

SECRET

# Australia Station Intelligence Summary



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SECTION I.

R.A.N. AND OTHER COMMONWEALTH NAVIES.

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

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(a) ROYAL AUSTRALIAN NAVY.

H.M.A.S. JUNEE.

Prior to sailing from Fremantle on a recent training cruise, H.M.A.S. JUNEE embarked three officers of the C.S.I.R.O. who took the opportunity of trying to locate a bank which it was thought might exist about 100 miles west of Rottnest Island. The ship's echo-sounder was kept running continuously and at various positions the scientists obtained samples of the ocean bed and sea water. Plankton nets were used, and the discovery of the small creatures, or plankton, which teem in the sea, but are never seen unless caught in nets, created much interest onboard. To the research workers each haul was filled with excitement, and when the drag revealed crayfish larvae 60 miles from the coast, their jubilation knew no bounds.

Although no undersea mountain was discovered, and, in fact, the cruise seemed to dispel such a theory, the CSIRO team stated that they had achieved more during their two days onboard JUNEE than they could normally have expected in many months.

\* \* \* \* \*

H.M.A.S. MELBOURNE.

The following are some details of the performance of H.M.A.S. MELBOURNE during her first year in commission :-



Total distance steamed.	34,281 miles.
Total hours under way.	2,560
Number of catapult launchings:-	
Day ...	496
Night ...	89

No. of deck landings :-

Day ... ..	1,029
Night ... ..	240
Sorties ... ..	342
Hours ... ..	138

The following ports were visited :-

Liverpool,	Plymouth,	Weymouth,
Portsmouth,	Le Havre,	Glasgow,
Gibraltar,	Naples,	Malta,
Aden,	Colombo,	Fremantle,
Melbourne,	Sydney,	Brisbane,
Darwin,	Singapore,	Hong Kong, and
Manila.		

\* \* \* \* \*

#### H.M.A.S. EMU.

H.M.A.S. EMU, under tow by H.M.A.S. FREMANTLE, arrived Darwin on 24th November, 1956, to take up Northern Patrol duties. EMU sailed from Sydney on 17th October on completion of refit at Garden Island and arrived Brisbane 20th October. A serious defect in the main engine delayed departure from Brisbane until 17th November. On 20th November when in the vicinity of Hannibal Island in the Inner Reef passage, a further engine defect developed. This was found to be too serious for the Ship's staff to make good and EMU was

obliged to request assistance. H.M.A.S. FREMANTLE was in the vicinity and was ordered to tow EMU to Darwin. The tow was commenced on 21st November and carried out without difficulty.

\* \* \* \* \*

#### Departure of H.M.S. TELEMACHUS for Singapore.

The submarine H.M.S. TELEMACHUS (Lieut.-Cdr. P.R. Day, R.N.) departed Sydney on 4th January for Singapore (via Cairns) and arrived Singapore on 23rd January.

Early on 5th January, her trip was interrupted by a report from H.M.A.S. SPRIGHTLY of the disappearance overboard off Port Macquarie of an Able Seaman. The submarine joined the tug in searching for the missing rating, but as no trace could be found of his body, TELEMACHUS proceeded on her voyage.

After refitting at Singapore, TELEMACHUS will complete a tour of duty on the Far East Station.

\* \* \* \* \*

#### Sale of Former O.M.S. Vessels.

Four former O.M.S. vessels held in Reserve at Greening Cove, Garden Island, W.A., have recently left Fremantle under tow for Hong Kong. They were DELORAINNE and LITHGOW, which left Fremantle on 9th January under tow of the Dutch Tug "LOIRE", and the HORSHAM and TONGSVILLE under tow of the "OOSTZEE", which left on 14th January.

All four vessels have been purchased by the Delta Shipping Co. of Hong Kong and will be broken up for scrap.



Three other O.M.S. vessels, PARKES, GLENELG and KATOOMBA are at present awaiting disposal.

\* \* \* \* \*

(b) ROYAL CANADIAN NAVY.

H.M.C.S. BONAVENTURE.

H.M.C.S. BONAVENTURE, the Royal Canadian Navy's first Canadian-owned aircraft carrier, was commissioned at Belfast, Northern Ireland, on 17th January.

A light fleet-class carrier, she has an angled deck, steam catapults and stabilised deck-landing mirror aids.

Her aircraft are the Banshee jet fighter and the anti-submarine Tracker.

To reduce topweight, aluminium was used where practicable in the carrier's superstructure and most of her secondary bulkheads are of marinite panelling. She is 700 feet long with a beam of 80 feet, excluding the angled deck.

\* \* \* \* \*

Canadian Personnel Serve in H.M. Submarine.

With a complement of 30 R.N. and 30 R.C.N. personnel, H.M. Submarine ALLIANCE recently arrived in Halifax from the U.K. to join the 6th Submarine Squadron.

ALLIANCE, which is the first submarine to carry such a high percentage of Canadian crew members, will exercise with Units of the Canadian Fleet.

\* \* \* \* \*



H.M.C.S. BUCKINGHAM.

The Royal Canadian Navy is installing a helicopter platform on the frigate BUCKINGHAM to determine the feasibility of helicopter reconnaissance from escort vessels. The experiments are expected to be completed by the end of this year.

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S E C T I O N II.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).

J A P A N .Lease of Naval Vessels from U.S.A. (Unclassified.)

The Japanese Defence Agency has asked the U.S.A. for the lease of two 2,100-ton destroyers and some 320-ton minesweepers during the next fiscal year to replace the leased LSSL's which are now considered obsolete and are to be returned to the U.S. gradually from the end of January.

The matter of the request for the release of a cruiser as a Flagship has yet to be resolved.

New Naval Construction. (Unclassified).

The Mitsubishi Shipbuilding Company delivered to the Maritime Self-Defence Force on 15th December, 1956, the first of a new type of Motor Torpedo Boat constructed of light alloy.

It is equipped with two 2,000 HP diesel engines and armed with two torpedo-launchers and a 40 m.m. machine gun. Its speed is estimated at 31 knots.

The Defence Agency has also ordered the construction of two 1,800-ton destroyers and two 300-ton minesweepers.



Submarine Salvage. (Unclassified.)

Success seems to be almost at hand in the salvaging of the 1,869-ton Japanese submarine I-179 which sank during trials in the Inland Sea in 1943 with her entire crew of 107.

Efforts to recover the submarine have been going on since 1952, and the Hokusei Salvage Company has at last succeeded in shifting her to shallower water.

\* \* \* \* \*

COMMUNIST CHINA.Soviet "P6" or "627" M.T.B.'s.

There is now firm evidence indicating that the Soviet "P6" or "627" type M.T.B. is operational in the Chinese Communist Navy.

Characteristics of this class of M.T.B. are as follows :-

Displacement	...	45 tons
Length	...	70 feet
Beam	...	19 feet
Draft	...	5 feet
Armament	...	4 - M.G. (twin) 2 - 21" T.T.
First of Class	1953	
Speed		40/50 knots
H.P.		4,500
Fuel		Gasoline. Capacity 9 tons.

\* \* \* \* \*

SOUTH VIETNAM.Projected Visit of Vietnamese Naval C.-in-C to U.K. and U.S.A.

The Commander-in-Chief of the South Vietnamese Navy (Commandant Le Quang My), accompanied by four staff officers, plans to visit the United States and the United Kingdom during February and March. The object is to study training methods in the two countries.

South Vietnam Cadets for U.S. (Confidential).

160 Cadets who graduated from the Dalat Military Academy on 22nd December, 1956 with the rank of 2nd Lieutenant, will shortly leave for the United States to undergo a six-months basic training course, after which a selected number will attend a further specialist course for varying periods.

\* \* \* \* \*

BURMA.Visit of Chinese Military Mission. (Confidential).

During January a Communist Chinese Military Mission composed of 14 Service Officers paid a three-weeks visit to Burma in return for one paid by a Burmese Mission to Communist China last year.

In addition to visiting Rangoon the Mission toured the Shan States and the Tenasserim area.

\* \* \* \* \*



THE MALDIVES.R.A.F. Staging Post to be Established on Gan Island.

A Treaty has just recently been signed between the United Kingdom and the Sultan of the Maldives for the establishment under a lease having a tenure of 100 years, of an R.A.F. Staging Post on Gan Island to replace the Air Base at Negombo (Ceylon), which, through the attitude of the Ceylonese Government, the R.A.F. are obliged to ~~surrender~~.

During the war the U.K. constructed an airfield on Gan Island. However, the runways have fallen into a state of disrepair.

With the introduction of long-range aircraft into the R.A.F., the establishment of this staging post will make possible a shorter direct route between the United Kingdom and Australia and the Far East, flying across the Indian Ocean.

An article on the Maldives is included in Section V of this issue of A.S.I.S.

\* \* \* \* \*

U. S. A.

Guided Missiles. (Restricted).

The infra-red air-to-air missile "Side Winder" is in operational use in one carrier in each of the 6th and 7th Fleets - U.S.S. RANDOLPH and U.S.S. BONHOMME RICHARDS.

"Side Winder" provides the fleet with a rugged, inexpensive weapon capable of operating against high-

performance-type aircraft. Extensive testing and evaluation have demonstrated that "Side Winder" is reliable and can destroy enemy fighters or bombers from sea level to altitudes of over 50,000 feet. "Side Winder" also will be employed in air defence of the continental United States.

"Side Winder" represents a new approach to weapons systems for defence against supersonic aircraft. This new missile has very few moving parts and no more electronic components than an ordinary radio. The simplicity of "Side Winder" makes it possible for men to handle and assemble this missile without undergoing any specialised technical training. Navy and Marine pilots will require little or no special flight training to effectively use "Side Winder" against enemy aircraft.

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

(This Section contains both SECRET and CONFIDENTIAL information)

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U. S. S. R.

Merchant Shipbuilding in the U.S.S.R.

With the exception of a tanker-building programme which began in 1950-51 at the Krylov (ex-Marti) Yard at Leningrad and the Nosenko (South) Yard at Nikolayev, Soviet shipbuilding facilities have been used almost exclusively since 1945 for naval construction, and Soviet merchant ship requirements have been met by orders placed with Western and Satellite shipyards.

During 1954, it became apparent that the major feature of post-war Soviet naval shipbuilding, the cruiser construction programme, was nearing completion. This was followed in July, 1955, by evidence that Satellite shipbuilding countries were seeking markets other than the Soviet Union for their products.

There is now sufficient information available to show that much of the skilled labour and some of the yard capacity available has been switched since 1955 to merchant shipbuilding of some sort. On the other hand it should not be assumed that Soviet ability to build naval vessels has been in any way impaired.

The situation may perhaps be most realistically described as the use of capacity, which would otherwise have been idle, during a phase in the naval programme



necessitated by a switch to more modern and perhaps less conventional ships in some of the major categories.

The total deadweight tonnage of ocean-going merchant ships and tankers to be built during the Sixth Five-Year Plan (1956-60) is 630,000 tons.

\* \* \* \* \*

## J A P A N .

### Japan Ex-Servicemen's Federation.

In November an organisation, the Nippon Goyu Renmei (Japan ex-Servicemen's Federation) was formed in Tokyo. It claims a total membership of 1,100,000 ex-servicemen with local branches in every prefecture in the country. Its formation is the culmination of moves in recent years to organise on a national basis the various ex-Servicemen's organisations which have been established in Japan since the signing of the Peace Treaty in 1951.

The President of the Ex-Servicemen's Federation is Kenkichi Ueda, formerly Commander of the Kwangtung Army in Manchuria. Other officials of the organisation include a number of former Flag and Field Officers.

The first aim listed in the organisation's constitution is to "popularise the idea of national defence and to promote a civil defence movement." This has been explained as giving indirect and moral support to the existing Self-Defence Forces, and the development of the Federation so that it might eventually become an "unarmed militia" in itself. Politically it claims to aim at a middle-of-the-road policy siding neither with Leftists nor Extreme Rightists.



New Japanese Cabinet.

The new Prime Minister of Japan, Mr. Ishibashi, has now chosen his Cabinet. None of the selected Ministers held portfolios in the Cabinet led by Mr. Hatoyama, whom Mr. Ishibashi has succeeded.

The new Foreign Minister, Mr. Nobusuki Kishi, aged 60, is a relative newcomer to politics but is said to be resourceful and tactful. He has been Secretary-General of the Liberal-Democratic Party since June 1955 and visited the United States with the late Mr. Shigemitsu (the former Foreign Minister) in August and September last year to discuss Japanese defence arrangements and the revision of the U.S.-Japanese Security Treaty.

Trials of S.S. "UNIVERSE LEADER".

Some details have been received of the trials of the world's largest tanker, S.S. "UNIVERSE LEADER" (83,000 tons deadweight) built in Japan by National Bulk Carriers.

The ship was ballasted with 58,000 tons in the tanks and managed to make 17.1 knots in this condition with her single screw. In trials from Full Ahead to Full Astern, sternway was gathered in  $8\frac{1}{2}$  minutes from revolutions of 120 to 105 astern in one-and-a-half minutes.

The ship handled extremely well and the trials were free from any major difficulty.

\* \* \* \* \*

O K I N A W A .Possible Renewal of Agitation for Return to Japan.

Agitation for the return of Okinawa to Japan is likely to be sharply revived following upon the election



of Kamejiro Senaga, leader of the Communist-controlled Okinawa People's Party, as Mayor of Naha, Okinawa.

Mr. Senaga, who recently completed a two-year prison term for his part in a case concerning Japanese hidden on the Island after being served with deportation orders, has always been bitterly anti-American and has, since 1947, carried out a systematic campaign demanding the return of Okinawa to Japan.

\* \* \* \* \*

### COMMUNIST CHINA.

#### Construction of Tanker at Dairen.

Construction of a 7,000-ton tanker has started at the yards of the Dairen Shipbuilding Company. Completion date should be towards the end of 1957.

The tanker, which is designed for a speed of 13 knots, will be powered by two 1,200 h.p. engines and will be the largest ship yet constructed in Communist China.

#### Civil Aviation Developments.

Ceylon and Communist China are understood to have reached agreement on an extension of the "Air Ceylon" route beyond Bangkok to Canton. Representations for extension to Shanghai and Peking have been unsuccessful.

Although a Sino/Burmese air agreement was implemented in May, 1956, the service so far is being conducted by Chinese aircraft only.

A modern airport capable of taking all types of aircraft is being built on the outskirts of Peking.



The main runway, radar-equipped control rooms, a railway, and a highway leading to the city, are all said to be approaching completion.

\* \* \* \* \*

### T I B E T.

#### Anti-Communist Resistance.

There is still evidence of anti-Communist resistance in Tibet and disaffection is now reported to have spread to the warlike Khamba tribes. These people reside on the east and west banks of the Yangtse River, and their activities are said to have affected an area lying along the traditional main route into China.

The outcome is obscure; if the revolution can be confined to its present mountainous locale, it could continue for years without causing any undue disruption to the Communists; if it spreads into Tibet proper, large-scale punitive action may be necessary.

\* \* \* \* \*

### NATIONALIST CHINA.

#### Joint U.S./Nationalist China Shipbuilding Enterprise.

The Ingalls Shipbuilding Corporation (U.S.) and the Taiwan Shipbuilding Company are understood to have formed a joint enterprise which will undertake the construction at Keelung of two 32,500-ton tankers.

This will be by far the most ambitious shipbuilding programme yet undertaken in Formosa. Present facilities at the shipyard include two dry docks of 712 and 540 feet respectively, and three fitting-out berths, 700, 480, and 400 feet long.

\* \* \* \* \*



NORTH VIETNAM.Reports of Unrest.

There are still signs of unrest in North Vietnam following upon disturbances near the 17th parallel last November.

Refugees have reported that the immediate cause of these disturbances was dissatisfaction with land reform, and the failure of the Government to implement promises, made in October, that there would be improvements and an easing of repression.

As a result of the disturbances, the Government dealt firmly with intellectuals who had been pressing for democratic reforms, and in December a decree was published banning press criticism of the Government.

However, the major problems of agrarian unrest and general dissatisfaction with living standards have still to be solved and the atmosphere remains troubled.

\* \* \* \* \*

SOUTH VIETNAM.Japanese Dockyard Technicians for Saigon.

It is reported that agreement has been reached for a group of twenty Japanese dockyard technicians to work in the Saigon Dockyard. It is believed that this represents merely an advance guard for a larger contingent for such work.

\* \* \* \* \*



T H A I L A N D .Bangkok Port Developments.

The International Bank has granted a loan of approximately £A.1,700,000 to Thailand to finance the purchase of three new dredgers for use at Bangkok to maintain depths in the bar channel and at the berths.

In 1950 the Bank granted a loan to Thailand to facilitate dredging and improvements at Bangkok to make the port suitable for vessels of up to 10,000 tons. This work has now been completed.

\* \* \* \* \*

B U R M A .Possible Development of a Textile Industry under Japanese Reparations.

Under the Burma-Japan Reparations Agreement (signed on 25th September, 1954) the Japanese Government promised to invest, as a loan, approximately £25 million in Japanese-Burmese enterprises; however, the Burmese are experiencing difficulty in making progress with the Japanese for the implementation of this plan.

The Burmese want to use these funds to develop a textile industry, but this may run counter to the interests of Japan, which has a considerable export trade to Burma in cotton textiles.

Burma hopes to be growing sufficient cotton for her own needs within three years, and, if she can manufacture her own textiles, a considerable amount of



foreign exchange will be freed for other purposes. Approximately £14 million was spent in 1954-55 on importing thread and cotton textiles.

\* \* \* \* \*

### C E Y L O N .

#### Diplomatic Missions-U.S.S.R. and Communist China,

Ceylon is shortly to establish Diplomatic Missions in the U.S.S.R. and Communist China.

Ceylon's Ambassador-designate to the U.S.S.R. is Dr. G.P. Melalaskera, Dean of the Faculty of Oriental Languages at the University of Ceylon and President of the World Federation of Buddhists.

Her Ambassador-designate to Communist China is Wilmot A. Perera, former Independent Member of Parliament and Vice-President of the Ceylon-China Friendship Association.

\* \* \* \* \*

### I N D O N E S I A .

#### Political Situation Following Sumatra Revolt.

Because it is out of sympathy with the Government's handling of the situation in Sumatra, the Masjumi Party has withdrawn from the Cabinet, in which it has had five Members. The Perti Party (a small Muslim Group), which had one Member in the Cabinet, has followed suit.

The P.N.I. (Nationalist Party) still remain in power and so far have not dared to fill the vacancies with members of the P.K.I. (Communist Party). It is



thought that the Army in Djakarta, under General Nasution, has made it quite clear that they will not accept P.K.I. members in the Government.

\* \* \* \* \*

S E C T I O N   I V .

A U S T R A L I A   S T A T I O N   I N T E L L I G E N C E .

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

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F R E M A N T L E   H A R B O U R .

As part of the overall improvement plan for the Fremantle Harbour, the Harbour Trust will shortly complete a new £300,000 power supply programme after two years work. The work involves the installation of a 6,600 volt high tension ring-main around the harbour with five sub-stations with transformers to break the high tension current down to 440 and 250 volts. Current will be fed into the system from the South Fremantle power house. Power will be available at all berths in the harbour, the supply to each berth being separately controlled and metered.

\* \* \* \* \*

I L M E N I T E   P L A N T ,   B U N B U R Y .

It has been announced that Cable (1956) Limited (Cable Oil Syndicate) will take over from Perron Bros. Ltd., the ilmenite plant on the northern shore of Koombanah Bay.

Cable Limited intend to install new machinery and to step-up the production of ilmenite to 100,000 tons annually.

\* \* \* \* \*



KWINANA REFINERY (W.A.).

January 11th 1957, marked the end of the second year of operation of the refinery jetties at Kwinana. The jetties, and the refinery, were officially opened by the arrival of the 15,858-ton tanker "BRITISH CRUSADER" in January, 1955. Since that date, tanker turn-round has numbered 434. In 1956 tankers berthing numbered 235 compared with 199 in 1955.

The majority of the tankers have worked between the ports of Kwinana and Mina al Ahmadi. Shipments of refined products have been made to most Australian fuelling ports and overseas shipments to New Zealand, India and Pakistan.

\* \* \* \* \*

SHIPMENTS OF COPPER ORE TO JAPAN FROM ESPERANCE (W.A.).

A group of Japanese businessmen recently visited the towns of Ravensthorpe and Norseman to arrange for the shipment of copper ore to Japan from Ravensthorpe. The negotiating companies are the Mitsui Mining and Smelting Co. of Japan and Ravensthorpe Copper Mines.

Mr. O. Fishiwaki, a director of the Japanese company, stated that ore samples from Ravensthorpe have been found to be very satisfactory. His company were prepared to take as much ore as they could get, provided the price remained satisfactory.

The company is negotiating with the Knutsen Line to arrange shipment of the ore, Knutsen Line ships are at present running a regular service from Fremantle to Singapore, Hong Kong, Yokohama, Vancouver, Los Angeles



and San Francisco. It is hoped to arrange regular shipments every three weeks from the port of Esperance.

\* \* \* \* \*

NORTHERN TERRITORY.

Rutile Sands, Bathurst Island. (Restricted).

With reference to A.S.I.S. No.46, Dowsett Engineering (Australia) Limited have commenced operations for the extraction of mineral sands (principally rutile) from Bathurst Island.

At the end of November heavy machinery and stores were shipped to the island by Landing Craft and bull-dozing was commenced immediately.

Captain S.H.K. Spurgeon, D.S.O., O.B.E., R.A.N. (Retired), formerly N.O.I.C., North-West Australian Area, who is acting as the Northern Territory representative of Dowsett Engineering (Australia) Limited, states that the deposits of rutile on Bathurst Island are even greater than was at first estimated.

Visit of Dutch Tanker.

The Dutch tanker "OVULA" arrived at Darwin on 3rd December from Singapore with a cargo of 8,613 tons of oil fuel for the Shell Company. She departed on 5th December for Balik Papan.

Her crew consisted of 13 Dutch officers and 37 Chinese (Cantonese), who, in the opinion of the First Officer, were far from satisfactory.



### Rice Project.

R.A.A.F. personnel and heavy earthmoving equipment were called in to assist in building a mile-long dam on the rice fields. This dam was needed urgently and the R.A.A.F. undertook the job after representations to the Department of Territories in Canberra. Neither Territory Rice Ltd., the Works Department nor any other organisation in the Northern Territory had the right equipment for the job.

\* \* \* \* \*

### NEW CALEDONIA.

#### Iron Ore.

The Broken Hill Proprietary Co. Ltd., has entered into a contract with Societe Caledonienne Mineral de Fer, under which it will obtain 160,000 tons of iron ore per annum for shipment to Newcastle from Prony Bay, South Coast of New Caledonia. The first shipment took place in October.

A loading installation capable of handling 600 tons of ore per hour is being constructed at Prony Bay.

The ore, which is extracted from the Plaine des Lacs field, contains 19 per cent of nickel, and for steel production it will be blended with Australian iron ore.

Prior to the War a Japanese company was engaged in the extraction of iron ore from the Plaine des Lacs field, but Goro was used as the port of shipment.

#### Nickel.

Societe le Nickel is increasing the capacity of its Smelting Works at Point Doniambo, Noumea, by means of the installation of four new electric furnaces, each



of 13,500 k.w., three kilns for pre-heating the nickel ore, and some small electric furnaces and converters used for refining. Other equipment being installed comprises new handling equipment for nickel ore and for coal and coke; also a large hangar and a system of belt conveyors. This will raise the capacity of the Point Doniambo smelter, where 1,400 men are employed, to 20,000 tons per annum.

As a result of the extension of the plant at Point Doniambo, Societe le Nickel will increase its imports of coal and coke from Australia to 200,000 tons and approximately 80,000 tons per annum respectively, the coal being obtained from Newcastle and the coke from Port Kembla and Bowen.

Japan is buying large quantities of New Caledonian nickel ore for smelting in Japan.

#### Yate Hydro-electric Scheme.

The capacity of the hydro-electric plant at Yate, East Coast of New Caledonia, is to be considerably increased, the object being to overcome dependence upon Australian coal and coke for the smelting of nickel.

The Yate hydro-electric scheme will be operated by a company to be known as Enercool, which will operate on a concession of at least 75 years. It is estimated that when the scheme is completed the output will be 1,000,000 k.w. hours per day.

\* \* \* \* \*



PORTUGUESE TIMOR.Population Statistics.

The population of Portuguese Timor at the latest Census was 442,268, made up as follows :

Portuguese:	568
Half-Castes:	2,022
Chinese:	3,128
Indians:	48
Negroes:	54
Timorese:	436,448

Economic. (Confidential).

Expressed in Australian currency, the value of imports into Portuguese Timor for the ten months ending 31st October, 1956, was £640,540 and the value of exports for the corresponding period was £607,450.

The principal exports were : Coffee (£456,000), Copra (£52,700) and Rubber (£54,300).

There is growing dissatisfaction amongst merchants and others in Dili, the capital, concerning what is described as the adverse economic position of the Colony. It is claimed that the situation has been largely brought about by the Governor's failure to appreciate that the country's economy depends on what it can sell. Emphasis is laid on the new works programme for the port of Dili, which is represented by costly houses - many more yet to be constructed - and Administration buildings at present under construction, all of which are architecturally unsuitable to the area and more appropriate to Portugal.



Criticism is also levelled at the costly airport administration building at Dili, which has a control tower without instruments, as against an airstrip (unsealed) which can only take an aircraft such as the "Dove" or similar type.

In an endeavour to rectify matters, the Portuguese Under-Secretary for Overseas Affairs recently paid a visit to Portuguese Timor, and it will be interesting to see whether any practical results will arise from his investigations. A possible outcome will be a scheme for fostering agricultural development with Government assistance.

#### Airfields. (Restricted).

The following airfields are at present in use or useable :

Dili: Latitude  $08^{\circ}31'$  South, Longitude  $125^{\circ}30'$  East. Two runways: North-South, 2,575 x 175 feet, West-East 3,300 x 190 feet. Grass surface. Could be a hazard for about 24 hours after prolonged heavy rains.

Bacau: Latitude  $08^{\circ}28'$  South, Longitude  $126^{\circ}23'$  East. One runway, 5,900 x 240 feet. Runway has grass surface but is of hard coral rock. Regarded as an all-weather runway. Radio facilities, including Radio Beacon.

Oecussi: Latitude  $09^{\circ}15'$  South, Longitude  $124^{\circ}16'$  East. One runway, 3,600 x 170 feet. It has a grass surface and could present a hazard for several hours after prolonged heavy rains.



Mariana: Situated on the Numura Plains, approximately 14 miles by road from Bobonaro. Runway is about 3,400 feet in length with a grass surface. This airfield is seldom used.

NOTE: No fuelling facilities are available at any of the airfields.

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### SHIPPING INFORMATION.

#### Sale of "WONGALA".

The interstate freighter "WONGALA", formerly the Antarctic research ship "WYATT EARP", has been sold to the Sydney-Ulverstone Shipping Pty.Ltd., and renamed "NATONE".

After a trip to Lord Howe Island, "NATONE" has been engaged exclusively in the Sydney-Ulverstone trade.

#### Burns, Philp & Co. Ltd's. new vessel M.V. "MONTORO".

The latest addition to the Burns Philp fleet of island vessels, M.V. "MONTORO" (2,400 tons gross), launched at Oslo on 1st September, 1956, sailed from the Norwegian port during December for Brevik, en route to London.

From London, the "MONTORO" will proceed via the Panama Canal for Port Moresby, Lae, Madang, Rabaul and Sydney, arriving in Australia during March.

#### Southern Shipping Co.Ltd.

The Newcastle and Hunter River Steamship Company Limited has changed its name and trades under the title of "Southern Shipping Company Limited".

Wreck of S.S. "SAN ANTONIO".

Whilst on a voyage from New Zealand to Japan with a cargo of scrap-iron, John Manners & Co. Ltd's vessel "SAN ANTONIO" (3,702 tons gross) ran aground on 6th January on a reef on the North-West coast of New Caledonia after losing her propeller in a cyclone.

The French naval repair ship "VULCAN", based (or temporarily based) on Noumea, rescued the crew, and later the ship was written off by Lloyds as a total loss

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INTELLIGENCE OFFICERS IN H.M.A. SHIPS.

Lieutenant-~~Commander~~ A. G. Dunne, R.N., has assumed the duties of Ship's Intelligence Officer in H.M.A.S. QUEENBOROUGH.

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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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GULF OF AQABA. (Confidential)

The Gulf of Aqaba, the 100-miles long indentation from the Red Sea separating the Sinai Peninsula (Egyptian territory) and the Southern extremity of Israel from Saudi Arabia and the southern extremity of Jordan has come under considerable notice through the efforts the Israeli Government has been exerting to use it as an outlet for trade with East Africa, the Indian Ocean and Asia and to ensure freedom of navigation in the Gulf.

The principal impediment to the movement of Israeli shipping until Israel's hostilities with Egypt was a fortified <sup>Egyptian</sup> post at Ras Nasrani on the Western shore of the Gulf commanding its entrance and occupied by about a battalion of Egyptian troops, billeted in underground barracks, and fortified with 6-inch naval guns. This post was taken by Israeli forces and remains for the present at least under Israeli control.

Two islands, namely Jez Tiran and Jez Sinafar, also command the entrance to the Gulf of Aqaba. They are uninhabited, waterless and barren; but Israel is not prepared to surrender possession of them until adequate guarantees are given for free navigation in the Gulf.

In the past the only port in the Gulf of Aqaba



which by any means could be described as such is Aqaba, lying at the head of the Gulf and which is in Jordan territory, but the Israeli Government has been developing a port at Eilat (or Elath) which is situated in the N.W. corner of the Gulf. Here a stone quay, protected by a mole, has been erected, but, unless dredging has been carried out, the depth of water alongside the quay itself is such that only small boats and lighters could come alongside. A number of storage sheds have been erected. There is a W/T station at Eilat and also an airstrip in the vicinity. At present two of Israel's five frigates are stationed at Eilat.

Besides serving as an outlet for the export of phosphates and other products, Eilat could develop considerably in importance once the pipe-line to Beersheeba (thence Haifa) is completed. This is expected to take place during March.

A recent press report states that Israel has suggested that whilst the Suez Canal remains blocked, use could be made of the land route from Haifa to Eilat for the transit of cargoes, but, owing to the long haulage and the stevedoring involved, this would appear to be a costly undertaking.

The facilities at Aqaba, Jordan's port on the Gulf of Aqaba, consisting mostly of various lighter quays and jetties, have deteriorated in recent years. Through the influx of refugees, the population has increased to almost 2,000. Local buildings include a Customs House, a military hospital and a fort.

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THE ADEN PROTECTORATE.  
(Confidential)

The Aden Protectorate (as distinct from the Colony of Aden) covers an area of about 112,000 square miles and consists of the territories and dependencies of Arab Chiefs, most of whom are in treaty relations with the United Kingdom.

From the time of the first British landing in Aden in 1839 the task of the United Kingdom Government has been to assist the Protectorate rulers to prevent acts of lawlessness. This task fell initially to the Army and later to the R.A.F., assisted by the Army. The local Security forces comprise the Aden Protectorate levies, Government Guards and the Hadhrami Bedouin Legion.

The traditional enemies of the Aden Protectorate are Saudi Arabia and the Yemen. Since he recovered his status in 1919 as ruler of the Yemen, the Imam has never ceased to plan ways and means of repossessing the territory which had been ruled by his forefathers before the Turkish occupation late in the 19th century.

For their part, the Saudi Arabian Government laid claim in 1935 to the whole of the Rub-al-Khali (The Empty Quarter). Despite ensuing discussions in 1937 and the proposal of such arbitrary boundary lines as the Riyadh Line, the Saudi Line, the Violet Line, and later His Majesty's Government Line, none of these proposals has ever been ratified. The frontier with Saudi Arabia remains for all practical purposes a general zone rather than a line.

Apart from this disagreement about the frontier with Saudi Arabia, both the Yemen and Saudi Arabia have recently evinced a strong interest in the affairs of the Protectorate. They have made it their business



to try to discredit British influence in the Protectorate by provoking a series of incidents along their respective frontiers and by even accusing us, as recent events have shown, of acts of aggression.

During recent months there has been increasing trafficking in arms in both the Western and Eastern border areas of the Aden Protectorate. Qa'taba is one of the Yemeni issuing centres for such arms to Aden Protectorate rebel tribal elements.

The dissident elements within the Protectorate, spurred only by the prospects of personal gain, have always been a ready and welcome instrument in the hands of the Saudi Arabian and Yemeni Governments in their bid to undermine British authority in the Protectorate.

During December, 950 Aden Protectorate tribesmen visited Qa'taba, and recently one group of such rebel tribesmen were informed that no further aid would be forthcoming from Yemen for two months as they had not been sufficiently active.

Under existing conditions, it is certain that both the Yemen and Saudi Arabia, well supplied by Egypt (with whom they have a Military Pact, signed in August, 1956), will continue to press their claims to the Protectorate. Meanwhile, we have offered to the rulers of the Protectorate a scheme for the ultimate complete or partial federation of the Protectorate States with a view to the eventual functioning of the Protectorate on a federal basis.

At present the Aden Protectorate is divided into the West Aden Protectorate and the East Aden Protectorate. The former consists of 8 sultanates, 2 amirates, and 7 sheikdoms. The East Aden Protectorate comprises the Hadhramaut (consisting of the Qu'alli State of Shihr and



Murkalla and the Kathiri State of Sciyun), the Mahri Sultanate of Qishn and Soqotra, the Wahidi Sultanates of Bir Ali and Balhaf, and the Sheikdoms of Irqa and Haura.

The population of the Aden Protectorate is estimated at 800,000. The predominant occupation of the population is agriculture; sheep and goats are reared and fishing is engaged in on the coast.

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### THE MALDIVES.

The Maldives, low-lying, coral atolls, covering an area of 115 square miles and composed of 2,000 islands, are situated 400 miles S.W. of Ceylon.

They suffer from an unhealthy climate, due partly to the unvarying temperature throughout the year and partly to the prevalence of lagoons and swamps in the area. April and May are the wettest months, though the south-west monsoon, blowing from June to September, also brings squally and rainy weather.

The Islands are fairly well wooded and coconut trees are extensively planted. A small amount of cotton is grown and cowri shells are found in large quantities. Fishing, including turtle-catching, is the main industry. It provides basic food for local consumption, and is the Maldives' only export. Other occupations engaged in are basket-making, cloth-making, jewellery manufacture and lacquer-work.

Only 200 of the 2,000 islets are occupied, and the population, which is believed to be about 93,000 is a mixture of Arab-Sinhalese. Until the middle of the twelfth century the people were Buddhists, but at about this time the population were converted to Islam.



Mohammedan Sultans or Sultanas have ruled the islands for eight centuries except during a brief period of Portuguese occupation in the sixteenth century and a briefer Republican experiment in 1953.

In 1887 a Treaty of Friendship was signed with the United Kingdom, under which the British Government was to handle the Sultan's foreign affairs, and in 1953 the Maldives renewed the treaty guaranteeing their direct relationship with Britain. The United Kingdom High Commissioner in Colombo acts as the Sultan's adviser on external relations.

Under the Sultan, the internal affairs of the Maldives are governed by a Council of 52 elected members and six appointees of the Sultan. The Council sits for three sessions each year, and is elected every five years. The Prime Minister is elected from the Council by the Councillors themselves, and Heads of Departments are chosen by the Sultan. There is no opposition party.

Chartered vessels make occasional trips to and from Ceylon or India, but otherwise communication is mainly by means of small local native craft. A W/T station is established at Male Island.

The capital of the Maldives is on Male Island, which extends for one mile east to west, and half a mile north to south, and has a population of 8,000.

Addu Atoll, the most southerly atoll of the Maldives Archipelago, stretches ten miles east to west and  $6\frac{1}{2}$  miles north to south. It is shaped like a half-moon, and has a broken coastline. There is a splendid natural harbour in the lagoon, capable of giving sheltered anchorage to a large number of vessels. There are no quays in the atoll, but on Hitaddu and Gan Islands there is a tubular steel jetty which can accommodate small craft with a draught of up to 5 feet.



Midu and Hitaddu are the two chief islands in the group but it is on Gan Island, the most south-westerly in the group, that the United Kingdom is to establish an R.A.F. Staging Post.

During the war the United Kingdom established air bases in the atoll, including one on Gan Island, but they have since fallen into disrepair. The R.N.A.S. Aerodrome on Gan Island had three coral and earth runways, 1,655, 1,200 and 1,000 yards in length. The R.A.F. maintained a flying boat base at the south-east end of Hitaddu Island. Here the United Kingdom will set up a radio station, but it is not yet envisaged to extend the use of facilities to civil aviation.

There are no fuelling, watering, repair or other facilities for ships in the islands. However, during the war ships were refuelled from tankers despatched to Addu Atoll. On Gan Island aviation fuel tanks, connected by pipe-line to the jetty, were installed.

There are wells on Gan Island which could provide sufficient water for 6,000 men, but no facilities for supplying ships.

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SOVIET WEAPONS RESEARCH AND DEVELOPMENT. (Secret)

There has been, as would be expected, a considerable development in Soviet Weapons Research and Development during the past three years. The Soviets have completely re-equipped their Ground Forces with post-war types of arms and equipment designed to meet the requirements of war on the atomic battlefield. Their developmental progress in scientific weapon systems has been equally impressive.



The Soviets have a guided missile programme that is the result of an unsurpassed research and development effort. It is believed they have some categories of missiles in a limited operational status. Their testing facilities are well-equipped, modern, and staffed by competent personnel. The rings of anti-aircraft guided missile launching sites around Moscow indicate their ability in the surface-to-air field. These anti-aircraft defences consist of 57 permanent concrete launching sites, with 60 launchers at each site. The missiles are believed to be effective against aircraft at 60,000 feet at a range of 25 nautical miles. The Soviets have also developed a 100-metric-ton thrust rocket engine, which was static tested in 1952. The Soviets have undoubtedly found the solution to the problems encountered by mid- and long-range missiles upon re-entry into the earth's atmosphere, for there is evidence that the Soviets have fired ballistic missiles up to approximately 700 nautical miles.

Since 1948, the Soviet Union has made swift progress in nuclear energy research and development. Since its inception in 1949, the Soviet nuclear test programme has included a total of 27 detected tests. Seventeen of the 27 tests were conducted at altitudes of less than 1,500 feet. Both underwater and very high altitude tests have taken place. The yields have varied from four kilotons to two megatons, the latter achieved on 20th August, 1956. The pattern of predominantly low-yield, low-altitude tests could be evidence of an overriding Soviet priority for tactical weapons. The Soviets undoubtedly have air-deliverable megaton-range weapons as well as small-diameter, light-weight weapons suitable for close tactical support. The Soviets also continue to emphasize obtaining weapons effects data for military application. In addition to the military applications of nuclear energy, the U.S.S.R. is pushing rapidly forward with a programme for developing long-



range industrial, transportation, and biological uses of atomic energy.

During the last five or six years, the Soviets have made remarkable strides in their military electronics programme. Currently, they have many types of advanced radar equipment for air, ground, and naval operational use. More than 40 types of Soviet radars have been reported during the last 5 years, including early-warning, ground-control intercept, and fire-control radars. Many radars stress a high degree of mobility. The fire-control radar units for the Moscow anti-aircraft missiles are believed to be track-while-scan instruments with a multiple target-handling capability. Another field of military electronics in which the Soviets have made much progress is in the applications of infra-red devices. These include infra-red night-viewing and night-firing equipment for use on the battlefield, and infra-red communications equipment.

The Soviets have an active biological warfare research and development programme, which began in the early 1930's. This programme probably includes anti-livestock, anti-personnel, and possibly anti-crop aspects. The Scientific Research Institute for Epidemiology and Hygiene of the Armed Forces has been identified as the key installation for BW research and development. Research in the U.S.S.R. is being conducted in several fields having a direct application to Biological Warfare. There are indications that the Soviets have tested artillery shells, bombs, and various spray devices with BW agents.

The U.S.S.R. also has a well-established and capably staffed Chemical Warfare research and development programme giving the Soviets a CW capability



comparing favourably with that of the United States. This programme has provided the Soviets with nerve gases of GA and GB type, and indications are that they may be having success in the extremely lethal "V" type agents. Also important, the Soviet defensive capability against both BW and CW is comparable to that of most Western countries. It is significant that they have produced some vaccines of BW interest which the United States has not yet been able to produce satisfactorily.

The Soviets' scientific and technical educational programme and their expanding emphasis on military research and development indicate that they will be able to keep pace with modern weapons technology. In some extremely vital fields (e.g., guided missiles, nuclear energy, and some phases of military electronics) the Soviets threaten to overtake the lead of the United States.



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