

SECRET

Mr. Eckersley

Please see page 34.

Thanks W 9/11

immary

Mk.
30/12

Mr. Derry
To see & have by hand
to O.L. W 13/11.

~~Mr. Derry~~ 13/11

New Series

SERIAL NO.
8

DATE OF ISSUE 5 DEC 1952

Naval Intelligence Division
Navy Office
Melbourne

SECRET

Australia Station Intelligence Summary



New Series



DATE OF ISSUE 5 DEC 1952

*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.

SECRET

S E C T I O N I

R.A.N . MONTHLY NOTES - EXTRACTS FROM
REPORTS OF PROCEEDINGS, ETC.

REVIEW OF PRINCIPAL NAVAL ACTIVITIES,

H.M.A. Fleet - Visit to Melbourne

Thirteen ships participated in the ceremonial arrival of H.M.A. Fleet in Melbourne on 30th October for the Melbourne Cup Week visit.

While H.M.A.S. CULGOA, dressed overall and with members of the Naval Board embarked, stood off Black Rock to take the salute, H.M.A.S. SYDNEY (wearing the Flag of F.O.C.A.F.) led H.M.A. Ships AUSTRALIA (from Adelaide), TOBRUK (who had accompanied SYDNEY from Fremantle), SHOALHAVEN, MURCHISON and MACQUARIE (from Adelaide), WAGGA and COOTAMUNDRA (from Jervis Bay) and LATROBE, GLADSTONE, COLAC and COWRA (from Westernport) in line ahead up Port Phillip Bay by inshore route from Mount Martha.

Ten Sea Fury and fourteen Firefly aircraft from H.M.A.S. SYDNEY took off from Laverton R.A.A.F Station and circled the Fleet as the First Naval Member (Vice Admiral Sir John Collins, K.B.E., C.B.) took the salute from CULGOA.

Not all of the ships were able to remain in Melbourne to enjoy Cup Week festivities as GLADSTONE sailed for Beauty Point and WAGGA and COOTAMUNDRA for Sydney on 31st October; COLAC and COWRA sailed for Westernport on 3rd November.

SYDNEY, AUSTRALIA, TOBRUK, and the Frigates were open for public inspection during the week and attracted thousands of visitors; on occasions the huge crowd caused embarrassment to the authorities trying to control them.

The Frigate Squadron sailed for Sydney on 6th November, SYDNEY and TOBRUK for Jervis Bay on 10th November and AUSTRALIA sailed on the same day for Jervis Bay via Westernport.

H.M.A. Ships, SYDNEY, AUSTRALIA and TOBRUK.

For the latter part of the month of November these ships have been in Sydney. SYDNEY commenced a 50-day period for leave and 45 days for refit on 17th November and TOBRUK commenced a similar period on 24th November.

AUSTRALIA commences leave and refit on 8th December.

SECRET

H.M.A.S. ANZAC (D.10).

H.M.A.S. ANZAC has carried out patrols off the west coast of Korea. On 16th November, while in the Chodo Area ANZAC was engaged by an enemy battery of about 4 three inch guns firing from 12,000 yards. Although at anchor when the enemy opened fire, ANZAC was able to get under way, engage the enemy and silence the guns without being hit herself, although enemy shot landed within twenty yards of the ship. ANZAC fired 174 rounds as against the enemy's 50.

H.M.A. Ships ARUNTA and WARRAMUNGA.

H.M.A.S. ARUNTA commissioned in Sydney on 12th November under the command of Commander J.M. Ramsay, R.A.N. H.M.A.S WARRAMUNGA is paying off preparatory to transferring to dockyard control.

H.M.A.S. BATAAN.

H.M.A.S. BATAAN is giving leave and undergoing a refit after returning from Korea.

H.M.A. Ships SHOALHAVEN, MURCHISON and MACQUARIE.

Since her departure from Melbourne the Frigate Squadron has conducted TAS training in the Broken Bay area and has participated in AJASS training exercises in the Jervis Bay area.

H.M.A.S. CULGOA.

After departing from Melbourne on 3rd November, H.M.A.S. CULGOA exercised in Bass Strait, visited Devonport and participated in TAS training with the Frigate Squadron in the Broken Bay area. During the last week of November, CULGOA conducted Gunnery School firings in Port Phillip Bay.

H.M.A.S. CONDAMINE.

H.M.A.S. CONDAMINE has carried out patrols in Korean waters during the month.

H.M.A.S. HAWKESBURY.

H.M.A.S. HAWKESBURY is still engaged in the Monte Bello area.

H.M. Submarines THOROUGH and TACTICIAN.

After returning to Sydney on 17th October from a cruise to Fiji, H.M.S. THOROUGH recommenced training in the Sydney-Jervis Bay area on 28th October. For the first half of November she took part in T.A.S. exercises with the Frigate Squadron. For the latter part of November THOROUGH was in dockyard hands and was replaced in T.A.S. and A.J.A.S.S. training exercises by H.M.S. TACTICIAN.

H.M.A.S. LATROBE.

Between 10th November and 21st November, H.M.A.S. LATROBE undertook a short cruise to Sydney via Twofold Bay on the outward voyage from Westernport and via Jervis Bay and Waterloo Bay on the return passage. During the last week of November she operated in the Westernport - Port Phillip area.

H.M.A.S. GLADSTONE.

For the greater part of the month H.M.A.S. GLADSTONE remained in the Westernport-Phillip Bay area except for a brief visit to Beauty Point. On 24th November she departed from Westernport for Sydney via Jervis Bay, arriving on 1st December.

H.M.A. Ships WAGGA and COOTAMUNDRA.

Except for the visit to Melbourne to participate in the Fleet ceremonial at the end of October and for a visit to Brisbane on 30th November to escort H.M.A.S. RESERVE who is to tow A.D.1001 from Brisbane to Sydney, WAGGA and COOTAMUNDRA operated in the Sydney-Jervis Bay area. On 13th and 14th November they participated with H.M.A. Ships COLAC and COWRA in minesweeping exercises off Jervis Bay.

H.M.A. Ships COLAC and COWRA.

The routine of operating in the Westernport-Port Phillip area was broken for COLAC and COWRA by a visit to Sydney to co-operate with H.M.A. Ships WAGGA and COOTAMUNDRA in minesweeping exercises off Jervis Bay. The return to Westernport was made via Twofold Bay. The end of the month saw COLAC in Adelaide (on a cruise which will extend to Port Pirie) and COWRA in Hobart.

H.M.A. Ships BARCOO and WARREGO.

Surveying duties of H.M.A.S. BARCOO off the Northern Territory coast and of H.M.A.S. WARREGO in the Exmouth Gulf area were concluded for the current season on 7th and 8th November respectively and the vessels commenced refits in Sydney on 19th November.

H.M.A.S. MILDURA.

During November H.M.A.S. MILDURA visited Shark Bay, Bunbury, Geographe Bay and Careening Cove on cruises with National Service trainees.

H.M.A.S. VENGEANCE.

H.M.A.S. VENGEANCE was turned over to an R.A.N. steaming party of 550 Officers and men at Devonport, England, on November 13th. She is temporarily under the command of Commander C.M. Hudson, R.A.N. and will leave Australia

about the middle of January, 1953.

Construction of New Boom Working Vessel.

An order was placed in August with Walkets Ltd., Maryborough, for the construction of a Boom Working Vessel and one set of main engines. The boilers will be built at Cockatoo Island Dockyard.

Long-Range Navigational Exercise by Aircraft.

Eight Sea Fury Aircraft from 808 Squadron left Nowra Naval Air Station for Perth on October 10th for a long-range navigation exercise over an 1,800 mile route via Broken Hill, Forrest and Kalgoorlie. A Dakota aircraft from 723 Squadron carrying maintenance personnel accompanied them.

Four of the Sea Furys flew from the R.A.A.F. Station at Pearce to H.M.A.S. SYDNEY then cruising off the West Australian coast, and the other Sea Furys and the Dakota left Perth on October 15th to return to Nowra via Forrest and Mildura.

Appointments.

The following new appointments have recently been made:

Commander C. J. Stephenson, O.B.E., R.A.N., assumed command of H.M.A.S. LEEUWIN on 3rd November.

Acting-Commander H. L. Gunn, D.S.C., R.A.N., assumed command of H.M.A.S. KUTTABUL on 10th November.

Lieutenant Commander C. J. Cochran, R.A.N., assumed command of H.M.A.S. LATROBE on 1st December.

Lieutenant W. G. Copeland, R.A.N., assumed command of H.M.A.S. COWRA on 7th November.

Commander T. K. Morrison, O.B.E., D.S.C., R.A.N., Director of Manning, has been appointed Deputy Chief of Naval Personnel with the rank of Acting Captain, to date 24th October, 1952.

Commander G. L. Fowle, D.S.C., R.A.N., Deputy Director of Manning, has been appointed Director of Manning to date 24th October, 1952.

Commander J. H. Dowson, R.A.N., has been appointed to H.M.A.S. CERBERUS II for duty with the Joint Service Staff, London - he is at present Commander of H.M.A.S. AUSTRALIA.

Captain D. Sanderson, D.S.C., R.N., has been appointed to H.M.A.S. ALBATROSS II in command, and as Captain (Air) New South Wales, on arrival in Australia about 7th December 1952, and to H.M.A.S. NIRIMEA in command on commissioning. (H.M.A.S. NIRIMEA will be the name of the R.A.N. Station, Schofields, New South Wales).

Trafalgar Day Displays.

Trafalgar Day was celebrated in Sydney and Melbourne on October 18th and 19th respectively with displays of naval activities.

In Sydney the display took place at Garden Island Naval Dockyard and included diving by H.M.S. TACTICIAN, an escape from the submerged submarine, an exhibition of fire-fighting, a sea-air rescue exercise, a fly-past by aircraft from Nowra Naval Air Station and the hoisting of Nelson's famous signal : "England expects....."

In Melbourne the display at Como PARK, South Yarra, included the ceremony of "Colours" (for which the band from Flinders Naval Depot provided the music), firing by a Bofors Gun crew at action stations, the mock sinking of a submarine in convoy manoeuvres with dummy ships, marching by W.R.A.N.S. and a field gun competition.

The highlight was the moving ceremony "The Death of Nelson and the Victory of Trafalgar", in which the Queen's colours were received by a Royal Guard.

Naval Board Flag.

On October 21st (Trafalgar Day) the flag of the Australian Commonwealth Naval Board was hoisted over Navy Office, Melbourne, for the first time. Like the flag of the Lords Commissioners of the Admiralty over the Admiralty building in London, it will fly continuously day and night.

The flag, which is horizontally halved in red and blue with a gold fowl anchor superimposed, is worn in H.M.A. Ships when the Board is embarked and is entitled to a 15-gun salute.

The only flag taking precedence over the Naval Board's flag in the R.A.N. is the flag of the Governor-General.

ooo000ooo

EXTRACTS FROM OR SUMMARIES OF REPORTS OF PROCEEDINGS.

Succour on the High Seas.

While en route from Kure to Hong Kong on her return passage to Australia from Korean waters, H.M.A.S. BATAAN sighted a Japanese merchant ship flying the international signal indicating need for medical assistance. The ship, the MEISEI MARU, was closed and by dint of some painstaking signalling by lights it was learnt that her Captain was sick.

BATAAN'S Medical Officer went aboard the MEISEI MARU and found the Japanese Captain greatly distressed but suffering only from a minor stomach disorder resembling indigestion.

After rendering suitable assistance the M.O. returned and BATAAN continued on her way.

H.M.A.S. ANZAC's First Patrol.

H.M.A.S. ANZAC commenced her first patrol on the West Coast of Korea on 28th September joining Task Unit 95.12.2 in the Haeju area.

In the Chodo area on 29th September, M.I.G 15's were sighted for the first time by ANZAC - a flight of two followed by a flight of six, flying very high and proceeding south-east. These aircraft fly quite frequently over this area but so far have not attacked United Nations warships.

ANZAC carried out her first bombardments on 30th September when, with H.M.S. NEWCASTLE, she bombarded the suspected site of a gun emplacement which the enemy were building in a cave in a cliff face on the Wolsari Peninsula near Chodo. ANZAC's second salvo at 10,000 yards range scored a direct hit on the cave entrance.

The same evening found the ship in a lonely advanced station near the Napto Islands only fifty miles from the Yalu River, (the Korean-Manchurian border) in the light of a full moon, but with a grandstand view of the heavy United Nations air raid on Cholsan. The enemy returned intense A.A. fire throughout the duration of the long attack and it was hoped on board ANZAC that the enemy would have a big problem replenishing ammunition by ox-cart transport.

Before retiring to the South, the enemy islands of Samcha Do and Uri Do were given several rounds of 4.5 inch "to keep them on their toes" (as the Operation Order prescribed).

Intelligence Cruise by H.M.A.S. RESERVE

H.M.A.S. RESERVE sailed from Manus on 31st August on an Intelligence cruise to Dutch New Guinea and Portuguese Timor, visiting Hollandia, Sorong and Dili.

At Hollandia every facility was made available to the ship during her stay from 2nd-3rd September. Typical instances were the arrangements made prior to the ship's arrival for the exchange of foreign currency, observing that the banks had ceased business for the day, and the offer of the Commanding Officer of the Dutch Naval Barracks to handle all W-T traffic for the Ship through the Naval W-T Station on its routine with Harman. While the Dutch authorities were thanked for their offer, RESERVE handled all her own W-T traffic.

The Dutch Naval Officers made it clear that they would welcome more

frequent visits from H.M.A. Ships. The impression was gained that some of the Dutch Officers attributed the infrequent visits of H.M.A. Ships to a reluctance on the part of Commonwealth Government to send ships to Dutch New Guinea waters owing to the delicacy of the situation in relation to the Indonesian claims on Dutch New Guinea.

Casual observation of all sections of the community indicated a contented and loyal people who were pleased to see the arrival of one of H.M.A. Ships, if only a small one.

The ship received another hospitable reception at Sorong both from the Administration officials and the North New Guinea Petroleum Company personnel.

A sharp contrast was noted in the attitude of the natives of Sorong as compared with Hollandia natives. The former, among whom there are many Indonesians employed by the Oil Company, appeared sullen in their demeanour.

The Harbour Master, Sorong made mention of the sighting of a Japanese vessel of about 16,000 tons, the NAKO MARU, which was reported near the Pisang Islands, McCluer Gulf, with one barge and three motor boats in company. It would appear that she was acting as a mother ship for Japanese fishing vessels.

The Resident stressed that Indonesian vessels might be patrolling north of Manipa Strait, and that the Indonesians had fears (quite groundless) that Dutch vessels were trying to make contact with insurgents at Ambon.

In view of this information it was thought to be not beyond the bounds of possibility that RESERVE's lack of armament might be exploited by Indonesian vessels, and accordingly H.M.A.S. ANZAC, who was near the area, was included in the address of the daily position signal.

The passage was made without incident, however, and RESERVE entered Dili harbour on 9th September. From the outset Dili presented a touch of the unusual. In the absence of the Harbour Master, the local pilot, a half-caste Malay, came alongside in a rudderless skiff pulled by a crew of two. He had little information to offer other than the fact that the ship was anchored in a safe position. The next arrivals were the Secretary to the Governor and Chief of Cabinet and the Chief of the Military Department. The former expressed the Governor's good wishes and welcomed the ship to Dili. A station wagon and chauffeur and a jeep and driver were placed at the disposal of RESERVE.

The Portuguese Military officers were most hospitable and went out of their way to make RESERVE's visit most pleasant, as did the general populace. (A detailed report upon Dili is contained in Section III of A.S.I.S.)

During the cruise, the freedom with which the local authorities, both Service and Administration, expressed their views, political and otherwise, was noticeable. This was attributed to the comparative lack of formality attendant

on the visit of a small ship as distinct from a large one.

Operation Pinwheel.

The Commanding Officer, H.M.A.S. SYDNEY remarks on the efficiency of Operation Pinwheel as opposed to tugs in the time taken to turn the ship.

"I had intended to try the effect of Operation Pinwheel on the turn to berth bows north at the Fitting Out Wharf (Garden Island), and aircraft were ranged accordingly. As one tug was late, and the one that was in attendance a little unhandy at taking the stern line, the aircraft were in fact most useful. A later analysis of time taken to turn showed that the aircraft employed, six on the Port bow and six on the Starboard quarter, turned the ship in much the same time as the tugs had taken on a previous occasion."

Exercises in Korean Waters.

H.M.A.S. ANZAC records the following account of exercises with H.M.S. NEWCASTLE off Mi ho Wan :

"H.M.S. NEWCASTLE carried out a full calibre throw short shoot at H.M.A.S. ANZAC and fired one torpedo which did not appear to run correctly. It is interesting to record that type 974 radar picked up the shell splashes at 3,500 yards on nearly all occasions. A night encounter exercise took place during the first watch, ANZAC's type 298P was used as a Search Receiver and indications of NEWCASTLE's radar were received at 30 miles and Type 974 obtained contact at 15 miles although super-refraction conditions did not appear to exist. Star-shell was fired at 14,000 yards and satisfactory illumination obtained.

On the forenoon of Tuesday 28th October ANZAC carried out a full calibre throw-off firing at NEWCASTLE and a Surface Tracking Exercise took place. The throw-off firing was quite satisfactory, the first broadside falling 150 yards over at 12,500 yards. Spreads were satisfactory. At 1600I on the same day a Gun Co-ordination and Direction Exercise was carried out with four Shooting Stars and one aircraft dropping window. During this event slightly better results were obtained with Type 298P, using high aerial rotation speed. Once the position of the jets was known, they were held consistently to a range of 20,000 yards."

Surveying in Northern Waters.

During October, H.M.A.S. PARCOO was surveying off the north coast of Australia. The Commanding Officer makes the following comment on his experience of anchoring in the area :-

"Throughout the season, when anchoring in deep water, it was decided not to anchor if the depth exceeded 45 fathoms. While it would have been

possible to anchor in deeper water it was felt that the continuous strain might have proved too much for the capstan engine. In practice this system has worked out most satisfactorily, and the capstan engine, humoured on one occasion by re-fitting two bearings, has stood up well to the heavy duty imposed upon it, for in addition to its normal work it has had to cope with the weighing of over a hundred beacon moorings. Seven shackles were normally used at a depth of 45 fathoms and the cable was veered the whole way with the ship almost stopped but having very little sternway."

Northern Territory History.

H.M.A.S. EMU (D.T.931) sailed from Darwin at 1400IK 25th October for Port Essington, having on board His Honour the Administrator of the Northern Territory and the Naval Officer-in-charge North-West Area.

The cruise was arranged by N.O.I.C., N.W.A. Area to enable the Administrator to visit and examine the old settlement of Victoria at the southern end of Port Essington. This settlement was founded in 1889 and abandoned in 1949. It is now extensively overgrown but the remains of a number of the buildings can be seen and the general layout of the old settlement visualised. A number of bricks from the old settlement buildings were brought back to Darwin for historical purposes.

ooo000ooo

SECTION II

EXTERNAL INTELLIGENCE

KOREA.

The truce talks at Pan-mun-jom are still in recess and the problem of Korea has been raised in the current session of the United Nations in New York. Various proposals by member nations of the Assembly are being considered in the hope that solution to the stalemate in truce negotiations may be found and an armistice in Korea achieved. The only obstacle in the way of such an armistice is the lack of agreement on the return of prisoners-of-war, but unless the Communists modify their demand that all prisoners should be returned by force if necessary there seems little likelihood of an agreement being reached. The United Nations remain firm on the principle that there should be no forced repatriation or retention of prisoners-of-war.

The United States President-Elect, General Dwight Eisenhower, has indicated his intention to visit Korea to assess personally the situation.

Military Situation.

Fighting continues and in some localities on the front has involved forces of up to two battalions in strength. Most actions have been fought for the possession of tactical features, some of which have changed hands many times during recent weeks. United Nations forces continue to inflict casualties at the rate of about two for one on the Communists but few prisoners have been taken, indicating that Communist morale is fairly high.

Communist rail and road communications, supply areas and coastal gun positions have been attacked by United Nations Naval and Naval air forces.

United Nations Air forces have flown an unusually high number of sorties in support of ground operations due to increased activity in such - as well as continuing their attacks against Communist installations and communications.

An interesting analysis of night air contacts over a six months period indicates that the Communists lack effective A.A. defence against United Nations night flying aircraft. Reports since the period covered by this analysis indicate that there has been a decline rather than an improvement in the effectiveness of Chinese Communist Air force night interception.

Sea Defence Zone.

The establishment of a Sea Defence Zone surrounding Korea has been the subject of a Soviet protest to the United States of America. The zone was established in September following the seizure by the Republic of Korea Government of three Japanese fishing vessels in the vicinity of Cheju-do and the announcement by the Japanese Maritime Safety Agency that it intended to establish a fishery patrol in the international waters surrounding Korea.

All shipping moving in the Sea Defence Zone is subject to special controls. While reducing the possibility of incidents occurring this does little to settle the main point at issue between the Governments of Korea and Japan - the right claimed by the Japanese to fish in the international waters surrounding Korea. The Japanese are anxious to re-establish the rich industry they developed in that area prior to the war when their annual catch was 1.8 million metric tons, to the sixth largest in the world. The Koreans on the other hand are equally anxious to protect the fishing industry they have developed under the protection afforded them by the MacArthur Line which prohibited Japanese fishing in Korean waters.

JAPAN.

New Japanese Cabinet.

The New Yoshida Cabinet is composed of 17 members, the majority of whom are drawn from among the supporters of the Prime Minister within the Liberal Party. Six of the members are depurgees released from purge restrictions which prevented them from holding public office; namely, Minister of Finance, Mukai Tadaheru; Minister of Agriculture and Forestry, Ogasawara Sankuro; Minister of Labour, Totsuka Kuichiro; Director-General of National Safety Agency, Kimura Tokutaro; and the Chief Cabinet Secretary, Ogata Taketora. The Hatoyama faction of the Liberal Party is represented by Ishii Mitsujiro, Minister of Transportation.

Japanese Mercantile Marine.

Rapid rehabilitation of the Japanese Mercantile Marine is taking place. Under a new plan of ship construction 1,200,000 gross tons of shipping will be constructed during the next four years. This tonnage will include passenger liners, tramps, passenger-cargo vessels and tankers. The target of ship construction aimed at by the end of 1958 is :-

Passenger Liners	1,230,000	G.R.T
Tramps	1,370,000	G.R.T.
Passenger-Cargo	1,500,000	G.R.T
Tankers	650,000	G.R.T

This planned rehabilitation and development of the Japanese Mercantile Marine contrasts strangely with other Japanese reports which indicate that half the freighters built since the end of the war are running at a loss and that there has been a fall in freight rates.

National Safety Agency Technical Research Institute.

The National Safety Agency plans to open a Technical Research Institute about the end of 1952 on the site of the former Naval Technical Institute in Ebisu. The Institute is intended to aid the development of defence techniques and will consist of seven sections, two dealing with communications, and one each dealing with planning, general affairs, equipment, clothing and arms.

National Safety Academy.

The National Safety Agency plans to open a National Safety Academy in 1953. The Academy will cater for 400 candidates for a four years course.

Japanese Trades Unions.

The Federation of Japanese Trades Unions (Sodomei) has decided to affiliate with the International Confederation of Free Trades Unions (I. C. F. T. U.).

Sterling Balance of Payments with Japan.

The Sterling Area Payments Agreement with Japan which was due to expire on 31st August, 1952 has been extended by mutual agreement until 31st December, 1952.

CHINA.

Internal Situation.

During recent months there have been indications of increasing concern on the part of the Central Peoples Government at the growth of unemployment in many parts of China. Further evidence that this problem of unemployment is both widespread and serious is given in recent announcements that employment placement Committees and labour bureaux are being established throughout China Proper. Large scale unemployment is said to exist in the main Chinese centres of Tientsin, Shanghai and Canton.

Peking "Peace " Conference.

No doubt this conference was designed to fit in with the world-wide "Struggle for Peace" campaign directed from Moscow which apparently is to be

further developed following the Vienna "Peace" Congress in December 1952. The Moscow-directed "Peace" offensive in the East is aggressive and is intended to stimulate existing movements for "national liberation" in colonial and semi-colonial countries, also to encourage independent nations in Asia and the Pacific to repudiate their loyalty to the West and re-orient themselves towards the Sino-Soviet block. In the European and Atlantic countries the "peace" offensive is designed to retard Western defence measures in Europe and Asia. These tactics seem to accord with the familiar Soviet strategic design which is to hasten the downfall of the Western Powers by capturing Eastern markets and sources of raw materials.

Probably the most important immediate result of the Peking Conference is the establishment of a "Peace Liaison Committee" which will have a permanent organisation, with headquarters in Peking. There seems little doubt that this Committee will attempt to direct the "peace movements" in the Asian and Pacific countries from which its members are drawn. The Committee held its first meeting on 15th October in Peking. The Committee's Chairman Mme. Sun Yat-sen presided.

Sino-Mongolian Agreement.

Following negotiations between the Chinese authorities and a Mongolian delegation led by the Mongolian Prime Minister, Tsedenbal, in Peking, a Sino-Mongolian Agreement on Economic and Cultural Co-operation was concluded on 4th October. The purpose of the agreement is said to be "consolidating and developing the long existing, profound, friendly relations between the Chinese and Mongolian peoples". The Agreement consists of three short articles only, the main point being that separate agreements will be signed separately between the departments of Trade, Culture and Education of both Governments, based on the general agreement. The agreement will remain effective for a period of ten years.

Chinese Nationalist and Anti-Communist Guerilla-held Islands off the Mainland of China.

The Chinese Nationalist Government in Formosa has direct control of four islands between 20 degs 40 mins N and 24 degs 30 mins N, namely, Quemoy, Little Kinmen, Matsu and Pratas. It also shares with anti-Communist guerillas the control of four islands between 25 degs 00 mins N and 28 degs 30 mins N, namely, Ockseu Islands, White Dog Islands, Pe Shan and Tai Chau Islands.

Anti-Communist guerillas control an additional 15 islands and or island groups between 23 degs 48 mins N and 29 degs 05 mins N. The local Generals commanding these islands appear to be completely autonomous but

they do visit Formosa from time to time; a fact which indicates that they have some connection with the Chinese Nationalist High Command.

HONG KONG.

Construction and Fortification on Islands surrounding Hong Kong.

Although no major construction or fortification is in progress on these islands, minor work such as improving existing positions on Inner Island continues. Some new works, which may be the beginning of new gun sites, are underway at the Western end of Outer Ling Ting Island.

Trade.

The total trade figures for Hong Kong continue to climb slowly. The figures for September were the highest since December 1951, but below the average for the whole of 1951. Exports to China for September were half those of August but imports were up by one quarter.

FORMOSA.

Overseas Chinese Conference.

Chiang Kai-Shek opened the "Global Overseas Chinese Conference" in Formosa on 21st October. Some 185 delegates, representing more than 20 countries including Australia and New Zealand attended. It appears that the main objects of the conference were to strengthen the unity of the overseas Chinese, rally them in support of the Nationalist Government and encourage them to influence the countries in which they live to impose economic sanctions against Communist China.

During his address to the conference Chiang Kai-Shek declared that his Government was determined to launch a counter-offensive against the Chinese mainland as soon as possible.

INDO-CHINA.

Military Situation.

Recent Viet Minh military activity in the mountainous country North-West of Hanoi is worthy of note in that it is the first time that they have carried out sustained operations against an area other than the Tongking delta.

The Viet Minh committed approximately three divisions of regular troops in their offensive which caused the withdrawal of the French outpost force at Nghia Lo, and, subsequently of all French posts in the area between the Red and Black Rivers to Son La and Lai Chau on the Black River.

A number of regiments were flown in from the delta area to reinforce Son La and a defence line extending from Son La, was established. From this defence line the French carried out what they called a "reconnaissance in force" in a North-Easterly direction, during which they captured Phu Tho (approximately 45 miles North-West of Hanoi) on 3rd November. Three airborne battalions were dropped on an important road junction at Doan Hung (about 20 miles North of Phu Tho) on 8th November, and advanced troops from Phu Tho joined up with this force on 10th November, and advanced to within eight miles East of Yen Bai. During this operation the French cut one of the main Viet Minh supply routes from South China; the route from Kwangsi via Cao Bang. Extensive Viet Minh supply dumps were destroyed but the French forces failed to locate the main body of the Viet Minh forces. The French subsequently withdrew to Viet Tri on the Tongking delta perimeter, following a threat to their rear communications posed by the Viet Minh recently moving a division from the area South of the perimeter to join another Viet Minh division located in between Yen Yen and Hoa Binh, South-West of Hanoi.

On the Black River front a Viet Minh force of unknown strength has crossed the river at Trinh Nhai and has reached Luan Chau, located about 30 miles South of Lai Chau.

French forces have withdrawn from Son La to Na San 12 miles to the South-East, where their airfield is located. This area has been strongly reinforced by the French in the hope that the Viet Minh will be tempted to concentrate their forces in order to attack this strong point. Such an attack by the Viet Minh would achieve the object of French strategy which is to bring Viet Minh forces to battle in the open.

A French Military Post in Cochinchina.

The following description of a French military post in Cochinchina gives an insight into the defensive preparations in that territory :-

The post is situated near a waterway and built of hardwood logs and mudpacking, surrounded by lines of barbed-wire and wide ditches half-filled with muddy water. The barbed-wire surrounding the post is hung with tin cans in order to give warning of any tampering by the enemy and the ditches bristle with murderous bamboo spikes, a wound from one of which means certain poisoning and very often death.

The soldiers manning the post are known as "locally engaged legionnaires", as they are associated with the Foreign Legion, but they are Vietnamese engaged on a shorter contract of service with no obligation to leave their own country. Most of their officers and certain other ranks are drawn from the Foreign Legion.

The post is commanded by a Captain and has a garrison of about 100 soldiers, who, with their families, live within the field works of the post.

In spite of their usually mudstained baggy green uniform, tattered field hats and generally slovenly appearance the soldiers are extremely keen and show a strong sense of discipline.

Two years ago the Viet Minh had control over the whole region in which this post is located and for several months during this period the post was the scene of violent fighting. It is still well within what might be called the front line.

THAILAND.

Internal Situation.

Recently there have been a number of rumours of attempts to overthrow the Thai Government; one of these referred to the possibility that such an attempt would be made in December. Shortly afterwards, between 10th and 14th November, the Thai Police arrested more than 100 people in Bangkok for alleged plotting to overthrow the Government.

Speaking in the Thai National Assembly on 13th November on the adoption of the Government's Anti-Communist legislation and Un-Thai Activities Bill, the Deputy Minister of the Interior stated that confessions of persons recently arrested for plotting against the Government had implicated the U.S.S.R. and Communist China in a plot to overthrow the Thai Monarchy and assassinate senior government officials on 31st December. This was to be followed by the establishment of a new regime which would be recognised by both the Soviet Union and Communist China.

Anti Communist Legislation.

The Government Anti-Communist legislation and Un-Thai Activities Bill were adopted by the Thai National Assembly on 13th November. Severe penalties are imposed upon persons "acting in accordance with Communism".

Nai Pridi's Return to Thailand.

Nai Pridi Phanomyong, who is alleged to have strong Communist leanings

and aspirations to return to power in Thailand is said to be in hiding in the hill country West of Phetburi and Hua Hin On the Kra Isthmus. Nai Pridi is a former Prime Minister of Thailand who was exiled for his alleged part in the death of the late King Ananda Mahidol. He was leader of the wartime "Free Thai" movement.

New "Political" Movement.

A movement known as the "Liberation of the Nation" movement has recently appeared on the political scene. Its members are believed to consist mainly of discontented junior officers of the fighting services. Its aims and loyalties are not known at present but it has been suggested that it may have been implicated in the recent plot against the Government.

BURMA.

Internal Situation.

Internally Burma is fairly quiet. There have been minor clashes but no major attacks or acts of sabotage.

MALAYA.

General Situation.

With the M.C.P. continuing to withdraw to a more limited field of activity the situation in Malaya is now more encouraging than it has been since the start of the Emergency.

This lack of activity is apparently not entirely due to the new M.C.P. policy of attempting to form a United Front with the masses by limiting their attacks to Security Force personnel, but is being forced upon them by the continued success of the various operations being mounted against them by Sir Gerald Templar.

Intermittent bursts of activity by the M.C.P. indicate that they are still capable of mounting serious offensives but there is now no doubt that heavy losses of important figures in the Communist movement are having their effect on morale as well as organisation.

Strict food control is causing the Communists serious anxiety and forcing them more and more into the open in an attempt to obtain supplies, and this factor is responsible for numerous casualties.

There is evidence that renewed efforts are being made to penetrate Societies and Organisations and to set up underground Leagues and Unions in kampongs, but public confidence is counteracting this in the form of a greater volume of useful information which is now being freely given.

The most important capture in recent months has been that of the notorious Malay terrorist, Mohamed bin Indera, on whose head a reward of 75,000 dollars had been placed. He was captured in Johore on information received from civilian sources.

INDIA.

French and Portuguese Settlements.

The Indian Prime Minister, Mr. Nehru, has stated that "pockets" of foreign territory can no longer be tolerated within the Indian Republic.

The question of the French and Portuguese settlements has been revived following accusations of terrorism in these settlements which were made at the 4th annual session of the National Congress at Poona.

The Prime Minister is reported by the press as having stated that "police action" may be necessary in order to restore these settlements to the people of India.

KASHMIR.

Indian Rejection of Resolution.

The Indian Prime Minister has announced that India will reject the U. K. - U.S. resolution on Kashmir currently before the Security Council. The most important aspect of this resolution is the suggested troop ratio to be left in Kashmir by both parties to the dispute. The figures of from 3 to 6 thousand (Pakistan) and 12 to 18 thousand (India) are suggested in the resolution.

The Indian Prime Minister also stated that if the Security Council proceeds with the resolution India will revive charges of Pakistan aggression.

It now appears certain that India has never had any intention of attempting to settle the dispute on any other terms except those which will give her the utmost advantage. This is further borne out by India's continued refusal to accept any figure for her forces in Kashmir that will reduce them below 21,000.

Pakistan's reaction to this move has been moderate but she will no doubt take advantage of the presence of representatives of all U.N. members in an attempt to consolidate world opinion against India during the debate.

Press reaction in Pakistan is also moderate but there is a hardening tendency apparent and it is expected that relations between the two countries will worsen.

PHILIPPINES.

Communism.

It is believed that the Communist Party in the Philippines has called for a resurgence of armed revolution during 1954. This may indicate that the Communists, realising that they have lost the support of the masses, have determined to regain that support and have not given up the struggle to rule over the Philippines eventually.

It is known that much of their activity is now limited to "front" organisations and attempts are being made through them to discredit the Administration.

Basic reforms planned by the Government will make the Communists' task of rehabilitating themselves with the people much harder, but the fact that they have stated a time for their re-emergence as a power to be reckoned with seems to indicate that they expect to take that time to reorganise after the defeats inflicted on them by the Philippines Minister of Defence, Mr. Magsaysay.

There are still no signs that outside assistance is reaching the Communists but it can be expected that attempts will be made most likely from Communist China by way of Hainan.

INDONESIA.

Japanese Trade Mission.

The four-man Japanese trade mission currently in Djakarta to discuss the purchase of Indonesian copra is shortly to be followed by another Japanese trade delegation headed by the President of the Bank of Japan.

The latter delegation is believed to comprise representatives of Japanese interests connected with rubber, iron, tin, salt, hides, timber, sugar and marine products.

Japan's interest in Indonesia as a supplier of industrial raw materials, especially rubber, is significant, due to the present precarious position of the Indonesian economy. Indonesian "feelers" have been sent out behind the Iron Curtain and the possibility of trade with Soviet bloc has been growing of late.

With the entry of Japan into the field it seems that the likelihood of extensive trade by Indonesia with the Soviet bloc may diminish due to the proximity of Japan and the fact that trade with her would be easier than with Iron Curtain countries. This fact may offset the higher prices Soviet bloc countries are prepared to offer for strategic raw materials.

Darul Islam Raids.

Recent raids on Police and Army posts by Darul Islam elements in Java have apparently been launched with the object of capturing Lee-Enfield rifles and automatic weapons. This may indicate that Darul Islam bands have discovered stocks of ammunition for these particular weapons, quantities of which were hidden in Java during the war.

Kahar Muzukkar.

Thousands of leaflets have been dropped over the island of Sulawesi in the Celebes the contents of which appear to establish that the rebel leader in the Celebes, Kahar Muzukkar, has joined the Darul Islam cause.

This alleged proof of Muzukkar's defection has caused much surprise in some well-informed circles in Djakarta who believe that Muzukkar is concerned only with gaining proper recognition for the Buginese from the Djakarta Central Government.

South Moluccas Separatist Movement.

During the recent visit of H.M.A.S. RESERVE to Sorong, Dutch New Guinea, it was found that copies of a periodical, "Meua Muria", designed to foster the South Moluccas Separatist Movement against the Republic of Indonesia, were in circulation.

The issue in question was dated 25th July 1952, and was printed in the Malay language (High Malay). The place of publication was Rotterdam. (The Rotterdam Lloyd vessel "TOSARI" was in port at Sorong at the time of RESERVE's visit).

A sub-title of the journal claimed it to be "Representative of the Government of South Moluccas (Republik Maluku Selatan) Overseas". Much space was devoted in the journal to opinions expressed by Ambonese and Dutch people in Holland in regard to the aims and objectives of the Republik Maluku Selatan in its endeavour to obtain independence from the Indonesian Government. It was reported that Indonesia's claims could eventually prove very similar to Hitler's "Lebensraum" and extend to Australian New Guinea and to Portuguese Timor and British Borneo.

Postage stamps for the Republic of South Moluccas were illustrated in the journal. There were four designs each covering a range of 9 denominations.

SECTION III

AUSTRALIA STATION INTELLIGENCE.

VISIT OF THAI NAVAL MISSION.

Three officers of the Royal Thai Navy arrived in Sydney by air from Honolulu on 15th October, 1952. The objects of this mission were to promote goodwill between Thailand and Australia and to study the organisation of naval bases, supplies, logistics, coastal defence and other subjects.

The members of the mission were Rear-Admiral Sanoh Rakkham, Captain (E) Sri Daorai and Commander Chalern Sathirathvara.

In New South Wales the mission called on the Flag Officer-in-Charge, Eastern Area, and inspected various establishments, including the Garden Island Dockyard and the R.A.N. Air Station, Nowra. They left Sydney by air for Melbourne on 20th October and remained until 23rd October, when they returned to Sydney, later departing for Thailand. Whilst in Melbourne they called on the First Naval Member and visited H.M.A. Dockyard, Williamstown, Flinders Naval Depot and the Royal Australian Naval College.

VISIT OF JAPANESE VESSEL TO HERMIT AND NINIGO ISLANDS.

The following information concerning the presence of a Japanese sampan in the Hermit Group, was reported by Mr. McDougall, resident on Maron Island.

A Japanese vessel was sighted south-west of Maron Island at 0800 hours on Wednesday, 1st October. It skirted the reef to Mono Island, where shell-fishing was carried out. On the following day the sampan fished off Pemei Island but returned to Mono Island on Friday 3rd and came inside the reef at 1430 hours. A dory from the sampan went to the vicinity of Tset Island, where shots were fired from it with a rifle judged to be the equivalent of the .303 service rifle. Bullets fell in the sea near the isthmus connecting Maron and Akib Islands.

On Sunday, 5th October, the vessel fished off the reef south of the west entrance to the Hermit Group.

At 1000 hours on Monday, 6th October, the sampan was lying off Painau Island and divers were scattered along the reef to the north when M.V. "Hollydene" arrived at Maron Island from Lorengau. Mr. McDougall boarded it with the intention of contacting the sampan, which then ran along the reef picking up the divers. The "Hollydene" went south to the west entrance but the sampan went well out to sea in a south-west direction, leaving a dory and crew on the reef.

The dory made for islands to the south and McDougall landed and chased it from island to island. It then went off to Mono Island and entered the lagoon over reefs which would be impassable to the "Hollydene". Seelo Wing Hay, the master of the "Hollydene", refused to follow the dory, saying it was too late. This was at 1600 hours.

At 2000 hours that night the "Hollydene", which was under charter to a Mr. Reynolds, proceeded to his plantation in the Anchorites and returned to Lorengau on Wednesday, when Mr Reynolds reported the presence of the sampan to the District Commissioner.

On Tuesday 7th, the sampan was again sighted, outside the reef on the south-west of Maron Island and on Wednesday 8th it ran north-east from Pemei Island about 0600 hours, returning at 1800 hours.

The next day it fished off Pemei Island until 1500 hours when it was obscured by a mist. When the mist cleared, the sampan had disappeared and was not seen again in this vicinity.

On Friday 10th, however, a sampan of the same description was seen off Suma Suma in the Ninigo Group and this was probably the same vessel.

DEVELOPMENT OF PORT KEMBLA, N. S. W.

The development of the steel industry at Port Kembla has been progressing steadily since the end of the war, the latest addition being the completion of the third blast furnace at the Australian Iron and Steel Ltd. works on 27th August last.

This 1500-ton furnace is the largest in the Southern Hemisphere and the output from this company's works makes Port Kembla the major steel exporting port of Australia. It was only recently brought up in the N.S.W. State Parliament that Port Kembla had grown to be the sixth port in the Commonwealth handling 2½ million tons of shipping last year against Sydney's 10 million tons.

The output from the three blast furnaces will be 3,700 tons per day, (greater than that of the B.H.P., Newcastle), and is made up by 800-900 tons per day from No. 1 furnace, 1,200-1,300 tons per day from No. 2 furnace and 1,500-1,600 tons per day from the new No. 3 furnace. To cope with this output of steel, 40,000 tons of iron ore and limestone will be required weekly and 500,000 tons of coal per year.

Facilities for handling these quantities of ore, coal and limestone include the installation of a third mechanical ore unloader, at present under construction at the company's ore jetty.

Shipments of coke to Whyalla have steadily increased from 5000 tons per week in 1951 to 7000 tons per week this year. It is anticipated the amount to be shipped weekly by 1953 will be 9000 tons.

NAIRNE PYRITES MINE, SOUTH AUSTRALIA.

In 1951, following the U.S.A. quota system on the export of sulphur and the direction by the International Material Conference to economise in its use, South Australia turned its attention to exploiting its own resources and this started the development at Nairne of iron pyrites, of which there is a visible mass estimated at 40,000,000 tons. Three fertiliser companies, Cresco Fertiliser, Ltd., Adelaide Chemical and Fertiliser Co. and Wallaroo-Mt. Lyell, Ltd., together with the Broken Hill Pty., Co., Ltd., formed a new company known as Nairne Pyrites, Ltd., to work this field. The South Australian Government granted an overdraft of £800,000 to assist the new Company.

Crude ore production will be about 360,000 tons a year and at the estimated rate of working the Nairne deposits are expected to last about 100 years. Rapid progress is being made at Nairne, mainly through the great technical knowledge and resources of the Broken Hill Pty. Ltd.,

The three fertiliser companies are building a Sulphuric Acid Plant at Birkenhead to produce approximately 36,000 tons of sulphur from the iron pyrite ore which, in turn, will produce about 100,000 tons of sulphuric acid a year. This acid would be sufficient to make 300,000 tons of superphosphate a year.

SALT PROJECT, POINT PATERSON. (S.A.).

A £250,000 plan to produce large quantities of salt at Point Paterson, about 7 miles south of Port Augusta, is being considered by Solar Salt Ltd. Mainguard (Aust.), Ltd., of Sydney, and its subsidiaries are interested in the project.

The S.A. Harbors Board is making echo-soundings of adjacent waters to determine their suitability for navigation by ships of about 6,000 tons.

Experts of the S.A. Mines and Engineering Water Supply Departments are testing the soil of the proposed site for load-bearing quality.

Investigations have shown that sea water at Port Paterson contains nearly twice as much salt as ordinary coastal sea water. Consequently, the site is considered one of the most suitable of Australia's easily accessible areas for salt production. The high salinity is attributed to low average rainfall and low humidity.

ANGLO-IRANIAN OIL COMPANY REFINERY, KWINANA (W.A.)

The construction of the Anglo-Iranian Oil Company's refinery at Kwinana will be undertaken by Kellogg International Corporation and three

English firms - Costain, John Brown Ltd; D. and C. and William Press Ltd. and Kinnear, Moodie and Company. These firms have combined into a proprietary group, the Kwinana Construction Group Pty. Ltd. Technical officers have already arrived to commence preliminary work.

The Western Australian Government has accepted a tender for dredging made by the Dutch firm, Hollandse Mannemig Maatschappij. This firm has contracted to dredge a 50 feet wide channel through the banks to a depth of 38 feet and has undertaken to complete the work early in 1957. Work will probably commence in January 1953.

One dredge, HAM II, which has already left Rotterdam, should arrive by late December, 1952, and the other dredge, now in Newcastle (N.S.W.), shortly afterwards, HAM II carries as deck cargo a small tug for general purpose use and a small lighter will also be freighted out.

A township will be constructed about 2 miles east of the main road past the refinery and building should commence on January 14th, 1950. Construction of a barracks and houses for the H.A.M. Dredging Co. has already been commenced at Woodman Point and an approach has been made for permission to use portion of the R.A.N. storehouses there, so it is probable that the R.A.N. jetties will also be required for use.

CRITICISM OF PORT ADELAIDE TUGS.

The Master of "STRATHAIRD" (Captain H.B.Allan) has criticised the tugs in use at the Outer Harbour. He stated that more modern and more powerful tugs were needed, as those at present in use were too old and there was always an element of danger in using them, especially in rough weather, as the steam pressure might drop at the critical moment. He is also reported to have said that the crews had a lot to learn.

The following is a list of tugs in use at the Outer Harbour :-

Name	When Built	Horse-power	Owners
"TANCRED" ♂	1943	1,700	S.A. Harbours Board.
"WOONDA"	1915	1,680	Adelaide Steam Tug Company
"FOREMOST"	1926	1,170	Huddard Parker Ltd.
"FALCON"	1884	500	# "
"VELTA"	1949	1,350	Ritch and Smith Ltd.
"GEORGE DINSDALE"	1913	400	" "
"CHESTER FORD"	1911	300	" "

♂ Not normally available for merchantship towage.

The Adelaide Steam Tug Company are at present seeking quotes in Australia and overseas for the construction of a tug of 2,000horse-power.

AIRSTRIIP AT WARRNAMBOOL.

The Civil Aviation Department is to spend £109,000 on an all-weather airstrip at Mailor's Flat, six miles from Warrnambool.

For the past two years air passenger and freight services to Warrnambool had to be curtailed during the winter because the present runway was sodden.

The Warrnambool - Melbourne air service was suspended for three months during the winter of 1952.

DUNWICH, NORTH STRADBROKE ISLAND (Q) - MINERAL SANDS INDUSTRY.

The Queensland Department of Harbours and Marine has surveyed channels in the vicinity of Dunwich (North Stradbroke Island). An anchorage is available less than a mile off Dunwich and which is accessible by channels within Moreton Bay with a least depth of four fathoms.

Zinc Corporation Ltd. is at present lightering mineral sands to Brisbane from Dunwich and the survey has been made on the Corporation's behalf to ascertain whether ships could load from lighters off Dunwich to enable production to be increased.

Rutile mining is at present a £500,000 a year industry.

NORTHRN TERRITORY - GENERAL INTELLIGENCE.

Darwin Wharfage.

The new Timber Jetty is now completed and in full use. The old Main Jetty, although usable, is in a very weakened condition and is hardly fit for the working of cargo across it. The construction of a new wharf, subsequent to the survey made by H.M.A.S. "BARCOO" has been approved by the Commonwealth Government. The cost of the undertaking will be £700,000.

Main Jetty, Darwin, Shelter-Shed.

During a strong S.E. rain squall on 7th November the roof of the wharfies' shelter-shed on the Main Jetty was lifted by the wind. The roof, consisting mainly of corrugated-iron sheets, was carried along the jetty, narrowly missing H.M.A.S. RESERVE but damaging her bow, and finally fell over the side into the water, slightly damaging a small launch.

Uranium.

Under the Defence (Special Undertakings) Act, the Hundred of Goyder has been declared a prohibited area. This area includes Rum Jungle. The Department of Supply has taken over the control of all mining operations. Actual work is being carried out by Zinc Corporation Ltd., one of Australia's largest mining concerns. Security arrangements have been finalised and a permit issued by the Administrator of the Northern Territory is now necessary before the area may be entered. An intensive mineral survey of the northern end of the Northern Territory by air has now been completed by the Commonwealth Bureau of Mineral Resources D.C.3, specially-fitted aircraft.

Two new finds have been reported, the first by a week-end prospector, S. Tennyson of Katherine, who claims to have discovered a new lode about 180 miles south of Darwin. No official confirmation has yet been made for this claim.

The second find was made by L. Goode of Darwin, at Howard Springs swimming pool, a popular swimming pool 19 miles from Darwin. The area was inspected by the Director of Mines and the find officially confirmed.

Northern Territory Railway.

Approximately £300,000 will be spent on modernising the Northern Territory Railway. The modernisation programme includes the introduction of four diesel-electric locomotives, two 60 passenger, air-conditioned railcars and the reconditioning of the permanent way.

Silver-Lead Deposits.

Tests of silver-lead deposits at McArthur Station, 43 miles inland from Borroloola have proved so promising that drilling operations have commenced and the area is expected to develop rapidly.

Pearling Luggers

The small fleet of pearling luggers based on Darwin and owned by Mr. Michael Paspali have been turned into a Company and is now managed by Mr. Hocking, a prominent pearler from Thursday Island. It is understood that the Bowden Pearling Company Limited of Thursday Island intend to establish a base in Darwin next year and will operate three or more luggers. The company already operates 14 luggers from Thursday Island.

Copper.

The Director of Mines has announced that a new copper lode has been found at the Home of Bullion Mine, Barrow Creek.

Tantalite.

A Tennant Creek mining company, Drilling and Development Company, has completed drilling operations on a tantalite deposit at Bynoe Harbour. Mining authorities predict a revival of tantalite mining in the northern part of the Northern Territory in the Bynoe Harbour, Finnis River and West Arm areas, owing to the steep rise in price and the growing demand for tantalite.

VESSEL

VISIT OF JAPANESE FISHING/TO NDAI (GOWER ISLAND) SOLOMON ISLANDS.

A delayed report has been received dealing with the visit of a Japanese fishing vessel to Ndai (Gower Island) on the morning of 17th August. Ndai lies 24 miles North of Cape Astrolabe, Malaita Island, and the report was made by the District Officer, Malu'u.

The report reads as follows :-

"At 0900 hours on the morning of 17th August, a steam-turbine fishing vessel of approximately 1,000 tons displacement approached Gower Island from due North. The craft had black superstructure and hull and the name of the vessel was inscribed in white oriental characters on the bows. The vessel carried a radio but flew no flags or colours. Having skirted the western coast of the island, the ship slowed its engines off the village of Betilimi. No attempt was made to anchor nor to enter the passage opposite the village.

"Ten men leapt from the rail of the ship and swam to the shore. They landed in the village. These men merely wandered about for ten minutes but the natives found their efforts to converse quite incomprehensible. After taking some coconuts these men then returned to the vessel in the way they had come. Two canoes, containing in all 14 natives, then put off from the shore and ran alongside the ship whose engines were still running. These natives exchanged coconuts for clothes, hats and cigarettes, trade being conducted through the medium of a man at the rail of the ship who had a vague knowledge of pidgin-English. The latter asked the natives what the name of the island was and also asked the name of the land visible to the south. When told that this was Malaita, general ignorance was expressed by all the crew.

"None of the natives embarked upon the ship but remained in their canoes alongside. They did, however, make the following observations:- The decks of the vessel were strewn with fishing nets and tackle including several small buoy supports for the nets. There were also several fishing lines and bamboo rods. No arms of any description were noticed on the vessel. Inserted into the hull on the port side was a large trap-door which was open and in which men were walking about and loitering at

the side. This door would presumably open into the hold of the vessel. Several fish and ropes were observed inside. The vessel was two-masted and stood relatively high out of the water.

" I have examined the hats and cigarettes purchased by the natives and I am quite satisfied that they are of Japanese origin. The cigarettes were of the "Golden Bat" type and the packages contained Japanese writing on the paper wrappings. Moreover, several of the natives who witnessed the incident were former members of the Solomon Islands Defence Force and Labour Corps and quite irrevocably claim the visitors to have been of Japanese nationality. I am quite satisfied that this was the case.

" The ship, the Master of which was not recognisable by the natives, remained only one hour at Gower Island and then, having warned the natives around the vessel to stand clear, she put about and returned northwards on the same course as that on which she had come. No fishing for shell nor for fish was carried out, the above being the fullest available particulars of the vessel's activities during her visit to the Island."

DUTCH NEW GUINEA.

Dutch Sovereignty.

On 30th October the Netherlands Government made a statement clarifying its policy with regard to West New Guinea. The statement, signed by the Prime Minister and the Treasurer, clearly defined policy in the following terms: "Sovereignty *de jure* and *de facto* over West New Guinea lies with the Kingdom of the Netherlands. As a signatory of the United Nations Charter, the Netherlands undertook the obligation under Article 78 to promote the development of this territory and its inhabitants, to consider this administration as a sacred trust and to report regularly to the United Nations on the matter; all this will be continued until such time as the inhabitants of New Guinea are able to decide their future for themselves. The Netherlands Government sees no point in a resumption of discussions with Indonesia on the status of New Guinea, but is willing in the event of talks on New Guinea, to assist in dispelling misapprehension on the part of the Indonesian Government regarding Dutch intentions in the territory and to study suggestions which, without infringing upon Netherlands sovereignty over New Guinea, might contribute to the improvement of relations between the countries. The Netherlands Government cannot consider relinquishing New Guinea or restricting Netherlands sovereignty over the area or accepting a mandate. With regard to the projects for the development of New Guinea

the Government has declared its intention of drafting as soon as possible a general plan for New Guinea and as a first step has appointed a Commission to lay down the general lines for Development."

This statement represents the strongest official expression of Dutch policy on Northern New Guinea since the controversy developed. It contrasts sharply with the attitude of the last Cabinet which had hesitated to go as far as an outright refusal to discuss the status of the territory. It reflects a hardening of Dutch opinion on Northern New Guinea, which has resulted from an increased disillusionment with Indonesia. The categorical rejection of the possibility of a mandate for the territory is significant. The reference to Indonesian misapprehensions about Dutch intentions presumably refers to their fears that Northern New Guinea will be used as a base for Dutch interference in Indonesian affairs.

Mining Prospects.

Results of research by a group of mining engineering students of Delft University in the Cyclop Mountains look promising.

Dr. G.J.H. Molengraaff, Dutch mining expert, and eight students who have almost completed their studies in mining engineering at the Dutch Technical University at Delft, left Amsterdam by KLM plane bound for Biak, Dutch New Guinea, in June. The expedition has made borings in the region to the south of the Cyclop Mountains.

Experts from Delft are already at work in Dutch New Guinea. Cobalt and nickel ores were found at a depth of 50 feet below the surface some time ago, and the main object of the present expedition is to ascertain whether the ore is in sufficient quantities to justify commercial exploitation.

DILI (PORTUGUESE TIMOR)

The following information concerning Dili (Portuguese Timor) has been compressed from a report rendered by H.M.A.S. RESERVE:-

General Impressions.

During September, Dili, which is backed by a range of mountains, presents a somewhat arid appearance.

The first prominent landmark sighted is a lighthouse, a steel structure built on a stone base and which generates, by means of a small windmill, its own lighting system. Except for a concrete boat landing stage, there is almost a complete absence of waterfront facilities. In the limited anchorage protected by a reef which dries at low water, some half-a-dozen schooners

and a small harbour tug were present.

Viewed at close quarters, the town of Dili bears with it an atmosphere of the Old World. Most of the buildings are situated in one long tree-lined street, whose deep cemented gutters suggest that in the wet season the drainage problem is a real one.

The Administration buildings are of brick construction with a cement facing either white or coloured with a blue wash. Their cement facings are in many cases by no means intact and this detracts from an appearance which otherwise might be imposing. There are numerous small Chinese stores, constructed mainly of split bamboo and with roofs of thatched palm leaves. There is no continuous pathway in the streets, but most of the stores are fronted with a concrete raised pavement of sorts, and, in fact, the extensive use which has been made of cement is one of the outstanding impressions Dili creates.

The remainder of the houses in the town proper consist of rather attractive villas occupied by the Portuguese section of the community. There are no hotels in the full sense of the word, but liquor (obtainable almost anywhere) is served at a few places and on the waterfront there is a bright and attractive beer garden.

Immediately west of the lighthouse a good deal of constructional work is in progress. Here some new roads have already been completed and also some six or seven houses built of cement bricks and which are quite large and modern. They house prominent officials of the Administration and it is in this quarter that the new town of Dili will be established.

The original settlement of Dili, known as Old Dili, is highly situated about a mile from the shore. It is here that the Australian Consulate (post of Consul at present vacant) is established. This consists of a number of small buildings made of masonite with concrete verandahs and thatched roofs. The Consulate presents a very neat appearance.

Beyond Old Dili lies the Governor's Palace and the Hospital. The latter is a substantial building now in course of extension and ultimately it will contain about 350 beds.

There is no town electric light system, but a local telephone system is installed.

Social and Political.

Out of Dili's total population of about 2,000, scarcely 250 people are Europeans - the remainder consisting of half-castes, Chinese and natives. The Europeans (Portuguese) consist almost entirely of either Administrative officials or Army officers and their wives and families.

By comparison with the New Guinea natives, the local natives do not

possess a very good physique. An infusion of Malay blood is noticeable and few of the natives have the fuzzy hair which characterises the Papuans and Melanesians. They appear to be very well disciplined and are certainly respectful towards Europeans. In quite a number of cases they broke off from their work and stood to attention when officers of H.M.A.S. RESERVE passed by. Very few police were observed, and the town gave the impression of an easy-going (perhaps too easy-going) community.

The Portuguese number among them a few deportados (persons who have been expelled for political or other reasons from Portugal), but politics do not appear to be of much concern to the local community.

The desire for closer relationship with Australia, was, however, expressed and sentiments expressed in this direction seemed genuine. The virtual absence of shipping communication with Australia was deplored, the feeling being that something was necessary to counteract the danger of Portuguese Timor coming under the economic domination of Indonesia.

Defence and Security.

Four Timorese Companies of soldiers are stationed in barracks at Tibesse, on the outskirts of Dili. The barracks include married quarters for the Portuguese Officers, who comprise not only Regular Army but also Militia Officers. Two African Companies from Angola (Portuguese East Africa) are stationed at Bobonara and other posts on the Portuguese Timor-Indonesian Timor frontier. About 150 of these troops are equipped as cavalry. Timorese ponies are used as mounts.

The Portuguese East African troops are highly regarded on the score of their fighting ability, but this cannot be said of the Timorese native troops.

So far, the local Chinese do not appear to have created any real internal security problem, but there are ample opportunities for the spreading of Chinese Communist propaganda. It was learnt that persons leaving Macao or Hong Kong for Portuguese Timor are not security checked.

AUSTRALIAN SHIPPING STATISTICS.

Vessels over 200 gross tons engaged solely in the transport of cargoes and passengers around the Australian coast are :

	Vessels	Gross Tonnage
(i) Privately-owned interstate coastal vessels registered in Australia (including 5 vessels registered in New Zealand)	108	344,384
(ii) Commonwealth-owned vessels registered in Australia (including 1 vessel registered in the United Kingdom).	32	108,595
Total Interstate ..	140	452,979
(iii) Privately-owned intrastate trading vessels (excluding 4 vessels operated by Western Australian State Shipping Service - these vessels are included in (i) and (ii) above).	41	34,324
Total Interstate and Intrastate ..	181	487,303
(iv) Overseas owned vessels on charter	15	90,130
Total trading vessels ..	196	577,433
(v) Non-trading vessels (tugs, dredges, etc.)	219	114,544
T o t a l ..	415	691,977

Age groups of the Australian-registered interstate and intrastate trading vessels of 200 gross tons or over:-

Year built	No. of Vessels	Gross tonnage
- 1926	71	127,527
1927 - 1930	18	40,282
1931 - 1935	11	47,524
1936 - 1940	27	81,337
1941 - 1945	15	64,820
1946 - 1951	33	108,119
T o t a l ...	175	469,609

Vessels over 25 years of age represent 40.6 per cent of the total fleet and 27.2 per cent of total gross tonnage of Australian-registered ships. These ships are reaching the end of their useful life and their replacement constitutes a major requirement.

SHIPPING INFORMATION.

M.V. "Tjibantjet".

Ordered by the Royal Interocean Line of Amsterdam and launched in October 1951, the cargo motorship "Tjibantjet" completed trials on 27th May,

1952, and has since completed her maiden voyage.

The vessel will be used on the service between the Far East and South Africa and Australia. Particulars of the ship are as follows:-

Gross tonnage	8,249
Net tonnage	4,889
Length (o. a.)	474 feet
Breadth	61 " 3 ins.
Depth	29 " 9 "
Summer draft	26 " 2 "
Speed (max.)	16½ knots
Passenger accommodation	4

Wheat Carriers.

Three of the Union Steamship Company's vessels are to be converted to carry bulk cargoes, principally wheat, from Australia.

The 5313-ton motor-ship "KOROMIKO" is now being converted in Wellington and two more, as yet unnamed, will follow.

Ships like the "GARVELPARK", have been chartered by the Union Company for intercolonial trade since shortly after the war but with the company's expanding programme has come the need for its own ships of this type.

New Guinea - Australia Line.

New Guinea-Australia Line, a subsidiary of the China Navigation Co. Ltd., have instituted a shipping service between Australia and New Guinea.

The service will be operated by the motor vessels "SHANSI" (3,147 tons) and "SINKIANG" (3,019 tons).

Each vessel has accommodation for twenty-five passengers and the voyage from Sydney to Brisbane, Port Moresby, Samarai, Madang, Lae and Rabaul and return to Sydney will take about five weeks.

Intelligence Officers in H.M.A. Ships and Establishments.

Lieutenant I. H. Richards, R.A.N., has assumed the duties of Intelligence Officer in H.M.A.S. ARUNTA.

Lieutenant A.G.B. Phillip, R.N., has been appointed Intelligence Officer at the Royal Australian Naval Air Station, H.M.A.S. ALBATROSS, vice Lieutenant-Commander I.D. Roberts, R.N., who has returned to the United Kingdom.

SECTION IV

SPECIAL ARTICLES.

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

NATIONALISM IN JAPAN.

An article in a recent issue of "The Fortnightly" discusses the re-emergence of nationalistic, militarist, and extreme Right-Wing groups in Japan. Extracts from this article, which was written by Dr. Hugh H. Smythe (who in 1951 left Columbia University's East Asian Institute to accept a visiting professorship at Yamaguchi University) are appended:-

"The groundwork for the comeback of nationalist groups was laid in the autumn of 1951, when more than 2,500 right-wing leaders were depurged; the Government began a programme of incorporating into the new Japanese army (the National Police Reserve) former field officers from the old Imperial army who had also been on the purge list; the signing of the peace treaty and the security pact with the United States opened the way for actual rearmament. Various forces each with a distinctive programme and purpose, advocated basically three policies; the unification of Asiatic races against the white imperialists of the West, ultra-nationalism and the centring of leadership of revived Japanese militarism in former Imperial officers. All claim anti-Communism and preach policies of social democracy as strategy to gain popular support. In June the Government reported that there were 300,000 Japanese members of 800 nationalist organizations.

The most influential rightist group is the new political party formed in February from several shopworn conservative factions and incongruously called the Progressive Party. It now forms the largest opposition force in the Diet (holding 85 seats in the House of Representatives). Although its titular head is Mamoru Shigemitsu, class A war criminal and foreign minister in Tojo's military cabinet, it is controlled and its activities are directed by two well-seasoned politicians banned by the Occupation from public life but recently depurged: Kenzo Matsumara, a loquacious and expansive individual, and Tokutaro Kitamura, taciturn, tough and resolute. They are both ex-Cabinet Ministers with long records as rabid nationalists. The hard core of this group consists of members of the bureaucracy, the principal element from pre-war and wartime Japanese politics that the Occupation failed to

touch in its reformation politics and which has survived almost intact. With this well entrenched conservative right-wing element behind the new party, the Progressives have come forth announcing as guiding principles the creation of a "self-defence corps to protect the Japanese race"; the return of Japanese colonies including American-held Okinawa and Bonins; "large" State subsidies to families of war dead and disabled veterans; stronger centralization of education; correction of the "faults of capitalism on the basis of co-operativism" to remedy the "evils of capitalism" and "the promotion of the national spirit of the Japanese people."

A second influential rightist group is the *Nippon Kakumei Kikuhata Doshikai* (Japanese Revolutionary Chrysanthemum Flag Association), with headquarters in Kyushu, a traditional centre of blatant Japanese nationalism. The heart of its dogma is what it calls "noble socialism", a system resting upon a foundation of nationalism. The movement recruits members from the working classes, including both city workers and peasants. It consists of two factions, Shimazu and Fukushima. Both of them expound the growth of race-consciousness among the Japanese and advocate rearmament. Unlike pre-war rightist groups, *Kikuhata* attempts to enlist mass support, uses democratic symbols (emancipation of the worker, the dignity of man, harmonization of the pursuits of happiness and profit), and is developing a programme similar to that which Hitler's National Socialists used to climb to power in Germany.

A third group of importance is the revived Toa-Remmei (East Asia League) formerly headed by Lt.-General Kanji Ishihara, who led the clique opposing Tojo for control of the old Imperial army, but after his death by Lt.-General Tsuyoshi Wada, who commanded the Japanese army in Manchuria. Although Lt.-General Wada is still on the purge list, most of the principal members have been depurged and the group has begun to function openly, holding a convention in Yamagata in late 1951 and forming itself into a political party called *Kyowato* (Unionist Party). Its rallying cry is: "Don't shed Asiatic blood for America or Russia" and its guiding principals are: (1) absolute neutrality, (2) strengthening of the Emperor system (including restoration of his "divine" status), (3) establishment of "public industry" forces (revival of pre-war Japanese development companies that were used to exploit conquered territories) to "promote" the ruined lands of Asia, (4) an increase in agricultural workers, and (5) the development of a plan to make Japan self-sufficient in food supply.

A fourth group, whose activity is carried on largely through local poetry and art organisations, is known as the *Fuji Kado-kai* (Peerless Poetry Association). It is pushing a nationalistic programme under the

guise of encouraging a renaissance of Japanese poetry. Its activities are directed by Shoji Kageyama. It is a strongly unified organization with 2,000 well-disciplined members under the firm control of its leaders and works through 30 local affiliates scattered throughout the country masquerading as poetry and art associations. As yet it has not openly entered politics.

A fifth group is the *Shinsei Nippon Kokumin Domei* (New Japan National League). It was organized in May, 1951, announcing as its principal aim the destruction of Communism. Its leadership has not been definitely established, but three well-known pre-war right-wingers, Kenichiro Honma, Torao Maeda, and Zenichi Suzuki - are said to be guiding it. A sixth, the *Daiwato* (Great Harmony Party), is a nationalist group which concentrates upon creating subordinate local groups among workers in heavy industries with the proclaimed aim of organizing to fight Communism in local communities.

Seventh, there is the *Dai Nippon Dokuritsu Seinen-To* (Young Men's Self-Defence Corps). Its leader is a young ex-soldier, Wataro Shimizu. The thesis of this group is "a new life for the race". Shimizu's associates are generally young ex-soldiers whose rallying call is that "the third world war must be limited to the United States and the Soviet Union" and that "Asians will not fight other Asians." An eighth group, the New Life Council, operating under the leadership of Shigeyuki Ogisu, a prominent member of the influential wartime Adukt's Imperial Rule Association, is now in the midst of a membership drive. It calls for a "New Patriotic Spirit" which cannot be realized by Japan's allying herself with either the United States or Russia, but can come to fruition only by Japanese self-reliance. This is an attempt to revive an exclusive type of nationalistic feeling that was fanned strongly by the militarists during the war period. As yet, the New Life Council remains vague as to how to make its special brand of patriotic spirit functional and dominant.

Simultaneously with the growth of nationalistic organizations, ex-military officers' groups have also moved into the open and are beginning to reactivate their former organizations. Former high-ranking officers of the old Imperial forces are furthering programmes which are certain to have an effective appeal to ex-soldiers and to the more conservative members of the younger generation. Some are establishing co-operative farm organizations in the conservative rural areas, which have historically supplied the bulk of the manpower for Japan's armed forces; they are helping ex-soldiers, both on the land and in business ventures in cities; some are giving individuals personal help through donations of food and clothing; others are assisting families whose sons were killed in the war. Now that Japan is frankly rearming, these officers' organizations are increasingly active.

One specific military group that might bear close watching is the *Hattori-kikan* (Hattori Machine), whose spiritual centre is ex-General Sadamu Shimomura and whose programme is guided by ex-Colonel Tukushiro Hattori. It has already drawn up a plan for dividing the country into nine military districts with a commander in each and advocates placing the nation under martial law until remilitarisation is completed. It forbids the use of any Japanese military personnel of officer rank that was associated in any way with the Occupation, advocates recruiting young Japanese under 30 years of age, and says that if the United States refuses to supply arms, Japan will turn to Russia for help and suggests joining up with the Russian bloc in this event. It calls this programme "A Reconstruction Movement for the Defence of the Country".

Another organisation is the Japan Defence Research Institute which is composed chiefly of ex-naval officers. It has already publicized a plan for rebuilding the Japanese Navy. Other military groups are centered around former Imperial Army Officers such as General Yasuji Okamura, General Jinzaburo Mazaki, Major-General Goyu Iwabata, and Major-General Mazunari Ugaki. These military groups in particular need to be more carefully scrutinized now as Japan's rearmament programme begins to take definite shape. It is now known that during the spring of 1951 while Prime Minister Shigeru Yoshida was secretly drawing up his plans for remilitarizing Japan he had the help of former Imperial Army Lieutenant-General Eiichi Tatsumi and ex-Imperial Navy Rear Admiral Yoshio Yamamoto. Both of these men are now being assisted by generals and admirals from the wartime armed forces.

It is also specially important to watch the infiltration of officers from the old Imperial Army. Currently 24 full colonels from the wartime military clique, said to be carefully selected by Mr. Yoshida and his aides, have been under-going special training at the officer training school at Kurihama prior to assignment to key command posts in the National Police Reserve. The possibility of their taking over the actual leadership of the new army and determining its character has elements of grave danger for new Japan.

An important aspect of nationalism in Japan has always been the Emperor, since he has traditionally been the spiritual core of Japanese allegiance. While Japan is a constitutional monarchy now, no one (especially the average Japanese citizen) makes the mistake of thinking the role of the throne is as passive as it is in other countries with this form of government. Because the throne plays such an important part in Japanese life, the type of person who follows the 51-year-old monarch on the throne is of extreme significance to the future course of the Japanese nation.

The Emperor is said to feel "soiled" by the onus of Occupation, and there is said to be a possibility that he will abdicate in favour of his son, Crown

Prince Akihito. In the latter part of 1951 there was a struggle between liberal and old-time conservative factions in Japan concerning the education of Akihito. Liberals throughout the country wanted the 17-year-old prince to go abroad, to begin his college work this year, preferably to the United States; or if not abroad, to let him enter Tokyo University which draws students from all segments of Japanese society and possesses the country's reportedly most progressive faculty. But court advisers and conservative politicians, fearful of exposing him to the liberalizing influences he would be certain to meet in either of these places, rejected them as being contrary to "traditional feeling" and "dangerous to the sanctity of the throne."

Instead, they decided that Akihiyo should attend the small, ultra-conservative Gakushin University in Tokyo, an institution traditionally open to the sons of the former nobility and aristocrats. The pre-war reputation of Gakushin was that of a centre of conservative, super-patriotic, nationalistic, and anti-Western teaching. Whether the university has changed fundamentally since the Occupation is open to question.

As all of these forces of the extreme right re-emerge and militarism begins to rise again in Japan it is well to remember that Japan historically has provided them with rich soil in which to take root and grow. One must not be misled by the jaunty pronouncements of prominent officials that a few years of Occupation have of themselves built a sound structure of democracy among the Japanese people as a whole. Japan's history almost without exception is one of authoritarian rule; even the parliamentary Constitution of 1889 was based on Bismarck's Prussia. The Japanese have had no opportunity to learn democratic responsibility, since even their teachers - the Occupation - were necessarily both military and authoritarian.

FRENCH AMPHIBIOUS OPERATIONS IN INDO-CHINA.

During September the Naval Liaison Officer, Saigon, together with the Naval Attache, Bangkok and Siam, paid a visit to a number of military posts on the Saigon River, being accommodated for this purpose in a "Dinassaus" craft, L. S. I. L. 9030, commanded by Lieutenant-Commander Bordeaux, of the French Navy.

From this experience and from other material, the Naval Liaison Officer, Saigon has rendered some interesting reports on French amphibious operations in inland waters in Indo-China.

General Conditions.

The principal rivers in Indo-China are the Red River (in Tonking) and the Mekong (Cochin-China). In Tonking the rivers run usually between fairly

high banks and there is considerable seasonal rise and fall which may vary from dry river beds to floods well over the banks. The country is flat and open with distinct ridges of hills and limestone outcrops. In Cochín-China the branches of the Mekong meander through flat country with little tidal or seasonal change and depth. They are mainly flanked by thick forest and mangrove swamps which afford cover to a wily enemy for laying bazooka ambushes and firing mines.

The larger-type landing craft are provided with sets of large scale maps of the rivers compiled in the days of the river gunboats. The slow-flowing Mekong and its tributaries present few difficulties, but the Red River is constantly silting up, scouring out new ground and changing its course. Navigation at night generally presents only slightly more difficulty than by day and there are rarely navigational reasons for craft not sailing in darkness, although night generally favours the enemy. Even on a moonless rainy night the water shows pale by contrast with the black vegetation on either bank. It has been experienced that enemy fire from the banks is more likely to be met when vessels are proceeding down river.

Landing Craft.

Craft made by the French are the Engins d'Assaut (E.A. - all metal assault craft on the lines of the L.C.V.A.) and the patrol motor boats (Vedettes F.O.M.). There are large numbers of both types, but except for a few British craft all the rest are American. All manner of craft are necessary to meet the varied demands of the river war, but the ex-American L.C.M. (Mark 3) is the best all-rounder.

The great majority of the L.C.M.'s now in service on the rivers have been built in the Saigon dockyard from parts (including engines) sent from the Philippines.

As an illustration of its adaptability, the L.C.M. is now used in four ways :-

- (1) *As an operational troop-carrier*, with a few light automatic weapons, a lightly armoured conning-tower, wooden shelter over the well fittings to allow a few men to live on board and a resilient well-deck (planks on motor tyres) against the shock of mining.
- (2) *As an ordinary transport*, with all arms, armour, accommodation, etc. sacrificed to carrying capacity.
- (3) *As a "Monitor"*, with carrying capacity and "beachability" sacrificed to armour and a fairly heavy armament. This is a "river battleship" and carries no troops.

(4) *As a Command L.C.M.* This is the latest development of the Monitor and is fitted to be used as a small mobile command post.

The maintenance of the fleet of landing craft in Indo-China is undertaken at Haiphong by the Northern Amphibious Force Base assisted by one of the repair ships of the Far East Fleet and at Saigon by the Southern Amphibious Force Base assisted by the main Naval dockyard. The maintenance of engines presents the greatest amount of work. Two extensive repair ships will soon be completed in the dockyard to help to deal with it.

For air support American Grumman Goose Amphibians are used. They are constantly employed exploring the rivers and in spotting for operations as well as useful liaison work and evacuation of wounded.

Personnel.

The personnel who serve in the river craft (the Khaki Navy) have a hard and sometimes dangerous life. Officers are few and though senior ratings are willingly given responsibility. "Watch On, Stop On" is generally their lot. At present a few Vietnamese sailors form part of the crew of every landing craft, but the Vietnamese Navy is now beginning to take shape and the French Navy will probably be obliged to release the Vietnamese to serve under their own national flag.

Morale is high. In spite of the squalor, slovenliness of dress and apparent indifference to any regulations, discipline is good - a discipline peculiar to the French which does not appear to rely on a show of outward smartness. The men of the river craft have a hard native discipline in which pipeclay and polish, falling-in on parade and organised working hours play no part. Any time is working hours and any time is most of the time.

Conclusion.

The French have developed - and are still developing - the technique of river warfare starting from the classic peace-time river gunboat operations which they knew not only in Indo-China but alongside British gunboats on the Yangtse before 1939. From this beginning they have produced the many river bases, Dinassaus organisation, the closest possible liaison with the Army, a special mine-sweeping technique and a number of modified landing craft in addition to the dozen types now in use, to the complete exclusion of the original river gunboat. It is not a fixed technique of war. Every month sees the implantation of more posts, especially in the south, with more rivers to patrol and more supply problems. The Dinassaus themselves are becoming less compact fighting units and their craft are being dissipated over the wide network of waterways to attend to the numerous tasks which now fall to them.

WATERFRONT LABOUR IN AUSTRALIA.

The Commonwealth Government instrumentality charged with the enlistment, organisation and control of Waterside workers is the Australian Stevedoring Industry Board, which by an Act of 18th July, 1949, took over the functions of the now-defunct Stevedoring Industry Commission.

The Board comprises a Chairman (who is either a member of the judiciary or a Conciliation Commissioner) and five other members, of whom two are representatives of interstate and overseas shipowners, two representatives of the Waterside Workers' Federation and one a Commonwealth Government nominee appointed from the Department of Shipping and Transport. The Board's headquarters are in Sydney.

The Board administers waterfront pick-up centres. It prescribes conditions of attendance and has defined disciplinary powers. Its field officers are actively engaged in minimising and attempting to eradicate inefficient stevedoring methods.

Some 361 employers' organisations or agencies and 24,643 employees at 52 Australian ports are registered with the Board. Engagement of labour is on a short-term hire basis of a minimum generally of 4 hours. The actual recruitment of labour for wharf work is vested, by legislation, with the Waterside Workers' Federation. Although the arrangement is unusual, the W.W.F. has held the recruiting agency - whereby men join the Union before they go to the wharves - for the past 50 years. However, although recruitment takes place through the W.W.F., the quota of waterside workers required for each port is determined by the Board.

The port quota system - which was established in 1942 when the unorganised masses of casual port workers were first formed into labour forces - has proved most effective from the time of its inception. Previously, waterfront employers and the W.W.F. were in constant disagreement as to the number of waterside workers required in a port. There is an obligation upon the W.W.F. to keep its membership at the labour quota. When the Board increases a labour quota the branch of the W.W.F. concerned is required to recruit prospective new members and pass them on to the Board. The Board then submits those men whom it accepts to a medical examination, and all who pass medically fit are registered as waterside workers and are rostered for work.

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