

SECRET

Australia Station Intelligence Summary



SERIAL NO.
9 (New Series)

DATE OF ISSUE 7 FEB 1953

*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 THE NAVAL ACTIVITIES.

H.M.A. Ships SYDNEY and TOBRUK.

SYDNEY (wearing the flag of F.O.C.A.F.) and TOBRUK remained in Sydney during December for the Xmas leave and refit period.

SYDNEY embarked her Air Squadrons at Jervis Bay on 12th January and remained there until the end of the month, with TOBRUK as attendant destroyer.

H.M.A.S. AUSTRALIA.

AUSTRALIA was in Sydney during December and January for leave and refit.

H.M.A.S. VENGEANCE.

VENGEANCE departed from the River Clyde for Australia on 22nd January and will call at Gibraltar, Malta, Port Said, Suez, Aden and Colombo en route, arriving at Sydney on 11th March.

VENGEANCE will transport to Australia 10 Sea Fury and 21 Firefly aircraft and 3 Bristol 171 Helicopters.

H.M.A. Ships ANZAC and CONDAMINE.

ANZAC and CONDAMINE spent the Christmas period patrolling in Korean waters, CONDAMINE on the West Coast and ANZAC on both coasts. For many members of the ships' companies it was their first experience of a "white" Christmas.

H.M.A.S. BATAAN.

BATAAN completed leave on 17th January and began a work-up period in the Sydney - Jervis Bay area on 27th January. She will join the fleet at Jervis Bay for exercises in mid-February.

H.M.A.S. ARUNTA.

During January ARUNTA worked up in the Sydney - Jervis Bay area preparatory to carrying out T.A.S. exercises off Sydney in early February.

First Frigate Squadron.

Over Christmas and during January H.M.A. Ships SHOALHAVEN, CULGOA and MURCHISON remained in Sydney, and MACQUARIE in Melbourne for leave and refit.

SECRET

H.M.A.S. HAWKESBURY.

HAWKESBURY departed from the Montebellos on 15th January and arrived at Fremantle on 19th. On 23rd January she left Fremantle for Sydney with WARREN in tow, after spending almost 6 months in West Australian waters on detached duties.

Fourth Submarine Squadron.

H.M.S. TELEMACHUS is still in Singapore undergoing a refit. After the Christmas leave period THOROUGH and TACTICIAN recommenced T.A.S. Training in the Sydney - Jarvis Bay area.

H.M.A. Ships LATROBE, COLAC, GLADSTONE and COWRA.

LATROBE and COLAC are at present paying off into Dockyard control at Williamstown. They will be transferred to reserve on completion of their refits.

GLADSTONE remained in the Port Phillip - Westernport area during December and January, except for a 5-day visit to Launceston in mid-January.

COWRA is at Williamstown Dockyard for leave and refit.

H.M.A. Ships FREMANTLE and MILDURA.

FREMANTLE recommissioned on 10th December under the command of Lieutenant-Commander G.C. Rance R.N. after undergoing an extensive refit and conversion for minesweeping duties at Williamstown. She is now training Reservists in South East Australian waters before departing for Western Australia in March to join MILDURA in National Service and Reserve Training duties.

H.M.A. Ships WAGGA and COOTAMUNDRA.

During the third week in December both ships visited Lord Howe Island and Brisbane. In January training was carried out in the Sydney - Broken Bay area.

H.M.A. Ships WARREGO and BARCOO.

H.M.A. Ships WARREGO and BARCOO departed Sydney on 2nd January to carry out surveys in Bass Strait and Gabo Island areas respectively.

WARREGO will operate east and west of the Furneaux Group and in the approaches to Lady Barron Harbour on the Southern end of Flinders Island. She will also assist the Department of the Interior to extend the triangulation from the mainland to Tasmania. This will provide a common triangulation system for the preparation of maps of the mainland, Tasmania and adjacent island groups. On completion of this work WARREGO will survey Hanns Inlet

close by Flinders Naval Depot wharf.

BARCOO's survey off Gabo Island will cover an area of about 1,650 square miles of sea.

Both ships will return to Sydney in the middle of April.

H.M.A.S. KESERVE.

KESERVE spent the first fortnight of December towing floating dock AD1600 from Brisbane to Melbourne. She departed Brisbane on 5th December, escorted by WAGGA and COOTAMUNDRA to Sydney and by MACQUARIE from Sydney to Melbourne. She encountered extremely heavy weather in Bass Strait but arrived safely with the dock on 15th December. (A fuller description of the tow will be given in the next issue of A.S.I.S.)

Minister for the Navy's Visit to Korea.

The Minister for Navy and Air (the Hon. William McMahon) arrived at Kure on 27th November on a tour of inspection of Australian units in the Japan and Korean areas.

At Kure he visited H.M.A.S. COMMONWEALTH and went by barge to H.M.A.S. ANZAC, where he inspected the ship's company at divisions and later addressed them.

He left Kure on 28th November for Korea and on 29th inspected H.M.A.S. CONDAMINE.

Coronation Contingent - R.A.N. Representation.

The R.A.N. is contributing 55 personnel to the Australian Services Contingent of 250 members, comprising:- 5 Officers and 36 Ratings of the P.N.F., 1 Officer and 6 Ratings of the Reserve Forces, 3 members of the W.R.A.N.S., and 4 Reserve Officers who were awarded the George Cross during the Second World War.

The male personnel of the Contingent will leave Australia about 21st March in H.M.A.S. SYDNEY and will arrive in the U.K. on 5th May.

A squadron of 8 Firefly aircraft will be embarked in SYDNEY and flying exercises will be carried out on passage.

The W.R.A.N.S. will leave Sydney with representatives of the other women's services in the "STRATHEDEN" on 27th March.

New Anti-Submarine Aircraft.

Forty Fairy Gannet turbo-prop aircraft have recently been ordered from the U.K. for the R.A.N. These aircraft will cost about £A4,000,000 and are due to arrive in Australia in 1955.

New Fighter Squadron.

A new naval aircraft squadron, to be known as 850 Fighter Squadron, was formed at the R.A.N. Air Station, Nowra, on 12th January.

The new squadron is equipped with Sea Fury aircraft, but it will eventually re-equip with Sea Venoms when these aircraft become available from the U. K.

Appointments.

The following appointments have recently been made:-

Captain D. Sanderson, D.S.C., R.N., who was appointed to H.M.A.S. ALBATROSS II in command on 7th December 1952, assumed the appointment of Captain (Air), Australia, vice Commodore E.O.F. Price, O.B.E., R.N. on 12th December. The title of Commodore (Air) then lapsed.

Captain R. Rhoades, D.S.C., R.A.N. assumed command of R.A. N. Air Station, Nowra (H.M.A.S. ALBATROSS) and was appointed R.N.O. Jervis Bay in December, vice Captain G.H. Beale, D.S.O., O.B.E., R.N. Captain Rhoades is the first R.A.N. officer to command ALBATROSS since her commissioning in August 1948.

Commander J.S. Mesley, D.S.C., R.A.N., has been granted the rank of acting Captain on assuming command of H.M.A.S. ANZAC as Captain (D) 10th Destroyer Squadron, vice Captain G.G.O. Gatacre, D.S.C., R.A.N.

Captain G.G.O. Gatacre, D.S.C., R.A.N., has been appointed Australian Naval Representative and Australian Naval Attache, Washington to relieve Captain F.N. Cook, D.S.C., R.A.N., who will return to Australia.

Commander I.K. Purvis, R.A.N., has been appointed to RUSHCUTTER in command and as Naval Recruiting Officer, N.S.W. (Temporary) vice Commander J.L. Bath, R.A.N. and as Officer-in-Charge T.A.S. School to date 14th March 1953.

Commander J.L. Bath, R.A.N. has been appointed to LONSDALE additional for Navy Office (Temporary) as Director of Naval Communications vice Commander I.H. McDonald R.A.N. to date 16th March.

Commander I.H. McDonald R.A.N. has been appointed to H.M.A.S. TOBRUK in command vice Commander J.S. Mesley, D.S.C., R.A.N to date 23rd March.

ooo000oo

EXTRACTS FROM OR SUMMARIES OF REPORTS OF PROCEEDINGS.

Intelligence Cruise to North West Coast Mission Stations.

Between 27th November and 10th December 1952, H.M.A.S. EMU carried out an Intelligence Cruise to the North-West Coast Mission Stations at Truscott, Drysdale, Forrest River and Port Keats, all of which are Coast-Watching Stations.

At Truscott the old R.A.A.F. Station and airstrip were visited. The strip has been reclaimed by the bush, and the station buildings have been almost razed by white ants.

Drysdale Mission, now officially known as Kalumburu, was found to be in great difficulties with its water supply. As only 1.8 inches of rain fell during 1952, the domestic animals were dying of thirst and the vegetable gardens were dead. The installation of an irrigation system has been considerably delayed, the delivery of the piping being long overdue.

Forrest River station had been in a similar strait, but a new irrigation plant has given the mission a new lease of life. With its water problems solved Forrest River station is being rebuilt and enlarged.

The airstrips at both Missions were in fair condition.

The Superintendents of all the Stations visited showed a keen interest in Coast-Watching organisation and in naval matters generally and seemed most willing to assist in any way possible.

Engagement with Shore Battery by H.M.A.S. ANZAC.

On 16th November, while acting as Task Unit Commander 95.12.1, ANZAC was anchored with 4 shackles on the port anchor in 8 fathoms of water in an anchorage close to Chodo Island, which is a U.N. Air Warning Radar Station and Tactical Air Defence Centre. The port cable was broken on deck at the fourth shackle; an empty 40-gallon drum and 25 fathoms of 1½ inch wire were attached to the outboard end of the cable ready to buoy the anchor and cable should it be necessary to slip. Steam was available at immediate notice with one boiler - the second boiler was inoperative except in extreme emergency (for which ANZAC was not prepared). The ship was at defence stations with one turret, the director T.S., one S.T.A.A.G. and one single bofors manned with reduced crews.

The anchor billet was 11,800 yards from known enemy caves and this day-station was being occupied in order that battery suppression fire could be opened should the enemy 76 m.m. guns open up on Chodo or an L.S.T. which was unloading on the north side of the island.

At 1420 Air Raid Warning Red was passed by Chodo, an unidentified aircraft having been detected. The armament closed up and was stood to but Condition

White was passed at 1430.

At 1440, with the ship facing Chodo, the Gunnery Officer was scanning the enemy coast through binoculars on the bridge sight when he observed four flashes from four small caves at the bottom of a cliff. The Gunnery Officer immediately stood to the armament and pressed the alarm bells. The first enemy shells fell in line about 1000 yards short. ANZAC opened fire almost immediately and in no time full action stations were closed up throughout the ship.

"Obey telegraphs" was immediately ordered, but by the time the cable had been slipped three more enemy broadsides had been fired. The first of these was about 600 yards short, the second 200 yards short, and the third fell just over the ship. At this time a turn to starboard with full ahead and full astern was being made to head towards navigable water. Enemy shells continued to straddle the ship repeatedly during this turn although ANZAC's guns had already found the target. Several enemy shells fell very close to the ship on both sides.

When the turn was completed, full speed ahead on both engines was ordered and a running fight ensued with the range closing owing to a restriction imposed by a shoal. During this run a zig-zag course was steered at 23 knots, the enemy guns at first continuing to hold both range and line except for one gun which seemed to fire consistently about 1000 yards over.

ANZAC had a lull in firing for about a minute when all guns ceased firing due to two cases of misfires, one case of a breech failing to close, and another of a loading delay caused by a jammed cartridge.

A little later the enemy's view was almost completely obscured by the dense cloud of dust and smoke formed around the enemy positions by the accurate rapid fire from ANZAC, and only one gun continued to engage the ship.

Shortly before 1500 all enemy guns had ceased fire or had been silenced.

ANZAC had more misfires which were not ejected and at 1503 ceased firing with only 2 guns in action and with the enemy's position hidden by a headland.

At 1528 ANZAC directed the Tarcap on to the enemy battery and an attack was made with bombs and rockets. H.M.S. COMUS underway nearby also carried out a bombardment at 1540.

While ANZAC was turning to leave her anchorage, enemy shells fell very close to the anchor buoy - which could not be located the next day having presumably sunk through damage.

During the 20-minute engagement the enemy guns fired more than 50 rounds of 76 m.m. ammunition and ANZAC replied with 17 rounds at ranges between 10,000 - 12,300 yards. At no time did the enemy guns fire as a broadside - the gunners apparently wanted to observe each fall of shot before firing again.

Except for a few salvos the enemy line-keeping was good; line was maintained even when ANZAC was steaming at 23 knots across their line of sight.

The enemy was extremely unlucky not to score several hits on the ship. Several shells including "overs" fell within 20 yards. Most likely it was the steep angle of plunge at the end of the trajectory at nearly maximum range which made these "overs" fall so close without hitting the ship.

The Commanding Officer of ANZAC paid this tribute to the ship's company:-

"The conduct of the ship's company when under accurate enemy fire was in accordance with the highest traditions of the Service. It is a great comfort to me that so many young ratings with no previous experience in acute danger in action showed great steadiness and disregard of personal safety when they were tested by this engagement."

Flying the White Flag.

While at Port Adelaide in mid-December 1952, H.M.A.S. COLAC received orders to pay-off and the crew subscribed and purchased locally 186 feet of bunting which was flown from the main truck when the ship sailed for Melbourne on 13th December.

This is the first occasion on which a H.M.A. Ship has sailed from Port Adelaide flying a paying-off pendant.

Burial at Sea.

On November 21st a Burial at Sea was carried out from H.M.A.S. LATROBE when the ashes of the late Mr. R.R. Horne were committed to the waters of Port Phillip Bay in the vicinity of Point Cook.

Mr. Horne had Naval Service in World War I and was wounded on board H.M.A.S. SYDNEY. For the past 30 years he had been a member of the Civil Staff at Navy Office, Melbourne.

Operation "Penguin".

On November 24th, using the ship's boats, a party of 44 Army Cadets from the Officers Training School, Portsea, were embarked in LATROBE off Portsea for Operation "Penguin". The troops provided their own food (field rations) for the operation.

At 0330 the next morning the cadets were disembarked into two L.C.V.P's from Flinders Naval Depot and they carried out a dawn landing near the rifle range at Hann's Inlet. (An issue of hot pea soup by the ship did much to lift morale before the landing).

No casualties were reported.

Holiday Cruises.

Two short cruises in Port Phillip Bay were carried out by LATROBE

on November 27th for the entertainment of 300 children from the Lord Mayor's Holiday Camp at Portsea. The children thoroughly enjoyed themselves and their delight was unbounded when the ship's whaler, manned by very realistic "pirates", was slipped when under way.

Father Christmas Visits the West Coast, Korea.

Officers and men of the ships patrolling the West Coast of Korea Islands have "adopted" the orphanage on the island of Yeung Pyung Do, and chocolates, sweets, biscuits, toys and warm clothing are showered on the children.

H.M.A.S. CONDAMINE made a Christmas visit to the islands and presented the children with a monster "stocking". The sailors robbed their kitbags to give the children winter woollies and the "scraper bag" was raided. Tinned fruit, meat and cheese were purchased with money from the Welfare Fund. Scores of packets of biscuits, pounds of sweets and chocolates and toys were piled into a landing craft which deputised for the traditional reindeer sleigh.

If it was a red-bearded sailor (and not a white-haired Santa Claus) who gave 12 years old Tung Yeung Suk her doll, she did not care a bit, because little Tung and her 92 fellow-orphans know that it means fun and games, food and sweets when the "foreign" sailors come ashore.... the only real happiness she has known since her home and her parents vanished in Ougjin in 1950.

Little Tung's story is a tragic one. Twice she has been hurt by war. Recently when she was playing on the beach of her island she picked up a new toy. Her excited cries brought her companions. They had great fun until the pin came out of the hand grenade....

Tung was badly hurt. An S.O.S. was sent to CONDAMINE and the M.O. carried out an emergency operation in the small dressing station on the island. Tung's life was saved. Today she holds her arms out to the "doctor man" and smiles. She knows that she can walk and play again because of his skilful surgery.

Now CONDAMINE is considering a "toy per tot per trip" scheme. This will entail a small contribution from the ship's company to buy a toy for every child when the ship visits the island.

Xmas on the East Coast.

With temperatures consistently below freezing point, H.M.A.S. ANZAC spent Christmas on a patrol on the East Coast of Korea in an area in which enemy gun batteries are numerous and very hostile.

In spite of this atmosphere the ship's company did not forget that Christmas is a season of goodwill. Here is the Commanding Officers description of ANZAC's Christmas:-

"A matter which caused me much pride in my ship's company occurred while watering at Yang do. I had asked the ship's company to put the candles which had come in their "Charity" Christmas parcels into the water boat for the use of the island garrison, and also to give the small wooden boxes in which these parcels had been packed, as the island was desperately short of firewood. When the water boat cast off it was laden not only with these items but also with a large quantity of the contents of the parcels. Sailors are indeed a generous breed! Noticing that a number of the candles which had been put into the boat had already been lit, I enquired what they had been used for and was informed that on Christmas Eve a good many messes had held their own version of "Carols by Candlelight"!

A Signal Victory.

On 30th December, while ANZAC and U.S.S THE SULLIVANS were fuelling underway from U.S.S. CACAPON, news came through that Australia had retained the Davis Cup. To drive the victory home ANZAC hoisted a couple of tennis racquets at the yard arm, CACAPON replying that they couldn't think what to raise for U.S.A. having won the Olympic Games. ANZAC resolved the matter, however, when the Chief Yeoman looked across at the tanker and remarked "they could hoist that black sailor."

ooo000ooo

SECTION II

EXTERNAL INTELLIGENCE.

KOREA.

It now seems unlikely that the truce talks at Pan Mun Jom (which are in indefinite recess) will be resumed. Any further attempts to negotiate an armistice in Korea will possibly be made through the United Nations Assembly or at talks held in some completely neutral country.

Military Situation.

United Nations ground forces in Korea occupy approximately the same positions as they did twelve months ago. Fighting continues and has followed the now familiar pattern of local probing attacks of tactical features in the front line area and patrol activity along the entire front. Early in January there was a lull for a short period but recently activity has increased and enemy forces engaged in probing attacks are again of up to about a battalion in strength.

Enemy supply routes from Manchuria have been subjected to almost continuous bombardment by the United Nations Air Forces. Many enemy fighter aircraft were sighted during these attacks, but relatively few attempted interception. Communist fighter opposition to attacks on railway targets was ineffective.

Communist troop concentrations and gun positions on the West Coast of Korea were subjected to continuous bombardment by United Nations Naval units, but on the East coast little activity has taken place recently owing to bad weather conditions.

Korea - Japan Relations.

Differences exist between the two countries on the subjects of Japanese assets in Korea and fishing rights in the waters surrounding Korea. No doubt these subjects were discussed by Dr. Syngman Rhee, President of the Republic of Korea, and Yoshida Shigeru, Prime Minister of Japan, at recent talks in Japan, but no information as to the result of these discussions has been received to date.

JAPAN.

Political.

On present indications it seems that there is little likelihood that the split within the Liberal Party threatening the stability of the Yoshida

Government will be healed.

The division within the Liberal Party has developed from differences of opinion on ways and means of implementing party policy. Hatoyama Ichiro, who founded the Liberal Party, leads the group opposing the Prime Minister and Leader of the Liberal Party, Yoshida Shigeru. Recently the Hatoyama group (consisting of about 40 members) named itself the Democratization League because of its aim to make the Liberal Party more democratic. After helping to force the resignation of the Minister for International Trade and Industry, Mr Ikeda, the League apparently felt itself strong enough to bring pressure to bear on the Prime Minister by threatening to cause the defeat of the Government in the vote on the Supplementary Budget Bill. As a result of this threat, Ishibashi Tanzan and Kono Ichiro, who were expelled from the Liberal Party by Yoshida for opposing him during the elections, have been reinstated and the Secretary-General of the Party, Hayashi Joji, and the Chairman of the Executive Board of the Party, Masutani Shuji, have resigned.

Industrial.

There is also cause for concern in the industrial situation in Japan. During recent months there has been an extensive coal strike and numerous intermittent strikes in the electric power industry. While some assistance has been given by the Japanese Communist Party (J.C.P.), the Socialists have retained their leadership of the striking unions and refuse to associate with the J.C.P.

In spite of evidence that a large portion of public opinion favours neutrality without rearmament, the Prime Minister, Yoshida Shigeru, has reiterated his intention of proceeding with the rearmament of Japan at a rate permitted by the growth of Japan's economic strength.

Coastal Safety Force.

The name of the Japanese "Navy" has recently been changed from the "Coastal Security Force" to the "Coastal Safety Force". The name of the "Army" remains unchanged as the "National Safety Force".

The senior officers of the Coastal Safety Force are:-

Vice-Admiral YAMASAKI, Head of C. S. F., Politician.

Rear-Admiral NAGISAWA, Chief of Operations, Ex-Navy.

Rear-Admiral HAYASHI, Administration, Politician.

Rear-Admiral TAMURA, Mine Sweeping, Ex-Navy.

Rear-Admiral MATSUZUKI, Technical Development, Civil Engineer.

Captain WATANABE, Supply and Logistics, Ex-Merchant Navy.

Captain NAKAYAMA, Administration and Liaison with foreigners, Ex-Navy.

United States Directive on Violations of Japanese Territory by Soviet Aircraft.

All naval and air forces have been ordered by a recent United States directive to take prompt aggressive action against all aircraft without proper clearance over the Home Islands of Japan, the Ryukyus and territorial waters.

Territorial waters are defined as three nautical miles to seaward of the above territories, except off N.E. Hokkaido, where territorial waters are considered as half the distance between Hokkaido and the U.S.S.R. - occupied territory (water distance here is under six miles).

CHINA.

Towards the end of last year the Communist regime in China further consolidated its position by centralizing more of the control and administration of the country in Peking.

Now a further step has been taken towards the establishment of a Soviet type State. A Five-Year Plan for increasing industrial production has been introduced and will commence this year. Indeed, it is possible that the great emphasis being placed at present upon geology and prospecting in China is the first practical step in the implementation of the industrialization programme.

Also, during the next five years the agricultural production in the North-East is to be increased "up to double its present value"; production during this year is to be 15 per cent higher than that of last year.

If, as it appears from Chinese Communist planning, China is serious in her resolve to industrialize the country rapidly, it is logical to assume that she will be anxious for an armistice in Korea at the earliest possible date. But up to now there has been no evidence to indicate that the Chinese might be prepared to negotiate on any but their own terms.

Possible Elections in China.

Recent reports show that it is likely that elections with universal suffrage will be held in China during 1953.

Cominform Branch in Peking.

A recent report states that a counterpart of the Cominform is being established in Peking. While there is no confirmation that this report is correct, it seems reasonable that the Communists would take such action in view of China's role in Communist plans in Asia. According to the report, the organisation will consist of high Communist leaders from all Asian countries and will co-ordinate and direct revolutionary movements in Asia and adjoining areas in the Far East.

Transfer of Changchun Railways to China.

The final protocol for the transfer to China of the Chinese Changchun Railways in Manchuria was signed in Peking on 31st December 1952, by the Joint Sino-Soviet Commission, in accordance with the Sino-Soviet Treaty, 1950, and the Sino-Soviet communique issued in Moscow on 15th September 1952.

HONG KONG.

Both the internal labour situation and the situation in the Hong Kong frontier area remain quiet. The move of labour away from Communist-dominated trades unions has continued.

FORMOSA

Recent activity by Chinese and Nationalist gunboats seems to indicate a widening of the area patrolled by these craft. On one occasion a landing craft type vessel under 100 feet in length attempted to intercept the "WING SAN" in the middle of the Formosa Straits. A heavy sea was running at the time.

INDO-CHINA.

In metropolitan France, there seems to be a lack of appreciation of the importance of the fight against Communist Imperialism being waged by French and Vietnamese forces in Indo-China. There is no doubt that the struggle against Communism here is equally important as that which is taking place in Korea.

It seems unlikely that the French in Indo-China will be able to take and hold the initiative against the Viet Minh forces until the political situation in France stabilizes and the budget provides adequate funds to prosecute the war.

Political Situation in Vietnam.

During the absence of the French High Commissioner for Indo-China, M. Letourneau, in Paris, (where he has been virtually fighting the battle for Indo-China), the Vietnamese Government showed signs of instability. It is now reported that "in the interests of efficiency" four ministers have been replaced, including the Minister of Defence, Nghiem Van Tri, and Ngo Thuc Dich, one of the Vice-Presidents. The names of the other two Ministers are not yet known, but it is stated that the changes serve to consolidate the position of the Prime Minister, Nguyen Van Tam, while reducing the representation of North

Vietnam in the Government.

Anniversary of the Viet Minh Rising.

The eighth anniversary of the Viet Minh rising has occasioned an official review of past years. It is interesting to note that the Viet Minh acknowledge real agrarian discontent. The peasants have been assured by the Viet Minh that their interests will receive first consideration in the immediate future.

Military Situation.

Apart from guerilla activity, which is extensive in South Vietnam, the situation is reported to be quiet.

THAILAND.

The disturbed situation which developed in Bangkok following the uncovering of an alleged Communist plot to depose the King and overthrow the Government has now quietened down. It appears that the Prime Minister, Pibul Songgram, Lieut.-General Sarit Thanarat, Deputy Army C. in C., and Lieut.-General Phao Sriyanondh, Director-General of Police, who directed the drive against the Communist following the disclosure of the plot, took advantage of the opportunity to take action against anyone opposed to them. Even though Pibul, Sarit and Phao co-operated on this occasion, strong rivalry exists between them and there is little doubt that should the opportunity offer and either Phao or Sarit feels that he is strong enough, an attempt will be made to overthrow Pibul Songgram's Government.

BURMA.

The internal situation continues to improve; no major attacks or acts of sabotage have been reported.

U. S. S. R IN THE FAR EAST.

Agricultural Development in N.E. Siberia.

New collective farm villages are said to be under construction in the Chuhotka area of N.E. Siberia, particularly on the shores of the Bering Straits and the Arctic Sea.

INDIA.

Frigates for Navy.

The Indian Navy is obtaining three "HUNT" Class frigates on loan from the R.N., subject to return on demand in an emergency. It is understood that the frigates are to be used for the Indian Naval training programme.

This will bring the strength of the Indian Navy up to 20 ships, excluding auxiliary vessels.

Oil Refineries.

Caltex, Standard Vacuum and Burmah Shell Oil Companies are to build refineries in India. Caltex will erect a refinery with an initial capacity of 500,000 tons at Vizagapatam, the centre of the Indian shipbuilding industry, and the Standard Vacuum and Burmah Shell are to build at Bombay.

A new dry dock is also to be built at Vizagapatam which will obviate the necessity for shipping having to go to Calcutta for fitting-out after construction at the base.

Bombay is also to share ⁱⁿ this dock expansion programme, and the Commander-in-Chief of the Indian Navy, Vice-Admiral C.T.M. Pizey, has just announced improvements and extensions to the Naval dockyard that will make it one of the best in the East.

"Inner Line" Frontier.

The Indian Government has established what is known as the "Inner Line" Frontier under the Bengal Eastern Frontier Regulations.

Notifications framed under the Regulation prohibit foreigners from crossing this line without a pass. The exception to this Regulation is at any point within range of the Indo-Tibetan border where no permits will be issued whatsoever. This applies to foreign expeditions (presumably Everest conquerors) and visitors.

Violation of this Regulation is punishable by imprisonment, a fine, or both.

PAKISTAN.

Cotton Shipments to Russia.

Difficulties are being experienced in Pakistan over the shipment of cotton to Russia under the barter agreement between the two countries which allows for the exchange of wheat for cotton.

These difficulties have arisen over the Russian insistence that a team

of inspectors should inspect bales of cotton consigned to Russia. These inspectors are carrying out their duty to the letter by literally opening every bale of a consignment and the resultant loss of time in re-baling and shipping is being used by Moscow Radio as a propaganda medium accusing Pakistan of deliberately withholding shipment at the request of the U.S.

This in turn is leading to high feeling between the consignors and the Russian inspectors.

NEPAL.

Gurkhas for the U.K. Army.

The Nepalese Government has offered Britain facilities within Nepal for recruiting Gurkhas for service in the British Army.

Before India gained independence Gurkhas were recruited for the British Army at bases on Indian territory but this practice was stopped recently at the request of the Indian Government.

MALAYA.

Thais Aid Border Watch.

British Headquarters in Malaya have announced that the Communists are known to be short of both arms and ammunition.

The report states that Security Forces, in collaboration with Thai police, have successfully captured stocks of arms and ammunition crossing into Malaya from Thailand and that a careful watch is now being kept on the border areas.

There is no evidence that arms and ammunition are being supplied to the Malayan terrorists through any route other than across the Thai border, and it is expected that the plugging of this gap will greatly increase the terrorist's difficulties.

Over 200 terrorists are reported to have fled north into Thailand, but they are being constantly harried by the Thai police, assisted by some elements of the Security Forces.

INDONESIA.

Revolts Within the Army.

A number of revolts in which subordinate officers have dismissed their superiors have broken out within the Indonesian Army Command.

This is the outcome of the dispute between the Prime Minister, Dr. Sukarno, and the Minister of Defence, the Sultan of Djogjakarta, and the

result has been the resignation of the Sultan as Defence Minister and the deterioration of the security position in Indonesia.

It is expected that other resignations will follow that of the Sultan and that the security position is likely to deteriorate further.

Communist Agents.

There has been an unusual number of prominent Communists travelling to and from Indonesia recently and it is thought likely that these movements are connected with the promised general elections early this year.

Dutch Military Mission.

The fate of the Dutch Military Mission at Djakarta is in the balance. Moves are being made within the Indonesian Government to terminate the services of the Mission, which has done much to build up the Indonesian Armed Forces.

It is claimed that overtures have already been made to some foreign countries to send a Mission to replace the Dutch, but of those approached, the Germans are the only ones who have shown any appreciable interest.

With the resignation of the Sultan of Djogjakarta as Defence Minister, the Dutch Mission has lost its last supporter in the Wilopo Cabinet and it can be expected that from now on it will find it increasingly difficult to carry out its work.

Shortage of Naval Cadets.

The Indonesian Navy is experiencing great difficulty in recruiting qualified naval cadets and faces a critical shortage of trained officers. The Indonesian educational system is largely responsible for this and one of the greatest obstacles is the insistence of the Government that English should replace Dutch as the necessary secondary language in Indonesian schools.

Since all text books and training manuals at the Naval Academy are almost entirely printed in Dutch and no move has been made to rectify this, the difficulties experienced are considerable.

It would appear that the Government is so imbued with the idea of eradicating Dutch influence in Indonesia that it has not stopped to consider the effect of this policy.

New Airline.

In March Garuda Indonesian Airways are to open a twice-weekly service between Djakarta and Manila. The route proposed is Djakarta-Singapore-Bangkok-Hong Kong-Manila, returning via Labuan.

Convair aircraft will be used on the service.

PHILIPPINES.

Extensions and improvements to the value of 14 to 15 million dollars are at present being undertaken in the Philippines by the U.S. to provide for all foreseeable needs of the U.S. Navy in the Far East.

Most of the work is being carried out in the Subic Bay area and will give the U.S. a base that can be used by all vessels including the largest battleships and carriers.

Dry docking and airfield expansion will also be considerably stepped up.

It is believed that this is the result of the recent defence talks asked for by President Quirino and which took place at Manila late last year.

Aliens to be Deported.

The Philippines Immigration Commission is to deport a number of aliens, mostly Chinese, who have come to the Philippines on restricted visas and have overstayed. Others who are to be deported come under the Undesirable Persons Ordinance and include many Chinese who are prominent in the business and social life of the Philippines.

Security organisations claim that they have broken a well-established Chinese Communist organisation which was known to have been built up in the Philippines since the fall of China.

ooo000ooo

SECTION III

AUSTRALIA STATION INTELLIGENCE.

ANGLO-IRANIAN REFINERY - KWINANA.

On October 1, 1952, work began at Kwinana, Western Australia, on the site of the Anglo-Iranian Oil Company's refinery due for completion in 1956.

The site (on Cockburn Sound, 12 miles south of Fremantle) consists of comparatively level land of about 900 acres well above sea level, covered with light scrub and with good load-bearing properties. Alongside is sheltered deep water where the largest tankers will be able to manoeuvre at any state of the tide. The site will be connected by rail with both Perth and Fremantle and the existing road connections are good. Water and power supplies to the area have already been completed.

The project consists of three major elements - the refinery and its ancillary services; the port, capable of importing 3 million tons of crude oil annually; and a complete township with houses for the company's employees. This, together with amenities, shops, industries and all normal facilities, will be a State Government responsibility.

The refinery plant will comprise five main units. These are two atmospheric distillation units complete with stabilisers, solutisers and soda washers; a vacuum distillation unit; a catalytic cracking unit; and a platforming unit with a number of small plants for sweetening and treatment of products.

The refinery will produce 2.77 million tons of refined products annually - 1½ million tons of furnace oil, 660,000 tons of petrol, ¼ million tons of diesel oil, 200,000 tons of gas oil, and 60,000 tons each of aviation fuel and tractor vaporising oil.

Cooling water for the processes will be taken from the sea, about 2½ million gallons an hour being needed. An additional 3 million gallons a day of fresh water for use in the refinery and township will be supplied by the local Water Supply Department.

Steam for the refinery will be generated in four water-tube boilers, each with a capacity of 75,000 lbs an hour. More than 60 tanks will be built in the tank farm adjacent to the refinery.

An average of 1,200 workers will be employed during the four years' construction period. At the peak of the work in 1954 3,000 will be on the job.

A conservative estimate of the material required for the construction is: Steel, 55,000 tons; cast-iron pipes and fittings, 7,000 tons; cement 20,000 tons. Jetties capable of accommodating simultaneously 3 of the 32,000 d.w. ton

tankers now being built by the British Tanker Company, (the Company's shipping subsidiary) are to be situated on the seafloor.

The Western Australian Harbours and Light Department has arranged for the dredging of a 38-foot deep and 500-foot wide channel to the Sound through the Success and Parmelia sandbanks by two Dutch dredges. This dredging operation, which will remove over 7 million cubic yards of sand, commenced on 12th January.

The State Housing Commission is developing the township of 1000 houses - to be named Medina - 2½ miles from the refinery. Tenders have already been called for the first instalment of 330 houses.

ESTABLISHMENT OF CEMENT WORKS AT COCKBURN SOUND (W.A.).

An agreement has been signed between the Western Australian Government and Cockburn Cement Pty. Ltd for the establishment of a cement works in the Cockburn Sound area. The site allocated is about one mile North of Woodman Point and adjacent to the State Explosives Area (Chart AUS 077). The State Government will assist the company with the provision of capital on a pound for pound basis. Under the terms of the agreement the works are to be completed within four years. Planned annual production of cement is about one hundred thousand tons.

BROKEN HILL PTY. LTD'S NEW ROLLING MILL, COCKBURN SOUND (W.A.).

Preliminary work has now commenced on the site of the new B.H.P. rolling mill. This area adjoins the Anglo-Iranian Oil Co.'s refinery site at Kwinana and comprises 600 acres with a suitable ocean frontage for the construction of a jetty. Survey work is practically completed, road construction is in hand, boundary clearing is completed, and test piles for wharves will be driven shortly. Present plans are for a jetty giving berthing space of 600 feet with a least depth alongside of 32 feet.

Details of the mill given in an issue of the "B.H.P. Review" are:-

"It would initially roll rounds (½in. to 2½in.), flats (½in. by 1-8in. to 7in. by ½in.) squares (½in. to 2in.), channels (3in. by 1½in. to 4in. by 2in.), angles (½in. by ½in. by 1-8in. to 3in. by 3in. by ½in.) and Y-bars (1.46lb. per ft.). The mill would consist of an 18in. three-high breakdown mill, 12in. roughing mill and 12in. finishing mill, all electrically driven. The remainder of the works would include warehouse space, fresh water treatment plant, electric sub-station, administrative, amenities, testing and store buildings, as well as a steel fence post plant. Initially, it was expected that between 200 and 300 men would

be employed. It was intended, that the steel fence post plant would be the first unit in operation, using its raw material Y-bars from New South Wales. Then, as the rest of the plant came into production, bars rolled locally would be used. The jetty would be equipped with an electrically operated crane and warehouse space and fuel oil and fresh water services for ships".

Planned capacity of the mill is more than double the present consumption of the West Australian market.

RADIUM HILL (S.A.) URANIUM ORE DEPOSITS.

Machinery has arrived at Radium Hill that has enabled the start on the recovery of uranium ore on a major scale. The new main steel-lined shaft 12 ft. x 16 ft. has been sunk to a depth of 700 ft. bisecting the known uranium-bearing lode of the field.

Using an aeroplane provided by the British Ministry of Supply and serviced by the R.A.A.F., a survey is being made of a large area around the field to extend the geological knowledge of the country and from the photographs a mosaic ^{is made that} will prove a valuable aid to planning for the future development of the field. Further drilling to a depth of 3,000 ft. is being carried out to enable a more accurate estimate of the field's potential.

Uranium ore from Radium Hill is at present being treated at the S.A. Mines Department refining plant in Adelaide, which has been in operation since last October. Results from this plant are being used to determine the size and type of the new £1,000,000 uranium treatment works to be built at Port Pirie.

The new plant is likely to be of the leaching (liquid) type. The process is to leach the ore with mineral acids, then filter it and add differing chemical substances according to the original composition of the ore to rid it of all metals except uranium. Finally uranium will be obtained as an oxide. By-products will include lead, zinc, iron and silicas.

SHIPBUILDING AT WHYALLA.

The Broken Hill Pty. Ltd. shipbuilding yards at Whyalla have orders for the building of ten more ships. The "IRON WHYALLA" will be the first of four more 10,000-ton dead-weight ore carriers for the B.H.P. and is expected to be launched early in 1953.

The keel for the first of two 4,750-ton dead-weight colliers for the Australian Shipping Board will be laid in January 1953, and that of the second about April.

Of four 10,000-ton dead-weight bulk carriers to be built for the Australian Shipping Board, one is to be powered by diesel engines and the others by steam turbines.

The Whyalla yard, employing 950 men, has now built 22 ships, including the "IRON WYNDHAM", the last of the four 12,500-ton dead-weight Yampé class ore carriers, which is at present being fitted out at the yard and will go into service for the Broken Hill Pty. Ltd. in 1953.

NEW IRON ORE DEPOSITS - WHYALLA.

During 1952 the S.A. Mines Department was engaged on a careful geophysical examination of all the areas surrounding Iron Knob. The Department has now discovered an area west of the Iron Baron where strong magnetic reactions occur. These reactions are very similar to those encountered at the Iron Baron itself and arrangements have now been made for a boring plant to test the new field and determine the lode formation of the suspected deposit.

The Iron Monarch, rising 600 ft. above the surrounding plain near Iron Knob, is a mass of high grade iron ore averaging 62% iron. Now the steel industry's main source of supply, the "Monarch" has yielded approximately 31,000,000 tons of ore since work commenced there half a century ago and it still has many years of life.

ANTARCTIC EXPEDITION.

The Norwegian Sealing Motor Vessel "TOTTAN", under charter to the French Government, arrived at Melbourne via Hobart, from Adelle Land, where she took off an expeditionary party which had spent twelve months in the Antarctic.

The Master of the "TOTTAN" is Lieut. Commander H. J. Andersen, R.N.R. (Retd.), a Norwegian who served for five years with the Royal Navy in the Second World War.

Under charter to the Commonwealth Government the "TOTTAN" will sail shortly to relieve Australian parties on Heard Island and Macquarie Island.

JAPANESE ANTARCTIC WHALING EXPEDITION.

Two Japanese whalechasers, "KOYO MARU NO. 12" and "KOYO MARU NO. 13" called at Fremantle on 9th December for bunkers and stores. The vessels are part of a fleet of 14 chasers, a factory ship and a tanker proceeding to the Antarctic - mostly by the East Coast of Australia.

None of the Japanese could speak English and it was difficult to obtain any information about the ships.

"KOYO MARU NO. 13" is equipped with radar.

WATERFRONT LABOUR AT PORT OF SYDNEY.

In the stevedoring industry, the continued lull in shipping traffic at Sydney has created a large surplus of wharf labourers averaging between 1,500 and 2,500 daily. As the registered number of effective wharf labourers in Sydney is 6,700, this means that those not employed receive regular attendance money. This aspect is causing consistent uneconomical payments of attendance money, and employers are moving to endeavour to have the registered number of wharf labourers reduced to a more economical number, as well as to obviate the payment of attendance money as far as possible, by re-organising the system of labour calls.

The Waterside Workers' Federation claims that its members have for some time been earning less than the basic wage, and are demanding a compensating increase in their hourly rate of pay. At an authorised stop-work meeting on 13th January, wharfies decided to hold a protest stoppage in a fortnight's time if their claims were not met. There are prospects of the situation deteriorating.

AMPOL BULK INSTALLATIONS, BRISBANE.

Evans Deakin & Co. Ltd. have contracted to erect four bulk storage tanks at Meeandah, a suburb of Brisbane, for AMPOL Petroleum Qld. Pty. Ltd.

At the present time three tanks have been erected. The dimensions are as follows:-

One tank - 1,000,000 gallons capacity - 68'6" diam. x 47'0" high.

One tank - 60,000 gallons capacity - 21'0" diam. x 30'0" high.

One tank - 500,000 gallons capacity - 48'0" diam. x 47'0" high.

The fourth tank of 500,000 gallons capacity has yet to be erected.

All tanks erected have been provided with flat roofs and are covered with approximately 6 inches of water to reduce evaporation.

CALTEX OIL INSTALLATIONS, GLADSTONE.

Caltex Oil Aust Pty. Ltd. are installing six storage tanks at Gladstone which are situated at Flinders Parade adjacent to the Gladstone Wharf.

Five of the six tanks have been completed, and still under construction is a 25,000 barrel capacity tank which is to be fitted with a pontoon floating roof.

The following particulars have been obtained:-

One tank - 6,700 barrel capacity - 40 ft. diam x 30 ft. high.

One tank - 3,775 barrel capacity - 30 ft. diam x 30 ft. high.

One tank - 4,350 barrel capacity - 30 ft. diam x 36 ft. high.

Two vertical tanks - 1,030 barrel capacity - 14½ ft. diam x 36 ft. 7 in. high.

One tank (under construction) - 25,000 barrel capacity - 73 ft. diam x 30 ft. high.

DREDGING OF BRISBANE RIVER.

The "ECHENEIS", a new dredge to facilitate the dredging of the Brisbane River to a depth of 31 feet LWST up to the Hamilton Reach, is nearing completion at Walkers' Ltd., Maryborough.

Engines for this dredge were built at Newcastle and have been shipped to Maryborough. At Newcastle another dredge is being built for use at Townsville.

The "ECHENEIS" should be ready for service in the Brisbane River early in 1953.

NORTHERN TERRITORY.

Marchinbar Island (Wessel Group) Bauxite Project.

A project has been launched for the mining of bauxite on Marchinbar Island, in the Wessel Group. At the present time only samples are being taken and the workings are being laid out in grids. The exploratory work has been carried out by the A.C.E. Company for the Government. It is not known whether the present Company will work the deposits.

The Eastern side of the island is very rocky. On this side of the island there is deep water, but from time to time it is subjected to very strong winds which would make the loading of ships difficult. The water is shallow on the western side and the ships would have to stand out at low water and be loaded at high water. A pontoon jetty would probably be the answer to this problem.

Situated on the northern portion of the island there is an airstrip which has been built by the Company. It is 420 yards in length, is of a sandy nature, and is suitable only for small aircraft. There is another bush air strip situated on the island at Japanese Creek. This was built in war time and is roughly 600 yards in length. It is situated 22 miles away from the other strip.

There are two A.C.E. camps on the island: one at Jenson's Bay and the other at Japanese Creek. Jenson's Bay is situated 5 miles south of the air-

strip at the northern end of the island and Japanese Creek is situated 12 miles south of Jenson's Bay camp, which is the main camp. The huts at this camp, constructed of masonite, are equipped with electricity and there is a large refrigerator plant attached to the cockhouse. The other buildings consist of a workshop, a store, and an office.

Projected Meat Works.

A large Victorian meat organisation is making plans for the establishment of a meat works in the Northern part of Northern Territory. Companies associated with the project are the Preston Meat Works Ltd., and William Say and Co.

The Managing Director of the Companies, Mr. E.A. Morgan, recently inspected the abandoned Bovril meat works at Katherine and it is understood that negotiations for the purchase of a large portion of the equipment are pending finalisation.

NEW CALEDONIA.

Pointe Chaleix Base.

In August 1961, the French Navy in New Caledonia took over the former Trans-Pacific Air Service Seaplane Base and installations at Pointe Chaleix, Noumea.

This base, with accommodation for 5 or 6 flying boats, has several tool shops and a seaplane slip.

At present there are no seaplanes stationed at Pointe Chaleix, but "Nord" amphibious aircraft of about 17 tons will shortly be based there by the French Navy.

The patrol vessel F.S. TIARE, who previously berthed at the Grand Quai, now moors at a buoy off Pointe Chaleix.

PORT MORESBY HYDRO-ELECTRIC SCHEME.

A hydro-electric scheme, formulated two years ago, will provide power for Port Moresby and surrounding districts by harnessing the water from Rouna Falls, 20 miles from the town.

Preliminary surveys have been carried out on the site at Rouna and some equipment, including transmission line materials, has already been received. Three 1000 kilowatt Boving Turbines, four 2,500 KVA plants and switch gear has been ordered and will be delivered in 1954. Tenders are being called for fluming and surge tanks.

SIGHTING OF A SUSPICIOUS LIGHT OFF S.E. COAST OF NEW IRELAND.

The half-caste Master of a small New Guinea vessel has reported that at 2200K 15th January he sighted a single white light close to the surface of the water a quarter of a mile from his vessel in a position 10 miles north-east of Cape Metlik, on the S.E. coast of New Ireland. (Cape Metlik is approximately 5 miles north-east of Cape St. George, the southern tip of New Ireland, and a Chinese-owned plantation is established there).

When approached, the light disappeared and although visibility was good, no craft was sighted.

The report is classified C. S. It recalls a report made on 7th August 1951, when two Europeans stated that they heard a ship's engines, then anchor chain followed by winch motor operating close to Metlik plantation. On the following morning the alleged ship had departed and the half-caste manager of the plantation denied any knowledge of any ship having visited Metlik during the night.

From Uluputur, on the West coast of New Ireland to Cape St. George on the southern end and then along the East coast to Metlik the whole of the Coconut plantations are owned and run by Chinese or half-castes. There is, moreover, little native population in this part of New Ireland and this fact would facilitate any illegal activities.

DUTCH NEW GUINEA.

Police Organisation.

The strength of the Police Organisation in Dutch New Guinea is at present 1,300, but it will be increased to 1,800 by the end of 1953. The force is composed of :-

- (a) Dutch Officers.
- (b) Dutch, other Europeans, and Eurasian N.C.O's.
- (c) Native O.R's.

The police are armed as follows :-

- (a) Officers - pistols or automatics.
- (b) N.C.O's - Schweizer S.M.G's.
- (c) O.R's - Mauser rifles.

A special mobile force with a present strength of 180 has been created. Gradually it will be increased to a strength of 300. It is to be equipped with 7 power launches approximately 40 feet in length. Two have already arrived from Holland. The task of the force is to patrol the Western part of Dutch New Guinea to prevent Indonesian infiltration.

The Police are at present short of trained N.C.O's. A school for the train-

ing of native police as N.C.O's is established.

Civil Aviation.

At present there are very few air services within Dutch New Guinea, excepting the service between Holland and Australia via Dutch New Guinea.

The intention is to institute internal services, commencing with the Idenberg River area. The idea is to establish airfields along the river, working from East to West. When this has been carried out it is intended to establish aerodromes and services to the highlands. There is at present a periodical air service to Tanahmorah.

At Sorong the North New Guinea Petroleum Company own and operate three Bell H-13B helicopters.

SHIPPING INFORMATION.

Orient Line Vessel "ORSOVA".

The new Orient Line "ORSOVA" due in Melbourne early in 1954 will be the first Orient Line vessel to be built without masts.

In "ORSOVA" masts have been dispensed with and the funnel will be used to carry the wireless and essential rigging. Radar apparatus will be housed in a low tower on the bridge.

New Shipping Company for Australian Coastal Trade.

W.R. Carpenter and Company and Collier's Transport Service have joined in the formation of a new type of transport company. They are the main movers in the formation of Ocean Ferries Ltd., a company to inaugurate a new sea freight service transporting loaded lorries between Sydney and Melbourne.

Information has been received that the company has on order in the United States of America one specially designed vessel of approximately 10,000 tons gross for use in this service.

New Vessels for Commonwealth Shipping Line.

The Federal Government has placed orders with the State Dockyard, Newcastle, for two 7000-ton diesel-engined ships, and with the Queensland shipbuilding firm, Messrs. Walkers, Ltd., Maryborough, for two 2000 tons ships.

The 7000-ton vessels are designed for carrying bulk cargoes on the Australian coast, and the smaller vessels are to carry bulk wheat to Tasmania.

Projected Fremantle - Carnarvon Shipping Service.

A local Perth syndicate has placed before the Western Australian

Government a proposal to run a regular weekly freight service between Fremantle and Carnarvon.

One of the members of the syndicate is Mr. J.J. Pye, who advised that the Syndicate has good prospects of obtaining a suitable small merchant vessel in the Eastern States. Mr. Pye was at one stage making enquiries regarding the suitability of a former R.A.N. A.M.S. vessel. Pye is a Lieutenant Commander R.A.N.R. and has interests in the North-West Whaling Co.

M.V. CALÉDONIAN.

The first of two motorships built for the Marseilles-Papeete-Sydney passenger service, M.V. "Caledonian", arrived at Sydney in November on her maiden voyage.

Of 10,740 tons gross, this vessel will be joined early in 1953 by a sister-ship, "Tahitien".

Prior to 1939 this service was maintained by the "Ville d'Amiens" and since the war by the British motorships "Chungking" and "Changchow" under charter to Messageries Maritimes. The "Chungking" has been handed back to the Ministry of War Transport and the "Changchow" will be handed back when the "Tahitien" is commissioned.

New Shipping Service to New Guinea.

A new liner service between Australia and New Guinea, the New Guinea - Australia Line, was inaugurated in December 1952, with the sailing from Sydney of the motorship, Shansi.

The service will be maintained by two modern 3000-ton motorships, Sinkiang and Shansi, a class of ship which maintained a service between Australia and Hong Kong and Japan between 1946 and 1949. The ships will call at Sydney, Brisbane, Port Moresby, Samarai, Madang, Lae and Rabaul.

The Shansi has accommodation for 21 passengers and can take 982 cubic feet of refrigerated cargo and 3,900 cubic feet of general cargo.

The Sinkiang accommodates 14 passengers and carries 1,934 cubic feet of refrigerated cargo and 3,800 cubic feet of general cargo.

M.V. HOIGH SILVERLIGHT - Purchase by Japanese.

The Norwegian ship M.V. "HOIGH SILVERLIGHT" has been purchased by the N.Y.K. Line and will replace the S.S. "MUNTSU MARU" in the Australia-Japan service.

The "HOIGH SILVERLIGHT" is a motor ship of 7,708 tons gross, with a service speed of 12 knots, and has accommodation for twelve passengers.

New Shaw Savill Ship.

The new 20,000-ton passenger ship being built by Harland and Wolff for the Shaw Savill Line for the Australian trade will have many new features. The principal difference will be that the engine room will be aft, and that there will be no cargo holds.

The ship is expected to carry 1200 passengers, and, with a service speed of 20 knots, will make four round trips every twelve months.

NAVAL INTELLIGENCE APPOINTMENTS.

The designation of the appointment of Supervising Intelligence Officer, North-East Australian Area (appointment held by Lieut-Commander (Sp) F.A. Rhoades, R.A.N.V.R.) has now been altered to that of "Staff Officer (Coast-Watching), Australia Station". Under this arrangement, Lieut-Commander Rhoades, while continuing to remain based on Manus, will be employed exclusively on duties connected with the Coast-Watching Organisation throughout the Australia Station, without area limitation.

The appointment of "Deputy Supervising Intelligence Officer, North-East Australian Area", (appointment held by Lieut-Commander R. McKaige, D.S.C., R.A.N.V.R.) has now been redesignated "Staff Officer (Intelligence), North-East Australian Area". Under this arrangement the Staff Officer (Intelligence), North-East Australian Area, undertakes Intelligence duties in the North-East Australian Area generally, covering such matters as supervision of Admiralty Reporting Officers Organisation, Naval Questionnaires, Security, preparation of intelligence reports, and publicity, but excluding all matters related to the Coast-Watching Organisation.

ooo000ooo

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.)

THE SOVIET ARMY.

The following is an abridged version of an article contributed to the "Twentieth Century" by a writer who served as a Liaison Officer with Soviet Headquarters in 1944-6 and who was a member of the Allied Control Commission in Roumania and Bulgaria.

Of all the instruments of policy at the disposal of the Soviet Government the Army is the most imposing and formidable. The Russian soldier is first-class military material, being physically tough, used to a hard life and ignorant of many of the comforts to which Western nations are accustomed. Military discipline is Prussian in type, and saluting even of non-commissioned officers is strictly enforced. Absence without leave may be counted automatically as desertion, punishable by many years' forced labour. Permission to report must be asked before a soldier can speak to a superior, and instead of "Yes" or "No" the soldier must say: "Exactly so", and "In no way, no" - a return to the practice of the Imperial Russian Army. Under the Military code laid down in 1940, a soldier has no redress against an officer and no channels of appeal against an order or a sentence.

As a fighting force the Soviet Army has the advantage of battle experience, self-confidence drawn from a long succession of victories, and experienced war leaders. The High Command is under the direction of the War Minister, Marshall Vassilievsky, who served during the war as Chief of the General Staff and Commander of the Front, or Army Group, which captured Koenigsberg in East Prussia.

The bulk of the Army's strength lies in the rifle (infantry) divisions and motorised rifle divisions (the latter containing a greater proportion of motor transport). These divisions, which number about 11,000 men each, usually contain three rifle regiments, a regiment of artillery and an armoured regiment of fifty tanks. Secondly, there are the tank divisions of 10,500 men, containing three or four tank regiments and a motorized regiment. There are also larger mechanised divisions of 13,000 men, with three mechanized regiments and two tank regiments. The artillery, too, is organised in divisions: the field

artillery division and the anti-aircraft division, both about 6,000 men in strength. Finally, there are some cavalry divisions of about 5,000 men. In an active force these are grouped in corps and armies. A corps would consist of two to three rifle divisions and a tank or mechanised division, and two or three such corps would make up a rifle army. The armoured formations are, however, also grouped in powerful mechanised armies with no corps organisation, but with a strength of two tank and two mechanised divisions each. A rifle army would probably also have one or two artillery divisions at its disposal.

The basis of Soviet War doctrine and practice is the use of the Army's strength in mass formation. The rifle armies are used to effect breaches in the enemy lines, to attack fortified positions and to hold them against counter-attack, while the mechanised divisions pour through the gap to exploit the break-through. Everything is sacrificed to the aim of mobility in the mass, including the reduction of the Rear and Supply Services to the absolute minimum. Living off the country is the rule rather than the exception.

The whole structure and outlook of the Soviet Army is that of a rough but effective machine of great brute strength. But military efficiency is not enough for the Government; it must have unquestioning political loyalty as well. The task of identifying the Russian soldier's natural love for his country with loyalty to the Party is the main duty of that unique feature of the Soviet Army, the Political Administration. Attached to every headquarters, from the General Staff to battalion or company level, are representatives of the Political Administration with the title of "Deputy Commander for Political Affairs", or in Soviet terminology "Zampolit". In most units the Zampolit organises two daily political sessions, an early morning reading of the newspapers, and lectures and discussions on political affairs in the evening.

The Soviet Army has at its disposal vast resources of man-power. National Servicemen serve normally for three years, and on completion of their service are placed in the reserves, where they do a short period of training each year.

In trying to list the credit and debit factors of the Soviet Army as a fighting force, there comes first on the credit side the high quality of the individual fighting man, his physical toughness, and his readiness to accept a high rate of casualties. Second in importance are the vast human and industrial resources at the disposal of the High Command. Thirdly, there is the very considerable measure of success achieved by the Political Administration in keeping the soldier ignorant of Western conditions. Also on the credit side must go the skill and experience of Soviet commanders at all levels, and particularly the excellence of Soviet artillery science. As against these positive factors there is the atmosphere of mistrust and suspicion which stifles initiative and makes Commanders unwilling to accept responsibility in crises, outside

a strictly limited range. Another serious weakness is the lack of educated men on the level of senior non-commissioned officers, skilled drivers and mechanical engineers capable of intricate maintenance, and this defect is becoming increasingly noticeable as the Soviet Army becomes more motorised and mechanised.

OPERATION SAUTERELLE.

The following is an account of Operation Sauterelle, one of the largest and most successful combined operations that has taken place in Indo China.

This operation, begun on the night 24/25 August, had as its objective the destruction, or at least the disorganisation of 101 Regiment, Vietminh, one of the three regular regiments making up the 325 Division of Central Annam, which was threatening the region around Hue.

In order to encircle the Van Trinh - VinhXuong area (19 miles N.W. of Hue; 12½ miles S.E. of Quang Tri) Franco-Vietnamese forces had to converge from four directions.

- (a) Northwest: 8 battalions from the road from Vee Diem.
- (b) Southwest: 1 battalion coming overland from Hue.
- (c) Northeast: 8 battalions and an amphibious group landed from seaward.
- (d) Southeast: 1 battalion 1 amphibious group and Naval Commandos Jaubert and De Montford landing from seaward.

The amphibious force responsible for the landings included:

SAVORGNAN DE BRAZZA (wearing the Flag of the Rear-Admiral Commanding Far Eastern Naval Division).

Escort vessels CAPRICIEUSE, CHEVREUIL, COMMANDANT DOMINE, COMMANDANT DUROC.

L. S. T.'s. ORNE, RANCE, GOLO.

L. C. T. 9060 and 9070 (especially transferred from North Vietnam).

L. C. M.'s. from Hue and L. C. V. P.'s. from the L. S. T.

This force had in addition to provide supporting fire and ultimately transportation by sea. They were assembled at Tournane and embarked troops during daylight on the 23rd and sailed the same night and the following morning.

Owing to a light swell from the S. E., transhipment of troops into the L. C. M.'s and L. C. V. P. could not take place as planned out of sight of land, and the L. S. T.'s beached or grounded near the shore and transferred troops. The landing which started at the prearranged time, lasted longer than had been expected owing to lack of training by the troops embarked and to lack of preparation in one L. S. T. However from sea, surprise was complete as was later shown by interrogations of prisoners. The prearranged area was encircled dur-

ing the morning of the 25th August.

Between 0900 and 1000 enemy resistance became lively and SAVORGNAN DE BRAZZA opened fire (observed by a Morane) about 1800 to neutralise an enemy village. From 2030 to 0450 she fired to harass Dong Duong and Tay Tan and to illuminate Tan Hoy, Ke Mou and Tuong Cham, while the COMMANDANT DUROC fired from midnight to 0500 for the benefit of Commando Jaubert, and the CHEVREUIL took 15 killed and 28 army wounded to Tournane.

During the day of 26th and the following night, supporting vessels carried out a number of bombardments and illuminations.

However, on the morning of the 27th, an immediate threat of a typhoon obliged the ships to make for Tournane and the re-embarkation planned for 28th and 29th was postponed.

On the morning of 29th, with an improvement in the weather, the typhoon having quickly dissipated in the north of the Gulf of Tonking, the SAVORGNAN DE BRAZZA and the 3 L.S.T's of the amphibious force sailed to attempt the re-embarkation in the early afternoon. The "COMMANDANT DOMINE" and "CAPRICIEUSE" anchored north and south of the groups of L.S.T's as near the shore as possible to be ready to give covering fire to the troops. Re-embarkation started at 1800 and finished at 2100 in difficult conditions.

The final reckoning in this operation was as follows:-

The army had 25 killed and 37 wounded. Enemy losses were 107 killed 1061 prisoners (including 418 regulars with 15 officers, 1 political Commissaire and 53 political cadres), 50 rifles, 1 automatic rifle, 1 American carbine, 4 automatic pistols, 5 mortars, 341 shells, 5 flying bombs (bangalore torpedoes), 28 rockets, 25 mines.

Before this operation, the MARCEL LE BIHAN (Aircraft Tender) had carried out two diversionary raids, one during daylight on 24th in the Quay Nai area and the other during the night of 24/25th on the Village of An Phuong (7½ miles N.W. of Point Happoix). After initial surprise, the rebels reacted swiftly but did not prevent the destruction of 3 junks.

Two Privateers had been detached to Tournane to support the Air Force of Central Annam during Operation Sauterelle. They carried out two direct and four diversionary bombing raids in the area of Dong Hoi.

Comment by U.K.N.L.O. Para. 5 - Along many parts of this coast there are ridges of sand giving shallow water some 80 yards off the shore. An L.S.T. can thus beach itself, lower its doors and discharge its cargo into anything up to 12 ft. of water. L.C.V.P's had to be used to get many troops ashore. There was a moderate swell. The difficulty at the landing can well be imagined with soldiers, many of whom did not know one end of a boat from the other, and with coxswains and crews, who, with no matter how much experience, are notoriously

bad at handling their craft. However, Contre-Amiral Bosvieux, in charge of the landings, declared with pride that he re-embarked 5,000 men with equipment and 32 "crabs" in 8 hours using only 6 L.C.V.'s.

In the Naval H.Q. the operation has been hailed as a very great success. The material results show this; but I always feel that in these operations the Navy relies too much on Providence. There seems to be no reserves of skill and seamanship to carry such operations through if the sea and weather should decide to turn nasty.

CONDITIONS IN SARAWAK.

Until 1939, Sarawak was under the totalitarian rule of the Brookes who, as Rajahs of Sarawak, exercised a mild and benevolent despotism. The policy of the Brookes was to maintain a contented and ignorant peasantry. This was achieved by the restriction of immigration, of land alienation, and of outside capital. The main Sarawak industry is agriculture, mostly by primitive methods. Land was adequate, but the country is very swampy and a system of shifting cultivation has caused the soil to become impoverished. Small holders, to augment their income between harvesting, supply labour for other industries. There are also a small number of landless labourers who are regularly and irregularly employed, but the Brooke regime did not permit the importation of labour from India, and although Sarawak participated in the rubber boom, there are few large estates and the rubber that does exist gives a poor yield, due largely to the lack of expert technical supervision.

The Brookes developed Kuching (their capital) as a suitable background for their position, and maintained Sarawak as a natural reserve, with the assistance of a few European officials and some privileged Malays. The great bulk of the people live very primitively. The Dyaks are a jungle people and are not attracted to life elsewhere. The Malays are lazy and do not readily engage in employment outside their own small holdings, which are not worked progressively. In contrast to these so-called indigenous races, the Chinese are industrious and progressive. There were already large numbers of Chinese in Sarawak when the Brookes took control and although their influx was discouraged during the Brooke regime, they continued to arrive and now constitute about two-fifths of the population. They were kept out of the Brooke administration and concerned themselves mainly with trade and marketing for the natives. Trade is now almost completely under their control.

Customary rights were protected, the Islamic religion supported and free religious expression allowed under the Brooke regime. Expenditure was kept low and the administration of justice kept simple. Brooke's system was to

draft orders in simple form, to be administered by officials who were not trained to interpret laws but to interpret the intentions of the Rajah. As a check on official abuse, access to the Rajah was readily obtainable by all subjects. Officials in outstations were required to provide transport and other facilities to enable discontented subjects to put their case before the Rajah, in person. This was not only an effective deterrent to abuse by the officials, but established a personal relationship between the ruler and his subjects. Taxation was kept down by this simple administration and essential commodities, such as textiles, were duty free.

During the war years, when democracies were fighting totalitarianism, the Rajah was pressed to consent to the appointment of a British Adviser, and a measure of control by the Colonial Office on internal legislation. In 1939, the Rajah had granted Sarawak a nominal constitution. After the cessation of hostilities, the Rajah advised the Secretary of State that he wished to make a gift of Sarawak to Britain. Sarawak, however, was no longer his to give, and before the British could accept, the gift had to be made in accordance with the Sarawak Constitution. Eventually, the Council Negri (State Council) of Sarawak passed the required measure, with a majority of one vote. The representatives of the native races were solidly against the transfer, but the Chinese supported cession, hoping for greater opportunities under British rule.

The change in sovereignty brought immediate and important changes in administration. The personal control of the Brookes was replaced by Rule of Law, necessitating a much larger administration. A body of laws was drawn up by a lawyer who, unfortunately, possessed little knowledge of the country, and was passed by the legislature. The new system requires skilled interpreters of the law, including a judiciary with some experience of legal procedure. But there are few officials with the necessary knowledge in Sarawak. The new administration consists mainly of officials trained in the Brooke tradition, and of Colonial officials from other colonies.

Both the Colonial Office and the local officials are in a difficult position. Sarawak has no British tradition and the Crown is a vague entity, thousands of miles away. Colonial Office rule entails officials carrying out a policy determined by the Colonial Office and subject to its ultimate control.

Sarawak has a population of about half-a-million, 80% of whom are illiterate and living in the jungle in extremely primitive conditions. They require little in the way of administration. But the new administration is large, with from 100 to 200 European officials and a Secretariat already ten times the size of the last Rajah's. As a result taxation has increased enormously, although the country can afford it as the booms in pepper and rubber in 1950 and 1951 brought in extraordinary revenue and large surpluses were built up. Most of this money, however, will be needed to finance the growing administration, and

It is probable that little will go toward the development of the country.

Health measures have been improved slightly and education still depends largely upon Missions and sectional enterprise. Government contribution to education has been surprisingly small. But development was one of the inducements offered to the people of Sarawak to obtain their support for the cession and there are probable reasons why more has not been attempted in this direction. It is probably feared that development would give communism an opportunity to enter the country through the Chinese, who would benefit most, in the short run, from economic development. Chinese youth in Sarawak, like the youth in other parts of the Far East, are lapping up the ideas emanating from Moscow and Nanking, and in case of an emergency, the primitive Dyak would probably prove more dependable than the progressive Chinese. The Colonial Office probably fear that development may increase the power of the Chinese or upset the native races. Another factor operating against development is the narrow sectional outlook prominent amongst the different races, and the extreme jealousy between different sections the Chinese, who are extremely suspicious of each other.

Sarawak was invited to prepare a development plan by the Commonwealth Consultative Committee, which met in Colombo in 1950, and a plan of development was drawn up for the years 1951 to 1957. Conditions in Sarawak differ from conditions in most other South and South-East Asian countries. It has no national debt is not an under-nourished country and did not suffer seriously from the Japanese occupation. The plan was drawn up by a group of officials and aims at development in Agriculture, Forestry, Fisheries, Communications, Fuel and Power, Education, Health and Housing. This programme must produce some benefits for the people, but the urgent need in Sarawak is for technical education of the local people, and improvement in agricultural methods.

IMPRESSIONS OF TRIESTE.

An officer of the R.A.N.V.R. now living in Italy, records his impressions of Trieste:-

"Recently I had the good fortune to visit, in the course of duty, the Free Territory of Trieste. This territory which comprises little more than the city of Trieste itself has been a political "pain in the neck" after both World wars.

Originally part of the Austro-Hungarian Empire, it became Italian after the First World War and was occupied by Tito's forces during the Second World War. Allied Military Government took control after the Italian surrender in 1943 and this administration, composed of British

and American forces and civilians assisted by Italian and Yugoslav Missions still governs the Territory.

Trieste is a port of 200,000 inhabitants, which is supported by ship-building and fishing. The hinterland is barren and non-productive. The town has few attractions but the residences built on the hills close to the sea give a pleasing effect. It is a typical northern Italian town, with more attention given to cleanliness and civic order. The population is predominantly Italian with a number of Yugoslavs and Austrians.

I travelled from Venice to Trieste by car and saw the first signs of A.M.G. administration at the frontier. Here cars and passports are checked by both Italian and Trieste police. It was a pleasant shock to see the Triestinos in London police uniforms and it immediately gave one a feeling of security. Their smart appearance and quiet courtesy were in direct contrast to the shabbiness and excitability of Italian police. Triestino police are recruited locally but are trained on the lines of London police by seconded officers of that force.

Trieste itself is a city of surprises. One is led to believe that A.M.G. control it with the force of military might, and the hard words spoken by both Yugoslavs and Italians concerning the occupation indicate that this force is necessary. I expected to see tanks and armoured cars patrolling the streets, but in fact one sees very little military activity there. Ten thousand troops (half British, half U.S.) are in occupation in the territory, but all are encouraged to wear civilian clothes as much as possible to minimise the impression of military occupation. Even when serious rioting has occurred, as it did in May when Italians made "Trieste to Italy" demonstrations and the position became nasty, A.M.G. authorities have refrained from calling out the Armed Forces. Instead the local police restored order in just the same manner as the London police would have done.

Trieste is of no great importance to either Italy or Yugoslavia and the agitation by both countries for its control seems to be simply a matter of face-saving. Venice is the main Italian port for the North Adriatic, and Trieste Italians say that any attempt by them to break into that city's trade would be actively resented and prevented by Venetians. Trieste is too far away from the industries of either Italy or Yugoslavia to be of any economic value to either country. At present the £5 million that A.M.G. circulates in the Territory is the economic mainstay of the port. Trieste is the natural outlet for the

Danube valley but the claims of the twice-defeated Austria have no chance of being heard.

The administration of A.M.G impresses one by its quiet tactfulness and extreme efficiency which is possible only by the maximum co-operation and understanding between the Americans and the British. The present G.O.C. is British but duties are carried out by both nations with complete collaboration.

The decision on Trieste may be made in the near future and the decision must leave one dissatisfied party. But it is the opinion of many, that Trieste is not worth the bloodshed and strife that it has caused in the past and which it may cause in the future. If it can be avoided A.M.G has done its utmost to this end.

I left Trieste with great admiration for an administration which is doing an extremely difficult job with a calm and tactful determination in spite of the gibes and snarls from both sides of the frontier.

00000000

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