

SECRET

# Australia Station Intelligence Summary



DATE OF ISSUE..... 1 MAR 1957.....

*Naval Intelligence Division  
Navy Office  
Melbourne*

1. The Australia Station Intelligence Summary is "SECRET," and its recipients are responsible for the security of the information contained therein.
2. Internal circulation is to be "BY HAND" of Officer only. A Transit List is contained in the back cover.
3. When not in use the Australia Station Intelligence Summary is to be kept under lock and key.

C O N T E N T S .

Page.

SECTION I. R.A.N. AND OTHER COMMONWEALTH NAVIES.

(a) <u>Royal Australian Navy.</u>	
H.M.A.S. VOYAGER Commissions.	1
H.M.A.S. WAGGA.	2
Visit of H.M.A. Ships to Penang.	3
H.M.A.S. EMU.	4
R.A.N. Ships Visit New Zealand.	4
(b) <u>Royal Navy.</u>	
Steam Catapult.& Aircraft Positioning Device.	4
Naval Aircraft - Trials of N.113.	5
Frigate aids Tankers in Distress.	6
(c) <u>Pakistan Navy.</u>	
Ex-R.N. Destroyers handed over to Pakistan Navy.	7
(d) <u>South African Navy.</u>	
S.A.S. VRYSTAAT.	7

SECTION II. NAVAL AND OTHER ARMED FORCES INTELLIGENCE, INCLUDING TECHNICAL INTELLIGENCE.

U.S.S.R.	8
Japan.	8
Communist China.	10
Nationalist China.	11
Indonesia.	12
U.S.A.	12
Brazil.	15



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

U.S.S.R.	16
Japan.	17
Communist China.	18
North Vietnam.	19
Burma.	19
The Maldives.	19
Indonesia.	20

SECTION IV. AUSTRALIA STATION INTELLIGENCE.

Iron Ore in South Australia.	21
Salvage of Copper from "ADMELA".	22
Northern Territory.	22
Territory of Papua and New Guinea.	23
New Hebrides.	25
New Caledonia.	25
U.S. Antarctic Expedition.	25
Soviet Activities in the Antarctic.	26
Shipping Information.	28
Asst.U.S. Naval Attache.	29
Intelligence Officers in H.M.A.SHIPS.	30

SECTION V. SPECIAL ARTICLES.

The Situation in Syria.	31
The Gaza Strip.	33
Soviet Interest in Africa.	34



## SECTION 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. VOYAGER Commissions. (RESTRICTED).

On 11th February, H.M.A.S. VOYAGER, the first of three Daring Class vessels ordered from Australian Shipyards by the Australian Commonwealth Naval Board, was accepted from the builders, Cockatoo Docks and Engineering Company, Pty. Ltd., Sydney, by the Minister for the Navy (the Hon. C. W. Davidson O.B.E., M.P.), and was commissioned on 12th February under the command of A/Captain G.J.B. Crabb, D.S.C., R.A.N. as a unit of the Royal Australian Navy.

VOYAGER is 390 feet long, with a beam of 43 feet, a maximum draught of 17 feet, and a displacement of 3,500 tons. Her armament consists of six 4.5-inch guns in twin turrets - 2 forward and one aft - five 21-inch torpedo tubes in a pentad mounting, six 40-m.m. A.A. guns, and one Limbo three-barrelled depth-charge mortar.

VOYAGER is a departure from past convention and has the first all-welded hull to be built in Australia. Great use was made of light alloys such as aluminium, both in her structure and in her interior sub-divisions. Her machinery and boilers are of the latest design. Practically the whole of VOYAGER's hull, machinery, armament and equipment were built in Australia.

Special attention has been given to habitability: all living spaces and compartments are air-conditioned; the galleys are all-electric, and the crew have a



cafeteria separate from their sleeping quarters which are fitted with bunks.

VOYAGER is to be joined by two other ships of this Class, namely VAMPIRE and VENDETTA. They are named after "V" Class destroyers of the R.A.N. which won renown in the Second World War, particularly as part of the "Scrap Iron Flotilla".

\* \* \* \* \*

H.M.A.S. WAGGA.

On 5th January, H.M.A.S. WAGGA - with Liut.-Cdr. T.J.P. O'Byrne, R.A.N.V.R., Staff Officer. (Coastwatching) embarked - departed from Lombrum on a combined Coastwatching and Intelligence cruise of New Ireland and Bougainville.

En route to Kavieng, visits were made to various Coastwatching Stations and at Emirau Island a good supply of fish was obtained. A visit was made to Sohano in Bougainville, where the local Coast Watchers Memorial was inspected. H.M.A.S. WAGGA proceeded through Buka Passage to Kieta, where a small party of the ship's company was invited for an overnight visit to a plantation some 10 miles down the coast. On assurance from the Plantation Manager that good canoes, manned by good natives, were available, arrangements were made for WAGGA to collect the party off-shore on the following morning. A relevant extract from WAGGA's report reads :-

"The ship arrived in time to see one of the "good" canoes, handled by the "good" salt-water natives, capsize immediately after being launched from the beach and three officers in tropical uniform disappear under the water. A second canoe with the Petty Officers on board managed to negotiate the seas without any mishaps, which



was lucky as they had a crate of six ducks aboard which had generously been presented to the ship. After getting the party on board the ducks were placed in the vegetable locker where the 'Captain of the Hold' hosed them down regularly while they awaited their inevitable fate. The ship progressively became more like an inter-island trader as time went on."

After calls at Baniu, Inus and Numa Numa, (where a gift of two fine pigs was made to the ship) a call was made at Buin, where the ship's company was able to purchase some of the famous Buka baskets. Rabaul was raised on 18th January and it was not until the 22nd that WAGGA departed again for the run home to Lombrum.

\* \* \* \* \*

#### Visit of H.M.A. Ships to Penang for Centenary Celebrations.

Early in January, QUEENBOROUGH and QUICKMATCH arrived at Penang to take part in the local Centenary Celebrations. A tattoo, in honour of the Celebrations, was staged at the Stadium in Georgetown. The following is an extract from QUEENBOROUGH's report of proceedings :-

"Officers and ratings from both ships gave an item which represented, as far as it was possible, a transfer at sea. Army lorries took the part of ships while two sets of sheerlegs, with a jackstay between, were erected to simulate the high points of the ships. Stores and personnel were then transferred successfully. A running commentary was given by one of the officers of the Squadron so that the spectators could follow the various activities. The tattoo was a most ambitious display and very much better than might have been expected. The final event, a battle scene, would have done credit to Aldershot or Leeds before World War II and was most brilliantly performed."

\* \* \* \* \*



H.M.A.S. EMU.

After heavy seas had frustrated two previous attempts, H.M.A.S. EMU sailed from Darwin for Dili, Portuguese Timor, on 21st February and arrived on 24th.

The purpose of the voyage was to land stores at Dili for the Australian Consulate. The Australian Consul to Portuguese Timor (Mr. F. J. Whittaker), who had recently visited Australia, was on board EMU.

\* \* \* \* \*

R.A.N. Ships visit New Zealand.

On 14th February, H.M.A. Ships MELBOURNE and QUADRANT sailed for New Zealand and arrived at Port Chalmers on the 18th. They will remain in New Zealand waters until early March when they will return to Sydney.

During their visit, the two ships have exercised with Units of the R.N.Z.N. and R.N.Z.A.F.

\* \* \* \* \*

(b) ROYAL NAVY.Steam Catapult and Aircraft-positioning Device.

The steam catapult, designed and developed in Britain, and at present used operationally in some British and American aircraft carriers, has now been adopted by the Royal Netherlands Navy and the French Navy.

It is being built into the Netherlands aircraft-carrier KAREL DOORMAN (formerly H.M.S. VENERABLE), at present being modernised at Rotterdam, and the French aircraft carrier CLEMENCEAU, now building. In



Commonwealth navies H.M.A.S. MELBOURNE and the Majestic Class carrier BONAVENTURE, built in Britain for the Royal Canadian Navy, are fitted with steam catapults.

The Netherlands carrier KAREL DOORMAN is also to be fitted with another British device. This is an automatic aircraft positioning device. It helps to position aircraft when being prepared for catapulting and speeds the operation of aircraft at sea. This device has been in service in H.M.S. EAGLE and other British carriers for some time. The equipment consists mainly of sets of rollers fitted flush with the deck which drive the wheels of aircraft speedily into position for catapulting.

In addition to the EAGLE, the device is at present fitted in H.M. carriers ARK ROYAL, ALBION, BULWARK and CENTAUR and H.M.A.S. MELBOURNE and H.M.C.S. BONAVENTURE. When completed, H.M.S. HERMES will be so fitted, and its installation is included in the modernisation programme for H.M.S. VICTORIOUS.

\* \* \* \* \*

### Naval Aircraft - Trials of N.113.

Britain's first aircraft to go into production fitted with what are known as "blow flaps" - the Supermarine N.113 single-seat naval fighter - recently completed a series of deck landings and catapult launchings in H.M.S. ARK ROYAL.

In "flap blowing" or super-circulation, air tapped from the turbo-jet engines is blown over the wing at a much lower speed than normal during the approach to land. The "flatter" approach angle also improves the pilot's forward view.

In the N.113, a swept-wing fighter powered by two Rolls-Royce Avon turbo-jets installed in the fuselage,



each engine is fitted with a valve from which air is fed through pipes leading to the wings. The air moving over the flaps is prevented from breaking away and becoming turbulent; instead it flows smoothly over the upper surface of the flap.

The N.113, the fastest naval aircraft yet developed in Britain, is in production for the Fleet Air Arm and is stated to be capable of carrying an atomic bomb.

\* \* \* \* \*

### Frigate Aids Tankers in Distress.

Twice in less than twenty-four hours, the R.N. frigate LOCH KILLISPORT recently towed to safety loaded tankers which had gone aground in bad weather on shoals off the Saudi Arabian coast.

The first was the United States ship "OLYMPIC GAMES", with a cargo of crude oil, which got into difficulties during a passage from Fao to Ras Tanura. She was located six hours after the LOCH KILLISPORT sailed to her assistance from Bahrein and was refloated twelve hours later after a sick seaman had been transferred for medical assistance and Naval divers had carried out an inspection of her hull.

While the frigate's boarding party and gear were still on board the "OLYMPIC GAMES", a distress call was received from the British tanker "ATHEL MONARCH", aground 24 miles to the east. The LOCH KILLISPORT sighted her shortly after sunset and a tow line was passed, but operations were hampered by the rising wind, darkness and proximity of unmarked coral reefs. She was finally towed clear the following morning.

\* \* \* \* \*



(c) PAKISTAN NAVY.Ex-R.N. Destroyers Handed Over to Pakistan Navy.

Two destroyers sold to the Pakistan Government were recently handed over by the Royal Navy to the Pakistan Navy. They are H.M.S. GABBARD and H.M.S. CADIZ, Battle class ships.

GABBARD will be known in the future as P.N.S. BASR and CADIZ as P.N.S. KHAIBAR. The sale of these two ships to Pakistan was announced by the Admiralty in February, 1956, and it was also stated at the time that an agreement had been reached for the sale of two further destroyers of the "CR" Class, the CRISPIN and the CREOLE, and the DIDO Class cruiser DIADEM.

\* \* \* \* \*

(d) SOUTH AFRICAN NAVY.S.A.S. VRYSTAAT.

H.M.S. WRANGLER, an A/S frigate, has been transferred to the South African Navy and was commissioned as S.A.S. VRYSTAAT on 29th November. This is the first of a number of ships being acquired by the South African Navy implementing the agreement of June, 1955, regarding the Simonstown Base, when it was agreed that the Union would expand its naval strength.

S.A.S. VRYSTAAT was built as a destroyer in 1944 and converted in 1951 to a fast A/S frigate. The ship took part in wartime operations off Norway, Milos and Sumatra, and was present at the surrender of Japan.



SECTION 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)

U. S. S. R.

Identification of Pacific Fleet SVERDLOV-Class Cruisers.

It is now known that the two SVERDLOV-Class cruisers which were transferred to the Soviet Far East Fleet via the Northern Sea Route during the 1956 navigation season are :-

ALEXANDR SUVAROV

SHCHERBAKOV.

The other two SVERDLOV-Class cruisers in the Far East were transferred from Europe in 1955. One is DMITRI POZHARSKY, but the name of the other is not known.

\* \* \* \* \*

J A P A N.

Defence Programme for 1957. (CONFIDENTIAL).

Details of the Japanese Defence programme for the fiscal year 1957 are as follows :-

Maritime Self-Defence Force. - The uniformed personnel will be increased by 1,430 and civilian personnel by 571, with the total MSDF personnel increasing to 26,062.

Eleven naval craft aggregating 5,524 tons will be built.



MSDF authorities are expecting to lease 16 naval craft totalling 5,057 tons and 101 aircraft from the U.S. The naval budget will total 21,925 million yen, as against fiscal 1956's 22,854 million yen.

Ground Self-Defence Forces. - The uniformed personnel remains at 160,000. The budget for this branch totals 50,246 million yen, as against fiscal 1956's 53,968 million yen.

Air Self-Defence Force. - The uniformed personnel will be increased by 5,491 and non-uniformed personnel by 856, bringing the total ASDF manpower to 22,647. Present air defence build-up plans call for an increase in the strength of the ASDF by 324 aircraft, including 145 F-86-F jet fighters and 169 trainers. ASDF authorities are expecting to lease 94 of these from the U.S.

The Air Force budget will total 25,553 million yen, as against last year's 20,020 million yen.

The ASDF is also planning to undertake the third stage of the domestic jet aircraft production programme with American assistance. This plan calls for the production of 150 jet planes, including 120 F-86-F's.

Construction of New Destroyers. (UNCLASSIFIED).

Japan is to build two 2,100-ton destroyers of her own design which are to be financed by the United States under the Military Assistance Programme.

This move follows the recent Japanese request for ~~the lease~~ of two 2,100-ton destroyers and some mine-sweepers from the United States to replace the leased L.S.S.L's which are now due for return to the U.S.A.



### Overhaul of U.S. Jet Aircraft.

The United States Air Force will allow the Kawasaki Aircraft Company to overhaul and repair B57 jet bombers. Spare parts will be supplied by the U.S. This is the first time that the U.S. has entrusted bombers to the Japanese.

It is planned to allow the Japanese to overhaul supersonic jet fighters of the U.S. Far East Air Force in the near future.

All such orders will add materially to the experience of Japanese technicians.

\* \* \* \* \*

### COMMUNIST CHINA.

#### Recent Activities in the Chinese Communist Navy.

In December, 1956, all four GORDY-Class destroyers were reported as exercising from Tsingtao in company with a mixed force of submarines, patrol escorts, and landing craft. The flying boats stationed at Yunni Sound also took part. The inclusion of submarines suggests that they may be assigned a closely integrated role in amphibious operations, participating in a commando and/or beach-reconnaissance capacity.

Further south, the first of the new-construction RIGA-Class destroyer escorts is now carrying out sea trials, probably in Hangchow Bay. The second RIGA, launched on 26th September, 1956, appears to be fitted with a large air-warning radar on a latticed tripod mast. This is thought to be "Seanet" or its modified form "Hairnet". It is now considered reasonably certain that the third and fourth hulls on the



slips at Mollers Yard, Shanghai, are RIGA-Class destroyer escorts.

Another Shanghai-built "T43"-Class ocean minesweeper has been added to the fleet strength, making a total of four now in commission. They are useful ships, adding an anti-submarine capability to their minesweeping role.

There have been no fresh reports of submarine construction at Shanghai. It is considered that the first two "W" Class are nearing completion.

A marked increase in the number of sightings of new-construction M.T.B's has been recorded. There appears little doubt that the majority are Russian-designed "P-6" Class with two 21-inch torpedo tubes and the same distinctive "over-and-under" twin 25-m.m. mounting forward and aft.

\* \* \* \* \*

NATIONALIST CHINA.

Potential vis-a-vis Communist China. (CONFIDENTIAL).

Three further L.S.M's have been transferred from the U.S.A. to the Chinese Nationalist Navy. This will increase the amphibious strength of the Chinese Nationalist Navy to :-

18 L.S.T's  
12 L.S.M's  
5 L.S.I's,

which is obviously insufficient to render any question of a major assault on the Chinese Communist mainland practicable.



Similarly, Major-General Frank Bowen, Commanding U.S. Military Assistance and Advisory Group (M.A.A.G.) has cautioned the Nationalists that, while their Army had now reached a passable degree of combat-readiness, no army could launch a successful attack without a well-established supply line. For anything other than a very short campaign, the latter rests firmly in United States' hands.

\* \* \* \* \*

INDONESIA.

Naval Air Arm.

An approach to the British Embassy in Djakarta has been made by the Indonesian naval authorities regarding the formation and equipping of a Naval Air Arm.

The policy is to have a trained force by 1959 with aircraft required for reconnaissance, anti-smuggling and submarine-location. Initial training of key personnel to be carried out abroad, preferably in the United Kingdom. The original request is for eight to twelve aircraft, plus two aircraft for training purposes.

The Indonesian Navy is particularly interested in the Fairey Gannet naval aircraft, and, if security clearance for the special search equipment is allowed, there is a probability that it will acquire these aircraft.

\* \* \* \* \*

U. S. A.

Defence Budget. (UNCLASSIFIED).

The United States Defence Budget for the fiscal year 1957-1958 amounts to \$38 billion, of which the Navy will receive \$10.5 billion, the Army \$8.5 billion



and the Air Force \$16.5 billion.

The Naval proposals provide for a total of 983 ships, including 422 ships of war and 561 auxiliaries; 17 carrier air groups, 20 anti-submarine squadrons and 3 Marine aircraft wings. There will also be 3 Marine Divisions. Personnel figures are given as 675,000 Navy, 200,000 Marine and 200,000 Reserves.

Included in the new construction and conversion programme for which \$1.65 billion has been allocated are the first nuclear-powered aircraft carrier, 13 destroyer and frigate-class ships, four nuclear-powered submarines and one amphibious-assault vessel. Vessels to be converted include one carrier to be converted to angled deck, three cruisers to guided-missile ships, one merchant vessel to be converted to a seaplane-tender and four others to radar picket ships, and three ships to be converted to survey vessels.

#### Guided-Missile Destroyers.

(CONFIDENTIAL)

U.S.S. GUYATT, a 2,250-ton destroyer converted to a guided-missile destroyer, has been commissioned in the U.S.N. After guns and magazines have been replaced by a Terrier launcher and magazine, but the 5-inch and 3-inch guns forward have been retained. The British system of roll stabilisation has been fitted.

It is understood that U.S.S. GUYATT will be the only conversion in the small-ship class. Approval has been given to build eight guided-missile destroyers and seven guided-missile frigates.



New Navigational System.

(CONFIDENTIAL).

As part of the research programme to develop long-range surface-to-surface missiles for use by the Fleet, the U.S.N. has commissioned U.S.S. COMPASS ISLAND, formerly a merchant vessel of 17,600 tons, to assist in the development and evaluation of a navigational system which will be independent of shore-based aids yet sufficiently accurate for the missiles to be effective.

The key to the ultimate, all-weather, all-latitude, day-and-night navigational system is the Ship Inertial Navigational System (SINS), which is based on fundamental research performed for the Navy at Massachusetts Institute of Technology. The SINS determines ship position (latitude and longitude), true north, and ship speed over the ground.

To check and periodically correct the SINS, the COMPASS ISLAND will take to sea several celestial trackers or miniature observatories. The trackers, when once pointed toward heavenly bodies, will automatically track these bodies, giving continuous celestial information for determining position.

The miniature observatories are mounted on a 67-ton navigational tower located just forward of the ship's superstructure. This tower provides a rigid structure isolated from ship flexures, to give fixed reference planes from which to make celestial computations.

A complex airfoil-shaped dome has been appended to the bottom of the ship's hull to house special sonar equipment to measure the ship's speed. This dome is designed to make the reading of sonar echoes easier and more precise while the ship is steaming.



The perfected navigational system will not only aid missile ships, but eventually may help all types of ships from ocean-going liners to the smallest motor boat. It also may bring about revolutionary changes in the field of cartography.

\* \* \* \* \*

### B R A Z I L .

#### Naval Developments.

The Brazilian Navy has taken possession of two United States submarines which are being lent to Brazil for five years. They were built in 1942, are 311 feet long and are of 1,525 tons displacement - presumably GATO Class. Brazilian crews have been training in the United States for some months.

Recently it was announced that Brazil had purchased H.M.S. VENGEANCE from the United Kingdom and that she had been officially transferred to the Brazilian Navy and renamed MINAS GERAIS. It is understood that the Navy intends to use air crew of the Brazilian Air Force.

The purchase of VENGEANCE by Brazil follows rumours during last year that Argentina intended to obtain an aircraft carrier and that it might offer to patrol the Brazilian coast under the South Atlantic Defence Organisation to which reference was made in A.S.I.S. No. 48.

\* \* \* \* \*



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

(This Section contains both SECRET and CONFIDENTIAL information)

\* \* \* \* \*

U. S. S. R.New Soviet Foreign Minister.

The replacement of Dmitri Shepilov as Soviet Foreign Minister by his deputy, Andrei Gromyko, an outstanding diplomat and protege of M. Molotov, seems to support the theory that the Stalinist element in the Kremlin, represented by Molotov and Kaganovitch, is regaining power. It also presages a tougher attitude in international affairs by the Soviet.

M. Gromyko joined the Ministry of Foreign Affairs in 1938 and has been a Soviet Deputy Foreign Minister since 1947. He served as the Soviet Ambassador in Washington from 1943 to 1946 and afterwards as permanent Soviet delegate to the United Nations until 1948. He was the Soviet Ambassador to the U.K. in 1952-53.

It is reported that M. Shepilov has been elected a secretary of the Communist Party Central Committee and that Nicolai Patolichev has been appointed to fill M. Gromyko's previous post as First Deputy Foreign Minister. M. Patolichev has been a Deputy Foreign Minister since last July and is a member of the Communist Party Central Committee.



### Soviet Foreign Policy.

The Soviet Union continues to exploit every possible opportunity of weakening the solidarity of the Western Powers and at the same time taking care to allow herself sufficient room for manoeuvre to avoid a major conflict with the West. This has been the main aim of Soviet foreign policy since the war. It was first apparent in Europe, later in Asia and South-East Asia and most recently in the Middle East.

With no firm U.S. commitment to retain the status quo in the Middle East, the U.S.S.R. policy has undoubtedly had its greatest success.

Even though strained relations in the West over the Suez affair have been partly healed by the Eisenhower Doctrine, this area still remains the best fishing ground for Russian intrigue and will continue to be fully exploited by them.

Oil interests alone make it an area of vital importance to Europe/U.S. economy, and the recent Soviet six-point plan to remove all foreign influence from the Arab States shows how this game can be played to the advantage of Russian 'fatherly' interest in Arab well-being.

\* \* \* \* \*

J A P A N .

### U.S.-Japan Agreement on Size of Japanese Defence Expenditure.

It is reported that basic agreement has been reached between the United States and Japanese Governments on :-

- (a) Japan's own defence expenditure, and
- (b) Japan's share of joint defence costs for the 1957 Fiscal Year.



Amounts agreed upon under both headings are less than those for last year and this despite the claim of the U.S. Government that any reduction in Japan's share of joint defence should be offset by an increase in Japan's own defence expenditure.

Although national income has increased and taxation has been reduced, the Japanese Government claimed that if an increase were agreed upon the impression would be gained that Japan was not completely independent, whereas now they are in a position to assert that their budgetary autonomy is not unduly influenced by a foreign country.

The reduction will mean that the Ground Self-Defence Force will not be increased by 10,000 men during the 1957 Fiscal Year as originally planned.

The effect has been twofold in that there must be some doubt in the U.S.A. as to Japan's enthusiasm for defence, and the U.S.A. may have to revise its policy concerning the withdrawal of U.S. troops from Japan.

\* \* \* \* \*

#### COMMUNIST CHINA.

##### Development of Pakhoi.

The Chinese Peoples' Republican Government has announced that the small port of Pakhoi, situated at the head of the Gulf of Tonking, is to be developed. Canning factories and shipbuilding yards will be constructed. It is considered that this announcement indicates normal development and is without naval significance.

\* \* \* \* \*



NORTH VIETNAM.Port Development.

It is reported that Ben Thuy, the port of Vinh, 160 miles south of Haiphong, is being deepened by Soviet dredgers to ease any overload on the Port of Haiphong.

The Soviet dredge "ZEMLESOS 20" is due to return to Odessa in March and this may indicate that the Vietminh now have sufficient equipment to keep the Port of Haiphong open and carry out other work as well.

\* \* \* \* \*

BURMA.Burma-Afghanistan Treaty of Friendship.

A Treaty of Friendship was recently signed between Burma and Afghanistan. This provides for the establishment of diplomatic and consular relations.

\* \* \* \* \*

THE MALDIVES.R.A.F. Staging Post.

The first stages of the reactivation of the airfield on Gan Island (Addu Atoll) have commenced with the arrival of R.A.F. personnel and stores and with the laying of mooring buoys for flying boats.

Addu Atoll has been leased by the United Kingdom from the Sultan of the Maldives for 100 years for an annual rental of £2,000 sterling.

\* \* \* \* \*



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

Political affairs in Indonesia are still in a turmoil with the elected Parties still striving to form a Coalition Cabinet acceptable to the Army rebels in Sumatra and to strengthen their front against the machinations of the President (Soekarno).

The President is still intriguing among the Parties to form his own Council superior to party politics and responsible, as rulers of the country, only to himself. The outcome is unpredictable, but whoever wins will require the support of the Army, which so far has turned its face against Communist (PKI) participation in the affairs of Government. Soekarno's flirting with the PKI is well known.

\* \* \* \* \*



SECTION IV.AUSTRALIA STATION INTELLIGENCE.

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

\* \* \* \* \*

IRON ORE IN SOUTH AUSTRALIA.

The South Australian Mines Department is extending its search for high-grade iron ore deposits in the Middle-back Ranges in the hope of finding sufficient to warrant the establishment of a steel industry. The search is now being concentrated about 30 miles South of Iron Knob outside the leases held by the Broken Hill Pty.Co.Ltd. Mines Department geologists are of the opinion that there is a possibility of high-grade reserves totalling up to 35 million tons in the unleased area.

The Department's investigation of the area North of Iron Knob has been satisfactory, as about 20 million tons of good grade ore have been proved.

The discovery of a new deposit of ore near the East-West railway North of Thevenard has been reported recently. Samples of the ore have assayed at 60% iron. The extent of the deposit has not yet been determined, but an air survey is to be carried out in the near future. However, by virtue of the locality of the deposit (about 400 miles out along the East-West line), its economic value would be considerably lessened in view of the long rail or road haulage involved in transporting the ore to a port.

\* \* \* \* \*



SALVAGE OF COPPER FROM "ADMELA".

A Syndicate of three recently made an attempt to salvage a cargo of copper believed to be lying in the wreck of the S.S. "ADMELA", which sank after striking a reef off Cape Banks on 6th August, 1859. The vessel is understood to have been carrying 90 tons of copper, of which about 25 tons were recovered in previous salvage ventures over the years.

The Syndicate used aqualung diving suits and operated from an ex-Army amphibious "duck". They have now abandoned the attempt, owing to adverse weather conditions, after reportedly recovering 11 ingots. The Receiver of Wrecks, however, has received no advice that any of the copper was, in fact, recovered.

\* \* \* \* \*

NORTHERN TERRITORY.

Pearling.

Darwin pearlers are so concerned over the depletion of Northern Territory pearl beds by Japanese luggers that they are raising the matter with the Minister for Territories. The President of the Master Pearlers' Association has stated that, if the Commonwealth Government allows the Japanese overseas pearling fleet to operate in these waters on the present scale, pearl beds will be depleted to a very serious extent and it may take years for them to recover from the damage done. He considered that it would be fairer if the Government limited the quota of shell from pearl grounds of the Northern Territory and divided the season's catch equally between the three Northern States of Australia. He also considers that any further in-



crease in the price of pearl shell in Australia would force button manufacturers to switch to plastics.

### Economic Survey.

A summary of activities for 1956 in the Northern Territory indicates progress in many fields. Records were broken in mineral production; the large agricultural project at Humpty Doo has made great progress; the pastoral industry exported more cattle than ever before and the quality of herds has shown a marked improvement due to the introduction of more blood stock. The pearling industry has also had a reasonably satisfactory year. Government housing schemes went ahead well and private building also made unprecedented progress in Darwin.

There were, however, some setbacks. Industrial troubles on the waterfront have had their effect, especially on materials and supplies, thus causing rises in the cost of living. Smaller businesses were affected by the tightening Bank policy. However, there appears to be an increase in the number of "permanent" residents in Darwin and more interest is being fostered in local Government. It is hoped by the majority to re-establish a form of self-government in the shape of a Town Council in the near future. (This has now been decided).

\* \* \* \* \*

### TERRITORY OF PAPUA AND NEW GUINEA.

#### Kavieng - Port Facilities.

Many new works projects have been completed during the last few months. The Main Wharf has now been completed and the new Customs Shed is in the final stages of erection.



The port facilities are, however, very restricted, no fuel being available and a limited supply of water (up to 10,000 gallons) only in an emergency.

### Rabaul - Fuel.

During the recent visit of H.M.A.S. WAGGA to Rabaul, S.O.(I) N.E.A. (who was embarked) called on the local Managers of the Vacuum Oil Company, Shell Company, and Coconut Products Limited to make enquiries as to the availability of furnace fuel oil supplies at Rabaul.

He was informed by Vacuum and Shell that no stocks of such were held by them, nor were they contemplating any such action. Apparently, the infrequent demand for bunker fuel oil made the storage of such an uneconomical proposition. Any stocks carried would have to be in drums, but the price (approximately 5/6d. per gallon) would be prohibitive.

Coconut Products Limited carry only sufficient stocks for their own purposes. It had been previously reported (vide A.S.I.S.No.44, Page 23) that this Company would make supplies of furnace oil available.

### Border with Netherlands New Guinea.

The Netherlands and Australia are negotiating to fix the Dutch-Australian frontier in New Guinea. The frontier between the two territories (geographically defined as 141° E.) is regulated by treaty but the actual frontier is not marked. An exact frontier is now being worked out by aerial survey and other scientific measurements, and, when completed, a joint Dutch-Australian Commission will be installed to revise the frontier outlined in the existing treaty.

\* \* \* \* \*



NEW HEBRIDES.Construction Work at Santo.

The two main construction projects at Santo are progressing apace. The S.N.T.P., the firm building the Wharf, has signed a contract with the Joint Administration to construct the roadway on the Sarakata Bridge. The bridge will shortly be in use.

Work on the Wharf is going according to plan. Eight of the total of eighteen "gabions" have now been completed. The quay itself will be finished by the end of July, while the wharf, with all its installations, will be completed by the end of 1957.

\* \* \* \* \*

NEW CALEDONIA.Air Service.

The French airline, Transports Aeriens Intercontinentaux has extended its fortnightly Paris-Noumea service to New Zealand. This is the longest direct air service in the world. DC 6B aircraft are used and stops are made at Athens, Abadan, Karachi, Saigon, Darwin and Noumea. The flight from Paris to the final stop at Auckland will take 48 hours flying time.

\* \* \* \* \*

UNITED STATES ANTARCTIC EXPEDITION - VISIT TO MELBOURNE COAST  
ICE-BREAKER GLACIER.

The United States ice-breaker GLACIER, under the command of Commander B. J. Lauff, U.S.N., visited Melbourne on 26th-28th February for the purpose of refuelling to en-



able her to proceed to the assistance of the Japanese Antarctic Exploration vessel SOYA MARU, which has been caught in pack-ice 14 ft. thick off the Prince Harald coast in position 68° 17' South, 38° 30' East. GLACIER was returning to the U.S.A. from the Antarctic at the time, but was diverted to assist SOYA MARU.

Particulars of GLACIER are :-

Displacement (full load)	:	8,625 tons.
Length:		310 feet.
Beam:		74 feet.
Speed:		18.6 knots (max)
Fuel Capacity:		2,240 tons Diesel oil.
Endurance:		18,000 miles at cruising speed (15 knots).

GLACIER can carry three helicopters. Like most modern ice-breakers, she has a Maierform bow. Her complement consists of 314 officers and men.

During her visit to Melbourne GLACIER loaded approximately 600,000 gallons of diesel oil.

The U.S. Navy tanker NESPELEN also visited Melbourne recently. She loaded 552,117 gallons of aviation spirit and sailed direct for the Antarctic.

\* \* \* \* \*

SOVIET ACTIVITIES IN THE ANTARCTIC. (SECRET)

Soviet Antarctic operations planned for 1957-58 during the International Geophysical Year (IGY) include construction of new permanent bases and large-scale expansion of scientific activities, not all of which are



directly connected with the IGY. There is some evidence that the U.S.S.R. may continue such activities after the close of the IGY at the end of 1958.

The present Soviet programme in the Antarctic began in January, 1956, when the scientific ship OB (an ice-breaker) arrived at the Australian-claimed sector of the Antarctic on the Davis Sea. The main Soviet base, called Mirny, was established, and by March the OB and two other ships had unloaded over 8,000 tons of cargo, 40 vehicles and six aircraft, and 355 scientific and support personnel, 92 of whom stayed through the Antarctic winter.

In preparation for the IGY, two other bases were established in 1956: Pionerskaya, over 200 miles inland; and Oasis, a coastal base in ice-free territory 224 miles from Mirny. While work was initiated in various IGY fields of interest such as meteorology, ionospheric physics and geomagnetism, the emphasis on non-IGY activities indicates much more than a purely IGY interest in the area. These activities included geology exploration, mapping, hydrographic charting, testing of navigational devices, and experimental winter air operations. The Soviet expedition also deposited notes in cairns, claimed new discoveries, named geographical features, and appointed a "mayor".

The completion of a 20,000-mile oceanographic survey of the Indian and Pacific Oceans is the forerunner of a huge effort that includes a winter circumcontinental survey of 1958. The value of such a programme to surface and submarine operation capabilities has led to expressions of concern.

The present programme provides for the establishment of three or four new permanent stations, including Vostok at the South Geomagnetic Pole, Sovetskaya near the



"Pole of Relative Inaccessibility", and Komsomolskaya at some point between Mirny and Sovetskaya. A number of additional mobile research units are to be set up, and long-range supply flights from the U.S.S.R. are to be initiated. The second phase of the oceanographic survey, of at least the same magnitude as the first, will cover the Indian Ocean between Mirny and the Weddell Sea, and the scope of other scientific operations will also be expanded. Several ground expeditions are planned, including one from the permanent station, Sovetskaya, to the South Pole.

The director of the Chief Administration of the Northern Sea Route has recently confirmed earlier indications that the U.S.S.R. intends to remain in Antarctica after the close of the IGY. The emphasis on establishing permanent bases tends to confirm this. The magnitude and character of its present efforts indicate that the U.S.S.R. intends to play an influential role in any political decisions involving the Antarctic. The scientific data being gathered would be useful in appraising the strategic and economic potential of the area and as a basis for possible territorial claims.

\* \* \* \* \*

#### SHIPPING INFORMATION.

##### Adelaide-Sydney-Brisbane Cargo Service.

On 1st February the first post-war regular interstate cargo service between Adelaide, Sydney, and Brisbane, was re-introduced with the sailing of "CORAMBA" from Port Adelaide. Four ships will maintain the service, the other three being "CYCLE, "BALLAR" and "CALOUNDRA", one of which will sail from Adelaide each Friday.



Australia's Merchant Fleet.

At 31st December, 1955, the total number of vessels of 200 tons gross or more in the Australian interstate fleet was 134, of 600,527 tons deadweight and 445,858 gross. Commonwealth-owned, Australian-registered vessels were 42; State-owned four and privately owned 80. New Zealand-owned and New Zealand-registered vessels engaged in the Australian coastal trade numbered three, while New Zealand-owned and Australian-registered vessels were five. Overseas-owned vessels on charter to the Commonwealth totalled three of 28,159 tons deadweight and 14,917 gross. Overseas vessels on charter to private owners numbered 10 of 82,861 tons deadweight and 57,358 gross.

The total of all the interstate trading vessels was 147 (deadweight tonnage, 711,548; gross tonnage, 518,153). The interstate vessels in the trade were 44 (40,527 tons deadweight and 38,246 gross). The grand total of all the coastal trading vessels was 191 (752,075 tons deadweight and 556,379 gross). The overseas trading vessels totalled 20 of 123,701 tons deadweight and 100,613 gross.

Australian-owned and overseas-registered vessels operated wholly on overseas services numbered 14, while the Australian-owned, Australian-registered vessels operated mainly on overseas services were six in number. Australian trading vessels in the various classifications totalled altogether 211. The approximate deadweight tonnage was 875,776, and the gross 656,992.

\* \* \* \* \*

ASSISTANT UNITED STATES NAVAL ATTACHE.

Lieutenant J. C. Marsh, U.S.N., has been appointed Assistant United States Naval Attache and Assistant Naval



Attache for Air in Australia and New Zealand in succession to Lieutenant R. S. Brumstead, U.S.N.

Lieutenant Marsh will assume his duties towards the end of March.

\* \* \* \* \*

INTELLIGENCE OFFICERS IN H.M.A. SHIPS.

Lieutenant A. N. H. Weekes, R.N., has assumed the duties of Ships' Intelligence Officer in H.M.A.S. SWAN.

\* \* \* \* \*



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.).

\* \* \* \* \*

THE SITUATION IN SYRIA. (CONFIDENTIAL)

On 2nd November the Syrian Government broke off diplomatic relations with the United Kingdom.

Pressure by the Army and Left-wing politicians secured the formation on 3rd December of a new Government from which the Right-Wing Constitutional and Populist Parties are excluded. In the new Government, with Sabri Assali remaining as Prime Minister, Left-wing Nationalists and the "National Parliamentary Front", a recent grouping of Left-wing pro-Egyptian politicians are strongly represented.

The chief influence in the Army is Abdul Hamid Sarraj, the 33-year old Head of the Intelligence Section (Deuzieme Bureau). Though not a Communist, Sarraj is an ambitious, pro-Egyptian opportunist who sees in co-operation with the Soviet the opportunity for self-advancement through the increase in the role and prestige of the Army.

The Syrian Government continues to deny publicly either that Syria is now receiving further arms from the Soviet-bloc or that Soviet influence in the conduct of Syrian affairs, internally or externally, has increased. Both contentions are certainly untrue. In the United Nations and in other international relationships, the



Syrian standpoint is clearly influenced, if not directed, from Moscow. The opening of a Tass Agency in Damascus has coincided with Syrian press and radio comment indistinguishable from that of Moscow and Cairo.

Conditions in Syria now resemble in many respects those prevailing in Communist States. There is a vigorous press and radio censorship. A number of areas have been declared prohibited zones; martial law has been in force since 31st October and citizens are liable to arbitrary arrest and imprisonment. Various Right-wing politicians accused of being implicated in an "Iraqi plot" to overthrow the Government have been arrested.

The country is facing severe economic difficulties as a result of heavy expenditure on arms purchases from the Soviet-bloc and the loss of oil transit revenues since the pipe-lines were blown up early in November.

Taxation has increased and Government contracts with British and French firms have been cancelled, both as a political and economic measure. But some trade with the West continues and Syria may still be anxious to sell her cotton to France, who normally takes more than half of the export crop.

No Iraqi Oil has passed through Syria since the pipe-lines were blown up. The Syrians have recently allowed officials of the Iraq Petroleum Company to inspect the damage but have not yet agreed to repair work being started, which they are trying to make conditional on the withdrawal of Israeli forces behind the Armistice lines.

Events in Syria have caused alarm amongst neighbouring states. Turkey sees in the increase of Soviet influence and in the build-up of Soviet arms a threat to



her southern flank. The Lebanese Christians see in it a threat to Lebanese integrity and to their own special position in their country. Iraq, which is under vicious and sustained attack from the Syrian radio and press, fears Syrian-Egyptian subversion with Communist support.

\* \* \* \* \*

THE GAZA STRIP. (RESTRICTED).

The Gaza Strip is a part of the former Mandate of Palestine extending from the Egyptian border northward along the Mediterranean coast towards Tel Aviv for approximately 23 miles. It is an arid area, of which the principal towns are Gaza and Khan Yunis. The population comprises chiefly some 200,000 Arab refugees from the Palestine War and a small minority of indigenous people.

Origin.

In May 1948, Egyptian armed forces invaded Palestine and occupied certain areas. At the end of the war, Egypt remained in occupation of this littoral strip which henceforth took its name from the principal town of Gaza.

In the Armistice Agreement signed by Egypt and Israel on 24th February, 1949, the area is delineated as follows :-

"by a line from the coast at the mouth of the Wadi Hasi in an easterly direction through Deir Suneid and across the Gaza-Al Majdal Highway to a point three kilometres east of the Highway, then



in a southerly direction parallel to the Gaza-Al Majdal Highway, and continuing thus to the Egyptian frontier."

### Present Status.

The Armistice Agreement recognised the area as being under Egyptian control. Egypt remained in occupation, imposing first a military administration, and later, in December, 1953, appointing an Egyptian Governor and extending certain rights to the population in the management of local affairs. Egypt did not annex the territory: according to Israeli sources, in September, 1955, an Egyptian Administrative Court ruled that "the Gaza Strip is outside the borders of Egypt" and that the Egyptian administration was responsible for supervising and controlling "this part of Palestine".

In November, 1956, the Egyptian occupying garrison withdrew as a result of the Israeli campaign in Sinai and the Israeli authorities assumed control. An Israeli civil administration has been established and a considerable degree of intercourse with Israel is being permitted, if not encouraged.

\* \* \* \* \*

### SOVIET INTEREST IN AFRICA. (UNCLASSIFIED)

The following is a considerably abridged version of an article which appeared in "The World Today", the monthly journal issued by the Royal Institute of International Affairs :-

"An outstanding feature of the past year has been the Soviet Union's entry into Middle Eastern affairs. There is another area where increased Soviet political and economic activity is likely, namely the Continent of Africa.



The spurt in Soviet interest in Africa began in about mid-1953. Active steps have been taken to replace the almost total ignorance in the U.S.S.R. of Africa past or present. Interest in Africa is now being largely fostered by the Institute of Ethnography of the Academy of Sciences in Moscow. The two latest books, "Peoples of Africa" and "The Development of a National Community of the Southern African Bantu", contain bibliographies of source material, historical records, and modern anthropological, ethnographic, and linguistic works with which it is difficult to quarrel. Dictionaries of Swahili, Hausa, and the Bantu languages are being published, and school geographies of Libya and Ethiopia and popular pamphlets on other African territories have appeared. The developed and activated Institute of Oriental Studies, Moscow, has been made responsible for research work on Egypt and the Magrib, and the Institute of Ethnography for work on Africa South of the Sahara.

In these studies the emphasis is on Africa as a continent in its own right, and not as an extension of Europe. The peoples of Africa are presented as peoples with histories of their own, and not as willing or unwilling participants in the histories of Western Metropolitan Powers, and the political consequences of this could be considerable. The argument, for propaganda purposes, is advanced that Imperial exploitation hindered the normal formation of peoples from tribes and perverted their economy. In the twentieth century national liberation movements arose in all territories and were much heartened by the success of the Bolshevik Revolution of 1917.

Directly, the most spectacular developments of Soviet relations with a country on the African continent have of course, been those with Egypt, but a list of the more modest dealings with the other independent states of Africa adds up to a quite impressive total. In Libya diplomatic



relations were established in September, 1955, and a mission headed by an Oriental expert was set up in Tripoli in January. An exchange of personal courtesies between Marshal Bulganin and the Emperor of Ethiopia in February, 1956, was followed by the promotion in June of the two Legations to the status of Embassies. In the Sudan, prior to independence, Communist activity concentrated for about two years on trying to gain a hold on the trade unions. It then tried to create a national front, and, with the imminence of independence, changed to activity in legal elections. An economic mission in June, 1955 brought offers of technical assistance, and when independence was introduced diplomatic relations were promptly established in January, 1956. The Sudan Minister of Trade visited Moscow in May.

In Liberia, a delegation led by the Chairman of the Supreme Soviet visited Monrovia in February 1956 on the occasion of the inauguration of President Tubman for his new term of office. This was followed by the establishment of diplomatic relations between the two countries, based on "equality, non-interference and non-aggression." In April official greetings telegrams were sent to the Sultan of Morocco and to the Bey of Tunis on the proclamation of independence.

In the Commonwealth territories and in French West and Equatorial Africa Communist activity is directed by means of the World Federation of Trade Unions, fellow-traveller youth and women's organisations, and by peace pledges.

The women's and youth organisations concentrate on public relations. Though they share the tendency of nearly all such bodies to make the most of small successes, they nevertheless have a steady trickle of delegates from Africa at conferences and rallies. These are photographed and displayed as illustrations



of hearty race relations. On the International Children's Day in Moscow on 1st June delegates came from the Madagascar Teachers' Union, from the Ivory Coast, and from Senegal. A Communist Party proper exists in Algeria, Morocco, Tunis, Egypt, and the Sudan.

The immediate object of all this activity is an unflagging campaign against the Baghdad Pact and against N.A.T.O. bases. Adherence to the Pact and the toleration of American bases are represented as returns to colonialism. Africa, in power strategy, is regarded on the one hand by the Soviet Union as the potential weak link in the West's psychological front and on the other as a potential strategic base and source of nuclear raw material for the West.

\* \* \* \* \*



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