoned by the Army and as yet no one wishes to claim it. Low water occurs approximately 1 hr. after Darwin and on the 2nd September the minimum depth of 21 ft. was recorded at the upstream end of the wharf and 24 ft. at the seaward end. The wharf is in fair condition and could be used in an emergency after re-securing has been completed. The approach road from the Berry Springs fork is in good condition but slightly corrugated. It is considered likely that vehicles of up to 3 tons could use this wharf. However, a more detailed inspection would have to be made before attempting to bring a ship alongside.

Pitchblende.

A contract for the sale of pitchblende to the U.S.A. from El Sharana has been completed and a profit of American dollars to the equivalent of £600,000 (Aust) is anticipated. The first shipment of ore constitutes the highest grade parcel of uranium ore shipped from Australia.

Uranium Concentration Plant.

The first uranium concentration plant to be erected by private enterprise in Australia was officially opened at the United Uranium's El Sharana mine on 7th October. It is anticipated that this plant will treat 60 tons of ore per day, from which $1\frac{1}{2}$ tons of pitchblende concentrate can be extracted. One-fifth of the concentrate will remain in the ore which it is considered worthwhile carting and selling to Rum Jungle at about £30 per ton.

Demolition of Refitting Jetty, Darwin.

H.M.A.S. "KARANGI" arrived Darwin on 8th October, to commence work on demolition of the Refitting Jetty and Dolphin. The Boom Depot fired the dolphin to the water-line on 10th October and "KARANGI" removed the piles on the following day. The Jetty itself was fired during the week-end and "KARANGI" is continuing her "tooth extraction" programme.

Auxiliary Ketch "PAXIE" - Survey of Pearling Beds.

The Auxiliary Ketch "PAXIE", chartered by the Department of Primary Industries, left Darwin on 15th October and will be engaged in surveying pearling beds in Northern waters for a period of six months.

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PORTUGUESE TIMOR.Order of Battle. (Confidential).

The total authorised peace-time strength of the Military Forces is 1,426 men.

In 1954 there was a known garrison of 828 combat troops and 100 non-combatant. These troops were formed into 4 Infantry Company's and 1 Cavalry Company. (A company being 168 men strong):-

- 1 Company of Infantry (Angola Troops). (Mixed Field and A.A.).
- 1 Cavalry Company.
- 3 Companies of Timorese Troops with Portuguese Officers and N.C.O's.

Fire Power. Each Company is allocated 4 Vickers machine guns and six 3-inch mortars. It is believed that light automatic weapons as well as rifles are issued to the Angola troops in the ratio of one to six men. Timorese troops carry rifles only.

Efficiency and Morale. Angola troops are intelligent, physically fit and have excellent morale. The Timorese troops are an unknown quantity.

Early in 1956 Timor Forces were strengthened by the addition of a motorised column. 180 men were raised locally and the vehicles are 2 1/2 Willys Jeeps - they are known as a "Motorised Police Force". On 14th June a Captain and two Lieutenants arrived from Portugal for service with this force. An unconfirmed report states that an Artillery Unit complete will arrive in Timor during 1956.

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NEW HEBRIDES.Visit of General de Gaulle.

Travelling in the Messageries Maritimes vessel "CALEDONIEN", en route from Tahiti to Noumea, General de Gaulle paid a visit to Vila on 9th September.

At a ceremony attended by members of the Association des Francais Libres and the British Ex-Servicemen's Association, he laid a wreath at the foot of the local War Memorial.

Visit of French High Commissioner.

M. Grimald, Governor of New Caledonia and French High Commissioner for the Pacific, visited the New Hebrides on 30th July - 6th August. His itinerary covered visits to Vila, Lamap, Norsup and Santo.

Air Service.

A DC 3 aircraft, operated by Transports Aeriens Intercontinentaux, is now conducting a twice-weekly service from Noumea to Vila and Santo.

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SHIPPING INFORMATION.Shipbuilding at Newcastle.

The Australian Shipping Board's freighter "DANDENONG" recently completed a major refit at the State Dockyard, Newcastle, during which she was converted from coal to oil burning, and the crew's accommodation completely reorganised.

Other work in progress at Newcastle is a new 300-passenger ferry for the Sydney Harbour Transport Board (now in an advanced stage of construction). "KOOJARA", a passenger ship for the West Australian Shipping Service (now almost

ready for service) a grab-hopper dredge for the Public Works Department and a collier for the Australian Shipbuilding Board.

The collier, to be named "IRANDA", will have an overall length of 386 ft. 10 inches, breadth of 52 ft. and a service speed of 12 knots.

The keel of a sister ship to "IRANDA" will soon be laid at the State Dockyard.

Australian Coastal Shipping Commission.

On 25th September, the Minister for Shipping and Transport, Senator S. D. Paltridge, announced the appointment of the chairman and members of the new Australian Coastal Shipping Commission. The Commission, created under the Australian Coastal Shipping Act, recently passed by Parliament, commenced operation on 1st October and took over from the Australian Shipping Board the operation of Commonwealth-owned and chartered ships.

Sale of M.V. "MANUNDA" to Japanese Interests.

The Adelaide Steamship Company's motor vessel has been sold to Okada Gumi Ltd., Tokyo.

The vessel has been renamed "HAKONE MARU" and departed Sydney on 5th October, with a board bearing the new name being hung over the name MANUNDA. The "HAKONE MARU" cleared for Japan via Noumea.

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NETHERLANDS NAVAL ATTACHE, AUSTRALIA.

The Netherlands Naval Attache, Captain A.H.W. Von Freytag Drabbe, R.N.N., will be relieved in Melbourne in January 1957, by Captain Von Staaten, R.N.N.

Captain DRABBE has been appointed N.O.I.C., Amsterdam.

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PHILIPPINES SERVICES ATTACHE, AUSTRALIA.

Lieutenant-Colonel Ernesto del Castillo, Philippines Air Force, arrived in Melbourne in October to assume duty as Philippines Services Attache, Australia. He is the first Philippines Attache to be accredited to the Australian Armed Services.

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BURMESE SERVICES ATTACHE, AUSTRALIA.

In September A/Captain Tin Thane Lu took up his duties as Burmese Services Attache, Australia.

Previously Burma had been represented by an officer bearing the designation of Military Liaison Officer only.

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INTELLIGENCE OFFICERS IN H.M.A. SHIPS.

Lieutenant-Commander M. C. Reeves, R.A.N., has been appointed Ship's Intelligence Officer in H.M.A.S. QUICKMATCH.

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SECTION V.SPECIAL ARTICLES.

(The Director of Naval Intelligence is not necessarily :
in agreement with the views expressed in
Section V of A.S.I.S.).

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SURVEY OF INDONESIAN AFFAIRS. (Confidential).

The Services Attache, Djakarta, has made a review of affairs in Indonesia during the past twelve months. His remarks are summarised as follows :-

Political.

During the past twelve months Indonesia has been ruled by three different administrations.

Early in the period the Ali-Arifin regime was in the saddle. This Government was forced to resign when the Army, under Colonel Lubis, refused to accept a political nominee as Chief-of-Staff.

This was followed by a brief interlude under the Harahap Government, during which an anti-corruption drive was begun. The effectiveness of this era was, however, undermined by the President.

The April elections (the first to be held in Indonesia), resulted in a victory for the PNI (Nationalist Party), and a return to power of Ali Sastreamidjojo. Since his reinstatement, corrupt practices are again weakening the efficiency of the Government.

Relations with the Dutch have continued to deteriorate, the West Indian issue having caused Indonesia's abrogation of the Round Table Conference Agreements and the repudiation of

Netherlands debts amounting to over \$400 millions.

The Armed Forces.

The growth of the Armed Forces has been stunted by the absence of basic laws to control their development and by lack of funds.

The Army.

This is seen particularly with reference to the Army, which has maintained 180,000 men over the last two years. However, effective strength has decreased owing to the retention of the over-aged and the medically unfit.

Lack of money to pay personnel regularly and provide them with suitable accommodation has forced commanders to obtain money by other means such as smuggling.

Equipment (including personnel weapons, vehicles, artillery and signalling equipment) is out-dated and in a poor state of repair. Except for a limited number of small weapons purchased recently from European countries, equipment is a hodge-podge of British, Dutch and Japanese origins, obtained during the war and revolutionary days.

General level of training has greatly improved and new training establishments have been formed. The standard of the senior officers, many of whom have done staff and specialise courses in the U.S.A., is very high. N.C.O. training has been regularised and a certain standard has been made a prerequisite for promotion.

Attempts to streamline Army Headquarters by moving surplus personnel have been made, and recently the Territorial Commanders were re-juggled.

The Army, which is well-disciplined, anti-Communist and Anti-Chinese, is the mainstay of the country, but, owing

to equipment deficiencies, is limited at present to guerrilla warfare.

The Navy.

Over the last two years the strength of the Navy (including the Marine Kommando Corps of about 1,500 - 2,000) has remained at about 9,000.

Discipline and morale are fairly good, although over the last six months there has been discontent among some of the junior officers, who made unsuccessful attempts to get their discharge so as to be free to take up more lucrative posts offered by private business organisations.

Pay is frequently irregular, but accommodation is quite good.

With the exception of the eight R401 shallow-draught minesweepers built in Germany, and the four ships (2 frigates and 2 corvettes) at present under construction in Italy, naval vessels are outdated and equipment inefficient and often unserviceable.

The training standard is fairly high, considering the improvisation necessary for training aids. The Navy has benefited by the training of a number of officers overseas, in England, U.S.A., and, up to recently, in Holland.

There is no Communist influence or political interference in the Navy, but lack of modern equipment limits the Navy's capabilities to combat smuggling, piracy and illegal entry of ships into Indonesian waters. Even in this sphere, however, the small number of vessels available and the large number of islands to control limit the Navy's effectiveness.

The Marine Kommando Korps are regarded as the best and most effective troops in the Armed Services.

The Air Force.

The Air Force, whose strength is estimated at about 18,000 (a high percentage of whom are civilians employed on semi-skilled tasks) is the least impressive of the three Services. Discipline and morale are poor, and its unity has been rent by dissatisfaction and fueding factors among the officers.

The Chief-of-Staff, Air Vice-Marshal Suryadarma, a "President's-man" and subject to political interference by the PNI, has surrounded himself by a circle of incompetent but pliable officers who have successfully resisted the attempts of abler men to achieve senior appointments.

Equipment is deteriorating and the general condition of the aircraft is poor, despite the recent purchase of eight Vampire jets, and the ordering of eight Grumman Albatross amphibians from the U.S.A.

Airfield development and construction is non-existent and navigational aids are elementary in character and limited in number.

Training has progressed satisfactorily. The Indonesian Air Force has benefited by the advice of three officers detached from the Indian Air Force, and by the training their personnel have received in India. American and English-trained officers now carry out instruction in Indonesia, so that with a few exceptions it is no longer necessary to send officers overseas.

The Indonesian Air Force, however, could only be rated as a third or fourth-rate air power, and it has no real prospect of improvement in the near future.

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TRAINING IN COMMUNIST CHINA OF CHINESE OVERSEAS STUDENTS.
(Confidential)

The Chinese Peoples Republic has lately been giving quite a lot of attention to the matter of inducing overseas Chinese students to pursue the "advanced" stages of their education in Communist China.

In the execution of this policy, the Republic appears so far not to have met with the degree of success anticipated, as, however much, through nationalistic sentiments and a disposition towards Communism, the overseas Chinese students electing to proceed to Communist China from Thailand, Malaya, Indonesia, etc., may wish to establish themselves in Communist China, a number of them have found that on their arrival they are subjected to what they consider a far-too-obvious system of "thought indoctrination". This is, in fact, even evident before they arrive in Communist China, as usually on the ships on which they take their passage there is a "professional" Chinese Communist who arranges study groups during their passage. Also they are under the disability that most of their education in Malaya, for example, has been conducted in the English tongue, and often the particular form of Chinese to which they have been accustomed during their domestic lives differs very materially from the Chinese in use in the countries in which they have been living.

The dissatisfaction of a number of students, heightened by the regimentation to which they are required to submit during their daily school routine in Communist China, appears to have been very real. At least this is the impression formed by the views expressed by the small handful of students who, through the efforts of influential parents (and, it would seem, through the expenditure of much cash) have been fortunate enough to return to the countries in which they have been born.

The Overseas Chinese Students who go to Communist China for their "advanced" education normally proceed through Hong Kong, but it has been the policy of the local Government not to **interfere with them in a policy of "let them find out for themselves"** - a policy which appears to have returned some

dividends, judging by the outspoken comments of those disillusioned Chinese overseas students who have returned.

Nevertheless, the great majority remain in Communist China in the belief that opportunities denied them in the countries from which they have come do really exist in Communist China.

Nationalist China has been somewhat slow to offer opportunities of "advanced" education to overseas Chinese, but is now making amends, and suitable courses of instruction are now being held at Taiwan University and other Universities in Formosa.

Although the facilities available to the Overseas Chinese outside China itself to continue higher Chinese studies are being increased, they are not yet enough to meet the needs and therefore there is bound to be a drain of students to Communist China. But the openings outside China to those who have graduated at University level with a knowledge of Chinese only must remain restricted, and, apart altogether from the facilities available, there will be a tendency for ambitious youngsters who speak Chinese only to turn to their Fatherland where they can use their talents. The Chinese Peoples' Republic is alive to this, but its heavy-handed methods seem to have caused some revulsion of feeling, and the news that Taiwan is now prepared to welcome students who have been on the mainland must give to many of them hope of an alternative home, not only for education but for employment at the levels which their abilities merit.

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JAPANESE PEARLING ACTIVITIES.(Restricted.)

The Japanese Pearling Fleet has now departed from Australian waters to return to Japan.

The fleet, comprising 21 luggers, a mother-ship and a Japanese Government Fisheries Inspection Vessel, was operating

in waters off the Northern Territory, and North West Queensland coasts, since early June of this year.

During this period the fleet was entirely self-supporting; crews were not permitted to land on Australian territory, and lived continually on board under conditions that can only be described as squalid. In a seventy-five foot lugger live a crew of approximately twenty, and, although the average crewman is on the small size, there is very little room for him.

The Fisheries Inspection Vessel, "FUNAKAWA MARU", is a very fine little ship, 150 feet in length, with a draft of 9'6", and a 16-cylinder diesel engine giving a speed of 12 knots. It has a single, variable pitch screw. The ship was only completed last March. Equipped with the latest electronic material, it carries a Japanese version (in appearance) of Radar type 974, a 1956 model LORAN set (made in Japan), gyro and, of course, excellent echo-sounding gear.

The interior of "FUNAKAWA MARU" is very compact (the deckheads being approximately 5'7" high !), and very nicely panelled in a light-coloured wood. Again the quarters are very cramped for the numbers carried and not much attention if any, is paid to personal comfort.

It is interesting to note that although the ship has been completed only some six months, already signs of lack of maintenance were becoming very apparent, and it is evident that very little attempt is made to control rust, and no doubt in a year's time the ship will have acquired a very dilapidated appearance.

Manned by a Government crew, it carried in addition, a Senior Government Fisheries Inspector (Mr. Yaman), several Fisheries Research students and a representative of the Pearl Shell Fishing Company (Mr. Seiko). No interpreters were carried, and obtaining particulars of the ship was rather difficult in consequence.

The luggers used in the pearling operations are all basically similar in design, two of them being steel hulled and the remainder wood.

Diving operations take place in depths up to 25 fathoms (the maximum), although the Japanese prefer to dive in depths around 15 to 18 fathoms.

The shell itself must be $6\frac{1}{2}$ " in diameter before it can legally be taken, reaching this size in approximately 4 years. All shell taken is sold in Japan at a price between £A500-£A700 per ton depending on quality. U.S.A. is by far the biggest buyer.

The luggers proceed at a speed of $6\frac{1}{2}$ knots to their selected grounds, and on arrival stop engines and put over \dagger three divers, who work up to 50 yards from the lugger as it drifts across the bank. When the divers have been over for one hour they are brought to the surface. The lugger then gets under way and proceeds back to the starting point (normally marked by a dan buoy), and a relief three divers take over for the second run. This procedure is continued throughout the daylight hours.

The results of their fishing this season have for the Japanese been quite disappointing, their quota of 1,000 tons being largely unfilled. The finding of pearls is uncommon, although during this season a pearl was found which is claimed to be the third largest known in the world and worth several thousand pounds.

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SOUTH-EAST ASIA TREATY ORGANISATION. (Unclassified)

It is felt that only a comparatively few members of the R.A.N. have a clear understanding of the South East Asia Treaty Organisation and that even less have a proper appreciation of the R.A.N.'s relation to it.

The following article, which is unclassified and is written on broad lines, may serve to correct this situation, and free use of it may be made by Divisional Officers in providing instruction on the subject.

In Europe, as an outcome of the Western Union formed in 1948, there has been in existence since 1952 a collective defence organisation known as the North Atlantic Treaty Organisation and now composed of 13 European countries and the United States of America and Canada, whose object, briefly expressed, is to provide a counter to any further Communist expansion in Europe.

The South East Asia Treaty Organisation (S.E.A.T.O.-pronounced SEAT-o, and not SE-AT-O) is a similar concept, but with application to a different geographical area, as it is a measure designed to prevent further Communist aggression in South East Asia, although, as in the case of the N.A.T.O. Treaty, the word 'Communist' is not expressly indicated. It has its origins in a Treaty signed at Manila on 8th September, 1954, by representatives of the United Kingdom, U.S.A., Australia, France, New Zealand, Pakistan, the Philippines and Thailand, but it was not actually until 19th February, 1955, that the Treaty came into force, the delay being due to the time-lag before instruments of ratification were deposited by the participating Governments. It will be noticed that India, Burma, Ceylon and Indonesia are not participants; this applies also to the Netherlands although the Netherlands are a member of N.A.T.O.

It may be as well to recall the reasons for the setting-up of S.E.A.T.O. When World War II ended peace did not come to Asia. Instead there was witnessed a pattern of Communist-inspired insurrection, culminating in the violent assault on the territory of South Korea. In the Philippines a subversive movement, instigated and abetted by Communists, attempted to undermine the Government. In Malaya, terrorists endeavoured to spread the scourge of international Communism by murder and intimidation. In Indo-China, the Communist-led

Vietminh movement waged full-scale war in an endeavour to bring the countries of that area within the Communist orbit. Communist China was developing rapidly as a military power and there seemed a strong likelihood that South East Asia would be swallowed up by the Communists.

Articles of Manila Treaty.

The most important Articles of the Manila Treaty, which led to the establishment of S.E.A.T.O. are :-

"Article 4. (Part 1 only). Each party recognises that aggression by means of armed attack in the treaty area (defined initially in Article 8 as "the general area of South East Asia including also the entire territories of the Asian parties and the general area of the South-West Pacific not including the Pacific area north of Lat. 21° 30'N ") against any state or territories which the parties by unanimous agreement may hereinafter designate would endanger its own peace and safety and agrees that it will in that event act to meet the common danger in accordance with its constitutional processes. Measures under this paragraph shall be immediately reported to the Security Council of the United Nations."

Under Part 2 of Article 4 it is provided that aggression is not merely confined to instances of armed attack and this provision would cover subversion, etc.

Note: In a protocol to the Treaty, it is stated: "The parties unanimously designate for the purposes of Article 4 the States of Cambodia and Laos and the free territories under the jurisdiction of the State of Vietnam".

"The abovementioned States and territory shall be eligible in respect of the economic measures also."

(Of the territories which obtain protection under

the Protocol, Cambodia and Laos are Kingdoms, while South Vietnam is a Republic. While they are Sovereign States, all three territories come within the French Union and they have striven to preserve the development of their free political institutions in the face of Communism).

The United States added an important statement that it would take into account not only Communist aggression but any other form of aggression or armed attack.

"Article 5. The parties hereby establish a Council on which each of them shall be represented to consider matters concerning the implementation of Treaty. The Council shall provide for consultation with regard to military and any other planning as the situation obtaining in the Treaty area may from time to time require."

It should be noted, that, while providing for a collective defence system on a regional basis, the Manila Treaty does not (under Article 6) affect the rights of the signatories under the Charter of the United Nations or the responsibility of the United Nations for the maintenance of international peace and security.

Pacific Charter.

The signatories of the Manila Treaty also issued a declaration of the principles it involves. This declaration, known as the Pacific Charter, encourages the principle of equal rights and self-determination of peoples, and states that the participants will continue to co-operate in economic, social and cultural fields.

Machinery of S.E.A.T.O.

The permanent headquarters of S.E.A.T.O. are at Bangkok, but meetings may be held as and where decided. The most recent meeting of the S.E.A.T.O. Council of Ministers, which is the controlling authority and is composed of the Foreign

Ministers of the S.E.A.T.O. countries, was held at Karachi.

The machinery of S.E.A.T.O. covers both (a) the Military and (b) the Civil aspects of the obligations of the S.E.A.T.O. Powers under the Manila Treaty.

(A) MILITARY SIDE.

(1) The Military Advisers' Group.

This consists of Senior officers at the Chief of Staff or Theatre Command level of each member nation. Its main functions are Plans and Intelligence, and it keeps constantly under review the military measures by which Communist aggression and subversion directly affecting the Manila Treaty area can best be countered.

The Military Adviser's report to the Council.

(2) Staff Planners to Military Advisers' Group.

A group of Staff Planners conducts such planning activities as are required by the Military Advisers' Group. They also place before the Military Advisers' Group such matters concerned with the Security of the Treaty area as they deem necessary to be considered at that level.

Provision has been made for the setting-up of a Permanent Military Planning Office, on which the R.A.N. will be represented on the Planning Staff by an officer of the rank of Commander. It will absorb the small Permanent Military Secretariat previously established at Bangkok.

(3) Military Liaison Group.

A Military Liaison Group consisting of one Officer from each of the member nations has been established

at Bangkok, but, with the development now taking place in Planning, it will be disbanded early in 1957.

(4) Security Co-ordinator.

A Security Co-ordinator, on the staff of the Permanent Secretariat, studies military security problems and makes suitable recommendations.

(5) Public Relations.

A Public Relations Committee, consisting of a representative from each member nation, prepares public relations material as and where decided.

(B) CIVILIAN SIDE.

(1) The Council Representatives.

A body, consisting of Ambassadors or Charge d'Affaires of the various S.E.A.T.O. Powers stationed at Bangkok, considers measures for giving effect to those objectives of the Manila Treaty not directly associated with military matters and undertakes such special tasks as the S.E.A.T.O. Council may from time to time direct.

Working groups composed of specially qualified personnel meet at such locations as may be convenient and appropriate.

(2) Committee of Economic Experts.

Deals with special economic questions such as trade and development, arising out of the Treaty commitments.

(3) Committee of Security Experts.

Keeps itself posted with information concerning Communist subversive activities and propaganda within

or against the countries in the Treaty area and takes a part in the strengthening of local Security forces.

(4) Committee on Information, Cultural, Education and Labour Activities.

Acts in an advisory capacity in the matters indicated and also prepares suitable propaganda and information.

In order to increase the effectiveness of the Civilian side of S.E.A.T.O., the Council of Ministers have authorised the establishment at Bangkok of permanent, full-time machinery, comprising a Permanent Working Group, and Executive Secretariat, a Research Service Centre, a Public Relations Office and a Cultural Relations Office.

It will be seen from the foregoing that, although it has been in operation for so short a time, S.E.A.T.O., both as regards its Military and Civilian functions, is now established on more comprehensive lines than may be generally supposed.

Royal Australian Navy in Relation to S.E.A.T.O.

There are two specific sides to the Royal Australian Navy participation in S.E.A.T.O. These are :-

- (a) R.A.N. participation in the staff work and S.E.A.T.O. planning;
- (b) Participation by ships of the R.A.N. in support of S.E.A.T.O.

Members of the Naval Staff have been associated with S.E.A.T.O. since the beginning. Commander E.J. Peel, D.S.C., R.A.N. was present at the first S.E.A.T.O. Military Advisers meeting and also at the first Staff Planners meeting in the Philippines. Since then members of the Naval Staff have attended all S.E.A.T.O. Military meetings and have taken a full share in developing military plans in support of the Treaty.

A glance at the map of South East Asia should indicate why the navies of the S.E.A.T.O. countries have such an important part to play in the military side of the organisation. It is not possible to disclose the details of planning achieved, so far, but an interest in naval matters, including present and projected exercises, should make it abundantly clear the part the navy will play.

Hitherto, planning in the R.A.N. has been mostly confined to that concerned with the British Commonwealth or local Australian Defence plans. Now we are engaged in naval planning concerning the navies of 8 countries; besides being associated with individual Australian Services plans, we also join in inter Service S.E.A.T.O. planning.

So long as S.E.A.T.O. remains a viable organisation in the free world, ships of the R.A.N. will be operating in South East Asian waters in support of Australian commitments entered into in the Treaty. It will probably never be possible to state what these commitments are, since they can only be approved at the highest Government level and would, of course, disclose most secret information. The part the S.E.A.T.O. navies will play in any plans will be the normal roles of any navies engaged in traditional maritime work. Emphasis will remain on flexibility and mobility, supporting the concept of the "fire brigade" force. The idea of this force is to put out the fire as quickly as possible, in order that risk of its spreading will be avoided. There is always the danger in this concept that prompt action to put the fire out will cause an explosion, and this risk must be placed with others which must be taken at the time.

One thing is clear concerning the relationship of the R.A.N. with S.E.A.T.O., and that is that ships of the R.A.N. can expect to operate in South East Asian waters for many years to come.

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SECRET

Transit List

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

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