

1. The arrangement of the War Diary is as follows:-

- | | |
|------------------|-----------------------------|
| HOME COMMANDS | - Policy |
| (Classification | - Defence of United Kingdom |
| by subjects) | - Movements |
| | - Operations |
| | - Allied Air Activity |
| | - Enemy Air Activity |
| | - Mining |
| | - Enemy Intelligence |
| | - U-Boats |
| | - Navigational |
| | - Technical |
| | - Casualties and Defects |
| | - Shipping and Convoys |
| FOREIGN STATIONS | - North Atlantic |
| (Classification | - South Atlantic |
| by stations) | - Mediterranean |
| | - East Indies |
| | - America and West Indies |
| | - Australia and New Zealand |
| | - U-Boat Campaign |

Additional subject headings are sometimes employed temporarily, e.g. when an important operation is in progress.

2. The following volumes should be used to supplement the War Diary: the dates given in brackets are those on which the series held by War Diary commences:-

- (a) Movements of H.M. Ships (prepared by Operations Division, Naval Staff) (23 February 1940).
- (b) Western Approaches (daily) Situation Reports (1 September 1943).
- (c) Dispositions and Movements (Foreign Stations) (1 September 1943).
- (d) Convoy Returns (Positions of convoys and composition of escorts, positions of independent ships and H.M. ships: from Combined Plot) (1 March 1941).
- (e) Daily Convoy Summary (Report made by Admiralty to Connav, giving arrivals and departures, with composition of convoy) (21 June 1943).
- (f) Air Staff Operational Summary (prepared by Air Ministry War Room) (1 July 1941, No.222)
- (g) Daily Operations Report for First Lord (prepared by Operations Division, Naval Staff) (13 September 1959).
- (h) List of abbreviations.
- (i) List of Convoy letters.

War Diary.

1.10.1941.
Wednesday.

SITUATION REPORT.

Home Commands.

3 M.T.Bs. with 2 M.G.Bs. in support had an engagement last night in the Channel with an enemy convoy proceeding westward through the Straits of Dover. Enemy coastal batteries also engaged our forces. Evidence shows that one enemy armed trawler was hit and sunk, probably by torpedo. Our forces suffered no casualties. Superficial damage was caused to one M.T.B. The enemy apparently escaped into Boulogne.

British Air Operations.

29 aircraft attacked Stettin last night 61 attacked targets at Hamburg, and 39 the docks at Cherbourg.

Two hits with 250 lb, S.A.P. bombs were obtained on a 2000 - 2500 ton merchant ship attacked by aircraft of Coastal Command off the North Frisian Islands this evening.

Coastal Command aircraft last night attacked shipping off Ameland. A 10,000 ton ship received a direct hit.

Eight enemy E-boats were attacked by 8 Hurricanes of Fighter Command this evening off Dieppe and all 8 were hit and damaged.

War Diary.

1.10.1941.
Wednesday.

SITUATION REPORT.

Enemy Air Operations.

Enemy aircraft reconnoitred the Faeroes today and bombed Sovaag (Vaago) at 1300A. Faeroes trawler VESTURVDI was damaged.

A few bombs were dropped in the Dover area at about 2345 today. No naval damage or casualties were caused.

M.V. SERENITY was damaged by air attack at 2400A today 10 miles S.E. by E, of St. Govans L.V.

A/P Trawler ANCRE ESPERANCE was machine gunned and superficially damaged off the south Bishops at 2300.

Mining.

M.M.S. 40 was damaged by a mine whilst sweeping in the Thames Estuary today.

S.S. BROOM reports seeing an enemy seaplane laying mines N.W. of the Bishops.

KOENIGIN
LUISE and
ILMARINEN
sunk.

It is reported that the German minelayer KOENIGIN LUISE was sunk by a mine on 25/9 whilst proceeding to operate near Kronstadt and that the Finnish Coast Defence ship ILMARINEN was mined and sunk on the night of 13/14 Sept. whilst covering a landing party at Dago.

1.10.1941.
Wednesday.

War Diary.

SITUATION REPORT.

North Atlantic.

Operation
"Halberd".

RODNEY, ARK ROYAL, HERMIONE, EDINBURGH (C.S.18) EURYALUS and 9 destroyers arrived at Gibraltar this morning.

S.O. Force H., reports that the co-operation of R.A.F. fighters was excellent throughout and gave a great sense of security.

The flag of S.O. Force H., was transferred from NELSON to RODNEY P.M. today.

PRINCE OF WALES left Gibraltar this evening with 4 destroyers.

Mediterranean.

C. in C. Med., reports that on 10/9 TORBAY torpedoed a 3000 ton ship in Candia harbour. She secured a possible hit on a transport off Gaidero Island on 19/9.

Libya and
Western
Desert.

13 Wellingtons attacked shipping and harbour installations at Benghazi last night.

M/S Trawler SOTRA was hit in Tobruk today by a shell from an enemy battery and was taken to Alexandria for repairs.

U-Boat Campaign.

The British S/S tanker SAN FLORENTINO in Convoy O.N.19 was reported torpedoed at 2227 G.M.T. today in 52° 50' N., 34° 40' W., and her speed was reduced to 7 knots. She had eventually to be sunk by U.S.S. CAMPBELL on 2/10 in position reported to be 52° 42' N., 34° 51' W.

War Diary.

1.10.1941.
Wednesday.

HOME COMMANDS.

Policy.

KOS II,
KOS IV.
Proposed
relief.

My 1111/30. KOS II and MINT will be sailed for Scapa as soon as weather moderates. Oil fuel situation for KOS II and KOS IV is now acute.

It is requested therefore that these two oil burning ships may be relieved as soon as possible by a coal burning A/S Trawler.

(N.O.I.C. Faeroes, 1135A/1 to A.C.O.S.)

BEN-MY-CHREE.

C. in C. W.A. 1150/25/9. BEN-MY-CHREE after arrival Faeroes on 28/9 reported she had insufficient fuel to return direct to Clyde. She was only able to reach Scapa to refuel by reducing speed to 15 knots. Since no fuel oil is available in Faeroes it is desirable that if BEN-MY-CHREE must be used for this service she should call at Loch Ewe for fuel on the return passage. (A.C.O.S. 1141A/1 to Admty).

Sailing of
Canadian
Escorts.

Your 1905/30. Yes.
(C. in C. W.A., 1201A/1 to A.C.I.C.)

Co-operation with Russia.

M/S gear
for Russian
Trawlers.

Your 1722A/30, para 1. I will take this proposal up after Beaverbrook conference ends. This should be treated quite separately from the request at this conference for the immediate despatch of nine trawlers already fitted. (Ad. Miles, 1239C/1 to Admty).

Soviet,
Fleet.

Remains at Kronstadt where it is sometimes shelled by German shore batteries on Southern Coast. Finnish report. (N.A. Stockholm, 1014/1)

Osel.

Island of Osel now completely in German hands. Russian garrison gradually being mopped up by Germans. Finnish report. (N.A. Stockholm, 1014/1).

Naval Items
requested.

My 1722A/30, para 2. Following are most important items requested by Soviet Mission and replies thereto. (D.N.I., 1437A/1 to Ad. Miles)
See Lion Copy.

MOST SECRET

MOST SECRET

MESSAGE

1437A/1st October.

55

4A

To: Admiral ~~Wilson, Moscow.~~ ~~On 1.10.41.~~

NAVAL CYPHER (X) Russian Settings.

From: Admiralty.

Naval

My 1722A/30 para 2.

Items requested

Following are most important items requested by Soviet Mission and replies thereto:-

- Engines for M.T.Bs. None in U.K. Mission referred to U.S.A.
- Asdic Gear. Instructional gear, films and literature being sent
- Night Glasses 500 being supplied
- Harbour Defence Indicator Loops, Asdic sets and Mine Groups. Mission asked to discuss over chart.
- Diesel Generators 500 r.p.m. None in U.K. U.S.A. can supply with 1200 r.p.m.
- Paravanes and Spares. 100 sets being sent
- 8 destroyers No building space available in U.K. or U.S.A.
- Minesweepers 9 can be supplied by U.S.A. not before 8/42. 12 Russian minesweepers can be fitted in U.K.
- M. Gs. heavy calibre Under discussion
- Parachute mines and Depth Charges. Formerly ordered in U.S.A. but order now taken over by U.K. Not to be supplied until confirmation received from Moscow.

1437A/1

N.I.D. 16 (794) for D.N.I.

- | | | |
|---------------------|-------------------|----------------------|
| 1st Lord | D.O.D. (H) | D.T.M. |
| 1st S.L. Controller | D.D.O.D. (H) | D of P. (2) |
| Vice Controller | D.O.D. (F) | Admiral Herman Hodgo |
| V.C.N.S. | D.D.O.D. (F) | D.S.D. |
| A.C.N.S. (F) | Hd of M. (2) | I.P. (2) |
| A.C.N.S. (H) | D.N.I. (4) | W.D. |
| Nav. Sec. | D.M.S. Basement | D.T.D. (2) |
| N.A. 1st S.D. | D.H.S. | N.I.D. 10. |
| | D.D.I. | D.D.I.C. |

MOST SECRET

War Diary.1.10.1941.
Wednesday.HOME COMMANDS.Movements.CONQUEROR.

My 1600/29 and 1852/30. CONQUEROR did not sail owing to air raid. Intend to sail in F.S. 2604 tonight. (F.O.I.C. Tyne 0915/1). CONQUEROR sailed to join F.S. 2604. (F.O.I.C. Tyne, 2130/1).

INDOMITABLE.

My 1014/29. Sailed INDOMITABLE. (F.O.I.C. Liverpool 1113A/1). Proceeding Belfast Loch to adjust machinery. Request gate at 2045. ^{JACOB VAN} HEEMSKERK in company. (INDOMITABLE, 1912A/1). Arrived INDOMITABLE, escorted by ^{JACOB VAN} HEEMSKERK. (F.O.I.C. Belfast, 2125A/1).

CLEVELAND.Convoy "Slave"

Leave convoy and proceed to Dartmouth. (C. in C. Plymouth, 1206/1 to CLEVELAND).

*See also p.12.*BOURNEMOUTH
QUEEN.

A.M. 1106A/30. Request you will sail BOURNEMOUTH QUEEN for Southend as convenient tomorrow for inclusion in E.C.81 to Tyne. Ships will act as additional escort whilst on passage. (C. in C. Nore, 1206A/1 to Cdre. Sheerness). C. in C. Nore's 1206A/1. Intend to sail BOURNEMOUTH QUEEN at 1700 tomorrow for Southend for onward routing to Tyne and inclusion in E.C.81. (Commdre. Sheerness, 1546A/1)

CANTON.
ALAUNIA.

Following forecast of movements of A.M.C.'s corrected to 30/9. For Freetown. CANTON leaves Clyde about 14/10. For Halifax ALAUNIA leaves Clyde about 15/10. (S.O.W.P., 1420A/1).

BRAMBLE.

Intend to sail BRAMBLE 0400A/4 to arrive Scapa 0600A/5. F.O.I.C. Liverpool is requested to sail SEAGULL and SPEEDY to R/V with BRAMBLE at 0700A/4, in 55° 07' N., 05° 38' W. (F.O.I.C. Belfast, 1819A/1).

Escort for
D.S.12 B.

Departure CHARLESTOWN and CASTLETON. (N.O.I.C. Port Z.A. 1925/1).

/LONDON.....

War Diary.

1.10.1941.
Wednesday.

HOME COMMANDS.

Movements. - Contd.

LONDON.
SHROPSHIRE.

1. LONDON is required to sail from Archangel with Mission P.M./4.
2. On relief by SHROPSHIRE return to Archangel at best speed.
3. Unless you signal to the contrary it will be assumed that you will pass through position Z at 0600Z/3. (V.C.N.S., 1938A/1 to LONDON).

TRIDENT.

Your 0959C/1. Return by route previously ordered to R/V in position R.1. at 0800C/3, with U.S.S.R. SHTORM Class Destroyer. Well done.
(S.B.N.O. Murmansk, 1956C/1 to TRIDENT).

See next page

Operations.

Convoy
C.W.52
shelled.

Enemy Coastal batteries fired ten rounds between 2249 and 2255 yesterday. All fell to the westward of Dover in the vicinity of C.W.52. No damage or casualties reported.
(V.A. Dover, 0157A/1).

Attack on
Enemy Convoy.
1 Enemy
Trawler
sunk.
M.T.B.219
slightly
damaged.

M.T.B.s 38, 218, and 219 left Harbour at 2236 followed by M.G.B.s 43 and 52 in support at 2308 yesterday to intercept R.D.F. plot of 4 enemy vessels passing westward through Dover Strait.
At 2355 M.G.B.'s sighted and reported enemy off Blanc Nez and shadowed as they rounded Gris Nez. At 0105 M.T.B.s 38 and 219 attacked between Gris Nez and Boulogne but owing to moon conditions enemy escort vessels were able to engage M.T.B.s heavily before a firing position could be reached. In second attack M.T.B. 219 fired one torpedo at a trawler type vessel and claims a hit as explosion was seen and felt. M.G.B.s who closed and engaged escort as M.T.B.'s attacked saw an explosion, a vessel stopped in smoke and later encountered some wreckage.
M.T.B. 218 lost touch and was unable to contact enemy who were plotted entering Boulogne at 0122. Composition of enemy force was probably 2 merchant vessels of 3 to 4 thousand tons escorted by 3 trawlers and some R boats which used smoke. Enemy coastal batteries and searchlights also engaged our forces. Evidence shows that one trawler was hit and sunk, probably by torpedo. Results of gun-fire not observed.
No casualties, and superficial damage to M.T.B. 219 only. (V.A. Dover 0512A/1).

/Ship.....

War Diary.1.10.1941.
Wednesday.HOME COMMANDS.Operations. - Contd.Ship sunk
by TRIDENT.

One ship sunk. (TRIDENT, 0959C/1).

*See previous page.*East Coast
Patrols.

Weather permitting tonight one unit of M.T.Bs. is to carry out a patrol in vicinity of Scheveningen between 5 and 10 miles off shore. One unit of M.G.Bs. is to patrol between 52° 23' N. 4° 7' E., and vicinity Ymuiden in support of M.T.Bs. If no activity develops M.G.Bs. are to retire to an intercepting position at daylight in vicinity of 53° N., 3° 20' E., should fuel permit. (C. in C. Nore, 1144A/1 to BEEHIVE). Departures M.T.Bs. 30, 31 and 32 at 1735. M.G.Bs. 58, 63, 64 and 65 at 1820. (F.O.I.C. Harwich, 1822A/1).

Weather permitting patrols tonight are

(one) one motor gunboat with EGLINTON.

(Two) One unit motor gunboat vicinity Leman Bank.

(Three) One unit of motor gunboats ten miles 090° from Smith's Knoll buoy.

(Four) One unit of motor launches on Q.E. (2)

(Five) One unit of M.T.Bs. and one unit motor gunboat operating between Ymuiden and Hook of Holland returning at daylight.

(C. in C. Nore, 1526A/1).

Eastern
Channel
Patrol.

4 Chasseurs patrolling Q Z Y 271 as far as Meridian Greenwich returning St. Helens at daybreak. (C. in C. Portsmouth, 1557A/1).

British Air Activity.Bombing
operations.

On 30/9 no operations took place. On night 30 Sept./1 Oct. 28 A/C bombed Stettin, 59 A/C bombed Hamburg, and 39 A/C bombed the docks at Cherbourg. (H.Q.B.C. 1345/1).

S.N.16 B.

Your 0947/1. Fighter escort will be provided by single Blenheim Fighters from dawn until 1500/3. In addition single seater fighters will be standing by. (C. in C. Rosyth 1852/1 to R.A.M.) Orders for Escort. (C. in C. Rosyth, 1920B/1 to 14 Group).

War Diary.

1.10.1941.
Wednesday.

HOME COMMANDS.

Enemy Air Activity.

Convoy C.W.
52.
CEDARWOOD
(British
899 tons)
damaged.
Arrival CEDARWOOD in tow of LADY DUNCANNON.
Damaged by near miss Bomb confined to engine room
and steam pipes. Ship not making water.
One man slightly wounded. (V.A. Dover, 0156A/1)

NORTH BRITON
(steam
drifter)
attacked.
At 1325/30 attacked by A/C 3 miles East of
Colleston. 2 bombs, near misses. No A/A
measures taken. (F.O.I.C. Aberdeen, 1225/1).

EILEEN DUNCAN,
STAR OF
DEVERON,
(M/S Trawlers)
sunk.
EILEEN DUNCAN and STAR OF DEVERON sunk by
bombing at T.I.C. quay P.M./30. (F.O.I.C. Tyne,
1301/1)

Faeroes
attacked.
VESTURVDI
damaged.
Enemy aircraft carried out R/C of Faeroes today
and attacked Sovaag (Vaago) at 1300A. 4 or 5
bombs. Faeroes trawler VESTURVDI damaged, also
some damaged civilian property ashore. No
casualties. (N.O.I.C. Faeroes, 1450/1)

North Shields
bombed.
Air attack from 2105 - 2215/30. Damage to Naval
Base Offices N., Shields, and Trawler Maintenance
Base T. I.C. Quay.
A. Superficial and other minor damage.
Casualties reported 1115/1.
(F.O.I.C. Tyne, 1624/1)

CARRICKMORE.
Reports engaging Dornier 17 with Holman Projector
10 miles S. by E. of Tuskar at 2150A/30 and
with 2 Hotchkiss at 2215/30. (N.O.I.C. Newport,
2223A/1). See also p. 10.

War Diary.1.10.1941.
Wednesday.HOME COMMANDS.Mining.S.N.16 B.

Intend to carry out operation S.N.16 B., as follows provided fighter escort is available. WELSHMAN and MANXMAN. Fighter escort as arranged by C. in C. Rosyth from dawn until 1500/3rd.

From 057° 22' 24" N., 000° 49' 48" W., to 057° 16' N., 000° 58' 30" W. Sail at 1930/2, lay at 0910/3, return Port ZA at 2300/3. (R.A.M., 0947/1).

Baltic.
ILMARINEN
(Finnish Coast
Defence ship)
sunk on
night 13/14.
2 E-boats
destroyed.
KÖNIGIN LUISE
(German
Minelayer)
sunk on
25/9.

Baltic. Following Naval events recently learnt through Finnish official sources. Graded B.2. (a) night 13/14 ILMARINEN, proceeding Dago to cover landing party, struck mine N.W. of island capsizing in 40 seconds with loss of nearly 300 lives.

Cdre. Rahola was saved.

(b) On 15/9 2 or 3 Lighters loaded with German mines at Helsingfors were leaving for Hamina when they exploded destroying 2 E-boats and 72 Germans.

(c) On 25/9 German Minelayer KÖNIGIN LUISE proceeding operate in vicinity Kronstadt struck mine, foundered with loss 42 Germans. 80 survivors were recovered. (N.A. Stockholm, 1014/1).

Operation
"Tincture".

Your 1925A/29. Vessel returned. Operation completed. Negative results. (F.O.I.C. Milford Haven, 1019A/1)

Thames
Estuary.

One S.A. mine detonated at 1957/30. Details. (Capt. M/S Sheerness, 1430/1).

Portsmouth
Area.

POLRUAN has cut T type mine. Am endeavouring to secure and tow it Northward South Middle Ground buoy for mooring. Position Nab Tower 297° 13.5 miles. (ROTHESAY, 1555/1). Mine moored in 072° 8 cables from South Middle Ground Buoy. (ROTHESAY, 1840/1)

M.M.S. 40
damaged.

M.M.S. 40 sustained considerable damage from near mine. No casualties. S.A. Mine exploded 20 yards on port bow while sweeping near Maplin Edge Buoy. (Capt. M/S Sheerness, 1659A/1)

/Minelaying.....

War Diary.

1.10.1941.
Wednesday.

HOME COMMANDS.

Mining. - Contd.

Minelaying off Bishops.

Customs Examination Officer, Warren Point reports Master of S/S BROOM states enemy seaplane was laying mines near 10 mile buoy northeast of Bishops. Mines were being laid along line of buoys. BROOM was machine gunned, but seaplane sheered off. As he proceeded he heard two explosions, believed to be mines exploding. (F.O.I.C. Belfast, 2120A/1).

Minelaying off Tuskar.

Steamship CARRICKMORE reports that at 2240/30 when ship was about 2 miles south of Tuskar one Dornier 17 dropped 2 objects, one ahead and one astern, which are thought to have been mines. (N.O.I.C. Newport, 2223A/1). *See p. 8.*

Enemy Intelligence.

Norwegian Coast. MINERVE report.

MINERVE reports.
(A) At 1710A/21 in Bue Fiord unsuccessfully attacked southbound 1200 ton M.V.
(B) At 1605A/26 in Frojsjoen sighted three 250 ton U/Bs and one escort vessel off Sondre Botten Light course 185° speed 9 knots.
(C) At 1650A/26 sighted one "M" Class minesweeper off Sondre Botten.
(F.O.S., 2252A/1)

Casualties & Defects.

BRADFORD, BADSWORTH. (W.S.12).

BRADFORD has defects in steering engine and boilers and BADSWORTH has both steam dynamos out of action. Both ships unfit for sea. (Capt. D. Londonderry 0211/1)
BADSWORTH has following defects. Sailed 0749/1 (E.T.A. Liverpool 1730/1).
(Capt. D. Londonderry 0800/1). *See also p. 11.*

EXPRESS.

Owing to requiring de-perming my 1158/27 is delayed 48 hours. Now sailing at 1500/4. (F.O. Humber, 1207/1).

/MONTBRETIA.....

SECRET

MESSAGE

1904A/1 October

CUT

To Britman 767
(B.A.D. Washington)

DATE 1/10/41

NAVAL CYPHER X

From Admiralty.
METER.

German Main Units.

- TIRPITZ In Gdynia Bay 29th September.
- GNEISENAU)
-)
- SCHLERNHCRST) Brest, in dry dock, 1st October.
-)
- PRINZ EUGEN)
- LUTZOW)
-)
- HIPPER) Kiel, in dry dock, 28th September.
- ADMIRAL**
- SCHEER** Hamburg, 28th September.
- SEYDLITZ Bremen, completing, 28th September.
- NURNBERG)
-)
- KCLN) Gdynia, 29th September.
-)
- EMDEN)
- LEIPZIG Fehmarn Belt, 21st September, Believed
 still in Baltic.
- GRAF ZEPPELIN Stettin, completing, 30th September.
- SCHLESSEN Aarhus, 15th September.
- SCHLESWIG-HOLSTEIN Copenhagen, 27th September
- Destroyers No change.

Italian Main Units.

- Naples 29/9. Littorio, Veneto, 1 cruiser.
- Taranto 28/9. 4 Cavour class, 5 cruisers.
- Messina.....

10^B

Messina 29/9. 3 cruisers.

Palermo 25/9. 2 cruisers.

Spezzia 23/9. 4 cruisers.

1904A/1
D.D.I.C.
(Green Line 8)

1st Lord.	D.N.I. (4)
1st S.L.	D.T.D. (4)
4th S.L.	D.T.D. (M)
V.C.N.S.	D.T.D. (C)
A.C.N.S. (H)	O.I.C. (4)
A.C.N.S. (F)	D. of P. (3)
A.C.N.S. (T) (2)	D.A/S.W.
Nav. Sec.	I.P. (3)
N.A. 1st S.L.	W.D.
Capt. Pim, Admiralty Hse.	D.P.D.
Ops. (4)	D.S.D. (2)
O.D. (5)	M. (2)

B.A.

War Diary.1.10.1941.
Wednesday.HOME COMMANDS.Casualties & Defects. - Contd.MONTBRETIA.My 2208A/30 Sailing postponed. Engine defects.
(N.O.I.C. Greenock, 1426A/1).NIGER.

NIGER will not be able to sail for some time. Trials have proved quite unsatisfactory and further trials must be undertaken to endeavour to locate cause of trouble which is not at present known. (N.O.I.C. Dundee, 1615/11)

POLITICIAN.

MARAUDER is to be sailed from Stornoway and CAROLINE MOLLER from Loch Ewe so as to arrive alongside S.S. POLITICIAN anchored in Eriskay Sound between South Uist and Eriskay at daylight on 3rd October. On arrival C.O.'s are to report on board POLITICIAN and tow POLITICIAN Loch Boisdale for beaching. (F.O.I.C. Greenock, 1929A/1).

Shipping & Convoys.W.S. 12.My 1821A/27^{672A} and my 1720A/29. For BRADFORD read BEVERLEY and for BADSWORTH read VERITY. (C. in C. W.A., 0226A/1)

My 1004A/29. Sailed less BRIGHTON delayed by defects. Commodore B.S. Thesiger, Royal Naval Reserve. (N.O.I.C. Greenock, 0326A/1)

*See p. 10.*O.N.S.21
CHILLIWACK,
etc.

Your 2157A/30 not understood. Request Clarification. These ships required for O.N.21 from Iceland. (C.C.N.F., 0311Z/1 to C. in C. W.A.) It was assumed from ST. LAURENT's 1100Z/30 that Corvettes had not got sufficient fuel to proceed to Iceland. In anticipation that they would be required for O.N.21 they have been ordered to proceed independently to refuel to enable them to join O.N.21 as early as possible. (C. in C. W.A., 0946A/1 to C.C.N.F.)

Your 0946A/1. Presume this situation brought about by failure to meet U.K. Escort of which I had no knowledge. Your 2157A/30 received here as refit not refuel. This task unit required for O.N.S.21. Request ships may be refuelled and sailed as necessary to overtake O.N.S.21 without calling at Iceland. (C.C.N.F., 1231Z/1 to C. in C. W.A.)

H.M.C.S. ST. LAURENT's 1100Z/30. There is no Canadian escort in Iceland for O.N.S.21. (A.C.I.C., 1231/1 to C. in C. W.A.)

/DIANTHUS.....

War Diary.

1.10.1941.
Wednesday.

HOME COMMANDS.

Shipping & Convoys. - Contd.

DIANTHUS.

Report P.C.S. and Ships in company.
(C. in C. W.A. 1210A/1 to DIANTHUS).

Convoy
"Slave".

CLEVELAND has been ordered to leave "Slave"
and proceed to Dartmouth, speed 20 knots.
(C. in C. Plymouth 1211/1). *S. p. 5.*

Convoys in
Irish Sea.

Your 1035/30. Convoys bound North or South in
the Irish Sea are to keep to the starboard side
of a line drawn between position K and H avoiding
Cardigan Bay route, until sweeping operations
have been completed. (C. in C. W.A. 1230A/1)

O.N. Convoys
Signals as to
dispersed
ships.

Your 1445Z/30. Para two is approved.
(Opnav, 1622/1 to Admty).
Your 1445Z/30. This will meet our requirements.
(Opnav 2002/1 to Admty).

CAPELLA
RIMMAN REMMAREN.
(Swedish). *

Sighted 2 Eastbound merchant ships at 1330Z/1
in 053° 50' N., 031° 05' W. Sent MAYFLOWER
to investigate.
MAYFLOWER reports. ^{Reference} Ships were CAPELLA Swedish
from New Orleans and RIMMAN Swedish from Buenos
Aires bound for Faeroes Islands then to Sweden.
Are to rendezvous with 3rd ship GLIMMAREN.
Boarded RIMMAN which had a Swedish N.C.S.O. and
was routed by N.C.S.O. At Buenos Aires.
(ALBERNI, 1808Z/1). * *See p. 120*

"Wheel".

5 ships of "Wheel" straggling 10 to 15 miles
astern of main convoy.
(C. in C. Plymouth 2050/1 to BROCKLESBY).

H.G.75.

Estimated 0200A/12. ROCHESTER, LAMERTON,
ARIGUANI, and Corvettes of 37th Group will bring
back H.G.75. (C. in C. W.A., 2106/1)

Tankers.

Your 1008/20. Yes. Tankers whether laden or in
ballast are to be regarded as very valuable ships.
(D.T.D., 2312A/1 to N.C.S.O. Methil)

~~American~~ Meeting of C. in C. H.F., C. in C. W.A., and
~~escorted~~ Admiral Giffen today with A.C.I.C. and A.O.C.
~~convoys.~~ Iceland to discuss action to avoid danger.
Details. (C. in C. H.F. 2357Z/29 to Admty)
See Lion Copy.

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.North Atlantic.Operation
"Halberd".

Arrival RODNEY, ARK ROYAL, HERMIONE, EDINBURGH, EURYALUS, COSSACK, LEGION, LANCE, LIVELY, ZULU, GURKHA, FARNDALE, HEYTHROP, ISAAC SWEERS. (F.O. C.N.A. 0832A/1).

EDINBURGH.

My 1722A/30 and 0016A/1st. As EDINBURGH only arrived at 0745A/1st intend to sail her with LEINSTER. (F.O.C.N.A. 0916A/1).

MONTE
ALMANZOR.

Have intercepted Spanish MONTE ALMANZOR Bilbao to Valencia cargo Jute from Calcutta no Navicert. Am accompanying toward Gibraltar. Request instructions. (LOCH OSKAIG 1010A/1 to F.O.C.N.A.) My 1010A/1. Sending MONTE ALMANZOR with armed guard. E.T.A. 0800A/2. (LOCH OSKAIG 1350A/1 to F.O.C.N.A.)

No need to detain MONTE ALMANZOR on account of Jute cargo which is in order. (D.E.W.D. 1758A/1 to F.O.C.N.A.).

Reporting to
Force H.

Your 1643/19/9. Para No. 4. Serious delays are incurred if this report is passed to 200 Group edited and passed to S.O. Force "H" when at sea from Gibraltar. It would be quicker if it was edited by you and passed out from Malta with subsequent re broadcast from Gibraltar in accordance with W/T organization in force Western Mediterranean. (F.O.C.N.A. 1122A/1 to N.O.I.C. Malta.)

0.21.
0.24.
P.34.

Keep north of 038° 20' N. from 0001/4th to 0001/6th. 0.24 passing through 038° 00' 009° 00' about 0100/4th thence through 039° 00' 010° 00' to patrol in Tyrrhenean Sea. P.34 passing through 038° 00' 009° 00' to Malta about 0400A/5th. (F.O.C.N.A. 1610A/1 to 0.21.)

ROYAL
ULSTERMAN
etc.

ROYAL ULSTERMAN, PRINCE BAUDOIN and 2 destroyers are expected to call at Ponta Delgada for fuel about 6th October.

2. Amount required.

3. 2 other destroyers will call about the same date and will require about 100 tons each. (D.O.D.(F) 1626A/1 to N.C.S.O. Ponta Delgada).

LADY
SHIRLEY.

Request arrangements may be made for LADY SHIRLEY to fuel Las Palmas. Date of arrival uncertain. (?F.O.C.N.A. 1810A/1 to Admty.)

War Diary.

1.10.1941.
Wednesday.

FOREIGN STATIONS.

South Atlantic.

Local escorts.

Owing to shortage of Corvettes and Trawlers intend using 112 foot motor launches on short local escort jobs request complements may be increased by one additional S.D. per boat to obtain effective anti-S/M watch keeping. (C. in C. S.A. 0105N/1 to Adty.)

Planes for British.

For Ships in area P. and R. Six twin engine Douglas transport landplanes scheduled to leave Natal for Bathurst about 1800 G.M.T. today Wednesday. Ships should keep a good lookout. (D.C. 0145A/1 to S & A, S.A. Stn.)

LOUIS L.D.
(Vichy French)

Mauritius Cable censorship indicates LOUIS L.D. is enroute from France to Tamatave possibly in company with F/S ERIDAN.
2. D/F Bearings at 2325/30 which may have been French transmission were 290° from Simonstown and 270° from Durban both 3rd Class. The cut places this station near normal French shipping route. (S.O.(I) Capetown 1110B/1 to C. in C. S.A., F.O.I.C. Simonstown).

Troop Transport Berbera to W. Africa.

Your 1801/29. (i) No objection to this delay. (ii) Durban preferred see N.O.I.C. Simonstown's 1639/30. (C. in C. S.A. 1937N/30 to Admty.)

Refits of corvettes.

Your 2351A/25. Cancel arrangements in my 1407/24. Following arrangements now being made GARDENIA and VERVAIN sailed with S.L. 87 and 88 respectively. Due for refit GARDENIA February 1942, VERVAIN April 1942, but both ships have major defects necessitating repairs on arrival about which further signal follows. Remainder of exchanges as follows.

<u>Convoy.</u>	<u>Ship.</u>	<u>Date due for refit.</u>
S.L. 88	ASPHODEL	August 1941
S.L. 88	CYCLAMEN	September 1941.
S.L. 88	COLUMBINE	October 1941
S.L. 89	MIGNONETTE	April 1942
	CALENDULA	July 1942
S.L. 89	ANCHUSA.	February 1942.

Refits of those due in 1941 are not yet urgent. MIGNONETTE has defective stern tube bush requiring early attention. (C. in C. S.A. 2109N/30 to Adty.)

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.Mediterranean.EURYALUS,
FARNDALE,
HEYTHROP.599. Your 1722A/30. Para. 3. Concur.
(C. in C. Med., 0740B/1 to F.O.C.N.A.)Air
Operations.

Night 29/30 Sept. 13 Wellingtons attacked shipping in Benghazi obtaining several direct hits on Merchant Vessel alongside outer Mole further bombs fell near other ships and burst on outer Mole.

Day 30 Sept. 4 large 12 small ships in Benghazi where small ship seen on fire.

(H.Q. R.A.F. M.E., 1126/1.)

1605 hours 1 Blenheim attacked Schooner 300 tons possibly naval patrol 25 miles East Catania.

750-lbs. bombs dropped all near misses all of crew wearing naval uniforms dived overboard

second Schooner 4 miles distant. Night 30/9 -

1/10. 1 Fulmar patrolled Gerbini Catania

Aerodromes Gerbini 2 20-lb. bombs dropped from

1500 feet east side dispersal area results

unobserved visibility bad heavy inaccurate barrage

Catania and Gerbini. 8 Swordfish despatched

attack Convoy (see Part 2 p.m./30/9.) after long search not located.

(H.Q. Malta, 2215/1.)

2 Schooners.

Aircraft report 2 grey and white painted schooners manned by naval personnel apparently

on patrol in 037° 28' 015° 34' at 1800B/30.

(Capt. (S) 10, 1205B/1, to URSULA, UNBEATEN.)

NIZAM.

Can be accepted in Bombay in December.

(D.O.D.(F) 1214A/1, to C. in C. Med.,

F.O.C.R.I.N.)

S/M sunk by
HERMIONE 2/8.

A.C.N.S.(F) 1215A/1.

See U-Boat Campaign.

Black Sea.

(e) No damage as yet to towns and harbours but some damage to aerodromes and railway. No further damage to fleet except one B Class destroyer damaged.

(f) Fleet supporting troops Sea of Azov otherwise only convoying.

(L.O. Black Sea, 1318C/1.)

/Co-operation...

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.Co-operation
with Turkey.

If Turkey enters war Turks wish to reserve to Turkey Port of Iskanderun leaving us Mersin and Tripoli for whole maintenance of our forces. Impossibility of this was pointed out. (N.A. Angora, 1321B/1.)

PHOEBE.

Intend following programme for PHOEBE (Alexandria to New York to refit.) Request arrangements be made for 500 tons fuel St. Helena and Pernambuco. PHOEBE has reduced oil stowage 870 tons. Pom-pom and main armament available but foremost turret can only be used in local control. (C. in C. Med., 1331B/1 to Admty.)

Inclusion
of Red Sea
in Medn.
Command.

Your 1355B/23. Concur in your proposals. 2. Request that you will confer with C. in C. E.I. as to precise line of demarcation at Aden, and inform Admty. of final decisions reached and the proposed date on which these changes are to come into force. (1st Lord, 1340A/1 to C. in C. Med.)

Enemy
Convoy.

3 Merchant ships 2 destroyers 035° 35' 012° 28' course 000° at 1015B/1. (Capt. (S) 10, 1417B/1, to UTMOST.)

Operation
"Halberd".

Further to my 1730A/29 D.3.(= 27/9.) Now reported bombs dropped but well clear. Prisoners stated 3 bombing squadrons should have participated in attack. 2. Position of enemy Battle Fleet appears to have been wrongly reported since A S V failed to reveal presence within 50 miles. 3. Torpedo aircraft observed to drop from 300 feet and torpedoes ran correctly. Confirmed barrage fire of destroyer screen caused some aircraft to turn away and others to drop outside screen. A few casualties none fatal in destroyers from ships barrage. Need established for more definite identification of damaged Fulmars returning low to fleet. 4. General operation of aircraft and handling very many under difficult conditions most praiseworthy.

/5. I.....

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.MediterraneanOperation
"Halberd"
Contd.

5. I attribute torpedoing of IMPERIAL STAR to operation taking place in moonlight. Had enemy reserved attack until after sunset majority of convoy might have been lost.
6. Propellers and rudder of IMPERIAL STAR blown off and vessel quite unmanageable in tow. ORIBI showed great determination, excellent seamanship, and judgment. Scuttling arrangements not in place and quite ineffective this type of ship.
7. Selection of Sicilian route fully justified: enemy observed by R.D/F searching to southward. Bombardment of Pantellaria effective diversion. Enemy engaged heavily smoke floats dropped by HERMIONE who carried out operation great judgment and initiative. Hits high explosives on harbour and town. Shore batteries replied after 4½ minutes.
8. Desirable if possible berth arrangements at Malta should admit cruisers not leaving until dusk. No incident during return Tunis route.
9. Good contacts attacked 1700/25 and 1940/28 in 036° 42' N. 001° 31' E. and 037° 28' N. 003° 44' E. No definite result. U-Boat attacks on fleet at 0600/29 and 1720/29 in 037° 39' N. 006° 06' E. and 037° 38' N. 005° 35' E. In both cases no asdic contact. At 1010/30 GURKHA obtained contact and with LEGION destroyed *Italian U-Boat in 037° 10' N. 000° 56' E. No survivors but quite definite proof including scalp. *ADUA.
10. Although it is understood that a.m. attack by (? on) Elmas on D.3 only partially successful due to weather other R.A.F. attacks undoubtedly responsible for subsequent immunity of convoy on D.4 and return of escort D.5. R.A.F. fighters co-operation excellent throughout and gave great sense of security.
12. Further investigation now shows that multiple pom-poms succeeded in bringing down a number of enemy T/B A/C. Add to total bag one T/B A/C by gunfire during attacks on IMPERIAL STAR.
(S.O. Force H, 1727A/1.) ~~1400~~

Defence of
Iskanderun.

For Admiral Kelly. Your 1706/29/9 (a) Agree desirability of going ahead with defence Iskanderun first and as quickly (? as possible.)
(b) - (e) Technical.
(C. in C. Med., 1758B/30 to N.A. Angora.)

/Oilers.....

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.Oilers.

Request 2 Oilers be detailed for Med. Fleet to arrive during October.
(C. in C. Med., 1810B/1 to Admty.)

Operation "Halberd".

Reported 4 Italian aircraft engaged in attack on convoy 27/9 have landed at Tunisia. One crashed Sousse, one landed at Kelibia and 2 landed at Bizerta. (Graded B.O.)
(C.G. Tangier, 1810/1.)

Malta.

Day 1/10. 12 enemy fighters approached to within 10 miles Hurricanes drove off.
(H.Q. R.A.F. Malta, 1830/1.)

Enemy Ships.

In addition to ships in my 2131B/30th two merchant ships with one escort sailed 1900B/1st to northward.
(Capt. (S) 1, 1951B/1 to PERSEUS.)

Situation Report 154.

Western Desert. Operation "Supercharge" completed. Approx. 5,000 of Australian Division relieved from Tobruk. 27 tanks transported to Tobruk in 'A' Lighters during this period. Normal supply continues. Result of air attacks on Bardia Harbour reported in my 2217/27 remains uncertain.

2. Red Sea. Ships of Convoy U.S.12 have unloaded and sailed. NAPIER and JACKAL have reinforced Suez Escort Force.
3. Levant. A/S activity continues. HYACINTH reports attacking contact in 023° 19' N. 034° 17' E. at 2200/28.
4. Vichy French Ship COLOMBIE has left Beirut for Toulon with all remaining personnel shut out from convoys.
5. Submarines. After unsuccessful attack on convoy off Cape Trepano, TORBAY chased convoy and torpedoed 3,000 ton ship in Candia Harbour on 10/9. One possible hit also reported on transport off Gaidero Island on 19/9.
(C. in C. Med., 2301/1.)

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.East Indies.

Identification of Merchant Ships. A.M. 266 R para. 2. Many Merchant ships on E.I. Station are not in possession of a daylight flashing lamp. Intend to authorize use of flags on E.I. Station in case where no daylight flashing lamp is carried. My 1346/17/8 (200 C) also refers and is being passed to Admty. who were not in original address. (C. in C. E.I., 0334Z/1 to Admty.) My 0334/1 following is repetition my 1348/17/8 200C begins E.I. Station 200C Repeated N.O.i/c Simonstown, C. in C. China, A.C.N.B. From C. in C. E.I. for N.C.S.O's. Masters are always to have their Signal Letters ready for immediate hoisting. Signal letters are always to be hoisted on the approach of an apparently friendly aircraft. Ends. (C. in C. E.I., 0336Z/1.)

CLAN FORBES.

On completion of CLAN FORBES present commitments I intend she should proceed Calcutta to unload her cargo. She will then be urgently required by C. in C. China and myself for preparation of Secret Anchorages and I intended to arrange her subsequent programme with him. It will be extremely difficult to obtain any other ship capable of carrying landing craft which are essential to these Operations. (C. in C. E.I., 0612Z/1 to D. of S.T.)

Persian matters.

Your 0748/30. No information has yet been received from Teheran concerning the progress made with matters mentioned in my 2005/5/9. You should therefore keep in touch with British Authorities in Persia. Your 0748/30 has been passed to H.M. Minister, Teheran. (A.C.N.S.(F) 2144A/1 to C. in C. E.I.) Repeating C. in C. E.I. 0748/30. (D.S.O. 2253A/1 to H.M. Minister, Teheran.)

S/M report.

Gordon Head D/F Station intercepted S S S S call on 12.2 megacycles at 2145Z/1 bearing 185° 2. Signal blocked by strong M C W Note. (C.O. Pacific Coast, 2257Z/1.)

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.China.Miri
oilfields.Re immobilisation.
(D. of L.D., 1936A/1.)
See Lion Copy.America and West Indies.CIRCASSIA,
PRINCE
HENRY.

On completion of present duty CIRCASSIA is to R/V with PRINCE HENRY in 010° N. 050° W. at 1600Z/10 PRINCE HENRY will be sailed from Bermuda to comply. PRINCE HENRY takes CIRCASSIA under his orders (corrupt group) in due course patrols in Northern half square H 32, object stop enemy raiders and capture supply ships. Both ships leave patrol 20/10 and proceed to (Trinidad.) (C. in C. A.W.I., 0002Q/1 to CIRCASSIA, PRINCE HENRY.)

British
S/Ms. to
work up
in U.S.A.

Navy Department has agreed to British Submarines working up at the Submarine base New London Connecticut after completion of refits. (B.A.R.M. Washington, 0934R/30.)

CAPERBY.*

(British ship) due St. Lucia 25/9 not arrived. (S.O.(I) Jamaica, 1121R/1.) Kingston's 1121R/1. CAPERBY arrived Norfolk Va. 30/9 from Freetown, Sierra Leone direct. (N.S.H.Q. Ottawa, 2348Z/1.)

** not identified.*A.W.I.
Fleet State
1/10.C. in C. A.W.I., 1122Q/1.
See Lion Copy.POTLACH.

My 1527R/28/9 intercepted cable dated 26/9 indicates POTLACH making for San Juan P.R. (S.O.(I) Jamaica, 1126R/1.)

MOST SECRET

20.A.

MOST SECRET.

1936A/1st. October. 1941.

MESSAGE

OUT.

To. C. in C. Chica. 359.

Date. 1.10.41.

Naval Cypher (One, T. T.)

From Admiralty.

Reference your 0901Z/15/9.

Question of plugging remaining wells on gas lift raised in para. 10 is being referred to higher authority. Request early report by signal of estimate of time required to carry out this work and complete shutting down of field on following assumptions :-

- (a) that wells remain on production and condition in your para. 11 obtains; and
- (b) that wells cease production and all that remains to be done is plugging of wells and removal of equipment necessary to plugging.

Under assumption (a) presumably loading facilities and stocks in storage tanks will have to be dealt with in addition to wells and refinery equipment when emergency arises. Under (b) presume loading lines and remainder of refining plant could be immobilised now and stocks of oil removed.

1936A/1.

D. of L.D. (800)

1st Lord
4th S.L.
V.C.N.S.
A.C.N.S. (F)
P.A.S. (S)
D.N.I. (4)
D. of L.D. (3)
Hd. of M. (5) and for Petroleum Dept.
D.T.S.D.
Admiral Bellairs
D. of P. (2)
D.C.
D.D.I.C.
W.D.
I.P. (2)

E.D.

SECRET

M E S S A G E

IN

20B.

11220/1st October

FROM:- C. in C. America and West Indies

DATE:- 2.10.41.

RECD:- 0737

NAVAL CYPHER (X) BY W/T

ADDRESSED:- C. in C. South Atlantic

A.N.I. Fleet State 1st October, at Bermuda CARADOC,
 REAS BISHOPDALE, WAR BRAHMIN, due Esquimalt from Balboa
 October 3rd DIOMEDE, due Bermuda from Jamaica October
 3rd DESPATCH, due Bermuda from Trinidad October 3rd,
 RFA ORANGECLEAF, at Halifax PRINCE HENRY, at Halifax
 refitting, PRINCE DAVID, at Paramaribo VAN KINSBERGEN,
 due Trinidad from Halifax October 3rd CIRCASSIA
 escorting STRATHEDIN, NAIF based on Halifax and
 Bermuda AURANIA, AUSONIA, MONTCLARE, RANPURA,
 WORCESTERSHIRE, sailing shortly to United Kingdom,
 to transfer to MOWT, WOLFE, MALOJA, refitting
 California, CHITRAL, SURCOUF, in United Kingdom
 ALAUNIA, ASCANIA, LACONIA.

11220/1

Advance copy sent Ops. D.D. O.I.C.

1st Lord
 1st S.L.
 4th S.L.
 Controller
 Vice Controller
 V.C.N.S.
 A.C.N.S. (F)
 A.C.N.S. (H)
 A.C.N.S. (T) (2)
 N.A. 1st S.L.
 NAVAL SEC.
 Capt. Pim Admiralty House
 Ops. (4)
 O.D. (5)
 O.D.S.
 O.I.C. (2)
 M. (2)
 Mails.
 Movts.
 I.P. (3)
 D.A/S.W.
 W.D.
 D.P.S.

D.T.D. (4)
 D.T.D. (M)
 D.T.D. (C)
 D. of S. T.
 D. of S. 2A.
 C.C.C.S.
 D.N.L.O. (2)

B.N.L.O. (FF) (2)
 D. of P. (3)
 E.P.S.

EG

War Diary.

1.10.1941.
Wednesday.

FOREIGN STATIONS.

America and West Indies - Contd.

A.M.C's.

My 1551/17/9.
Pending decision as to policy regarding remaining A.M.C's of North Atlantic Escort Force, I could usefully employ these ships in pairs on patrol in Atlantic South of 30° N. Request your concurrence.
(C. in C. A.W.I., 1131Q/1 to Admty.)

Policy for Singapore Conference, Eastern Fleet.

Request you will report without consulting U.S. Authorities, what progress has been made in obtaining U.S. agreement to ADB-2 and Admty. 0337/22/9.
(V.C.N.S., 1224A/1 to B.A.D. Washington.)

N.E.F.

Personal for First Sea Lord. Your 0116A/27 C. in C. W.A. 1858A/28 and C.C.N.F's 0117Z/29.
1. Allowing 2 destroyers with each convoy and sufficient margin for refit minimum number of destroyers for N.E.F. is 15 not 13.
2. Of 5 destroyers detailed in C. in C. W.A. 1858A/28 BURNHAM is refitting and READING is being towed from Iceland to Birkenhead.
3. In addition 2 R.C.N. destroyers are detailed for C.T. convoys and 3 for T.C.14.
4. This leaves only 3 R.C.N. and 3 R.N. destroyers at present operating in N.E.F. and only one destroyer will be available for next 4 S.C. convoys.
5. Request therefore the allotment of destroyers to N.E.F. may be reconsidered.
(C.N.S. Canada, 1437/30.)

S.C. Convoy Escorts.

Propose Escort Group with following designation escort Convoy as follows:-

<u>S.C. Convoy.</u>	<u>Escort Unit.</u>	<u>O.N.S. Convoy.</u>
45	4.1.11	21
46	4.1.12	23
47	4.1.14	25
48	4.1.15	27
49	4.1.16	29
50	4.1.13	31.

(Cdre. 1/c Newfoundland, 1529Z/1.)

S.C.47
CARDIUM.

Sailed with defective M coil.
(N.C.S.O. Sydney C.B., 1801Z/30.)

/INDOCHINOIS.....

War Diary.1.10.1941.
Wednesday.FOREIGN STATIONS.America and West Indies - Contd.INDOCHINOIS.

Your 1900A/27 to N.S.H.Q. Ottawa. On investigation it is found diversion signals were received and correctly decoded by INDOCHINOIS but master incorrectly plotted, position X placing it south of Ocean route. Noon position (? S) have been checked from his log agenda shows he kept if any 100 miles to southward his ocean route during entire passage to Cape Race. Master has been warned of seriousness of his action.
(N.C.S.O. Montreal, 1930Z/1.)

Plan 5.

Points of difference from Plan 4.
(B.A.D. Washington 1939R/1.)
See Lion Copy.

Suspicious Schooner.

S.S. SYLVAN ARROW reports suspicious three masted schooner 10 N. 7 6 W. No time mentioned. Information received by Navy Department. 1940 G.M.T./1.
(Opnav, 2124/1 Action to Com. 15.)

New Zealand.Suspicious Ship.

*Reported by Nor. TEMERAIRE.
w.D. 25/9/41 P. 607.*

Your 1138Q/25/9. Vessel may have been Japanese YAMAURA MARU which left Buenos Aires 28/8 for Yokohama. S.O.I. Jamaica 1203R/30/8 not to Admty. refers. W/T transmissions not heard by N.Z. Stations.
(Navy Office, Wellington, 1615M/1 to C. in C. A.W.I.)

MOST SECRET

MESSAGE

MOST SECRET

IN

22A

FROM

~~B.A.D. Washington.~~

1939R/1st October.

Date: 2.10.41.

Recd. 0650

Naval Cypher F direct by T/P.

ADDRESSED: Admiralty. Repeated C. in C. America and West Indies.

IMPORTANT.

606. Plan 5 (W.P.L.-52) which will replace plan 4 has been received. Copy for Admiralty will be issued through U.S. Military Mission in ~~Port Natal~~ London.

2. Plan 5 differs from plan 4 with amendment now in force in omitting much camouflage. Former stipulation that British troop convoys will be escorted by British forces as arranged by Admiralty is omitted. It has been confirmed verbally U.S. intend to escort these convoys when plan 5 comes into effect.

3. Certain features W.P.L.-46 are included and it is specifically stated that "the operations which will be conducted under this plan are conceived to form a preparatory phase operation of U.S. Basic Navy War Plan (W.P.L.- 46)". It is emphasized, however, that "the U.S. is not at war in legal sense and therefore does not have any of special belligerent rights generally accorded under U.S. law to States which are formally at war". Instructions are included for guidance of U.S. naval vessels investigating merchant ships.

4. Facilities formerly available to U.S. warships in certain Brazilian ports are now also available in Callao, Guayaquil and Galapagos Island..

5. The U.S. Atlantic Fleet is regarded as a single task force but approval of Chief of Naval Operations is required except in emergency, to change in normal strength ocean escorts and in general strength and disposition task force. Minimum ocean escort for convoys in addition to aircraft is to be 5 destroyers or a mixed force of destroyers and escort ships totalling 6 - 9 depending on relative distribution by type.

6. A new point is a statement of right of U.S. Naval Forces to use St. Johns N.F. but it is not listed as an "Operating Base" and like Halifax it "should not be used to such an extent as to interfere with assembly of convoy or operation of Canadian and U.K. forces".

7. Plan 5 assumes co-operation of approximately 60 R.C.N. and R.N. destroyers and corvettes in escorting convoy in addition to Canadian Coastal Zone Naval Patrol.

8. A/C. Operation of "Available Canadian A/C" in escorting convoy outside as well as inside coastal zone is provided for number of Catalinas to be retained by Canada has been subjected to discussion due to R.A.F. delegate and Navy Dept. Latter are at present unable to relieve Canadians of all ocean escort by A/C but have expressed opinion that number of Catalinas required by Canadians for this purpose and for patrol of coastal zone need exceed 12.

9. A new feature is South Greenland patrol composed of such vessels as may be assigned.

MOST SECRET

10.

subjected to disqualification for the purpose of being appointed to the position of Captain and Navy Dept. ...
 and for the purpose of being appointed to the position of Captain and Navy Dept. ...
 and for the purpose of being appointed to the position of Captain and Navy Dept. ...

10. Plan 5 will be put into execution by signal from Chief of Naval Operations as soon as C. in C. U. S. Atlantic Fleet is ready.

1939R/1

Advance copy sent Duty Capt. D.C.D. (H) & D.D.I.C.

- | | |
|------------------|-----------------------------|
| 1st Lord | D.A./S.W. |
| 1st S.L. | I.P. (2) |
| 4th S.L. | W.D. |
| 5th S.L. | D.C. (2) |
| V.C.N.S. | Admiral Bellairs |
| A.C.N.S. (H) | Admiral Bailey |
| A.C.N.S. (F) | C.C.C.S. |
| A.C.N.S. (T) (2) | Hd. of M. |
| Nav. Sec. | D.T.S.D. |
| N.A. 1st S.L. | D.D.I.C. |
| P.A.S. (S) | E.P.S. |
| D. of P. (2) | D.T.D. (2) |
| D.D.O.D. (F) | D.T.D. (M) |
| D.O.D. (H) | N.I.D. 10 (Pay Cdr. Wilson) |
| D.D.O.D. (H) | |
| D.N.I. (4) | |
| D.N.A.D. | |
| D.O.D. (F) | |

WORLD RECORD

War Diary.

1.10.1941.
Wednesday.

U-BOAT CAMPAIGN.

Ships Attacked.

Search for
H.G.73.
survivors.
LAPWING.

Your 2307A 30th. Have searched an arc 040° to 120° radius 95 miles from 047° 52' N., 023° 40' W. Number of Cork Bales were found bearing 110° 95 miles from that position at 2000/30.

Am searching outwards starting 40 miles from a position on bearing 105° to-day 90 91 24 54. (LEITH 0030A/1 to C. in C.W.A.)

Rescued Leonard Lambert Fireman S.S.LAPWING from raft 047° 30' N, 021° 19' W.

Lambert states LAPWING torpedoed and sunk 0630 24th or 25th, had three crews on board, five other ships sunk that night. Life boats with Master may be in the vicinity. Please state

(A) date LAPWING and five others were sunk.

(B) If Master LAPWING has been brought in.

(LEITH 1658/1 to C. in C.W.A.)

Your 1658A 1. (A) AVOCETA, CORTES, LAPWING, PETREL, VARANGBERG, in 047° 40' N., 024° 07' W., tonight of 25/26. (B) No.

(C. in C.W.A. 2246A/1 to LEITH.)

Towing of
SILVERBELLE
(torpedoed
22/9.)

Tug GRAN CANARIA sailed from Las Palmas 2200/30 steering to Mas Palomas thence towards 026° 34' N., 024° 02' W., speed 7 knots.

Admiralty requested to recode and pass to COMMANDANT DUBOC.

(F.O.C.N.A. 1807A/1, to LADY SHIRLEY.)

SAN
FLORENTINO.

52 - 50 N 34 - 4 W SAN FLORENTINO torpedoed. (TREWELLARD 2232/1)

Intercepted at 2238 G.M.T. de GMH S.S.S.S. DE GQXT 52.50 N. 34.40W.

SAN FLORENTINO torpedoed.

(Port Patrick Radio 2232/1.)

NOTE: Previously circulated from TREWELLARD showing + as 34.4W. 34.40W is known to be correct.)

SAN FLORENTINO torpedoed at 2227/1 G.M.T. in 52° 50' N, 34° 40' W.

(D.D.I.C. 2335Z/1 to Opnav.)

Intercept 2248 D E G C K stop S S S S D E G Q X T 52.50 N., 34.40 W. SAN FLORENTINO followed

by submarine on surface course 220.

(C. in C. Plymouth 2344/1.)

War Diary.1.10.1941.
Wednesday.U-BOAT CAMPAIGN.Submarines Reported.Estimated U/B disposition.
(D.D.I.C. 1432A/1.)

1650. Have lost touch with enemy submarine last seen in position 55° 35' N., 12° 30' W., FIX 533 534 1650.
(A/C 7VBN. 1535/1.)
German Submarine bearing 316° at 1445 G.M.T. on 10519 k/cs Second Class.
(F.O.C.N.A., 1639/1, to S. & A., N.A. Stn.)

S.C.46.
sighted. S.C.46 D.F. bearings indicate convoy probably sighted by U-boat.
(D.T.D. 1650Z/1 to O.P.N.A.V, O.P.N.A.V., 1905/1 to C. in C. Atlantic Fleet, Cdr., Task Unit 4.1.14.)

1619. Reliable fix and D/F bearings of enemy U.Boat 1619/1 069° 03' N., 042° 26' E. Reliable Admiralty pass to LONDON.
(S.B.N.O. Murmansk 1959C/1 to Adty.)

1155. Blenheim Aircraft on passage to Gibraltar reports sighting U Boat on surface which crash dived in position 194° St. Mary's Scillies 183 minutes at 1155/1 G.M.T.
(F.O.C.N.A., 2222/1, to C. in C. Plymouth.)

Situation. S/M situation today.
(Opnav. 2359/1, to U.S. C. in C. Atlantic Fleet.)

Submarines Attacked.

By HERMIONE
2/8. In view of repeated categorical denials by enemy that submarine rammed by HERMIONE on 2/8 was either German or Italian request you will report in what particulars fragments removed from HERMIONE's bows may have proved nationality of submarine.
(A.C.N.S.(F) 1215A/1, to V.A.Malta.) *Reply: 1414/6, page 149.*

By A/C 1445. Have attacked enemy S/M, with bombs level, no hits, in 55°38' N., 13° 5' W., sighted on surface, course 280° speed 14 knots.
(A/C N-Sqn., 1430/1, 1445/1.)

By LARKSPUR
26/9. Ref. C.A.F.O. 834/41. (B) 0032A/26/9. (C) 047°20'N, 024° 10' W. (D) 26. (E) 0125A/26/9.
(LARKSPUR 2104A/1.)

War Diary.2.10.1941.
Thursday.SITUATION REPORT.Home Commands.

3 M.T.Bs patrolled last night near Scheveningen supported by 4 M.G.Bs between 52° 23' N. 4° 7' E and Ymuiden.

Enemy vessels type unknown were sighted by Rame Head at 0056 today steering east. Their object is not known. No mines have been found in their track. Patrols have been arranged for tonight. (see 3/10 Mining)

Harwich was closed on account of fog at 0916A.

Convoy H.X.150 has arrived under Commodore Errol Manners, less S.S. NIGARISTAN, which was lost by fire en route. This was the first convoy to be escorted by ships of the U.S.A. Navy as far as the mid-ocean meeting point.

British Air Operations.

Foggy conditions caused curtailment of offensive operations last night. Minor attacks were made on Boulogne, Calais and the docks at Dunkirk.

Enemy Air Operations.

S.S. STURDEE ROSE reports being attacked at midnight 1/2 Oct. in 51°^{35'} N. 5° 26' W. One 560 lb. U.X.B. hit the ship and threw out 4 I.Bs; the U.X.B. was later removed. Damage was superficial and there were no casualties. The ship shot down the attacker into the sea, the wreck narrowly missing hitting the ship.

x see p 85.

War Diary.

2.10.1941.
Thursday.

SITUATION REPORT.

Mining.

Aircraft laid mines last night at Lorient, St. Nazaire and Brest.

The Tyne was closed at 2132.

Normal conditions have been restored at Harwich and the port is open. (see 22/9)

Two more mines were detonated in the Thames Estuary today.

Enemy aircraft bombed Dover at 1945, 2130 and 2315 today. There were some naval casualties and slight naval damage was caused ashore.

South Atlantic.

Vice-Admiral A.U. Willis C.B., D.S.O. assumed command of the S.A. Station in succession to Vice-Admiral Sir Robert H.T. Raikes, K.C.B., C.V.O., D.S.O.

Mediterranean.

Libya &
Western
Desert.

7 Wellingtons bombed Benghazi harbour last night.

Two Italian sailors, survivors of the 23,635 ton liner DUILIO sunk by the English, have been picked up by the French ship COLOMBIE returning from Syria with repatriates, in company with MASSILIA and ANDRE LEBON.

/UTMOST.....

War Diary.

2.10.1941.
Thursday.

SITUATION REPORT.

Mediterranean - Contd.

UTMOST torpedoed a medium sized M/V in a convoy of 3, escorted by destroyers, 4 miles W. of Marittimo at 0120 today. Result of the hit was not observed owing to counter attack by a destroyer.

CHURRACA, Armament storeship, sank at her moorings in Alexandria harbour at 1815 today, as the result of internal explosions the cause of which is being investigated. *x see p. 98.*

East Indies.

French
convoy
for Indo-
China.

It is reported that a French convoy of 4 ships will leave Diego Suarez shortly for Indo-China. Former reports said the convoy would leave on 10/10. Force T have been warned to intercept them if met, and ENTERPRISE, CORNWALL and probably one Catalina will operate in the area west of Saya de Malha as from 12/10 if the convoy does not sail before 10/10. HERMES is not available, being overdue for boiler cleaning.

NOT IDENTIFIED.

The dhow NARAN PASHA, which had taken food to Jibuti from Madagascar, was captured today in approx. 11° 38' N. 43° 16' E, while attempting to escape from Jibuti, and was taken to Zeilah.

War Diary.

2.10.1941.
Thursday.

SITUATION REPORT.

U-Boat Campaign.

S.L. 87,
Abuse of
R/T by
convoy
escorts.

F.O.C.N.A. states that reports are continually being received of dangerous abuse of R/T. For instance, Convoy S.L.87 which was attacked 4 times on 22/9 to 24/9 and had 8 ships torpedoed, was heard by WILD SWAN at a range of 1250 miles and by FORESIGHT at more than 600 miles.

S.S. SAN FLORENTINO reported being torpedoed once at 0125 in 52° 42' N. 34° 51' W., and again at 0144. (See 1/10.)

Dutch S.S. TIVA in O.N.19A (3 ships, Iceland to Tampa) reported being torpedoed at 0607Z today in 54° 16' N. 26° 36' W.

MOST SECRET

2FA

MOST SECRET MESSAGE 1346A/2 October OUT

To C. in C. Home Fleet. 302. Date 2/10/41
R.A.D. Home Fleet. 22.
A.C.I.C. 524.
C. in C. Western Approaches. 31.
N.C.S.O. Clyde.
Repeated Admiral Miles.
S.B.N.O. Murmansk.
F.O.I.C. Greenock.
S.O. 1st M/S Flotilla.

NAVAL CYPHER A1 O.T.

From Admiralty.

It is anticipated that convoy P.Q.2 will sail from Hvalfiord about October 14th.

2. The following ships complete loading on the Clyde on 7th October:-

QUEEN CITY
TEMPLE ARCH
HARPALION

3. They are to be sailed in O.N.24 on October 8th for Hvalfiord. Speed of HARPALION is 9 knots. Speed of O.N.24 is to be adjusted accordingly.

4. Panamanian ship COCLE for inclusion in P.Q.2 should arrive Hvalfiord ex S.C.47 'about October 12th.

5. Ocean Escort. C. in C. Home Fleet is requested to provide a cruiser who will be required to escort Q.P.2 leaving Archangel about 29th October.

6. A/S Escort. R.A.D. Home Fleet is requested to sail H.M.S. BRAMBLE, H.M.S. SPEEDY and H.M.S. SEAGULL for Hvalfiord as requisite. NIGER should also be included if available, N.O.I.C. Dundee's 1615/1 not to all addressees, refers.

7. Admiralty will promulgate route.

Cancelled sep. 120. 1346A/2

for D.O.D. (H)

Approved A.C.N.S. (H)

1st Lord.

1st S.L.

V.C.N.S.

A.C.N.S. (H)

A.C.N.S. (T) (2)

N.A. 1st

D.O.D. (H)

D.D.O.D. (H)

D.C.

D.D.I.C.

D.N.I. (4)

D. & P. (2)

D.A./S.W.

D.T.D. (M)

E.P.S.

W.D.

I.P. (2)

N.I.D. 10 (Pay. Cdr. Wilson)

Hd. of M.

D.T.D. (2)

MOST SECRET

SECRET

M E S S A G E

OUT

1938A/End October

TO:- C. in C. Home Fleet 307
 R.A.D. Home Fleet 25
 A.C.I.C. 535
 C. in C. Western Approaches 45
 S.O. 1st M.S. Flotilla
 N.C.S.O. Clyde
 repeated Admiral Miles
 S.B.N.O. Murmansk
 F.O.I.C. Greenock

DATE:- 2.10.41.

NAVAL CODE LI (SECRET) and SPECIAL X

FROM:- Admiralty

*
 My 1346A/2. Address has been amended to include S.O.
 1st Minesweeping Flotilla.

1938A/2

for D.O.D.(H)

* Most Secret Distribution

- 1st Lord
- 1st S.L.
- V.C.N.S.
- A.C.N.S.(H)
- A.C.N.S.(T)(2)
- N.A. 1st S.L.
- Ops.(4)
- O.D.(5)
- O.I.C.(2)
- D.N.I.(4)
- D. of P.(3)
- D.A/S.W.
- D.M.S.
- D.M.S.(Basement)
- M. (2)
- D.T.D.(4)
- D.T.D.(M)
- E.P.S.
- W.D.
- I.P.(3)
- N.I.D.10.

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Policy.KOS II.
KOS V (? IV)

Your 1135A/1. No A/S trawler is available to relieve KOS II and KOS V. Report endurance of these vessels at (1) full speed. (2) 10 knots. They will be refuelled at Scapa until fuel oil arrives at Thorshavn. (A.C.O.S. 1015A/2 to N.O.I.C. Faroes).

Co-operation with Russia.Archangel
M/V
facilities.

If opportunity occurs request you will check harbour facilities in Archangel with reports in C.B. 1753C. and Arctic Pilot Vol. I 1933. Information mostly required is total number of berths alongside with soundings and number of cranes with lifting capacity. Any major discrepancy should be signalled. (D.N.I. 1430A/2 to LONDON).

Movements.INDOMITABLE.

Intend sailing INDOMITABLE escorted by ^{JACOB} ~~JACOB~~ VAN HEEMSKERK 2000A/2 for completion of trial and thence to Clyde. 6 hours cruising trial will be carried out followed by 4 hours full power trial which should start 0800/3. (N.O.I.C. Belfast 0125A/2).
Your 2225A/1. Intend following programme. Details for trials. 1500/3 arrive Clyde. 1630/3. Greenock. (INDOMITABLE 0147A/2). Sailed INDOMITABLE escorted by ^{JACOB VAN} HEEMSKERK. (N.O.I.C. Belfast 2042A/2).

PORPOISE.

Sailed PORPOISE and WHITE BEAR for exercises and then in accordance with S.3's 0931A/29/9. Code word "Branch". (F.O.I.C. Greenock 1024/2).

SEAWOLF.

Leave patrol after dark 4/10 routed as follows to R/V in 50° 31' N. 0° 41' W. at 0645A/7. S.B.R. arranged as follows. (Capt.S.5. 1048A/2 to SEAWOLF and 1155A/2 to C. in C. Plymouth).

/LONDON.....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Movements-Contd.

N.T. n. W.D.

LONDON.

Your 1938A/1. Arrangements in accordance with paras. 3B. and E. of your 1859A/30/8 made. (Ad. Miles 1049C/2 to Adty.)

Your 1938A/1. Position Z at 0400Z/3. 800 oil fuel required at 1430Z/3. *S.S. MUSSOVIET straggler Q.P.1. from A.M. 1st. Pass to Admiral Miles and S.B.N.O. Murmansk. (LONDON 1521A/2).

My 1938A/1. W/T Beacons and air protection have been arranged. (D.O.D.(H.) 1713A/2 to LONDON).

* not identified

H.32.
CUTTY SARK.

H.32 leaves 049° 45' N. 5° 13' W. at 1000A/5. Thence diving by day through following positions to R/V at 0700A/7 in 050° 30' N. 0° 39' W. (Capt. S.7. 1128A/2).

Following is a repetition of my 1136A/2 Begins. C. in C. Rosyth 1958/29. CUTTY SARK is to escort H.32 to arrive 180° Lizard Light 15 miles by 1000A/5. (Capt. S.7 1209A/2).

BRAMBLE.
SPEEDY.
SEAGULL.

M/S gear cannot be completed in SPEEDY till 4/10 and in SEAGULL till 6/10. Both ships could sail to conform with F.O.I.C. Belfast's 1819A/1 with gear on board but not fitted. Propose sailing of SPEEDY and SEAGULL be delayed till 6/10, and that BRAMBLE sails independently on 4/10. (C. in C. W.A. 1225A/2).

Your 1225A/2. Ships should be sailed to arrive Scapa as soon as possible after completion. 2. Departure of these ships for Hvalfiord is to be postponed until 10/10. (A.C.N.S.(H.) 1856A/2 to C. in C. W.A.)

KRAKOWIAK.

Proceed to Plymouth with despatch through Q.Z.S. 278. (C. in C. Plymouth 1348/2 to KRAKOWIAK).

C. in C. H.F.
(K.G.v.)

Intend sailing from Hvalfjord with VICTORIOUS, PENELOPE, and 6 destroyers at 1200Z B/4 to visit Akureyri and Seidis Fiord and then carry out operation E.J. on 8/10, arriving Scapa 10/10. (C. in C. H.F. 1507Z/2).

/M.L. 1046.....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Movements-Contd.H.D.M.L. 1046.
H.D.M.L. 1069.
for
Mediterranean.

H.D.M.Ls. 1046 and 1069 can be shipped to Eastern Mediterranean in S.S. MARISO, due to arrive Clyde on 12/10. Request boats may be sailed accordingly. (D.D.O.D. C. 1659A/2 to C. in C. W.A.).

H.44.

At 2000A/4, intend to sail S/M. H.44 escorted by Netherlands T.B. Z5 from Rothesay to Londonderry arrive Lough Foyle 0800A/5. S. of A. 8 knots. N.O.I.C. Greenock is requested to arrange fighter protection. N.O.I.C. Londonderry is requested to sail H.50 escorted by Z5 to arrive Rothesay A.M./6. (Capt. S. 7. 1746A/2).

O.10.
Z. 5.

My 1810A/30. Sailed O.10 escorted by Z.5. E.T.A. 0930A/3. (N.O.I.C. Oban 1801A/2).

COMMANDANT
DOMINE.
SAVORGNAN
DE BRAZZA.

COMMANDANT DOMINE to proceed to Aden to relieve SAVORGNAN DE BRAZZA. When ready she should proceed to Freetown with next convenient O.S. Convoy thence independently to Aden via the Cape.

3. On relief SAVORGNAN DE BRAZZA is to proceed to U.K. (A.C.N.S. F. 1828A/2).

Operations.Interception
of Enemy
Force.

M.L's 181 (S.O), 180 and 160 are to patrol L.3 from 2200/2 to 0630/3. (2) M.L's 153 (S.O.), 159 and 270 are to patrol S.4 from 2200/2 to 0630/3. (3) 4 of 15th D.F. will patrol E.2 from 2200/2 to 0630/3. 1 aircraft patrolling South of Lizard Head. (4) Object of M.L. to report possible enemy minelayers. (C. in C. Plymouth 1506/2).

Situation at 2000/2.

(C. in C. Plymouth 1632/2).

Enemy vessels type unknown were sighted by Rame Head at 0056 /2, distance about 10 miles, bearing 240°, course East. They were last seen from Stoke Point at 0225/2 about 8 miles to the southward. Their object is not known.

(2). Minesweepers have not found any mines in their track. There are no convoys at sea.

(3) The object of our destroyers is to destroy any enemy force which may approach coast.

(4) Execution. KRAKOWIAK (S.O.) ATHERSTONE, BROCKLESBY, CLEVELAND are to patrol on line E.2 between 2200/2 and 0630/3. Motor launches will patrol L.3 and S.4 vide my 1506/2.

(5) Positions of above patrols are as follows.

(6) If not in contact with enemy at 0630/3 destroyers are to proceed as follows.

/(7).....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Operations.

Interception of Enemy Force - Contd. (7) Weather permitting 1 Hudson fitted A.S.V. will carry out a Triangular patrol from dusk between The Lizard 180°, the Lizard 50 155°, The Lizard 46. (C. in C. Plymouth 1654Z/2 to KRAKOWIAK, ATHERSTONE, BROCKLESBY, CLEVELAND).

Operation E.J. Intend to carry out on 8/10.
(C. in C. H.F. 1507Z/2) See Movements.

50th M.L. Flotilla.

Request you will express to the S.O. 50th Motor Launch Flotilla and to the officers and ships' companies of M.L.S. 104, 105 and 101, my appreciation of the daring, good seamanship and good maintenance which made it possible to carry out 12 offensive operations in 14 days accurately and without incident or breakdown. (1st S.L. 1746A/2 to V.A. Dover).

M.T.B. Patrol. 4 E-boats sighted.

My 1144A/1. M.T.B. Patrol sighted nothing until, when returning at 0530A/2 in 098° Orfordness 57 miles, rear M.T.B. sighted vessel astern. Vessel turned North and was identified as "E" or "R" boat followed by three more. Report was made to M.G.B's but no contact followed. M.G.B. Patrol reports Ymuiden Harbour lights switched on when M.G.B's approached. No shipping in vicinity of Port. (C. in C. Nore 1916A/2).

British Air Activity.

Operation J.W. (Repatriation of Prisoners) 5/10 to 10/10. Prohibited Areas for A/C. A.542 October 2nd. Reference Air Ministry letter S.65242/DF Ops. 28/9. During repatriation operations the following areas are prohibited for all aircraft operational or non operational for the period stated.
(A) Area of 10 miles radius from Dieppe from sunrise. (6-- G.M.T. on October 3rd) until sunset (1718 hours G.M.T. on October 10th).
(B) Corridor 20 miles wide centred on a line joining Dieppe and Newhaven daily from one hour before sunrise to one hour after sunset from October 5th until October 10th.
All aircrews to be warned that Dieppe and Newhaven harbours may be seen lighted during the period to facilitate embarkation and disembarkation of patients. (Air Ministry F.O.6 1012/2, 2245/3 to Air Commands).

Patrols.

"Hornli" now in operation. (C. in C. Rosyth 1050/2).
During day 1/10 no operations took place. On Night 1/2 October. 4 A/C at Boulogne and 1 at Calais caused fires, and the docks at Dunkirk were also bombed. (H.Q.B.C. 1505/2)

War Diary.

2.10.1941.
Thursday.

HOME COMMANDS.

Enemy Air Activity.

STURDEE ROSE
(British,
875 Tons)
damaged.

Arrived STURDEE ROSE with unexploded bomb in No. 2 hold. Details not yet available. (N.C.S.O. Milford Haven 1012/2).

Dover
bombed.

Enemy aircraft dropped a few bombs in the Dover Area at about 2345 yesterday. Incendiaries caused a small fire in Citadel area. One H.E. bomb fell about 25 yards astern of M.G.B. 10 in 210° western entrance 4 miles, causing no damage or casualties. Another fell in the town causing damage to house property and four casualties. No damage to naval personnel or property. (V.A. Dover 1057A/2).

ANCRE
ESPERANCE
damaged on
1/10.

(A/P Trawler) Reports being machine gunned by single engined aircraft at 2300/1, 9 miles North of South Bishops. Superficial damage to ship. One casualty slightly wounded. (F.O.I.C. Milford Haven 1125A/2).

SERENITY,
(British,
557 Tons)
damaged.

Attacked at 2400A/1 ten miles S.E. by E. St. Govans L/V. Several near misses and M.G. fire. -Considerable damage in engine room. One man wounded. (N.O.I.C. Newport 1650A/2).

Mining.

Thames
Estuary.
12 Mines
detonated.
M.M.S. 40
damaged.

11 S.A. mines and 1 magnetic mine detonated as follows on 1/10. Details. M.M.S. 40 damaged by Mine. Repairs will take 2 to 3 weeks. (Capt. M/S Sheerness 1132/2).

Off
Strumble
Head on
26/9 and
28/9.

Definite ground mines have been exploded by A.Y. TYRANT in positions 52° 08' 30" N. 05° 07' 30" W. on 26/9, and 52° 02' N. 05° 23' W. on 28/9. No damage. (F.O.I.C. Milford Haven 1226/2).

/Cross.....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Mining-Contd.Cross
Channel
Sweep.re Op. J.W.
(Repatriation
of prisoners.)
See p. 32.

BLYTH, ROTHESAY, EASTBOURNE, POLRUAN, BRIDLINGTON, RHYL, BUDE, BANGOR and SARGASSO of the 13th and 9th M.S. Flotillas have sailed to carry out a 100% sweep in an area of 4 miles each side of a line joining the following positions:-

- (1) 50 41 24 N. 00 33 36 E.
- (2) 49 59 00 N. 00 42 30 E. for a distance to the southward of 11 miles, sweeping the western 4 miles belt first. The two hospital ships will be routed along the centre line. Ships will anchor as convenient under the Lee of Beachy Head at dark and continue sweeping at daylight. (C. in C. Portsmouth 1247A/2).

Harwich.

Cancel my 1710/22/9. Port is open and normal conditions restored. (F.O.I.C. Harwich 1344A/2).

Humber.

At 1125/2, one acoustic mine was detonated by Sweeper. Details. (F.O. Humber 1759A/2).

S.N. 16B.

Departure WELSHMAN and MANXMAN. (N.O.I.C. Port Z.A. 1935/2).

Tyne.

Tyne closed. Minelaying suspected. (F.O.I.C. Tyne 2132/2).

Enemy Intelligence.Four
Enemy
Ships.

Ship sighted from Rame Head bore S. 15 W St. Mary's Point (or ? Stoke Point) at 0205. (C. in C. Plymouth 0206/2).
At 0220 2 ships bore 195° from St. Mary's Point and 2 others 250° from St. Mary's Point. (C. in C. Plymouth 0236/2) See Operations.
Enemy Ships of unknown type were sighted about 10 miles 240° from Rame Head at 0056/2 and 8 miles to Southward of Stoke Point at 0154/2.
(2) KINGSTON ANDALUSITE on loop patrol sighted 3 ships at 0140/2 which she believed to be destroyers.
(3) Search by CLEVELAND, 4 M.L's, and one aircraft failed to locate any reappear (?ance).
(4) Minesweepers have covered enemy track today, are in but have so far found nothing.
(5) Report indicates that there were probably 4 enemy ships in 2 groups but type cannot be established. Funnel smoke was observed when ships were first sighted. (C. in C. Plymouth 1958/2).

/4.....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Enemy Intelligence-Contd.4 Enemy
Cruisers
off
Helsingborg.

One large and 3 light German cruisers passed Helsingborg at 1020 hours going north. (B. Consul, Gothenburg 1130/2).
O.I.C. Comment:- The last two or three reports received from this source have either been incorrect or exaggerated as regards class of ship. It is considered this report should be graded B.4.

E-Boats.

4 E-boats sighted at 0530A/2 off Orfordness. See Operations.
Suspected E-boat activity T and N. E-boats are using a frequency of 41 megacycles per second. 5 E-boats have stopped engines N. (Nore W/T 2232A/2 to S.E.E.C.C.D.)
Indication E-boat 058° from T. (C. in C. Nore 2239A/2).

Navigational.Fog.

Port of Harwich is closed owing to fog. (F.O.I.C. Harwich 0916A/2).

Gabbard
Buoys.

West Inner Gabbard, North Inner Gabbard, North Outer Gabbard Buoys withdrawn from station. (F.O.I.C. Harwich 1524A/2).

Liverpool.

No W/T Beacon will be available from Bar Light Vessel for approximately two weeks from today. Request promulgation. (F.O.I.C. Liverpool 1651A/2).

Casualties and Defects.WOLFHOUND
(Bombed 3/9).

Departure WOLFHOUND in tow of tugs KROOMAN and IRISHMAN with M.L.s. 200, 197, 198 in company at 1210 to join F. S. 609 at H.3 buoy. (F.O. Humber 1222A/2).
On arrival of WOLFHOUND at Sheerness request you will arrange for ship to be berthed in a basin at Chatham Dockyard pending final decision as to action to be taken. (D.O.D. H. 1940A/2 to C. in C. Nore.)

NIGER.

My 1615/1. Further full speed trial has been carried out today in NIGER producing moderate (?heating) in stern glands for which no explanation can be given. Intend to sail her for Scapa at daylight 3rd and decision as to whether she is fit for operations will depend on the amount of heating developed on the passage. (N.O.I.C. Dundee 1429/2).

/BRIGHTON....

War Diary.2.10.1941.
Thursday.HOME COMMANDS.Casualties and Defects-Contd.BRIGHTON.

My 1850A/29. Work on BRIGHTON's boiler room fans cannot be completed until A.M. 4th. One boiler room, however can be completed by P.M. tomorrow and ship could proceed without the other. (F.O.I.C. Greenock 1434A/2).

JAMAICA
PLANTER.
BURZA.

Your 1411A/2. ^{N.T. in W.D.} BURZA will be available on completion of present duty. F.O.I.C. Cardiff is requested to issue necessary instructions and C. in C. Plymouth is requested to sail BURZA to Milford Haven on completion. (F.O.I.C. Belfast 1753A/2 to C. in C. W.A.)

Shipping and Convoys.C.F.2.

Report your P.C. and S. now.
(C. in C. W.A. 1008A/2 to CHESHIRE).

→ O.N. 21.
H.X.152.

1. O.N. 21. Escort 3 destroyers KEPPEL, VENOMOUS, SABRE, 2 corvettes SUNFLOWER, DIANELLA, 3 trawlers LADY ELSA, MAN O' WAR, NORTHERN DAWN.
2. 30 ships. Commodore in BRITISH JUSTICE.
3. Same escort meets H.X. 152. (D.T.D. 1048Z/2 to Opnav).

H.X. 150.

Hearty congratulations in bringing in your convoy H.X. 150. (C. in C. W.A. 1051/2 to Rear Ad. Manners, R.N.R.)

→ O.N. 21.

Proceed to Reykjavik at best speed to fuel. You will be required to escort O.N. 21. (C. in C. W.A. 1115A/2 to ST. LAURENT).

P.Q.2.

Expect will leave Hvalfiord about 14/10. Ships to be included. Escorts. (A.C.N.S.(H) 1346A/2) ~~See Lion Copy.~~ ^{STET.}

P.W.44.

Divert Convoy P.W.44 into Portland. Proceed to Plymouth with despatch by Q.Z.S. 278. (C. in C. Plymouth 1358/2 to ATHERSTONE).

/O.S.9.....

War Diary.

2.10.1941.
Thursday.

HOME COMMANDS.

Shipping and Convoys-Contd.

O.S.9.

Following ships expect to complete loading with important military stores in time to sail in O.S.9. MADRAS CITY and REMBRANDT at Belfast for Middle East. CITY OF HEREFORD and CITY OF BARCELONA at Liverpool for Bandar Gulf and Basra. (D.T.D. 2045A/2).

S.C.46.

Request you will sail 5th escort group less HYDRANGEA to meet S.C.46 as in Admiralty's 1520A/2. (C. in C. W.A. 2131A/2 to A.C.I.C.)

War Diary.

2.10.1941.
Thursday.

FOREIGN STATIONS.

North Atlantic.

H.G.74
Escort.

My 1823/30. Intend two "F" class reinforce escort H.G. 74 for first 3 days. Only LEGION and one "F" class then available to screen Force H. (F.O. Force H. 0958A/2.)

Ponta
Delgada.

Your 1626A/10. Portuguese authorities request not more than three Men-of-war should enter harbour at the same time.
(N.A. Lisbon 1104/2 to Adty.)

GURKHA,
ISAAC SWEERS,
W.S. 12.

Ref. Adty. 1626A/1. Request authority for GURKHA to fuel Ponta Delgada a.m./6. ISAAC SWEERS is being sailed direct, C.in C. W.A. 1820A/27/9 para. C. refers.
(F.O.C.N.A. 1238A/2 to Adty.)
Your 1238/2. GURKHA may fuel at Ponta Delgada in accordance with para.3 of A.M. 1626A/1.
2. Unless otherwise ordered by you GURKHA and ISAAC SWEERS should R/V Convoy W.S.12 in 36° N. 27° 30' W. a.m./7 in accordance with C.in C.W.A.'s 1821/27/9 para.C. (A.C.N.S.(F) 2010A/2 to F.O.C.N.A.)
E.T.A. at Ponta Delgada 0800A/6 will require about 180 tons of oil fuel. Request arrangements be made. (F.O.C.N.A. 2120/2 to N.C.S.O. Ponta Delgada.)

LADY SHIRLEY.

F.O.C.N.A. 1810/1. Request arrangements be made at Las Palmas for fuelling armed trawler LADY SHIRLEY who has been employed towing damaged merchant vessel. Urgent consideration is now being given to replacement of fuel stocks at Las Palmas. (A.C.N.S.(F) 1336A/2 to N.A.Madrid, N.C.S.O. Las Palmas.)

Abuse of R/T
by convoy
escorts.

F.O.C.N.A. 1556Z/2 see U-Boat Campaign.

PORT CHALMERS,
CITY OF
PRETORIA.

My 1352/30 and 1202/30. PORT CHALMERS reports having engaged an E.boat at 2320/27 which was driven off by gunfire. At 0920/28 Cant 506B closed to within thirty yards and carefully examined ship but no attack developed. At 1554/28 Breda twenty circled ship at 1000 yards again no attack developing. No positions given. Otherwise clean run.

War Diary.2.10.1941
Thursday.FOREIGN STATIONS.North Atlantic.PORT CHALMERS,
CITY OF
PRETORIA -
contd.

3. CITY OF PRETORIA reports 0915/28 twin engined Italian aircraft closed and examined ship. At 1010/28 French three engine seaplane circled ship three times. At 1725/28 in 37 20 N. 7 30 E. ship attacked by 3 Italian Torpedo bombers. Torpedoes successfully avoided and one bomber damaged by gunfire. At same time submarine periscope sighted astern and shelled but no attack developed. At 0200/3 (?/30) when approaching Cape De Gata strange craft sighted on surface which fired two or three rounds possibly submarine. Otherwise clean run. (F.O.C.N.A. 1654A/2.)

U-Boats, minea.

F.O.C.N.A. 1710A/2 to O.21. See Mediterranean.

French Ships.

Departure 1st COETLOGON, Sete.
Arrival 1st ST. BRIEUC.
(Barcelona 1801/2.)

Spanish
N. African
supplies.

Your 1814A/29. Considerable difficulty is experienced at times in meeting commitment of N.A. Station proper; as no further force from U.K. is to be available this additional commitment could only be met intermittently.
(ii) Consider intermittent interference better than nothing and might even successfully achieve our object.
(iii) Occasional use of Western Patrol Trawlers might be possible.
(F.O.C.N.A. 1832A/2 to Adty.)

Flag of
S.O. Force H.

My flag was transferred to RODNEY p.m./1.
(S.O. Force H. 2025A/2.)

Movements.

Departure P.34. O.24, Q.B.52, B.B.208, B.C.328.
(F.O.C.N.A. 2200A/1.)

Fuelling at
Ponta Delgada.

Reference A.M.1626A/1. Portuguese authorities have requested that not more than three men of war should enter Ponta Delgada at the same time. Request you will allocate order of fuelling as between W.S.12 and S.L.88.
(A.C.N.S(F) 2221A/2 to F.O.C.N.A.)

/WALLFLOWER

War Diary.2.10.1941.
Thursday.FOREIGN STATIONS.North Atlantic - contd.WALLFLOWER.
NIGELLA.

Expected Ponta Delgada about 9/10 and will require about 170 tons of oil fuel and 30 tons of water each. (C. in C. W.A. 2334A/2 to N.C.S.O. Ponta Delgada.)

ERIN.

My 1110/2. ERIN now reports P.C. and S. 033° 02' 012° 01' 060° 9. (F.O.C.N.A. 2236A/2 to CLYDE.)

South Atlantic.French shipping.

Graded A.1. COMPIEGNE arrived Reunion escorted by submarine.
2. SIKIANG arrived Tamatave escorted by warship and discharging 8000 tons coal.
3. Graded A.3. Eastbound convoy including VILLE DE VERDUN and WARELLA expected sail shortly. Further information expected.
(S.O.(I) Capetown 1140B/2 to Adty.)

** Not identified*C.in C. S.A.

V.A. A.U. Willis C.B., D.S.O. assumed command of S.A. Station in succession to V.A. Sir Robert H.T. Raikes K.C.B., C.V.O., D.S.O. R.A.S.A.D. is requested to inform Ambassador and Minister in his area. (C. in C. S.A. 1200N, 1202N/2.)

GUARDIAN.

Your 1444/1 GUARDIAN will be ready to sail for Colombo 6/10. Intended programme. (F.O.I.C. Simonstown 1523Z/2 to C. in C.E.I.)

Air R/C of Dakar.

Reference your O.6 30/9. Signal further details of incident and confirm that pilots instructions forbid flying over French territory. (H.Q.C.C. 1740/2 to O.C. R.A.F. Freetown.)

VIMY.
WILD SWAN.

Cancel my 1141/29/9 not to Admiralty. VIMY and WILD SWAN and (?are) to remain at Bathurst until further orders. (C. in C. S.A. 1943N/2 to VIMY, WILD SWAN.)

War Diary.2.10.1941.
Thursday.FOREIGN STATIONS.Mediterranean.Assistance
to Turkey.

Adty. 0125A/2. See Lion Copy.

Tobruk.

C.A.F.O.587/40 para.4. (a) 2000/30/9 no cloud. (b) 5 aircraft moonlight 2nd quarter. (c) Combined bombing and minelaying. (d) 3 parachute mines in harbour southward self exploded 2 hours later. 2 parachute mines outside searched channel. 1 parachute mine exploded ashore. (e) to (k) Nil. (N.O.I.C. Tobruk 0947B/2.)

QUEEN OLGA.

Following programme approved. Greek Destroyer -QUEEN OLGA will await arrival of COVENTRY at Aden and proceed in company with her to Bombay thence to Calcutta for refit. (C. in C. Med. 1010B/2.)

Enemy ships.

6 southbound merchant ships expected to leave Naples 2/10 time route speed unknown. Possible you may effect interception off Vito or Marittimo. (S.10 1015B/2 to UPRIGHT.)

Air
Operations.

Night 30 Sep./1 Oct. 13 Wellingtons attacked shipping and harbour installations at Benghazi. Several bombs fell near ships at Central and Outer Moles. Two small fires started on Moles. Day 1 Oct. 2 Blenheims carried out offensive R/C for shipping in Gulf of Sirte. No shipping observed. 1 Blenheim missing. 7 R/C sorties over Eastern Cyrenaica and Aegean Sea. Several small ships and 4 suspected submarines reported at Leros Island. (H.Q. R.A.F. M.E. 1117/2.)

UNIQUE.

UNIQUE leaves Malta p.m./3 through 036° 30' 013° 30' to make passage through Q.B.B.65 following day, and departs from 038° 00' 011° 40' about 2000B/4 for Vito and Naples. URGE endeavour to -communicate by S.S.T. during daylight/4. Submarines encountered between 0001B/4 and 0001B/5 are not to be attacked. (S.10 1125B/2 to 10th S/M F.)

Reporting
when Force H.
is at Sea.

Your 1122A/1. I am not always aware when S.O. Force H. is at sea. Propose therefore that F.O.C. N.A. should be responsible for S.O. Force H. seeing the Malta Combined service reports except on request of F.O.C. N.A. when I will assume responsibility. (N.O.I.C. Malta 1151B/2 to F.O.C.N.A. S.O. Force H.)

/DUILIO.

MOST SECRET

41A

~~MOST SECRET~~

MESSAGE

0125A/2nd October.

OUT

TO: C. in C. Mediterranean 825B1.

Date 2.10.41.

Naval Cypher One Time Table.

FROM: Admiralty.

IMMEDIATE AIDAC

Following for Commanders in Chief from Chiefs of Staff No.177.

Your telegram No. 1571 of 29/9 has been considered by Prime Minister and Secretary of State for Foreign Affairs.

2. It has been decided that following further offer of assistance should forthwith be made to Turks.

3. Land Forces. In addition to 4 infantry divisions already offered, 2 armoured divisions and two army tank brigades.

4. This offer could only be substantiated on assumption that we have captured Cyrenaica, and that there is no call from Iraq, Persia or the Caucasus on Middle East land forces.

5. It is not considered necessary at this stage to offer 2 extra infantry divisions or horsed cavalry Brigade.

6. Air Forces. We are prepared to increase our former offer by additional 4 Squadrons of S.R. fighters. This is on assumption that we have captured Cyrenaica. On assumption that we take Cyrenaica and Tripolitania, we could send only 2 additional Fighter Squadrons but could release for Turkey 3 further medium bomber squadrons (making 10 in all) and 1 further army co-operation squadron (making 4 in all). Paragraphs 4, 5, and 6 are for your own information.

7. Attaches at Angora should now be instructed to inform Turkish General Staff that, provided situation develops favourably as we hope, we shall be prepared to increase our offer of assistance to Turkey and consequently despatch following units in the event of German attack on Turkey in the Spring.

(a) Land Forces. 4 infantry divisions; 2 armoured divisions; 2 army tank brigades.

(b) Air Forces. 12 squadrons S.R. fighters; 7 squadrons medium bombers; 2 squadrons heavy bombers; 3 squadrons army co-operation.

(Possibility of increasing number of bomber squadrons in event of capture of Tripolitania as well as Cyrenaica should not repeat not be mentioned to Turks at this stage.)

8. In view of offer of increased air support we expect Turks not to press request for provision of aircraft for Turkish Air Force made by Marshal (see Air Attache Angora signal to A.C.C. in C. Middle East S.255 of 15/9). We have only a limited number of aircraft at our command and cannot both supply additional British squadrons and give aircraft to the Turks. We hope that the Turkish General Staff will agree that Turkish interests are likely to be better served by British squadrons operating in defence of Turkey than by attempts to bring Turkish Air Force up to strength. We shall, however, hope to provide Turks with occasional aircraft for their own use from time to time. As regards 36 Tomahawks promised 20 further are being sent and we shall try to provide remaining 12, together with occasional bombers and further fighters.

9. It.....

41^B

2.

9. It must further be impressed on General Staff that number of air squadrons which we can operate in Turkey depends entirely on rapid development of aerodrome facilities, which are at present very backward. Unless Turks take immediate steps to remedy this situation our offer of air assistance will lose its value. In this connexion Attache should now inform General Staff that special consignment of 100 A.A. guns is being sent to Turkey which should help in protection of aerodromes.

10. This telegram has been repeated to Ambassador Ankara for his information.

0125A/21
Asst. Secretary to First Sea Lord.

- 1st Lord
- 1st S.L.
- V.C.N.S.
- A.C.N.S. (F)
- H.A. 1st S.L.
- P.A.S. (S)
- D.O.D. (F)
- B.D.O.D. (F)
- D. of P. (2)
- Duty Capt.
- E.P.S.
- Hd. of M. (10)
- I.F. (2)
- M.I.D. 10 Paym. Cdr. Wilson
- W.D.
- D.N.I. (4)

NMB

War Diary.2.10.1941.
Thursday.FOREIGN STATIONS.Mediterranean - contd.S.S.
DUILIO.

Intercepted letter states that French ship COLOMBIE returning from Syria with 1350 repatriates in company with French ship MASSILIA and ANDRE LEBON picked up 2 Italian sailors, survivors of Italian ship DUILIO sunk by the English. (C. in C. A.W.I. 1159Q/2.)

Information incorrect. DUILIO not sunk. Still in use later.

S/M sighted.

For information. Submarine sighted off 032° 05' 020° 08' at 1010B/2nd. (Capt. S.I. 1201B/2 to PERSEUS.)

Enemy
Intelligence.

Analysis of photographs taken 24/9 and 25/9. (V.A. Malta 1230/2) See Lion Copy.

BRECONSHIRE.

Your 1723A/30. Intend to defer reply for the present as BRECONSHIRE will in any case take some days to unload.
(?Should) Fleet regain freedom of movement into Central Med. BRECONSHIRE will certainly be required as seagoing oiler for destroyers.
-Every facility for immediate movements will be governed by M.E. plans which are not yet sufficiently crystallised to enable a decision. (C. in C. Med. 1256B/2 to Adty.)

VIRGILIO.

(Italian hospital ship) northbound to Naples is not to be molested if encountered. (Capt. S. 10 1526B/2 to 10th S/M F.)

Water
Carriers.

Your 0212/24. Requirements. (C. in C. Med. 1630B/2 to D.S.T.) See Lion Copy.

Control of
Syrian Ports.

Your 1413/24. Question of control of Syrian ports is still under amicable discussion and delay in settlement is chiefly a question of ensuring that legal aspects and the various conflicting interests are satisfied. Matter has been referred to miscellaneous legal advisers and also to Intendent General.
(ii) Kolb Bernard called on me on 23/9 and is now in Beirut where he and Captain Morse appear to be working well together.
(iii) Morse considers (?arrival) of VIKINGS and REINE DES FLOTS and also of Fuseliers Marins would be an advantage. I concur. (C. in C. Med. 1704B/2 to Adty.)

/U-boats

SECRET

MESSAGE

B

IN

1230/2nd October.

From V.A. Malta.

Date. 3.10.41

Recd. 0559

NAVAL GEPHER (D) by W/T

Addressed. C. in C., Mediterranean, repeated Admiralty.
F.O.C. N.A., S.O. Force "H"

667. Your 1101B/29th September to V.A. Malta only.

Analysis photographs taken on 24th 25th September as follows:-

1. Taranto. 4 CAVOURS one damaged. Cruisers are one Italian cruiser TRENTO class. CONDOTTIERI class two A's one C two D's.

2. Naples two Italian battleships LITTORIO and one CONDOTTIERI E class.

3. Messina. Italian cruiser GORIZIA Italian cruiser BOLZANO and one Italian cruiser TRENTO class.

4. Palermo one C and one E CONDOTTIERI.

5. Spozzia owing to small scale photograph difficult to interpret. There is one 6 inch cruiser and 3 large destroyers or small cruisers 2 of latter are anchored in bay.

6. It appears enemy fleet reported at sea consist of 2 Italian battleship LITTORIO from Naples 2 cruisers from Messina and 2 from Palermo and one cruiser from Taranto on C two D's.

7. Summary. Effective units of Italian Fleet appear to be 2 Italian battleship LITTORIO 3 CAVOUR cruisers 2 Italian cruiser TRENTO class and Italian cruiser GORIZIA. 7 6 inch cruisers with possible 3-

more small cruisers which may be nowly constructed at Spozzia. Spozzia owing to small scale photograph difficult to interpret. There is one 6 inch cruiser and 3 large destroyers or small cruisers 2 of latter are anchored in bay.

8. It appears enemy fleet reported at sea consist of 2 Italian battleship LITTORIO from Naples 2 cruisers from Messina and 2 from Palermo and one cruiser from Taranto on C two D's.

Continued. 8.

8. Damaged or refitting one CAVALOUR and one 6 inch
cruiser at Taranto one Italian cruiser BOLZANO at
Messina one 6 inch at Spezzia

1230B/2

1st Lord.
1st S.L.
4th S.L.
V.C.N.S.
A.C.N.S. (F)
A.C.N.S. (T) (2)
Nav. Soc.
N.A. 1st S.L.
Capt. Pim, Admiralty House.
Ops. (4)
O.D. (5)
D.N.I. (4)
D.T.D. (4)
D.T.D. (M)
D.T.D. (C)
O.I.C. (4)
D. of P. (3)
D.I./S.W.
I.P. (3)
W.D.
D.P.D.
D.S.D. (2)
M.A. (2)
E.F.S.
P.C. (8) by courier

From: C. in C. Mediterranean.

Date: 2.10.41

Recd: 1921.

NAVAL CIPHER "X" BY W/T.

Addressed: D.S.T, Repeated C. in C. East Indies, Ministry of War
Transport, Alexandria, G.H.Q. Middle East, S.N.O. Red Sea

Your 0212/24.

- (1) Requirements of water carriers are in two categories: (A) Maintenance
(B) Operational.
- (2) Water carriers are required for following services in Category (A)
 - (a) Watering ships Aden
 - (b) Watering ships Port Sudan and Port supply.
 - (c) Water for New port of Safaga now under construction
 - (d) Watering ships in anchorages in Gulf of Jubal
 - (e) Watering ships Suez Bay
- (3) Water carriers are required for supply to army ashore in Western
Desert: Category (B)
 - (a) At Mersa Matruh or other small ports draft limit 16 feet.
 - (b) To Lighters off open beaches
 - (c) At Tobruk draft limit 19 feet
- (4) To meet these requirements it had been intended to employ water
carriers as follows - STACPOOL Aden or Port Sudan as required by
C. in C. East Indies. SINGU safe anchorages in Gulf of Jubal.
MYRIEL Gulf of Suez. PETRELLA Mersa Matruh and open beaches off
Western Desert. EOCENE Tobruk.
- (5) For operational purposes four small water carriers would be much
preferable to one large carrier both because the risk is dispersed and
because small carriers can be used at any port or off open beaches.
Request for small carriers is long term policy and would result in
release of larger carriers. TONELIEE cannot be employed as water carrier
as she is only reserve bulk petrol carrier for Tobruk run at present
carried out monthly by Pass of Bahaha. As there is less than months
supply at Tobruk it is essential to keep reserve vessel immediately
available
- (6) It now appears that SINGU will not be available vide C. in C. East
Indies' 0450/25th September and that ATHENE cannot be released as a
substitute. There will therefore be delay to shipping in Gulf of Suez
especially during periods when large personnel convoys are being turned
round.
- (7) C. in C. M.E.F. and M.E.F. D.I.G. are both concerned at lack of
reserve of water carriers. In Western Desert operations loss of one
water carrier due to enemy action might well result in stopping offensive
operations. Progress of work at Port Safaga depends on assured supply
of watering.
- (8) Requirements are four small carriers for Western Desert as long term
policy and one tanker immediately as replacements for SINGU.
- (9) C. in C. M.E.F. D.I.G., M.E.F., P.S.T.O. (E) and M.W.T. Alexandria
agree.

1630B/2.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (T) (2)

N.A. 1st S.L.

Ops (4)

D of P (5)

D of S.T. (2)

D.N.I (4)

D.T.D. (4) for C. in C. Norwegian Navy.

D.T.D. (M)

D.T.D. (C)

O.D. (5)

M (2)

I.P. (3)

W.D.

War Diary.2.10.1941.
Thursday.FOREIGN STATIONS.Mediterranean - contd.U-boats
Mines.

(1) Some 9 U-boats may be at sea between Sicily and Sardinia.

(2) Report graded B.2 Mines are laid in Gulf of Oristano. (F.O.C.N.A. 1710A/2 to O.21.) Consider that considerable number of U-Boats may be at sea now in South Tyrrhenean Sea and North East of Malta. Due to General movement of 10 S/M Flotilla S/Ms are not to be attacked at night except by URSULA and UNBEATEN who may attack S/Ms on opposite courses during return to Malta. (Capt. (S) 10 1717B/2 to 10th S/M F.)

PROTEUS.Leave patrol p.m./4 and proceed through 034° 37' 022° 02' thence direct to arrive Alexandria sanctuary 0530B/9.
(Capt. S.1 1841B/2 to PROTEUS.)PIQUERA.Just received report:- PIQUERA loaded wheat, oil, and soap at Gijon called at Corcubion some 8 days ago for bunkers and left for Leixoes for orders cargo for Italy.
(Guyatt, Coruna 1940/2 to Adty.)Co-operation
with Turkey.

1st S.L. 2207A/2. No naval interest.

East Indies.Unknown
vessel.

Your 2033/12/8 (N.T.in W.D.). From number ? 12. At 2200Z/11 in 003° 10' S. 035° 06' W. course 127° challenged by unknown vessel which turned on 2 searchlights. After answering questions as to cargo and ports of destination no further incidents. (S.O.(I) Colombo 0816Z/2 to Adty.)

War Diary.

2.10.1941.
Thursday.

FOREIGN STATIONS.

China.

BERNARDIN DE
ST. PIERRE.

Arrival. (Shanghai 2353Z/2.)

America and West Indies.

CINGALESE
PRINCE.

(Br.) Due Trinidad 26/9 from Capetown not arrived. (S.O.(I) Jamaica 0033R/2.)

Angary
by Vichy
French.

B.A.D. Washington 1109R/2. See Lion Copy.

S.S.
DUILIO.

C. in C. A.W.I. 1159Q/2. See Mediterranean.

A.D.B.2.

Adty. 1241R/2. See Lion Copy.

OWERA.

Leave Bermuda 3/10 and proceed Trinidad by most direct route (?via) Sombrero passage. Arrive Trinidad a.m./9. (C. in C. A.W.I. 1253Q/2 to OWERA.)

HAWAIIAN
SHIPPER.

Your 0415/2 (N.T.in W.R.) Re passage to Hampton Roads. (C. in C. A.W.I. 1303Q/2 to ORION.)

Task Force 15.

Task Force 15 my 2323/24 (N.T.in W.D.) E.T.A. off Cape Race morning/3. Dissolved there. NEW MEXICO, QUINCY, ANDERSON, HUGHES, SIMS, SAMPSON, OVERTON, TRUXTON, MACLEISH, BAINBRIDGE proceeding to Argentina. Destroyers with Comcrudiv 7 force which proceeded Iceland were MEREDITH, GWIN, MONSSEN, GRAYSON. (Opnav 1510Z/2.)

Raider report.

Meter. U.S.N.A. Santiago de Chile reported to Navy Dep. on 1/10.
1. An unconfirmed report of a raider off Chilean Coast lat.47. Described as of 2500 tons, one stack painted black with white and blue-green camouflage paint bands, carried fast launches, a plane and an observation balloon. Guns concealed, number unknown. The raider fitted out in Japanese mandated island and was near Tristan da Cunha recently.

MOST SECRET

114A

MOST SECRET

M E S S A G E

1109R/2 October

IN

From. B.A.D. Washington.

Date. 2.10.41.

Time. 2120.

RECIRCULATION.

NAVAL CYPHER (I.T.T.) BY CABLE.

Addressed. Admiralty.

Your 1807/7 paragraph 3 (see below)

(i) Vichy 29th September B 2.

Lagarde of Vichy Foreign Office asked about French plan to turn over Norwegian Danish and other allied ships in French ports to Axis, said that he could not deny such a plan exists. He said that Germans had not based their demands on any special articles of Armistice Commission but had made a general reference to Article 11. He said the French hope to be able to use Greek ships at Dakar themselves but were not sanguine as to prospects of keeping them from Axis.

(ii) Casablanca 30th September A 1.

Admiral D'Harcourt states that the right of Angary has been exercised in certain cases, but that no general order has been issued regarding disposal of various ships in French African ports. He excused French action in taking over Allied ships by referring to the number of French ships seized by British and to the fact that lack of bunker oil made it impossible for French to use their own oil burning ships. He said that no Allied ships in Moroccan ports had been turned over to the Germans or Italians. He thought that all those which had been requisitioned were used in the traffic between Marseilles and French North Africa.

The JASPIIS was the only Norwegian vessel in North African ports which had been turned over to Axis. This had happened/...

SECRET

2.

happened at time of Armistice. He said further that one or two of three French tankers, the MASS(?IS), BAUCE^E, and third (possibly the FPGL)(ROUSSILLON) had been turned over to Italians as compensation for three Italian tankers which had been sunk by French during the period of Armistice negotiations.

1109R/2

4 We know that the French are bringing into service Allied and Neutral refugee ships in French North African ports.

Please endeavour to secure information of

- (a) French preparations to bring these ships into service;
- (b) probable dates of departure;
- (c) Axis interest (pressure from Armistice Commission, etc.) and (d) the fate of these vessels on arrival in unoccupied ports.

Comment by N.I.D.

Para 2. Statement that no allied ships in Moroccan ports had been turned over to the Germans or Italians may be true, but reports have been received that certain of these ships have been handed over on arrival in French Metropolitan waters.

V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 A.C.N.S. (T)
 N.A. 1st S.L.
 D.N.I. (4)
 D.D.I.C.
 D.C.
 D.O.D. (F)
 D.D.O.D. (F)

ONLY

D.O.D. (H)
 D.D.O.D. (H)
 W.D.
 D.T.D.
 D.T.D. (M)
 D.T.D. (C)
 D.E.W.D.
 Admiral Chalmers.
 Head of M.

ONLY.

MOST SECRET

C
44 B.

MOST SECRET MESSAGE 1241R/2nd October.

FROM: B.A.D. Washington.

Date 3.10.41.

Recd. 0500

Naval Cypher One Time Table by T/P

ADDRESSED: Admiralty.

618 Your 1224 1st. We were unofficially informed that first sight of A.D.B. - 2 did not lead authorities to think their objections had been fully met or that much progress had been made on (?crucial) questions initiating Naval dispositions. Navy Department then commenced at leisurely rate to (?to) study and promised consultation here.

(2) Receipt of your 0337A22 encouraged hope that U.S. would agree to proposed Naval Conference in Far East being convened (? when ready) and Navy Department was given signal in full.

(3) Encouragement to meet us here in an effort to clear away possibly exaggerated difficulties was given by semi-official letter on 25th September. Attention was drawn to probable effects on Australian and New Zealand Authorities of possible activities of U.S. Pacific Fleet in phase one.

(4) Whole matter is now engaging attention of Rear Admiral Turner and we expect to be consulted shortly.

1241R/2

1st Lord.

1st S.L.

2nd S.L.

3rd S.L.

4th S.L.

5th S.L.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (H)

A.C.N.S. (T) (2)

A.C.N.S. (W)

Sec.

N.A. 1st S.L.

P.A.S. (S)

D. of P. (2)

D.O.D. (F)

D.D.O.D. (F)

D.O.D. (H)

D.D.O.D. (H)

D.N.I. (4)

Advance Copies sent Duty Capt.

D.O.D. (F) D.D.I.C.

D.N.A.D.

D.A/S.W.

I.P. (2)

W.D.

Duty Capt.

Hd. of M.

D.T.S.D.

D.D.I.C.

E.P.S.

Admiral Bellairs.

Admiral Bailey.

Admiral Palliser.

N.I.D. 10

War Diary.2.10.1941.
Thursday.FOREIGN STATIONS.America and West Indies.Raider
report contd.

2. A further vague report suggesting another possible raider seen at the same time lat. 51. (B.A.D. Washington 1517R/2 to C. in C. A. and W.I. R.A.S.A.D., N.A. Santiago de Chile, Admty.) O.I.C. Comment. This appears to be another version of the report contained in N.A. Santiago's 1150/26/9, and should not be regarded as confirmatory. N.A. Santiago referred to the ship as a "raider supply ship" and stated that she was supposed to be taking on supplies for the raider now operating in the Pacific. It is quite possible that a supply ship would use this stretch of the Chilean Coast, but it is equally possible that the report is a mere rumour without foundation in fact. It is extremely unlikely that any raider has been "fitted out" at a Japanese mandated island.

S.S. ↑
POTLACH.

Your 0642A/2. Following is repetition my 1527R/28/9. U.S. Ship POTLACH due Trinidad 23/9 from Lourenco Marques not arrived. Ends. (S.O.(I) Jamaica 1546R/2.)

Policy for
Singapore
Conference.
Eastern Fleet.

Your 1459/23. One battle cruiser was not included in force in paragraph (iii) (c) of my 0337/22 because this force is the minimum which will be in Eastern Theatre on outbreak of war. REPULSE has not yet reached East Indies Station and although it is present intention to keep a battle cruiser on E.I. Station (vide para.V (b) circumstances may not always permit this. Battle cruiser should therefore be regarded only as probably available on the same basis as other forces mentioned in para.V of my 0337/22. (V.C.N.S. 1757A/2 to B.A.D. Washington.)

CIRCASSIA.
PRINCE
HENRY.

My 1022Q/1 (Circulated as 0002Q/1) Amend time of R/V to read 1600Z/11. (C. in C. A.W.I. 2122Q/2 2212Q/2 to CIRCASSIA, PRINCE HENRY.)

Shipments
of oil to
Martinique.

Canadian Gov. request particulars of control of shipments of oil to Martinique and Guadeloupe and companies now supplying the oil in view of complaints received that Canadian Oil Companies are being discriminated against. (N.S.H.Q. Ottawa 2211Z/2 to C. in C. A.W.I.)

War Diary.2.10.1941.
Thursday.U-BOAT CAMPAIGN.Ships Attacked.Unknown Ship.

Intercept 0010 G.M.T. 500 kc/s. DE GQXT. SSSS
52.47 North 34.51 West steaming 180 speed
7 knots still in action.

(C. in C. Plymouth, 0111/2 to Admty.)

Following has been read:-

52.42 N., 34.51 W., torpedoed 0125/2 De GCK.
(Valentia Radio, T.O.R. 0245/2.)

0142 G.M.T. intercepted from Cape Race Radio
begins: S S S S 52.42 N., 34.51 W., torpedoed
again require assistance, signed O.I.C.
(Halifax N.S., 0144/2 to Admty.)

TUVA.

Lands End Radio reports:-

Intercept 0611 G.M.T. TUVA torpedoed in 54.16 N.,
26.36 W 0607Z.

(C. in C. Plymouth 0713/2.)

TUVA, Dutch, 4652 tons, from Iceland to Tampa in
convoy of 3 ships. (D.O.R., 3/10.)

Possible salvage TUVA. Have 34 survivors 1
missing.

(SAINT CROIX 0723Z/2 to C. in C. W.A.)

Your 1447 just received TUVA abandoned 0800Z.

Master declares ship sinking salvage only
possible by salvage tug. Water entering engine
room. Corvette cannot return to scene before
dark. Your 1037A 2nd have therefore not
detailed corvette.

(SAINT CROIX 1406Z/2 to C. in C.W.A.)

Amend my 1037A/2 if nothing found by dark proceed
with ZWARTE ZEE to assistance of TUVA, torpedoed
in 54° 16 N., 26° 36' W at 0610Z/2. Corvette is
standing by.

(C. in C.W.A., 1434A/2, to LEITH.)

Your 0723Z/2 ZWARTE ZEE escorted by LEITH is being
sent. Detach one corvette to stand by TUVA until
arrival of tug. Corvette to report name and to
inform LEITH and C. in C.W.A., of any change in
the situation.

(C. in C.W.A., 1447A/2 to ST. CROIX.)

Your 1406Z/2 detail one Corvette to stand by
TUVA until arrival of tug.

(C. in C.W.A., 2111A/2 to ST.CROIX.)

My P.C. and S., 052°41' N., 027° 18' W., 018°
14.5 knots at 2130Z/2 have been detailed to stand
by TUVA.

(EYEBRIGHT 2135Z/2. to C. in C.W.A.)

Am proceeding according to your 1434A/2. Position
047° 52' N., 021° 55' W., course 336 S. of A.,
11 knots.

(LEITH 2200/2 to C. in C.W.A.)

TUVA cont:
/Search.....

War Diary.2.10.1941.
Thursday.U-BOAT CAMPAIGN.Ships Attacked. Contd.TUVA ~~Search for~~
cont: ~~H.G. 73.~~
~~Survivors.~~

Catalina aircraft is due at 1300A/2 to cooperate. If nothing found by dark return with ZWARTE ZEE to base.
(C. in C.W.A., 1037A/2 to LEITH.)

S.L.87.
Abuse of
R/T by
convoy
escorts.

Reports are continually being received which indicate a very dangerous abuse of 2410 Kc/s R/T by convoy escorts. BOREAS recently heard an H.G. convoy at a range of 700 miles. WILD SWAN heard S.L.87 at a range of 1250 miles FORESIGHT heard S.L.87 at more than 600 miles.

3. The majority of traffic intercepted is unnecessary chatter, and in some cases prejudicial to security.
4. DUNCAN heard BLACK SWAN asking for, and being given a convoy's position course and speed on 16/8/41.
5. An escort of S.L.87 reported a ship being torpedoed in a position given by table of lettered co-ordinates.
6. These are a few incidents out of many reports and it is clear enemy is making use of this lack of discipline to assist him in locating convoys.
7. Suggest the grave peril in using this line of communication promiscuously should be emphasised continually to Commanding Officers.
(F.O.C.N.A., 1556Z/2 to Adty.)

Submarines Reported.2258 G.M.T/1.

By D.F. Unreliable estimated 69° 25' 37° 52' probable enemy unit U Boat. Adty., pass to LONDON. (S.B.N.O. Murmansk 0319C/2.)
Passed by W.R.

0026.

By D.F. probable enemy unit U boat estimated in 68° 56 42° 52, Adty pass to LONDON.
(S.B.N.O. Murmansk 0446C/2.) Passed by W.R.

1010 G.M.T.

LIBERATOR reports submarine sighted 55° 50' N., 18° 18' W., course 190° Mag. at 1010 G.M.T.
(44 Group 1030/2, C. in C.W.A., 1237A/2 to ships in Area B.)

2305/1.

By D/F 069°55'N., 039°38'E., unreliable fix. Admiralty pass to LONDON.
(S.B.N.O. Murmansk 1056C/2 to Adty.)

1010B.

Sighted 32° 5' N., 20° 8' E.
(Capt. S.I. 1201B/2.)

War Diary.2.10.1941.
Thursday.U-BOAT CAMPAIGN.Submarines Reported. Contd.

- 1019Z. By D/F in 068° 59' 041° 53' reliable fix Adty.,
pass to LONDON.
(S.B.N.O. Murmansk 1339C/2.)
Passed to LONDON by W.R.
1416. By D/F in 068° 55' 042° 52' Adty., pass to LONDON.
(S.B.N.O. Murmansk 1809C/2.)
Action taken by War Registry.
- Estimated U/B Dispositions.
German. Considerable movement has taken place
probably as result of convoy being sighted
possible S.C.46.
(D.D.I.C. 1452A/2.)
- Submarine situation 3/10.
(Unknown 2110/2 to Opanav, Cinclant.)
1834. By D/F in 068° 45' 042° 48' Adty., pass to LONDON.
(S.B.N.O. Murmansk 2236C/2.)
Note:- Being passed by W/R to LONDON.

War Diary.3.10.1941.
Friday.SITUATION REPORT.Home Commands.

Enemy coastal batteries fired 16 rounds between 1138 and 1150 today at 9 Trawlers exercising about 5 miles off Dover. Owing to low visibility the Trawlers were not visible from the enemy's coast. Shooting was good, but only splinter damage was caused and no casualties are reported.

Enemy
Supply
Ship.

(KOTA PINANG)

At 1804 C.S.10 (KENYA) sighted a supply ship with U-boat in 43° 41' N. 24° 34' W. The supply ship attempted to escape to the south-eastward and was sunk by KENYA by gunfire in 43° 36' N. 24° 30' W. at 1909.

→ Operation
J.W.

Repatriation of prisoners of war by hospital carriers ST.JULIEN and DINARD, which was due to commence tomorrow, was postponed as final agreement has not been reached with the German Government. The hospital carriers anchored off Newhaven with lights on tonight.

Russian S/M MOLODKI class 176 whilst on patrol off Kirkenes hit with torpedo and probably sank a 5000 ton northbound vessel in escorted convoy.

Air Operations.→ Operation
J.W.

During the operations for repatriation of wounded prisoners of war the following areas are prohibited for all aircraft, operational and non-Operational for the period stated :-

(a) Area of 10 miles radius from Dieppe from Sunrise/3 to Sunset/10.

(b) Corridor 20 miles wide centred on a line joining Dieppe and Newhaven daily from one hour before sunrise to one hour after sunset from 7/10 to 10/10.

Dieppe and Newhaven harbours may be seen lighted during the period.

War Diary.

3.10.1941.
Friday.

SITUATION REPORT.

British Air Operations.

5 aircraft attacked the GNEISENAU and SCHARNHORST at Brest last night.

6 Blenheims attacked targets at Ostend today.

8 Hurricanes attacked with cannon fire this morning an enemy convoy of 7 Flakships and a merchant vessel off Gravelines. One Flakship was sunk, 3 on fire and the remaining 3 damaged. The merchant vessel was left in flames.

Enemy Air Operations.

Enemy aircraft again reconnoitred the Faeroe Islands this afternoon. Two whalers were bombed at Kvalvig, but were not hit.

Convoy E.C.81 was bombed at 1959 in 52° 38' N. 2° 9' E. No damage is reported.

This morning ^{*}DEVONSHIRE, escorting W.S.12, ^{was}sighted by a F.W. aircraft about 400 miles west of Achill Head and the Catalina aircraft escorting O.G.75 engaged another F.W. 345 miles W. by N. of Achill Head, and later in the forenoon the Hudson escorting S.L.87 attacked F.W. 225 miles west of Achill Head. * See p 58

S.S. SKERRIES was attacked six times about 2200 today, some 12 miles east of Malin Head and was slightly damaged.

War Diary.

3.10.1941.
Friday.

SITUATION REPORT.

Mining.

Operation
S.N.16 B.

WELSHMAN and MANXMAN laid mines today off the East Coast.

Interception of
enemy force
reported 240 off
Ward. (See p. 31.)

3 M.Ls patrolled last night S.E. of the Start and 3 South of the Lizard, and 4 destroyers (KRAKOWIAK, ATHERSTONE, BROCKLESBY and CLEVELAND) 10 miles south of the Eddystone. The motor launches were to report possible enemy minelayers.

The Tyne was opened at 1326.

The Humber was closed at 2206A owing to aircraft minelaying. Several mines were detonated.

Further magnetic mines were detonated in the Harwich area today.

An old contact mine was cut 14 miles S.W. of Portland Bill today and a magnetic mine was detonated off the Manacles.

North Atlantic.

Netherlands S/M O.21 torpedoed and sank a laden eastbound French ship, probably *S.S.ARAGAZ (5009 tons) in 40° 58' N. 9° 59' E. at 1232 today.

* Confirmed OUED YOVEM.
See P. 183

Mediterranean.

HUNTS.

Two HUNT class destroyers have now reached C. in C. Med. Two have left Gibraltar. A further two will leave U.K. about the end of this month and another two about the end of November.

Enemy trade
with Spain
and French
N. Africa.

It appears that the enemy is developing an important trade in ores and phosphates from Spain and French North Africa. These cargoes are carried under French or Spanish flags to Caronte near Marseilles when they are landed and are either railed to Germany and Italy or transhipped to Italian ports. The Adty. have suggested that S/M operations against the shipping concerned, should be carried out with the established sink at sight zones, in which any Spanish ships may now be attacked; and that raiding operations should be undertaken against the Italian coast railway.

War Diary.

3.10.1941.
Friday.

SITUATION REPORT.

Mediterranean - contd.

8 Blenheims from Malta today successfully bombed the power station, Munition Factory and Railway sidings and engine sheds at Marina di Catanzaro, a railway junction on the south coast of Calabria.

Libya and
Western
Desert.

19 Wellingtons bombed shipping and harbour installations at Benghazi last night, obtaining direct hits on a 4000 ton wreck at the outer mole. 2 Wellingtons bombed Bardia.

GIBEL KEBIR was slightly damaged in an air raid on Mersa Matruh p.m. today.

Enemy aircraft twice bombed Tobruk last night. H.M. Trawler THORBRYN was sunk in 32° 4' N. 84° 9' 15" E.

Cyprus.

About 5 enemy aircraft dropped bombs on Cyprus early last night. Slight damage was caused to Limassol Aerodrome.

America and West Indies.

U.S. Cruiser TRENTON left Balboa today to patrol in the Galapagos area until 25/10.

War Diary.

3.10.1941.
Friday.

SITUATION REPORT.

U-Boat Campaign.

It is reported in the Press, that the U-Boat (said to be U.570) which surrendered in the Atlantic on 27/8 was brought into port today by a British crew.

S.B.N.O. Murmansk reports that he has received 25 U-boat reports since 3/9, all except 3 by D/F in the White Sea and Approaches. He has urged that the Admiral at Archangel should be more energetic. The latter states there are only 2 destroyers at Archangel. S.B.N.O. Murmansk suggests they should be based at Iokanskie.

The U.S.A. authorities have information that 6 U-boats are at present in the Caribbean Sea to procure provisions and oil. U.S. aircraft searched the area from 4/10.

War Diary.

3.10.1941.
Friday.

HOME COMMANDS.

Co-operation with Russia.

Items of
Armament
requested
by Russia.

Your 1437A/1. Suggest consideration to following important demands.
(Ad. Miles, 1058/3 to Admty.)
See Lion Copy.

2 Transports
torpedoed on
2/10 by
S/M. 171.

MOLODKI class 171 arrived 3/10 having torpedoed two vessels estimated 5000 and 3000 tons alongside in Petsamo. On information that 2 transports had arrived Petsamo on 1/10 171 contrary to orders entered the harbour on 2/10 and sighted vessels alongside quay. 2 loud explosions heard after firing. Sub. was caught in new laid net on way out and was two hours extricating herself during which time 22 to 24 depth charges dropped close. Escape finally made at 230 feet by going full speed.
(B.S.N.O. Murmansk, 1730C/3.)

Movements.

INDOMITABLE.

The following working up programme for INDOMITABLE has been approved.
2. It is intended that practices should be carried out as follows.
(A.C.N.S. H., 0005A/3.)
Clyde arrival INDOMITABLE.
(F.O.I.C. Greenock, 1904/3.)

GRAPH.
(~~U-570~~)

Arrived GRAPH escorted by SALADIN.
(N.O.I.C. Barrow, 0904A/3.)

*see W.D 27-8-41
Aug 554
P. 278 2
16-10-41 p. 575*

ECLIPSE.

Only destroyer at Scapa is ECLIPSE who will be ready to sail for special service on completion of defect p.m./5th.
(R.A.D. H.F., 1009A/3.)

H.32.

Your 1551A/29. Intend Chasseur to meet H.32 at R/V 0700/7 and escort to Sheerness.
(C. in C. Portsmouth 1043A/3.)
Your 1043A/3. It is desirable that arrival of H.32 at Sheerness should coincide with days on which channel from North Foreland to Sheerness is swept.
Request you will arrange for H.32 to proceed to Portsmouth to await C.E. convoy probably sailing from Portsmouth on 10 or 11/10.
(C. in C. Nore, 2320A/3.)

/French S/M.....

~~SECRET~~
~~SECRET~~

MOST SECRET

54A

MOST SECRET

MESSAGE

IN
1058/3 October.

From Admiral Miles Moscow.

Date 3.10.41.

Recd. 1513.

MOSCOW X BY W/T

Addressed Admiralty

IMMEDIATE.

Your 1437A/1(1437A/1). These items bear little reference to requests given to Beaverbrook Mission. The latter with detailed specifications in many cases are all being submitted to London and Washington for decision.

2. Pending receipt of these it is suggested that to avoid delay consideration should be given to following important demands. (a) 8(8) Destroyers and 9(9) Trawlers fitted with LL and SA are wanted now repetition now for manning by Russians they do not want to wait for new constructions to be built. (B) 5 point one inch 55 calibre spare barrels with locks said to be in reserve at Vickers. 50(50) wanted immediately and another 100(100) before end of year. (C) Point 5(5) inch 4(4) barrelled machine guns and ammunition. Very large numbers (1000)(1000 this year alone) are asked for. Request total weight of gun and four barrelled mounting and, if we have such a thing, of a single gun and mounting, may be signalled. (d) Asdic 100(100) sets by end of year. (E) 32(32) sets of storage batteries for submarines.

3. No requests here for night classes HDA(HDA) (and?) mine groups, paravanes, parachute mine and depth charges.

4. Admiral Standley and American Naval Delegates can give all details when they return to London.

54^B

MOST SECRET

2.

5. Request range and ceiling of three inch and four inch guns suitable for mounting in merchant ships.

1058C/3
Advance Copy sent D.N.I.

✧ Re items requested by Soviet Mission.

- 1st Lord
- 1st S.L.
- Controller
- Vice Contr.
- 4th S.L.
- V.C.N.S.
- A.C.N.S. (F)
- A.C.N.S. (H)
- A.C.N.S. (W)
- Nav. Sec.
- N.A. 1st S.L.
- D.O.D. (H)
- D.D.O.D. (H)
- D.O.D. (F)
- D.D.O.D. (F)
- Hd. of M. (2)
- D.N.I. (4) for action
- D.M.S. Basement
- D.H.S.
- D.D.T.M.
- D.T.M.
- D. of P. (2)
- Ad. Horman Hodge
- D.S.D.
- I.P. (2)
- W.D.
- D.T.D. (2)
- N.I.D.10
- D.D.I.C.
- D.A./S.W.
- D.G.D.
- D.T.S.D.

NMB

War Diary.3.10.1941.
Friday.HOME COMMANDS.Movements - Contd.French
S/M.

Cancel my 1456/2, 1838/2, 1858/2. French S/M and escort exercising South West of Plymouth Area C. from 1530/3.
(C. in C. Plymouth, 1130/3.)

DRAUG
M.T.B. 56

Proceed passing Switha 1930 today to Lerwick passing East of Orkneys. Adjust speed to arrive 0700/4.
(2) On arrival complete with coal and await further orders keeping steam one hours notice.
(3) On receipt of information concerning position of M.T.B.56 you will be required to proceed to intercept and escort her to Lerwick or Scapa. Air escort will be arranged.
(R.A.D. H.F., 1130A/3 to DRAUG.)

LONDON.

Archangel. LONDON arrived.
(LONDON, 1532A/3.)

6 M/S
Trawlers
for abroad.

On completion of working up M/S Trawlers EARL KITCHENER, GASTON RIVIERE, MAGNOLIA, POLO NORTE, POST BOY, ROSEMONDE should be sailed to the Clyde whence they will be sailed abroad.
(D.M.S., 1550A/3, 1551A/3.)

BURRA.

Sailed A/S Trawler BURRA additional escort to convoy O.S.8 on 3/10 for Freetown in accordance with A.M. 1402/15/5 and for onward routing to Mediterranean via Cape, breaking off to coal Fayal and at Bathurst if necessary. Approximate E.T.A. Fayal 12/10.
(N.O.I.C. Greenock, 2304A/3.)

HYDRANGEA.

Sailed in accordance with your 2125A/2 at 1815.
(A.C.I.C., 2350/3 to C. in C. W.A.)

/N.T. in W.D

Operations.Operation
E.J.

Intend to sail from Hvalfiord in KING GEORGE V with VICTORIOUS, PENELOPE, and 6 destroyers on 4/10.
(2) KING GEORGE V and 3 destroyers will visit Akureyri on 5/10 and Seidisfiord on 6/10.
(3) Force will carry out operation E.J. on 8/10 and then return to Scapa.
(C.in C. H.F., 1015Z/3.)

/TRIDENT.....

War Diary.3.10.1941.
Friday.HOME COMMANDS.Operations - Contd.TRIDENT
report.
One 1000-ton
M/V. sunk.

TRIDENT arrived. All torpedoes expended. Following two attacks on 23/9 and 30/9. Both missed. At 0046C/27 in Rolysoy Sound fired 6 torpedoes at 2 ships Eastbound. One hit on one ship 1000 tons. Ship probably sunk, boats loaded with survivors seen. Hunted for 2 hours after attack. 11 charges dropped.

(2) Eastbound convoy 6 or more ships, heavily escorted, passed South Silden Island and up St. Jern Sund on 28/9.

Shipping using closest inshore route and generally proceeding (? singly) with surface and air escort and making use dark hours. Surface and air escort increased.

(3) Defects. Bow slightly damaged due to striking submerged rock in thick fog when at 60 feet on 24/9. TRIDENT estimated non-operational until 25/10 depending upon date of receipt of torpedoes.

(S.B.N.O. Murmansk, 1029C/3.)

East Coast
Patrols.

Weather permitting one unit of M.T.B's is to carry out a patrol to-night between Flushing and Hook of Holland. Surface vessels met east of 2° 30' E. may be attacked without challenge.

(C. in C. Nore, 1230A/3 to BEEHIVE.)

Departure M.T.Bs. 18 and 14.

(F.O.I.C. Harwich 1809A/3.)

Patrols tonight.

(1) 2 M.G.Bs. in vicinity of South Leman Buoy.

(2) 2 M.G.Bs. in the vicinity of 52° 55' N. 2° 30' E.

(3) 2 M.T.Bs. return to Harwich from Eastward at daylight.

(C. in C. Nore, 1809A/3.)

Trawlers
shelled.

Enemy coastal batteries fired 16 rounds between 1138 and 1150 today at 9 Trawlers exercising about 5 miles off Dover. Owing to low visibility Trawlers were not visible from enemy coast. Shooting was good, but only splinter damage received and no casualties reported.

(V.A. Dover, 1326A/3.)

/New.....

War Diary.3.10.1941.
Friday.HOME COMMANDS.Operations - Contd.New M/S
Patrol.

Reference C. in C. Nore's No. 25/331J/41.
Propose commencing new M/S patrol between
Aldeburgh and B.8. on 6/10.
(F.O.I.C. Harwich, 1436A/3.)
Concur with F.O.I.C. Harwich 1436A/3/10.
(C. in C. Nore, 2221A/3 to Admty.)

Operation
J.W.

Two Hospital Carriers with lights on anchored
off Newhaven proceeding to southward at 0500/4.
(C. in C. Portsmouth, 1453A/3.)
Latest information from military, operation J.W.
postponed indefinitely. After consultation
with them following arranged. Prisoners are
being kept onboard DINARD in Harbour under heavy
guard to avoid anchoring carriers outside with
light on. Vessels are being kept darkened in
Harbour. Newhaven is being treated in all
respects as prior to J.W. arrangements.
(N.O.I.C. Newhaven, 2035/3 to C. in C.
Portsmouth.)
Until final agreement is reached with German
Government ST. JULIEN and DINARD are not to
leave Newhaven Harbour. It is now known that
operation will not commence tomorrow.
2. Lights are not to be shown at Newhaven.
(D.O.D. H., 2047A/3 to C. in C. Portsmouth.)

AURORA.
(Iceland
- Faroes
Patrol.)

Unless other orders are received proceed from
Hvalfiord a.m./4th to carry out patrol west
of the Iceland Faroes (Southern Area). Object
to intercept enemy surface vessels particularly
westbound.
(ii) Leave patrol to arrive Scapa p.m./8th.
(C. in C. H.F., 1744Z/3 to AURORA.)

Supply
Ship sunk.

C.S.10, 1915A/3, 1916A/3. See U-Boat Campaign.
(U-Boats reported.)

British Air Activity.

On day 2/10 no operations were completed.
On night 2/3, five A/C attacked GNEISENAU and
SCHARNHORST at Brest. Results unobserved.
(H.Q.B.C., 1241/3.)

/Operation.....

War Diary.3.10.1941.
Friday.HOME COMMANDS.British Air Activity - Contd.Operation
J.W.A.653 3/10. Reference Air Ministry signal
A.542 dated 2nd Oct. (Air Min. 1012/2), para.
(B). For October 3rd read October 5th.
(Air Ministry 2245/3.)Enemy Air Activity.Dover
bombed.Enemy aircraft attacked Dover at 1945, 2130,
and 2315 yesterday, dropping about 25 bombs
in all, most of which fell in area around
Granville Dock and Coastal Force Base.
Hawksfield's Coal dump set on fire but quickly
extinguished. Considerable damage to house
property. One bomb caused some damage to
windows and ceiling in W.R.N.S. Hostel and
LYNX Officers Mess. One bomb believed
unexploded in yard near Southern Railway work-
shop. No damage to ships or coastal craft.
Naval and civilian casualties.
(V.A. Dover, 0941A/3.)DEVONSHIRE
sighted.Sighted by F.W. 53° 20' N. 21° 12' W.
(DEVONSHIRE, 0945A/3.)Off
Iceland.One enemy A/C course 150°. Have engaged. My
position is 061° 43' N. 013° 54' W. D.R.
(MULLION, 1310A/3.)SUNFISH.My 1433A/24. SUNFISH has been seriously damaged
in an air raid. Intend to sail SEALION in her
place leaving Portsmouth about 21/10.
(F.O.S., 1509A/3, to S.B.N.O. Murmansk.)Faroes.One or more enemy A/C carried out extensive
R/C of Faroe Islands today between 1320 and 1525.
Faroese Whalers FALKUR and CHRISTOVAM ~~RIBLANDO~~
lying at Kvalvig attacked, but all bombs missed.
No casualties or other incident reported.
(N.O.I.C. Faroes, 1635A/3.)Convoy
E.C.81.Enemy A/C bombing convoy "Usage" in 52° 38' N.
2° 9' E. course 018°, speed 7 knots.
(WOLSEY, 1959/3.)Off
Cromer.Save crew in Rubber boat position 52° 57' N.
02° 25' E.
(Ouessant Radio Recd. 2028/3.)

War Diary.3.10.1941.
Friday.HOME COMMANDS.Mining.Thames
Estuary.2 S.A. mines detonated on 2/10 as follows.
Details.
(Capt. M/S Sheerness, 1021/3.)Humber.Confirmation of minelaying. B. Humber 62c
buoy. One. Unknown.
(D.M.S., 1221A/3 to Air Ministry.)
Humber is closed owing to Aircraft minelaying.
Anticipated opening 1000 to-morrow.
(F.O. Humber, 2206A/3.)Portland.Mine cut in about 50° 24'30" N. 02° 47' W.
Sweepers searching vicinity.
(F.O.I.C. Portland, 1255/3.)Tyne.My 2132/2. Tyne open. Intend to sweep again
at 1600 today. Ships to keep to centre line
QZS 124.
(F.O.I.C. Tyne, 1326/3.)Harwich
Area.One green mine detonated at 1120 in 51° 44.7' N.
1° 02.7' E.
(F.O.I.C. Harwich, 1434A/3 and 1913A/3.)Firth of
Forth.Vessels operating S.A. gear may proceed at
speeds in excess of 9 knots in searched channels
between Inchkeith East Gate Vessels and a line
Elieness - Fidra.
(C. in C. Rosyth, 1449/3 and 1840/3.)Off
Manacles.Red magnetic mine detonated at 1450/3 in 50°
06'17" N. 05° 02'08" W.
(F.O.I.C. Falmouth, 1946/3.)S.N.16B.Arrival WELSHMAN and MANXMAN.
(N.O.I.C. Port ZA., 2228/3.)Enemy Intelligence.Intelligence.Various, connected with Norway.
(N.A. Stockholm, 1249/3)
See Lion Copy.

/Force.....

SECRET.

M E S S A G E.

1249/3rd October. IN.

Date 3.10.41.
Recd. 2110

59A.

From N.A. Stockholm.
One Time Table by Cable.

Addressed Admiralty.

Following intercepted messages to German Naval Authorities in Norway dated about October 1st.

(A) Shipping.

(1) IRONPRINS OLIV arrived Kirkenes from Pasvik with cargo of 1000 bombs. Will remain Kirkenes 3 weeks.

(2) Following vessels have received orders to proceed to load copper ore: BJOBAYLISSTAD NARVIK and DIONNE.
** not identified*

Latter at present lying Bodo.

(3) VESLA now at Bullbukta to proceed to Ballangen via Alesund.

A.2 repeat A.2.

(B) Navigational.

(1) All lights north of Trondjhem to be extinguished at 1600.

(2) Take white sector Vlossingen light to be reduced to five miles.

A.2 repeat A.2.

1249/3.

Advance copy O.I.C.

V.C.N.S.
A.C.N.S. (H)
N.A. 1st S.L.
D.N.I. (4)
O.I.C. (3)
Ops. (4)
O.D. (5)
W.D.
D.T.D. (2)
D.T.D. (M)
D.T.D. (C)
D.E.W.D. (3)
M. (2)
Hydrog (2)
D. of N.

ER.

War Diary.3.10.1941.
Friday.HOME COMMANDS.Enemy Intelligence - Contd.Force in
The Sound.
LEIPZIG.

Consul Gothenburg's 1130/2. Further amplification establishes large cruiser as probably LEIPZIG and other three as torpedo craft. Graded B.2.
(N.A. Stockholm, 1637/3.)

Navigational.Smiths
Knoll
Buoy.

Smiths Knoll Buoy Light reported extinguished. Report confirmed.
(F.O.I.C. Yarmouth, 1103A/3)
(Hydrographer, 1636A/3.)

Iceland.

Possibility of improving navigational aids on East Coast of Iceland has been examined. Observations and proposals. Request your remarks.
(A.C.N.S. H., 1559A/3.)
See Lion Copy.

Casualties and Defects.NIGER.

Heat referred to in your 1429/2 October has become excessive after 6 hours running. E.T.A. Dundee 1630.
(NIGER, 1250/3.)

WOLFHOUND
(Bombed 3/9)

Sheerness for Chatham arrival WOLFHOUND in tow tugs KROOMAN and IRISHMAN at 1325.
(C. in C. Nore, 1424A/3.)

PICTOU.

PICTOU has badly perforated main inlet pipe. Main inlet valve is leaking. Temporary repairs are being carried out. Ship will proceed to Reykjavik at 0730 to-morrow.
(HECLA, 1526Z/3.)

TORY ISLAND
(Grounded
27/9.)

My 2310/27/9. Vessel refloated 1415/3 and proceeding Montrose under own steam.
(F.O.I.C. Aberdeen, 1710/3.)

/CULVER.....

MOST SECRET

60^A

MOST SECRET.

M E S S A G E.

1559A/3rd Oct.

OUT.

Addressed : C. in C. Home Fleet. 527.

Repeated : A.C.I.C. 557.

Date : 3.10.42.

Naval Cypher D. C. O. T. T.

From : [unclear]

In view of use which is being made of Seydlaefjordur, the possibility of improving navigational aids on East Coast of Iceland (C) has been examined. It appears that -

- (a) The approach from the South is dangerous and no additional aids will make it safe.
- (b) The safest approach would be from the East, but this would involve sweeping a gap through S.N.10 and 70(B) which is not considered to be a feasible operation of War. Further these fields were laid to protect the East Coast against invasion, and their retention is still considered necessary.
- (c) The erection of a W/T Beacon on Glettinganes would provide a safe approach from the North. It would be necessary to route ships approaching from the South to the Eastward of the Faroes - Iceland (C) mine-barrier except for Naval Units, which could be routed through the Myggenes Gap.

2. A mobile W/T Beacon could be provided from D.C.O.'s equipment at short notice, but this is not considered to be altogether desirable. A permanent installation can probably be provided by next Spring.

3. Request your remarks.

1559A/3.

For D.O.D.(H).
Approved A.C.N.S.(H).

1st Lord.	A.C.N.S.(T)(2)	D.S.D.	D.T.S.D.
1st S.L.	A.C.N.S.(W).	D.N.A.D.	D.D.I.C.
2nd S.L.	N.A.1st S.L.	D. of L.D.	E.P.S.
3rd S.L.	D. of P.(2).	D.A./S.W.	D.T.D.(2).
4th S.L.	D.O.D.(H).	D.M.S.	N.I.D.10 Pay Cdr.
5th S.L.	D.D.O.D.(H).	I.P.(2).	Wilson,
V.C.N.S.	D.O.D.(F).	W.D.	D.G.D.
A.C.N.S.(H).	D.D.O.D.(F).	D.C.	
A.C.N.S.(E).	D.N.I.(4).	Head of M.	

7P.

War Diary.

3.10.1941.
Friday.

HOME COMMANDS.

Casualties and Defects - Contd.

CULVER.
LANDGUARD.

C. in C. W.A. 2321A/27. ^{N.T. W.B.} Impossible to complete CULVER until tomorrow. Defect has developed on main machinery of LANDGUARD. Exact extent not known but will delay ship for some days. (F.O.I.C. London, 1752/3.)

Convoy
E.C.81.
VIVACIOUS.

My wheel is jammed. Am endeavouring to keep in channel. (VIVACIOUS, 2183/3.) Steering gear cannot be repaired under 3 hours. Request instructions. (VIVACIOUS, 2230A/3 to HOLDERNESS.)

Shipping and Convoys.

DUCHESS OF
BEDFORD.

Due Liverpool probably 8/10 has following personnel on board.

Military	342
R.A.F.	290
Naval	76
Civilians	13
Free French	3
Mercantile Marine	56
D.B.S.	21
Internees	3
German prisoners	42
Total	<u>846</u>

2. Total cargo on board 1722 tons deadweight. Details as follows.

3. Ship requires fumigation and drydocking to fit new rudder. Request you arrange. (D.S.T., 0732A/3 to D.S.T.O. Liverpool.)

SOBIESKI.

Due Clyde probably 8/10 has following personnel on board.

R.N.	274
Military	15
R.A.F.	84
Mercantile Marine	86
D.B.S.	102
Civilians (Belgian)	<u>1</u>
Total	<u>562</u>

2. Total cargo on board 2011 tons deadweight. Details as follows.

(D.S.T., 0733A/3.)

War Diary.3.10.1941.
Friday.HOME COMMANDS.Shipping and Convoys. - Contd.O.N.S.21.

Sailed BITTERSWEET, CHILLIWACK, TRAIL, SNOWBERRY, COLLINGWOOD in accordance with C. in C. W.A. 1131A/2.
(N.O.I.C. Londonderry, 0848A/3.)
My 0848A/3. SNOWBERRY having returned sailed again.
(N.O.I.C. Londonderry 1930A/3.)

Atlantic Routes.

Amendment No.37 to Admty. 0001/1/5.
See Summaries Folder.

SATELLITE.

Supt. Trinity House submits following programme for T.H.V. SATELLITE.
(F.O.I.C. Yarmouth, 1530A/3.)

H.X.150.

Met as arranged, three stragglers. All now arrived except NIGARISTAN which caught fire, crew taken off by U.S.S. EBERLE.
(D.T.D., 1554A/3 to Opnav.)

P.Q.2.

Your 1346A/2. If BRAMBLE, SPEEDY, and SEAGULL have received extra warm clothing they could escort P.Q.2. from Clyde instead of assembling at Scapa.
(C. in C. H.F., 1748Z/3.)

S.C.44.

Met as arranged. Average weather. T.J. WILLIAMS, EMPIRE BURTON, PINK STAR and BARBRO torpedoed in about 35° W. Remainder now arrived.
(D.T.D., 1814A/3 to Opnav.)

W.S.12.

Revised escort arrangements (a) My 1821A/27. BLANKNEY, STANLEY proceed Ponta Delgada when relieved to fuel and await orders (b) My 1625A/2. VERITY, WITCH, LANCASTER, NEWARK meet RESOLUTION (c) My 1144A/3. ^{N.T.D.} _{W.D.} BEVERLEY, BRIGHTON meet CHESHIRE.
(C. in C. W.A., 1840A/3 to DEVONSHIRE.)

P.Q.1.

Following stores for you have been sent in Convoy P.Q.1.
2. Please pass to S.T.O. Archangel.
(D.O.D.(H), 1937A/3 to S.B.N.O. Murmansk.)

/Instructions....

War Diary.

3.10.1941.
Friday.

HOME COMMANDS.

Shipping and Convoys - Contd.

Instructions contained on slip attached to your route orders for Belfast are incorrect and should be removed. The anchorages in Belfast Lough are normally open to vessels arriving in Convoy whether by day or night.

(D.T.D., 2020A/3 to N.C.S.O. Sydney, C.B.)

War Diary.3.10.1941.
Friday.FOREIGN STATIONS.North Atlantic.VIOLET.VIOLET arrived Ponta Delgada 1000 G.M.T./3.
(N.C.S.O. Ponta Delgada 1010/3).VERVAIN.Arrived and left arrival 2nd.
(Consul Las Palmas, 1015/3).Enemy
Trade.

A.C.N.S. (F) 1048A/3 See Mediterranean.

Reporting
when S.O.
Force H is
at sea.Your 1151/2/10 concur.
(V.A.C.N.A., 1237A/3 to V.A. Malta).GURKHA.My 1238A/2. Departure GURKHA.
(F.O.C.N.A., 1248A/3).Escort
of H.G. 74.My 0030/2 not to all addressees. On relief by
ROCKINGHAM, DUNCAN at 0800A/6, FORESIGHT,
FORESTER are to sweep back along convoy route
for 4 hours then proceed to Gibraltar direct
adjust speed to arrive 1200/7.
(F.O.C.N.A., 1342A/3).S.S. LE TRAIT.
(French).Departure 2nd from Viana to Lisbon with cargo
of box board 300 tons and railway sleepers des-
tination believed to be Casablanca.
(R.O. Oporto 1529/3).S/MS passing
through
Straits.My 1532A/26/8. Another Italian submarine
passed through from Atlantic to Mediterranean
on 28/8 or 29/8. Probably 10 have passed from
West to East since the end of August.
(F.O.C.N.A., 1644A/3 to C.O.S. Alexandria).MARON.Assume U one and V one patrol.
(F.O.C.N.A., 1654A/3 to MARON).AURICULA.Arrived Ponta Delgada 1815 G.M.T./3.
(N.C.S.O. Ponta Delgada, 1728/3).

/A/C flying.....

3.10.1941.
Friday.

War Diary.

FOREIGN STATIONS.

North Atlantic. - Contd.

A/C flying
over
Spain.

Aircraft from AUDACITY flew over La Linea when landing at Gibraltar. AUDACITY has not got SD 158 (3) appendix B on board and therefore no warning was issued to Pilots previous to landing.

(2) Request all Aircraft carriers escorting Gib., convoys may be given necessary information as Aircraft flying over Spain causes much trouble. (F.O.C.N.A., 1826A/3 to C. in C. W.A.)

French
Ships.

Gibraltar 1740/3 Minesweeper LA GRACIEUSE ships IMERETHIE II, ALGERIE, GRAND QUEVILLY, BRESTOIS all full eastbound. (S.O.(I) Gibraltar 2043A/3 to Admty, C. in C. Med).

Fuelling
at Ponta
Delgada.

Reference Admiralty 2221A/2. To avoid having more than 3 ships in the Azores at one time the following arrangements for fuelling at Ponta Delgada

Name of Ship.	Entry into Territorial Waters.	Exit from Territorial Waters.
HARTLAND	1000 5	1800 5
GURKHA	0800 6	1500 6
ENCHANTRESS	0800 6	1500 6
WALNEY	0800 6	1500 6
ROYAL ULSTERMAN	1700 6	0800 7.
STANLEY, BLANKNEY	0800 8	1600 8.

(F.O.C.N.A., 2320A/3 to GURKHA, DEVONSHIRE, ENCHANTRESS, WALNEY, HARTLAND, ROYAL ULSTERMAN. and 2324A/3 to N.A. Lisbon, N.C.S.O. Ponta Delgada B.C. Horta).

Fuelling
at Horta.

BARSTOKE is to detail B.D.V's to fuel Horta as follows:-

Name of Vessel.	Entry into Territorial Waters.	Exit from Territorial Waters.
BARSTOKE	1700 6	0800 7
BARONIA	1700 6	0800 7
CONSBRO	1000 7	1800 7
BARBOUR	1000 7	1800 7
GRAF VAN VLANDEREN	1000 7	1800 7.

BARSTOKE is to alter above order of fuelling of B.D.V.'s if circumstances necessitate it.

(F.O.C.N.A., 2323A/3 to BARSTOKE and 2324A/3 to B.N.A. Lisbon, N.C.S.O. Ponta Delgada, B.C. Horta)

EAGLE and
escort.

Your 2004N/3. ^{N.T. in W.D.} Yes. My 1702A/3 (N.T. in W.D.) refers. (F.O.C.N.A., 2327A/3 to C. in C. S.A.)

/GARLAND.....

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

North Atlantic. - Contd.

GARLAND,
PIORUN.

Following received addressed F.O.C.N.A. from C.S.18. C. in C. W.A's 1144/3 received on arrival at position "James". GARLAND and PIORUN will have five and four days steaming respectively remaining at 11½ knots speed of advance. T.O.O. 1602Z/3. Ends.
(F.O.C.N.A., 2354A/3 to C. in C. W.A.)

South Atlantic.

A/C R/C
of Dakar.

Captain of Sunderland C/204 ordered by Controller Bathurst to look for oil fire at Dakar reported 28/9.

Intention of Controller this R/C be undertaken by Binoculars from (?Ship) out to sea.

Pilot considered order meant close R/C which he carried out with marked efficiency at 50 feet. It is confirmed that Pilots instructions forbid flying over French Territory.

(Combd. Ops. Room Freetown 1030/3).

MENDANAU,
(Dutch).

Diverted Freetown due 29/9 not arrived.
(S.O.(I) Freetown, 1034N/3).

Tankers
B.D.V.s.

My 2135/2. (N.T. in W.D.) Destinations trawlers for Lagos ?B.D.Vs. for Takoradi.
(S.O.(I) Freetown, 1103N/3 to Admty).

DORSETSHIRE,
EAGLE.

Arrival 3/10 DORSETSHIRE, EAGLE, BRIDGEWATER, CALENDULA, ARMERIA. (S.O.(I) Freetown, 1205N/3)

Force F.

DORSETSHIRE and EAGLE will cease to form force F as from 0800Z/4. (C. in C. S.A., 1447N/3).

SULOIDE,
NORTELOIDE.

SULOIDE under Brazilian flag ex German S.S. MACEIO, sailed from Bahia for Rio de Janeiro. (N.A. Rio de Janeiro, 1601Z/3)
NORTELOIDE, ex German BOLLWERK also left Bahia for Rio under Brazilian flag. (D.S. 761, 5/10)

/St. Helena.....

War Diary.3.10.1941.
Friday.FOREIGN STATIONS.South Atlantic. - Contd.St. Helena.

My 0900/23 para 1. Fortress supplies for 30 days (?have been) re stocked by N.O.I.C. Simonstown. (O.C. Troops, St. Helena, 1708/3 to C. in C. S.A.)

EAGLE and escort.

Your 0918/1/10 (N.T. in W.D.) Para 3. Are arrangements in my 1733/29/9 concurred in. (C. in C. S.A., 2004N/3 to F.O.C.N.A.)

?

My 2109/30 (N.T. in W.D.) for CYCLAMEN September 1941 read CLEMATIS July 1941. (C. in C. S.A., 2101N/3 to Admty).

GAZCON.

Request you arrange to shift GAZCON to Freetown with Naval crew in order that she may be manned and despatched to U.K. before she fouls up. Governor Nigeria has been requested to expedite prize court proceedings. Inform M.W.T.R. (Admty., 2110A/3 to C. in C. S.A.)

Prisoners of war in CILICIA.

Following prisoners of war in CILICIA three Italian Officers from STELLA (See CIRCASIA's 2000/14/6) fifteen German Officers from ERLANGEN (See R.A.S.A.D.'s 1303/12/8. (C. in C. S.A., 2127N/3 to Admty).

ANCHUSA.

Return to Lagos forthwith. (C. in C. S.A., 2137N/3 to ANCHUSA).

Mediterranean.HANS SCHMIDT (German).

Departure Maganon 29/9 not approved as probably destination Genoa. (Cartagena, 0407/3 to D. of S.T.)

UNIQUE.

F.O.C.N.A. 1506/29 to C. in C. Med., and my 1115/B one. UNIQUE has orders to attack any S/M encountered S.E. of line Marittimo - Capri. (Capt. (S) 10. 0950B/3 to Capt. (S) 8). (N.T. in W.R.) Cancel my 1125B/2 and 1115B/1. UNIQUE will not be leaving Malta 3/10. (Capt. (S) 10 1652B/3 to Capt. (S) 1, Capt. (S) 8).

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

Mediterranean. - Contd.

OSIRIS,
defects.

Captain (S) 10 1843B/4 although OSIRIS completed passage Malta to Alexandria (?without) any main engine defects on her last short 10 days patrol considerable trouble was experienced. Vessel is not fit for service or for any but a short passage until defects have been made good. Owing to pressure of other work these repairs cannot be undertaken by MEDWAY. Request instructions. (Capt. (S) 1, 1043B/3 to C. in C. Med., A.S. Alexandria).

Spanish
Ships to
be sunk.

A.T. 0108/11/6 Para 1. In the first sentence delete all words after Sunk. Any Spanish ship navigating within the "Sink at Sight" zone defined in A.M. 2021/20/2, 2204/23/4 and 2247/15/5 can now be attacked at sight.
(A.C.N.S. (F) 1047A/3 to F.O.C.N.A., C. in C. Med).

Enemy trade
with Spain
and French
N. Africa.

From information available in M.E.W. it appears that the enemy is developing important trade in ores and phosphates from Spain and French North Africa. These cargoes are carried under the French or Spanish flags to Caronte near Marseilles where they are landed either for railing to Germany and Italy or for transhipment to Italian ports.

2. It is realised that under present circumstances little can be done to interfere, but operations of the following types appear possible when forces are available.

(a) S/M Operations against the shipping concerned, within established sink at sight zones.

(b) Raiding operations against the Italian coast railway.

3. All information available here concerning this trade and the ships involved both in this and in other enemy traffic in this area is being sent to you. Attention is drawn to para. 5 of A.T. 2021/20 Feb.

4. Additional information concerning vulnerable points on the Italian coast railway is also being forwarded.

5. Certain information concerning British Allied and neutral shipping now under Vichy control is also becoming available and will be sent to you. There is evidence that certain ex-Allied ships have been transferred to the enemy.
(A.C.N.S. (F) 1048A/3 to F.O.C.N.A. C. in C. Med.,)

War Diary.3.10.1941.
Friday.FOREIGN STATIONS.Mediterranean. - Contd.P. 34

Adjust speed to dive in the vicinity 038° 00' -011° 44' to make passage through QBB 65 during daylight/7 thence from 037° 15' 012° 55' direct via N.W. searched channel to arrive Marsamxett before 1930B/8 or at 0700B/9.
(V.A. Malta, 1110B/3 to P.34).

Benghazi bombed.

Night 1/2 7 Wellingtons bombed Benghazi Harbour bombs bursting on Juliana, Cathedral, Central and Outer Moles one direct hit on heavy A.A. gun battery further details, damage unobserved.
(H.Q. R.A.F. M.E., 1118/3).

CITY OF CALOUTTA and ROWALLAN CASTLE damaged. S.S. AJAX in collision.

Transport CITY OF CALCUTTA and ROWALLAN CASTLE collided on passage to Malta. Moderate damage to ships necessitating dry docking and repairs to both ships estimated time very approx., 8 weeks in each case. Propose also to dock DUNEDIN STAR, CLAN FERGUSON, CITY OF LINCOLN all due. S.S. AJAX collided with PRINCESS BEATRIX also on passage superficial damage to boat and upper deck. (D.S.T.O. Malta, 1220B/3)

Hunts for Med., Fleet.

Your 1339/23. Two Hunts have now reached you. Two have left Gibraltar. A further two will leave U.K. about end of October and another two about end of November.
(1st S.L. 1220A/3 to C. in C. Med).

Marina di Catanzaro bombed.

P.M./3 8 Blenheims attacked the Power Station, Munition Factory and Railway Sidings and Engine Sheds Mariea (?Marina) di Catanzaro Calabria Railway Junction total weight bombs 7500 lbs low level direct hits on all targets considerable material damage stationary train in Junction machine gunned no opposition.
(H.Q. R.A.F. Malta, 1636/3).

Yugoslav Naval personnel.

Asking for his remarks on proposals for. (A.C.N.S. (F) 1642A/3 to C. in C. Med). See Lion Copy.

TALISMAN.

For information. Reports have been received of S/M being sighted in your area about 1000B/1 and at 1510B/3. This may have been you.
(Capt. (S) 1., 1725B/3 to TALISMAN).

/PERSEUS.....

69A

1642A/3/October

SECRET

M E S S A G E

OUT

To:- C. in O. Mediterranean 856

Date 29.9.41

NAV.L. CYPHER (X)

From Admiralty

NITE

Your 1928/20/8.

Request your remarks on the following proposals for Yugo-Slav Naval personnel.

(a) M.E.B.s with crews to remain under your command. If boats cannot be maintained in service crews to take over boats from U.S.N. which are expected to arrive at end of year.

(b) S/M personnel to be sent to U.K. for further training with a view to manning American S-class turned over by U.S.N. if these boats prove serviceable. If crew show high standard they might be given one of our own construction. In any case the S/M to serve in the Mediterranean if practicable.

(c) Remainder return to U.K. for training with a view to manning a HUNT for service in the Mediterranean.

1642A/3

for Hd. of M (558)

Approved by A.C.N.S. (F)

1st Lord
 1st S.L.
 2nd S.L.
 Controller
 Vice Controller
 V.C.N.S.
 A.C.N.S. (F)
 Nav. Sec.
 N.A. 1st S.L.
 Ops. (4)
 O.D. (5)
 D. of P (3)
 D.D.O.D. (C)
 N... (1) 2 S.L.
 C.W. (2)
 ...
 ...

N
 D.T.S.D.
 D.P.S. (2)
 M (3) (01015615/41)
 O.I.C. (2)
 D.N.I. (4)
 I.P. (3)
 W.D.

69^B

MOST SECRET

MOST SECRET MESSAGE 1705/3rd Oct. IN

From: Consul General Tangier. Date 3.10.41.

Recd: 2220

Naval Shore Code N (1) by Cable RECIRCULATION

Addressed: Admiralty for D.N.I. repeated S.O.(I)
Gibraltar.

(1) My 1810 October 1st / The 3 Italian aircraft have left. (Graded B2).

(2) A certain Trevisani is in Tunis trying to negotiate sending of supplies through Tunisia to Libya. Delays are being placed in his way on pretext of transport difficulties.

1705/3.

/ Report that four Italian Aircraft engaged in attack on the convoy on September 27th had landed in Tunisia, of which one crashed at Sousse, one landed at Kelibia and the remaining two at Bizerta.

- 1st Lord.
- 1st S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S.(F)
- A.C.N.S.(T) (2)
- N.A. 1st S.L.
- D.O.D.(F)
- D.D.O.D.(F)
- D.C.
- D.N.I.(4)
- D.D.I.C.(2)
- D of P (2)
- Hd. of M. (6) for F.O., W.O., A.M., and M.E.W.,
- D.T.S.D.
- D.N.A.D.
- D.S.D.9.
- I.P.(3)
- W.D.
- D.E.W.D.

War Diary.3.10.1941.
Friday.FOREIGN STATIONS.Mediterranean. - Contd.PERSEUS.

Leave patrol p.m./6/10. Route to Alexandria.
→ PROTEUS is routed as follows, to Alexandria.
(Capt. S.1., 1821B/3 to PERSEUS).

Weekly
mining
report,
Suez.

The dangerous areas due to U.X.M's in Suez Bay have now been cancelled but are swept at least once a week. An explosion due to unreported U.X.M. or U.X.B. occurred 26th. One unreported mine exploded by LL on 29th red "Polarity". A second self detonating same day. Both of these mines probably laid during raid 19/9. Mine referred to in my 1211C/15/9 recovered and is a type C with Mark IV unit and no Booby trap.
(S.B.N.O. Suez, 1815B/3).

THORBRYN
(sunk 19/8)

C.A.F.O. 727/41. (1) Trawler THORBRYN.
(2) Bombing attack, 4 Junkers 88, 2 direct hits.
(3) Sunk in 25 fathoms. (4) 032° 04' 00" N.,
024° 09' 15" E. (5) No.
(N.O.I.C. Tobruk, 1833/3, amended 1031B/5).

UPRIGHT,
URGE.

My 1717B/2. As UNIQUE is not sailing tonight third S/MS encountered on opposite repeat opposite course are to be attacked. Do not make E.T.A. (Capt. (S) 10, 1939B/3 to UPRIGHT, URGE.)

→ PROTEUS.

Request permission to remain on patrol another 4 days. (PROTEUS, 2300B/3 to Capt. (S) 1)
Approved (Capt. S.1. 0901B/5).

→ Enemy Convoy.

3 M.V. 1 Destroyer bearing 230° distance 3 miles course 310°. My position 38° 51' N., 19° 44' E.
(PROTEUS, 2325B/3).

70A

MOST SECRET **MOST SECRET** MESSAGE 2030/3rd Oct. IN

From: The War Office. Date 3.10.41.

Cipher

Addressed: Prodrone Moscow.

93595 cipher (M.I.14) dated 3/10.

Following from D.M.I. for Macfarlane. Begins:

Military Attache Ankara reports 30 Sept. following information which was sent by French M.A. Sophia to Vichy.

One German troops Bulgaria. 2,000 G.A.F. 4,000 sailors one repeat one weak infantry division Burgas.

Comment We believe that there are three and possibly four German divisions in Bulgaria.

Two German 164 Division Salonika and two repeat two other weak German divisions (?Greek) Thrace early September.

Comment. We accept 164 Division Salonika but have no evidence of any other German divisions in Greek Thrace.

Three. All German naval activity Salonika Kavalla Dedeagatch and in islands ceased and majority personnel transferred Bulgaria and Roumanian Black Sea ports where activity particularly naval intense. Deduction all efforts now concentrated against Russian Black Sea ports.

Four Varna Burgas Flak defences very strong. 80 repeat 80 A.A. guns at former.

Comment. We agree but cannot confirm number of guns.

Five Bulgarian armoured division composition two brigades each of 200 tanks took part in recent Bulgarian Manoeuvres.

Comment. We believe this formed from French and Czech equipment recently exported from Germany.

Six Following Bulgarian divisions Turkish frontier. 3, 9, 5, 10, 8 and 11.

Comment We confirm all except 10 repeat 10 Division but add 4, 12 and 13 Divisions.

Seven Extensive sabotage and internal disorders Bulgaria confirmed.

Eight Bulgarian army consists five corps each of three divisions. Also two Cavalry and one armoured division.

Comment. We believe 17 repeat 17 infantry divisions mobilised but cannot confirm. We have no information of present grouping of divisions in corps. Ends.

2030/3.

1st Lord.

1st S.L.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (H)

N.A. 1st S.L.

P.A.S. (S)

D.O.D. (F)

D.D.O.D. (F)

D.O.D. (H)

D.D.O.D. (H)

D of P (2)

E.P.S.

Hd. of M. (10)

I.P. (2)

N.I.D. 10

Pay Cdr. Wilson.

W.D.

D.N.I. (4)

Recd: From War Office 0425/4.

War Office Distribution

M.O.I. 5., D.D.M.I. (1)

M.I. 3, 3 (b) (c)

14 J.I.C.

Brig. Firebrace Rm 019

War Reg. (Admiralty)

A.I.C.I.C. Air Ministry

Foreign Off. (Mr. Cavendish Bentinck)

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

East Indies.

Ports
T. and W.

Admiralty approve discontinuation of code names ports T. and W. Arrangements for signalling to authorities at Port T. (Addu Atoll) will remain as my 1356/29/9 (1356/29/9) not to S.N.O. Port T. (C. in C. E.I. 0620Z/3 to ARMINDA, F.O.C.R.I.N., G.H.Q. M.E., S.N.O. Port T.)

REPULSE
W.S.11.

REPULSE escorting Durban portion W.S. 11 arrived. (N.L.O. Durban 1059Z/3.)

ENCOUNTER.

ENCOUNTER arrived 0534Z and sailed 1120Z/3. E.T.A. Kilindini 0700Z/7. S. of A. 20 knots. Routed in accordance with C. in C. E.I. 1110Z/18/4. (N.O.I.C. Durban 1122Z/3.)

N.O. for
Tiflis
Mission.

14438/G, cipher 3/10. Consider desirable that Naval Officer be appointed to join army mission in Tiflis. This would provide opportunity for appreciating naval situation in Caspian Sea. C. in C. East Indies has suitable officer available. Suggest matter be taken up with Russian authorities. (C. in C. India, 0000/3 to W.O.)

China.

U.S. Asiatic
Fleet.

Your 0755Z/19.

1. Instructions now given to Admiral Hart are no doubt the results of American reaction to A.D.B. which, on certain points in connection with Command, went rather further than contemplated, in A.B.C.-1. Instructions are, however, in strict accordance with A.B.C.-1, so long as the Asiatic Fleet is employed in defence of the Philippines.

2. Endeavour has been made in draft A.D.B.-2 to meet American views while preserving unity of Command, and it is hoped that agreement of U.S. Chiefs of Staff to this report will shortly be obtained. In the meantime, no further action is being taken. (1st S.L. 1303A/3 to C. in C. China.)

/CAP DES PALMES

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

China - contd.

CAP DES PALMES. Instructions for fitting as A.M.C. for Free French Navy at Singapore. (not in U.S.A.) (A.C.N.S.(F) 1340A/3, Controller 1425A/3.)
Orders to proceed in company with F.F.S. LE TRIOMPHANT and CHEVREUIL to Noumea and subsequent routeing to Singapore.
(A.C.N.S.(F) 1456A/3.)

America and West Indies.

→ FURIOUS.

Kingston departure FURIOUS. B.A.D. pass to B.A.R.M. (Capt. i/c Jamaica 0705R/3.)

CATHAY.

My 1412R/27/9 for "Bridges if desired" read "Bridges as desired". (B.A.R.M. Washington 0944R/3.)

→ Ammunition-
ing of
FORMIDABLE
and FURIOUS.

Your 1144R/25 para.(C). Despatch of ammunition from U.K. has been arranged to complete outfit of each ship to 50%.
(D.G.D. 1154A/3 to B.A.R.M.)

Proposed
40,000 ton
dock at
Surabaya.

A member of the U.S. Lend Lease Administration has informed us that Dutch propose building at Surabaya a 40,000 ton floating dock and are requesting material including machine tools from U.S.A. The U.S. Lend Lease Administration wish to know whether British would favour this project since otherwise it would be assigned a very low priority rating. We have informed him that, on strategic grounds the Admiralty would favour project. (B.A.D. Washington 1401R/3.)

HAWAIIAN
SHIPPER.

Reply to 1303Q/2. Re coal, W/T procedure, movements etc. (EMPIRE FULMAR 1428Z/3 to C. in C. A.W.I.)

/Atlantic

War Diary.3.10.1941
Friday.FOREIGN STATIONS.America and West Indies. - contd.Atlantic
Convoy
escorts.

Personal from First Sea Lord.

Your 1437/30. In estimating number of R.N. destroyers to be left with N.E.F. it was appreciated that a total of 13 would not be sufficient always to provide 2 destroyers with each convoy.

2. With the limited forces at our disposal and balancing the threat of attack both in the Western Atlantic and on the Southern convoy routes I regret that no additional ships can be spared. For the same reason it must be accepted that out of the total forces available to N.E.F. a certain proportion will always be refitting.

3. Hitherto the escort of T.C. convoys in the Western Atlantic has been a Canadian commitment. During the turnover period Canadian assistance is required, but it is hoped that no further calls will be made after the arrival of the escorts of the present C.T. and T.C.14 at St. John's and Iceland respectively.

4. We are unaware here of the circumstances which caused you to agree with the Americans that you should provide escorts for all the S.C. Convoys.

5. It is this heavy commitment which is causing considerable difficulty. Would it be possible for you to approach the Americans and endeavour to get them to agree to provide escorts for say one S.C. convoy in three?

(1st S.L. 1514A/3 to C.N.S. Ottawa.)

Tugs at
Bermuda.

The situation regarding Tugs at Bermuda still does not seem to be appreciated. Without proper Tugs the Gunnery efficiency of a large part of the Fleet is most seriously affected.

I intend to retain ROODE ZEE at Bermuda until suitable relief capable of Ocean work, Basin work and target towing is made available.

(C. in C. A.W.I. 1532Q/3 to Adty.)

BASSILOUREE.

Your 1437/15/8. Request report of any further -action taken about French Schooner BASSILOUREE. (D.E.W.D. 1549A/3 to C.C.N.F.)

Your 1549A/3. BASSILOUREE on arrival St. Johns was handed over to Newfoundland Government for subsequent necessary action report giving particulars of ship and intelligence obtained from crew forwarded to D.N.I., Admiralty in my communication 25/01105/PR/PS of 24/8.

(C.C.N.F. 2121Z/3 to Adty.)

Personnel.

Provision of crews for ships completing refits in U.S.A. (B.A.R.M. 1705 or 1706 or 1708/R/3 to Adty.) See Lion Copy.

/Raider

SECRET

MESSAGE

1706R/3.Oct.

43A.

IN

From B.A.R.M.

Date. 4.10.41.

Recd. 0550.

NAVAL CYPHER (X) by W/T.

Addressed Admiralty, repeated C.in C America & West Indies.

695 ORION, MANCHESTER and NEWCASTLE have all arrived with greatly reduced complements consequent on this and cumulative effect of additional commitments such as providing crews for American Coastguard Cutters and fast Merchant vessels, ratings for minesweepers building in Canada and for base at St. Johns, Newfoundland, which have amounted to about 1700 men, and a care and maintenance party for CATLIN, available personnel for completing ships reduced for refit in U.S.A. after completing LIVERPOOL is nil, except in regard to the ratings to be provided by FURIOUS for ILLUSTRIOUS.

(2) The difficulty also of completing ships with their proper non-substantive complement, with so little to draw on, will be appreciated.

(3) It is essential that men to complete FORMIDABLE, DIDO, NEWCASTLE and WARSPITE should be sent out from England, and unless ARK ROYAL comes in time and turns over ratings to FURIOUS it is probable her crew will have to be sent out also. I am assuming the Admiralty suggestion in A.M. 0230A/21/8 is correct that FURIOUS can man ILLUSTRIOUS sufficiently to provide a steering crew for passage to England.

(4) In order to maintain satisfactory position in future it is essential that I should be given prior information by signal when ships coming for refit have reduced crews and also given some indication what numbers in each class of rating will be onboard. Uncertainty as to this and the considerable time necessary to bring men from England might result in some ship's refit being completed and insufficient men being available to man her.

/(5)..

73 B

(2)

(5) Remarks on this same subject are contained in my letter

1038F/51/577 of 31st July 1941.

1708R/3

- | | |
|------------------|-----------------------|
| 1st Lord. | N. |
| 1st S.L. | D.P.S.(2) for action. |
| 2nd S.L. | C.V.(2) |
| 3rd S.L. | D.of P.(3) |
| Vice Controller | D.H.S. |
| 4th S.L. | D.H.S. Basement. |
| 5th S.L. | I.P.(3) |
| V.C.N.S. | W.D. |
| A.C.N.S.(H) | Dep. Cont.(3) } Bath. |
| A.C.N.S.(F) | S.W.R. |
| Nav. Sec. | |
| N.A. 1st S.L. | |
| N.A. 2nd S.L.(2) | |
| Ops.(4) | |
| O.D.(5) | |
| D.N.A.D. | |
| E.A.P. | |
| P.D.G. | |
| M.(2) | |

WIL.

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

America and West Indies - contd.

Raider report.

With ref. to B.A.D. Washington's 1517R/2 para.1. This is the same report as contained in my 1150/26/9. It is not regarded as confirmation as I have every reason to believe it emanates from same source, and report indicates supply ship and not raider. (N.A. Santiago de Chile 1900/3 to C. in C. A.W.I.)

U.S. Ships.

Future movements of U.S. Ships. BUCK, DICKERSON, HERBERT, JACOB JONES, ROPER, S/M R - 6, S/M R - 7. (D.O.D.(F) 1641A/3 to C. in C. A.W.I.)

DIANTHUS, GLADIOLUS.

A.M. 1211A/3. DIANTHUS will arrive St. Johns about 15/10. GLADIOLUS will not normally arrive St. Johns until about 2/11. To avoid delaying refit of DIANTHUS strongly recommend that ships may come independently if this is acceptable to B.A.R.M. Washington ships could arrive Charleston 24/10 and 9/11 respectively. (C.C.N.F. 1729Z/3 to N.S.H.Q. Ottawa, B.A.R.M. Washington.)

DESPATCH.

Will be out of action making good minor defects until about 13/10. (C. in C. A.W.I. 1812Q/3.)

Requirements for ships returning to U.K. after refit in U.S.A.

Ships returning to U.K. after refit in America will usually do so without being fully manned or worked up. The following represent the minimum requirements for these ships:-

- (a) Main Armament 50% fully manned in action.
- (b) H.A. Armament 50% of both long and short range fully manned in action.
- (c) Torpedo Armament. Minimum necessary for maintenance.
- (d) W/T Cruisers and above - two lines manned in three watches. Destroyers and below - one line in three watches. Coders to be included in addition.
- (e) V/S As requisite for an independent ship in three watches.
- (f) R.D/F. As requisite to man Main Warning Set in three watches.
- (g) Engine Room Department. To maintain 3/5 power.
- (h) Aircraft Aircraft Carriers - six T.S.R. Ships with catapult-aircraft - one aircraft.
- (i) Ammunition etc. Ammunition over and above that required to meet (a) and (b) need not be shipped to U.S.A.
- (j) Working up. Ship should work up for one week before sailing.

2. The state of each ship is to be reported to Admiralty before sailing from U.S.A. to U.K. (1st S.L. 2217A/3 to C.in C. A.& W.I., C.in C. S.A., C's in C. at Home (A.I.G.21) F.O.C. N.A., B.A.D. Washington, B.A.R.M., N.S.H.Q. Ottawa., C.O.A.C. C.O.P.C.)

War Diary.

3.10.1941.
Friday.

FOREIGN STATIONS.

America and West Indies - contd.

6 U-boats
in Caribbean.

B.A.D. Washington 2245R/3. See U-Boat Campaign.

POTLACH.

Jamaica's 1126/1. POTLACH arrived New York
October 2nd. (N.S.H.Q. Ottawa 2309Z/3 to
S.O.(I) Kingston.)

Suspicious
Vessel.

My 2124/1. Air patrol observed three masted
Schooner URIOS Port Barranquilla, Columbia
10-30 N. 76-03 W. at 2245 G.C.T/2 not
suspicious. (Opnav 2356Z/3.)

War Diary.3.10.41.
Friday.U-BOAT CAMPAIGN.Ships Attacked.AVOCETA
(sunk 25/9.)

Your 1953A/2, to C. in C.W.A., not to Admiralty. AVOCETA 2233/25. Admiral Creighton, Captain Faith, and 36 survivors landed at Milford Haven 30/9 from PERIWINKLE. Possibly a further three survivors landed at Liverpool. (D.T.D. 0106A/3 to F.O.C.N.A.)

TUVA
(torpedoed
2/10.)

Encountered large heavy oil patches at 0515Z/3rd in TUVA position 054° 25' N., 026° 50' W. Searched 5 miles vicinity and large area 15 miles deep to (corrupt group). Believed TUVA sunk. Please advise. (EYEBRIGHT 1102Z/3, to C. in C.W.A., F.O.(S), Adty., C.C.N.F., A.C.I.C., LEITH, DAFFODIL, SAINT CROIX.) EYEBRIGHT rejoin Convoy. LEITH and ZWARTE ZEE return to base in Company. On reaching North Channel LEITH to Belfast, ZWARTE ZEE to Campbeltown. (C. in C.W.A., 1350A/3, to EYEBRIGHT, LEITH.)

I.C.WHITE
(U.S.Ship)
Panama
Tanker.
(torpedoed
27/9.)

WEST NILUS reports I.C.WHITE torpedoed 27/9 450 miles E. of Pernambuco, sunk. WEST NILUS has on board 18 survivors one boat with 16 missing, her position 009° 17' S., 134° 58' W., at noon. She is bound for Rio de Janeiro. (R.O.Pernambuco 1900Z/3 R.O.Bahia 1939Z/3, to Adty., S.O.(I) Freetown, S.O.(I) Montevideo, B.N.A., Rio de Janeiro. N.A.Rio de Janeiro 2001Z/3.)(S.O.(I) Montevideo 2231Z/3.) S.S. WEST NILUS reported 1156/3 picked up one boat 17 men from I C WHITE torpedoed 27/9 450 miles east Pernambuco. WHITE had 37 officers and crew bound Curacao to Capetown left Curacao 24/9, due 8/10. All but four members crew (? crew) U.S. (Opnav, 2230Z/3, to Comtask Unit 3, Adty.)

SILVERBELLE
(torpedoed
22/9.)

F.F.COMMANDANT DUBOC arrived Freetown 1300/3, with master and whole crew of SILVERBELLE. Master estimates ship would remain afloat without use of pumps until 6/10. Understand LADY SHIRLEY has been towing SILVERBELLE but do not know if she has reached Las Palmas or other port. Intend to sail COMMANDANT DUBOC with EAGLE for Gibraltar. EAGLE'S aircraft to search for SILVERBELLE as she has not yet reached safety. (C. in C.S.A., 1955N/3, to Adty.)

War Diary.3.10.41.
Friday.U-BOAT CAMPAIGN.Submarines Reported.

0726. U-Boat in 080°. Gorodetzki 23 at 0726/3.
(LONDON 0832A/3, 1804A/3.)
- 0016Z. Further bearings of enemy transmission, suggest U Boat to be in approx., 52° 00' N., 43° 00' W. Unreliable fix.
(D.D.I.C. 0903A/3, to Alusna for Opnav.)
N.S.H.Q.Ottawa.)

→ W.S.12.
O.G.75.
reported &
shadowed.

It is probable that Convoy W.S.12 and Convoy OG 75 have both been reported by Condor A/C. Three may be near you. U/Bs have been D/Fd 2 astern of you and one about 53° N., 20° W. (D.D.I.C. 1056A/3 to DEVONSHIRE, ROCHESTER. C. in C.W.A., H.Q.C.C.)

U-boats in
White Sea &
Approaches.

Since 3/9 have received 25 submarine reports all except 3 by D/F on 5882 KC/s in White Sea and Approaches. Last 6 received 2/10. I have urged C. in C. Northern Fleet to instruct Admiral at Archangel to be more energetic and he promises to do so but states only 2 destroyers Archangel. If they were based on Iokanskie quick action could be taken.
(S.B.N.O. Murmansk 1432C/3 to Adty.)

Estimated U.Boats dispositions.
(D.D.I.C. 1436A/3.)

→ 1425Z.

By D/F within 40 miles of 55° 20' N., 22° W. (D.D.I.C. 1616A/3, to DEVONSHIRE, ROCHESTER, S. & A.W.Approaches, H.Q.C.C.)

Supply ship
sunk.
S/M sighted
by C.S.10.
(KENYA)

*Ship mark = KOTA
PINANG (ex-BuGd)*

At 1804A sighted supply ship with U-boat in 043° 41' N., 024° 34' W. Supply ship attempted to escape to S.E. and was shelled and blew up in 043° 36' N., 024° 30' W., at 1909.
(C.S.10, 1916A/3, to Adty.)
Sighted one submarine submerged in 043° 41' N., 024° 34' W., and four lifeboats full of Huns.
(Weather Report.) (C.S.10 1915A/3.)

6 U-boats
in Caribbean.

U.S. Authorities have received a report from a usually reliable source at Havana which indicates 6 U boats are at present in Caribbean Sea to procure provisions and oil. Thought to be off South Coast of Oriente.
(B.A.D. Washington 2245R/3, to C. in C.A.W.I., N.O.I/C Kingston Jamaica, N.O.I/C Trinidad.)

War Diary.

4.10.1941.
Saturday.

SITUATION REPORT.

Home Commands.

O.N.19

It is reported that 10 ships are adrift from Convoy O.N.19 (in which SAN FLORENTINO was torpedoed on 1/10) after a severe gale on 28/9 and 29/9. The position of the convoy at 0230Z today was 51° 7' N., 39° 24' W.

Russian S/M MOLODKI Class 176 reports that she sustained some damage from depth charges after attacking a 13,000 ton liner at 0730C today, whilst on patrol off Kirkenes.

British Air Operations.

Since 29/9 there has been a conspicuous absence of R.D.F. plots on enemy minesweepers off the French coast. V.A. Dover considers it possible that the fighter aircraft offensive against these craft is the reason.

The docks at Rotterdam, Antwerp and Dunkirk and the battlecruisers at Brest were attacked last night.

Enemy Air Operations.

S.S. EARL OF ZETLAND^{II} and H.M.D. THISTLE were unsuccessfully attacked when entering Skuda sound Unst this morning.

S.S. HARLAW was attacked at 1210 off Peterhead, but was not damaged. She claims to have hit her attacker.

O.G.75 was attacked at 1350 today in about 51° 50' N., 20° 20' W.

War Diary.

4.10.1941.
Saturday.

SITUATION REPORT.

Mining.

The Humber was re-opened at 1044A today, but was closed again at 2203A owing to minelaying.

South Atlantic.

Force F.

DORSETSHIRE and EAGLE ceased to form Force F., at 0800Z today.

Mediterranean.

Libya and
Western
Desert.

13 Wellingtons attacked shipping in Benghazi last night and claimed several hits on quays.

3 Wellingtons bombed Bardia Harbour last night and 4 Blenheims a petrol dump about 16 miles N.W. of Bardia.

Today 9 Marylands continued the attack on the Bardia petrol dump.

A/S ~~Trawler~~^{Whaler} KOS 21 was bombed and sunk in 32° 9' N., 25° 17' E., at 2130 today whilst proceeding to Tobruk with D. lighter in tow.

Cyprus.

A single enemy A/C dropped bombs on Cyprus last night without causing any casualties or damage.

/Black Sea.....

War Diary.

4.10.1941.
Saturday.

SITUATION REPORT.

Mediterranean. - Contd.

Black Sea.

The Soviet Naval Authorities wish to get two icebreakers, two tankers and a motor vessel, out of the Black Sea and ask for our co-operation in the Mediterranean.

It is reported that preparations for combined operations from Varna and Burgas are intense and that all activity has been transferred from Roumanian ports in order to profit by Bulgarian "neutrality".

East Indies.

Admty and M. of W.T. circulars etc.D.G. A/C recognition, flying of kites, invasion plans etc. are finding their way from the Netherlands Shipping and Trading Committee, London into the hands of neutral shipping agents, including a suspect branch.

U-Boat Campaign.

U.iii
Shank

A/S Trawler LADY SHIRLEY reports being in action with an enemy submarine at 1040A in 27° 10' N., 20° 24' W., and suffering casualties.

From later report it appears that LADY SHIRLEY (Lieut.-Comdr. Arthur H. Calloway, R. Australian N.V.R.) sank the U-Boat by gunfire after forcing it to the surface by depth charges.

See p. 106

War Diary.4.10.1941.
Saturday.HOME COMMANDS.Policy.CUMBERLAND.

When CUMBERLAND is ready for sea C. in C. Nore is requested to sail her for Scapa to work up. (D.O.D. H. 1153A/4.)

Ex-U.S.A.
S/Ms.

Your 1203A/19/9 addressed B.A.R.M. In view of the request contained in P.D.0209/41 for a very early decision on the acceptance of further 'R' Class, and the desirability of our allies having opportunity to inspect this Class of submarine before providing crews, it is proposed that both the ex-American submarines about to be transferred should proceed direct to U.K. for trial when ready. (F.O.S. 1309A/4 to Adty.)

L.27.

In view of my 1309A/4, and of the fact that Netherlands Submarine O.15 is likely to be out of action for some time, it is proposed to send L.27 to St. Johns, Newfoundland for a period not exceeding about two months, sailing shortly after she has completed ~~trials~~ trials with WESTCOTT. (F.O.S. 1311A/4.)

M/V
signalling.

Amendment to Admiralty 266R/29 Sept. (D.S.D. 1637A/4.)

TRINIDAD.

When TRINIDAD is ready for sea C. in C. Plymouth is requested to sail her to Scapa to work up.
2. C. in C. W.A. is requested to provide A.A. escort.
3. When ready for service it is intended that TRINIDAD should join the Home Fleet in the tenth Cruiser Squadron. (A.C.N.S. H. 1921A/4.)

Co-operation with Russia.Archangel
Facilities.

Your 1430A/2. (?No) opportunity owing to distance from anchorage. Captain Wyburd has been requested to supply information direct. (LONDON 0823A/4 to Adty.)

Murmansk.

Present military situation and railway communications. Details. (No.30 Military Mission 2353/4 to War Office) See Lion Copy.

Defence of U.K.Floating
Platforms.

Your 2013A/28/9 and 1929A/23/9. Request details of Phillips Floating Units. It appears possible they might be suitable for use in the Flow. (A.C.O.S. 1159A/4.)

81^A

MOST SECRET

M E S S A G E 2353/4/October.

MOST SECRET IN

From No. 30 Military Mission.

Date 5.10.41.

Recd. 1300.

CYPHER.

Addressed War Office.

IMMEDIATE.

49060 Mil. 1103 cipher 4/10
Your 93447 (M.I.3.c.) 2/10.

Part 1.

For D.M.I. from Macfarlane.

A. So long as situation remains as at present in Murmansk sector the port of Murmansk can be used reasonably safely as a port of entry for supplies. The country is difficult and the Russians appear quite satisfied with the strength of their defences.

B. Rail communication is at the moment cut at Petrosavodsk and can never be guaranteed in this area. But there is a new railway connecting Murmansk-Leningrad Railway with the Archangel-Vologda line. This follows the southern shore of the White Sea and joins the latter railway about 150 kilos. south of Archangel. It was only recently completed and is understood to have no signalling gear yet installed. This route is at the moment perfectly safe but the Russians hesitate to give a guarantee as to its security from raids, in the sector which runs along the west coast of the White Sea.

Part 2.

I have asked the Russian Staff to give me their considered estimate of the monthly tonnage of supplies which could be handled via Murmansk (?and) this new railway. On receipt of this I will examine their figures with my local Naval and Economic experts and will let you have our considered opinion. The bottle neck is almost certainly the new railway mentioned above and the tonnage which can be handled is unlikely in the meantime to be large. It is also possible that very heavy items cannot be handled by this route.

2353/4.

Recd. from War Office 1255/6.

1st Lord.	D.O.D. (F)	Hd. of M. (10)
1st S.L.	D.D.O.D. (F)	I.P. (2)
V.C.N.S.	D.O.D. (H)	N.I.D. 10.
A.C.N.S. (F)	D.D.O.D. (H)	W.D.
A.C.N.S. (H)	D. of P. (2)	D.N.I. (4)
N.A. 1st S.L.	D.C.	D.D.I.C.
P.A.S. (S)	E.P.S.	Admiral Herman Hodge.

War Diary.4.10.1941.
Saturday.HOME COMMANDS.Movements.

- AURORA.
(Iceland-
Faroes
Patrol.) (Corrupt Group) Cancel my 1744Z/3.
(C. in C. H.F. 0023Z/4 to AURORA.)
AURORA will be detached p.m.4th to arrive
Seidisfiord p.m.5th proceeding South of Iceland.
Intend to take passage AURORA from Seidisfiord to
Scapa arriving 7/10. (C. in C. H.F. 1120Z/4.)
AURORA sailed for Seidisfiord 1300.
(N.O.I.C. Iceland 1615/4.)
- BRIGHTON. Sailed BRIGHTON in accordance with your 1144A/3
E.T.A. Londonderry 0630A/4 to fuel.
(N.O.I.C. Greenock 0104A/4 to C.in C. W.A.)
- HILARY. Sailed HILARY to comply with S.O.W.Ps 1604A/1. ^{HTAWD}
(N.O.I.C. Greenock 0106A/4.)
- HURWORTH. My 1803/2. Delayed owing to fog.
(F.O.I.C. Tyne 0650/4.)
My 1803/2 and 0650/4. Sailed.
(F.O.I.C. Tyne 1256/4.)
My 1803/2, 0650/4 and 1256/4. Returned to
harbour. Intend to sail at 0800/5. (F.O.I.C.
Tyne 1642/4.)
- PORPOISE. Passed Wolf Rock at 2359A/3, proceeding to dive by
day 044° N. 010° W. thence probably on surface
to 043° N. 010° 40' W. (Capt.S.3. 1043A/4.)
- P. 31. Passes through 290° Bishops Rock 5 miles at 0300A/5
thence diving by day through 46° N. 9° W. thence
on surface at C.Os. discretion to pass through
043° N. 010° 40' W. at about 0200A/8. Thence
Southward. (Capt. S.9 1101A/4.)
- RESOLUTION.
VERITY.
WITCH. RESOLUTION not met My P.C.S. are at 1400A/4th
050° 40' N. 023° 48' W., 051°, 12 knots. WITCH
in company. (VERITY 1400A/4.)
VERITY's 1400A/4. Increase S. of A. to 16 knots
at 1900A/4. If VERITY cannot maintain this
speed report maximum speed possible repeating to
RESOLUTION. (C. in C. W.A. 1658A/4 to RESOLUTION,
VERITY, WITCH.)
C. in C. W.A. 1452A/4 and 1658A/4. My estimated
position 051° 27' N. 022° 13' W., course 51°,
16 knots. (VERITY 1900A/4.)
Report your P.C.S. to VERITY, WHITEHALL and
CAIRO, repeated C. in C. W.A. (C. in C. W.A.
2204A/4 to RESOLUTION.)

/C. in C. H.F.

War Diary.4.10.1941.
Saturday.HOME COMMANDS.Movements - contd.→ C. in C. H.F.
K.G.V.
VICTORIOUS etc:

C. in C. H.F. in KING GEORGE V. and H.F. units sailed at 1300Z as in C. in C. H.F. 1015Z/3. (A.C.I.C. 1614/4.)

H.50.

Intend sailing H.50 escorted by Z.5 from Lough Foyle 2000A/5. E.T.A. Rothesay 0800A/6. (N.O.I.C. Londonderry 1516A/4.) My 1746A/2. Sailed. (Capt. S.7 2001A/4.)

JUNON.

Intend to sail JUNON escorted by WHITE BEAR for Clyde leaving Plymouth 0900/5. (C. in C. Plymouth 1618/4.) JUNON escorted by WHITE BEAR leaves Plymouth for Clyde at 0900/5. (Capt. S.3. 1855A/4 to H.32.) Cancel my 1618/4. JUNON delayed by defects. (C. in C. Plymouth 2358/4.)

WHITEHALL.
CAIRO.

Position 051° 06' N. 023° 10' W. course 065°, speed 13 knots. R/V with CAIRO at 0800/5. 40% of oil fuel remaining. 2 empty fuel tanks flooded to preserve stability. (WHITEHALL 1800A/4.)

Operations.Operation
J.W.

Owing to spring tides and obstructions at end of harbour, hospital carriers cannot now be moved until 1100/4. (N.O.I.C. Newhaven 0025/4.)

→ E.J.

Operation E.J. will take place as arranged in my 1015Z/3/10. (C. in C. H.F. 1129Z/4.)

Dover
Patrol.

Three M.T.Bs leave Dover at 1930 to patrol between South and East Varne buoys returning to Dover by 2300. (V.A. Dover 1616A/4.)

White Sea
Area S/M
Patrol.

Soviet submarine patrolling in area White Sea Approaches bound (A) to North 068° (B) to South 067° 44' (c) to West 041° 20' (D) to East 042° 30'. (S.B.N.O. Murmansk 1733C/4 to LONDON.) Soviet Submarines patrol area exists in White Sea Approaches in area bounded by (A- North 68° (B) South 67° 44' (C) East 42° 30' West 41° 20'. Submarines operating this area are based on Iokanskie and are under orders of Admiral in Charge Archangel. (S.B.N.O. Murmansk 1736C/4.)

War Diary.

4.10.1941.
Saturday.

HOME COMMANDS.

British Air Activity.

Patrols.

P.R.U. of Bergen, Stavanger, Oslo, Haugesund and Kristiansand now in operation. (C. in C. Rosyth 1051/4.)

Cancel my 1051/4. A/C returned with engine trouble. (C. in C. Rosyth 1157/4.)

P.R.U. Oslo, Horten, Stavanger in operation. (C. in C. Rosyth 1305/4.)

Ostend
Rotterdam
Antwerp
Dunkirk
Brest
bombed.

On day 3/10, six A/C attacked Ostend. On night 3/4 the docks at Rotterdam, Antwerp and Dunkirk, also the Battle-cruisers at Brest, were the main objectives for a force of 103 A/C. Weather was good over the three dock targets but Brest was covered by cloud. (H.Q.B.C. 1240/4.)

Escorts.

Weather permitting expect A/S air escort of one Sunderland from dawn 5th. (C. in C. W.A. 1604A/4 to PRINCE OF WALES.)

Weather permitting expect A/S air escort of one Sunderland from dawn/5. (C. in C. W.A. 1605A/4 to RESOLUTION.)

Expect air escort by Catalina from about 2330 tonight. U-boats believed to be in your vicinity. (C. in C. W.A. 1809/4 to Escorts of O.G.75.)

Plymouth.
Removal of
Balloons.

Your 2137A/3. I think there has been some misunderstanding. A.O.C. 19 Group and O.C. Mount Batten will be quite satisfied if Balloons in balloon sites numbers 38, 39 and 49 are hauled down to topping up height subject to control by O.C. Mount Batten. I understood balloon Command had no objection to this being done. Also I have been busy today going into the matter of the extra protection to be provided for RESOLUTION whilst here. My Liaison with the A.A. Brigade and Balloon Squadron enabled me to get the information in advance.

2. Further, if the Sound is heavily mined, which it may well be again if these balloons are removed, flying boats will be unable to function at all. I have asked the O.C. 934 (Balloon) Squadron to take no action pending your decision on this message. (C. in C. Plymouth 1757/4 to Adty.)

A.M. 2340B/29/7. Would it not be as well, whilst RESOLUTION is present, to fly balloons at operational heights at night, as, if enemy aircraft came in fairly low, the R.D.F. does not by any means always pick them up. (C. in C. Plymouth 2245/4 to Adty.)

/Further

War Diary.4.10.1941.
Saturday.HOME COMMANDS.British Air Activity.Plymouth.
Removal of
Balloons
contd.

Further to my 1757/4. R/C of Plymouth has been carried out in conjunction with Army and R.A.F. Suitable sites for increased A.A. Arrangements and Balloons have been selected but request that date given to Army viz 15/10 may be anticipated and guns mounted by 9/10.
(C. in C. Plymouth 2327/4 to Adty.)

Anti-M/S
Operations.

Since 29/9 there has been a conspicuous absence of R.D.F. plots on enemy minesweepers off the French Coast. It is possible that the fighter aircraft offensive against these craft is the reason. (V.A. Dover 1954A/4.)

Enemy Air Activity.Yarmouth
bombed on
3/10.

Gt. Yarmouth bombed 2056/3. Bombs fell in sea. A to D nil. (F.O.I.C. Yarmouth 0911A/4.)

Faroos.

1 unidentified aircraft believed hostile Faroe Islands between 1110 and 1150 today. No incidents reported. (N.O.I.C. Faroos 1250A/4.)

EARL OF
ZETLAND II.
and THISTLE
attacked.

Master of EARL OF ZETLAND II, ^{253 tons} 150 tons inter-island mail packet, reports that at 0755/4 when entering Skuda Sound, Unst, an enemy aircraft, thought to be Junkers 88, dived, and dropped a stick of five bombs which fell about 100 yards on the starboard beam. This is confirmed by the H.M.D. THISTLE. The enemy aircraft opened M.G. fire on both EARL OF ZETLAND and THISTLE, then made off to S.E. ward. The former vessel fired three bursts from her Lewis gun. There was no damage or casualty in either vessel.
(S.O.L. Lerwick 1454/4.)

STURDEE ROSE
attacked.

Reports being attacked by double engined A/C at midnight Oct. 1st/2nd in 51° 55' N. 5° 26' W. One 560-lb. U.X.B. hit ship and threw out four incendiary bombs. Bomb has since been removed. Superficial damage, no casualties. One attack was made and ship fired one belt from both Hotchkiss guns and a few rounds from Lewis Gun. Master, Chief Engineer, and a Seaman state they saw plane plunge into the sea only just missing the stern. (F.O.I.C. Milford Haven 1540A/4 and 1155A/5.)

War Diary.4.10.1941.
Saturday.HOME COMMANDS.Enemy Air Activity - contd.O.G.75
attacked.Condor attacked O.G.75 at 1350/4. Position given by A/C 051° 50' N. 020° 20' W.
(C. in C. W.A. 1734A/4 to LAMERTON.)SOUTHPORT
(British,
572 Tons.)Blown off the stocks in dry-dock at South Shields during air raid on 2/10.
(D.S. 760.)Mining.Spurn Point.1. At 0812A/4 HOLDERNESS detonated one Red Mine in 53° 33.6' N. 0° 26.2' E. Details.
(HOLDERNESS 0836A/4.)Humber.Humber open to navigation. (F.O. Humber 1044A/4)
Following five mines detonated by sweepers on 3/10. Details. (F.O. Humber 1210/4.)
My 1210/4. 2 further Mines detonated on 3/10. Details. (F.O. Humber 2153A/4.)
Humber closed owing to minelaying. (F.O. Humber 2203A/4.)Portsmouth
Area.T. Type mine swept on 1/10/41 has been recovered.
(C. in C. Portsmouth 1202A/4.)S.N.24 A.

Intend laying deep minefield S.N.24 A. with PORT QUEBEC escorted by SCOTT sailing p.m./6th and laying a.m./7th from position 058° 49' 42" N. 006° 55' 18" W. through 058° 53' 54" N. 007° 02' and 058° 58' 06" N. 006° 55' 18", to 059° 02' 18" N. 007° 02' W. (R.A.M. 1241A/4.)

Ramsgate.

My 1019A. One large explosion observed 080° Ramsgate Pier one mile at 1637 yesterday. Believed to be a mine. (V.A. Dover 1241A/4.)

Liverpool.At 0950/4 one Ground Mine detonated by Sweeper 218° Bar Light Vessel 2.2 miles. Details.
(F.O.I.C. Liverpool 1720A/4.)Portland
Area.My 1255/3 and 2250/3. It is considered that this mine was drifting. It has been sunk. Search has been made in the area today without result. Intend to take no further action.
(F.O.I.C. Portland 1822A/4.)Milford Haven.

Arrived. VIKING BANK and OMMERING. Results negative. (F.O.I.C. Milford Haven 2105A/4.)

War Diary.

4.10.1941.
Saturday.

HOME COMMANDS.

Enemy Intelligence.

Lights in
Northern
Waters.

Following received from N.A. Stockholm. Graded B.3.
(a) All lights north of Trondhjem to be extinguished at 1600. (b) White sector Vlissingen light probably reduced to 5 miles.
(D.D.I.C. 1219A/4 to C. in C. H.F., F.O.S.)

Navigational.

B.D.6 Buoy.

827 Q.Z.H. Nore Area. B.D.6 Buoy missing from station. (Hydrographer 0102A/4.)

Eddystone
Light.

It is possible that Eddystone Light may not be burning. (C. in C. Plymouth 2030/4 to BROCKLESBY.)

Technical.

Actaeon Net
Defence.

It is requested that Captain C.N.E. Currey may be instructed to examine Auxiliary Aircraft Carriers, and report on possibility of fitting Actaeon Net Defence; intention is to use when steaming in convoy up to 13 knots, and Nets must be readily worked for freedom to operate aircraft. Delay in completion could not be accepted. Work is not to be progressed until further orders.
(V.C.N.S. 1436A/4 to B.A.R.M.)

Casualties and Defects.

LUMINETTA
(British
Tanker, 6159
Tons)
grounded.

Reported 0300 G.M.T. aground in 57° 44 $\frac{3}{4}$ ' N. 6° 22 $\frac{1}{2}$ ' W. got off by 0600, badly holed, making for Clyde. (Scapa W/T 0300/4, 1245/4, C.G. Port Patrick 0400/4 0812/4 WOLVERINE 0439A/4, F.O.i/c Greenock 0513A/4, 0803A/4.)

MARCONI
(Collision
20/9.)

Intend to sail daily beginning 1000 tomorrow until further notice Salvage vessel FORDE escorted by A/S Trawler BASSET to work at wreck MARCONI. Ships anchoring at Platters overnight and at Cork between slack water periods. Request fighter protection. (F.O.I.C. Harwich 1043A/4.)

VIVACIOUS
(Wheel jammed
3/10.)

Arrival H.M.S. VIVACIOUS, HOLDERNESS, GARTH at 1150. (F.O. Humber 1202A/4.)

/LANDGUARD.

War Diary.

4.10.1941.
Saturday.

HOME COMMANDS.

Casualties and Defects - contd.

LANDGUARD.

My 1752/3. LANDGUARD should have defect completed by 6/10. Intend to sail her at 0800/7. for Sheerness. E.T.A. Sheerness 1400. (F.O.I.C. London 1314/4.)

My 1314/4. Sailing cancelled owing to main engine defects. Estimated time for repairs three weeks. (F.O.I.C. London 2145A/4.)

TEDDINGTON

(Damaged 17/9)

W.D. 27.9.41 P.644.

Following from Salvage Officer, Cromer. "Heavy swell prevented salvage vessels going alongside today. Salvage vessel NESSUS sailed at 1200 and J.B. PADDON at 1230 today Saturday for Yarmouth. J.B. PADDON will commence pumping Nos. 4 and 5 holds if weather permits discharge of cargo. BORNRIFF sailed for Grimsby daylight today. Hostile A/C dropped bomb in vicinity of casualty last night Friday but no apparent damage incurred." (F.O.I.C. Yarmouth 1507A/4.)

PICTOU.

Trouble developed lubricating system high pressure engine requires return to Reykjavik. E.T.A. 2400Z/4. (PICTOU 1900A/4.)

CULVER.

My 1752/3. Will be unable to sail at time stated owing to defect in steering motor. (F.O.I.C. London 2027A/4.)

JUNON.

Cancel my 1618/4. JUNON delayed by defects. (C. in C. Plymouth 2358/4.)

Shipping and Convoys.

F.N.527.
F.S.611.

A/A escort and Anti E-Boat cover tonight as follows. (C. in C. Nore 0924A/4.)

O.N.23.
O.N.M.23.

O.N.23 is delayed by fog probably for 24 hours. O.N.M.23 is to proceed to Belfast. (C. in C. W.A. 0939A/4 to PALOMARES.) O.N.23 Sailing delayed 24 hours due to fog. (D.T.D. 1028Z/4 to Opnav.) Cancel my 1028Z/4. Convoy sailed 1300Z/4. (D.T.D. 1613Z/4 to Opnav.)

E.C.81.

No overseas vessels sailed in E.C.81 owing to Humber being closed. (N.C.S.O. Humber 1106/4.)

/SILVERAY.

War Diary.

4.10.1941.
Saturday.

HOME COMMANDS.

Shipping and Convoys. - contd.

SILVERAY.
JOSEPH
DUHAMEL.

SILVERAY for Liverpool, valuable general cargo and JOSEPH DUHAMEL for Fleetwood. Both ships unable to exceed 5 knots due to engine trouble. Request permission to sail independently and that escort may be provided.
(N.C.S.O. Loch Ewe 1118A/4 to C. in C. W.A.)

LAMERTON.
0.6.75

Not met. One (?engine defect) My P.C.S. are (?up to now) 051° 50' N. 020° 10' W., 191°, 11 knots. (LAMERTON 1155/4.)
Your 1509A/4. Not Met. Have swept back along 020° 30' W. 052° 10' N. Intend southwark search on Broad front. Request position of convoy. Oil Fuel remaining 78%. (LAMERTON 1800A/4 to C. in C. W.A.)

→ W.S.12.

LANCASTER and NEWARK were detached from W.S.12 at 1800/3 to return to Londonderry.
(C. in C. W.A. 1525A/4 to RESOLUTION.)

S.L.87.

W.A. convoy instructions, part 100, para.26.
S.L.87. GARDENIA escorting DUNELMIA and FANA toward Liverpool, former breaking off for Clyde, alteration. GORLESTON escorting ASHBY and RINOS towards (?Oban), E.T.A. Oban 1030A/5. LULWORTH, BIDEFORD returning to base with survivors and short of fuel. (KINGSTON SAPPHIRE 1601A/4.)

O.N.19.

Following received from ALBERNI. 10 other ships are still adrift after severe gale on 28th and 29th September. MAYFLOWER unable to pass W/T report. Position of O.N.19 at 0230Z/4 051° 07' N. 039° 24' W., Course 240°, speed 7 knots.
(D.T.D. 1612Z/4 to Opnav.)

→ W.S.12.

Following received from DEVONSHIRE addressed C. in C. W.A. begins. Unless weather conditions improve sufficiently to enable me to supply BEVERLEY with 90 (?hours) of oil fuel before 1100A/5 intend to exchange STANLEY and BEVERLEY duties. BEVERLEY has sufficient fuel to reach Ponta Delgada by p.m.7th. T.O.O. 1315/4th Ends.
(CAIRO 2000A/4 to C. in C. W.A.)

War Diary.

4.10.1941.
Saturday.

HOME COMMANDS.

Shipping and Convoys - contd.

Q.P.1.

A.M. 1849A/6. Convoy Q.P.1. from position
T 70° N. 13° W. pass through positions U 67° N.
12° W. and V 62° 30' N. 05° 30' W. to Scapa.
(D.O.D. H. 2357A/4 to SHROPSHIRE.)

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.North Atlantic.VIOLET.VIOLET left Ponta Delgada 0800 G.M.T./4.
(N.C.S.O. Ponta Delgada, 0922/4.)SEVERN.Re Admty. 0020A/1. SEVERN delayed by defects
will now sail 15th.
(F.O.C.N.A., 1008A/4 to C. in C. S.A.)EAGLE,
ARGUS,
CROOME.Your 1124A/3 CROOME complete p.m./4. Intend
sailing her p.m./5 to meet EAGLE and provide
escort Gibraltar there being no other destroyer
available. Thence to U.K. with EAGLE and
ARGUS. A.M. 1235A/27/9 refers.
(F.O.C.N.A., 1048A/4, to C. in C. W.A.)Swiss
sailings
from Genoa.Your 1047A/3 and 0108B/11/6 para. 2. No
information has yet been received from Swiss
Government of return sailing and routes.
(F.O.C.N.A., 1128A/4 to Admty.)B.D.V's.Onward route BARSTOKE, BARONIA, CONSBRO, BARBOUR,
GRAAF VAN VLAANDEREN to Bathurst. Entry must
be made in daylight.
(F.O.C.N.A., 1142A/4.)H.G.74.Departure DUNCAN, ROCKINGHAM to R/V with H.G.74.
DUNCAN to limit of prudent endurance.
ROCKINGHAM if unable to proceed to U.K. with
convoy is to part company at limit of prudent
endurance and proceed to Londonderry for (? fuel)
ROCKINGHAM does not hold S.P.02358(12).
(F.O.C.N.A., 1306A/4 to Admty., C. in C. W.A.,
FORESIGHT, etc.)LADY SHIRLEY,
Fuelling at
Las Palmas.Your 1336A/2. Ministry of Marine confirms
LADY SHIRLEY may fuel. Sufficient British fuel
believed available but authorities will loan if
necessary. Las Palmas please report British
stock direct Admiralty. Spanish ask for more
notice future cases.
(B.N.A. Madrid, 1313/4, to Admty.)

/Force H.....

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.North Atlantic - Contd.Force H,
destroyers,
proposed
operation.

Personal for 1st Sea Lord. Your 1732/30 para. C (ii). Destroyers Force H can only just reach area in question and would then have to return unless refuelled. (ii) Refuelling possibilities are half a day in 4 northern area and one day in 4 southern area. ARK ROYAL is not suitable ship from which to refuel except in good weather. (iii) HERMIONE endurance is also too low to admit of acting escort to (? ARK ROYAL). On whole I consider risk involved to ARK ROYAL largely outweighs results likely to be achieved. With longer night S/MS. even if put down by day should be able to regain position during the night. (S.O. Force H, 1333A/4 to Admty.)

LINDA
(Danish)

Bunkered 30/9. Clearance refused by Port Captain who alleged instructions from Copenhagen owner of ship. Master was warned that if he sailed without official sanction ship would be fired upon by Spanish Guard Ship and detained. Master was requested to sign declaration that he would not sail without official sanction and Copenhagen owners instructions to proceed but he refused to sign. Danish Consul has now been instructed by Danish Consul Teneriffe to withdraw Clearance Certificate issued locally alleging standing instructions that no Danish ship may leave without permission of Danish Legation Madrid. Understand Danish Consul has telegraphed Madrid asking for permission to Clear ship. (B.C. Las Palmas, 1340/4.)

French
Warships,

Destroyer SIMOUN and S/M^{LE} GLORIEUX passed Gibraltar westbound at 1221/4. (D.O.R., 5/10.)

AURICULA.

Left Ponta Delgada 1530 G.M.T./4. (N.C.S.O. Ponta Delgada, 1455/4.)

F.O.C.N.A., 1503A/4. See U-Boat Campaign.

THORN.

My 1510/30. Departure THORN. (F.O.C.N.A., 2000A/4 to C. in C. Med.)

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

South Atlantic.

REVENGE.

My 1630B/29 ship will undock 18/10 and will be ready for sea 0700Z/20.
(N.L.O., Durban, 0624Z/4.)

Survivors of torpedoed ships.

Your 2103B/19/7.
Following survivors embarked on ships sailing for U.K:

(A)	(B)	(C)
ALIKI	2	CAMERONIA
VULCAIN	6	CAMERONIA
HORNSHELL	1	CAMERONIA
ANSELM	1	ORONSAY
VULCAIN	1	ORONSAY.

(N.C.S.O. Freetown, 1218N/4 to Admty.)

MARIA L.

Due Durban 30/9 from Aden not arrived.
(S.O.(I) Capetown, 1225B/4.)

NORTELOIDE.

NORTELOIDE ex (BOLL?)WERK now under Brazilian flag sailed from Bahia for Rio de Janeiro 3/10.
(N.A. Rio de Janeiro, 1401Z/4 to Admty.)

JENNET,
PUNNET,
RENNET.

Sail JENNET, PUNNET, RENNET when ready for Lobito for fuel thence to Simonstown. Report E.T.A. Lobito and Simonstown.
(C. in C. S.A., 1445N/4 to D. of Nigerian Marine.)

Ships to fuel at Ponta Delgada.

N.C.S.O. informs British Consul following ships will require fuel at Ponta Delgada.

Date	Ship	Amount.
16/10	ASPHODEL	190.
16/10	STORK	120.
17/10	CLEMATIS	185.
17/10	COLUMBINE	180.
17/10	WELLINGTON	120.

S.O. of escort is to detach ships accordingly.
(C. in C. S.A., 1645N/4 to N.C.S.O. Ponta Delgada.)

GAZCON.

Colonial Office requests you pass my 2110A/3 to Governor Nigeria.
(D.T.D., 1947A/4 to C. in C. S.A.)

Vichy Convoy.

Your 1400Z/4/10. Reference my 1023Z/23/9 should this not read my 1123/18/9.*
(S.O.(I) Capetown, 2036/4 to C. in C. E.I.)
* Convoy consisting of 3 M.S. from Saigon due Madagascar 25/9.

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

Mediterranean.

S.S. ORION.

Your 0459A/3.+ (i) ORION* has already sailed ex Suez with personnel for U.K. via Bombay and is calling at Port Sudan to embark prisoners of war, for Bombay.

(ii) S.S.T.O. Bombay requested to sail her for Singapore as soon as possible after disembarkation and to advise E.T.A.

(P.S.T.O. Egypt, 0950B/4 to D. of S.T.)

+ re repairs to ORION.

* As received ? Transport ORION intended.

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.Mediterranean.Enemy
Convoy.

Important southbound convoy 6, 13-knot ships escorted by destroyers expected to pass between positions $034^{\circ} 00' 017^{\circ} 30'$ and $033^{\circ} 00' 018^{\circ} 20'$ at 2100B/4 on course between 220° and 200° then altering westward to arrive Tripoli 1545B/5. (Capt.(S) 1, 1037B/4 to PERSEUS.)

Capt.(S) 1's 1037B/4th. From aircraft R/C 4/10 it appears convoy will be in $033^{\circ} 28' 018^{\circ} 10'$ on course 192° at 2100B/4 turning Westward at about 2230B.

(Capt.(S) 10, 1302B/4 to PERSEUS.)

REGENT sailed 1500B/4 with despatch to position $032^{\circ} 53' 014^{\circ} 16'$ to endeavour to intercept convoy reported in Capt. (S) 1 S.F's 1037/4th leaving patrol sunset 5th and proceeding via coast to Benghazi.

(Capt.(S) 10, 1517B/4 to Capt. (S) 1, PERSEUS.)

Air Operations. Night 2/3. 19 Wellingtons bombed shipping and harbour installations at Benghazi obtaining direct hits on 4000 ton wreck at outer Mole. Further bombs fell near other ships in harbour and hit building on Cathedral Mole.

2 Wellingtons bombed Bardia.

(H.Q. R.A.F. M.E., 1116/4.)

Cyprus, night 2/3. About 5 enemy aircraft dropped bombs on Cyprus during early night, slight damage to runway on Limassol Aerodrome, no casualties.

(H.Q. R.A.F. M.E., 1121/4.)

ST. BRIEUC
(French)

Departure 3rd, Sete.
(Barcelona, 1256/4 to D. of S.T.)

W.S.10.X.

Convoy W.S.10 X, of 6 transports of 96,979 tons, is now due at Suez.
(D.S., 760, 4/10.)

Soviet
Ships,
Black Sea.

Soviet Naval Authorities wish to get the ships in para. 2 out of the Black Sea and ask for our co-operation in the Mediterranean.

2. (A) Ice-breakers MIKDJAN, 15 knots, and S. MAKAROV, 11 knots.

(B) Tankers AVANESOV, 9500 tons, 11 knots, and SAKHALIN, 8800 tons, 10 knots.

(C) Motor vessel SVANETIA, 5000 tons, 12 knots.

/3. Icebreakers....

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

Mediterranean.

Soviet
Ships,
Black Sea.
Contd.

3. Icebreakers would proceed to the White Sea area. Tankers would also be used on northern route or alternatively could be used by us as required provided we diverted two tankers to the north.
4. SVANETIA is now at Istanbul and is required for service in Persian Gulf.
5. These ships are unarmed and would all contribute their share to the Russian supply problem resulting from the Beaverbrook Conference.
6. Request C. in C. Mediterranean's views and proposals.
(Adm. Miles, 1919C/4 to Admty., C. in C. Med.)

Air
Operations.

Malta day 4/10. 3 Alerts. Our fighters up, no engagements.
Central Ionian Sea 0635 hours convoy 5 destroyers 4 M/Vs, 8,000 tons 2 M/Vs, 4-6000 tons course 190° speed 10 knots, 0900 hours sighted again same course and speed.
Night 3/4 October. 3 Swordfish despatched attack M/V 6,000 tons sighted on patrol (see above) operation abandoned owing to bad weather.
4/10. 8 Blenheims 107 Squad. on despatched shipping sweep Kerkenah - Zuara Area for 6,000 ton M/V (see above). This M/V not found. 1 destroyer straddled.
(H.Q. R.A.F. Malta, 1930/4.)

BASARABIA.
TRANSILVANIA.

Italian broadcast of 28/9 states German refugees from Persia had arrived Istanbul and been sent to Roumanian hospital ships BASARABIA and TRANSILVANIA. There is no information that these ships have been converted to hospital ships.
(D.S., 760, 4/10.)

Co-operation
between the
Med. Fleet
and the R.A.F.
in the M.E. as
agreed to by
the Admty. and
Air Min.

1. No. 201 Group shall be designated No. 201 Naval Co-operation Group. Operational control shall be exercised as provided in this Agreement, the A.O.C. in C. M.E., being the Service authority ultimately responsible for employment of all available air forces under his Command in the best interests of all three Services.

/2. Primary.....

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

Mediterranean.

Co-operation
between the
Med. Fleet
and the R.A.F.
in the M.E.
as agreed to
by the Admty.
and Air Min.
Contd.

2. Primary functions of No. 201 Naval Co-operation Group are the conduct of operations over the sea, and co-operation with the Med. Fleet as required by the C.-in-C. Med. It is recognised, however, that it may be necessary on occasions to employ one or more units of the Group on tasks other than those of their primary function, but except in emergency this will not be done without prior consultation with the C.-in-C. Med., or his representative. Similarly, it may be necessary for the operations of No. 201 Naval Co-operation Group to be supplemented by those of squadrons in another Group. It is the duty of the A.O.C. to ensure that the A.O.C. in C. M.E., is kept informed at all times of the air requirements, both general and particular, of the Fleet.

3. The allocation of operational units to or from No. 201 Naval Co-operation Group will be decided from time to time by the A.O.C. in C. after consultation with C. in C. Med., and G.O.C. in C. M.E., in accordance with the needs of the general situation. Should either the C. in C. Med., or the G.O.C. in C. feel unable to accept the decision, the A.O.C. in C. will report to the Minister of State. It is recognised however that F.A.A. units may be withdrawn by the C. in C. Med., at any time if required for service afloat.

4. All R.A.F. and disembarked F.A.A. units in the M.E. whose primary duty for the time being is co-operation with the Med. Fleet in the Eastern Med. shall be under operational control of the A.O.C. No. 201 Naval Co-operation Group. When units not allocated to No. 201 Naval Co-operation Group are detailed for co-operation with the Med. Fleet, the A.O.C. No. 201 Naval Co-operation Group will co-ordinate the orders of all units, and, if possible, control them operationally.

5. On the present date the strength of No. 201 Naval Co-operation Group is :

G.R. Squadrons.	2 R.A.F.	1 Allied
Flying Boat Squadrons	1 R.A.F.	1 Allied
Long range Fighter Squadrons	2 R.A.F.	

Special R/C requirements of the C. in C. Med., will be met as far as possible by the central P.R.U. unit. A.O.C. No. 201 Naval Co-operation Group is responsible for representing priorities to H.Q. R.A.F. M.E.

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.Mediterranean.Co-operation
between the
Med. Fleet
and the R.A.F.
in the M.E.
as agreed to
by the Admty.
and Air Min.
Contd.

6. So far as the general situation allows as many air units as possible in the M.E. Command will be trained to operate efficiently over the sea and in co-operation with the Navy. In particular arrangements will be made as soon as possible for the provision of a pool of observers trained in naval co-operation who will be available to fly with units detailed temporarily for such co-operation. As many naval observers as possible will be added to this pool but it is recognised that it may be necessary to withdraw them at any time for operational work in the carriers.

7. The broad strategic plan for the employment of units of No. 201 Naval Co-operation Group in co-operation with the Navy will be agreed between the A.O.C. in C. and C. in C. Med., who will both approve the standing orders for the conduct of such co-operation.
(Admty., 2118A/4 to C. in C. Med.)

CHURRICA.

Armament store ship CHURRICA sank at moorings Alexandria Harbour at 1415/2 following 2 small internal explosions. Preliminary investigations show that scuttling charges battery box was not kept locked and that cover for firing switches was not in position. Captain was aware of these facts so that it is quite likely that reason for occurrence was accidental and not sabotage. Cargo believed undamaged by explosion and being salvaged. Ship is lying on an even keel with main deck awash. Chief Officer and Second Engineer injured latter seriously. 2 local seamen missing presumed dead. Ships papers safe.
(C. in C. Med., 2212B/4 to Admty.)

DUILIO,
(sunk 19/9)

Apparently the unnamed Italian liner sunk during night 18-19/9, 30' N. of Khoms, was DUILIO, 23,636 tons. Intercepted letter states French COLOMBIE, returning from Syria with repatriates, picked up 2 Italian sailors, survivors from DUILIO.
(D.O.R., 4/10.)

Information incorrect. DUILIO not sunk. Still in use later.

/Station.....

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

Mediterranean - Contd.

Station
Limits.

Admty. 1340/1. After discussion with R.A. Halifax and S.B.N.O. Suez Canal Area, request approval of following proposals: (a) Eastern limit of Mediterranean Station to become 045° 05' E. Date of change to be signalled later. (b) This new limit places Aden and (? Berbera) in Mediterranean Station. As regards former, it is proposed Aden W/T Station should remain operatively under C. in C. East Indies since it is essential to his communications. (c) The title of S.N.O.R.S. to be changed to Flag Officer Commanding Red Sea, short title F.O.R.S. (d) F.O.R.S. will be responsible to C. in C. Med. from Suez to Eastern limit of Med. Station exclusive of Suez itself. (e) In absence of F.O.R.S. the N.O.I.C. Suez will act for him. 2. Consideration of actual force increasing to form Red Sea Squadron is being carried out now. 3. C. in C. East Indies is requested to signal his concurrence or otherwise on these proposals. (C. in C. Med., 2240B/4 to Admty.)
Reply from C. in C. E.I., 1036/6.

ROBERTS,
EREBUS.

A.M's. 1658/27/9 and 0004/14/9. Request confirmation that both ROBERTS and EREBUS are coming to Mediterranean. When will (? former) leave U.K?
(C. in C. Med., 2320B/4, to Admty.)
Reply: 1810/6.

East Indies.

STAMATIOS G.
EMBIRICOS.

(overdue) left Mombasa 16/9 for ^{? MAJAVARAM.} Mavan Ham.
(S.O.(I) Colombo, 0448Z/4.)

Raider
KANDELFELS.

A.M. 1857/30 para. four. Request confirmation that raider E real identity is KANDELFELS in view of great difference between that ship and the description and photos given in supplement to W.I.R. 64.
(C. in C. E.I., 0458Z/4 to Admty.)
Reply: 1501/5.

MOST SECRET

99A

MOST SECRET

M E S S A G E

1800/4th Oct.

IN

From Governor and C. in C. Malta.

Date 5.10.41.

Recd 0015.

Cipher

Addressed War Office, repeated C. in C. Middle East.

49246

GM/18486 Cipher 4/10.

Request following matter may be taken up with Air Ministry and Admiralty.

(2) The necessity for some regular form of communication to and from Malta, either by sea or air, has been recognised for several months. It has been accepted that any regular form of sea communication is out of the question for the present. Transport by air is thus the only solution, but I have not made proposals previously as I had been informed that the types of aircraft needed for this service were all required for more important work.

(3) The necessity for air transport is:-

(a) To provide means of moving personnel either East or West. At the present time communication with England is most irregular and very infrequent. A very considerable number of personnel have been awaiting transport from Egypt for many months. Their number is quite beyond the capacity of the present movements of aircraft or submarines from that Country. Many instances have occurred of officers required urgently in England and Eastern Mediterranean being held up here for 6 weeks or more owing to lack of transport.

(b) The offensive operations from this base frequently necessitate certain stores for operational purposes being moved here as quickly as possible. Air is the only solution. At the present time the quantity of these stores exceeds the capacity of transport available.

(c) For the prompt despatch and receipt of mails. The lack of this at the present time is leading to many long and detailed cypher telegrams which have to be sent since no other sure means of transmission is available. Again, the absence of news from home caused by the very infrequent mail service has, in these difficult times, an adverse effect on the morale of the garrison. This is further aggravated by the inability of the men to send letters home with the knowledge that they will arrive in a reasonable time.

(4) For the.....

99.B

MOST SECRET

- 2 -

(4) For the sake of the efficiency of this fortress, the need for a regular and reliable air service is very great indeed, and has a direct bearing on our ability to conduct offensive operations. For the reasons I have given above, such a service would be of immense value to us, but, on the other hand, it is not possible for us to judge here whether commitments on other parts of the world are more important than our own. I feel, however, that a stage has now been reached where I must represent the great necessity for this service to responsible authorities in order that it may be considered carefully in relation to commitments elsewhere.

(5) Heads of services agree with this telegram. C. in C. Middle East please pass to C. in C. Mediterranean and A.O.C. in C.

1300/4.

Received by hand from War Office at 1305/7.

War Office Distribution:-

	S. of S.
	C.I.G.S.
	V.C.I.G.S.
	A.C.I.G.S.
	D.M.O. & P.
	D.D.M.O. (O)
	M.O.I. 5.
	D.S.D.)
	D.D.S.D.)
1st Lord	S.D. 2.4.)
1st S.L.	G.M.G.
2nd S.L.	D.Q.M.G.
5th S.L.	Q.(O).2.
V.C.N.S.	D. Mov.
A.C.N.S. (F)	Q.M.I. (a)
N.A. 1st S.L.	C.N.S. Admiralty.
D. of P. (2)	D. of P. Admiralty.
D.O.D. (F)	C.A.S. Air Ministry.
D.D.O.D. (F)	D. of P. Air Ministry
D.N.I. (4)	Col. Barlow Col. Office (4)
D.S.D.	Lt. Col. Jacob.
D.N.A.D.	Lt. Col. Thompson.
I.P. (2)	
W.D.	
Duty Captain	
Hd. of M.	
D.D.I.C.	
E.P.S.	
N.I.D. 10. Pay. Cdr. Wilson.	

jf

c
99B

MOST SECRET

MOST SECRET

M E S S A G E

1905/4th Oct.

IN

From Governor & C. in C. Malta.

Date 6.10.41.

Recd 0230.

Cipher

Addressed War Office, repeated C. in C. Mediterranean,

49277

GM/18491 Cipher 4/10. Most Secret.

Following for Chiefs of Staff:

A stage in the rearmament of Malta has now been reached where I believe that the Chiefs of Staff should give consideration to the major works which are necessary to complete the defences of this fortress. It has not been possible to advance this problem previously as our main work efforts have been directed for the past fifteen months at protecting the population, and this has occupied the major part of our specialised labour force. It is now possible however to review the problem generally with a view to ensuring that our labour is used for the next two or three years in such a way that the defences of the fortress will be developed in the most efficient manner.

2. The defence works involved are as follows:-

(a) Shelters for the civilian population. It is hoped that by the end of November this year every civilian in Malta will have two square feet of bomb-proof shelter. From that time it will then be possible to consider further divisions of labour from this work to the service. It will be appreciated that the provision of two square feet per person will in no sense complete the shelter scheme and much further work will be required.

(b) The provision of underground workshops in H.M. Dockyard. These are already under way and will take from two to three years to complete.

(c) The construction of an underground supply depot for the army. Work on this has started already.

(d) The provision of a secure supply of electricity. V.A.M.'s message to Admiralty 1405B of 20th September and my telegram No. 348 of 20th September to Colonial Office refer.

(e) The provision of an underground flour mill. My Cosup telegram No. 1025 of 30th July to Colonial Office refers.

(f) The provision of adequate underground storage for white oils. I refer to this in detail in paragraph 5.

(g) The provision of underground hangars for aircraft.

(h) The provision of a new army magazine at Wied-Id-Dis.

(i) The provision of bomb-proof shelters for submarines in Marsamuscette.

3/.....

99^D
2 P1

MOST SECRET

3. Labour for items (A) to (F) can be made available. (g) is already under way. It is estimated that items (h) and (i) can be commenced as soon as the remainder of the Government shelter construction scheme is completed.

4. I do not desire to comment further in this telegram on items (A B and C) which are already under way but my comments on items D E and F are as follows.
(d) The reasons for this proposal are given in detail in the telegrams which I have quoted. It is a fundamental requirement in the defence of the fortress.
(e) Is similarly an essential repeat essential requirement. Without it our whole scheme to maintain supplies within the fortress so as to last eight months may be largely nullified. The Colonial Office is in possession of details of this scheme.
(f) Is my main concern at the present time. We need to store (I) about 7000 tons of kerosene (II) 3500 tons of benzine and (III) about 9000 tons of aviation spirit. These figures cover the whole requirements of the Fortress. It is hoped that provision will be made for the storage of kerosene by the conversion of No. 20 underground oil fuel tank in H.M. Dockyard. No provision exists for the bulk storage of benzine. Storage for 1000 tons of aviation spirit and M.T.B.'s is almost complete at Mancel Island and 1000 tons of storage for aviation spirit in the Ghar Dalam installation is nearly ready. This latter installation when completed early next year will provide 2500 tons of storage. We therefore lack storage for 3500 tons of Benzine and 5500 tons of aviation spirit. The provision of underground tanks to contain these quantities of Benzine and aviation spirit is the most imperative need in the fortress at the present time. The present method of importing great quantities of white oils into the fortress in tins is most wasteful of shipping space and is inviting a major disaster. At present we have no alternative but to accept this risk but I want to eliminate it as quickly as possible.

6. I therefore earnestly recommend that the Chiefs of Staff should give approval forthwith for the execution of the three Defence Works mentioned in the preceding paragraph. They are our main weaknesses at present and we must overcome them at all cost. If approval is given detailed plans for the storage of white oils will be forwarded immediately. The expenditure involved is insignificant compared with the sums of money which have been spent and are being spent on the Defences of Malta, yet each of the three works has a major effect on the security of the fortress as a whole.

7. Our initial efforts to construct bombproof hangars have not been entirely successful owing to the nature of the rock encountered and the Air Officer Commanding therefore prefers to reply on Dispersal until we can complete these hangars. They will take much longer than anticipated originally. I agree with this view.

8./.....

MOST SECRET

8. Items (H) and (I) are essential to complete our defences. I would welcome approval in principle for these works in order to assist our plans for allocating labour. The lack of these defences is at present being primarily counteracted by the principle of dispersal but this can never provide such a satisfactory solution as bomb proof cover. With good fortune we should be able to commence them all before the end of next year. Finally I desire to mention the construction of a graving dock for Battleships. This is a very great undertaking and at present the Vice Admiral Malta considers that the other major defence works to which I have referred in this telegram should be completed before the dock is commenced. With the experience gained in this war I agree with the Vice Admiral Malta that such a dock is an essential adjunct for the maintenance of the Mediterranean Fleet. Summed up it is the unanimous view of the Senior Officers in the fortress that in order to complete our defences approval should be given forthwith for the schemes covering electricity supply flour milling and the storage of aviation spirit and that approval in principle should be given for the construction of major defence works which I have described.

9. Request that an early decision may be given in order to avoid any loss of time in commencing the necessary excavations.

1905/4.

Received from War Office at 1305/7.

1st Lord	<u>War Office Distribution:-</u>	
1st S.L.	S. of S.	W.F.
3rd S.L.	C.I.G.S.	D.G.A.E.
4th S.L.	V.C.I.G.S.	D.M.M.
5th S.L.	A.C.I.G.S.	D.S.T.
V.C.N.S.	D.M.O. & P.	C.N.S. Admiralty
A.C.N.S. (F)	D.D.M.O. (O)	D. of P. Admiralty
N.A. 1st S.L.	M.O.1.5.	C.A.S. Air Ministry
P.A.S. (S)	E. in C.	D. of P. Air Ministry
D.O.D. (F)	D.E. in C.	Lt. Col. Jacob
D.D.O.D. (F)	E 1	Lt. Col. Thompson
D. of P. (2)	D.F.W.	Col. Barlow Col. Office (L)
Duty Capt. (2)	D.D.F.W. (B) (C)	
E.P.S.	F.W. 3.4.	
Hd. of M. (10)	Q.M.G.	
I.P. (2)	D.Q.M.G.	
N.I.D. 10 Pay.	Q (Cps)	
Mr. Odr. Wilson.	D.U.S.	
W.D.	D.F. (O)	
D.N.I. (4).		

F
992.

MOST SECRET

MOST SECRET

MESSAGE 2128/4th October

IN

From British Military Attache Ankara. Date 5.10.41
Recd. 1545

CIPHER

Addressed The War Office. Repeated C.-in-C. Middle
East. No.30 Military Mission Moscow.

49035 96404 cipher 4/10.

FIRST OF TWO PARTS.

Source "R" six.

Para.1. German first objective southern front is
elimination of Russian fleet to permit maintenance of
German forces by Black Sea.

Para.2. Budenny's Army in really bad way. Russian
reinforcements coming from central Asia but Germans
hope to reach and penetrate into Caucasus as far as
Iran frontier before reinforcements can arrive or full
winter conditions set in.

Para.3. This will be followed by peace offensive
on basis of Britain holding Empire and Germany has free
hand in Europe.

Para.4. If refused Germany will advance through
Iraq-Iran next Spring to menace Suez and British
communications.

Para.5. Preparations for combined operations from
Varna and Burgas intense and all activity transferred
from Roumanian ports in order to profit by Bulgarian
"neutrality".

Para.6. Russia and/or Great Britain should
bombard these ports now. Bulgaria might declare war
but owing to basic pro-Russian feelings of Bulgarian
peasants Bulgarian troops would never be used in front

line/

MOST SECRET

996

2.

line against Russians.

Para.7. German casualties eastern front are at least double official admitted figures.

LAST PART.

Roumanian casualties enormous mainly through attacking fixed defences without modern equipment. Feeling in Roumania high at useless sacrifice but threats of Hungarian occupation of remainder of Transylvania keep feelings in control.

9. Russian air force very poor in southern front where even small and relatively untrained Roumanian Air Force more than holds its own.

10. Germans will accept Chrome defeat reaction now as not in position to threaten. Danger to Turkey will not come until Germans penetrate as far as Iran frontier.

11. Probability of attempt invasion of England even next year (?receding) and view current in Germany that Britain more vulnerable in colonies and communications than on home front.

12. Aware of demoralization in Italy and initiating policy of reasonableness to France at expense of Italy. The more Italian demoralization spreads the more reasonable will Germany be to France.

13. British attack expected daily in Libya. Germans armoured divisions brought up to strength and considerable increase in Italian strength. Germans confident Axis troops can hold British especially when Germany able to reinforce air forces in Mediterranean

which

99^H

MOST SECRET

3.

which hope be able to do next month at expense of Russian front.

2128/4

Advance Copy Duty Capt. D.O.D.(H). D.D.I

Received from War Office 1615/6

War Office distribution:-

- 1st Lord. D.M.I.
- 1st.SL. D.D.M.I.(I).
- V.C.N.S. D.D.M.O.(O).
- A.C.N.S.(H) M.O. 1. 5. 12.
- A.C.N.S.(F) M.I. 2. 2a.
- N.A.1st S.L. M.I. 3. 3a. 3b. 3c.
- P.A.S.(S) M.I. 14. (3)
- D.O.D.(H) Ad. War Reg.
- D.D.O.D.(H) A.I.(J.I.C.).
- D.O.D.(F) M.I.(J.I.C.)(3)
- D.D.O.D.(F) Foreign Office (Mr. C. Bentinck).
- D. of P. (2)
- Duty Capt.
- E.P.S.
- Hd. of M.(10)
- I.P.(2)
- N.I.D.10 Paym. Cdr. Wilson
- W.D.
- D.N.I.(4)
- D.D.I.C.

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.East Indies - Contd.Independent ships recoding table for use with Merchant Navy code.Your 2036/2 para. 2 no supply S.P.02404(1) received Colombo. This concerns majority of ships on E.I. Station.
(C. in C. E.I., 0602Z/4 to Admty.)Mohammerah Naval Base.A.M. 2144/1. (i) Following from Bullard Teheran addressed F.O. repeated S.N.O.P.G., C. in C. E.I. begins:- I had hoped that by now there would be some personal progress towards treaty alliance but as it is, it seems legitimate that Royal Navy should begin use of Persian naval base at Mohammerah forthwith as a military measure arising out of occupation. Gunboats were presumably captured (? immediately after) occupation and can be used subject to making promise to consider return arms etc. later. Any ship mentioned might be requisitioned and reasonably hire paid. Please inform Admiralty of your decision. Ends. (ii) On assumption that Ministry's policy will be approved I propose to direct S.N.O. Persian Gulf to get on with work.
(C. in C. .E.I., 1056Z/4 to Admty.)M.L's. 7202Your 0756 /16. Eight 72 ft. M.L's. comprising 110th M.L. Flotilla will be put at your disposal. Boats are due to complete in U.K. shortly, and will be freighted as soon as shipping space becomes available. Crews will also be sent. Request you will indicate where boats should be disembarked; if port can be selected on normal route to M.E. where necessary lifting facilities exist shipment will be greatly facilitated. Seems likely that boats could make passage from Mombasa to Seychelles and Port T. if escort is provided.
(D. of L.D. 1145A/4 to C. in C. E.I.)Vichy convoy from D.Suarez to Indo-China.S.O.I. Capetown's 1023B/22/9*, 1023Z/23/9*, and 1140B/2*. Request immediate report whether sufficient forces can be made available to carry out operation "Ration" on this convoy without prejudice to your other escort commitments.
(V.C.N.S., 1233A/4 to C. in C. E.I.)
* (E.-bound convoy including VILLE DE VERDUN and VARELLA expected sail shortly.)

/Your.....

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.East Indies.Vichy convoy
from D. Suarez
to Indo-China.
Contd.

Your 1233A/4.

(i) I am preparing to operate "Ration" in the area west of Saya de Malha as from 12th if Vichy convoy does not sail before 10th. ENTERPRISE and CORNWALL and probably one Catalina would be used.

(ii) This would necessitate GLENROY proceeding to Suez unescorted which in circumstances I consider justifiable.

(iii) HERMES will not be available being already overdue for boiler cleaning.

(iv) Force T were warned to operate "Ration" on their present passage if these Vichy ships are met.

(C. in C. E.I., 1358Z/4 to Admty.)

Your 1023Z/23/9 not received.

Message is referred to in A.M. 1233/4th* not to you. Your 1003B/23rd* received.

(C. in C. E.I., 1400Z/4 to S.O.(I) Capetown.)

* re sailing of 4 French ships.

* re arrival of ships referred to in 1023/23.

Shipping
Intelligence
in neutral
hands.

Admty. and M. of W.T. circulars re D/G, aircraft recognition, flying of kites, invasion plans, etc., are being issued by Netherlands Shipping and Trading Committee, London to Java Bengal line, Calcutta, who distribute them to their agents throughout India and in Persian Gulf.

2. Java Bengal Line have also issued to their agents instructions to inspect the defensive equipment of all Netherlands ships on charter of M. of W.T. It is thought that these instructions emanated from the same source.

3. Request if it is approved policy for these pamphlets to pass through hands of Neutral Shipping Agents, observing one Branch on this Station is on suspect.

(C. in C. E.I., 1612Z/4 to Admty.)

America and West Indies.ILLUSTRIOUS,
FORMIDABLE.

Your 1144R/25.

1. On completion ILLUSTRIOUS and FORMIDABLE will return to U.K. to adjust complement.

2. On arrival home, type 281 R D F will be fitted in both ships. If you see no objection it is desired that the type 279 sets at present

/in these.....

War Diary.4.10.1941.
Saturday.FOREIGN STATIONS.America and West Indies.ILLUSTRIOUS,
FORMIDABLE.
Contd.

in these ships should be removed and fitted in ORION and MANCHESTER. It is accepted that carriers will be without warning sets on passage home.

4. Ammunition carried can be restricted to 50 per cent of outfit for passage, but each carrier to have twelve torpedoes.

5. On above lines request you will report revised dates of sailing.

(Admty., 0032A/4 to B.A.R.M.)

Convoy
Escorts.

Your 1514A/3. I am just starting on a visit to C. in C. Atlantic Fleet and will reply further to you on my return.
(C.N.S. Ottawa, 0048Z/4 to Admty.)

B.A.D. Washington, 0819R/4. See U-Boat Campaign.

Shipments
of oil to
Martinique.

N.S.H.Q. 2211Z/2. Request you will reply.
(C. in C. A.W.I., 0922Q/4 to Admty.)

ACADIA
re escort.

Opnav has made the following signal and requests an immediate reply "American ship ACADIA loaded with valuable cargo and important technical personnel embarked departs from Recife 20/10 for Lagos escorted by a cruiser and destroyers. Will British furnish a similar escort from 26° W. to Lagos."

(A.L.U.S.N.A., 0940/4 to Admty.)

AURANIA.

My 1551Q/17/9 and your 1805A/3rd. In order to take advantage of A/S Escort propose AURANIA, who is next on list to give leave in U.K., should accompany WOLFE and MALOJA. If approved request destination.

(C. in C. A.W.I., 0952Q/4 to Admty.)

(B.A.D. Washington, 1355/4.) See further on.

U.S.
Transports.

Proposed communication arrangements on passage to U.K. after meeting British escort.

(B.A.D., 1551R/4 to Admty., etc.)

See Lion Copy.

/RANPURA.....

MOST SECRET

MOST SECRET

MESSAGE

IN
1551R/4th October.

From:- B.A.D. Washington.

Date. 5.10.41.
Recd. 0103Naval Cypher (X) by cable

Addressed:- Admiralty, N.S.H.Q. Ottawa, repeated C.O.A.C.

635. Propose following communication arrangements for U.S. transports on passage to U.K. after meeting British escort

- (A) Keep constant watch on 107 (107) Kc/s.
- (B) To be manoeuvred by merchant navy signal books.
- (C) Communication with transports to be in U.S.-British system or merchant ship system as convenient.

(2) Transports hold U.S.-British signal publications. They are however at present classified as minor war vessels and therefore are only supplied with necessary minor war vessel extracts of recognition signals. Question of their reclassification as major war vessels is under consideration by Navy Department.

(3) Should proposals in para (1) be concurred in, request C.O.A.C. may ensure ships are fully equipped with merchant ship signal books before leaving Halifax. No other British books should then be needed. Also that necessary communication orders may be issued to ships via C.O.A.C.

(4) B.A.R.M. has detailed one Licut. Comdr. to act as liaison officer in senior officers ship. A chief yeoman of signals has been detailed to accompany him. Should further signal ratings require passage to U.K. it would be advantageous if C.O.A.C. would distribute them among other transports.

1551R/4
Advance copy sent Duty Capt. D.O.D.(H)
D.D.I.C. D.S.D.

1st Lord	D.S.D.	D.ofP.(2)
1st S.L.	D.C.(2)	E.P.S.
2nd S.L.	D.O.D.(H)	N.I.D.10 (2)
V.C.N.S.	D.D.O.D.(H)	D.T.D.(2)
A.C.N.S.(H)	D.O.D.(F)	Hd. of M.
A.C.N.S.(F)	D.D.O.D.(F)	I.P.(2)
A.C.N.S.(T)(2)	D.D.I.C.(2)	W.D.
N.A. 1st S.L.	D.N.I.(4)	D.P.S.

MT

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

America and West Indies - Contd.

RANPURA.

A.M. 1248A/6/9 and A.M. 1805A/3 and C. in C. W.A's 2206A/3.
RANPURA is to be sailed with WOLFE and MALOJA for U.K.
2. Ship is to rearm and give leave before proceeding on foreign service.
3. Destination will be notified later.
(D.O.D.(F) 1653A/4 to C. in C. A.W.I.)

Sailing
of Tugs
from Canada
to U.K.

Your 1214A/17. Intend to sail tugs BARWICK, AMERICAN, JAMES E. HUGHES, and PETER C. GALLAGER on 7/10 from Sydney for Julianhaab, Greenland thence via Iceland on to U.K.
B.A.D. Washington has been unable to obtain escort from U.S. authorities and no R.C.N. escort is available unless a ship is taken from an S.C. escort. Ships will require total 300 tons of oil at Julianhaab but B.A.D. Washington state that unlikely any oil will be available there before 23rd October.
Sydney however, considers it advisable to sail this group as morale of crew is deteriorating. Intend to sail NANCY MORAN in S.C. Convoy as soon as repairs completed about 15/10.
(N.S.H.Q. Ottawa, 1806Z/4 to Admty.)

Task
Force 15.

Combatant Units Task Force 15 arrived Argentina 3/10.
(Opnav, 1835/4.)

S.C. 46.

Further reports of Marine casualties:-
EMPIRE MALLARD, Br., 4957 tons, sank after collision.
SOUTH WALES, Br., 5619 tons, ashore after collision, back broken, cargo salvable.
EVEROJA, Br., 4830 tons, returned to Sydney after collision with SOUTH WALES.
EMPIRE MOON, Br., 7472 tons, MAURITZ, Sw., 1480 tons, and BESTIK, Nor., 2684 tons, returned to Sydney.
These, together with EMPIRE KUDU and CULEBRA, became casualties during passage of Belle Isle Strait in dense fog.
(D.O.R., 4/10.)

/A.A. guns....

War Diary.

4.10.1941.
Saturday.

FOREIGN STATIONS.

America and West Indies - Contd.

A.A. guns
in M.V's.

D.E.M.S. New York, reports only weapons being mounted in Merchant Vessels leaving Hampton Roads in convoy 23/10 in accordance with 1633/19/9 are 3 inch L.A. guns.

In view of value of these vessels and their special employment request immediate allocation close range A.A. weapons. Consul General, New York pass to Capt. Marsden.
(B.A.D. Washington, 1355/4.)

War Diary.

4.10.1941.
Saturday.

U-BOAT CAMPAIGN.

Ships attacked.

SAN
FLORENTINO
(torpedoed
again 2/10).

Torpedoed and sunk in 052° 42' N. 034° 51' W. on 2/10. Ship was 60 miles from convoy. Sent MAYFLOWER to her assistance. MAYFLOWER reported bows still above on arrival. U. S.S. CAMPBELL took over and destroyed by gunfire. MAYFLOWER picked up 33 survivors. 23 of crew missing. 10 other ships are still adrift after severe gale on 28/9 and 29/9. MAYFLOWER unable to pass W/T report.
(ALBERNI 0235Z/4 to C. in C. W.A.).

SILVERBELLE
(torpedoed
22/9).

In tow of COMMANDANT DUBOC until 29/9 when ship was abandoned in 026° 30' N. 023° 14' W. probably still afloat and may have been in tow of LADY SHIRLEY. Last known position of LADY SHIRLEY 027° 10' N. 020° 24' W. when she was in action with U-boat. EAGLE is to carry out air search for SILVERBELLE in vicinity Canary Islands and have discretion to deviate from route without delaying expected time of arrival Gibraltar unduly. (C. in C. S. A. 1421N/4 to EAGLE).

S.L.87
survivors.

E.T.A. Lough Foyle 0700A/5, Number of (?returning) (?survivors) on board 65. Number of cot cases, nil. (GORLESTON 1629A/4).

I.C. WHITE
(torpedoed
27/9).

My 1900/3 I.C. WHITE was torpedoed on 27/9 in 010° 38' S. 027° 40' W. (R.O. Pernambuco 1705/4). S.S. DEL NORTE reports recovery of 17 additional survivors of Panamanian S.S. I.C. WHITE at 10-16 S. 35-23 W. No time mentioned times of dispatch 0355 G.M.T./4. Captain reports four men still missing possibly on raft. (Opnav 1745/4).

Submarines Reported.

6 S/Ms in
Caribbean.

My 2245R/3 U.S. aircraft are searching the area. (B.A.D. Washington 0819R/4).

2354Z/3.

By D/F in 45° to 46° N. 20° to 22° W.
(D.D.I.C. 0940A/4).

1915A/3.

Four Life-Boats full of Germans and one U-Boat in 043° 41' N. 024° 34' W. at 1915A/3. May be proceeding towards Azores. (F.O.C.N.A. 1503A/4 to S. and A., N.A. Stn.)

Estimated U/B dispositions.
(D.D.I.C. 1531A/4).

War Diary.

4.10.1941.
Saturday.

U-BOAT CAMPAIGN.

Submarines Reported-Contd.

1550 M/S trawler reports seeing wake of submarine 120° number 21A buoy 2 miles at 1550/4. (C. in C. Rosyth 1616/4 to VERSATILE, WHADDON).

O.G. 75. Expect air escort by Catalina from about 2330/4 U-boat believed to be in your vicinity. (C. in C. W.A. 1800A/4).

Situation. Sub. situation 4th. Slight indication of increasing activity area 50 slant 54 N., 20 slant 30 W. One sub. sighted about 044° N. 024° W. at 1800/3. One engaged by trawler 027° N. 020° W. at 1040/4. 2 or 3 German sub. near Gibraltar. British estimate of additional latest positions. (list). (Halifax N.S. 1952/4 to S.O. Canadian Task Unit 4.1.13 etc.)

1935Z. By D/F 069° 34' 041° E. Reliable fix. (S.B.N.O. Murmansk 2320C/4 to LONDON).

Submarines Attacked.

LADY SHIRLEY.
(A/S trawler) (?Following) intercept from LADY SHIRLEY. In action with enemy submarine in 027° 10' N. 020° 24' W. One killed (?3) wounded my position 029° 23' 019° 27'. (MARON 1040A/4, D.D.I.C. 1207Z/4 to Opnav).

Details. page 206A. U-boat was U.111

War Diary.

5.10.1941.
Sunday.

SITUATION REPORT.

Home Commands.

In view of the accuracy of the gunfire against the last C.W. Convoy between Dover and Folkestone, which suggests that a new gun of improved accuracy may now be in use in the enemy coastal Battery and that it may be firing by Chart Range only, Convoy C.W.53 is to be routed on a new course off Dover which will be swept before the Convoy passes.

Enemy Air Activity.

Skaw (Shetlands) was bombed and machine gunned this afternoon. Damage was slight.

Convoy P.W.45 reported being attacked 15 miles S. by W. of Lundy I. at 2228 and off Hartland Point at 2340. No damage has been reported.

A/P trawler ADRIATIC was attacked at 2300 near the South Bishops. She suffered no damage or casualties and claims to have hit her attacker.

Mining.

Six acoustic Mines were detonated by Sweepers today off Flamborough Head and Spurn Point.

The Humber was opened to navigation at 1020A today, and Harwich at 1116A.

Mine laying in the mouth of the Humber by enemy aircraft was suspected late this evening.

War Diary.5.10.1941.
Sunday.SITUATION REPORT.South Atlantic.Force Q.

QUEEN EMMA, PRINCESS BEATRICE, ROYAL SCOTSMAN, ULSTER MONARCH, DEWDALE and ENNERDALE have been directed to form Force Q. MISOA was added on 14/10.

Mediterranean.Convoy attacked by Swordfish.

An important southbound convoy of 6 13 knot ships escorted by destroyers was attacked by Swordfish at 0305A today in 33° 22' N. 15° 31' W. 2 large merchant ships were severely damaged, * and one 5000 tons was possibly damaged. (R/C later today reported only one ship missing from the convoy). PERSEUS and REGENT were yesterday ordered to try to intercept the convoy. * 830 Sqdn. pilots claim one sunk.

Aircraft attacked float planes at Marsala last night, damaging several.

Malta.

A few bombs were dropped on Malta last night. No naval damage was caused.

S/M Operations.

UPRIGHT reports sinking an Italian ^{* T/B} ~~destroyer~~ of the GENERALE class N.W. of Messina on 27/9.

* ALBATROS - See p. 124

TETRARCH reports that she torpedoed a 5000 ton Transport off San. Georgio Island, Agean at 2030/26 and a large escorted merchant ship 20 miles south of the island at 2337/28, though the results could not be seen owing to counter attack. On 27/9 she sank by gunfire a caique full of Italian soldiers 6 miles west of Ananes Island (S.W. of Melos).

In the Adriatic TRIUMPH torpedoed the Tanker ^x LIRI at 0800/18, but the vessel managed to reach Cotrone harbour. At 0800/23 she torpedoed and sank a 3500 ton merchant ship off Split. On 24/9 she scored two hits on a tanker and set her on fire by shelling off Ortona. *x not identified.*

/Libya

War Diary.

5.10.1941.
Sunday.

SITUATION REPORT.

Mediterranean - contd.

Libya and
Western
Desert.

17 Wellingtons bombed Benghazi harbour last night; fire and explosion were caused on a ship near the Italian Mole and a large explosion on a 4000 ton wreck at the Outer Mole.

THRASHER has reported the position of a minefield laid off Benghazi on 16/9 and 17/9.

9 Wellingtons attacked shipping in Tripoli harbour at 2355. Direct hits were obtained on a large oil tanker which was left blazing. Hits or near misses were also made on 2 other merchant vessels and a group of lighters. Burning oil covered a considerable part of the harbour.

About 50 enemy aircraft last night carried out almost continuous raids for 8 hours on Tobruk, bombs and mines being dropped over a wide area, some of the mines falling in the harbour.

Enemy aircraft again raided Tobruk this evening, but no damage or casualties were caused.

Egypt and
Suez Canal.

TYNEFIELD, British tanker, 5856 tons, was mined and sunk in the Suez Canal at k/m 153.3 at 0700B this morning, but traffic was resumed later in the day without serious interference.

East Indies.

Dhow
captured.

The dhow ALIMADAT, on passage from Madagascar to Jibuti, was captured by RATNAGIRI at 1000 G.M.T. today off Berbera. Two Frenchmen were on board.

War Diary.

5.10.1941.
Sunday.

SITUATION REPORT.

America and West Indies.

U/Bs in
San Domingo.

It is reported that 2 German submarines based at Dakar have made trips to Santo Domingo, Dominica, and have been supplied there by a German vessel. Samana Bay is said to be their base of operations.

MONDOC
sabotage.

S.S. MONDOC sank in the early hours of this morning in 10° (26' or 31') N. 60° 48' W. as the result of explosions which it is considered were due to sabotage. (Later, investigation showed there was nothing to support the claim of explosions and that the vessel probably struck Darien Rock and sank.)

New Zealand.

D/F at 1736Z today placed a German naval unit within 180 miles of 46.30 S., 168° E. (south-west of New Zealand.)

U-Boat Campaign.

Attack
on S.L.87.

From LULWORTH's report of attacks on S.L.87, it appears their success was largely due to a breakdown of type 271 due to overheating in tropics and lack of spare valves. When in proper operation this type proved most efficient. Another possible cause was that the gag is reported (8/10) to have been removed from S.S.DIXCOVE's W/T.* MARON on patrol reported at 0800A that she was engaging a U-boat in 27° 59' N. 18° 39' W. at a range of 6 miles. She estimates one hit. Two corvettes were sent to join her.

MARON
Attack on
U/13.

* This is discredited by the Admiralty.

/A Blenheim

War Diary.

5.10.1941.
Sunday.

SITUATION REPORT.

U-Boat Campaign - contd.

A Blenheim A/C on meteorological flight attacked a U/B at 0945 in 47.52 N., 10.18 W., with no visible result.

At 1005 the same A/C attacked another U/B in 47.52 or 47.55 N., 10.24 W. Bomb dropped 2 feet ahead of U/B and the hull seemed to pass over it slightly before explosion. Bows were lifted clean out of water and after settling the stern appeared at an angle of 75° and gradually disappeared in a mass of white disturbed water.

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Policy.Ex-U.S.A.
S/M's.Your 1309A/4 approved.
(V.C.N.S., 1408A/5 to F.O.S.)L.27.Your 1311A/4 approved.
(V.C.N.S., 1601A/5 to F.O.S.)Seven M/S
Trawlers
for Freetown.

When ready for service request you will sail M/S trawlers EARL KITCHENER, GASTON RIVIERE, MAGNOLIA, POLO NORTE, POST BOY, and ROSEMONDE to Freetown calling at Azores for fuel.

2. Cs. in C. concerned are requested to arrange for their onward passage to Mombasa. Their ultimate destination will be decided later.

3. Ships should not be sailed in less than pairs.

(A.C.N.S. F., 1703A/5 to C. in C. W.A.)

Co-operation with Russia.ECLIPSE.

Cancel my 1858A/3. Sir W. Citrine and Party will arrive by train at Thurso at 1730/6.

2. It is requested you will arrange for ECLIPSE to embark this party at Scrabster on their arrival and sail the ship to Archangel.
(D.O.D. H., 1403A/5 to R.A.D. H.F.)Defence of U.K.Sea Gun
Platforms.Following signal (Admiralty 1929A/23) begins.
Signal repeated.

2. A.A. Command have now instructed 2nd and 3rd A.A. Corps to extend examination to include - Tyne Convoy Anchorage Humber.

3. Reports in accordance with para. 5 above should quote Admiralty 1929A/23.

(D. of L.D., 1706A/5 to F.O.I.C's Tyne and Humber.)

Your 1159A/4. Suggest unit at Rosyth where trials are being carried out by C. in C. be inspected.

(D. of L.D., 1708A/5 to A.C.O.S.)

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Movements.BRIGHTON.

Sailed BRIGHTON in accordance with C. in C. W.A. 0932A/4.
(N.O.I.C. Londonderry, 1020/5.)

VASNA.

Your 1309A/3. Propose to sail Naval Hospital Ship VASNA at 0630/8 to arrive Glasgow late p.m./9.
(R.A. Scapa, 1105/5.)

TAKU.
BEAUMARIS.

TAKU and BEAUMARIS (A/S escort) are to part company from W.N.88 at 22 A buoy a.m. tomorrow and proceed to Blyth to arrive in daylight that day. BEAUMARIS is to remain at Blyth for the night and sail in daylight early a.m./7 for Port Edgar.
(C. in C. Rosyth, 1137/5.)
BEAUMARIS is not receiving signals on 2012 kc/s. Detach TAKU and BEAUMARIS in accordance with my 1137/5.
(C. in C. Rosyth, 2343/5 to CURAÇOA.)

HURWORTH.

Provided trials are satisfactory HURWORTH is to sail from Methil at 0630 tomorrow and proceed to Scapa to arrive at 1830/6.
(C. in C. Rosyth, 1139/5.)

BURZA.

On arrival of "Rivet" request you will sail BURZA to Milford Haven.
(C. in C. Plymouth, 1152/5 to F.O.I.C. Falmouth.)

O.10, Z.5,
OTWAY, H.34.

At 2200A/7 intend to sail O.10 escorted by Z.5 (? from) Rothesay to Tobermory through Sound of Islay and Mull. E.T.A. 1530A/8. S. of A. 9½ knots. N.O.i/c Greenock is requested to arrange fighter protection. Commodore WESTERN ISLES is requested to sail OTWAY and H.34 escorted by Z.5 to arrive Rothesay a.m./10th arranging fighter protection.
(Capt. S.7, 1229A/5.)

RESOLUTION.

Request RESOLUTION may be sailed so as to pass Plymouth breakwater one hour before morning H.W. Ship will be taken straight up harbour.
(C. in C. Plymouth, 1320/5 to C. in C. W.A.)

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Movements - Contd.UNA.

Intend to sail UNA for Holy Loch southabout to pass through Downs at dusk on 9th. She will be escorted by one destroyer to 145° Dungeness 2.5 miles.

2. Cs. in C. Portsmouth and Plymouth are requested to communicate proposed route through their commands after UNA parts company with destroyer.

3. S.7 is requested to arrange escort and R/V for passage from Lizard to destination.
(C. in C. Nore, 1426A/5.)

SHROPSHIRE.

C. in C. H.F. is requested to sail SHROPSHIRE for Chatham as soon as possible after her return to Scapa in order to take advantage of suitable tides at Sheerness which occur from 8th to 13th October inclusive.

2. C. in C. Rosyth and C. in C. Nore are requested to arrange the necessary escort and protection including fast S.A. sweepers.

3. Anticipated date of SHROPSHIRE's return to Scapa 10th - 11th October.
(A.C.N.S. H., 1715A/5.)

JUNON,
WHITE BEAR.

Subject to engine trial being satisfactory, intend to sail WHITE BEAR escorting JUNON for Holy Loch, leaving Plymouth 0900/6.
(C. in C. Plymouth, 1726/5.)

Task Unit
4.1.9.

Task unit 4.1.9. McDOUGAL, MOFFETT, TARBELL, McCORMICK, escorting DELTA, ALCYONE, TARAZED sailed 0930A proceeding on great circle to vicinity of Cape Race, then as may be directed.
(A.C.I.C., 1904/5.)

VIMIERA.

On relief by QUANTOCK about 0600/7 part company from E.C.82 and proceed independently to Invergordon at 10 knots to 21A buoy then as necessary to arrive by 1800/7. You are required for special escort duty a.m. 8th to Lerwick as ordered by N.O.I.C. Invergordon, returning as ordered by N.O.I.C. Lerwick. On completion proceed independently to Rosyth.

(C. in C. Rosyth, 2235/5 to VIMIERA.)

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Operations.East
Coast
Patrols.

Weather permitting carry out the following patrols tonight.

(1) M.T.B.'s. of unit (3) between Flushing and Hook of Holland. If conditions are suitable Flushing Roads may be visited. Surface Vessels East of 2° 30' E. may be attacked without challenge.

(2) M.G.B. of unit (4) to vicinity Ymuiden thence to patrol 10 miles either side of Z K H A 0015 until daylight.

(C. in C. Nore, 1054A/5 to BEEHIVE.)

Departure M.G.B. 58, 63, 65, 64.

M.T.B. 14, 18, 100.

(F.O.I.C. Harwich, 1810A/5.)

Dover
Patrol.

Three M.T.B.'s leave Dover at 1900 to patrol between south and east Varne buoys returning to Dover by 2300.

(V.A. Dover, 1738A/5.)

British Air Activity.Operation
J.W.

A.694 5/10. Reference Air Ministry signals A.653 dated 3/10 and A.542 dated 2/10 Para. (B) for October 5th read October 7th.

(Air Ministry, 0005/5.)

Patrols.

3 Beauforts to carry out anti-shipping patrol along west coast of France. Aircraft to take off forthwith and to patrol to Ple. Task to be abandoned if insufficient cloud cover.

(A.C.H.Q. Plymouth, 1105/5.)

Three Beaufighters to patrol an area within 60 miles radius eastwards of Thorshavn with the object of intercepting enemy aircraft. Patrol to be carried out to limit of endurance earliest possible today. Details of patrol at Station Commanders discretion.

(A.C.H.Q. 1120/5.)

P.R.U. of Bergen, Haugesund, Stavanger, and Oslo now in operation.

(C. in C. Rosyth, 1130/5.)

/Plymouth.....

War Diary.5.10.1941.
Sunday.HOME COMMANDS.British Air Activity - Contd.Plymouth
Special
A/A Defence.

Your 1757/4 and 2327/4. Air Ministry have already been informed of the amended date. The standard procedure when the presence of a valuable ship temporarily increases the importance of a port, is for the Admiralty to advise the Air Ministry who then consult Fighter Command concerning the need for any special defence measures. Admiralty then inform the Local Naval Authority of the action intended. In this particular case Fighter Command have decided against any re-disposition of fighters or guns, although a slight re-disposition of searchlights will be made. No special signal has therefore been made to you on the subject. The only special measure will be the smoke screen about which you have been informed. Your proposals concerning balloons are being taken up with the Air Ministry and a further signal will be made.

(A.C.N.S. H., 1404A/5 to C. in C. Plymouth.)
Air Ministry Letter dated 3/10 S.5669/D.F.Ops. Co-ordination of balloon barrage Plymouth with other local interests required. Local authorities concerned instructed to refer matter to A.O.C. 10 Group. Request 10 Group take necessary action to co-ordinate local Air Defences Plymouth area.

(Air Ministry 1600/5.)

Propose to establish small smoke screen Plymouth for special duties. Screen will not be in operation before 7/10. Local Home Security representative Plymouth requested to make contact early with Station Commander Mount Batten to correlate release of smoke screen with flying operational requirements Mount Batten base.

(Air Ministry, 1630 to H.Q.C.C.)

X.630 5/10. Reference Home Security note dated 3/10. C.O.S.(A.A.) agree that Plymouth screen be provided at expense of Liverpool. Appreciated if Home Security representative Plymouth makes contact early with Station Commander Mount Batten to co-ordinate smoke with flying operations at latter base.

(Air Ministry, 1640/5 to Min. of Home Security.)

Escort for
S.N. 24A.

Your 1158/5. A/S escort by Whitley A/C arranged as requested.

(C. in C. Rosyth, 1937/5 to R.A.M.)

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Enemy Air Activity.SKERRIES
attacked
on 3/10.

SKERRIES now proceeding up river. Reports that at 2200/3 about 12 miles East of Malin Head was attacked by enemy A/C with bombs and M.G.'s lasting about 20 minutes. A/C made 6 attempts to get in, was driven off each time by our gunfire. No casualties on board vessel which sustained slight damage.
(F.O.I.C. Glasgow, 2115/4.)

HARLAW
(British.
1141 tons.)
attacked
on 4/10.

1. At 1210/4 attacked in 57° 30' N. 1° 30' W. 2 bombs, one failed to explode. Opened fire with 12-pdr. and 4 L.G. No damage or casualties, A/C claimed hit.
(F.O.I.C. Aberdeen, 1150/5.)

Convoy
P.W.

Convoy being attacked by enemy A/C in 50° 55' N. 4° 46' W.
(Convoy, 2228/5.) (CLEVELAND, 2253/5.)
Help "Warrant" 51° 6' N. 4° 37' W.
(CLEVELAND, 2340/5.)

At 2237 VERSATILE transmitted portion of enemy bombing signal. Her transmitter then failed. Do not break W/T silence unless VERSATILE in difficulty.
(C. in C. Nore, 2355A/5 to WHADDON, VERSATILE.)

ADRIATIC.

(A/P Trawler). Reports at 2300/5 when N.W. of South Bishops being attacked by aeroplane. No damage, no casualties. ADRIATIC claims hit on plane.
(F.O.I.C. Milford Haven, 2324A/5.)

Mining.S.N. 24A.

Arrival SCOTT.
(F.O.I.C. Port ZA, 0709A/5.)
Intend to carry out operation S.N. 24A as follows, with PORT QUEBEC and SCOTT. Air anti-S/M escort is requested from first light to noon 7th. From 058° 49' 42" N. 006° 55' 18" W. through 058° 53' 54" 007° 02' and 058° 58' 06" 006° 55' 18" to 059° 02' 18" N. 007° 2' W. Sail at 1900/6, lay at 0345/7, return Port ZA at 1530/7. Details.
(R.A.M., 1158A/5 and 1241A/5.)

/Humber.....

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Mining.- Contd.Humber.Humber open to navigation.
(F.O. Humber, 1020A/5.)Harwich.Port is open.
(F.O.I.C. Harwich, 1116A/5.)Search of
Route A.Assume a search of route A between S.G one and S.G three buoys has been carried out up to 8 cables either side of dividing line together with exploratory search for T mines with negative results.
(N.O.I.C. Milford Haven, 1205/5.)Spurn
Point.The following six acoustic mines were detonated today. Details.
(F.O. Humber, 2005A/5.)Navigational.Submerged
object.SAKARA reports having hit a heavy submerged object in position 1 mile 090° from 17 buoy. No damage reported.
(VERSATILE, 0933A/5.)Seidisfiord.Unlighted buoys dangerous to navigation in (a) 317° 1.3 miles (b) 331° 2 miles (c) 337° 3 miles (d) 341° 4.3 miles (e) 303° 4.3 miles. All from Dalatangi lighthouse Seidisfiord.
(N.O.I.C. Iceland, 1027/5.)54C. Buoy.Q.Z.H. - Harwich Area.
54C light-buoy missing from station.
(Hydrographer, 1829A/5.)57G. Buoy.WINDSOR reports No. 57G. Buoy appears to be 250° 1.2 miles from charted position.
(F.O.I.C. Harwich, 2201A/5.)Casualties and Defects.Unknown
Vessel.Automatic S O S signal heard strength 2/3 at 0833 bearing from GPK 182°.
(Port Patrick, 0835/5, 0958/5, 1038/5, 1152/5.)

/CULVER.....

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Casualties and Defects. - Contd.CULVER.

My 2027/4. Repairs expected to be completed p.m. today. Intend to sail 6/10 for Sheerness. E.T.A. 1500/6.
(F.O.I.C. London, 1006/5.)

Shipping and Convoys.

W.S.12.
BEVERLEY.
STANLEY.

Your 1315/4.
BEVERLEY not permitted fuel Ponta Delgada having fuelled there in August. If she cannot escort CHESHIRE's convoy she is to proceed to Londonderry at prudent limit of endurance. STANLEY act in accordance with my 1840A/3.
(C. in C. W.A., 1001A/5 to DEVONSHIRE.)

Q.P.1.

LLANSTEPHAN CASTLE arriving with Convoy Q.P.1 is carrying personnel who are required to disembark at Clyde.
Request you will sail her when suitable escort is available.
(A.C.N.S.(H), 1138A/5 to R.A.D.)
Admiralty's 2357A/4. When no longer required divert BLACK RANGER and ANTHONY to Hvalfjord. On arrival ANTHONY return to Scapa.
(R.A.D. H.F., 1505A/5 to SHROPSHIRE.)
Request report on arrival of Q.P.1 of any difficulties experienced with Russian merchant ships from the point of view of -
(a) communication
(b) convoy discipline.
(A.C.N.S.(T), 1800A/5 to C. in C. H.F.)

C.W. Convoys.
Proposed
alternative
Route,

In view of the accuracy of the gunfire sustained by the last C.W. Convoy when between Dover and the Folkestone Whistle Buoy, and the reduced time of flight of shells fired it appears possible that a new gun of improved accuracy is in action. It is suggested for consideration that as the enemy may be firing by Chart Range an alternative route should be used for the next C.W. Convoy, either inshore of or to seaward of the existing route from the vicinity of South Foreland to No. 10 buoy, a track being swept if necessary through area No. 2 of the Dover mine barrage.
(C. in C. Portsmouth, 1507A/5 to C. in C. Nore, V.A. Dover.)

/Your.....

War Diary.5.10.1941.
Sunday.HOME COMMANDS.Shipping and Convoys.C.W. Convoys.
Proposed
alternative
Route.
Contd.

Your 1507A/5. Pending further experience I doubt the supposition that a new battery was responsible for the reported greater accuracy of the gunfire sustained by the last C.W. convoy but as it is fairly certain that the enemy fires with the chart range the use of an alternative route would serve to throw out his calculations. Against this the normal spread of salvos may on occasion cover the alternative route also which must be nearer the shore as it is considered that it would be a disadvantage to lessen the range by selecting a more seaward route. It is proposed therefore to experiment with a channel having a centre line running through the following positions.

(A) 51° 06' 51" N. 01° 22' 15" E. (Position B of Q Z S 269.)

(B) 51° 04' 00" N. 01° 13' 54" E.

(C) 50° 55' 00" N. 01° 05' 00" E. (In QZS 238.)

Dover mine barrage being deep will not affect this route. Chance of enemy mines existing in it is negligible but opportunity will be taken to carry out a search sweep two cables each side of centre line before passage of convoy. Convoy must not be inshore of channel when passing through Q Z S 186 (3).

(V.A. Dover, 1931A/5 and 0901A/6, to C. in C. Portsmouth.)

Your 1931A/5. Concur in proposed new route. N.C.S.O. Thames is requested to route C.W.53 accordingly.

(C. in C. Nore, 2212/5 to V.A. Dover.)

REMMAREN.
CAPELLA.
GLIMMAREN.

Cleared and sailed for Gothenburgh. Swedish Ships REMMAREN at 1530, CAPELLA at 1650, GLIMMAREN at 1810. They will R/V in 062° N. 60 miles East of Faeroes and proceed thence in company in accordance with Admiralty 1753/3rd. (N.O.I.C. Faeroes, 1820A/5.)

P.Q.2.

Cancel A.M. 1346/2 ^{P. 28A.} and A.M. 1856/2. ^{P. 30.}

2. P.Q.2 will now consist of S.S. QUEEN CITY, TEMPLE ARCH, HARPALION, EMPIRE BAFFIN, and ORIENT CITY loading on the Clyde, and HARTLEBURY loading at Liverpool.

4. C. in C. W.A. is requested to sail ships to arrive Scapa by p.m./14th.

5. Convoy will proceed direct from Scapa to Archangel, sailing on 15/10.

6. Escort is to consist of one cruiser, two destroyers, and BRAMBLE, SPEEDY, and SEAGULL. C. in C. H.F. is requested to detail cruiser and destroyers.

7. Ships of escort should assemble at Scapa by p.m./14th.

(A.C.N.S. (H), 2346A/5.)

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

North Atlantic.

→ COREOPSIS.
FLEUR DE LYS.

Steer for position 029° 00' N., 018° 00' W., at best speed. (F.O.C.N.A., 0922A/5 to COREOPSIS, FLEUR DE LYS).

French
Shipping for
Axis.

Information received from Chief Mate S.S. EMBLA arriving Lisbon 10/10 from Marseilles.
* AUSTRALIEN left Marseilles for Italy with German crew, ALSIA (?ALSINA) ditto. S.S. NOAVIA* *not identified* S.S. SAINT GUILLIAUME still at Cape Janet Sud with German crew on board but will also proceed to Italy. Three of these ships came from Dakar. A.I. (N.C.S.O. Lisbon, 1035/5 to Admty).

* Now sailing as ST ADOLPHE. (Lloyd's 1942-43)

→ MARON.
COREOPSIS.
FLEUR DE LYS.

MARON return to Gibraltar at best speed. R/V with COREOPSIS and FLEUR DE LYS in 029° 30' N., 018° 30' W., at 2100A/5. (F.O.C.N.A., 1202A/5 to MARON, COREOPSIS). My 1202A/5. Pass through positions (a) 035° 00' N., 010° 00' W., (b) 036° 00' N., 007° 00' W. (F.O.C.N.A., 1204A/5 to MARON, COREOPSIS). Your 1202A and 1204A/5 acknowledged. E.T.A. at position 29.30 18.30., 0200A/6. My P.C. and S. are 27.24., 19.04., 14, 12. (MARON, 1500A/5 to F.O.C.N.A., etc).

Dispositions.

H.G. 74, Craft on patrol etc (F.O.C.N.A., 1340A/5) See Lion Copy.

French
Shipping.

Gibraltar 5/10 0852 French Minesweeper ENGAGEANTE French ships GABRIEL GUIST, ~~HAB~~ STRASBOURGEOIS, PONTET CANET all laden. Tug L'OBSTINE westbound. 1045 French Destroyer BOULONNAIS, French ships MEDIE II laden with troops and civilians, DALNY laden deck cargo barrels, LIPARI light with civilian passengers eastbound. (S.O.(I) Gib., 1807A/5).

MOST SECRET

121A

MOST SECRET

MESSAGE 1340A/5 October III

From F.O.C.N.A.

Date 5/10/41
Recd. 1640NAVAL OFFICER C BY W/TAddressed Ships & Authorities North Atlantic. Repeated
Admiralty, C. in C. Western Approaches.IMPORTANT

459. (i) H G 74, 38 21 16 10 295 7 S.O. of Escort
H.M.S. FORESIGHT. H.M.S. FORESIGHT, H.M.S. FORESTER part
company 0800/6 and return Gibraltar 15.S.O. of Convoy
then AUDACITY.

(ii) H.M.S. DUNCAN, H.M.S. ROCKINGHAM approximately
37 55 14 (?205) 14 to R/V H G 74 0800/6.

(iii) ISAAC SWEERS 35 50 16 15 270 15.

(iv) H.M.S. LIVELY approximately 37 44 10 28 to
Gibraltar 18. Situation report number one at 2000A/5th.

(v) SENNEN, TOTLAND and 2 tankers 26 45 14 50
037 degs. 7½

(vi) H.M. S. CROOME sails 1800 5 through 33 40 09 23
thence 206 14.

(vii) H.M.S. MARON, COREOPSIS, FLEUR DE LYS to
rendezvous in 29 30 18 30 21 00 5 thence 055 degs. 12½:

(viii) H.M.S. LADY SHIRLEY, GMVF (SILVERBELLE)
approaching Las Palmas from West.

(ix) MIRROR escorted by H.M.S. LADY HOGARTH en
route for Lisbon area from Cape St. Mary area.

(x) H.M.S. ALOUETTE patrol Y One.

(xi) H.M.S. IMPERIALIST patrol Y One leaves for
Gibraltar 0300/6.

(xii) H.M.S. SCOTTISH patrol Y 3 expected time of
arrival Gibraltar 0800/6.

1340A/5
Advance copy D.C., D.O.D.(H), D.T.D.

A.C.N.S.(T)(2)
A.C.N.S.(H)
A.C.N.S.(F)
N.A. 1st S.L.
D.O.D.(H)
D.D.O.D.(H)
D.O.D.(F)
D.D.O.D.(F)
D.T.D.(2)
D.T.D.(M)
D.A./S.W.
D.D.I.C.(2)

D.C.(2)
I.P.(2)
E.P.S.

War Diary.5.10.1941.
Sunday.FOREIGN STATIONS.South Atlantic.Suspicious Ship.

Vessel sighted this morning (?similar) appearance V class B (I) passenger except masts shorter. On altering course away vessel attempted to (?close) (?then) reverse her original course. Is now hull down apparently (corrupt Group) (PANTHER (ZSKF) via Freetown W/T 0855 G.M.T./5). Simonstown 0855/5. Request confirmation call sign was BASW name PANTHER and any other information since no preceding signal indicating position etc. received Freetown.
(C. in C. S.A., 1814N/5 to F.O.I.C. Simonstown)
Distress signal cancelled, see 0530/6.

JUMNA.

JUMNA is to sail on completion of oiling A.M./6 by direct route to Simonstown. E.T.A. 1200Z/15. Requires to boiler clean on arrival.
(C. in C. S.A., 1151N/5 to JUMNA).

VIKINGS.

Following issued with concurrence of Admiral Commanding F.N.F.L.
2. F.N.F.S. VIKINGS to proceed to Beirut.
3. Cs.in C. concerned are requested to arrange for hersailing from Simonstown on completion of her refit. (A.C.N.S. (F), 1541A/5 to C. in C. S.A., C. in C. E.I.)

TOMBOUCTOU (French).

Departure 5th, Point Noire 9/10.
(Port Harcourt, 1805/5 to M. of W.T.)

DERBYSHIRE.

On relief with W.S.11 proceed Capetown.
(C. in C. S.A., 1821N/5 to DERBYSHIRE)

Force Q.

QUEEN EMMA, PRINCESS BEATRIX, ROYAL SCOTSMAN, ULSTER MONARCH, DEWDALE, ENNERDALE, have been directed to form Force Q.
(C. in C. S.A., 1841N/5 to Admty).

FARNDALE, HEYTHROP.

E.T.A. at Bathurst 1630Z/6 HEYTHROP in company. Consider ship requires 250 tons oil fuel. On departure request light from 2000Z/6.
(FARNDALE, 2145Z/5 to C. in C. W.A.)

Dispositions.

Weekly state. (C. in C. S.A., 2335N/5) See Lion Copy.

From C. in C. South Atlantic

Date 6.10.41.

122A.

Reed. 0835

Naval Cypher D By W/T

Addressed F.O.C.N.A. C. in C. America & West Indies. C. in C. East Indies.
R.A.S.A.D. N.O.I/C. Simonstown.

Weekly state:

Freetown H.M.S. ALBATROSS H.M.S. VINDICTIVE H.M.S. PRETORIA CASTLE
H.M.S. BRIDGEWATER H.M.S. MILFORD H.M.S. VANSITTART H.M.S. BRILLIANT
H.M.S. EAGLE H.M.S. DORSETSHIRE Fr. sloop minesweeper COMMANDANT DUBOC
H.M.S. JUMNA 10 corvettes.

Freetown (2 corrupt groups) H.M.S. VELOX H.M.S. WRESTLER and 3
corvettes.

Bathurst H.M.S. WILD SWAN H.M.S. VIMY H.M.S. STORK H.M.S. WELLINGTON

U.K.-Freetown. H.M.S. DEVONSHIRE, ETHIOPIAN, WALLFLOWER, NIGELLA.

Freetown U.K. S L 88 escorted by VERVAIN and 3 sloops. H.M.S.
CILICIA and 2 corvettes, H.M.S. CHESHIRE.

St. Helena area H.M.S. DUNNOTAR CASTLE.

Freetown-Capetown H.M.S. TEVIOTBANK.

Point Noire. H.M.S. SOUTHERN GEM H.M.S. SOUTHERN PRIDE.

Gibraltar-Freetown. H.M.S. EURYALUS, H.M.S. HEYTHROP., H.M.S.
FARNDALE.

United Kingdom Ports. H.M.S. CANTON, H.M.S. CATHAY.

U.S.A. H.M.S. ASTURIAS, H.M.S. NEWCASTLE, H.M.S. QUEEN OF BERMUDA.

Capetown. H.M.S. GARNARVON CASTLE. H.M.S. DERBYSHIRE.

Simonstown. H.M.S. DRAGON, H.M.S. JANUS, H.M.S. GUARDIAN.

Plate area H.M.S. BIRMINGHAM and 2 corvettes.

Tristan Da Cunha H.M.S. BULOLO, H.M.S. ALCANTARA.

Lagos H.M.S. ANCHUSA.

Durban H.M.S. REVENGE H.M.S. REPULSE H.M.S. AUSTRALIA.

2335N/5

Advance copy Ops. O.D. Trade.

A.C.N.S. (F)

N.A. 1st S.L.

Capt. Pim, Admiralty Hse.

Ops. (3)

O.D. (5)

O.D.8.

M. (2)

O.I.C. (2)

Mails

Movts.

I.P. (3)

D.A./S.W.

W.D.

E.P.S.

War Diary.5.10.1941.
Sunday.FOREIGN STATIONS.Mediterranean.Enemy
Units.

P.C. and S. of enemy 033° 23' 016° 05' 250° 14 kts.
at 0140A. (2) Swordfish attacking about 0245A.
(Capt. S.10 0241A/5 to PERSEUS).

3 M/Vs
attacked.

3 Merchant ships of convoy probably damaged or
sunk by Swordfish in 033° 22' 015° 31' at
0300A/5. (Capt. S.10 0605A/5 to PERSEUS, REGENT)
See 1615/5.

PROTEUS.

Your 2300B/3 approved. Return to your area.
(Capt. S.1. 0901B/5 to PROTEUS).

TYNEFIELD
sunk.

TYNEFIELD mined and sunk at 0700B/5 in Suez Canal
at k/m. 153.3 probably blocking Canal. Mine
believed laid July 12th.
(S.B.N.O. Suez Canal, 0927B/5 to Admty etc).
TYNEFIELD, British Tanker 5856 tons.
My 0927B/5. Mine exploded just before bridge
breaking ship's back. All before this is on
bottom. Stern is water borne and it is hoped that
all abaft bridge is tight. There is deep water
passage of 120 feet wide to east of wreck.
Expected to increase this by hauling stern into
African bank. Intended to resume traffic past
wreck today.
(S.B.N.O. Suez Canal, 1317B/5 to C. in C. Med.,
etc).

THORBRYN
Wreck.

My 1833B/3. Amend (4) to read 032° 04' 00" N.,
024° 09' 15" E., position is approx. only.
(B.S.N.O., Tobruk, 1031B/5).

Benghazi.
Bardia
bombed.

Night 3/4/10. 13 Wellingtons attacked shipping
in Benghazi several bombs burst on quays. 3
Wellingtons bombed Bardia Harbour. 4 Blenheims
bombed petrol dump about 16 miles N. W. of
Bardia.

Day 4/10. 9 Marylands continued attack on Bardia
petrol dump about 50 per cent of bombs falling
on it. 6 Marylands bombed enemy Military H.Q.
near Sollum

Cyprus Raid.

Night 3/4/10. A single enemy aircraft dropped
bombs on Cyprus, no casualties or damage.
(H.Q. R.A.F. M.E., 1137/5).

/BALCIC.....

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

Mediterranean. - Contd.

BALCIC
(Roumanian).

My 1202/28. BALCIC departure delayed. Unable to indicate sailing date. T.O.O. 11.59/5. (S.O.(I) Istanbul, to S.O.(I) Med).

THORN.

Proceed as in my 1110B/3 to P.34 substituting 9th and 10/10 respectively for dates given. (V.A. Malta, 1207A/5 to THORN.)

Enemy Convoy.

Convoy and escort 080° Tripoli (Libya) 20 at 1140A/5. Proceed in execution of previous orders. (Capt. S.10 1305A/5 to REGENT).

FRONSAC
FONPAC.
FRENCH

Arrival 4/10 ^{FRONSAC}~~FONPAC.~~
(Barcelona, 1309/5, to M. of W.T.)

(ALBATROS)
T/B, sunk
by UPRIGHT
27/9.

C.A.F.O. 1278/41. (a) 27/9. (b) (?GENERALE) Class Torpedo boat on independent A/S sweeps N.W. of Messina. (c) UPRIGHT. (j) One hit, ship sank. Two destroyers arrived from westward 90 minutes later searched area ineffectively. (a) 27/9. (b) 2,000 tons M/V escorted by one small A.M.C. 5 miles N.W. of Cape Milazzo westbound. (c) UPRIGHT. (j) Missed, considered speed underestimated. (Capt. S.10 1347A/5 to Admty).

Return of
aircraft
to Fleet.

Your 1727/1 para (?) experience in Med., Fleet has proved that the return of aircraft to the fleet in accordance with Med., amendment to para. 15C of S.P. 02312(2) is quite satisfactory. Request information whether these rules have been adopted in force "H" and if not whether you consider they are the solution to the problem. (C. in C. Med., 1409B/5 to F.O.H.)

M/V hit by
UTMOST.

C.A.F.O. 1278/41 read in 5 columns (a) (b) (c) (g) (j). 2/10, medium sized M./V in convoy of 3, escorted by destroyers northbound, 4 miles west of Marittimo. Surface attack at 0120 in poor weather with sea 45, UTMOST, 1 Mark (VIII) 2 star R.N. T.F. 12 34, hit after torpedo had run 2' 40". Second and third torpedoes not fired due to submarine diving after unseen destroyer fired Verey Lights towards UTMOST at short range. Result of hit not observed. (Capt. S.10 1421A/5 to Admty).

/THUNDERBOLT.....

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

Mediterranean. - Contd.

→ THUNDERBOLT.

Sails 1745B/5 from end of searched channel to 034° 40' 025° 26' thence area A between 037° 00' and 038° 30' and West of 025° 40' T.O.O. 1511B/5. (Capt. S.L., 1541B/5 to C.in C. Med., KIPLING)

Malta Raid.

Night 4/5.

3 enemy bombers, 2 crossed coast. Bombs in sea and on land. 4 civilian casualties. 2 Hurricanes up, no illuminations or interceptions. 1 Aircraft bombed shipping Benghazi Harbour. (H.Q. Malta, 1600/5).

TALISMAN,
RORQUAL,
→ THUNDERBOLT.

TALISMAN is to leave area A p.m./6 and keep eastward of 023° 55' proceed to patrol during daylight/7 in area within a radius of 25 miles Cape Drepano, Suda Bay. Proceed thence through -035° 39' 026° 27' and pass through Kaso Strait to eastward of line drawn 160° from this position arriving Alexandria sanctuary 0530B/11.

RORQUAL proceeding to area A via Antikithera Channel is to keep to westward of 023° 55' when northward of latitude 036° on both northward and southward passage.

THUNDERBOLT is routed through Kaso Strait keeping westward of line drawn 160° through position 035° 39' 026° 27'.

S/Ms encountering within 60 miles Kaso Strait or Phalconera (?S/Ms) are not to be attacked unless their enemy identity is established. (Capt. S.L., 1601B/5 to S/Ms named).

A/C attack
on Convoy.

7 Swordfish attacked convoy (see 0605/5) 0305 hours, results claimed: 2 M.V. 8-10,000 tons and 6,000 tons left sinking, 3rd M/V 5,000 tons possibly damaged, opposition intense, accurate light flak, smoke screen ineffective. All our aircraft returned. Today's R/C confirms 1 ship missing from convoy. (Malta, 1615/5).

PHOEBE.

Your 1331/1. It is not desired that PHOEBE should call at a South American Port. Request you will amend route accordingly. (A.C.N.S. (F) 1818A/5 to C. in C. Med).

Black Sea
Icebreakers.

Our ability to provide Russia with supplies will depend largely whether Archangel can be kept open. The extrication from the Black Sea of the two icebreakers referred to in Admiral Miles' 1919C/4 is of great importance. Can you hold out any hopes of this?

(1st S.L. 1950A/5 to C. in C. Med).

/Mines

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

Mediterranean. - Contd.

Mines
Tobruk.

Minesweeping Summary Week ending 5/10. One minelaying raid 3 parachute mines in harbour, one exploded 2 hours later, 2 parachute mines outside searched channel, one parachute mine exploded on landing ashore. One acoustic swept by S.A. No sweeping for four days, sweeping gear out of action.
(S.B.N.O. Tobruk, 2057B/5 to Admty)

ALBARO
(Italian)

Reported 5/10 as being on charter to Commisariat of Chief of Reich Air Force, Rome, presumably loading fuel for German Air Force units in Mediterranean. (D.S. 763, 7/10).

Situation
report No.
155.

Western Desert. A/S Trawler KOS 21. bombed and sunk in 32.09 N., 25.17 E., at 2130/4 while proceeding to Tobruk with D Lighter in tow. SOTRA in Tobruk hit by shell from enemy battery on 1/10 and damaged below water. Now at Alexandria expected repaired in about 14 days. GIBEL KEBIR slightly damaged by splinters in air raid Mersa Matruh P.M./3. Enemy bombing at Tobruk has increased recently.

2. Two air reports of U-boats about 60 miles N., of Bardia on 4th and 5th Oct. Destroyers now carrying out A/S hunt.

3. Red Sea. Escort operations have continued without air opposition.

4. Canal Area. Oiler TYNEFIELD sunk by mine at 0700/5 in Suez Canal, see S.B.N.O.C.A. 0927/5. Discharge of cargo commenced. Canal movements continuing without serious interference and 100 foot channel reported clear.

5. My 2212/4. Salvage of cargo of ASIS. CHURRUCA proceeding and salvage of ship appears practicable.

6. Submarines (A) THRASHER has reported details of minefield laid off Benghazi on 16th and 17th and reports possible hit at 0120/13 on 500 ton ship in convoy in 31.58 N., 19.32 E., (B) TETRARCH reports 5,000 ton transport torpedoed off San Giorgio Island, Aegean 2030/26 and large escorted Merchant ship torpedoed 20 miles South of San Giorgio Island at 2337/28. One hit on each but result uncertain due to counter attacks. Caique with Italian soldiers sunk by gunfire at 1820/27 six miles west of Ananes Islands. (C) TRIUMPH in Adriatic torpedoed Tanker LIRI at 0800/18 which managed to reach Cotrone Harbour. At 0800/23 torpedoed and sank 3500 ton merchant ship off Split. On 24th off Ortona scored two hits on tanker and set her on fire by shelling when tugs arrived. Pilot Cutter also sunk by gunfire. TRIUMPH withdrew when shore batteries opened fire. (D) UTMOST scored one torpedo hit on Northbound convoy at 0020/Z in position 37.53 N., 12.05 E. (E) UPRIGHT sank Generale Class destroyer at 0900/27 eight miles N.W. of Cape Rasocolmo, Sicily.

7. Aircraft. Swordfish report probable hits on 3 merchant ships in Southbound convoy 33.22 N. 15.31 E. at 0300/5. (C. in C. Med., 2101/5.)

was ALBATROS,
torpedo boat

War Diary.5.10.1941.
Sunday.FOREIGN STATIONS.East Indies.B.P.17
Convoy.

0100Z/5 E.T.A. Rookafloat TAKLIWA 1700Z/9 Basra;
 KHEDIVE ISMAIL 1900Z/9 Basra; ROHNA 2100Z/9 Basra;
 VARELA 0500Z/10 Basra; SANTHIA 1830Z/10 Basra.
 (all troops and stores). (N.C.S.O. Bombay 0110Z/
 5 to Admty.)

N.O. for
Tiflis
Mission.

See ARMINDIA's 14438/G (T.O.O.1140Z/3) My
 1520/25/9 refers. (C. in C. E.I. 0624Z/5 to
 Admty.)

"Q" Report
INGE MAERSK.

At 0716Z/5 INGE MAERSK made Q distress message.
 She cancelled it 0755Z. Cancellation considered
 genuine. Position 024° 03' S. 036° 59' E.
 (C. in C. E.I., 0938Z/5 to Admty.etc.)

Caspian.

Your 1520/25. Approved subject to concurrence
 of C. in C. India. Appointment for Cdr. McCoombe
 is being issued. Information is required on
 following subjects:-
 (a) What shipping is available in the Caspian for
 discharge of (i) general cargo, (ii) oil?
 (b) Capacities, facilities and soundings of
 major ports in the Caspian.
 (c) Depth of Volga-Caspian Canal and maximum
 draught of ships reaching Astrakhan.
 (Head of M. 1242A/5 to C. in C. E.I.)

ALIMADAT
Dhow captured.

Dhow ALIMADAT fully laden on passage Madagascar
 to Jibouti was captured by H.M.I.S. RATNAGIRI
 at 1000 G.M.T/5 off Berbera. Two Frenchmen
 on board. Dhow not accompanied by submarine.
 Full investigation of dhow being made Berbera.
 Nairobi informed. (C. in C. E.I., 1408Z/5 to
 Admty.)

Raiders.

Your 0458Z/4. My 1857/30 para.4 stated Raider
 F. was KANDELFELS. Raider E. is SANTA CRUZ.
 (D.D.I.C. 1501A/5 to C. in C. E.I.)

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

China.

D'ARTAGNAN
(French)

Departure 5/10 Manila.
(Saigon, 0520Z/5 to D. of S.T.)

Aerodromes.

Re use by U.S. Air Forces. (Air Ministry 1604/5 to C. in C. Far East) See Lion Copy.

S.B.L.O.
Singapore.

Your 0541/26 (appointment of S.B.L.O. at Singapore). Are C. in C. Far East, Governor, Singapore, and Chancellor of Duchy in agreement with this proposal? (Head of M. 2259A/5 to C. in C. China.) Reply: 0253/6.

America and West Indies.

U/Bs using
Santo
Domingo.

Following is Opnav despatch 2130/3. Report of unknown reliability had been received stating :- "Two German submarines of 70 series based at Dakar have made trips to Santo Domingo and have been supplied by a German supply vessel. Samana Bay, Dominican republic, is reported to be base of operations". (Opnav 0037/5 to Admty. etc.)

ST. CROIX.

ST. CROIX 0124Z/5 (See U-Boat Campaign.)

PRINCE HENRY.

Leave Bermuda 7/10 to comply with my 1022Q/1 as amended by my 2212Q/2. Proceed by direct route to R/V. (C. in C. A.W.I. 1058Q/5 to PRINCE HENRY)

SILVAPLANA.

Ref.1035M/13/9 from Naval Board, Wellington, SILVAPLANA not arrived. (S.O.(I) Kingston J., 1244R/5 to Admty. etc.)

NORSELAND.

Panamanian Ship NORSELAND due Balboa 28/9 from Noumea not arrived. (S.O.(I) Jamaica 1248R/5 to Admty. etc.)

/ACADIA

MOST SECRET

128A

MOST SECRET

M E S S A G E

IN 1604/5/October

From Air Ministry.

Date 6,10,41.

CYPHER.

Addressed C. in C. Far East.

IMMEDIATE.

X.632 5/10.

Chiefs of Staff have received communication from American Mission in London informing them of directive issued to Lt. General MacArthur, Commanding General U.S. Forces in Far East, in the following terms:-

"In opinion of War Department air defence of area Phillippines-Australia-Newherland East Indies-Singapore would be greatly strengthened if there could be made available to U.S. forces certain aerodromes with necessary supplies and equipment, including petrol, bombs ammunition, and service detachments, located at Singapore, Rabaul, Port Moresby, Port Darwin and advanced distributing point facilities at Rockhampton.

General MacArthur is directed to consult British Authorities in Far East with view to making these arrangements as soon as practicable. Particularly to ask for use of aerodromes at Singapore, Rabaul, Port Moresby and Port Darwin for operations by heavy bombers and reconnaissance aircraft, also for establishment of advanced distributing centre at Rockhampton and for emergency use of other aerodromes as necessary. Similar requests to be made to appropriate Dutch Authorities.

U.S. Forces to be stationed at aerodromes to be limited to maintenance Units. Local defence to be provided by British or Dutch as appropriate.

War Department regards it as essential that one aerodrome be available between Manila and Singapore suitable for operation of B-17 (Fortress) heavy bombers and General MacArthur is to press for development of at least one such Aerodrome in North Borneo at earliest possible date."

Para. 2. Chiefs of Staff welcome proposals contained in this directive and subject to prior official approach being made by U.S. Government to Commonwealth Government, wish discussions to proceed without delay.

Para. 3. No official discussions are however to be initiated until it is known that Commonwealth Authorities have been so approached and have had opportunity to appoint representative.

- Contd/.....

MOST SECRET

-2-

Para. 4. Arrangements have been made for appropriate action by U.S. Authorities to be taken in Washington to apprise Commonwealth Government who have been warned by Dominions Office of general terms of official communication they may expect.

Para. 5. You will be informed as soon as arrangements have been made for official discussions to commence.

1604/5.

Recd. from Air Ministry P.M. 6th October

Advance copy sent D.C. D.C.D. (F) D.D.I.C.

1st Lord,
1st S.L.
V.C.N.S.
A.C.N.S. (F)
N.A. 1st S.L.
P.A.S. (S)
D.O.B. (F)
D.D.C.D. (F)
D. of P. (2)
D.C. (2)
E.P.S.
Hd. of M. (10)
I.P. (2)
N.I.D. 10 Payne, Cdr. Wilson
W.D.
D.M.I. (4)
D.D.I.C.

Air Ministry distribution:-

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C.A.S.
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Mr. Orme-Sergeant, F.O.
C.I.G.S. W.C. (2)
M.O. 10 W.C. (1)
C.N.S. Admiralty
D. of Plans Admiralty
Mr. Holmes, Dom. Office (1)
Lt. Col. Barlow, Col. Office
(1)

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

America and West Indies - contd.

ACADIA re
escort.

Your 0940/4. Matter has been referred to C. in C. South Atlantic who has been instructed to reply direct to B.A.D. Washington, (keeping Admiralty informed) in order to save time. Will inform you of his proposed action as soon as possible. (A.C.N.S.(F) 1440Z/5 to A.L.U.S.N.A)

MONDOC sunk.
suspected
sabotage.

2 lifeboats S.S. MONDOC containing complete crew of 19 officers and men landed Galera Point (N.E. of Trinidad) at 0715/5. Master, Chief Engineer and Mate state: Ship loaded Bauxite in Demerara River and sailed from Georgetown a.m./3 for Trinidad. At 0145/5, position 10° (26' or 31') N. 60° 48' W. 2 explosions aft occurred, engine room filled rapidly. Master ordered abandonment, and further explosion occurred, largest in forward hold, Bauxite thrown up about 100 feet and ship broke up and sank immediately. Original crew from Home ports when loading, all known to Master. C.B. in weighted bag in chart house went with ship. Sabotage appears certain. (F.O.I.C. Trinidad 1615Q/5 to C. in C. A.W.I.)

T.C.15.

5th Canadian Armoured Division. Arrangements. (A.C.N.S.(H) 1731A/5 to C.O.A.C. Opnav, N.S.H.Q. Ottawa) Note. This signal was cancelled by Adty. 2133A/8.

AURANIA.

C. in C. A. and W.I. 0952Q/4 and A.M.1653A/4 A/S escort available will not be sufficient to provide protection for more ships than WOLFE, MALOJA and RANPURA. AURANIA cannot therefore be accepted and she should be retained till next suitable opportunity. Sailing of WOLFE, MALOJA and RANPURA is to be delayed pending further instructions from C. in C. W.A. amending time of R/V with A/S escort. (A.C.N.S.(H) 1756A/5 to C. in C. A.W.I., C. in C. W.A., C.O.A.C. Halifax)

INDOMITABLE.

Admty. 0005A/3. It would be much appreciated if two American destroyers could be attached to INDOMITABLE from the time of her arrival at Bermuda on 21/10 until her departure from Trinidad on 22/11. 2. Request you will enquire whether this arrangement is possible, if not we shall quite understand. (1st Sea Lord 2343A/5 to B.A.D.)

War Diary.

5.10.1941.
Sunday.

FOREIGN STATIONS.

New Zealand.

German Unit.

By D/F fixed at 1736Z/4 a German naval mobile unit may be within (? 180) miles of 046° 30' S. 168° E. (N.Z.N.B. 1059M/5 to ACHILLES, etc.)

War Diary.

5.10.1941.
Sunday.

U-BOAT CAMPAIGN.

Ships Attacked.

TUVA
(torpedoed
2/10)
LEVIS
(torpedoed
19/9.)

Owing to shortage of oil due to excessive rate of consumption have had to leave convoy 0800Z/4 in 051° 05' N. 033° 05' W. course 255° speed 8. E.T.A. St. John's N.F. 1800Z/6. Have 34 survivors TUVA and 2 officers 3 ratings from LEVIS. (ST. CROIX 0124Z/5 to C.C.N.F.)

S.L.87,
survivors.

Your 2236A/4. Arrival GORLESTON.
(F.O.I.C. Belfast 0730A/5 to C. in C. W.A.)

S.L.87,
LULWORTH's
report.

Preliminary examination of LULWORTH's report of attacks on S.L.87 indicates that their success was largely due to breakdown of Type 271 due to overheating in Tropics and lack of spare valves. Applications for spares have been made on numerous occasions but none have yet arrived. Essential that Ships should carry spares. LULWORTH states efficiency of Type 271 when in proper operation was miraculous.
(N.O.I.C. Londonderry 1321/5 to C. in C. W.A.)

Submarines Reported.

0026 G.M.T.
etc.

A first sighting report was made at 2347/4 and again at 0026/5 G.M.T. by a German U-Boat which may have reported either ST. CROIX Convoy or O.N.20 if on Southerly route. (D.T.D. 0055Z/5 to Opanav, D.D.I.C. 0201A/5 to RESOLUTION, CATHAY.) My 0055Z/5, further enemy reports from same general area were made at 0145/5, 0225/5, 0617/5, 0840/5 G.M.T. Similar first sighting reports were also made by a U-Boat which may have been reporting O.N.21 at 0417/5 and 0516/5 G.M.T. (D.T.D. 0925Z/5 to Opanav, 0957A/5 to RESOLUTION, CATHAY.)

0417 G.M.T.
0516 G.M.T.

At 0417 G.M.T. and 0516 G.M.T. U-Boats made sighting reports which may have been of Convoy O.N.21 or WALKER or TRAIL. (D.D.I.C. 0657A/5 to KEPPEL, WALKER, TRAIL, etc.)

1026

Two submarines 45.04 N., 3.11 W. 120.
(A/C duty B. 1026/5 to 19 Group.)
Enemy S/M previously reported was sighted on surface and observed to submerge. No attack. On patrol. (A/C duty B. 1045/5 to 19 Group)
(A.C.H.Q. Plymouth, 1725/5.)

Estimated U/B dispositions. (D.D.I.C.1424A/5.)

/1438 G.M.T.

War Diary.5.10.1941.
Sunday.U-BOAT CAMPAIGN.Submarines Reported - contd.

1438 G.M.T.

By D/F in approx. 48° 00' N. - 49° 00' N.
32° 00' W. - 35° 00' W. Unreliable fix.
(D.D.I.C. 1542Z/5 to Opanav.)

1919Z.

D/F bearings at 1919Z/5 indicate that German U-Boat is in the vicinity of Convoy O.G.75.
(D.D.I.C. 2123A/5 to ROCHESTER.)

2208A.

One S/M Bearing 270°. Distance 3 miles approx: true course 350°. My position 28.44 N., 18.43 W. (MARON, 2208A/5 to Whitehall W/T.)
My 2208. Submarine submerged. Have now met escort, my position now is 28° 55' 18° 40'. (MARON, 2245A/5 to Gibraltar W/T.)

Submarines Attacked.By MARON.

Engaging submarine. My position now 027.59, 018.39. (MARON, 0800A/5 to Whitehall W/T.)
My 0807. No change. (MARON 0835A/5.)
My 0835 S/M following my P.C. and S. 027° 52' 018° 51' 235° 14. (MARON 0855A/5.)
Engaged submarine range 6 miles, half ammunition expended: estimated one hit, forced dive, fired pattern. No damage or casualties. My P.C. and S. are 27° 47', 18° 45', 240°, 11 knots. (MARON 1015A/5.)

By A/C

Am over enemy submarine in 47.52 N., 10.18 W. enemy submarine was on the surface (?course 360° 8 knots.) (A/C duty A. 0941/5 to 19 Group)
Have attacked enemy with dive bombs and estimate one hit. (A/C duty A. 0945/5) Details of attack (A.C.H.Q. Plymouth, 1400/5) See Lion Copy.
A/C sighted 2 U/Bs in 45° 04' N. 3° 11' W. at 1046/5, probably outward bound. A/C attacked U/B in 47° 52' N. 10° 18' W. course 136° at 0941/5. (D.D.I.C. 1202A/5 to S/Ms on Patrol Area A.)

By A/C.

Am over enemy S/M in 47.52 N. 10.24 W. S/M was sighted on the surface and observed to submerge (?course 130° 10 knots.) (A/C duty A. 1005/5) Details (A.C.H.Q. Plymouth 1400/5, see Lion Copy) W.D. Note. Position in 1400/5 is given as 47.55 N., 10.24 W.

M E S S A G E. IN.

SECRET. 1400/5th October.
Date 5.10.41.
From A.C.H.Q. Plymouth. Rec'd. 1700.
P/L. by T/P.

Addressed Admiralty, For O.I.C. only.
IMMEDIATE NOTIFY.
Form Blue.

- A. 19 Group.
- B. ST. EVAL. STE/BSL/5/10.
- C. Blenheim A/1404 met flight.
- D. Nil.
- E. (A) U-Boat just submerged.
(B) U-Boat on surface.
- F. Fine - Wind 065. 10 m.p.h. - 3/10 cu. 2000 ft.
- G. (A) 0937.
(B) 1000 + 1/2.
- H. (A) 1 X - 250 LB.A/S. Mark 111. 1/2 Sec. delay.
(B) 1 X 250 LB.A/S. Mark 111. 1/2 Sec. delay.
- J. -
- K. (A) Estimated hit.
(B) Estimated hit.
- L. (1) (A) 3 miles. (1) (B) 2 miles.
(2) (A) 300 dgs.-T. (2) (B) 116 dgs.-T.
(3) (A) 2 Seconds. (3) (B) still visible.
(4) (A) No oil - but (4) (B) the whole area boiled
up white disturbance.
Of water for 5 mins. In a turmoil for 5 mins.
(5) (A) 10 mins. (5) (B) 10 mins.
(6) (A) 230 knots. (6) (B) 180 knots.
- S. Blenheim A/1404 on met flight at 0935 at 3700 feet
sighted U-Boat in position VCDU 5242 three miles distant
on the Starboard Beam.
The U-Boat was on surface 00.300 dgs.
T. at 10 knots.

R/C/

- 2 -

A/C turned to Starboard and dived to attack having to circle because of altitude - finally releasing at 300 feet at a speed of 230 knots one 250 lb. A/S Bomb. The Bomb aimer in the excitement of the moment only let one Bomb go.

The attack was from the stern - and the U-Boat had only submerged 2 seconds and its position was clearly visible - when the Bomb entered the water 20 feet ahead and 10 feet to the Port Side of the Conning Tower.

No results other than swirl and water disturbance was observed and A/C after ten minutes continued the Patrol. At 1000 hrs. at 800 feet while cruising at 180 knots a second U-Boat was sighted on surface in position VCDU 5536 on C0.116 dgs.-T. at 10 knots - dead ahead of A/C and Conning Tower towards it.

A/C dropped its second 250 lb. A/S Bomb at 18 feet and pulled out of dive at 80 feet. The Bomb entered the water 2 feet in front of oncoming U-Boat and the Hull seemed to pass over it slightly before the explosion.

The Bows lifted clean out of the water and after settling the Stern came out at an angle of 75 dgs. and gradually slid out of sight. Masses of white disturbed water "boiled" on the surface for 6 mins. A/C remained for a further 10 mins. - and on P.L.E. S/C for Base.

1400/5.

1st Lord.	D.T.D.(4).	
1st S.L.	D.T.D.(M).	
4th S.L.	D.T.D.(C).	
5th S.L.	O.I.C.(4).	
V.C.N.S.	D. of P.(3).	
A.C.N.S. (H).	D.A/S.W.	
A.C.N.S.(T)(2).	I.P.(3).	
Nav. Sec.	W.D.	
N.A. 1st S.L.	D.P.D.	
Capt. Pim, Admiralty Hsq.	D.S.D.(2).	
Cps.(4).	M.(2).	
O.D.(5).	E.P.S.	D.N.A.D.
D.N.I.(4).	C.C.L.S.	A.H.Q.H.F.

War Diary.

6.10.1941.
Monday.

SITUATION REPORT.

Home Commands.

The East Coast inshore route has been amended.

The Thames and Medway were closed owing to fog at 0629 and were re-opened at 1609. Shipping in the Humber was also affected by fog. Harwich was opened at 1454A.

It is reported that a Russian M.T.B. torpedoed a merchant ship north of Kirkenes at 0200C today.

Operation
E.J.

KING GEORGE V, PENELOPE, MATABELE, ASHANTI, SOMALI, BEDOUIN, ESKIMO and PUNJABI left Seidis Fjord today.

British Air Operations.

Bad weather affected air operations today.

4 Hurricanes today attacked 4 Armed trawlers off Ostend, damaging two and almost certainly sinking one.

Enemy Air Operations.

A/S Trawler LORD NUFFIELD was damaged by air attack off Milford Haven at 2148 today.

War Diary.

6.10.1941.
Monday.

SITUATION REPORT.

Mediterranean.

Mines are suspected at the northern entrance to the Sicilian Channel.

Libya and
Western
Desert.

8 Wellingtons bombed Benghazi harbour last night.

Egypt and
Canal.

Enemy aircraft attacked the Suez Canal zone last night, CARLISLE was unsuccessfully attacked in the Straits of Jubal, S.S. THISTLEGORM was sunk and SALAMAUA in the same anchorage were damaged by near miss.

Mines, believed to have been laid several months ago exploded in the Canal. Traffic was suspended this evening for 48 hours whilst the Canal was thoroughly swept.

THEOPHILE
GAUTIER.

A French broadcast today states that S.S. THEOPHILE GAUTIER with corn for the Greek population has been sunk by a submarine in the Aegean, the broadcast states that she bore French colours and showed lights. C. in C. Med., knows nothing of it, but says that from what is known of the ship's activities it is a good thing if she is sunk.

From later reports it seems probable that the ship was sunk by TALISMAN, who was heavily counter attacked afterwards. THEOPHILE GAUTIER was not showing any lights. *But see 12/10.*

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Co-operation with U.S.A.

A/C in
Iceland.

Your 1234A/13/9 and my 1307Q/14/9. Understand U.S. Navy intend to replace flying boat squadron now in Iceland by Amphibian aircraft during the next 2 months. (A.C.I.C. 1304/6 to Adty.)

Co-operation with Russia.

Murmansk.

Your 1903C/26. Request your opinion by signal on following additional points concerning Murmansk.
(a) Anticipated frequency and scale of German air attacks on the port, together with enemy's chance of interfering with unloading facilities if and when he realises we are using the port.
(b) Existing A.A. defences and any anticipated improvements.
(c) Russian minesweeping facilities.
(d) Stocks of fuel held, and facilities for fuelling our cruisers, destroyers and minesweepers. (1st S.L. 2357A/6 to S.B.N.O. Murmansk).

Movements.

RESOLUTION.
VERITY.
WHITEHALL.
WITCH.

RESOLUTION is to leave Greenock for Plymouth p.m./7.
2. A/S escort AMBUSCADE from Greenock. WOOLSTON from Belfast and CHELSEA from Liverpool to R.V. at dawn/8 as arranged by F.O.I.C. Greenock.
5. Cancel my 2133A/3 para. 3.
(C. in C. W.A. 0107A/7).
Detach VERITY, WHITEHALL, WITCH to Londonderry forthwith to fuel. (C. in C. W.A. 1023A/6 to RESOLUTION).
You are to D.G. range on arrival. Will you be ready to sail for Plymouth at 2200A tonight. Alternative is 24 hours delay. (F.O.I.C. Greenock 1114A/6 to RESOLUTION).
Cancel my 1114. Not required to sail tonight. (N.O.I.C. Greenock 1247A/6 to RESOLUTION).
Arrived Clyde RESOLUTION. (N.O.I.C. Greenock 1758A/6).

PRINCE OF
WALES.

E.T.A. in PRINCE OF WALES with LAFOREY, ORIBI, LIGHTNING, 1800A. (V.A.2 H.F. 0759A/6 to A.C.O.S.).
Scapa arrival V.A.2 in PRINCE OF WALES with LAFOREY, LIGHTNING, and ORIBI. (A.C.O.S. 1850A/6).

HURWORTH.

C. in C. Rosyth's 1139/5. HURWORTH sailed at 0635. (N.O.I.C. Methil 0815/6 to A.C.O.S.)

./ANTHONY.....

War Diary.6.10.1941.
Monday.HOME COMMANDS.Movements-Contd.ANTHONY.
BLACK
RANGER.

Cancel my 1505/5. ANTHONY is to escort BLACK RANGER to Scapa. (R.A.D. 0930A/6 to ANTHONY).

H.32.
SEAWOLF.

You are to R/V with ARCTIC PIONEER and KINGSTON CEYLONITE in 050° 31' N. 000° 41' W. at 0700/7 for escort to Portsmouth. SEAWOLF passes through 048° 50' N. 005° 56' W. and 050° 23' N. 000° 29' W. to effect same R/V as yourself at same time. Should it be necessary to amend your E.T.A. you are to do so at least 12 hours beforehand. S/MS are not to be attacked unless their hostile identity is established beyond doubt. (Capt. S.5 0933A/6 to H.32).

SHEFFIELD.
KENYA.Arrived Clyde SHEFFIELD and C.S.10 in KENYA. (N.O.I.C. Greenock 0946A/6). *See also next page*SHROPSHIRE.

Admty. 1715A/5. Suitable times of arrival Sheerness are 1600/12 and 1700/13. Speed should be reduced to 12 Knots Sunk buoy. 2. Arrangements will be made for 2 destroyers from the Nore Command fitted S.A. to R/V with SHROPSHIRE in vicinity of May Island as arranged by C. in C. Rosyth. (C. in C. Nore 1010A/6 to C. in C. H.F.)

JUNON.

Sailed 1104 JUNON escorted by WHITE BEAR. Estimated speed 10 knots. (C. in C. Plymouth 1130/6). My 1130. E.T.A. 0530/8. (C. in C. Plymouth 1246/6).

UNA.

C. in C. Nore 1426A/5. Route for UNA through Plymouth Command. (C. in C. Plymouth 1132/6). Your 1426A/5 and C. in C. Plymouth 1132A/6. Request UNA be instructed to R/V with CUTTY SARK in 180° Lizard Head 5 miles at 0700A/11. (Capt. S.3 1507A/6). C. in C. Nore 1426A/5. Route for UNA. From 180° Dungeness 2.5 miles pass through position 050° 26' N. 000° 30' E. and then steer for position (a) in C. in C. Plymouth 1132/6. 2 Hospital ships may cross UNA's track. (C. in C. Portsmouth 1903A/6 to Capt. S.7).

/ANTELOPE.....

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Movements-Contd.

ANTELOPE.
NORMAN.

Proceed passing Switha 1610 today to arrive Scrabster by 1700. After embarking party referred to in Admty. 1858A/3 proceed to Seidis Fiord adjusting speed to arrive in daylight 7th.
2. On arrival complete fuel then proceed to Archangel passing through following positions.
3. To conserve fuel, passage Seidis to Archangel should be carried out at an average speed of 16 knots but speed should be adjusted to Trondhjem Jan Mayen Zenit route and Tromso Spitzbergen line during dark hours.
5. On arrival act under the orders of IMPULSIVE.
6. Convoy P⁴ will shortly proceed direct (7 knots) escorted by SUFFOLK, ESCAPADE, IMPULSIVE, and 4 minesweepers, ~~are~~ bound for Archangel routed in accordance with Admty. 1126A/22/9. E.T.A. position Z. 0550/11. (R.A.D. H.F. 1250A/6 to ANTELOPE.)

NORMAN proceed forthwith to Seidis Fiord. Adjust speed to arrive P.M. 7th. On arrival complete with fuel. On completion proceed alongside ANTELOPE to embark T.U.C. delegation mail and provisions. Then proceed Archangel.

(ii) ANTELOPE is to turn over all necessary instructions and is then to return to Scapa. (R.A.D. H.F. 1805A/6 to NORMAN).

Sailed ANTELOPE from Scrabster with T.U.C. Delegates to Seidisfiord. E.T.A. p.m. 7th. (R.A.D. H.F. 1815A/6).

SHEFFIELD.
KENYA.

A.M. 1956A/30.
It is intended that subject to any orders which C. in C. Home Fleet may issue, these ships will sail for Scapa on 10/10.
2. Until then KENYA should carry out necessary boiler cleaning and SHEFFIELD may be at eight hours' notice. (A.C.N.S. (H) 1545A/6 to C.S.10).

See Previous Page

AURORA.

C. in C. H. F. 1120Z/4. AURORA left Seidis Fiord at 1015Z/6. (A.C.I.C. 1728/6)

EDINBURGH.

Admty. 1956 /30. EDINBURGH is to proceed to the Clyde where she is to carry out the necessary boiler cleaning.

2. Subject to any orders which may be received from C. in C. H.F. it is intended that EDINBURGH should sail for Scapa a.m. 16th. (A.C.N.S. H. 1815/6 to C.S.18).

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Operations.

Operation
J.W.

Hospital ship can leave Newhaven 7/10. Please indicate number of sick and wounded prisoners number of plenipotentiary personnel, number of women and children. Indicate exact time of departure from Newhaven.

-Time of departure of hospital ships from Dieppe will be announced on this same wave length tomorrow. (German Government No T.O.O. to British Government).

Following received by 19 Gp. R.A.F. on 500 kc/s begins:- Hello England. German Government has to give the British Government important information as to exchange of sick and wounded prisoners of war. Please confirm on wavelength 373 metres that you are listening.

(C. in C. Plymouth 1205/6).

Provided no message to the contrary has been received from the German Government by 2100 today Monday the signal "Carry out operation J.W." will be made.

The German Government have been informed that ST. JULIEN and DINARD will sail from anchorage off Newhaven at 0630/7 so as to arrive off Dieppe at 1130.

All times are B.S.T. (D.O.D. H. 1801A/6 and 1916A/6).

Following received by R.A.F. 19 Group on 500 k/cs Begins:- To British Govt. from German Govt. New information to British Govt.

Point Zone of barrage proposed by British Govt.
One. for the course from Newhaven to Fecamp is also available for Hospital Ship on course Newhaven to Dieppe.

Point German Govt. ask if DINARD or ST. JULIEN
Two. will make the course.

Point The pilot will take on board at 49° 59'
Three. N. 0° 42.5' E.

Point Together with the pilot Surveying Detach-
Four. ment will go aboard.

Point. A complete list of every person aboard
Five. including the crew is to be immediately handed over.

Point Wearing of cameras not allowed. German
Six. Govt. expect British Govt. to take measures in this direction.

Ends.

Reply has been made to Point Two saying that both Hospital Ships will sail. (D.O.D. H. 2026A/6 to C. in C. Portsmouth, N.O.I.C. Newhaven).

Hospital Carriers will leave Newhaven Harbour for Examination Anchorage at 0045 and 0115.

(N.O.I.C. Newhaven 2111/6 to C. in C. Portsmouth).

Carry out operation J.W.

(A.C.N.S. H. 2214A/6).

Cancel my 2111/6. Hospital Carriers are to remain in harbour. (N.O.I.C. Newhaven 2359/6).

/Dover.....

War Diary.6.10.1941.
Monday.HOME COMMANDS.Operations-Contd.Dover
Patrols.

Three M.T.B's leave Dover at 0230/7 to patrol vicinity of Bullock Buoy returning to Dover at about 0700, route via number 10 buoy each way. Two M.G.B's leave Dover at 0330/7 to patrol vicinity of South Varne buoy returning to Ramsgate at about 0730. (V.A. Dover 1745A/6).

Russian
S/M's 175
and 176
reports.
One 5000-ton
M/V probably
sunk on 3/10.
One M/V
torpedoed
on 6/10.

MOLODKI Class 175 arrived October 5th from nine day patrol off Vardo. Nothing sighted. MOLODKI Class 176 arrived 6/10 from patrol off Kirkenes. Following sighted. A.M./1 2 M/V's with patrol escort sailed from Kirkenes Northbound. 0730C/3. 2 M/V's with patrol boat escort sailed from Kirkenes Northbound. One vessel estimated 5000 tons attacked and hit with one torpedo. Vessel probably sunk. Submarine depth charged. 0730C/4th, 13,000 tons liner probably BERLIN and one large M/V left Kirkenes northbound escorted by 13 to 14 patrol boats. Submarine attacked liner but was forced deep by depth charges before firing and heavily hunted 2½ hours with some damage to submarine. Motor torpedo (?boat) torpedoed one M/V north Kirkenes 0200C/6th. (B.S.N.O. Murmansk 1931C/6).

TIGRIS.

TIGRIS sailed for patrol Svaerholthavet and entrance Porsanger and Lakse Flords route 072° 10' N. TIGRIS will not have any check on H.S. routine number after 0001/15 unless extract from S.P. 02318(1) to cover D.G's carried can be signalled. Reasons. (S.B.N.O. Murmansk 1931C/6).

British Air Activity.

Plymouth
A/A
Defences.

A.248 6/10 Reference Air Ministry. 1600/5. R/C with Naval authorities Plymouth by Balloon Command now completed and scheme agreed by me. My letter FC/S21770/Air of 5/10 in post. Balloon Command to instruct local representative. (H.Q.F.C. 1055/6 to 10 Group.)

Escort.

Expect escort of 1 Catalina at dawn. (C. in C. W.A. 2118A/6 to EDINBURGH).

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Enemy Air Activity.

Convoy.

One Aeroplane over Convoy "Service" in 50° 43' N. 4° 57' W. (KRAKOWIAK 0001/6).

POLLY M.
(British,
380 Tons)
attacked
on 27/9.

At 1445/27 POLLY M. attacked by A/C in 50° 1' N. 5° 43' W. No damage or casualties. A/C claimed hit. Tracers seen to enter fuselage which was smoking heavily when a/c made off. Three attacks, all bombs wide. Vessel was flying balloon. (F.O.I.C. Aberdeen 1240/6).

Shetlands.
Skaw
bombed
on 5/10.

At 1542/5 a Junkers 88 approached the Station at Skaw from the North at 3/400 feet, dropped a stick of 4 bombs, 3 of which exploded, and machine-gunned the Station. There were no casualties and only slight damage to the telephone system. The A/C made off in an easterly direction. Fire was not opened on the enemy as the attack was a complete surprise, no plots having been obtained until 1559. (S.O.I. Lerwick 1307/6).

Mining.

Sweep of
Channels.

One cruiser with 2 destroyers will probably be on passage South on 12 or 13th October.
(ii) Every endeavour is to be made for Q.Z.S. 289, 277, 287, 286 and 261 to B.8 buoy to be swept previously for magnetic mines for 2 cables West of centre line in those places where depth of water is less than 15 fathoms.
(iii) N.O.I.C. Sheerness is requested to arrange similar special sweeping of N.W. half of Q.Z.S. 285 from B.8 Southwards and Q.Z.S. 185.
(C. in C. Nore 1054A/6).
Confirmation of enemy minelaying. A. Off Grimsby, Two at 0200/6.
B. Flamborough Four, Spurn Point Two, on night 4/5 October 2005/5. (D.M.S. 1140A/6 to Air Min).

S.N. 16C.

Intend laying surface field S.N. 16C with WELSHMAN and MANXMAN unescorted sailing p.m./8th and laying from 057° 32' N. 000° 41' 30" W. to 057° 25' 24" N. 000° 50' 30" W. a.m./9th. Fighter escort will be required from first light until about 1300/9. (R.A.M. 1307A/6).

S.N. 24A.

Departure PORT QUEBEC and SCOTT.
(N.O.I.C. Port Z.A. 1912/6).

War Diary.6.10.1941.
Monday.HOME COMMANDS.Navigational.Fog.

Port of Harwich closed owing to fog.
(F.O.I.C. Harwich 0603A/6).
Thames and Medway closed. Sweeping delayed
owing to fog. (X.D.O. Sheerness 0629/6).
Port of Harwich open.
(F.O.I.C. Harwich 1454A/6).
Cancel my 0629. Thames and Medway now open.
(X.D.O. Sheerness 1609/6).

Iceland.

My 1027/5. All buoys except E. for Eddie now
removed. (A.C.I.C. 1229/6).

Casualties and Defects.BRIGHTON.

Check valve joint has blown out causing loss
of 20 tons of feed water. Am unable to distil
sufficient water to keep at sea for more than
48 hours. Am returning to Clyde to effect
repairs. (BRIGHTON 0015A/6).
Arrived Clyde BRIGHTON with defects.
(F.O.I.C. Greenock 1759A/6).

LAFOREY.

At 0400/6, hit underwater object, limited
investigation while under way indicated serious
damage to Asdic directing gear. Docking is
necessary. (Capt. D.19 0734A/6).

AVRA
(Collision
25/9).

A.C.O.S. 1058A/20/9 and Admiralty 0034A/30/9,
It is not intended to hold an inquiry locally
into loss of AVRA. (C. in C. Rosyth 0932/6).

T.L.C. 29.

Sailed for Inverness. Port engine out of action.
(N.O.I.C. Invergordon 1054/6).

CULVER.

Tilbury departure CULVER. (F.O.I.C. London
1322/6).

LANDGUARD.

My 2145A/4. Machinery further examined.
Subject to satisfactory trial on Saturday ship
should complete on 12/10. (F.O.I.C. London
1816A/6).

DERUYTER.

Vessel believed to be DERUYTER, went ashore
in fog at 2230 at Stein Head by Whithorn in
54° 42' N. 4° 21' W. West Kirkcudbright lifeboat
proceeding out to assist.
(N.O.I.C. Stranraer 2314B/6).

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Shipping and Convoys.

HIGHLAND
PRINCESS.

Sailed U.K. 30/9 with following personnel on board. Total 1387.
2. These personnel will disembark at Halifax except a few who will remain on board for disembarkation at New York.
3. After disembarkation Halifax, vessel should proceed to New York to load for U.K. (D.S.T. 0133A/6).

Convoy
C.W. 53.

My 1931A/5. Amend last sentence to read:-
Convoy must not be inshore of channel when passing through Q.Z.X. 186 (3).
(V.A. Dover 0901A/6).

OTTINGE.

Government stores for Gibraltar in F.N. 28 for E.C. 83. (N.C.S.O. Humber 1115/6).

O.S. and
S.L. Escorts.

Escorts of O.S. and S.L. convoys are not to fuel at Ponta Delgada unless absolutely necessary. (C. in C. W.A. 1127A/6).

E.C. 83.

Your 1050A/6. Concur.
(C. in C. Rosyth 1210/6 to C. in C. Nore).

"Snowflakes"
for
Convoys.

Commencing with O.N. 24, M/V's in all outward bound convoys will be provided with 16 Snowflakes. (C. in C. W.A. 1250A/6).

E.C. 82.
QUANTOCK.
VIMIARA.

Cancel my 2233/5. Sail at 1600 to-day Monday and carry out Duty A, subsequently escorting F.S.614. (C. in C. Rosyth 1500/6 to QUANTOCK).
Cancel my 2235/5. Remain with convoy. (C. in C. Rosyth 1501/6 to VIMIARA).

H.G. 74.
S.L. 88.

It is proposed to unite H.G. 74 and S.L. 88. C. in C. W.A. is requested to arrange and address signals to both convoys.
Joint Convoy to be addressed as H.G. 74. (D.T.D. 1601A/6).

/Atlantic.....

SECRET

M E S S A G E

1201/6 October

IN 142A

FROM: C. in C. Rosyth

DATE: 6.10.41
RECD: 1500

P/L BY T/P

ADDRESSED. Admiralty C. in C. Nore, S.E.E.C.C.D., H.Q.C.C.
H.Q.F.C. 11, 12, 13 groups.

Not W/T Convoy Message.
1298. Forecast of convoy sailings.

F.S. 617	(M)	PARALIM	1330	Friday 10th	VERSATILE, VANITY.
F.S. 618	(S)	BOOFY	0830	Saturday 11th	WINCHESTER, WHALDON.
F.S. 619	(F)	ARENA	2100	Sunday 12th	JASON, VIVIEN.
F.S. 620	(M)	OCEAN	1330	Tuesday 14th	WALLACE, QUANTOCK.
F.S. 621	(S)	PLUMB	0830	Wednesday 15th	VALOROUS, VIMIERA.
F.S. 622	(K)	EVIDENCE	2100	Thursday 16th	WESTMINSTER, VANITY.
F.N. 530	(M)	PILOT	0700	Friday 10th	VALOROUS, QUANTOCK.
E.C. 84	(F)	MISSION	0700	Saturday 11th	LIDDESDALE, WOLSEY.
F.N. 531	(S)	CONSEQUENCE	0700	Sunday 12th	WESTMINSTER, VERDUN.
E.C. 85	(M)	PADDLE	0700	Monday 13th	VERSATILE, VANITY.
F.N. 532	(F)	CASING	0700	Tuesday 14th	WINCHESTER, WHALDON.
E.C. 86	(S)	USAGE	0700	Wednesday 15th	JASON, VIVIEN.

Timetable as in my 1100/8/41.

1201/6

Advance Copies Ops. Trade.

A.C.N.S. (T) (2)
 N.A. 1st S.I.
 Ops. (4)
 O.D. (5)
 D.N.I. (4)
 D. of S. 2A
 D.T.D. (4)
 D.T.D. (M)

D.T.D. (C)
 D. of S.T.
 I.P. (3)
 D.A/S.W.
 O.I.C. (2)
 W.D.
 I.M.N.G.

War Diary.

6.10.1941.
Monday.

HOME COMMANDS.

Shipping and Convoys-Contd.

Atlantic
Convoy
Routes.

Your 1226/28th Sept and A.M. 1145A/13 Sept. and 1150A/13 Sept. Under the terms of Plan 4 the routes of all convoys which enter the U.S. side of the Atlantic must be agreed with U.S. Naval authorities at Washington prior to issue. Your 1226/28 was not received in Admiralty until 12 hours after vessels had sailed. In similar circumstances in future Admiralty should be asked for a route and this will then be passed to you after concurrence has been received from Washington. (A.C.N.S. (T) 1643A/6 to A.C.I.C.)

East Coast
Inshore
Route.

The East Coast Inshore Route has been amended. Copies of the new route are being distributed from Southend.

The new route will come into operation on 9/10 and Admty. N./2/217 of 15th May, 1940 is then to be cancelled.

The word "standard" has been omitted from the Inshore route and the description "Standard Routes" will be reserved for Convoy Routes. (D.T.D. 1839A/6).

Slow ships
in Convoys.

Attention is called to Admiralty Message 0001/1/5 Sec. I. Par III as amended by amendment No. 32 and Sec. II Par I as amended by amendment No. 29.

Cases have recently occurred of ships which have been declared speeds of less than nine knots being sailed for inclusion in an O.S. Convoy. (D.T.D. 2111A/6).

S.C.45.

Warmest congratulations on bringing your Convoy S.C. 45 safely to U.K. (C. in C. W.A. 2228A/6 to Capt. E.C. Denison, R.N.)

H.X. 151.

Warmest congratulations on the safe arrival of your convoy H.X. 151. (C. in C. W.A. 2246A/6 to Ad. A.J. Davies.)

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.North Atlantic.GERMANIA
(German).

My 1635/16. All preparations for departure are now complete. May leave any night. (Teneriffe, 1150/6 to Admty).

TRUANT.

If desired TRUANT could carry out 5 days patrol in Cagliari or Marittimo area while on passage to Malta. (F.O.C.N.A., 1210A/6 to C. in C. Med).

COREOPSIS.

COREOPSIS 1049A/6. (N.T. in W.R.) COREOPSIS is to proceed Funchal to make good defect then proceed Gibraltar. COREOPSIS pass to MARON. (F.O.C.N.A., 1302A/6 to MARON etc).

PORPOISE.

On entering N.A. Station report P.C. and S. of A. Onward route position P, 038° 00' 010° 30' Q 036° 35' 009° 00' to R, 350° Sparte 10 miles for inward escort. T.B.R. arranged. (F.O.C.N.A. 1336A/6, to PORPOISE).

26th M.L.
Flot.

Admty. 1656A/26, not to R.A. Coastal Force or N.O.I.C. Bathurst. Intend sailing 26th M.L. Flotilla to Bathurst on 9/10 escorted by AZALEA, SPIREA. (F.O.C.N.A., 1526A/6 to C. in C. S.A.)

Las
Palmas, fuel.Your 1336A/2.* Stocks of oil fuel held Las Palmas. (Las Palmas, 1630/6 to Admty).
* Re fuelling of LADY SHIRLEY at Las Palmas.Rescue Tugs.

Dutch Tug THAMES and Tugs referred to in Admty. 2321A/29 are Rescue Tugs. Request reports in accordance with C.A.F.O. 1672/41 may be rendered as necessary. (D.T.D., 1648A/6 to F.O.C.N.A.)

O.21
Report.Cavoli, no shipping observed. Shipping, indicated by burning of Timone point (?light) leaving Terranova (Sardinia) after dark arriving swept channel at daylight. Course 030° to Italy. Small convoy escorted by 1 torpedo boat, SANR FRENCH 3500 tons 1230/3 leaving swept channel. My position 2000A, 037° 42' N., 001° 25' E., course 246° E.T.A. 0733A. (O.21, 1800A/6 to F.O.C.N.A.)
Your 1800A/6. Adjust speed to pass through 037° 00' 000° 30' W., at 0700A/7 Q at 1700/7 thence through 036° 25' 002° 55' 036° 23' 004° 20' at 10 knots. Accurate navigation essential owing to believed presence of U-boat and daylight bombing restrictions. ARK ROYAL exercising with aircraft west of Alboran day 7th. (F.O.C.N.A. 2208A/6 to O.21)

/LE TRAIT.....

War Diary.- 6.10.1941.
Monday.FOREIGN STATIONS.North Atlantic. - Contd.LE TRAIT.

Arrival 3/10. (Lisbon, 1803/6 to D. of S. T.)

Fuel for
Spanish
Navy.

Minister of Marine asked me today to press for consideration Navy's fuel needs. Stocks are down to practically nothing and ships will soon be immobilized.

I pointed out this was not our fault. Matter reported to H.M. Charge d'Affaires and oil expert now here. I am asking for figures of naval requirements and stocks.
(N.A. Madrid, 1816/6 to Admty).LINDA
(Danish).

Detained at Las Palmas by Spanish authorities and engine parts removed on instructions of Danish Legation, Madrid. (Las Palmas, 1830/6) See Lion Copy.

Italian
S/M.

My 1644A/3. Another Italian S/M has passed through from Atlantic to Mediterranean probably on 1/10 or 2/10. (F.O.C.N.A., 1850A/6 to C.O.I.S. Alexandria).

SPES.

German ship SPES arrived San Sebastian 5/10 from Bilbao with iron ore, left with same cargo for Bayonne 6/10. (V. Consul, San Sebastian, 1930/6).

French
Shipping.Gibraltar 1800/6 French survey vessel SENTINELLE
French ships CARTHAGE, FORMIGNY, VILLE D'ORAN, *TUNIS,
all full with deck cargoes. French trawlers MONT
CASSEL, LOUP DE MER, JOSEPH ELISE all full eastbound.
(S.O.(I) Gib., 2011A/6 to Admty etc.) * *not identified*O.24O.21 reports shipping leaving Terranova (Sardinia) after dark and arriving swept channel at daylight. Course for information 030°. Timone light burning when shipping moves. No shipping observed off Cavoli Island.
(F.O.C.N.A., 2236A/6 to S/M O.24).

CONFIDENTIAL

M E S S A G E

1340/4th October

IN

From British Consul Las Palmas.

DATE: 4.10.41
RECD: 2330

G.T.C. by Cable.

Recirculation

Addressed MAST No. 30 Repeated Admiralty, S.C. (I) Gibraltar,
N.A. Madrid.

IMMEDIATE.

Danish ship LINDA bunkered September 30th. All necessary requirements completed and papers presented to Port Authorities for official clearance yesterday Friday before 1700 hours but clearance refused by Port Captain who alleged instructions have been received from Copenhagen owner of ship for Spanish Authorities to refuse clearance. Master was warned that if he sailed without official sanction ship would be fired upon by Spanish Guard ship and detained. Master was requested to sign declaration that he would not sail without official sanction and Copenhagen owners instructions to proceed but he refused to sign. Danish Consul has now been instructed by Danish Consul Teneriffe to withdraw clearance certificate issued locally alleging standing instruction that no Danish ship may leave without permission of Danish Legation Madrid.

Understand Danish Consul has telegraphed Madrid asking for permission to clear ship.

1340/4

Advance copy Ops O.D. O.I.C. D of S.T.

1830/6th October

From Las Palmas.

Naval Shore Code N1 by cable

Date 7.10.41
RECD: 0320

Addressed MAST 32. Repeated Admiralty, S.O. (I) 91 B B.N.A.
Madrid.

Reliable source informs me that on afternoon Saturday 4th Spanish Authorities boarded OYYH (LINDA) OYYG (SLESVIG) OYWH (THYRAS) and removed essential engine parts also placed machine guns guard on board each ship. Guard withdrawn Sunday daybreak but ships being visited at intervals ensuring no action replacement of engine parts.

Understand that Danish Legation Madrid instructed Consul in accordance with recent Danish decree Danish ships are to remain in port and not to be given clearance.

1830/6

N.I.D. Comment Apart from the question of obvious German pressure, the Spanish Authorities are probably desirous of retaining as much neutral shipping in their ports as possible, with a view to post-war operations, as they were able to do at the end of the Civil War."

V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (F)
N.A. 1st S.L.
D.N.I. (4)
O.I.C. (3)
Ops (4)
O.D. (5)
W.D.
D.T.D. (2)
D.T.D. (M)
D.T.D. (C)
D.E.W.D. (3)
M (2)

BM D of S.T.

War Diary.

6.10.1941.
Monday.

FOREIGN STATIONS.

South Atlantic.

→ PANTHER
"Q" Report.

Confirm cancellation of your distress signal by making a coded message by W/T now T. (Freetown, W/T 0112G.M.T./6). Cancel my (?distress signal) 0855 G.M.T./5. (Freetown W/T 0530 G.M.T./6 to Admty).

VIMY,
WILD SWAN.

? EAGLE

see 29/9-p-706

Your 1321N/4 (N.T. in W.D.) not met. My P.C. and S. are 14.41 N., 19.06 W., 001° 18 knots WILD SWAN in company. Weather. (VIMY, 0300Z/6 to C. in C. S.A.) My 1300Z (?0300Z) Pending further instructions at 1600N VIMY turns back at 18 knots. WILD SWAN continues route in your 1321N/4 at 14 knots. At 2000N VIMY again steers 001° 14 knots. My position 1600N., 015° 51' N., 019° 14' W., intend resuming southern course at 0800N/7 if not met. (VIMY, 1700Z/6 to C. in C. S.A.)

→ PANTHER
call sign.

Your 1814/5 (requesting confirmation of Call sign BASW)
(1) Call sign BASW confirmed.
(2) Signal letters ZSKF in respect of PANTHER cancelled by Union P.M.G. February 1935 and at present allocated to INGE MAERSK.
(3) Position given in NR30/556 to Freetown at 0807/5 with delivery instructions pass to Admiralty. (F.O.I.C. Simonstown, 0722Z/6 to C. in C. S.A.)

GUARDIAN,
VALKYRIEN.

Simonstown departure 0624Z/6 GUARDIAN by route R I for Mauritius, E.T.A. 0500Z/13.
(ii) Capetown departure tug VALKYRIEN with tank barge C 380 in tow by (?route) passing 5 miles south of Cape Agulhas for Durban E.T.A. a.m./B/11. (N.O.I.C. Simonstown, 0853Z/6).
In view of your 1318/4 not to Admty., or N.O.I.C. Mauritius, GUARDIAN intends to proceed direct to Trincomalee from Mauritius. E.T.A. (?Trincomalee) 0300Z/22. (N.O.I.C. Simonstown, 0857Z/6 to C. in C. E I.)

CORDELA,
NORSE,
KOS XI,
KOS X.

Cancel my 1040Z/5 CORDELA arrived p.m./5 NORSE a.m. /6.
(ii) My 1621/4. KOS XI and KOS X have returned to Durban A.M. today owing to engine defects of KOS X. (N.O.I.C. Durban, 0859Z/6 to Admty).

/B.D.V.s.....

War Diary.

6.10.1941.
Monday.

FOREIGN STATIONS.

South Atlantic. - Contd.

- B.D.Vs. Departure 6th B.D.V.s JENNET, PUNNET, ~~RENNET~~, for Simonstown via Lobito. E.T.A. Lobito P.M./13. Will require 250 tons coal sailing 14th E.T.A. Simonstown 26th. (D.of N.M. Lagos, 0900Z/6 to N.O.I.C. Simonstown).
- MARIA L. Overdue shipping, cancel my 1225/4, MARIA L arrived Durban. (S.O.(I) Capetown, 0915/6 to Admty, etc).
- NIEUW ZEELAND.
W.S.11 X. Your 2224/1. NIEUW ZEELAND after embarking Lascar and Chinese survivors at Capetown has been sent to Durban to embark personnel for Malaya additional to those embarked in JOHAN DE WITT. Ship will be included in Convoy W.S.11. X (P.S.T.O. Simonstown, 1013B/6 to D. of S.T.)
- Visit to Bassau. Your 1801N/29. Request Portuguese Govt. informed proposed H.M. Motor Launch visit Bassau. No objection. (N.A. Lisbon, 1539/6 to C. in C. S.A.)
- Visit to Rio. Your 1731/4 (N.T. in W.R.) Visit by corvette approved. No Brazilian submarines at sea. (N.A. Rio de Janeiro, 1611Z/6 to F.O.S.A. Sqdn).
- ALCANTARA expedition. Expedition embarked. Investigation completed. E.T.A. 1430Z/10. Weather. (ALCANTARA, 1705Z/6 to N.O.I.C. Simonstown).
- Territorial Limit. Neutrality commission at Rio de Janeiro have issued recommendation to American countries extending territorial waters from 3 to 12 miles. (S.O.(I) Montevideo, 2245Z/6 to Admty).

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.Mediterranean.THEOPHILE
GAUTIER and
OUED YQUEM
sunk.

Vichy Ministry of Marine announces that French liner THEOPHILE GAUTIER was sunk by a submarine in the Aegean on Saturday, (4/10) Most of the crew and passengers were rescued, but two were killed and 18 are missing.

Although the attacking submarine is described as "unidentified" the Ministry implies that it was a British vessel in the official announcement, which states:-

"THEOPHILE GAUTIER was ordered to return to a French port with a cargo of tobacco. In order to protect her from British submarines, whose recent aggressions cost the French merchant marine the tankers CAPITAIN BIANI and ALBERTA and the cargo vessels OUED YQUEM and MONSELET the Ministry of Marine agreed to allow the THEOPHILE GAUTIER to join an Italian-escorted convoy.

It is believed that THEOPHILE GAUTIER was particularly watched, and that the British Navy swore not to allow THEOPHILE GAUTIER which took part in the defence of Syria, to return to France". Another official announcement issued in Vichy says that the French steamer OUED YQUEM was torpedoed and sunk by a submarine in the Tyrrhenian Sea. All the crew were rescued. The official announcement says that the submarine was not identified, but adds, that it is presumed that it was British. (The Times, 7/10/41) See Mediterranean 1313/7, 1410/12.

PERSEUS
mined area.

PERSEUS reports (1) dangerous area due to mines within a radius of one mile from a position 299 belt light 10 (ii) Convoy route passing through 315 belt 60 course 330.
(Capt. S.L. 0745B/6 to REGENT).

HERMIONE
suspected
mines.

HERMIONE reports loss of paravane between 2000/27 and 0030/28, probably by anti-sweeping device.
(ii) Paravane towing wore (?wire) also coupled with signs of having fouled mine mooring on same route during (?passage).
(iii) Suspect mines between 037° 41' N., 011° 37' E., and 037° 27' N., 011° 56' E.
(S.O. Force H., 0931A/6 to V.A. Malta).

/Suez.....

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.Mediterranean. - Contd.Suez Raid.

Egypt 5/6. About 5 enemy aircraft attacked Suez Canal zone, 3 bombs dropped at Suez caused no damage or casualties. 3 Hurricanes patrols from Ismailia. No interceptions. 1 enemy aircraft flew over Cairo and dropped 1 bomb on North west corner Helwan aerodrome. No damage or casualties. [see also 1152/7 page 173]

Benghazi bombed.

Western Desert. Night 4/5. 17 Wellingtons bombed Benghazi Harbour, fire and explosion caused on ship near Italian Mole and large explosion on 4000 ton wreck at outer Mole. Further bombs fell on quays and Moles near other ships.

Bardia bombed.

2 further aircraft attacked Benina aerodrome and Barce.
4 Blenheims bombed enemy dump in Wadi Sciuemra west of Bardia. Day 5/10 9 Marylands continued attack on Bardia dump.
(H.Q. R.A.F. M.E., 1149/6).

Cyprus Raid.

Cyprus. Night 4/5, 5 or 6 enemy aircraft dropped bombs near Myrtoi and in sea of Agheila. No damage or casualties. (H.Q. R.A.F. M.E., 1149/6).

Request for Oiler.

My 1810B/1 to Admiralty only and S.B.N.O.C.A. 0927/5. Request one oiler load approx. 2000 tons Diesel oil for early arrival Mediterranean station. (C. in C. Med., 1203B/6 to Admty).

PERSEUS.
P. 34.

Cancel my 1821B/3. Proceed Malta as routed by Capt. (S) 10. (Capt. S.1., 1401/6 to PERSEUS)
Capt. (S) 1's 1401/6. Proceed through 35° 00' 16" 10' 35" 51' 15" 15' 36" 00' 14" 53' to arrive off Marsamxett Harbour 0630A/8. P.34 arrives after daylight 8th from Northwest.
(Capt. S.10 1604A/6 to PERSEUS).

U/B rammed by HERMIONE
2/8.
(H. TEMBIEN.)

Your 1215/1. Capt. S.8 has examined other articles recovered and states that they are definitely of foreign origin and probably Italian. (ii) It is possible that conning tower of submarine carried away without causing vital damage to pressure hull. Spraying of compass platform with Diesel oil suggests however that this is most improbable and that pressure hull must have been struck at 28 knots. (S.O. Force H., 1414A/6 to Admty).

/Your.....

War Diary.

6.10.1941.
Monday.

FOREIGN STATIONS.

Mediterranean. cont:

U/B rammed
by HERMIONE
2/8.
Contd.
(H. TEMBIEN)

Your 0535A/4. Divers have recovered following gear, part of submarine which HERMIONE rammed.
(a) Streamline rated steel stanchion and steel stay attached which appears similar to ensign staff stem in Jane's photograph of CORRIDONI class submarine.
(b) 27 feet 1/4 steel jumping wire fitted with 2 porcelain insulators glazed blue, suggest this may give indication of nationality of submarine.
(c) HERMIONE took away what appeared to be part of submarine trunking.
(V.A. Malta, 1435A/6 to Admty).

Turkey.

Chiefs of Staff No. 180.
Re question of command of British forces sent to Turkey. We would appreciate your views.
(1st S.L. 1513A/6 to C. in C. Med).

Tripoli
bombed.

Night 5/6 9 Wellingtons attacked shipping Tripoli Harbour. Total flying time 38 hrs. 48 mins. Time over target 2147 - 2355 hours. Direct hits on large Oil Tanker left blazing visible 50 miles away. Hits or near misses on 2 other M/Vs and Group of Lighters near West Quay side. Results difficult to observe owing to smoke from burning tanker. Burning oil over considerable part of Harbour.
(H.Q. Malta 1715/6 1720/6).

ATLAS
(German)
COETLOGON
(French).

Departure 6th ATLAS Genoa.
Departure? 5th COETLOGON French.
(Barcelona, 1716/6 to M. of W.T.)
? 6th. P. 173

Suez Raid.
THISTLEGORM
sunk.
SALAMAUA
damaged.

4 enemy aircraft passed southwards over Suez Canal area night of 5/6 and 3 are known to have returned northwards. (2) One Focke Wulf made 3 unsuccessful bombing attacks on CARLISLE in anchorage F, inner channel (? Straits of) Jubal. THISTLEGORM bombed and sunk, and SALAMAUA damaged near miss, both in same anchorage. Some casualties. in THISTLEGORM.
(S.B.N.O. Suez Canal, 1745/6 to Admty).
My 1745/6. CARLISLE now reports aircraft probably H.E.111 (S.B.N.O. Suez Canal 1904B/6).

Suez Canal
Mines.

Mines at k/m 18.0. By records laid raid on 7/5 detonated at 1128B/6 by hopper BLUE POLARITY.
(S.B.N.O. Suez Canal, 1801B/6 to Admty).
Two mines believed to have been laid nearly three and five months ago have exploded in Canal within 24 hours. Intend to suspend traffic for 48 hours while Canal is thoroughly swept.
(S.B.N.O. Suez Canal 1847B/6 to Admty etc).

/My.....

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.Mediterranean cont.Suez Canal
Mines.
Contd.

My 1847B/6. Possibility of recent minelaying by saboteurs has been considered and laying from bank or over a ship's side or stern ruled out. Is it considered reasonable to suspect minelaying from a ship specially modified to allow minelaying from below water line? (S.B.N.O. Suez, 2021B/6 to Admty).

ROBERTS.
EREBUS.

Your 2320B/4. Confirm that both ROBERTS and EREBUS will be sent to Mediterranean. Not possible to give precise dates of departure, but hoped both ships will be ready to sail about mid-November. (A.C.N.S. (H) 1810A/6 to C. in C. Med).

KOS 21.
(sunk
4/10).

My 2101/5. KOS 21 hit by bomb which passed through boiler and burst under ship. Ship sank in 7 minutes in 032° 09' N., 025° 17' E., at 2130/4. Survivors have reached Tobruk and Mersa Matruh. Only known fatal casualty Sub. Lt. (E) A. Hogson, R.N.V.R. missing. All S.Ps. and C.Bs. in steel chest thrown overboard in deep water. No risk of compromising. (C. in C. Med., 1820B/6 to Admty).

PROTEUS
defect.

Have defect on telemotor to foreplane. Propose leaving area P.M. today and proceeding Alexandria by route your 1841B (?2nd). (?PROTEUS, 1925B/6 to Capt. S.I.)

Missing
M/Ls.

Your 1050/27/2/1941 (N.T. in W.R.) M.L.'s 1003 & 1037 not on board S.S. CITY OF ATHENS which arrived Suez last April. Suspect shipped in S.S. EMPIRE SONG and subsequently lost in convoy off Pantellaria. Confirmation requested. (R.A. Alexandria, 2035B/6 to Admty) Confirmed lost in EMPIRE ENDURANCE see 1858/8.

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.East Indies.NARAN
PASHA.
Captured.

Dhow NARAN PASHA captured when attempting escape from Djibouti on 2/10 in approx., 11°38' N., 43°16' E., and taken to Zeilah. Dhow had taken 60 tons food stuffs to Djibouti from Madagascar, during which voyage she was not escorted by a submarine but was commanded by French Naval Commander who was not on board at time of capture.

(C. in C.E.I., 0532Z/6, to Admty.)

Blockade
of Jibuti.

Governor Aden's tel. 154 to? you not to C. in C. Mediterranean or Admiralty action proposed by Governor may conform to the spirit of the Prime Minister's instruction to pursue the blockade of Jibuti with extreme severity but I doubt if it is the best policy to pursue in view of the fact that the Imam and Crown Prince are apparently not in accord. It is not clear why we should not act strictly in accordance with International Law. (A) Why should we sink dhows full of food? Surely it will be better to confiscate (seize in prize) both dhow and cargo. (B) Why should we intern the crews? They will only be a nuisance. As C. in C. Med., is shortly taking over Red Sea Command request you will obtain his views.

(C. in C.E.I., 0920Z/6 to G.H.Q.M.E. for Min. of State.)

Station
Limits.
R.N. Air
Section,
Aden.

C. in C. Mediterranean 2240/4, I concur in these proposals. Re para. (b), I am awaiting a reply to my suggestion to transfer R.N. Air section from Aden to Mombasa (see my 1310/23/7.)

In event of it being decided this section is to be retained at Aden I assume that it will remain under my control.

(C. in C.E.I., 1036Z/6 to Admty.)

Persian
Bases.

As there seems little prospect of a final agreement with Persians for some time you should proceed unobtrusively with development of base facilities, etc., proposed in your 0938/4 (not to Admiralty) being guided where applicable by Minister Teheran telegram No. 13 (Repeated Admiralty in my 1056/4.)

(C. in C.E.I., 1046Z/6 to S.N.O.P.G.)

Approved. (Hd. of M., 1248/9.)

/Port T.....

War Diary.

6.10.1941.
Monday.

FOREIGN STATIONS.

East Indies. Contd.

Port T.

Your 1847/1 and my 0620/3. W/T silence is being maintained at Port T as far as is practicable.

(2) Reserve block delivery groups are being used for W/T Guardship Port T.

(3) In order to preserve secrecy of anchorage for as long as possible intend above arrangements should continue for the present.

(4) Due to W/T restrictions personnel at Port T are at present denied facilities for sending private telegrams and certain administrative delays and inconvenience are likely to arise. Desirable therefore to modify restrictions as soon as location of port T need no longer be regarded as secret.

(5) Request Admiralty promulgate necessary code and cypher groups concerned with the anchorage as soon as Admiralty considers need for secrecy can be relaxed. Delivery groups for both base W/T ship and code and cypher room will be required, also one three-letter non-confidential call sign.

(C. in C.E.I., 1102Z/6, to Admty.)

Q message,
INGE MAERSK.

My 0938/5, cancellation received in code at 1050Z/6.

(C. in C.E.I., 1254Z/6, to Admty.)

D.E.M.S.,
Aden.

Ref. S.N.O. Red Sea's 0702/26/9, containing message from Adm. Dreyer, a D.E.M.S., Staff is being allocated to Aden. 200 ratings for shuttle service can be made available by end of October but in view of limited number of machine guns available in U.K. for all services, information is requested as to how many can be provided for this shuttle service from those forwarded in accordance with C. in C.Med.'s., 1242/24/6 and A.M. 1242/24/5 or from other local sources.

(D.T.D. 1356A/6, to C. in C.E.I.) *Reply: p. 225*

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.China.S.B.L.O.
Singapore.

Your 2259/5, Governor of Straits Settlement and C. in C.F.E., agree. Chancellor of Duchy was not consulted and has now left for India. I have no doubt that if consulted he would agree. (C. in C. China, 0253Z/6, to Admty.)

Allied
Shipping.

Policy in area 4, cancelling my 0813/22/10/1940. (C. in C. China, 0313Z/6)
See Lion Copy.

America & West Indies.Shipping
Routes.

Reply to Admty., 1536/14/9, re ships sailing from Caribbean Ports. (C. in C.A.W.I., 1031Q/6 to Admty.)
See Lion Copy.

Refitting
of DIANTHUS
and
GLADIOLUS.

Your 1729Z/3. Approved.
(D.O.D.(H)1151A/6 to C.C.N.F.)

A.M.C.'s.

My 1551Q/17/9 and my 1131Q/1/10.
Request when decision is likely to be reached regarding employment of remaining A.M.C.'s of North Atlantic Escort Force. I am concerned about effect on crews of continued inaction. (C. in C.A.W.I., 1231Q/6 to Admty.)

PICTOU
defects.

PICTOU 1900A/4. Request PICTOU be sailed with next available O.N.S. convoy after repairs have been effected. Grateful for early information expected departure. (C.C.N.F., 1243Z/6, to A.C.I.C.)

Sourabaya,
floating dock.

Your 1401/3. Concur in favouring this project on strategic grounds. Before proceeding confirmation is requested that the availability of Lease-Lend funds to us will not be prejudiced and that no interference will be occasioned with our own supplies of a similar nature. (A.C.N.S.(F)1307A/6 to B.A.D.)

MOST SECRET.

MOST SECRET

I N.

154A

From C. in C., China.

Date. 6.10.41.

Recd. 1454.

Interdepartmental Cypher by W/T

Addressed F.O.C. Singapore. Cdre. i/c Hong Kong. S.O.(I)
Shanghai. B.N.A. Tokyo. Repeated Admiralty.
Australian Commonwealth Naval Board. New Zealand
Navy Board. N.S.H.Q. Ottawa. C. in C., East Indies.
C. in C., America & West Indies.

389. Cancel by 0813⁺ October 22nd 1940. My policy
in regard to British and allied except Dutch shipping in area
4 is as follows. Dutch shipping is controlled by
Netherlands East Indies authorities and will conform
generally.

(a) Under present conditions.

(1) All ships to keep on board minimum reserve of six
days bunker and adequate charts for making refuge ports.

(2) Plan to be prepared to ensure that ships can be
effectively immobilized if necessary.

(3) No ships over 4000 repetition 4000 tons except
U.S.S.R. ships to proceed to ports north Hong Kong.

(4) British ships not repetition not to go Indo China.

(b) When signal "seek refuge port" repn. "seek refuge port" is
made.

(1) All ship's to proceed away from Japanese
controlled waters to a British, Dutch or U.S. port
but not to go to Hong Kong, Borneo or small Yellow ports
unless no other course is open.

(2) Ships between Singapore and Torres Strait. If
bound Malaya proceed south of Timor and/or Java unless
already west of 120 degs. east, and call at Tjilatjap for
orders before passing Sunda Straits if bound Australia
proceed Fremantle unless already east of 120 degs. east.

(c) When war with Japan breaks out or when signal
"immobilize" repetition "immobilize" is made necessary

/steps.....

steps be taken to partition ships being used by enemy. If capture is inevitable either in harbour or at sea ships must be scuttled or engines and boilers seriously damaged.

(d) Trustworthy masters to be acquainted verbally and confidentially with such of foregoing as may affect them and warned that only minimum number of officers may be informed.

(e) Best arrangements possible be made for promulgating messages (b) and (c) to ships in harbour.

0313Z/6

Advance copy sent D.C., D.C.D. (F)

& D.T.D.

1st Lord.
 1st S.I.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (T) (2)
 A.C.N.S. (F)
 N.A. to 1st S.I.
 P.A.S. (S)
 D.C.
 D.S.D.
 D.D.I.C.
 D.N.I. (4)
 D. of P. (2)
 Hd. of M.
 D.O.D. (H)
 D.O.D. (F)
 I.P. (2)
 W.D.
 D.A/S.W.
 Adml. Bellairs.
 D.T.D. (2)
 D.D.O.D. (H)
 D.D.O.D. (F)
 N.I.D.10. Paym. Cdr. Wilson.

MMC.

C
154B

SECRET

MESSAGE

1031Q/6 October IN

From C. in C. America and West Indies

DATE 7.10.41.

REC'D 0350

Naval Cypher X by W/T

Addressed Admiralty.

773 Your 1536/14/9. Commander Leggatt from B.A.D. has discussed question with me and concurs in following revised proposal. Ocean Routes for ships sailing from Caribbean Ports and proceeding east of a line joining Sydney C B and Georgetown to be issued by Trinidad and Bermuda only. Ships to call at one or the other, depending on destination, to obtain route. Objections to existing system are:-

- (a) Security of routes is liable to be compromised by the passing of numerous route signals by telegram and the handling of such signals by other than Naval Officers.
- (b) Size of routeing staffs at the Caribbean ports are inadequate for efficient Ocean Routeing and cannot be relied upon to keep completely up to date with instructions and information particularly as regards approaches to U.K. ports E 61.
- (c) There are frequent delays due to route instructions being received garbled and requiring repetition and clarification by cable. It is considered that the advantages of centralised routeing by experienced staffs, as proposed, together with the obviating of (a) and (c) above outweigh the disadvantage of the slight delay incurred by the call at Bermuda or Trinidad. Further, the length of voyage is not appreciably lengthened by the call at Bermuda or Trinidad and there is now at Bermuda and will shortly be at Trinidad I hope an opportunity for D.E.M.S. training and actual practice which is considered of great value and causes no delay. The alternative method of improving the efficiency of routeing by an increase of staffs is not recommended on account of the understood shortage of suitable personnel and the trying climate in which those officers must work. Existing NCS staffs in Caribbean ports would be kept fully employed on local routeing. Colon will be reorganised. Reference N.S.H.Q. 2135Z/4/9 conditions are

entirely different in U.S.A. Communications are quick the travelling enspector can get to any East Coast port in a few hours whereas in Carribbean physical contact is practically impossible.

10310/6.

Advance copy sent Ops O.D. Trade.

1st Lord.
 1st S.L.
 2nd S.L.
 4th S.L.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 A.C.N.S. (T) (2)
 Sec.
 Nav. Sec.
 N.A. 1st S.L.
 D.N.I. (4)
 O.D. (5)
 Ops. (4)
 M. (2)
 D. of P. (3)
 O.I.C. (2)
 I.P. (3)
 W.D.
 D.T.D. (4)
 D.T.D. (M)
 D.T.D. (C)
 D. OF S.T.
 D.E.W.D. (3)
 Adl. Bailey.
 D.A/S.W.

War Diary.6.10.1941.
Monday.FOREIGN STATIONS.America & West Indies.Contd.MAYFLOWER.

MAYFLOWER out of provisions. Has 34 survivors on board. Heavy sea running. Cannot supply. Is proceeding to St. Johns, Newfoundland. (ALBERNI, 1630Z/6, to C.C.N.F.)

Canadian Minesweepers.

Request following Canadian built BANGOR Class Minesweepers may be sailed in pairs on completion to St. Johns, Newfoundland, for onward routing in S.C. or other suitable convoy to Scapa calling at Iceland (C) for oil fuel.

2. On arrival at Scapa ships should be sailed to Port Edgar for M/S working up practices and thence to Tobermory for A/S working up practices.

3. The first eight vessels to arrive in British waters will be formed into 17th M.S.F., and will operate at Milford Haven.

4. Vessels referred to in paragraph 1 are:- BAYFIELD, CANSO, CARAQUET, GUYSBOROUGH, INGONISH, LOCKEPORT, FORTYORK, PARRSBORO, QUALICUM, SHIPPIGAN, TADOUSAC and WEDGEPORT. (A.C.N.S.(H) 1714A/6 to N.S.H.Q. Ottawa, A.C.O.S.)

Dutch Ammunition in U.S.A.

Netherlands Naval Authorities have ordered reserve 4.7" ammunition to be manufactured in U.S.A. Only ship available to carry out tests of this ammunition is VAN KINSBERGEN. Request you will arrange (i) direct with Netherlands N.A., Washington for VAN KINSBERGEN to visit an American port to embark the ammunition and (ii) VAN KINSBERGEN to carry out trials. (A.C.N.S.(F) 1929A/6, to C. in C.A.W.I.)

ROODE ZEE AMERICAN.

Your 1532Q/3. ROODE ZEE may be retained for the present but in view of acute shortage of ocean going tugs and good endurance of this tug which makes her suitable for East Indies station, request you will approach Canadian Authorities with a view to obtaining suitable tug to replace her. Tug AMERICAN will not now be sent.

(A.C.N.S.(F) 2208A/6 to C. in C. A.W.I.)

CANDYTUFT.

Arrival PRUDENT with CANDYTUFT in tow. (S.O.I. Halifax, 2223Z/6.)

War Diary.6.10.41.
Monday.U-BOAT CAMPAIGN.Ships Attacked.

SAN FLORENTINO. E.T.A., 0730/7. BURWELL, COBALT, GALT,
(torpedoed
1/10.) BUCTOUCHE, BRANDON in company. ALGOMA
detached to rescue survivors of SAN FLORENTINO
on crossing 2/10 has not rejoined.
(BROADWAY, 1015Z/6 to A.C.I.C.)

LAPWING.
(torpedoed
24/9.)
PETREL
CORTES.

L.W. Lambert fireman believed to be the sole
survivor from British S.S.LAPWING torpedoed
24/9, when rescue ship with H.G.73, landed
Belfast P.M. 6/10 by LEITH. LAPWING had
survivors from S.S.PETREL and S.S.CORTES on
board.
(N.O.I.C.Belfast, 1839A/6 to Admty.)

Submarines Reported.

1519/4.

H.M.T. COMMODATOR reports S/M in 55° 42' 25" N.,
1° 34' 30" W., at 1519/4. Unverified.
Grading C.3.
(Capt. M/S, Granton, 1115/6, to Admty.)

Estimated U/B dispositions.
(D.D.I.C.1418A/6.)

2153/5.
2106/5.

D/F bearings at 2153/5 indicate U-Boat within
60 miles of (? 012°) 30' N., 018° 30' W. D/F
bearings at 2106/5 indicate U-Boat within
100 miles of equator and 001° 30' E.
(C. in C.S.A., 1521N/6 to S.A.Sqdn.)
Position at 2106 questioned, see 1213/7.

White Sea.

White Sea staff reports U-boat patrol is
maintained near 069° N., 042° 50' E.
(HARRIER, 2128C/6 to Admty.)

1620.

By D/F position of enemy U boat was 068° 14'
040° 38', reliable fix. Admty., pass to
SUFFOLK, HARRIER.
(S.B.N.O. Murmansk, 2129C/6.)

1947Z.

D/F bearings indicate a U-boat in approx., 47°
30' N., 22° 30' W. Unreliable fix.
(D.D.I.C. 2305Z/6 to Alusna.)

Iceland.

Postmaster at Borgar Fiord reports submarine
sighted several times to-day at Brunavik 0650°
33' N., 0130° 38' W., graded C.3.
(A.C.I.C., 2359/6.)

War Diary.

7.10.1941.
Tuesday.

SITUATION REPORT.

Home Commands.

Harwich was closed at 0610A today on account of fog. The movements of shipping in the Thames Estuary and on the East coast were considerably affected.

British Air Operations.

Bad weather affected operations today.

Mining.

Operation
S.N.24 A.

PORT QUEBEC and SCOTT laid mines today north west of the Butt of Lewis.

Owing to suspected minelaying by enemy aircraft all Bristol Channel ports except Swansea and Port Talbot were closed at 0025A until 1207A. One mine was detonated. The ports were closed again at 2059.

South Atlantic.

Raider
Search.

BIRMINGHAM is to operate near the new focal area of shipping round Abrothos on completion of a sweep near Trinidad. The two corvettes LAVENDER and BERGAMOT visited Rio today for 24 hours to advertise their presence there and then work in the same area.

War Diary.

7.10.1941.
Tuesday.

SITUATION REPORT.

Mediterranean.

The situation as regards sinking at sight areas in the Western Mediterranean is clarified by a signal to the Admiralty from F.O.C.N.A. today, making certain proposals.

TALISMAN at 1158B today reported that she had attacked two merchant ships escorted by two destroyers and aircraft in 35° 45' N., 24° 8' E., (off the north coast of Crete) and obtained one hit.

A Maryland at 0700 today machine gunned a submarine off Syracuse; the submarine, which returned the fire accurately, remained on the surface for 20 minutes steering 270°.

2 Fulmars patrolling Sicilian aerodromes last night bombed the hangars and slipway at Marsala.

Libya and
Western
Desert.

8 Wellingtons attacked shipping at Tripoli last night. A direct hit was obtained on a 10,000 ton merchant vessel.

7 Wellingtons attacked shipping at Tripoli from 2143 to 2335. Several hits were obtained on a merchant ship, which was left on fire (from later R/C the ship apparently sank) and a number of lighters were destroyed.

Air raid on
Piraeus.

23 Wellingtons last night attacked fuel containers, warehouses and shipping in Piraeus Harbour. Extensive fires were caused and bombs also fell either on or near small Naval craft in harbour.

War Diary.

7.10.1941.
Tuesday.

SITUATION REPORT.

America & West Indies.

The U.S. Authorities are asked to instruct their merchant ships to report for our information if they are stopped by an enemy raider or if they sight any enemy warship.

It appears from Admty., 2123A/7 that the 3 months refuelling rule is still in force in the U.S.A.

U-Boat Campaign.

Oil Refinery SVEND FOYN was torpedoed at 1431 in 60° 37' N., 21° 44' (or 30') W. She was ahead of H.X. 152 to which she belonged and carried 16,000 tons of oil fuel and a deck cargo of aircraft. The ship proceeded to Iceland under her own steam, and later in tow of SALVONIA.

7.10.1941.
Tuesday

War Diary

HOME COMMANDS

Policy

S/M Spare
crew at
Polyarno.

Your 1433A/24. Is it intended that spare crew and repair party who took passage to Polyarno in T Class Submarine and are borne in TITANIA, remain for S Class submarine.
(S.B.N.O. Murmansk, 1501C/7 to F.O.S.)

6 A/S Trawlers
for Belfast
and H.F.

New Commitments necessitates a redistribution of A/S Trawlers. SWORD DANCE and TANGO and four other A/S Trawlers are to be transferred from Harwich to Belfast as soon as practicable.
(A.C.N.S. H. 1709A/7)

New Commitments necessitate a redistribution of A/S Trawlers. Six large Trawlers with good endurance are to be transferred from Belfast to C. in C. H.F. Prior to sailing Trawlers will be fitted for cold weather.
(A.C.N.S. H. 1710A/7.)

Co-operation with U.S.A.

Working up
in U.S.A.

A. It would be a great help to us if general permission could be obtained for all Classes of ships to work up in U.S.A. after refitting there.

B. It is not necessarily intended that every ship should work up fully at U.S. bases. Ships returning to U.K. with only part complement would for example need only short working up period. Ships returning direct to their War Stations, e.g. WARSPITE and DIDO, would probably require to be fully worked up in U.S.A.

C. Reason for this need is present lack of adequate facilities of our own at Bermuda and Esquimalt or in West Indies. U.S. facilities at San Diego and Hampton Roads are presumably very superior to anything we can provide.

D. Although this would involve departure from adherence to 3 months' refuelling rule, this might be got round by regarding working up practices as extension of refits in the nature of trials of material.

E. Request you will approach Navy Department on this matter.

(1st Lord 2123A/7 to B.A.D. Washington)

7.10.1941.
Tuesday

War Diary

HOME COMMANDS

Co-operation with Russia

Kola Inlet.
A/S Defences.

(A) A/S nets have been placed in following positions. Details.
(B) A/S and torpedo booms are in place across north west and eastern entrances to Polyarno harbour.
(B.S.N.O. Murmansk, 2211C/7)

Communications

S.B.N.O. Murmansk's 1931/6. Propose as follows from 0001G.M.T./15.
(D.S.D. 2316A/7 to F.O.S.)

Murmansk

Admty. 2357A/6. Present military situation and defences. Details.
(B.S.N.O. Murmansk 2309C/7) See Lion Copy.

Movements

BEAUMARIS

My 1940A/6 ^{N.T. in W.D.} cancelled owing to visibility.
(N.O.I.C. Blyth, 0700/7)

NORMAN.
ANTELOPE.

My 1850A/6. Intend NORMAN to sail from Seid (? is) Fiord a.m. 8th routed through following positions to Archangel. S. of A. 18 knots. NORMAN is not to take part in operation referred to in C. in C. H.F.'s 1305Z/4.
(R.A.D. H.F. 0930/7 to NORMAN)
E.T.A. 1900 G.M.T./7th. (NORMAN 1629/7 to A.C.I.C.)
Arrived Seidis Fiord ANTELOPE and NORMAN
(A.C.I.C. 2345Z/7)

TIGRIS

F.O.S.'s 1424A/24. (? 1433/24). Intend to sail TIGRIS for Holy Loch approx. 26/10.
(S.B.N.O. Murmansk, 1011C/7.)

C. in C. H.F.

Scapa arrival AURORA. (A.C.O.S. 1014A/7)

ICARUS

My 1158A/6. ^{N.T. in W.D.} Delayed. (F.O.Humber, 1416A/7)

RESOLUTION
CHELSEA

Your 0107A/7. CHELSEA will not be available owing to delay in undocking.
(F.O.I.C. Liverpool, 1510A/7)

/UNA.....

MOST SECRET

161A

MOST SECRET IN
MESSAGE 2309C/7/October.

From B.S.N.O. Murmansk Date 8.10.41.
Recd. 0040
I.D.C. ONE TIME TABLE BY W/T & T/P.

Addressed Admiralty, Repeated Admiral Miles.

Admiralty's 2357A October 6th. LD

(a) Estimate present total of German strength this district 173 bombers 39 fighters. Soviet fighters at Vaenga total 52 plus 37 Hurricanes. Scale of raids has never been heavy. One Raid only on Murmansk and district in past 6 weeks took place October 6th when raid by 22 Junkers 88. No damage. Enemy lost five. No night raids to date. While enemy might probably increase attacks on port if known to be used by convoys it is estimated that after Middle October 15 repeat 15 per cent days only are suitable for flying and hours of daylight are very short. Present fighter strength and strong A/A Defences should prove a sufficient deterrent.

(b) A/A Defences

(1) Existing. Polyarno. 4 Batteries 43 m.m.
4 batteries 45 m.m. all 4 guns per battery.

Murmansk. 6 4 gun batteries 76 m.m.

Vaenga. 6 4 gun batteries 76 m.m. one 3 gun battery 37 m.m.

Increases being made and expected to be complete end of October. LD

Polyarno. 3 6 gun batteries of 25 m.m. and 1 4 gun battery 38 m.m. Latter on east bank of Kola inlet east of Polyarno. Murmansk 1 battery of 76 m.m. 1 battery of 85 m.m. 1 battery of 37 m.m. all 4 guns per battery.

Vaenga. 1 battery of 88 m.m. 3 batteries of 25 m.m.

(c) Minesweeping.

10 Trawlers fitted for minesweeping. 2 trawlers fitted for magnetic minesweeping. One magnetic skid. Channel swept daily from Murmansk to entrance of Kola inlet by trawler minesweepers. Magnetic minesweepers not repeat not yet in operation.

Contd/.....

161 B

MOST SECRET

(d) Stated 12000 to 15000 tons fuel oil in stock. Coal supplies at present ample. Authorities request as much notice as possible of fuel and coal requirements in order to arrange for replenishment. Number of fuel lighters available refuelling.

(e) A/S defences are as stated in my 2211 C October 7th.

2309C/7.

Advance copy sent D.C. D.O.D. (H) D.D.I.C.

- 1st Lord.
- 1st S.L.
- 3rd S.L.
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (T) (2)
- A.C.N.S. (W)
- N.A. 1st S.L.
- D. of P. (2)
- D.O.D. (H)
- D.D.O.D. (H)
- D.N.I. (4)
- D. of L.D.
- D. A/S W.
- D.M.S.
- D.G.D.
- I.P. (2)
- W.D.
- D.C.
- Hd. of M.
- D.D.I.C.
- E.P.S.
- D.T.D. (2)
- N.I.D. 10 Paym. Cdr. Wilson
- D. of S.T.

War Diary

7.10.1941.
Tuesday

HOME COMMANDS

Movements-Contd.

UNA

(1) Intend to sail CUTTY SARK at 1900A/9, to R/V with UNA in 180° Lizard Head 5 miles at 0700A/11 and escort her to Clyde.
(2) N.O.I.C. Greenock is requested to arrange fighter co-operation as follows.
(Capt. S.3. 1601A/7)

LONDON

E.T.A. Scapa 0730/9.
(LONDON, 1835A/7.)

KENYA
SHEFFIELD

Following received from C.S. 10 begins. Intend sailing KENYA and SHEFFIELD for Scapa at 1000/10 E.T.A. Scapa 0800/11.
(F.O.I.C. Greenock, 1928A/7.)

O. 10.
Z. 5.

O. 10 escorted by T.B.Z. 5 left Rothesay at 2200A/7 bound for Tobermory and may be met during the night.
(C. in C. W.A. 2356A/7 to Escort E.C. 81.)

Operations

Operation
"E. J."

Following left Seidis Fiord MATABELE, ASHANTI, SOMALI at 1135Z/6. BEDOUIN, ESKIMO, PUNJABI at 1710Z/6. KING GEORGE V at 1711Z/6. PENELOPE at 2000Z/6.
(A.C.I.C. 0103/7.)

Operation
"J.W."

Cancel A.M. 2214A/6. Hospital Carriers are to remain alongside until further orders.
(D.C. 0130A/7.)

British Air Operations

Operation
"J.W."

A. 781 7/10. Air Min. A 653 dated 3rd Oct. and A. 694 dated 5th Oct. para. (B). For 7 Oct read 8 Oct. (Air Ministry 0850/7.)

War Diary7.10.1941.
TuesdayHOME COMMANDSEnemy Air ActivityLORD NUFFIELD
(A/S Trawler)
damaged on
6/10.LORD NUFFIELD damaged by near misses off Milford Haven 2148/6 repairs estimated 8 days. No casualties.
(F.O.I.C. Milford Haven, 1401A/7 and 1756A/7)MiningBristol
Channel.Owing to suspected minelaying all Bristol Channel Ports are closed until further orders.
(F.O.I.C. Cardiff, 0025A/7)
Add to my 0025A/7 except Swansea and Port Talbot.
(F.O.I.C. Cardiff, 0057A/7.)
My 0025A/7 and 0057A/7. Bristol Channel ports are now open to traffic.
(F.O.I.C. Cardiff, 1207A/7.)
Owing to suspected minelaying Bristol Channel ports are closed.
(F.O.I.C. Cardiff 2059A/7.)
My 2059A/7. Ships may be sailed to Westward only from Swansea and Port Talbot. "Steward" group may be sailed from Barry Roads at 0700/8 but no other sailings from Barry are to take place until further orders. Sweeps operate ahead of "Steward" group.
(F.O.I.C. Cardiff, 2238A/7.)Sweep by
9th and 13th
M/S Flotillas.My 1247A/2. These ships have returned to Portsmouth.
(C. in C. Portsmouth, 1500A/7.)S.N. 16 C.Intend to carry out S.N. 16 C. as follows provided fighter escort is available. WELSHMAN and MANXMAN. Fighter escort as arranged by C. in C. Rosyth from dawn till 1600/9. If air escort continues West of Pentland Firth aircraft to be warned that ships will fire at smoke bursts. Positions. Sail 1900/8, lay 1000/9. Return Port Z.A. 0115/10.
(R.A.M. 1607A/7.)S.N. 24 A.Arrival PORT QUEBEC and SCOTT.
(N.O.I.C. Port Z.A. 1650/7.)

/Rosyth Area.....

War Diary

7.10.1941.
Tuesday

HOME COMMANDS

Mining-Contd.

Rosyth Area

One Red mine detonated 6/10 in 126° 1 mile Lime Kiln Rock. Possibly laid 8.4.41. (C. in C. Rosyth, 1655/7.)

Navigational.

Fog.

Port of Harwich closed owing to fog. (F.O.I.C. Harwich, 0601A/7.)

River Thames,
Lighting
Instructions.

Following measures to be put into force as from commencement of official night on 10/10 and apply until further notice to River Thames. Details.

Existing restriction on movement of vessels to Eastward of Scars Elbow at night remains. P.L.A. requested to inform interests concerned. (F.O.I.C. London, 1200/7.)

Ice.

R.A.F. report loose iceberg along coast from 068° 08' N., 030° 14' (West?) to Scoresby Sound. Occasional ones out to sea. Large number of icebergs in Scoresby Sound drifting towards open sea. No ice north of Scoresby Sound. (A.C.I.C. 1715/7.)

Casualties & Defects.

DERUYTER
(Grounded 6/10)

My 2314/6. Vessel now refloated, proceeding to Isle of Whithorn. (N.O.I.C. Stranraer 0110/7.) Vessel apparently damaged. Master proceeding to Isle of Whithorn for temporary repairs. (N.O.I.C. Barrow, 0951A/7.)

TARANTELLA
(A/S Trawler)

Arrived Aberdeen damaged in collision with trawler. (F.O.I.C. Aberdeen, 1135/7.)

WRANGLER
Sunk on 6/10.

(Salvage Vessel) Struck a rock in dense fog afterwards sinking at 2315/6 in 57° 33½' N., 1° 43½' W. All crew landed unhurt and sent to Peterhead. (N.C.S.O. Aberdeen, 1710/7.)

/OPHELIA.....

War Diary

7.10.1941.
Tuesday

HOME COMMANDS

Casualties & Defects-Contd.

OPHELIA
(M/S - A/S
Trawler)

Have OPHELIA in tow. Her boiler requires dockyard repair facilities. Intend proceeding with her to Reykjavik unless I receive other instructions.
(ACTIVE, 1820A/7.)

DE JONGH,
JOCHEN. *

Left Fleetwood at 1030/3 for Clyde. E.T.A. Clyde, 2230/3. Has not arrived Clyde. Request information.
(N.C.S.O. Mersey, 2255/7 to C. in C. W.A.)

** Not identified.*

Shipping & Convoys

LEINSTER

LEINSTER is due Liverpool 8/10. Number of personnel on board is not known.
(D.S.T., 0726A/7.)

SOBIESKI

My 0733/3. Date of arrival now probably 10/10.
(D.S.T. 0727A/7.)

DUCHESS OF
BEDFORD.

My 0732/3. Date of arrival now probably 10/10.
(D.S.T. 0728A/7.)

W.S. 12 Z.

Proposed arrangements. Details. (D.S.T. 0729A/7)
See Lion Copy.

T.C. 14.

Admty. 1137A/5. Request date of T.C. 14 leaving Halifax and probable date of arrival in Clyde.
(R.A.M. 1131/7.)
Your 1131/7. Probably sail p.m./9. Arrive Clyde p.m./17. (C. in C. W.A. 1612A/7 to R.A.M.)

W.P.B. 47.

Sailing of W.P.B. 47 cancelled owing to suspected minelaying. (N.O.I.C. Cardiff, 1133A/7.)

O.S. 9.
O.S. 10.
O.S. 11.
Corvettes.

My 1615A/13/9.
(1) Owing to delays in completion, following is revised programme of sailings:-
(A) HOLLYHOCK with O.S. 9. 13/10.
(B) FREESIA, VERBENA with O.S. 10.23/10.
(C) ORCHIS with O.S. 11 2/11
(2) If other escort requirements from U.K. arise, first opportunity will be taken of sailing corvettes.
(3) In view of this delay you may consider that you should delay sailing of MIGNONETTE, ANCHUSA, CALENDULA.
(C. in C. W.A. 1219A/7 to C. in C. S.A.)

MOST SECRET

0730A/7th Oct.

165A

~~MOST SECRET MESSAGE~~

OUT

To P.S.T.O. West of Scotland. Date. 7.10.41
 D.S.T.O. Greenock.
 D.S.T.O. Glasgow
 D.S.T.O. Liverpool.
 D.S.T.O. Avonmouth.

Naval Cypher (A1 One time table)

From Director of Sea Transport.

Following are proposed arrangements for convoy
W.S. 12 Z.

Code No.	Ship.	Estim: Capacity.	Present position.	Discharge port.	Embark- ation port.
A.1.	ANDES	3112	Due U.K.18.10.	Liverpool	Liver- pool
A.2	ACRANGI	2300	Due U.K.18.10.	Glasgow.	Clyde
A.3	ARUNDEL CASTLE	1200	Due U.K.18.10.	Liverpool	Liverpool.
A.4	CAMERONIA	3145	Due U.K.18.10.	Glasgow	Clyde
A.5.	CAPE TOWN CASTLE	1700	Due U.K.18.10	Liverpool	Liverpool
A.6	DUCHESS OF BEDFORD	3055	Due U.K.10.10.	"	"
A.7	DUCHESS OF ATHOLL	3102	In Glasgow	--	Clyde
A.8	EMPRESS OF ASIA	2410	In Liverpool	-	Liverpool
A.9.	EMPRESS OF JAPAN	2872	Due U.K.22.10.	Clyde	Clyde
A.10.	LANGIBY CASTLE	1114	Due U.K.25.10	Glasgow	Clyde
A.11	MONARCH OF BERMUDA	2201	Due U.K.18.10.	Liverpool	Liver- pool
A.12	NANKUNDA	2147	Due U.K.27.10	Clyde	Clyde
A.13	ORCADES	3200	Due U.K.12.10	Liverpool	Liver- pool
A.14	ORDUNA	2163	Due U.K.10.10	"	"
A.15	ORONSAY	3089	Due U.K.18.10	Avonmouth	Avon- mouth
A.16	REINA DEL PACIFIC	2500	Due U.K.18.10	Liverpool	Liver- pool

/ A.27

MOST SECRET

165-B

- 2 -

<u>Code No.</u>	<u>Ship.</u>	<u>Estimated capacity</u>	<u>Present pos:</u>	<u>Discharge port</u>	<u>Embarka- tion port.</u>
A.17	SCBIESKI	2105	Due U.K.10.10	Clyde	Clyde
A.18	TAMAROA	1450	Due U.K.6.10	Avonmouth	Avonmouth
A.19	WARWICK CASTLE	1514	Due U.K.18.10	Liverpool	Liverpool
A.20	DURBAN CASTLE	1200	In Liverpool	-	Liverpool

2. A further six ships will be added to this convoy. They will arrive Clyde about 22.10. and further details will be sent in due course.

3. Probable embarkation dates are 28.10 to 4.11 Both dates inclusive. Proposals for embarkation programme will be notified as soon as possible.

4. Request report urgently of sea speeds which vessels will be able to maintain when ready for sea.

1st S.L.
V.C.N.S.
A.C.N.S.(H)
A.C.F.S.(T)(2)
A.C.N.S.(F)
N.A.1st S.L.
D.O.D.(H)
D.D.O.D.(H)
D.O.D.(F)
D.D.O.D.(F)
Duty Capt. (2)
D.D.I.C.(2)
D. of P.(2)
D.N.I.(4)

0729A/7

Director of Sea Transport.
Extn.2187

D.A./S.W.
D. of S.T.
D.T.D.(2)
D.T.D.(M)
Hd. of M.
I.P.(2)
W.D.—
E.P.S.

War Diary

7.10.1941.
Tuesday

HOME COMMANDS

Shipping & Convoys

O.S. 9.
O.S. 10.
O.S. 11.
Corvettes-
Contd.

My 1230A/10/9.
1. Special group C. escorting O.S. 9 EGRET S.O., BANFF, FISHGUARD, from Londonderry. HOLLYHOCK from Greenock. COMMANDANT DOMINE from Liverpool.
2. HOLLYHOCK is to be detached to fuel at Ponta Delgada then rejoin and proceed with convoy to Freetown. She is to exercise sweeps as convenient on passage.
(C. in C. W.A., 1220A/7.)

CANTON
WOOLSTON

C. in C. Portsmouth 1913A/6 and my 0107A/7.
1. WOOLSTON is to fuel at Plymouth.
2. If CANTON can be delayed, C. in C. Plymouth is requested to sail WOOLSTON to relieve BLENCATHRA p.m./9 in vicinity of Eddystone.
3. C. in C. Portsmouth is requested to arrange R/V.
4. WOOLSTON is then to escort CANTON to Clyde and return to Belfast.
(C. in C. W.A. 1234A/7.)

E.C. 83 M.
F.N. 29 S.

My 1200/29/9 EC 83 (M) and F.N. 29 (S) both postponed 24 hours.
(C. in C. Rosyth, 1320/7.)

EMILE BAUDOT

Will be ready to proceed 10/10. Request destination. SOUTHERN SHORE available to escort if necessary. (A.C.I.C. 1448/7)

W.S. 12.

Following ships sailed 30/9 from U.K. Destinations and loadings. Details. (D.O.D. F. 1451A/7.) See Lion Copy.

O.N. 23
H.X. 153
ZAAFAREN

My 1304A/7. ^{NT. N. W. 2.} On relief in position S. remaining 2 Corvettes and 2 trawlers are to proceed R/V which will be signalled later with H.X. 153 and turn ZAAFAREN over to convoy. They are then to carry out sweep 20 miles ahead H.X. 153 until M.O.M.P. is reached.
(C. in C. W.A. 1643A/7 to MALCOLM, 1644A/7 to Admty.)

/O.N. 24....

MOST SECRET

166A

1951A/7th October

MOST SECRET

MESSAGE

Date 7.10.41

OUT

To C. in C. South
Atlantic, 401, IMPORTANT
C. in C. East Indies, 103,
Repeated C. in C. Mediterranean 974,
F.O.C. North Atlantic, 243,
F.O.I.C. Simonstown, 547, IMPORTANT.
S.N.O. Red Sea,
C. in C. China, 1,
F.O.C. Malaya, 703,
F.O.C.R.I.N.,
N.O.I.C. Durban.

Naval Cypher D

From Admiralty

Following Transports sailed United Kingdom 30/9 in
convoy W S 12.

<u>Code No.</u>	<u>Ship.</u>	<u>Speed.</u>	<u>Numbers</u> <u>on</u> <u>Board.</u>	<u>Destination</u>
B.1	ALMANZORA ✓	15½	243 1791	South Africa Middle East
B.2	CITY OF PARIS ✓	14	1590	Middle East
B.3	DUCHESS OF RICHMOND ✓	18	26 287 702 2021 2 7	West Africa South Africa Middle East Iraq Burma Ceylon
B.4	EMPIRE PRIDE ✓	16	3 2 7 1995 1 7	West Africa South Africa East Africa Middle East Iraq India
B. 6	EMPRESS OF CANADA	18½	52 42 30 83 1737 9 15	Middle East India Burma Ceylon Malaya Hong Kong Australia
B.7	EMPRESS OF RUSSIA	16	401 3 1475 365	South Africa East Africa Middle East Iraq

B.8/....

<u>Code No.</u>	<u>Ship.</u>	<u>Speed.</u>	<u>Numbers</u> <u>On</u> <u>Board.</u>	<u>Destination</u>
B.8	HIGHLAND BRIGADE	16	1225	Middle East
B.9	MENDOZA	14	1369	Middle East
B.11	LEOPOLDVILLE	15½	13 422 1061 32	West Africa Aden Middle East Iraq.
B.12	SAMARIA	16	382 2680	Aden Middle East
B.14	STRATHAIRD	18	12 68 2974 16	West Africa Aden Middle East Iraq
B.15	FRANCONIA	15½	3094	Middle East
B.19	DOMINION MONARCH	19	10 51 3 139 1528 1	South Africa Middle East India Ceylon Malaya Hong Kong
B.20.	NARKUNDA	15½	1836	West Africa
B.21	ORMONDE	16	149 963 1292 60	South Africa Middle East Iraq India.

2. Following vehicles guns etc. and stores were shipped in troop transports.

<u>Ship</u>	<u>Contents</u>	<u>Destination</u>
ALMANZORA	Vehicles	Durban
CITY OF PARIS	Vehicles	Middle East
EMPRESS OF CANADA	Vehicles, guns and 107 tons d.w. stores.	Singapore
MENDOZA	Vehicles	Middle East
SAMARIA	Vehicles and 2 Harvards	Durban
STRATHAIRD	Vehicles	Durban
DOMINION MONARCH	Vehicles 2065 tons d.w. commercial cargo.	Singapore New Zealand.
ORMONDE	Vehicles and guns	India

MOST SECRET

c
1668

-3-

3. Following M.T. Ships also sailed in Convoy
W.S. 12.

<u>Code No.</u>	<u>Ship.</u>	<u>Speed.</u>	<u>Contents.</u>	<u>Nos. of personnel on board.</u>	<u>Destination</u>
R.249	CLAN LAMONT ✓	15½	M.T. ammunition stores, guns, tanks, locomotives	11	Middle East.
R.250	PERTSHIRE ✓	15½	M.T. ammunition stores, guns, tanks, locomotives.	17	Middle East.
R.253	CLAN CAMPBELL ✓	15½	M.T. ammunition stores, tanks, locomotives	30	Middle East
R.254	EMPIRE TRUST ✓	15	M.T. ammunition tanks, guns, stores.	36	Middle East.
R.255	PERSEUS ✓	14	M.T. ammunition, stores, guns.	-	Singapore
			-	3	Middle East
			2 Oxford aero-planes.	-	Durban

4. Following ships will fuel at Capetown, EMPIRE PRIDE, EMPRESS OF CANADA, MENDOZA, LEOPOLDVILLE, DOMINION MONARCH, CLAN LAMONT, PERTSHIRE, CLAN CAMPBELL, EMPIRE TRUST. Remainder at Durban.

5. P.S.T.O. Simonstown should arrange for onward conveyance

(a) of 1768 personnel for Middle East ex DUCHESS OF RICHMOND EMPRESS OF CANADA DOMINION MONARCH and ORMONDE

(b) 10 personnel for East Africa ex EMPIRE PRIDE and EMPRESS OF RUSSIA and

(c) 56 personnel for India and Iraq ex EMPIRE PRIDE, LEOPOLDVILLE and STRATHAIRD. Vacant

space in other ships of convoy should be used as far as practicable.

6. Commodore Malaya should arrange for onward conveyance to Hong Kong of ten personnel ex EMPRESS OF CANADA and DOMINION MONARCH.

7. P.S.T.O. India should arrange for onward conveyance from India of all personnel for Iraq.

8. HIGHLAND BRIGADE will proceed from South Africa to the Plate to load for U.K. Onward conveyance to Middle East of the personnel disembarked should be arranged.
9. DOMINION MONARCH will proceed from Singapore to Australasia to load for U.K. Precise loading port will be notified later.
10. EMPRESS OF CANADA will proceed from Singapore to Vancouver for drydocking and overhaul.
11. NARKUNDA after disembarkation at Freetown should return to U.K. forthwith as she is urgently required for further troop service. My 1227/1 to C. in C. South Atlantic only refers. Anticipated date of arrival U.K. should be reported.
12. DUCHESS OF RICHMOND and ORMONDE will return to U.K. from India.
13. EMPRESS OF RUSSIA should proceed from Suez to Bombay for drydock and exchange of crew. She will then proceed to U.K.
14. SAMARIA and FRANCONIA require drydocking. P.S.T.O. Simonstown is requested to report whether they can be taken at Durban on return from Middle East.
15. Commodore of Convoy is Commodore B.M. Thesiger in STRATHAIRD.
16. Addressees pass to S.T.O.'s and Military Authorities concerned.

1451A/7

for D.O.D. (F)

1st Lord	D.A./S.W.
1st S.L.	D.M.S.
2nd S.L.	I.P. (2)
3rd S.L.	W.D.
4th S.L.	Duty Captain (2)
5th S.L.	Hd. of M.
V.C.N.S.	D.T.S.D.
A.C.N.S. (H)	D.D.I.C.
A.C.N.S. (F)	E.P.S.
A.C.N.S. (T) (2)	D.T.D. (2)
A.C.N.S. (W)	N.I.D. 10. Paym Cdr. Wilson
N.A. 1st S.L.	D.C.D.
D. of P. (2)	
D.O.D. (H)	
D.D.O.D. (H)	
D.O.D. (F)	
D.D.O.D. (F)	
D.N.I. (4)	
D.S.D.	
D.N.A.D.	
D. of L.D.	

War Diary

7.10.1941.
Tuesday

HOME COMMANDS

Shipping & Convoys-Contd.

O.N. 24. Admty. 1328/12/4. O.N. 24. LOCHKATRINE and
(Ship carrying ATLANTIAN. (N.C.S.O. Mersey, 1730/7 to Admty.)
explosives hit (See W/D 12/4/41 P.387)
by bomb.)

S.C. 45. Met as arranged. About 24 hours late.
Continuous gales. Two stragglers. All ships
now arrived. (D.T.D. 1819A/7 to Opnav.)

E.C. 83. LOWESTOFT is to take CULVER under his orders
CULVER. and, visibility permitting, leave Sheerness on
completion of swinging of both ships to overtake
E.C. 83. LOWESTOFT is then to carry out orders
contained in my 1006/5, and CULVER is to act
as additional escort to E.C. 83 as far as Cape
Wrath. (C. in C. Nore, 1924A/7.)

F.S.613. WALLACE's 2215. ^{N.T. & W.D.} As Convoy F.S.613 will pass
area dangerous from E-Boats during daylight,
am leaving QUORN only as additional escort.
(Capt. D. 16 2247/7.)

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

General.

Raiders.

Intelligence. (Admty., 2035A/7) See Lion Copy.

North Atlantic.

GERMANIA
(German).

Ready to sail Teneriffe, may leave any night.
(F.O.C.N.A., 0827A/7 to N.A. Stn).
Your 0827/7. It is important to intercept
GERMANIA if practicable.
(A.C.N.S. (F) 1627A/7 to F.O.C.N.A., F.O.C.N.A.,
1824A/7 to EAGLE). *See also p. 171.*

Sinking
at Sight.

Your 1047/3 and previous signal. In order to
clarify situation regarding sinking at sight
areas in Western Mediterranean propose following
arrangements should come into force forthwith.
(A) All ships except those mentioned in paras
(B) and (C) are liable to be sunk at sight if to
eastward of line joining (i) Franco - Italian
Boundary 043° 47' N., 007° 32' E. (ii) 041°
00' N., 007° 30' E., thence line running 30 miles
from the W., of Sardinia Coast to (iii) 180
Spartevento Cape 30 (iv) 360 Bon Cape 3.
(B) French M/Vs. whose position and course
indicate they are proceeding between France and
Corsica or vice versa or trading on Corsica Coast.
(C) Vessels carrying approved cargo for Switzerland
Govt. Such vessels will be issued with route at
Gibraltar and will be guaranteed safe passage
provided they adhere to route ordered. Switzerland
Govt. to be responsible for giving adequate
warning for ships leaving Italian ports.
(F.O.C.N.A., 1058A/7, to Admty, amended 1832A/7).

SILVERBELLE.

Re search for. (F.O.C.N.A., 1102A/7) See U-boat
Campaign.

P. 31

Onward route positions (P) 038° 00' 010° 30' (Q)
036° 35' 009° 00' (R) 350° Sparte 10 for
inward escort.
Report P.C. and S. of A. on crossing 043° N.,
T.B.R. arranged.
(F.O.C.N.A., 1136A/7 to P. 31)

/EAGLE.....

MOST SECRET

MOST SECRET M E S S A G E 2035A/7th October. OUT

TO: C. in C. Home Fleet, 382 Date 7.10.41.
 N.S.H.Q. Ottawa, 250
 New Zealand Naval Board, 590
 B.A.D. Washington, 846.
 F.O.C. North Atlantic, 262.
 C. in C. South Atlantic, 411
 N.O.I.C. Simonstown, 553
 R.A. South America Division 445
 C. in C. America and West Indies, 601
 Australian Commonwealth Naval Board, 892.
 C. in C. China, 4
 C. in C. East Indies, 112
 ALUSNA
 SPENAVO

Naval Cypher D

FROM: Admiralty.

NITE.

My 1857A/30.

1. German Supply ship, escorted by U. Boat sighted by H.M.S. KENYA in 043 degs. 41' N. 024 degs. 34' W. at 1704/3. Supply ship attempted to escape and was shelled and blew up. No other details at present.
2. CINGALESE PRINCE overdue at Trinidad and MENDANAU at Freetown from Capetown. Both at present attributed to U.Boats.
3. STAMATIOS G. EMBIRICOS, overdue at Colombo since 28/9, may possibly have made R's intercepted by Trincomalee on 26/9. She should then have been in vicinity of Maldives.
4. At 1738/4 by D/F unit was possibly within 180 miles of 46 degs. 30' S. 168 degs. E. Probably unit in my 1857A/30 Para. 3.
5. SILVIPLANA, see my 1801A/16/9, now overdue and must be regarded as sunk or captured.
6. Raider supply ship reported taking in supplies off Chilean Coast 47 degs. to 48 degs. S. at end of September. Graded D.3.
7. My 1857A/30 Para.4. Identity of Number 21 not repeat not known as PARANAGUA now reported sunk in German waters in 1940.

2035A/7

- | | | |
|----------------------------|------------|---------------|
| 1st Lord, | D.N.I. (4) | |
| 1st S.L. | D.T.D. (2) | |
| 4th S.L. | D.T.D. (M) | |
| V.C.N.S. | D.T.D. (C) | |
| A.C.N.S. (F) | D.D.I.C. | |
| A.C.N.S. (T) (2) | D. of P. | Head of M. |
| NAV. SEC. | D. A/S W. | E.P.S. |
| N.A. 1st S.L. | I.P. (2) | Duty Capt.(2) |
| Capt. Rm, Admiralty House. | W.D. | |
| D.O.D. (F) | D.P.D. | |
| D.D.O.D. (F) | D.S.D. | |

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

North Atlantic. - Contd.

→ EAGLE.

E.T.A. position (p) 1800A/8 VIMY not met. WILD SWAN requires fuel. Propose to detach her 9/10 to proceed to Funchal, Madeira. Passed to DUNEDIN. (EAGLE, 1245Z/7 to F.O.C.N.A.) See also 2025/7. Your 1245Z/7 not to Admt. Owing to lack of fuel at Funchal WILD SWAN is to fuel at Las Palmas. Permission is being obtained for WILD SWAN to fuel there on 9th. -(F.O.C.N.A., 2352A/7 to EAGLE).

NORD ATLANTIC
(German)

U/B reported alongside. (R.O. Vigo, 1310/7) See U-boat Campaign.

NELSON.

Can it now be stated when NELSON will be ready to leave Gibraltar?
(A.C.N.S. (H) 1932A/7 to F.O.C.N.A.) Reply: 2018/8.

→ VIMY.

My P.C. and S. are 020° 14' N., 019° (740') W., 004° 19 knots. 3/5 fuel remaining. Intend altering to 030° at 2230N in position 0 and thence proceeding along to R/V with WILD SWAN at 0600N. (VIMY, 2025N/7 to EAGLE).

GURKHA.

Not met. Am turning at sunset to reach position 035° N., 026° W., at 0900A/8. Request P.C. and S. of convoy. Weather report. (GURKHA, 2029A/7 to F.O.C.N.A.)

Gibraltar
attacked by
1 - man S/M
20/9.

Your 1930A/29.
(A) Your views requested on following further points:-
(1) Possibility of attack having been carried out from Spanish Main land.
(2) Any conclusive evidence of collaboration between attackers and agents in Spain.
(3) Whether passage under Viaduct to North Mole is adequately closed.
(4) Possible advantages of flood lighting entrances to a distance of two or three cables radius.
(b) Meanwhile, following further measures for security are recommended:-

/(1).....

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

North Atlantic.

Gibraltar
attack by
1 - man S/M
20/9.
Contd.

(1) That as far as possible gates should be kept closed at night whenever conditions are favourable to attack and importance Fleet units are in harbour.

(2) Provision of a number of armed boat patrols inside harbour when weather is suitable for attack. Very small boats are recommended such as dinghies or canoes.

(3) All approved additions to net defences to be pressed on, Admiralty being informed, and what additional facilities you consider necessary. (A.C.N.S. (F) 222A/7 to F.O.C.N.A.)

O.G. 75
Escort.

Your 1922A/7. FORESIGHT, FURY, FORESTER, LEGION, LIVELY sailed 2330A/7 routed through 035° 40' N., 010° 00' W., speed 20 knots to R/V with O.G. 75 before dark 9/10. (F.O.C.N.A., 2322A/7 to Admty).

My 2322. Ships sailed.
(F.O.C.N.A., 2358A/7).

MARON.

Pass through 035° 30' N., 006° 40' W., thence Gibraltar. (F.O.C.N.A., 2328A/7 to MARON).

South Atlantic.

S.S. PANTELIS.

From U.K.
Due Capetown 2/10./ Not arrived.
(S.O.(I) Capetown, 0845B/7).

WELLINGTON,
STORK.

Your 1405/6 and my 1645/4. Escorts are not to fuel Ponta Delgada unless absolutely necessary. If necessary for WELLINGTON and STORK consideration should be given to fuelling WELLINGTON (?from) STORK and then sending STORK to fill up at Ponta Delgada. (C. in C. S.A. 1215N/7 to WELLINGTON).

/GERMANIA.....

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

South Atlantic - Contd.

GERMANIA
(German)

Your 1627/7 (see North Atlantic). Request further information about sailing of GERMANIA and that this may be repeated to S.O. Force F. (C. in C. S.A., 1645N/7 to Admty.)
Your 1645N/7. No further recent information. (D.D.I.C. 2233A/7 to C. in C. S.A.) *See p. 168*

CHANTILLY.

Sailed U.K. 3/10 in convoy O.S.8. Details. On arrival Durban ship will have vacant accommodation for approx. 1150. Suggest ship be included in appropriate C.M. convoy and embarked to capacity. It is intended to retain vessel on service in Indian Ocean. (D.O.D.(F), 1755A/7 to C. in C. S.A., C. in C. E.I.)

R.A.F.
West
Africa.

Summary of directive to Air Cdre. E.A.B. Rice, A.O.C., R.A.F, West Africa. (Air Ministry 1820/7 to 95 Sqdn., Head of M. 1755A/8 to C. in C. S.A.)
(See Lion and Tiger Copies.)

Falkland
Islands.

Further consideration to defence measures. (A.C.N.S.(F) 2006A/7 to C. in C. S.A.)
See Lion Copy.

B.N.L.O.
Belgian
Congo.

Governor-General, Belgian Congo, at Leopoldville asks whether B.N.I.O. West Africa (Cdr. Fitzgeorge) could also act as B.N.L.O. Belgian Congo. I agree. 2. Understood Free French at Brazzaville have no objection. 3. Request formal concurrence of Belgian and Free French governments be obtained and that Cdr. Fitzgeorge's appointment be amended accordingly. (C. in C. S.A., 2001N/7 to Admty.)

S E C R E T.

M E S S A G E.

Lion
I N. 171A.

1820/7/October, 1941.

FROM: Air Ministry Whitehall.

DATE: 7/10/41.

TIME: 1900.

C Y P H E R.

ADDRESSED: 95 Squadron for A.O.C. West Africa on arrival Repeated, All Commands Overseas R.A.F. Takoradi.

NOT W/T.

X.749 7/10.

Following is summary of directive to Air Commodore E.A.B.Rice, C.B.E., M.C., Air Officer Commanding R.A.F. West Africa.

1. Headquarters to be located Freetown.
2. Responsible to Air Ministry for operational control administration training and efficiency of British Air Forces in Nigeria, Gold Coast, Sierra Leone and Gambia with exception that responsibility for policy for reception erection and despatch aircraft to Middle East on Takoradi route is to remain responsibility A.O.C. in C., Middle East. A.O.C. West Africa however responsible for normal administration Takoradi and other reinforcement route aerodromes within his Command together with control of operational units located on them.
3. A.O.C. to accept general directive from C. in C., South Atlantic for operation G.R. aircraft but is responsible for execution of directive.
4. Primary roles of air forces are:-
Co-operation with naval and military forces in West Africa, Defence of British territory and interests. Maintenance of sea communications in West African focal areas and Security of air reinforcement routes to Egypt. Air Forces may also be employed in execution of such other plans as may be approved from time to time by the Chiefs of Staff. A.O.C. in conjunction as necessary with G.O.C. West Africa and C. in C., South Atlantic responsible for preparation of plans for employment of air forces under his Command.
5. Subject to directions of Chiefs of Staff and Air Ministry responsible in consultation with G.O.C. West Africa and C. in C., South Atlantic for co-ordination of operations of R.A.F. with military forces of allies of H.M. Government.
6. A.O.C. to keep in close touch with Governors of Colonies comprising his Command and is to keep them closely and constantly informed regarding air force situation in West Africa.

Effective.....

Effective date in which Air Headquarters West Africa comes into being to be signalled later but will be approximately 12th October.

1820/7.

Received from Air Ministry 0135/8.

1st Lord.	
1st S.L.	
2nd S.L.	
3rd S.L.	
4th S.L.	
5th S.L.	
V.C.N.S.	
A.C.N.S.(T). (2).	
A.C.N.S.(H).	
A.C.N.S.(F).	D. of P. (3).
A.C.N.S.(W).	O.I.C. (3).
Parl. Sec.	D.N.A.D.
Civil Lord.	Air.
Sec.	D.T.D. (4).
Nav. Sec.	D.T.D. (M).
N.A. 1st S.L.	D.T.S.D.
P.A.S.(S).	D. of L.D. (2).
D.N.I. (4).	E.P.S.
Ops. (3).	I.P. (3).
O.D. (5).	W.D.
M. (5). (& to inform	D.A.M. (2).
C. in C. South Atlantic)	D.A.M.R.

Circulated by Air Ministry to:-

Air Council.
 D.G.O.
 D. of O.
 D.W.O.
 D.O.O.
 D. of Plans.
 D.D. Plans.
 D.D. Plans (J.P.)
 D.D. Plans (O)(Orig).
 D.O.N.C.
 D.A.F.L.
 W.O.3.
 Admiralty requested to inform
 C. in C. South Atlantic.
 War Office requested to inform:
 G.O.C. West Africa,
 G.O.C. East Africa.
 Colonial Office
 Foreign Office.

SECRET.

MESSAGE.

OUT. c

To
C. in C. South Atlantic 40.
Repeated R.A.S.A.D. 444.

2006A/7th October.
Date. 7.10.41.

141 B.

Naval Cypher (C)

From Admiralty.

(A) As a result of Buenos Aires Military Attaches 082/21 dated 21st August which is being repeated to you the defence of the Falkland Islands has again received careful consideration since the despatch of Admiralty Message 2040A/10th August.

(B) The possibility of Japanese action against the Falkland Islands in the event of Japan entering the War was examined by the Service Departments whose agreed conclusions are:-

- (1) Any attack would take the form of a raid to destroy local facilities.
- (2) Type and strength of raid can only be conjecture, but unlikely to exceed 800.
- (3) Japanese action against these islands is unlikely in view of the distances involved and because result would not benefit Japan directly.
- (4) Any Japanese action would almost certainly provoke a strongly adverse reaction on the part of the Americans with which Japan would have to reckon.

(C) In view of the unlikelihood of attack mentioned above the War Office do not propose to increase the land defence of the Falkland Islands. A Norwegian detachment consisting of 1 Officer and 13 other ranks are soon being sent from the U.K. to S. Georgia.

(D) Governor Falkland Islands and M.A. Buenos Aires have been informed accordingly.

(E) The need for improvement of the defences is constantly kept in mind and the scale of defence for Port Stanley now approved is 2 - 6" 45° long range guns and one 6" Naval gun, instead of the 3 - 6" shorter range guns hitherto approved. Owing to more urgent commitments elsewhere it is not expected that allocation of 6" 45° guns to complete this scale will be made for some time.

2006A/7

for D. of L.D. (530)

Approved A.C.N.S. (F)

1st Lord.	D.N.A.D.	O.D. (5)
1st S.L.	D.M.S.	Ops (4)
4th S.L.	I.P. (3)	M. (5) (War Office M O 4
5th S.L.	W.D.	(Colonial Office.
V.C.N.S.	N.I.D. (4)	D. of L.D. (3) (MO.13271/41)
A.C.N.S. (F)	D.P.S.	
N.A. 1st S.L.E. in C.	E.A.P.	
D. of P. (3)		
D.S.D.		

SECRET

MESSAGE

Tiger - insert in 7.10.41
1755A/8th October OUT
(Identical with Air Ministry 1820/7)
Date 8. 10. 41.

To C. in C. South Atlantic. 433

1711

Naval Cypher (X)

From Admiralty.

Following from Air Ministry Whitehall. Begins

Following is summary of directive to Air Commodore E.A.B. Rice C.B.E., M.C., Air Officer Commanding R.A.F. West Africa.

1. Headquarters to be located Freetown.
2. Responsible to Air Ministry for operational control administration training and efficiency of British Air Forces in Nigeria. Gold Coast, Sierra Leone and Gambia with exception that responsibility for policy for reception erection and despatch aircraft to Middle East on Takoradi route is to remain responsibility A.O.C. in C., Middle East, A.O.C. West Africa however responsible for normal administration Takoradi and other reinforcement route aerodromes within his command together with control of operational units located on them.
3. A.O.C. to accept general directive from C. in C. South Atlantic for operation G.R. aircraft but is responsible for execution of directive.
4. Primary roles of air forces are:-
Co-operation with naval and military forces in West Africa, Defence of British territory and interests.
Maintenance of sea communications in West African focal areas and Security of air reinforcement routes to Egypt. Air Forces may also be employed in execution of such other plans as may be approved from time to time by the chiefs of Staff.
A.O.C. in conjunction as necessary with G.O.C. West Africa

and/

171E

and C. in C. South Atlantic responsible for preparation of plans for employment of air forces under his Command.

5. Subject to directions of Chiefs of Staff and Air Ministry responsible in consultation with G.O.C. West Africa and C. in C., South Atlantic for co-ordination of operations for R.A.F. with military forces of Allies of H.M. Government.

6. A.O.C. to keep in close touch with Governors of Colonies comprising his Command and is to keep them closely and constantly informed regarding air force situation in West Africa Effective date in which Air Headquarters West Africa comes into being to be signalled later but will be approximately 12th October. Ends.

1755A/8
for Head of M. (558)

- 1st Lord.
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (T) (2)
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (W)
- Parl Sec.
- Civil Lord
- Sec.
- Nav. Sec.
- N.A. 1st S.L.
- P.A.S. (8)
- D.M.I. (4)
- Ops. (4)
- O.D. (5)
- M. (5)
- D. of P. (3)
- O.I.C. (3)
- D.N.A.D.
- Air
- D.T.D. (4)
- D.T.D. (M)
- D.T.S.D.
- D. of L.D. (2)

- E.P.S.
- I.P. (3)
- W.D.
- D.A.M. (2)
- D.A.M.R.

War Diary.7.10.1941.
Tuesday.FOREIGN STATIONS.Mediterranean.THEOPHILE
GAUTIER.

French broadcast dated 6/10 states THEOPHILE GAUTIER with corn for Greek population was sunk by S/M in Aegean. Broadcast states that she bore French colours and showed lights. 2. Request immediate information if you were informed of this ship's passage by International Red Cross or any other authority.

(V.C.N.S., 0038A/7 to C. in C. Med.)

Your 0038/7. No information whatever received of intended movements of this ship. She was last heard of at Salonika in ? August and no intelligence or R/C reports have been received that she had left. In view of what is known of her it is a matter of satisfaction that (? she is) sunk.

(C. in C. Med., 1313B/7 to Admty.)

QUEEN OLGA.

My 1010/2. Greek Destroyer QUEEN OLGA delayed 3 days, to transit canal on 9th. Amend programme accordingly.

(C. in C. Med., 1111B/7 to Admty.)

Passage of
ships from
Black Sea
by Russians.

Your 1305/5 (T.O.O. 1919C/4 as circulated Admty.)

There seems to be no reason, provided Turks will co-operate, why these ships should not make passage through Aegean under Turkish colours as was done in the case of EOCENE and Greek ships from Istanbul. N.A. Ankara would give his assistance and experienced officers could be sent to Istanbul to conduct passage. (ii) It should, however, be made clear to Russians that these ships cannot be met and escorted from Dardanelles, though all possible protection would be afforded once clear of Aegean.

(iii) Operation is not feasible without full connivance of Turks which will certainly be difficult for Russians to obtain. Suggest Adm. Kelly be given full details and asked to take matter up with Turkish General Staff who might even be able to handle it without reference to Turkish Foreign Office.

It appears advisable to base request rather as assistance to our war effort than to Russia in view of Turkish distrust of latter.

(C. in C. Med., 1125B/7 to Admty.)

War Diary.7.10.1941.
Tuesday.FOREIGN STATIONS.Mediterranean - Contd.COVENTRY.

Intend following programme for COVENTRY:
 Depart Alexandria p.m./8, arrive and depart
 Suez 9th, arrive and depart Aden 13th, arrive
 p.m./18. COVENTRY should be used to escort
 two Merchant ships through Gulf of Suez
 dangerous area. Fuel required at Suez and
 Aden. Maximum speed about 18 knots in fine
 weather due to temporary bows.
 (C. in C. Med., 1127B/7 to Admty.)

Suez
Shipping
Attacked.
M/V sunk.

Egypt. My A.897, 6/10, para. 1. Enemy
 aircraft also attacked shipping in Gulf of Suez
 on night 5/6. 1 aircraft apparently a Focke
 Wulf sank a 4748 ton M/V in Straits of Jubal.
 Another aircraft, reported as twin-engine,
 bombed and machine-gunned 2 ships off Ras Gharib
 starting fire on one. Fire extinguished in 20
 minutes. No casualties reported. Aircraft
 reported damaged by return fire from ships. No
 aircraft of F.A.A. detachment Hurghada operated.
 Night 5/6. 8 Wellingtons bombed Benghazi
 Harbour bombs bursting on Juliana Mole. 6
 Blenheims attacked M.T. workshops Bardia.
 (H.Q. R.A.F. M.E., 1152/7.)

Benghazi,
Bardia
bombed.

Enemy Units
attacked by
TALISMAN.

2 Destroyers 2 M/Vs. air escort course 331°
 speed 7 knots in 035° 45'30" N. 024° 08'30" E.
 One hit.
 (TALISMAN, 1158B/7 to Capt. S.1.)
 2 M/Vs. escorted by 2 destroyers and aircraft
 attacked by TALISMAN (details as 1158B/7.)
 If encountered attack but primary object mine-
 laying.
 (Capt S.1., 2021B/7 to RORQUAL.)

French
Ships.

Departure 6th COETLOGON French, Sete, arrival
 7th ST. BRIEUC French.
 (Barcelona, 1246/7 to D. of S.T.)

TORBAY.

TORBAY sails 1600B/7 routed from end of searched
 channel through position 033° 22' 023° 06' and
 033° 22' 021° 50' thence carried out special
 operation.
 (Capt. S.1., 1545B/7 to C. in C. Med.)

/Enemy.....

War Diary.7.10.1941.
Tuesday.FOREIGN STATIONS.Mediterranean - Contd.Enemy Shipping.

It is suggested that 4 valuable merchant ships 1500 to 3000 tons may be expected at 032° 08' 020° 04' in next few days, one at least is likely to arrive from North.
(Capt. S.1., 1821B/7 to REGENT.)

PHOEBE.

My 1331/1 and your 1818/5. Cancel programme for PHOEBE and substitute as follows:
Alexandria, leave 12/10; Suez 13/10; Aden 16/10; Mombasa 22-23/10; Durban 26-28/10; Simonstown 30/10; Freetown 6-7/11; Trinidad 14-16/11; New York arrive 20/11. PHOEBE to report number in addition at Saint Helena if considered necessary.
(C. in C. Med., 1825/7 to Admty.)

U/B.

Ionian Sea patrol. 0700 hours 1 submarine off Syracuse remained surface 20 minutes though machine-gunned by Maryland, returned fire accurate, course 270° speed 10 knots.
(H.Q. R.A.F. Malta, 1830/7.)

Tripoli bombed, M/V hit.

Night 6/7. 8 Wellingtons attacked shipping Tripoli 2135 to 2245 hours and 2345 to 0135 hours. 27,900 lbs. bombs dropped also pamphlets. 1 direct hit 10,000 ton Merchant Vessel. Many hits observed Spanish Quay also near Karamanli Mole and barge moorings.
(H.Q. Malta, 1839/7.)

U/Bs.

A report graded B.3. states that two German U-Boats left Messina for East Mediterranean on 1/10.
(D.D.I.C. 2221A/7 to C. in C. Med., etc.)

E-Boats.

There appears to be surface craft activity in the vicinity of Malta thought to be E-Boats.
(Capt. S.10, 2315A/7 to PERSEUS, P.34.)

S.
ELIZABETH
HENDRICK
FISSER.
(German)

Expected sailing tonight 7th with iron ore for Genoa.
(Valencia T.H.I. 2330/7 to D. of S.T.)

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

East Indies.

Persian Gulf.

Re minesweeping requirements.
(C. in C. E.I., 0644Z/7 to Admty.)
See Lion Copy.

Jibuti.

Letter from Governor.
(G.O.C. in C. East Africa to C. in C. M.E., for Minister of State, 0404/7.)
See Lion Copy.

R.N. Air Section Aden.

My 1310/23/7 para. (c) proposed transfer of R.N. Air Section Aden to Mombasa. Preliminary (investigation ?) port shows suitable site at Reitz and Air H.Q. East Africa offers fullest co-operation including hangars. Request earliest approval (1) for transfer to Mombasa (2) for Air Ministry Works Directorate East Africa to undertake all work on Admiralty behalf. On transfer facilities would be increased as proposed in para. (c)
(C. in C. E.I., 0754Z/7 to Admty.)

ISIS.

S.N.O.R.S. 1541/20/9. Amended programme for ISIS:- leave Colombo, 6/10, Penang, 11-12/10, Singapore, arrive 13/10.
(C. in C. E.I., 1400Z/7 to C. in C. China.)

THURSOBANK.

Have you any news of THURSOBANK due Basra 29/9 from Durban?
(D.T.D. 2007A/7 to N.C.S.O. Basra.)

China.

N.E.I. Navy.

Dutch warships Rhio Archipelago - Netherlands Minelayer GOUDEN LEEUW will be replaced by Netherlands Minelayer WILLEM VAN DERZAAN on 8/10 remainder in Dutch waters.
(Capt. O.S. Singapore, 0718Z/7 to Admty., etc.)

/Minefields.....

SECRET

MESSAGE

175A

IN

0644Z/7 October

FROM: C. in C. East Indies

Date 7.10.41

Recd. 1450

Naval Cypher (A2) by W/T

ADDRESSED: Admiralty Repeated S.N.O. Persian Gulf

NITE

757 S.N.O. Persian Gulf 1600 September 24th

(1) Paragraph 1 (B). Although D G W T M number 28 paragraph 6 states safety depth of M M S will be less than 4 fathoms recommend Kuwait as a possible new source of construction be explored. Propose therefore to conclude purchase of schooners and engines if suitable and to investigate construction of further wooden vessels.

(2) Meanwhile provision and conversion of 2 wooden schooners at Singapore for mark V (?LL) is being investigated.

(3) paragraph 2 (A) request confirmation. As requirements are now for 7 craft for mark V LL request 3 more sweeps and generators

(4) Request supply be arranged of; - paragraph 2 (C) engines for Dhows (?paragraph) 4 gear (?casting) units if considered necessary observing D G W T M number 28 paragraph one stating ?(safety) ?(Depth) 110 feet M L'S will be safe in 3 fathoms without degaussing. These M L'S are comparable to locally fitted vessels as regards amount of magnetic metal fitted. Paragraph 5 gear for acoustic range.

(5) paragraph 3. Reference 2006 August 11 from Admiralty not to S.N.O. Persian Gulf request particulars of despatch of 8 Kango hammers for Basra.

(6) paragraph 4. Request an officer be appointed.

(7) paragraph 6. Suggest allowance be doubled.

(8) paragraph 7. Concur in provision of additional 11 in number 12 kilowatt sets for mine watching barges to assist 20 kilowatt Lincoln welding sets purchased from A 1 O C. It is wasteful to use the 20 kilowatt sets for lighting when they could be used for Ski (?D) towing.

(9) paragraph 8. An electrical artificer is being drafted from station resources.

0644Z/7

re minesweeping requirements.

Controller
 Vice Controller
 4th S.L.
 V.C.N.S.
 A.C.N.S. (F)
 A.C.N.S. (T) (2)
 N.A. 1st S.L.
 Ops. (4)
 O.D. (5)
 D.S.D. (2)
 D. of L.D. (2)
 D.A/S.W.
 D.M.S. (for action)
 D.M.S. (Basement)
 I.P. (3)
 D.T.S.D.
 E. in C.
 D. of C.
 D. of S.T.
 D.E.E.
 D.S.V.P. (2)
 D.D.T.K.

M (2)
 D.P.S.
 W.D.
 E.P.S.
 D.T.D. (4)
 D.T.D. (M)
 M.F. (L)
 S.D.G. (2)
 Dep. Contr. (3) }
 E. in C. }
 D. of C. }
 D.C.W. (2) }
 D.E.E. (3) }
 D.T.M. }
 D. of S. }
 M.F. }
 P. }
 S.D.G. (2) }
 D.A./S.W. (2) }
 D.S.D. (2) }

Bath by
T/P
(BA 6490)

E.I.

MESSAGE 0404/7th October IN
MOST SECRET **SECRET** Date 7.10.41
From G.O.C. in C. East Africa. Recd. 2230

195B

CIPHER

Addressed: C. in C. Middles East (For Minister of State). Repeated The War Office.

IMMEDIATE

49835.
0/2/7 cipher 7/10.

From Ops. for Minister of State.

Part 1. Following translation letter received Governor Jibuti dated 4 Oct. Begins

"Officers from Zeila recount conversation they appear to have had with British officers. According to latter Great Britain does not envisage the occupation of Jibuti but only requires to be able to use the Port and Franco-Ethiopian Railway. It is illogical to deny oneself the use of a port and railway which could perform most invaluable service present moment. I have always been sure the basis of agreement observing legitimate interests of parties concerned can be found by dispassionate conference where views can be fully expressed. If your Excellency agrees I can foresee nothing but advantage in an interview between French and British envoys at time and place to be arranged by you. This might avoid extreme issues to which persistence of present policy may lead."

Para. two. No British officers have had contact Vichy French officers Zeila or elsewhere except naval officers alleged statement vide my 2/27 of 27/9 part 1. Have not acknowledged letter and will take no action pending receipt instructions Minister of State.

✓ N/T. in W.R.

0404/7. Recvd. from S. of S. W.O. 9.10.41

C.4. Copies to:-

- 1st Lord.
- 1st S.L.
- 2nd S.L.
- V.C.N.S.
- C.N.S. (F)
- 1st S.L.
- D. of P. (S) (2)
- D.O.D. (E)
- D.D.O.D. (F)
- D.N.I. (4)
- D. of L.D.
- I.P. (2)
- W.D.
- D.C.
- Hd. of M.
- D.T.S.D.
- D.D.I.C.
- N.I.D. 10.
- Ad. Chalmers.

- S. of S. Recvd. from
- C.I.G.S. W.O. 9.10.41
- V.C.I.G.S.
- D.H.O. & P.
- D.D.L.P. (0)
- D.D.I.P.
- M.O.I. 5. 11.
- 20 Mil. Mission.
- Spears Mission (Mr. Somerville Smith)
- Major Morton (10 Downing Street)
- Mr. Coulson (Cabinet Offices)
- Mr. Lloyd (Colonial Office)
- Mr. Nash (Foreign Office)
- Mr. MacKereth (Foreign Office)
- Mr. Caccia (Foreign Office)
- C.N.S. Admiralty
- C. of Air Ministry
- D. of Plans Admiralty
- D. of Plans, Air Ministry.
- Lt.-Col. Jacob.
- Lt. Col. Thompson M.O.1 (J.P)

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

China - Contd.

Minefields,

Reply to Admt. 1015/29/8, re maintenance.
(C. in C. China, 0833Z/7)
See Lion Copy.

BERNADIN DE
ST. PIERRE
(French)

Departure 10/10 Haiphong.
(N.C.S.O. Shanghai, 2353Z/7 to M. of W.T.)

Philippines.

Reports on visit to Manila.
(C. in C. Far East, 0500/7, 2131/7.)
See Lion Copy.

America and West Indies.

"R" Reports
from U.S.
M/V's.

Of great assistance to us if U.S. Merchant Vessels had instructions to report if they were stopped by an enemy raider or if they sighted any enemy warship. Pretext would be the necessity to take early steps while still practicable to ensure help arriving to rescue passengers and crew if ship should be sunk as was the ROBIN MOOR. Suggested that the report should be on 500 kc/s either in P/L or in a simple code of which the U.S. Authorities might supply us with copies. Request you will approach Navy Dept. on this matter.
(1 S.L., 0640A/7 to B.A.D.) *Reply: 1705/7/11.*

PRINCE
HENRY.

Bermuda departure PRINCE HENRY in accordance with my 1058Q/5.
(C. in C. A.W.I., 0903Q/7 to Admt.)

U.S. Patrols.

Your 0409Z/6 (Dutch Naval views on U.S. Coast Patrols) concur.
(C. in C. A.W.I., 1223Q/7 to C. in C. China.)

/MANCHESTER.....

MOST SECRET

MESSAGE

MOST SECRET

IN

0833Z/7 October.

176 A

From C. in C. China.

Date 8.10.41.

Recd. 2359

NAVAL CYPHER (ONE TIME TABLE) BY T/P.

Addressed Admiralty.

401. Your 1015 29 August. 250 moored contact mines per month required to maintain existing mine fields Singapore and Hong Kong.

(ii) Of present stocks 1965 at Singapore and 640 at Hong Kong 1000 and 500 respectively are earmarked for further defensive mine fields in the vicinity of these ports.

(iii) (?East) coast of (?Johore) minefields in which 456 mines only have been laid is little more than token and requires much reinforcement.

(iii) It is desired to lay further minefields on East Coast Malaya particularly off Kota Bahru and Kuantan.

(iv) Hence if present stocks is to be (?kept) available for offensive (?mining) at least 4000 mines are required for paragraph 2, 3, and 4.

(v) 500 M mines are also available at Singapore.

(vi) VPBP(KUNG WO) has been fitted out for mine laying respectively carries 240 mines.

0833Z/7.

Advance Copy Duty Capt. D.O.D.(F).

D.D.O.D.(M).

1st Lord.

1st S.L.

4th S.L.

V.C.N.S.

A.C.N.S.(T)(2)

A.C.N.S.(F).

N.A. 1st S.L.

D. of P.(2).

D.N.I.(4).

D.O.D.(F).

D.D.O.D.(F).

D. of L.D.

D.A./S.W.

I.P.(2).

W.D.

Duty Capt.

Hd. of M.

D.M.S.

D.T.S.D.

D.D.I.C.

E.P.S.

D.D.O.D.(M) (2) (ASO 3587/H.L.) (for action)

D.T.M.

N.I.D.10.

Re maintenance of mines at Singapore.

MOST SECRET

MOST SECRET MESSAGE 0500/7/October. IN

From H. A. P. E.
CYPHER

Date 7.10.41.
Time 1957.

Addressed Air Ministry Whitehall
IMPORTANT

From Masfar. 284/5 7/10. WX. 2046 Your X.632 5/10 Most Secret.

Have just returned from Manila. During my visit General MacArthur received signal from Washington conveying Directive referred to in your X.632 which I only saw on return to Singapore.

2. The directive was discussed in conference emphasizing that I spoke only as C.in C. P.E. I warmly welcomed proposal, agreed in principle and informed MacArthur that I had already issued orders last month for runways on 4 aerodromes in Malaya and Burma to be increased to 2000 yards.

3. It was agreed that American personnel are necessary at all aerodromes mentioned to deal with American bombs and for any special wireless they might instal. That owing to special weather conditions Rabaul and Port Moresby both necessary.

4. American maintenance personnel. Agreed necessary on all aerodromes on regular reinforcement route from U.S.A. I represent that they should not be permanently stationed at aerodromes that would only be used for special operations e.g. Malaya but be brought over by air as required. Some difference of opinion but MacArthur promised to represent my views.

5. It was agreed that defence of aerodromes must be responsibility of country in whose area they were situated.

6. Reference aerodrome in North Borneo I gave following opinion. Difficulties of navigation and desire to have support of land based aircraft would make Japanese convoys moving on Malaya likely to hug Indo-China coast. Objectives towards North can be reached more easily from Luzon or Malaya than from North Borneo so aerodrome there unlikely to be of much value. No aerodrome exists nor could be constructed in less than 6 months. Most likely site would be Jesselton which is a vulnerable position and would require brigade group to protect. I have not got a brigade to spare and if I had the project would be unbalanced. I considered therefore that aerodrome in North Borneo should not be constructed.

7. I recommended that if aerodrome in North Borneo merely a link in reinforcement route to Malaya the Americans should use Dutch aerodromes such as Samarinda.

8. Shall now await instructions reference your para.5.

0500/7.

Re air defence of area Philippines-Australia-Netherlands East Indies Singapore.

- | | | |
|------------------|-----------------|--|
| 1st Lord. | D.H.O.P. (P). | S. of S. (A.M. circulation). |
| 1st S.L. | D.N.I. (4) (P). | C.A.S. G.I.G.S.W.O. (2). |
| 4th S.L. | D.N.A.S. | V.C.A.S. H.O. 10 W.O. (4). |
| 5th S.L. | D. of L.D. | A.C.A.S. (1) C.N.S. Admiralty. |
| V.C.N.S. | I.P. (2). | D. of Plans. (Action) Office (4). |
| C.N.S. (P). | W.D. | D.D. Plans (O) D. of D. Plans. |
| A.C.N.S. (T) (2) | H.C. | D.W.O. Lt. Col. Barlow C.C. Admiralty. |
| A.C.N.S. (W) | Hd. of M. | D.O.D. Office (4). |
| Sec. | D.T.S. (2) | D.D. Plans O.P. |
| 2.A.S. (3) | E.S.S. | Lt. Col. Jacob W.C.O. Recd. from A.M. |
| N. 1st S.L. | N.I.S. 10 | Sec. J.P.S. 9th October. |
| D. of P. (2) | Ad. Ballairs. | Mr. Orme-Sergeant P.O. |
| D. of P. (P) | Ad. Bailley. | |
| D.S.D. | Ad. Palliser. | |

146C

MOST SECRET

MOST SECRET

M E S S A G E

IN

From C.in C. Far East

2131/7/October.

Date 8.10.41.

CYHER

Time 1305.

Addressed The War Office.

285/5 cipher 7/10. 49931 Most Secret.

Following for Chiefs of Staff from C.in C. Far East. Have just returned from Manila where I met Quezon MacArthur and others. See also my 281/5 7/10.

2. Every indication of determination to defend Philippines especially Luzon and to cooperate with Dutch and ourselves.

3. Following reinforcements recently arrived (A) One squadron Boeing B 17 D nine aircraft (B) One Tank Battalion with 57 latest 13 ton tanks (C) One A.A. regiment.

4. Further reinforcements expected (A) 26 Boeing B 17 D bombers in a few weeks (B) Dive Bomber group and second heavy bomber group B end 1941. Later (C) Pursuit Group (D) second Tank Battalion (E) U.S. Infantry Regiment.

5. Philippine Army being called up as accommodation becomes available. Men will remain embodied over present period of emergency and army is being trained for its specific role of defence of Philippines. It is to be organised into Divisions ten to start with. Embodied strength estimated end of 1941 95,000 April 1942 140,000. Philippine Army are getting proportion of White Officers with all Units.

6. Every sign that Quezon though sick is full out on side of Democracies and intends to resist any Japanese aggression. He and MacArthur are on good terms.

7. Chief defects at present are (A) Lack of suitable aerodromes (B) Beach defences (C) A.R.P. This has started but progress is slow. I emphasised above with those responsible.

8. MacArthur intends to function as a Commander with a full staff and not limit himself to strategic direction. He was most friendly and cooperative.

2131/7.

Received from War Office P.M./9th October.

Copies as circulated by War Office

S. of S. (2)	Sec. Joint Planning Staff (1)
C.I.G.S. (2)	Lt Col. Cornwall Jones (2)
V.C.I.G.S. (2)	Foreign Office (Mr Sterndale Bennett)
D.M.O.&P	Col. Office (Lt. Col Barlow)
D.P.D.D.M.O. (0)	M.O. 1.2.10 (10 copies) 12 (4)
D.M.I.	Burma Office (Mr Walton)
D.D.H.I. (1)	Lt. Col. Jacob (5)
M.I.2. (5 copies)	Lt. Col G.S. Thompson M.O.I. (J.P.)
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C.N.S. Air Ministry (1)	Plans 3 Air Ministry (2)
D. of Plans Air Min. (2)	

1st Lord
 1st S.L.
 V.C.N.S.
 A.C.N.S. (F)
 N.A. 1st S.L.
 P.A.S. (S)
 D.O.D. (F)
 D.D.O.D. (F)
 D. of P. (2)
 D.C.
 H.P.S.
 Hd. of H. (10)
 N.I.D. (Pay Cdr Wilson)

W.D.
 D.N.I. (4)
 I.P. (2)

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

America and West Indies - Contd.

MANCHESTER.

Very approx. date of completion early March 1942 dependent on receipt of gear from U.K. If bent shafts cannot be satisfactorily straightened and new have to be made date may have to be extended. Request dates of delivery in U.S. of following be given to enable refit programme to be planned. 1. Port outer stern tube casting. 2. Plummer bearings. 3. Port outer tail shaft.
(B.A.R.M., 1242R/7 to Admty.)

Corvette
Refits in
U.S.A.

On completion of GLADIOLUS and DIANTHUS in November it may be possible for facilities for refit in U.S.A. now available to R.N. Corvettes to be made available also to Canadian Corvettes of Newfoundland Escort Force. If such arrangements are desired and can be made it is suggested that two of the Canadian-manned R.N. Corvettes might be selected to follow GLADIOLUS and DIANTHUS.
(Hd. of M., 1346A/7 to C.N.S. Ottawa.)

CANDYTUFF.

C.C.N.F. 1754Z/29. Amend date of arrival to read 10/10.
(C.O.A.C. Halifax, 1527Z/7 to B.A.R.M.)
Amended again to 11/10. (2040Z/8.)

Sink at
Sight Zone,
Pacific.

Request report whether any reply can now be made to my 1055/19/8.
(Head of M. 1604A/7 to B.A.D.)
Reply: 0935/8.

PRIMROSE,
NASTURTIUM,
POLYANTHUS.

Your 1604R/24/9. PRIMROSE and NASTURTIUM are urgently required to sail from St. Johns N.F. with a convoy escort on 25/11. Request if possible they may be sailed from Charleston accordingly. POLYANTHUS also badly needed for same escort. Request whether she will be completed in time.
(C.C.N.F., 1744Z/7 to B.A.R.M.)

ST. CROIX.
SAGUENAY.

N.S.H.Q. Ottawa's 1635Z/6. ST. CROIX has been ordered to join C.T.3 forthwith and escort to Halifax. SAGUENAY arrived St. Johns N.F. for fuel and intend to retain her unless otherwise ordered.
(C.C.N.F., 1937Z/7 to C. in C. W.A.)

/Tugs from.....

War Diary.

7.10.1941.
Tuesday.

FOREIGN STATIONS.

America and West Indies - Contd.

Tugs from
Canada.

Your 1806Z/4. Concur that tugs should be sailed to Julian Haab. Further signal will be made regarding onward escort to Iceland (C) and U.K.
(A.C.N.S.(T) 2003A/7 to N.S.H.Q. Ottawa.)

TUVA.

Re signals heard before torpedoing.
(C.C.N.F., 2044Z/7.)
See U-Boat Campaign.

Ships
Refitting
U.S.A.

Your 1706/3. Request report number and category of ratings utilised for (a) Minesweepers building in Canada, giving names of vessels. (b) St. Johns N.F. Base. (c) **CALIN**. (d) Fast Merchant Vessels. NEWCASTLE should have arrived fully manned. Request approx. deficiencies in her complement on arrival. Requirements for DIDO will be sent to Halifax leaving U.K. 15/10.
(D.P.S. 2155/7 to B.A.R.M.)

Manning of
U.S. Merchant
Ships.

Gleam No. 145.
(Washington, 2159R/7 to Admty.)
See Lion Copy.

Service
Personnel
for Halifax,
Trinidad and
Jamaica.

Desired to sail one troopship for Halifax N.S. and two large ships, both carrying service personnel and passengers, one for Trinidad and the other for Jamaica from the U.K. with the A/S escort which will meet T.C.15. 2. Request you ask American Authorities if they would agree to provision of escort across the Atlantic from the M.O.M.P. possibly using A/S escort from T.C.15. 3. The two ships bound for Trinidad and Jamaica would part company and proceed independently to their destinations from 60° W. 4. Speed of the slowest ship 15 knots.
(1st S.L., 2327A/7 to B.A.D.)

From. Washington.

Date. 8.10.41.
Time. 0651

NAVAL CYPHER ONE TIME TABLE BY CABLE.

Addressed. Admiralty.

MOST IMMEDIATE.

GLEAM NO. 145 Admiral Stark showed Admiral Little this afternoon a message from President to former Naval (?body) dated 7th October 1941.

2. As regards first alternative it would be necessary to man at least 5 or 6 ships by naval personnel. This would undoubtedly mean serious delay and dislocation of refitting programme. Preliminary investigation indicates that principal ships affected will be: H.M.S. WARSPITE H.M.S. FURIOUS H.M.S. NEWCASTLE H.M.S. QUEEN OF BERMUDA H.M.S. FORMIDABLE H.M.S. CALIFORNIA H.M.S. MANCHESTER H.M.S. ORION. It appears that delay would result in bringing these ships into service by a period corresponding to length of time necessary to replace naval officers and ratings. Admiral Stark is prepared to put on additional work men in place of naval ratings as far as work men are available but substantial delays in completion must be accepted.

3. Shipping Mission hope to be able to compare one ship with British merchant service crew. Shipping Mission are also investigating whether U.S. Maritime Commission could assist by providing a No. of American cooks and stewards to be distributed amongst 6 transports.

4. The first alternative means the provision of approximately 2,000 to 3,000 R.N. officers and men for the whole period of operation. In addition it is almost certain that date already arranged could not be kept as some period must be allowed to take over and get acquainted with these large and valuable ships.

5. Apart from President's preference for first alternative it would appear that second alternative is the better proposition although we realize that it would involve dislocation of the transport programme and consequent delay in troop movements.

6. If second alternative is adopted Navy Dept. prefers we provide escorts from point at 026 degs. West off Freetown as already arranged. Otherwise U.S. Navy would be obliged to curtail duties in North Atlantic.

7. We are investigating with Walter and Sparks and Navy Department the manning problem under first alternative in greater detail.

As soon as

178¹³

MOST SECRET

- 2 -

As soon as we have more information we will report further.

8. Canadian Military Attache is advising N.D. Hq. to halt movements of 5th Canadian Division until further notice. Presume you will inform Canada further as necessary.

2159R/7

1st Lord
1st S.L.
2nd. S.L.
3rd. S.L.
5th S.L.
V.C.N.S.
A.C.N.S.(F)
A.C.N.S.(H)
N.A.1st S.L.
P.A.S.(S)
Secretary.
Admiral Bellairs.
D.N.I.(4)
D. of P.(2)
Admiral Bailey.
M. (41) for other Govt. Depts.
D.O.D.(H)
D.D.O.D.(H)
D.O.D.(F)
D.D.O.D.(F)
E.P.S.
D.N.A.D.
D. of D.
D.N.I.(4)
I.P.(2)
W.D.
D.C.
Deputy Controller.) Bath.
Head of S.I.R.)

MOST SECRET

War Diary.7.10.1941.
Tuesday.U-BOAT CAMPAIGN.Ships Attacked.SILVERBELLE
(torpedoed
22/9.)

My 1421/4. Is there any further information of SILVERBELLE?
(C. in C.S.A., 0306/7, to F.O.C.N.A.)
Your 1622/6. (Re search for SILVERBELLE, believed towed by LADY SHIRLEY. N.T. in W.D.) No. Catalina will search route on a.m./8, between Las Palmas and LADY SHIRLEY position contained in your 1421N/4. Request EAGLE's aircraft may also carry out search.
(F.O.C.N.A., 1102A/7 to C. in C.S.A.)

I.C.WHITE.
(torpedoed
27/9.)

17 Survivors I.C.WHITE landed ex DELNORTE to-day and 15 reported to be in VELMA LYKES due later to-day. Full report will be telegraphed when statements concluded.
(R.O., Rio de Janeiro, 1414/7, to S.O.I., Freetown.)

SVEND FOYN.

Following has been read - 60.37 N., 21.44 W. SVEND FOYN torpedoed.
(Liverpool W/T, 1431/7.)
Ex-Convoy H.X.152 (D.O.R. 8/10.)
SVEND FOYN, British oil refinery, 14,795 tons, New York for Mersey, left Halifax 28/9.
S.S.SVEND FOYN torpedoed 1531/7 in 60° 37' N., 21° 30' W.
(D.D.I.C. 1612A/7 to KEPPEL, VENOMOUS, BROKE, MANSFIELD, etc.)
Note difference in position.
Course to Iceland.
(SVEND FOYN, 1530/7, to Wick Radio.)
Proceed with NORTHERN DAWN, LADY ELSA MAN-O'-WAR to assistance of SVEND FOYN torpedoed in 060° 37' N., 021° 44' W., at 1431/7 G.M.T.
(C. in C.W.A., 1549A/7 to DIANELLA, SUNFLOWER.)
SVEND FOYN. DIANELLA and SUNFLOWER and trawlers have been ordered to her assistance.
(D.T.D. 1745Z/7 to Opanav.)
At 1530/7, SVEND FOYN reported she was steering for Iceland.
(D.T.D. 1800Z/7 to Opanav.)
SUNFLOWER detail two trawlers to escort SVENDFOYN to Iceland remainder of force R/V with H X 152 in accordance with previous orders.
A.C.I.C. is requested to relieve trawlers on SVEND FOYN as soon as possible from 10th A/S Group and provide air escorts.
(C. in C.W.A., 1843A/7 to SUNFLOWER, A.C.I.C.)
I am escorting SVEND FOYN to Iceland LADY ELSA in company. My position at 1800Z/7, 061° 16' N., 021° 22' W., course 345° speed 9½ knots. Capt. says he can get in under own steam but would like tug to stand by. DIANELLA, NORTHERN DAWN, MAN O'WAR searching for U-boat. Weather report. (SUNFLOWER, 1930A/7, to C. in C.W.A.)

/Addressed....

War Diary.7.10.1941.
Tuesday.U-BOAT CAMPAIGN.Ships Attacked.SVEND FOYN.
(Contd.)

Addressed S.O.N.T. Repeated CAPE PALLISER, NORTHERN REWARD, KINGSTON, AMBER, from NORTHERN SUN. 061° 46' 014° 10' course 237° 6 knots. No contact. Request NORTHERN SUN, CAPE PALLISER, NORTHERN REWARD, resume patrol as from midnight and KINGSTON AMBER to remain in vicinity for 24 hours.

(Scapa W/T, 2040A/7, to Admty.)

My 1549A/7 and 1843A/7. Consider a tug should be sailed to stand by SVEND FOYN in case she is again attacked.

(C. in C.W.A., 2201A/7 to A.C.I.C.)

Your 2015A/7. Continue with LADY ELSA to escort SVEND FOYN until relieved.

(C. in C.W.A., 2235A/7, to SUNFLOWER.)

Your 1930A/7. WINDERMERE and tug RESTIVE proceeding 2350Z/7. Air escort being sent first light.

(A.C.I.C., 2306/7 to C. in C.W.A.)

H.X. 152/SVEND FOYN now SUNFLOWER and LADY ELSA to escort. A.C.I.C. is requested to relieve trawlers on SVEND FOYN as soon as possible from 10th A/S Group and provide air escorts.

Remainder of force R/V with HX 152 in accordance with previous orders 2235/7. Further received from SUNFLOWER. (quotes 1930A/7.)

(D.T.D. 2355Z/7 to Opnav.)

1431.

Ref. Admty., message AF, 60° 37' N., 21° 44' W., 1431/7 G.M.T.

(D.D.I.C. 1512Z/7.)

TUVA.
torpedoed
2/10.

ST. CROIX reports shortly before TUVA was torpedoed TUVA heard very strong signal on 500 k/cs in code. 2 Groups of code. Signal ended with words "660 K" repeat twice.

No similar signals heard subsequently by ST.CROIX.

(C.C.N.F. 2044Z/7 to Admty.)

War Diary.7.10.1941.
Tuesday.U-BOAT CAMPAIGN.S/M's Reported.

- 2322/6. D/F bearings at 2322Z/6 indicate a U-Boat in approx., 61° 30' N., 24° W. Unreliable fix. (D.D.I.C. 0842Z/7 to ALUSNA.)
- 2106/5. Your 1521A/6. Consider unit transmitting at 2106Z/5 was a U-boat in approx., 61° N., 14° W. Request bearings on which your position was obtained. (D.D.I.C. 1213A/7 to C. in C.S.A.)
Your 1213A/7. Durban 308° Penang 270°. Estimated reliability 40 per cent. (C. in C.S.A., 1715N/7, to Admty.)
0300. C.3. Submarine reported by local fishermen to have gone alongside German tanker NORD ATLANTIC 0300/7 remaining one hour. (R.O., Vigo, 1310/7 to S.O.I. Gib.)
- Estimated U/B dispositions.
(D.D.I.C. 1430A/7.)
- 1627/29. SEAWOLF reports:- At 1627/29/9 in 46° 52' N.03° 11' W., sighted 500 tons U-boat bearing 260° 4000 yards, course 220° speed 14 knots. By the time tubes were ready and SEAWOLF on firing course, very broad track and excessive range made torpedo attack impracticable. Gun action impracticable due to sea of 34. Considered that U-boat surfaced just before being sighted as no H.E. was heard till then. (F.O.S., 1507A/7 to Admty.)
1523. Am over enemy submarine in 47.03N., 10.21 W. Periscope only sighted. (A/C using call sign 8QTU. 1523/7 to 19 Group.)
1420. Own civil A/C reports at 1420/7 S/M's in 46° 15' N., 9° 30' W., course 280° and in 46° 10' N., 9° 50' W., course 190° (D.D.I.C. 1543A/7, to S/M's on Patrol, Area A.)

/White Sea.....

War Diary.7.10.1941.
Tuesday.U-BOAT CAMPAIGN.Submarines Reported. Contd.White Sea.

Reported that U/B patrol is maintained near entrance of White Sea. Approx., position 69° N., 43° E., Graded A.2.
(D.D.I.C. 1725A/7 to SUFFOLK, NORMAN.)

1426Z.
1515Z.

Bearing by D/F at 1426Z/7 position of enemy U/Boat was 069° 55' 042° 10', reliable fix. Bearing by D/F at 1515Z/7, position of enemy U/Boat was 069° 52' 034° 30', reliable fix. Admiralty pass to SUFFOLK, HARRIER.
(S.B.N.O. Murmansk, 1855C/7.)
Today's submarine situation.
(U.S.Chief of Naval Operations, 2145/7 to C. in C. Atlantic Fleet.)

1500Z.

S/M reported by civilian in Bakkafiord 066° 04' N., 015° 00' W., at 1500Z/7. S/M was half submerged, Graded C.O.
(A.C.I.C., 2252Z/7.)

Mediterranean. U/B's leaving Messina 1/10. (D.D.I.C. 2221/7.)
See Mediterranean.

Submarines Attacked.By A/C.

Am over an enemy submarine in position VKRA 0755 (W.D. Note. Position indecipherable. If V.C.R.A = 47.07 N., 11.05W.) - Sighted on surface and observed to submerge course 135° speed 15 knots.
(A/C Using call sign SJ8R 1020/7 to 19 Group.)
Have attacked enemy Sub. with depth charges, estimate no hits at 1007.
(A/C using call sign SJ8R, 1058/7 to 19 Group.)
Hudson A/C on A/S sweep. Sighted U/B approx., 300' S.W., of Brest Peninsula. Attacked, but D/C's "hung up".
(D.O.R. 8/10.)

By A/C.

At 1523/7. Sunderland A/C U/10 attacked P/S with D/C's 47,03 N., 10.21 W., 255' N.W., of C. Finisterre. No visible result.
(D.S., 764, 8/10.) No signal in W.D.

By KINGSTON
AMBER.

One submerged submarine in 61.35 N., 14.28 W., (KINGSTON AMBER, 1025/7 to Scapa W/T.)
Made 3 attacks, conditions bad, lost contact 1144.
(KINGSTON AMBER, 1215A/7 to S.O.T.N.P.)

War Diary.8.10.1941.
Wednesday.SITUATION REPORT.Home Commands.Fog.

Fog again affected the movements of shipping on the East coast. Harwich remained closed on account of fog until 1201A and Lowestoft until 1005A. The Thames and Medway were opened at 1420.

Gale.

SHIKARI in 62° 25' N. 20° 45' W. had her bridge carried away today and ST. ALBANS in 62° 48' N. 24° 42' W. also suffered gale damage.

Operation
J.W.

The repatriation operation is indefinitely suspended. Prohibition of flying in the areas specified was cancelled at 1210 today.

Convoys.

Minimum speeds for ships joining Gibraltar and South Atlantic convoys have been amended.

Operation
E.J.

KING GEORGE V., VICTORIOUS, PENELOPE and 5 destroyers carried out this operation today. Aircraft from VICTORIOUS carried out a dawn attack on Shipping and set on fire a 1000 ton merchant vessel off Glomfiord and damaged cable pylons. The attack was repeated at 1245; the *1500 ton Norwegian HAAKON ADALSTEIN was hit north of Bodo and crew seen to abandon; two hits were obtained on a southbound convoy of two 2000 ton ships escorted by 2 Flakships off Bodo.

* 710 tons Lloyds Indisc.

British Air Operations.

Bad weather affected operations last night.

Mediterranean.

S/M. O.21 reported today having torpedoed and sunk a laden French ship, *probably ARAGAZ, 3450 tons in 40.58 N., 09.59 E., off the N.E. coast of Sardinia.

Now confirmed
* OUED YQUEM
sank by O.21. 3/10/41.
MO.17289/41

/Air

War Diary.

8.10.1941.
Wednesday.

SITUATION REPORT.

Mediterranean - contd.

Air Attacks
on shipping.

5 Swordfish bombed Lampedusa harbour last night. Swordfish aircraft attacking a convoy shortly before midnight today obtained 2 direct torpedo hits on a 6000 ton ship which was seen to sink within 10 minutes. Near misses with bombs were scored on an E-boat and schooner.

A Wellington R/C aircraft located a convoy at 2330/8 2 miles N.E. of Marittimo Island and obtained a direct bomb hit on a M/V of 6 - 10,000 tons causing an explosion. Ship is claimed as damaged.

At 0010 a Blenheim attacked, hit and left sinking a 2000 ton merchant vessel 35 miles west of Tripoli.

Libya and
Western
Desert.

Enemy aircraft bombed Tobruk and Mersa Matruh last night.

Palestine
and Syria.

There was an air raid on Haifa between 0400 and 0530 today. Damage was negligible and the port is open.

Egypt and
Canal Area.

S.S. ROSALIE MOLLER was sunk by enemy air attack on Anchorage H. between 0045B and 0140B. S.S. AIDA (Ports and Lights vessel) was sunk at Zafarana Anchorage by a HE.111 which crashed at the same time after hitting AIDA's mast. S.S. AIDA can be salvaged.

America and West Indies.

Govr. of Dutch Guiana reports that a French auxiliary left St. Laurent, Maroni River, p.m. today to embark native soldiers and M.T. and land them in French Guiana. U.S. authorities know nothing of this troop movement.

War Diary.8.10.1941.
Wednesday.HOME COMMANDS.Policy.Rosyth.
Reduction
of Small
Craft.

Your 1538/7. This matter is under consideration by Admiralty and decision will be promulgated at an early date. (C. in C. Rosyth 1110/8 to F.O.I.C. Tyne.)

6 Trawlers
for H.F.

Admiralty 1710/7. It is suggested that, if the following ocean going trawlers can be spared, they should be transferred to C. in C. H.F. LE TIGER, COVENTRY CITY, ST. CATHAN, SENATEUR DUHAMEL, KING SOL, AYRSHIRE. If this proposal is approved, alterations to LE TIGER and SENATEUR DUHAMEL can be put in hand at Belfast on receipt of Admiralty instructions. (F.O.I.C. Belfast 1301A/8 to C. in C. W.A.)

Trawlers.

Concur with C. in C. Nore's 2212A/7. These trawlers have been very helpful in the protection of East coast convoys. (C. in C. Rosyth 1847/8 to Adty.)

Escort
Corvettes
allocation.
35th Escort
Group
abolished.Corvettes returning from S.A. are allocated as follows :- GARDENIA, CLEMATIS, COLUMBINE, CALENDULA to Liverpool. ANCHUSA, ASPHODEL to Londonderry. MIGNONETTE, VERVAIN to Greenock. GARDENIA has returned. Remainder are expected home as follows. (C. in C. W.A. 1902A/8.)
35th escort group is to cease to exist forthwith.
2. STONECROP is to join 37th group on completion of duty ordered in my 1655A/8. *MT in W.S.*
3. Following Corvettes are to be allocated by respective Captains (D) as they become available to bring 1st to 8th groups to strength of 6 each, 37th group to strength of 8. (C. in C. W.A. 1903A/8.)Movements.WOOLSTON.

Sailed WOOLSTON to R/V with RESOLUTION at 0700A/8. (F.O.I.C. Belfast 0025A/8.)

NORMAN.Your (?1305Z) 4th. Departed Seidis Fiord 0700 G.M.T./8. (NORMAN 0830/8.)
E.T.A. position 22300/G.M.T. 11. (NORMAN 1601/8 to S.B.N.O. Murmansk.)

/OTWAY.

War Diary.8.10.1941.
Wednesday.HOME COMMANDS.Movements - contd.OTWAY
H.34.

Intend to sail OTWAY and H.34 escorted by Z.5 for Rothesay at 1200A/9th routed by Sound of Mull of Islay. E.T.A. 0730A/10. (WESTERN ISLES 1220A/8.)

UNA.My 1426A/5. Sailing of UNA postponed 24 hours. (C. in C. Nore. 1444A/8.)
My 1507A/6. For 0700A/11 read 0700A/13. (S.3. 1502A/8.)VERDUN.

VERDUN is to be detached at 0600/9 for independent passage to Rosyth, speed with S.A. gear operating 20 knots. (C. in C. Rosyth 1511/8 to VERSATILE.)

SCOTT.

Admiralty 1516A/8. Intend to sail SCOTT tomorrow by Sleat Sound anchoring in Sound of Mull for the night and sailing at 0730/10 for Southampton routed as follows. E.T.A. off Needles 0730/12. C. in C. W.A. requested to arrange fighter protection during daylight hours. (R.A.M. 1857/8.)

Operations."Table"
"Tinsmith".Operation "Table" postponed 24 hours.
Operation "Tinsmith" cancelled. (F.O.I.C. Harwich 0945A/8.)"Presto"
"Birker
Force".

My 1700A/7. "Presto" and "Birker Force" postponed 24 hours owing to fog. (C. in C. Portsmouth 1141A/8.)

Dover
Patrols.

Three M.T.Bs leave Dover 0220/9 to patrol vicinity of Bullock Buoy returning to Dover at 0700. Route via Number 10 buoy each way. Two M.G.Bs leave Dover at 0330/9 to patrol South Varne returning at Dover at 0700. (V.A. Dover 1753A/8.)

Patrol off
Portland.

Add to my 1633A/8. 2 M.Ls Patrolling Line 50° 23' N. 1° 55' W. to 50° 20' N. 2° 50' W. (C. in C. Portsmouth 1903A/8.)

East Coast.

Maintain W/T silence as far as possible until daylight. (C. in C. Nore 2259A/8 to East Coast Convoys.)

War Diary.8.10.1941.
Wednesday.HOME COMMANDS.British Air Activity.Operation
J.W.

A873 8/10/41. Our A542 2/10. Repatriation operations suspended indefinitely. Prohibition of flying in areas specified cancelled. (Air Ministry 1210/8.)

Operation
"Hoden".

Carry out operation "Hoden" tonight with 4 A/C of 407 Sqdn. as previously detailed. (A.C.H.Q. Chatham 1212/8.)

Operations
"Rover".
"Nomad".

Carry out operations "Rover" and "Nomad" tonight as detailed in CH/G2/2/10. "Nomad" to be flown by 2 A/C of 500 Squadron. (A.C.H.Q. Chatham 1222/8.)

Mining.Bristol
Channel.

At 1639/7 one Mine detonated by Sweepers in 92° 6.5 cables Steepholm Triangle. (Capt. M/S Bristol Channel 1035A/8.)

WELSHMAN.
MANXMAN.

WELSHMAN and MANXMAN are to be sailed so as to arrive at Milford Haven on 13/10. (A.C.N.S. H. 1320A/8 to R.A.M.)

Off Flamborough
Head on 5/10.
RAVONIA
damaged.

One ground mine detonated on 5/10 in about 54° 08.3' N. 00° 01.6' E. between columns of F.N. 27 when passing G.S.12. Escorts were not operating S.A. Gear. Nearest vessel was 50 - 60 feet from detonation. S.S. RAVONIA bound Tyne reported minor damage to fittings. (C. in C. Rosyth 1643/8.)

S.N.16 C.

Departure WELSHMAN and MANXMAN. (N.O.I.C. Port Z.A. 1904/8.)

Spurn Point.

My 2102A/5. The following three mines exploded today. Details. (F.O. Humber 2150A/8.)

War Diary.

8.10.1941.
Wednesday.

HOME COMMANDS.

Enemy Intelligence.

Off Iceland.

A/C report several ships in position 061° 10' N. 023° 20' W. seen indistinctly at 0750Z/8. (A.C.I.C. 1514/8 to KEPPEL.)

Norwegian M/Vs.

My 1607/8. Following is recent disposition of Norwegian M/Vs at present in trade and about to proceed on completion of loading. (Stockholm 1831/8) See Lion Copy.

Navigational.

Fog.

Port of Harwich remaining closed owing to fog. (F.O.I.C. Harwich 0638A/10.)
Port open. (N.O.I.C. Lowestoft 1005A/8.)
Harwich now open. (F.O.I.C. Harwich 1201A/8.)
Thames and Medway now open. (X.D.O. Sheerness 1420/8.)

54 C. Buoy.

54 C. buoy normal conditions restored. (F.O.I.C. Harwich 1947A/8.)

Casualties and Defects.

DE RUYTER
(Grounded
6/10.)

N.O.I.C. Stranraer reports vessel badly holed forward. Now docked at Isle of Whithorn. T.O.O. 1300/7. (N.O.I.C. Barrow 1225A/8.)

ST. ALBANS,
(with O.N. 22)

Hove to in 062° 48' N. 024° 42' W., wind 10. 4 ribs smashed in foremost boiler room starboard hand. No bad leak. (ST. ALBANS 1700A/8.)

SHIKARI.

SHIKARI escorting ROTA, SPICA from Iceland to join H.X.152 lost contact with these 2 ships last night and at 1925A/8th reported bridge carried away, situation grave, in 062° 25' N. 020° 45' W. Later reported situation improved. Only able to keep wireless watch on 2410 kc/s. (KEPPEL 2200A/8.)

CHELSEA.

Port plummer block bearings running very hot. Intermediate shaft obviously out of alignment. Consider maximum safe speed 10 knots. Request instructions. (CHELSEA 2231A/8.)

SECRET.

MESSAGE

1831/8 October IN.

188 A

From: Stockholm.

Date: 9.10.41.

Recd: 1603

Interdepartmental Cypher I.T.T. by Cable.

Addressed: Admiralty.

My 1607/8 following is recent disposition Norwegian merchant vessels at present in trade and about to proceed on completion of loading.

Name	Port	Date	Destination.	Purpose.
ANNA SOFIE	Stravenger	29th Sept.		Completed repairs.
BJONN	Rotterdam	1st Oct.	(?Norway)	Coal.
BYGDOY	Larvik.	1st Oct.	Unknown	(?K) M.D.
MIMONA	Kirkenes	3rd Oct.	Unknown	K.M.D.
GUDRID	Copenhagen	4th Oct.	Norway	Rye.
TOPEKA	Christiansand	5th Oct.	Norway	(?coal)
KIS	Balangen	4th Oct.	Germany	Pyrites.
DIONE	Finneid	4th Oct.	Unknown	K.M.D.
GRANA	Christiansand	5th Oct.	Unknown	K.M.D.
STANER <i>N. Trade</i>	Tromso	6th Oct.	Hambukt (Germany)	(?Pyrites)
CONCORDIA <i>?Italian</i>	Halden	25th Sept.	Gdynia	ballast.
FELIX,	Hamburg	1st Oct.	Norway	Coal.
FJELD	Trondjem	19th Sept.	Unknown	K.M.D.
FULTON	Christiansand	1st Oct.	Germany	(?Kosites)
GRAZIELLA	Fredrikstad	27th Sept.	Unknown	K.M.D.
HAVBRIS	Petsamo	26th Sept.	unknown	unknown.
HAUKEFJEN *	Lodingen	17th Sept.	unknown	unknown
KROMPRINS OLAV	Kirkenes	18th Sept.	unknown	bombs.
LISTO	Hokjos	2nd Oct.	unknown	K.M.D.
LOVMAETER	Narvik	27th Sept.	Finneid & Germany	Pyrites.
NERVA	Stettin	1st Oct.	Norway	Rye.
SARFOSS	Tennes	1st Oct.		K.M.D.
TORAFIRE	Bergen	29th Sept.	Norway	K.M.D.
VESLA	Buktaflo	29th Sept.	Ballangen	Pyrites.
EROS	Talvik	30th Sept.	-	awaiting orders.
GOL	Bergen	-	-	completing repairs.
HAARFRAAG	Bergen	30th Sept.	-	completing repairs.
HALSE	Bergen	30th Sept.	-	awaiting orders.
HAUGERLAND	Dramen	27th Sept.	Unknown	Unknown
HERFINN	Tromso	1st Oct.	-	awaiting orders.
HELLO	Bergen	30th Sept.	Unknown	K.M.D.
HEKTOR	Oslo	3rd Oct.	Unknown	K.M.D.
KARMA	Christiansand North	25th Sept.	Balangen Germany	Pyrites
KAUPANGER	Aalesund	24th Sept.	Unknown	K.M.D.
KLOVEREN	Harstad	29th Sept.	Bergen	unknown
KNUTE NELSON	Brunnsbutel	28th Sept.	unknown	coal.
KORSNES	Aalborg	27th Sept.	Bergen	corn
LOG	Theoa	30th Sept.	unknown	K.M.D.

RYGJA (figure omitted)

* ? HAUKEFJELL.

<u>Name</u>	<u>Port</u>	<u>Date</u>	<u>Destination</u>	<u>Purpose.</u>
RYGJA (figure omitted) vfk		18th Sept.	Unknown	F.M.D.
SELJEBREW Nf	Dnieper	26th Sept.	Unknown	coal
STORFJELD Nf	Christiansand south	28th Sept.	Unknown	K.M.D.
TAIWAN	Tromso	22nd Sept.	Rotterdam	Ballast.
CRISA Nf	Brunnsbutel	28th Sept.	unknown	coal.
TONKEO Nf	Trondjhem	30th Sept.	-	completed repairs.
THEMIS	Fredrikstad	21st Sept.	unknown	K.M.D.
TOURCOING	Rotterdam	27th Sept.	Horten	coal.
TRANSPORT	Oslo	29th Sept.	unknown	K.M.D.
TROMFULT Nf	Oslo	23rd Sept.	Unknown	unknown
TUGELA	Kirkenes	19th Sept.	Germany	K.M.D.
TYRIEJORD	Sandefjord	30th Sept.	-	completing repairs.
VIM	Bergen	29th Sept.	unknown	K.M.D.
WILLIAM M. Nf	Odda	Sept 20th	unknown	unknown
KOSER				
VESTRA	Haugesund	30th Sept.	unknown	unknown
VILMA	Harstad	24th Sept.	unknown	unknown
RINGAR	Sandefjord	30th Sept.	unknown	completing repairs.
MOLLA	Thamshavn	13th Sept.	unknown	awaiting orders.

A 2 repeat A 2.

1831/8

V.C.N.S.
 A.C.N.S. (H)
 N.A. 1st S.L.
 D.N.I. (4)
 O.I.C. (3)
 Ops. (3)
 O.D. (5)
 W.D.
 D.T.D. (2)
 D.T.D. (M)
 D.T.D. (C)
 D.E.V.D. (3)
 MC M. (2)

War Diary.8.10.1941.
Wednesday.HOME COMMANDS.Shipping and Convoys.

- H.X.153. My 1643/7. For two corvettes read 3 corvettes. Add after "Momp" is reached, and be prepared to act as independent striking force. (C. in C.W.A. 0009/8 to MALCOLM.)
- E.C.46. E.C.46 anchored in fog between 18 B. and 18 D. Buoys. (VIVIEN 0335A/8.)
- W.S.12. Fuel requirements. Details. (D.S.T. 0445A/8) See Lion Copy.
- F.S.613. F.S.613 anchored in fog between 58 Buoy and 58 Buoy (as coded). (WALLACE 0605A/8.)
- F.S.615 S. My 1200/29/9. F.S.615 (S) is postponed 24 hours,
F.S.616 F. cancel F.S.616 (F) (C. in C. Rosyth 1044/8.)
- W/T
Watches. A.M. 1648/23 September. Add:- "(c) No regular wireless watch" from which it will be understood that an irregular wireless watch is maintained depending on the other duties of the Deck Officer who operates the wireless installation. (D.T.D. 1158A/8 to N.C.S.O's.)
- Position Z. Soviet C.N.S. suggests in view of large number of convoys expected at Archangel in the future that the position of position Z should be varied from time to time. (Ad. Miles 1214C/8 to Adty.)
- Minimum
Speeds. Pass to N.C.S.O's. Minimum speeds for ships joining convoys are to be amended as follows :- O.G. 8 knots forthwith, O.S. 8 $\frac{1}{2}$ knots starting with O.S.10, H.G. 8 knots starting with H.G.76, S.L. to remain at 7 $\frac{1}{2}$ knots. A.M.0001 1st May will be amended. (A.C.N.S.(T) 1424A/8.)
- S.C.47. S.C.47 31 hours late. H.M.C.S. CHICOUTIMI absent
CHICOUTIMI. from convoy since night 6th. (RICHMOND 1515Z/8.)

/P.Q.2.

MOST SECRET

189A

MOST SECRET

MESSAGE

0445A/8 October.

OUT

To. C. in C. South Atlantic,
C. in C. East Indies.
Repeated. N.O.I.C. Freetown,
N.O.I.C. Simonstown,
N.O.I.C. Durban,
N.O.I.C. Agen.

Date. 7.10.41.

NAVAL CYPHER (C)

From Director of Sea Transport.

Convoy W S 12.

Ship.	Daily Fuel consumption at Convoy speed.	Type of Fuel.	Bunkers on leaving U.K.	Water reqd. at Free-town.	Fuel reqd. at Free-town.	Fuel reqd. at Cape-town.	Fuel reqd. at Durban.	Fuel reqd. at Aden or Suez
ALMANZORA	115	Furnace	1700	1100	1500	-	1800	Nil
CITY OF PARIS	95	Coal	2000	Nil	900	-	1100	1100
DUCHESS OF RICHMOND	76	Furnace	1300	800	2300	-	Nil	Nil
EMPIRE PRIDE	32	Diesel	620	Nil	1000	Nil	-	Nil.
EMPERESS OF CANADA	128	Furnace	2700	Nil	3300	Nil	-	Nil
EMPERESS OF RUSSIA	202	Coal	4000	200	2000	-	3000	Nil
HIGHLAND BRIGADE	50	Diesel	850	Nil	1500	-	400	Nil
MENDOZA	80	Furnace	1300	300	1300	700	-	1300
LEOPOLDVILLE	84	Furnace	1300	350	1500	800	-	Nil
SAMARIA	140	Furnace	2300	450	1800	-	1700	Nil
STRATHAIRD	90	Furnace	2700	Nil	2200	-	1100	Nil
FRANCONIA	147	Furnace	2500	1300	2400	-	2000	Nil
DOMINION MONARCH	45	Diesel	2400	Nil	1500	Nil	-	Nil
NARKUNDA	137	Furnace	2100	Nil	2000	-	-	-
ORMONDE	125	Furnace	1890	750	1600	-	1500	Nil
CLAN CAMPBELL	62	Furnace	1220	Nil	850	800	-	700
CLAN CAMPBELL	92	Coal	1270	Nil	800	Nil	-	Nil
CLAN LAMONT	62	Furnace	1100	Nil	850	800	-	700
CLAN LAMONT	92	Coal	1200	Nil	Nil	Nil	-	Nil
EMPIRE TRUST	36	Diesel	700	Nil	1500	Nil	-	700
PERSEUS	110	Coal	2600	Nil	600	-	2200	Nil
PERTSHIRE	65	Furnace	1200	Nil	900	800	-	700
PERTSHIRE	92	Coal	1600	Nil	Nil	Nil	-	Nil

(2) Oil bunkering in South Africa should be reduced to a minimum on the basis of reaching the next port of call with a safe margin. Reservations covering all quantities given have been made ex commercial stocks Commercial reference B/D.

(3) /.....

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SECRET

2.

(3) HIGHLAND BRIGADE should sail Durban with 1500 tons diesel oil.

(4) Coal suppliers at Durban are as follows CITY OF PARIS MAIN GEORGE PERSEUS ENIATI IMPRESS OF RUSSIA KING.

(5) All vessels concerned should be watered to capacity in South Africa but any demands at Freetown in excess of the quantities stated should be carefully scrutinised Masters being called upon to produce their certificates of Fresh Water Consumption if necessary.

(6) Addressees pass to S.T.O's concerned.

C445A/8

Director of Sea Transport.

(Ext. 2187 M.W.T.)

- 1st Lord.
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- A.C.N.S. (W)
- N.A. 1st S.L.
- D. of P. (2)
- D.O.D. (H)
- D.D.O.D. (H)
- D.O.D. (F)
- D.D.O.D. (F)
- D.N.I. (4)
- D.S.D.
- D.N.A.D.
- D. of H.D.
- D. A/S W.
- D.H.S.
- I.P. (2)
- V.D.
- Duty Capt.
- Head of M.
- D.E.S.D.
- D.D.I.C.
- E.P.S.
- D.T.D. (2)
- M.I.D.I.O.
- D.C.D.
- D. of S.T.

War Diary.

8.10.1941.
Wednesday.

HOME COMMANDS.

Shipping and Convoys - contd.

P.Q.2.

A.M. 2346A/5. Intend sailing Liverpool section of P.Q.2 comprising S.S. HARTLEBURY, escorted by SEAGULL and SPEEDY, at 1000A/12 speed $9\frac{1}{2}$ knots. 2.F.O.I.C. Greenock is requested to sail Clyde section to R/V at 0800A/13 in position 270° Oversay 6 miles.
3. Speed after R/V 9 knots. E.T.A. Scapa 1800A/14. (F.O.I.C. Liverpool 1558A/8.)

O.S.9.
CANTON.

CANTON should sail for Freetown in convoy O.S.9 leaving Clyde on 13/10. (D.O.D. H. 1645A/8.)

F.N.530.
E.C.84.

My 1201/6/10. Cancel F.N.530. (M) E.C.84 will run as a medium convoy. (C. in C. Rosyth 1205/8.)

Convoy C.T.4.
PASTEUR.
AVILA STAR.
ANDALUCIA STAR.

Carriage of service personnel. Orders. (A.C.N.S. H. 2213A/8) See Lion Copy.

O.G.76.
O.S.9.

O.G.76 is cancelled. Ships for Gibraltar etc. of 8 knots or over which would have sailed in that convoy are to be sailed in O.S.9. (D.T.D. 2233A/8.)

LAMERTON.

Your 1800Z/8. ^{N.T. in W.D.} LAMERTON is to rejoin convoy forthwith. (C. in C. W.A. 2342A/8 to ROCHESTER.)

MOST SECRET

190 A.

213

MOST SECRET

MESSAGE 2213A/8th October

OUT

To: C. in C. W.A. 297

Date 8.10.41

Repeated: F.O.I.C. Greenock
F.O.I.C. Liverpool
F.O.I.C. Cardiff
N.O.I.C. Avonmouth
F.O.I.C. Belfast
C.O.A.C. Halifax
C. in C. A. & W.I. 620
C.C.N.F.
N.S.H.Q. Ottawa 277
JPNAV
C. in C. H.F. 400
R.A.D.H.F. 65.

H.Q.C.C.
H.Q.F.C.
F.O.I.C. Trinidad
N.O.I.C. Jamaica.

Naval Cypher A One Time Table Type X U.S.A.

From Admiralty.

S.S. PASTEUR carrying R.A.F. and service personnel to Halifax will be ready to leave Clyde on 15th October. She will be known as Convoy C.T.4.

2. S.S. AVILA STAR speed 15 knots carrying "observer school" and other personnel for Trinidad will be ready to leave Avonmouth p.m. 14th October.

3. S.S. ANDALUCIA STAR speed 15 knots with limited number of general passengers will be ready to leave Liverpool on 15th October.

4. Ships will leave U.K. in convoy.

5. AVILA STAR will accompany C.T.4 parting company in 60° W. whence she will proceed independently to Trinidad.

6. ANDALUCIA STAR will part company in 25° W. and proceed independently to Jamaica.

7. Admiralty will promulgate route.

8. Through escort for C.T.4 will be provided by two destroyers who will proceed to St. Johns N.F. when relieved by local escort.

9. C.O.A.C. Halifax is requested to provide local escort from the vicinity of St. Johns N.F.

/10

MOST SECRET

EO. C. in C. W.A. is requested to -

- (a) Arrange for sailing of ships to Oversay R/V.
- (b) Provide destroyers for through escort.
- (c) Provide additional destroyer escort to return from limit of endurance.

2213A/8

D.O.D. (H)
Approved A.C.N.S. (H)

1st Lord
 1st S.L.
 2nd S.L.
 3rd S.L.
 4th S.L.
 5th S.L.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 A.C.N.S. (T) (2)
 A.C.N.S. (W)
 N.A. 1st S.L.
 D. of P. (2)
 D.O.D. (F)
 D.D.O.D. (F)
 D.O.D. (H)
 D.D.O.D. (H)
 D.N.I. (4)
 D.S.D.
 D. of L.D.

D.N.A.D.
 D.A/S.W.
 D.M.S.
 I.P. (2)
 W.D.
 Duty Captain
 Head of M.
 D.T.S.D.
 D.D.I.C.
 E.P.S.
 D.T.D. (2)
 N.I.D. 10 (Pay Cdr. Wilson)
 D.G.D.
 A.E. (3)

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

North Atlantic.

SILVERBELLE. Research of area by LADY SHIRLEY. (F.O.C.N.A. 0352A/8) See U-Boat Campaign.

French Shipping. Passing Gibraltar 6/10. (D.O.R. 8/10.)

GURKHA. P.C. and S. at 0600A, 035° 12' N. 026° 57' W. 159° 20 knots altering to 175° at 1430A. Weather report. (GURKHA, 0620A/8 to F.O.C.N.A.)

LADY SHIRLEY. Arrivals, 4th ERIN, 8th LADY SHIRLEY (from sinking U/B - See U-Boat Campaign.) (F.O.C.N.A. 0904A/8 to Admty.) 1 p 206A

TRUANT. Intend to sail TRUANT p.m./9. TRUANT will pass through 038° 20' (7009°) 00' about 0001/14, thence to patrol or Malta as ordered by V.A. Malta. My 1210A/6th not to Admiralty or F.O.(S) refers. (F.O.C.N.A. 1140A/8 to C. in C. Med.)

PORPOISE. Your escort is LADY HOGARTH. One destroyer on patrol 10 to 12 miles 350° from Spartel. (F.O.C.N.A. 1610A/8 to PORPOISE.) LADY HOGARTH 2000 position 036° 35' 007° 50' to Gibraltar, MIRROR in company. (F.O.C.N.A. 1738A/8 to PORPOISE.)

Enemy Units. Netherlands S/M O.21 reports following sighted:-
 French
 * ARAGAZ sunk.
 * Now confirmed
 OVEDYQUEM
 Sunk by O.21.
 3/10/41.
 M.O.17289/41

(A) 1 destroyer GREGALE class, 039° 03' 009° 38' 295° 27 knots at 1600/28.
 (B) 1 torpedo boat, 2 cargo ships 3000/5000 tons, 040° 58' 009° 57' entering Gulf of Terranova 0530/1.
 (C) 1 torpedo boat, 2 cargo ships 3000/4000 tons, 041° 21' 010° 20' 030° 10 knots, 0200/2.
 (D) 1 cargo ship 3000 tons entered Terranova swept channel 0600/3.
 (E) French Troopship COLOMBIE fully illuminated entered Terranova at 0430/3 and left 0740/3.
 (ii) O.21 torpedoed and sank laden French ship *probably ARAGAZ, 3450 tons, in 040° 58' 009° 59' steering 90° 1232/3. (F.O.C.N.A. 1810A/8 to C. in C. Med.)

M.L. Flotillas. Request you will remark on the employment of the two M.L. flotillas under your command and the value that you have obtained from them, particularly their degree of serviceability. (A.C.N.S.(F) 1943A/8 to F.O.C.N.A.) Reply: 1802/21.

/NELSON

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

North Atlantic - contd.

NELSON.

Your 1932A/7. Approx. date of completion of dockyard work 5/11. 2 days will be required subsequently for ammunitioning. (F.O.C.N.A., 2018A/8 to Admty.)

LADY SHIRLEY.

Sinking of U/B on 4/10. (F.O.C.N.A. 2210A/8 etc.) See U-Boat Campaign.

South Atlantic.

GERMANIA
(German)

Your 1645N/7. Teneriffe's 1635/16/9 reported that GERMANIA was in ballast, had approx. 400 tons fuel oil as bunkers and might sail shortly. In his 1150/6 Teneriffe reported all preparations for departure complete and ship might sail any night. (A.C.N.S.(F) 0059A/8 to C. in C. S.A.)

Convoy
Escorts.

Admty. 2002A/7. As only two cutters will be available intend these to proceed with Sierra Leone portion owing to longer endurance. Escort for Gibraltar portion will be two sloops and a corvette. (C. in C. W.A., 1023A/8 to Admty.)

WARRIOR.

Overdue shipping, WARRIOR due Capetown 2/10 from Trinidad not arrived. (S.O.I. Capetown, 1125B/8 to Admty. etc.)

Raider
search.

LAVENDER and BERGAMOT left 1230 G.M.T./8. (N.A. Rio de Janeiro, 1259Z/8 to Admty.)

W.S.11.
W.S.11 X.

Departures 7/10. List and details carried. (S.S.T.O. Durban, 1505Z/8) See Lion Copy. MOOLTAN details amended (1744B/9) See Lion Copy.

/Falklands

MOST SECRET

MESSAGE

192A
1505Z/8 October.

IN.

From S.S.T.O. Durban.

Date 9.10.41.

Recd. 1740.

NAVAL CYBER (X) BY W/T.

Addressed D. of S.T., repeated P.S.T.O. Simonstown.

Departures 7th October convoy W S 11 for Aden
W S 11X for Bombay personnel on board MOOLTAN army
4124 PULASKI army 106 Europeans 1076 non Europeans
civilians

2. EASTERN PRINCE army 137 Europeans 1070 non
Europeans LLANDAFF CASTLE army 149 R.A.F. 682 W.A.A.F.S.
29 nursing sisters 6.

NIEUW HOLLAND R.N. 507 transferred from SCYTHIA SDF
29 R.A.F. 452 army 13.

CITY OF CANTERBURY army 65 Europeans 1427 non Europeans
DILWARA R.N. 258 transferred from EMPRESS OF AUSTRALIA
free French 2 transferred from EMPRESS OF AUSTRALIA
army 888 UDF 32 Europeans 450 non Europeans SAWAS 8
civilians 1 for Aden 30 transferred from EMPRESS OF
AUSTRALIA MANCHESTER PROGRESS store ship.

2. All above comprise WS 11. Expected time of arrival
Aden 19th Oct.

3. JOHAN DE WITT for Singapore army 402. R.A.F. 589
NIEUW ZEELAND for Singapore (Excluding embarkations prior
to Durban) army 260 R.N. 2 R.N. OTRANTO for Bombay R.N.
30 R.N. 35 transferred from SCYTHIA army 2272 R.A.F.
468 civilians 2 for Singapore army 1909 (4) all above
comprise convoy W S 11X expected time of arrival Bombay
21st October.

(5) BARRISTER

192^B

MOST SECRET

5. BARRISTER in convoy destination Basra.

1505Z/8.

1st S.L.

V.C.N.S.

A.C.N.S.(H)

A.C.N.S.(F)

A.C.N.S.(T)(2)

N.A.1st S.L.

D.O.D.(H)

D.D.O.D.(H)

D.O.D.(F)

D.D.O.D.(F)

Duty Captain.

D.D.I.C.

Head of M.(8)

D. of P.(2)

D. of S.T.

D.T.D.(2)

D.T.D.(M)

I.P.(2)

W.D.

E.P.S.

D.A/S.W.

MOST SECRET
MOST SECRET

c
1984

MOST SECRET

M E S S A G E 1744B/9th Oct. IN

From S.S.T.O. Durban.

Date 11.10.41
Time 0130

Naval Cypher C by W/T.

Addressed D. of S.T. repeated P.S.T.O. Simonstown.
S.S.T.O. ADEN. P.S.T.O. Egypt, S.S.T.O.
Suez. C. in C. East Indies. S.N.O. Red Sea.

My 1505 8 to first 2 addressees only and my
2122 8 not to first 2 addressees. Amend figures of
personnel on board GFBC (MOULTAN) to read Army
2456, R.A.F. 570 repeated Army 2456, R.A.F. 570.

1744B/9.

- 1st S.L.
- V.C.N.C.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- N.A. 1st S.L.
- D.O.D. (H)
- D.D.O.D. (H)
- D.O.D. (F)
- D.D.O.D. (F)
- Duty Capt.
- D.D.I.C. (2)
- Head of M. (8)
- D. of P (2)
- D. of S.T.
- D.T.D. (2)
- D.T.D. (M)
- I.P. (2)
- W.D.
- E.P.S.
- D.A/S.W.

Advance Copy. Duty Capt. D.O.D. (H)
D.T.D.

maf.

MOST SECRET

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

South Atlantic - contd.

Falklands
Defences.

Ref. para.6 your 06221 of 21/8.
It is not proposed to increase defences of Falkland Islands with exception of (a) Despatch at early date of Norwegian detachment of one officer and 13 O.Rs for South Georgia defences. (b) Replacement of the three 6" guns at Port Stanley by two 6" 45° long range guns and one 6" Naval gun. Owing to urgent commitments elsewhere the allocation of the 6" 45° guns may not be completed for some time. (W.O. 1630/8 to M.A. Buenos Aires.)

Independent
Ships.

Pass to F.Os ashore and afloat, N.Os i/c and N.C.S.Os. Ref. Admty. Messages 472A of 22/8 (see Shipping) and 2036/2/10. In each case -amend para.1 (c) to read:-
"(c) British and Allied tankers sailing independently between West Indies and Takoradi, Freetown or Gibraltar". (D.T.D.1706A/8 to C. in C.S.A., F.O.C.N.A., C. in C. A.W.I.)

PANTELIS.

Have you any news of Greek PANTELIS due Capetown 2/10 from Mersey? (D.T.D. 1854A/8 to S.O.I Capetown) Reply: 1105/9.

Mediterranean.

THISTLEGORM
(sunk 6/10)

S.B.N.O. Suez Canal Area 1745B/6. Master -THISTLEGORM reports ship struck by bomb between No.4 and 5 hold, catching fire immediately and blowing up and sinking after 20 minutes. Ammunition and explosives among cargo. 4 members of crew missing believed killed, also 5 D.E.M.S. naval ratings missing believed killed, 2 injured in hospital. (N.O.I.C. Port Tewfik, 0852B/8 to Admty.)

Haifa Raid.

Air Raid Haifa between 0400 and 0530/8. About 9 planes high and medium level attack. Some (?bombs) dropped in sea vicinity of power station and landmarks. Incendiaries and flares near Refinery. Negligible damage, no casualties. Port open. (N.O.I.C. Haifa, 0916C/8 to C. in C. Med.)

War Diary.8.10.1941.
Wednesday.FOREIGN STATIONS.Mediterranean - contd.BALCIC
(Roumanian)
CORDELIA
(German)

My 1159/5 (Departure of BALCIC from Istanbul delayed) BALCIC reported CORDELIA due shortly from Black Sea. Graded B.3. (S.O.I. Istanbul 1044/8 to S.O.I. Med.)

Enemy M/V.

One small enemy M/V reported left vicinity 032° 00' 020° 00' yesterday bound 032° 45' 022° 40'. Probably coastal route will be used. Not known if she will make return voyage. (Capt. S.I. 1105B/8 to TORBAY.)

VAMPIRE.
STUART.

VAMPIRE must now be approaching completion at Singapore. Request confirmation that R.A.N. "Vees" and STUART will return to Mediterranean on completion of refit. Although their age limits their (?employment) in Fleet work they have proved excellent A/S craft and can perform invaluable work as escort ships. (C. in C. Med. 1112B/8 to Admty.)

TRUANT.
Cagliari.

Your 1210A/6. It is not desired to do this as TRUANT is required as early as possible for offensive patrol in Adriatic. (C. in C. Med., 1116B/8 to F.O.C.N.A.)

Vichy
Convoys.

From censorship. Vichy convoy leaving for Saigon last June was escorted as far as the Equator. Future convoys may be escorted to Ivory Coast and possibly to Madagascar and Indo-China. (S.O.I. Med., 1136B/8 to F.O.C.N.A., C. in C. S.A., etc.)

Suez Raids.
AIDA bombed.

Aircraft bombed from about 100 feet night 7/8. 2 Enemy aircraft passed S.E. over Suez during attack, 1 of these HE.111 bombed Ports and Lights Administrative vessel S.S. AIDA in Zafaran Anchorage, Gulf of Suez. Aircraft damaged ship on first run and crashed in sea on second run after hitting mast, 4 of crew captured. Aircraft now lying in shallow water near shore. No casualties on AIDA, which can be salvaged.

Piraeus
bombed.

Greece, night 6/7, 23 Wellingtons attacked fuel containers. Warehouses and shipping in Piraeus Harbour. Many bombs fell among fuel containers, further bombs fell either on or near small Naval Craft in harbour. 1 further Wellington bombed Heraklion Aerodrome Crete causing explosion. (H.Q. R.A.F. M.E. 1156/8.)

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

Mediterranean - contd.

TYNEFIELD
(mined
5/10.)

Ref. 0927B/5 from S.B.N.O. Suez Canal Area. TYNEFIELD diver reports port side of ship blown bodily outward maximum of 8 feet covering tanks 1 to 4 inclusive with side parted from deck. Details. Proposed to cut vessel at pump room abaft No.4 tank and float away after end using compressed air as necessary to obtain floatation. No.7 tank now just awash and deck forward of this submerged. Soundings outside average 40 feet. (N.O.I.C. Port Tewfik, 1156B/8, to S.B.N.O. Suez.)

Bardia bombed.

Night 6/7. 10 Blenheims in 2 waves bombed M.T. workshops at Bardia. (H.Q. R.A.F. M.E. 1201/8.)

Mines at
Tobruk.

My 1604/29. After ashore amend to read. Parachute mines swept in harbour one red magnetic by single pulsing. (S.B.N.O. Tobruk 1213B/8.)

2 Enemy
Ships.

2 ships including one escort due in vicinity 032° 02' 020° 02' a.m. tomorrow. These are not those in my 1821B/7. (Capt. S.1. 1241B/8 to REGENT.)
My 1241B/8. These ships are from 032° 55' 013° 05' speed 7½ knots and are due 0500B/9. My 1821B/7 2 of these ships and one destroyer due 0630B/12 passing through position 291° Tolmeita Light 50 at 2359/11. (Capt. S.1. 1445B/8 to REGENT.)

Suspect
French Ships.

Your 1048A/3. Following French ships strongly suspected of working on behalf of Axis; ANDRE MOYRAND, ANGO, ARAGAZ, BEAUCE, CAPITAINE, DAMIANI, xCOURNOUILLE, DAUPHINE, DE GRASSE, FIRUZ, GENERAL GASSOUIN, KOLENTE, LOTTE, MASSIS, PALLAS, PLUVIOSE, S.N.A.9, LUCIEN GOUGY, VENDEMIERE, P.L.M.23 (C.O.I.S. Alexandria, 1247B/8 to Admty.)
x not identified. xGougy.

Enemy
Convoy Ruse.

Enemy is thought to use following trick for safety of convoys nearing ports in your area. Two routes are established for approaching. One day before arrival sweepers pretend to sweep searched channel not to be used. Channel to be used is swept next morning ahead of convoy which approaches an hour before daylight. (Capt. S.1. 1451B/8 to REGENT.)

FRONSAC
(French)

Departure 7th Sete. (Barcelona, 1702/8, to D. of S.T.)

War Diary.8.10.1941.
Wednesday.FOREIGN STATIONS.Mediterranean - contd.Constantza,
Rumanian oil.

Following from Senior member of personnel of Standard Oil Company just arrived from Ploesti.

(A) Stress importance of bombing of means of petroleum transport now that stocks greatly reduced. Protective wells of majority Ploesti tanks will be complete by end of month. They are most effective. Pump house of new Giurgiu pipeline situated inside Astra refinery is especially good target, but all refinery boiler houses and power stations very vulnerable, as also bridges along Brasov and Buzau railway lines; latter carrying lately especially frequent oil trains to Russian front. A/A defences however recently increased and believed two new dummy Ploestis constructed.

(B) Constantza port 50% out of action but still capable of loading petroleum.

(C) Cernavoda bridge will be reopened Oct. 15th. At present Constantza pipeline being used to pump oil back to Cernavoda into Danube barges.

(D) Brasov railway recently doubled all the way. (N.S.O.(I) Istanbul 1745B/8.)

Soviet Ships
from Black
Sea.

F.O. telegram No.1420 of 5/10 and my 1919C/4. Number of Soviet tankers available now 5 or 6. Russians anxious to obtain your and C. in C. Med's views on this operation as soon as possible, as the possibility of releasing the two ice-breakers affects their plans for keeping Archangel open throughout winter. (Adm. Miles, 1757C/8 to Admty.)

Loss of M/Ls.

Your 2035B/6. M/Ls 1003 and 1037 lost in EMPIRE ENDURANCE in April. (D.D.O.D.(C) 1858A/8 to R.A. Alexandria.)

Floating Dock
needed for
transports.

Hired transports carrying military cargo in Middle East require docking (list). Owing to uncertainty of obtaining drydock in Middle East, submit that floating dock be obtained from overseas and allocated to Port Sudan or Haifa. Suggest 5000 ton floating dock from Sabang, alternatively could Turkish authorities be approached with a view to moving 8000 ton floating dock from Bosphorus to Iskanderun. (P.S.T.O. Egypt 1914B/8 to C. in C. Med.)

/Suez

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

Mediterranean - contd.

Suez Raid.
ROSALIE
MOLLER sunk.
AIDA sunk.

Night 7/8, 2 enemy aircraft approached Mediterranean Coast at about 2258B, flying S.E. Course. Anchorage H. attacked by one enemy aircraft 0045B - 0140B, sinking ROSALIE MOLLER, two of crew missing. One H.E.III attacked Zafarana anchorage sinking S.S. AIDA and crashed at same time, no casualties, 4 prisoners. No planes detected returning from raids. (S.B.N.O. Suez Canal, 1959B/8 to Admty. etc.) ROSALIE MOLLER British, 3963 tons, from Durban for Alexandria with coal. (D.S.765)

Malta Raids.

Night 7/8. 1 alarm, 6 raiders approached Coast, all bombs dropped in sea, 2 hurricanes up, no illuminations or interceptions. Day 8/10 1 alarm, 6 raiders approached, none crossed coast, Hurricanes up, no interceptions. (H.Q. Malta, 2015/8.)

Lampedusa
bombed.

7/10 1 Swordfish attacked Lampedusa Harbour, bombs dropped amongst sheds on water front, gun positions machine gunned. 7 Wellingtons attacked shipping Tripoli Harbour 2143 to 2335. Many hits on 1 M/V at 2150 hours starting fierce fire visible 30 miles away and was well on fire when last aircraft left. Target hits also observed on Spanish Quay and between civil base and Castello, some lighters hit and destroyed and 1 destroyed by fire. 1 Blenheim in moonlight attacked M/V 2000 tons from 20 feet 0010 hours 35 miles West of Tripoli 2 hits observed explosions heard, ship also machine gunned, was left with stern under water and crew piling off on boats. (H.Q. Malta 2015/8.)

War Diary.

8.10. 1941.
Wednesday.

FOREIGN STATIONS.

East Indies.

Operation
"Ration".

Your 1358Z/4. Carry out operation "Ration" as proposed. (A.C.N.S. (F) 0106A/8 to C. in C. E.I.)

Blockade
of Jibuti.

Governor of Aden's telegram No. 154 (see Lion Copy) and my 0920/6 being passed to you. The "Naval Advisers" to whom Governor refers were N.O.I.C. Aden and S.O.I. Aden. I am enquiring why they gave this advise without reference to higher Naval Authority. (C. in C. E.I., 0610Z/8 to Admty.)

U.S.12B.

Colombo. Convoy U.S.12.B. arrived.
(C. in C. E.I. 0618Z/8 to Admty. etc.)

W.S.11.

Request if possible W.S.11 be sailed to arrive Bombay not before 18/10 and E.T.A. be signalled.
(P.S.T.O. India, 1246Z/8 to C. in C. China).

Persian
operations.

My 1204/25/9. Summary begins:
1. Main object operations seizure Abadan Oil Refinery intact and occupation Haft I Khel Oil-fields. Simultaneous operation capture of Bandar Shapur and Axis Shipping there.
2. To achieve this Naval Forces used in three separate but simultaneous operations - A. Embarkation of troops, Basra, their transport to and support of landing at Abadan. B. Landing of troops at Naval Base, Khorramshahr, and neutralisation of Iranian warships there.
C. Seizure of Bandar Shapur and capture of Axis shipping there.
3. Possible opposition consisted of two slow S four gunboats and small number auxiliary craft and military posts along the river.
4. Operations conducted by Commodore Graham, S.N.O., Persian Gulf under orders of Vice Adm. G. Arbuthnot, C. in C. E.I.
5. Dawn 25/8 was perfectly still, no moon but clear sky and many stars.
6. Approach from Basra to Abadan carried out with no opposition and even unchallenged. As Flotilla consisting of SEABELLE, SHOREHAM, LILAC and plus small craft neared Abadan, heavy small arms fire was opened from jetties and roof tops. Refinery undamaged in our hands by evening. B. At Khorramshahr FALMOUTH, YARRA, plus small craft, equally successful and after meeting slight opposition area occupied by night fall. C. Led by KANIMBLA (manned by R.A.N.) strange assortment of ships and small craft worked their way up Khor Musa to Bandar Shapur.

/As.....

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

East Indies.

Persian
Operations
- Contd.

As KANIMBLA turned into the straight enemy started sabotaging their ships. Boarding parties and small craft had been prepared to take immediate action anticipating this. In a short time White Ensign was seen flying from three German ships. Rest of day spent in difficult task of saving remaining ships and this was successfully accomplished except for one German ship which sank. Remaining seven ships cleared the port under British control by 8/9. 7. In operation ships and men from Royal Navy Australia, New Zealand, India and Kenya also men from Canada New Zealand and South Africa were represented. (Ends).
(C. in C. E.I. 1310Z/8 to Admty., etc.)

"Q" Report
(Cancelled)

Following has been read. QQQQ 33.23 S. 17.22 E. ILE DE BATZ De ZSC. (Slangkop W/T, 1430Z/8) Following has been read. ILE-DE-BATZ GMVM (no signification). Cancel my QQQQ 1530/8. (Slangkop W/T, 1536Z/8). Following has been read ILE DE BATZ. Cancel plain language message suspicious vessel. (GMVM, 1630/8).

China.

LAMOTTE.
PICQUET.

Your 1605A/6. (repetition of 1617/5 Re LAMOTTE PICQUET) Ship did not dock, Vide Ambassador's 1856 addressed F.O. Siamese N.A. informs me that Japanese Naval Architect who saw ship states she was holed above water line in 4 places (2 in engine room and 2 in stern) but internal damage not serious. (N.A. Tokyo 1026/8 to D.N.I). N.I.D. Comment. Signal refers to French 6" Cruiser LAMOTTE PICQUET which proceeded to Osaka, Japan, for repairs. Tokyo Tel 1856 reported that Japan "walked back" on this agreement to repair ship for payment in Yen and demanded rubber in lieu. Ship therefore left after 12 days stay. Thai N.A. evidently suggesting that damage was incurred during action last February when four Thai ships were sunk by LAMOTTE PICQUET, ADMIRAL CHARNEZ, and DUMONT D'URVILLE; probably wishful thinking on his part as the only suggestion of damage to any French ships came from Thai sources.

MARECHAL
JOFFRE.
(French).

Departure Manila.
(Shanghai 2359Z/8 to D. of S.T.)

199A

MOST SECRET

MESSAGE. T.H.I. 1250/8th Oct.

MOST SECRET.

I N.

From Governor of Aden.

Date. 8.10.41.

Recd. 2342.

Interdepartmental Cypher V by Cable.

Addressed British Ambassador Cairo, 164 for Minister of State. Repeated Sec. State for Colonies 498. Force Nairobi 74. KAID Khartoum 50 for Political ASMARA. C. in C., East Indies 4.

My Tel. 154 At my request Imam has issued order forbidding Yemenis to trade or have contact with French (Somaliland) and warning them if order is disobeyed Dhows are liable to be sunk or confiscated by British Navy. Smuggling is however continuing with connivance of Crown Prince who receives share of profit. To avoid customs control goods are shipped Mokha to Sheik Said and Dubab nominally for Yemeni garrisons whose C.O's have orders from Crown Prince to allow goods to be re-exported to Anknaut or Obokh usually with false manifests.

2. After full discussion with political and naval advisers I consider that only effective deterrent would be to sink several dhows and intern crews. I strongly recommend that (a) S.N.O.R.S. be authorised to seize all dhows without Aden or Assab clearance papers found south of 12 degs. 43' north and sink all such dhows found carrying sugar flour rice or other non Yemeni produce and (b) dhow crews be interned. Imam who has forbidden re export of imported goods and has now prohibited trade with French Somaliland would be unlikely to object.

3. I am stopping supply from Aden of imported goods to Mocha and Khokha and reducing exports to Hodeida by 50%. But in light of experience during Italian blockade my advisers and I are not in favour of purchase scheme which we think will be costly and only partially effective. If however H.M. Government decides purchase I urge that buying be limited to Yemeni produce because (a) If imported goods were bought they could not be re-exported owing to Imam's prohibition and would have to be re-sold locally and possibly bought back again and (b) offer of high price in Mocha would attract goods from rest of Yemen and from Protectorate and situation similar to recent kerosine racket would be produced.

/1.....

199^B

MOST SECRET

I agree with my advisers that sinking of dhows and internment of crews would be more effective and might be tried first.

Advance copy sent D.C., D.O.D. (F)
& Hd. of M.

- 1st Lord.
- 1st S.L.
- V.C.N.S.
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- P.A.S. (S)
- N.A. 1st S.L.
- D.O.D. (F)
- D.D.O.D. (F)
- D.C.
- D.D.I.C.
- D.N.I. (4)
- D. of P. (2)
- Hd. of M. (12)
- E.P.S.
- Admiral Chalmers.
- W.D.
- I.P. (2)
- N.I.D.10. (Paym. Cdr. Wilson.)

Note: Message passed to Admiralty by C. in C., East Indies

MHC.

War Diary.8.10.1941.
Wednesday.FOREIGN STATIONS.America and West Indies.T.C.14.)
C.M.19.)
C.M. 20.)

Re delays to ships for Troop Convoys and inconvenience caused. (D.S.T., 0444A/8 to P.S.T.O. Simonstown) See Lion Copy.

Sink at
sight
Zone,
Pacific.

Your 1604A/7. Matter has been exhaustively discussed between Navy Dept. and State Dept. We have been unofficially informed that State Dept. have refused to define their attitude or agree to any declaration before outbreak of war. We are expecting an official reply shortly. (B.A.D. 0935R/8 to Admty.)

WHITECAP.

"Transport number 25", is to be referred to by the original name "WHITECAP" (C. in C. A.W.I., 1022Q/8 to N.O.I.C. Port of Spain).

PRIMROSE.
NASTURTIUM.
POLYANTHUS.

Your 1744Z/17. PRIMROSE and NASTURTIUM have been ordered to leave Charleston P.M./18 see my 1604R/24/9. Tentative date of completion of POLYANTHUS is 18/10. Endeavour will be made to keep to that date. (B.A.R.M. 1058R/8 to C.C.N.F.)

CARADOC.

Leave Bermuda 9/10 and proceed via Sombrero passage to Trinidad so as to arrive 13/10 (?advisable to) show yourself off Fort de France during daylight 12/10. Leave Trinidad 15/10 and proceed St. Lucia and await further instructions. (C. in C. A.W.I., 1112Q/8 to CARADOC).

MARTICOT.

M.M.S. MARTICOT No. 121 late Marystown Trawler sailed from St. Johns Newfoundland 12/9. No report of arrival has yet been received. (C.C.N.F., 1245Z/8 to Admty.)

MENDANAU.

Ref. S.O.I. Freetown 1931N/20/9 and 1034N/3/10 MENDANAU arrived Trinidad, 7/10. (S.O.I. Jamaica 1258R/8 to Admty. etc.)

CANDYTUFT.Departure PRUDENT with CANDYTUFT in tow to Brooklyn, New York. (S.O.I. Halifax, 1343Z/8 to Admty. etc.)
My 1527Z/7 amend date to read 11/10.
(C.O.A.C. Halifax, 2040Z/8 to B.A.R.M.)

/Manning.....

200^A

MOST SECRET

MESSAGE C444/8th October

OUT

MOST SECRET

Date 8.10.41

To P.S.T.O. Simonstown.

NAVAL CIPHER (C)

From Director of Sea Transport.

Attention is invited to signals commencing with your 1004/1/9 regarding the allocation of ORCADES and MONARCH OF BERMUDA to convoy T.C.14.

2. My 1614/11/9 advised the sailing date of T.C.14. as first week of October and asked for ships to be sailed accordingly and anticipated dates of arrival to be reported. Prior to your 1501/22/9 which was received here 24.9, No indication was given that serious delay would occur in arrival Halifax and considerable inconvenience has been caused.

3. It is essential that D. of S.T. should be kept very closely advised of prospective movements of all troopers as all planned troop moves are usually interdependent. If loading of commercial cargo is likely to prevent a trooper joining a future troop convoy of whose sailing date you have been advised matter should be referred here for decision as to whether loading should be partly or entirely cancelled.

4. It is also pointed out that although D. of S.T.'s signal 2301/5/9 notified the proposed programme of sailings of troop convoys from South Africa to the Middle East during September and October and asked for your views on these proposals no intimation that many of the ships proposed for convoys C.M.19 & C.M.20 would not be available was given until your 1518/26/9.

-2-

5. These new factors necessitated considerable last-minute alterations which have caused serious inconvenience.

0444A/8.

Director of Sea Transport
M.W.T. Extn. 2187.

1st Lord,
1st S.L.
3rd S.L.
4th S.L.
V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (F)
A.C.N.S. (T) (2)
N.A. 1st S.L.
D. of P. (2)
D.O.D. (F)
D.D.O.D. (F)
D.O.L. (H)
D.D.O.D. (H)
D.N.I. (4)
I.P. (2)
W.D.
Duty Captain
Head of M.
D.D.I.C.
E.P.S.
D.T.D. (2)
N.I.D. 10 (Pay. Cdr. Wilson)
D. of C.T.

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

America and West Indies-Contd.

Manning
of U.S.
Transports.

Your 2159R/7. Proposal to use crews of H.M. Ships except A.M.C's now refitting in U.S.A. is unacceptable. Request you will investigate whether crews of A.M.C.'s CALIFORNIA, CHITRAL, AURANIA, ASCANIA, MONTCLARE, RANPURA and WORCESTERSHIRE and perhaps CIRCASSIA would be sufficient together with personnel provided by U.S.A. Authorities to man the six transports. As far as we are concerned there would be no objection to one or more of these American transports sailing under the Red Ensign. Perhaps American Care and Maintenance Parties could be provided for A.M.C's temporarily laid up in U.S.A. ports. (V.C.N.S. 1346A/8 to B.A.D.)

Your 1346A/8. Request information when the ships named may be expected at Halifax. QUEEN OF BERMUDA is now refitting and CATHAY is shortly expected in U.S.A. Preliminary investigation shows that the 6 U.S. transports can be manned from 8 A.M.C.'s. (B.A.D. 1541R/8 to Admty.)

Canadian
Minesweepers.

Your 1714/6.

1. Following has been received from B.A.T.M. (Begins) Of ships building at Toronto it is hoped FORT YORK and PARRSBORO will be ready for passage in December. Highly improbable that QUALICUM, SHIPPIGAN, TADAUSAC, and WEDGEPORT will be available until Lakes and River are clear of ice in May 1942. Vessels completing at Vancouver will be ready on various dates between December and March. Presume that possibility envisaged in Admiralty 1341/8/9 that these vessels will proceed to Far East no longer exists. (Ends).

2. Request confirmation that Minesweepers building at Vancouver will (A) not go to Far East and (B) will be manned by R.N. personnel. (N.S.H.Q. Ottawa, 1501Z/8 to Admty.)

Halifax
W/T.

Your 1233/16. Halifax W/T now keeps constant watch on 6300 and 8290 kc/s and watch on 12685 kc/s from 0600 to S 2000 W/T Watch can also be maintained on 12685 kc/s and 16845 kc/s constant or for such periods as desired. Therefore Halifax W/T will be able to carry out duties required and is also capable of answering on the exact calling frequency. This organisation can be brought into force at once. (N.S.H.Q. Ottawa, 1641Z/8 to Admty.)

/Sinking.....

War Diary.

8.10.1941.
Wednesday.

FOREIGN STATIONS.

America and West Indies-Contd.

Sinking
of S.S.
MONDOC.

Ref. my 1615Q/5. Enquiry held. No evidence to support claim of internal explosion. General conclusion original statements of Master Chief Engineer and mate are not substantiated vessel probably struck Darien Rock and subsequently sank. No evidence to support suggestion of sabotage. (F.O.I.C. Trinidad 1701Q/8).

Atlantic
Convoy
Escorts.

Your 1514/5. Situation as outlined in paras. 1 to 5 is appreciated. R.C.N. agreed to provide A/S escort for M.C. convoy in a memo. dated 15/8 forwarded through B.A.D. Washington. At that time each group of the N.E.F. consisted of approx. 5 vessels only. The large increase in the strength of groups which was promulgated in your 1638/12/9 made it impossible for the R.C.N. to provide the whole escort force. I am at present despatching all available corvettes to strengthen the N.E.F. and will use newly-commissioned minesweepers to take their place in local defence forces at Halifax, etc. I regret that this action may delay the departure of the first M.S. flotilla for U.K. waters. In discussion last week end with C. in C. U.S. Atlantic Fleet it was learned that they have no ships to spare but have agreed to support us if the situation becomes more critical. (C.N.S. Canada, 1705Z/8 to Admty.)

U.S. Navy
and Convoys

My 0305Z/16/9. Amend paragraph (a) to read as follows. All ships constant watch on broadcast L. or B.N. according to whether west or east of 035° 00' W. also constant watch on convoy R/T wave 2410 kc/s. S.O. of Escort to keep W/T guard on 500 kc/s. S.O. to detail following W/T guards in order of precedence:- (1) 4400 kc/s when within 24 hours of contact with U.S. escort units. (2) Convoy high frequency wave, 6666 kc/s by day, 3925 kc/s by night as required. Cancel para. (b). Amend para (c) to read: On broadcast L messages which concern Newfoundland Force will normally etc. Cancel para. (d) A.C.I.C. pass to ships of Newfoundland Force in Iceland (C). (C.C.N.F. 1821Z/8 to Newfoundland Force).

/LIVERPOOL.....

8.10.1941.
Wednesday

War Diary

FOREIGN STATIONS

America & West Indies-Contd.

LIVERPOOL

On conclusion of LIVERPOOL's refit B.A.R.M. is requested to sail her for Bermuda where she should carry out a short work-up before crossing the Atlantic. On conclusion of work-up C. in C. A. & W.I. is requested to sail and route LIVERPOOL to the Clyde. On arrival LIVERPOOL will be taken in hand by Fairfields, Govan, for completion of items referred to in A.M. 0435A/6/9. (A.C.N.S. (F) 1822A/8 to B.A.R.M., C. in C. A.W.I.)

EMPIRE
ELAND

Have you any news of EMPIRE ELAND due Mobile 2/10 from Mersey? (D.T.D. 1853A/8 to Consul, New Orleans.)

MERCHANT

Have you any news of MERCHANT due New Orleans 28/9 from Georgetown. (D.T.D. 1857A/8 to Consul, New Orleans.)

Sourabaya
floating
dock.

Following from B.A.S.R. Your 1307A/6. Dutch pay cash, so availability of lend lease funds to us will not be prejudiced. Have informed U.S. Authorities that our favourable view is conditional on our similar projects not being interfered with or retarded. (B.A.D. 1917R/8 to Admty.)

T.C. 15.

Cancel A.M. 1731A/5. (A.C.N.S. (H) 2133A/8 to C.O.A.C. Opanav, etc.)

Australia

French
Ships.

Departure 7/10 CAGOU French, Noumea, 13/10, CAPITAINE ILLIAQUER, French, Port Kembla 8/10. (N.C.S.O. Newcastle N.S.W. 0108Z/8 to M. of W.T.)

War Diary.8.10.1941.
Wednesday.U-BOAT CAMPAIGN.Ships Attacked.SILVERBELLE
(torpedoed
22/9.)

C. in C., S.A., 1421/4, LADY SHIRLEY reports area between 020° 36' W., and Las Palmas searched from 0800/30 until 1023/4 without result.
(F.O.C.N.A., 0352A/8, to EAGLE.)

I.C. WHITE.
(torpedoed
27/9.)

Master of I.C. WHITE states his ship torpedoed 0210 G.M.T./27 when in 110° 26' S., 027° 30' W., weather cloudy visibility good wind 4/5 sea 3/4 speed 10 knots. Torpedo struck on starboard hand about 100 feet from stern well below waterline, immediately setting fire to tanks in the vicinity and after part of ship although loaded fuel oil and ship immediately abandoned. Dark shapes which presumed to be submarine visible after crew took to boats but no close view of this obtained nor communication established. Boats remained in the vicinity till daybreak at which time there was no sign of ship or submarine and former therefore presumed sunk. Casualties three drowned in leaving ship. *(11° or 10°) 10° BR 1337 P. 122.)
(R.O., Rio de Janeiro, 1105/8, to D.N.I.)

DIXCOVE
(torpedoed
24/9.)
Use of R/T
receiver.

Statements have been made by S.S. ASHBY ex convoy S.L. 87 to the effect that chief wireless operator Long, ex S.S. DIXCOVE, who had been picked up with other survivors, had admitted that the gag had been removed from his wireless receiver and that the B.B.C. news had been received at regular intervals. It is considered that the use of this wireless may have contributed to the subsequent attack on the convoy. Long was taken to Londonderry in GORLESTON together with 2nd operator. Efforts are being made to contact both of them.
(N.O.I.C. Oban, 1232A/8, to C. in C.W.A.)
See Admty., 2012/9.

CINGALESE
PRINCE.
(torpedoed
20/9.)

Ref. I.D. Form S.A.

- (1) CINGALESE PRINCE..
- (2) Prince Line.
- (3) 0430/20/9 002° 00' S., 025° 30' W.
- (4) Not sighted.
- (5) 002° 00' S., 025° 30' W., not known.
- (6) Not known.
- (7) Ship sunk.
- (8) Separate message.
- (9) Number not known guns on fore deck about 3 in., machine guns on conning tower and after deck.
- (10) Two torpedoes.
- (11) In Chart Room and W/T Office in weighted bag sunk with ship.
(N.C.S.O. St. Vincent, C.V., 1515/8 to Admty.)
British, 8474 tons, sailed Table Bay 9/9 for Trinidad overdue since 26/9. /Position

War Diary.8.10.1941.
Wednesday.U-BOAT CAMPAIGN.Ships Attacked.CINGALESE
PRINCE. (torped-
oed 20/9.)
(Contd.)Position torpedoed about 240 m. S.E. of
St. Paul's Rocks. (D.S., 765.)SVEND FOYN
(torpedoed
7/10.)My position 2000A, 061° 52' N., 020° 24'
W., approx., course 115°, 2 knots. No sign
of weather abating. SVEND FOYN holed star-
board side. Have to keep this course until
the weather moderates. LADY ELSA has lost
touch with me. Special weather report.
(SUNFLOWER, 2000A/8, to A.C.I.C.)Submarines Reported.Baltic
26/9.Soviet Naval authorities report that a large
unit of U-boats from Oslo passed into the
Baltic through the Sound on 26/9. T.O.O.
1216C/8.
(Adm. Miles, 1220C/8, to Admty.)

0942Z.

Bearing by D/F at 0942Z/8, position of enemy
U Boat was 069° 25' 044° 08' unreliable fix.
(S.B.N.O. Murmansk, 1349C/8.)

1422A.

Aircraft have been shadowing you. Attack from
U/B's., may be expected.
(D.D.I.C. 1422A/8 to ROCHESTER, CAMPION, BLUEBELL,
MALLOW.Estimated U/B dispositions.
(D.D.I.C. 1448A/8.)

2027Z.

My 1856A/8. Further enemy transmission at
2027Z/8 indicates that convoy O.G.75 or Convoy
H.G.74 is still being shadowed.
(D.D.I.C. 2158A/8.)Submarines Attacked.By LADY
SHIRLEY
4/10.
(U. III)Consideration is being given to publicize LADY
SHIRLEY's exploit. Request you will signal full
details as soon as possible.
(A.C.N.S.(T)1149A/8 to F.O.C.N.A.)

/Details.....

War Diary.

8.10.1941.
Wednesday.

U-BOAT CAMPAIGN.

Submarines Attacked.

By LADY
SHIRLEY 4/10.
(Contd.)
(U.M)

Details of attack on U/B at 1004/4, U/B brought to surface, crew surrendered, U/B sank at 1023/4, 45 survivors picked up, 1 died. Suggest immediate award to captain of LADY SHIRLEY, Lt. Com. A.H. Callaway, R. Australian N.V.R. (F.O.C.N.A., 2210A/8 to Admty.)
See Lion Copy.

By BLACK
SWAN.

Torpedo track observed at 2055Z/8 in 050° 10' N., 025° 08' W. Submarine contact attacked but lost after firing 14 charges pattern. Intend abandoning search at midnight.
(BLACK SWAN, 2215Z/8, to C. in C.W.A.)

From F.O.C. North Atlantic.

Date 9.10.41.

~~220~~

Recd 0345.

Naval Cypher (X) by Cable.

Addressed Admiralty.

IMMEDIATE.

534

29 Oct
27 10 41
30 24 W

Your 1149/8. At 0840/4th October LADY SHIRLEY sighted what appeared to be funnel of ship owing to possibility it might be submarine's conning tower altered course towards. It disappeared shortly after being sighted, at 1004 contact made with submerged submarine, action stations ordered and pattern of depth charges released. Depth charges exploded, periscope appeared in bubbles and submarine broke surface. Trawler's helm put hard over to port to bring 4 inch gun to bear opening fire as soon as possible and at same time machine guns on bridge opened fire on conning tower. Men were seen running to submarine's gun but stopped by trawler's machine guns. Meanwhile submarine opened fire with machine guns instantly killing gun layer 4 inch gun. Sub Lieutenant Ffrench who was in charge took over gunlayer keeping up rapid rate of fire obtaining about 6 hits causing submarine crew to surrender. On bridge machine gunners Seaman S. Halcrow and Seaman W. Windsor both badly wounded remained at their guns and kept them working until end of action when they both had to be carried below. Submarine seen to be losing speed and sinking rapidly by the stern and when crew were seen to hold up their hands and shout that they surrendered fire was ceased. At 1023 submarine sank by stern LADYSHIRLEY picked up 45 survivors of whom one died. Remainder brought back to port. German survivor expressed admiration for fire from LADY SHIRLEY saying "We were bigger than you, you could not see us and we could see you, but yet you won".

2. This splendid achievement resulted from a very alert lookout supported by all-round efficiency.

3. Suggest immediate award of decoration to Captain Lieutenant Commander Arthur Henry Callaway R. Australian N.V.R.

4. Identity of U-boat not yet established, complement believed to have been 53 LADY SHIRLEY's complement about 30.

5. Further details and recommendations follow by air. 2210A/8.

Advance copy sent Duty Captain, D.O.D. (F) & D.D.I.C.

1st Lord	N.A. 1st S.L.	D.O.D. (F)	D.P.D.	
1st S.L.		D.O.D. (H)	Hd. of M.	
2nd S.L.		D.D.O.D. (H)	D.D.I.C.	
V.C.N.S.		D.D.O.D. (F)	D.A/S.W.	
A.C.N.S. (H)		D. of P. (2)	Duty Captain (2)	W.D.
A.C.N.S. (F)		D.N.I. (4)	I.P. (2)	D.G.D.
A.C.N.S. (W)				

U. III
(C.M.D. 6643
1946.)

jf

War Diary.

9.10.1941.
Thursday.

SITUATION REPORT.

Home Commands.

Strikes.

The refitting and repair of 10 ships on the Clyde including ROYAL SOVEREIGN and ASCANIA are being delayed by strikes.

Escort
inshore
route.

A new East coast inshore route came into use today.

C.W.55
shelled.

Enemy coastal batteries fired 8 rounds between 2011 and 2055 today, some of which fell near C.W.55. No damage or casualties are reported. The convoy was using the new inshore route for the first time.

British Air Operations.

Fighter Command aircraft today successfully attacked shipping at Ostend and off Dunkirk, Pointe de Barfleur and Cap de la Hague.

Enemy Air Operations.

The Salt Factory on Trangisvaag (Sydero) was destroyed by enemy air attack this afternoon.

War Diary.

9.10.1941.
Thursday.

SITUATION REPORT.

Mining.

Operation
S.N.16C.

WELSHMAN and MANXMAN laid mines today in the East Coast Barrier.

Mines were detonated off the Humber and in the Bristol Channel. Normal traffic was resumed in the Bristol Channel at 1448A, with the exception of Cardiff and Penarth and Channel 201 Q.Z.S.

South Atlantic.

Proposals for refitting his destroyers and corvettes are contained in C. in C. S.A's 1141/9.

It is proposed to embark 2nd Bn. French Fusilier Marins to be moved from Pointe Noire to Beirut, in CHANTILLY for passage to Suez.

Mediterranean.

Swordfish attacked a convoy at 0055 today 46 miles E.S.E. of Cape Bon and torpedoed and sank a 6000 ton merchant vessel.

A Wellington today obtained a hit on a 6/10,000 ton merchant vessel in a convoy off Marittimo Island.

Libya and
Western
Desert.

Enemy aircraft attacked Mersa Matruh today, but no damage or casualties were caused.

/U-boats.....

War Diary.

9.10.1941.
Thursday.

SITUATION REPORT.

Mediterranean-Contd.

U. boats.

Reports indicate that the Germans intend to operate U-boats in the Mediterranean. It seems possible that they may attempt to pass some U-boats into the Black Sea, and the Turkish authorities are being asked to try to prevent this.

America and West Indies.

U.S.A.
Refits.

B.A.R.M. Washington, today informed C.N.S. Ottawa, that Canadian corvettes or any other Canadian warship can be refitted in U.S.A. equally with U.K. vessels, but C.N.S. points out that the Lease Lend agreement does not apply to R.C.N. ships.

Iceland
and U.S.
tankers.

B.A.D. Washington consider no advantage would be gained if R.N. and R.C.N. escorts calling at Iceland for fuel were supplied from U.S. naval tankers. If U.S. Navy had to keep stocks in Iceland for this purpose it would immobilize extra U.S. naval tankers, which are fast and therefore better employed at sea.

U-Boat Campaign.

As U-boats have rarely been sighted during recent attacks on well-escorted convoys C. in C. Western Approaches instructed S.O's of Escort Groups today to try out new counter measures.

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Policy.

Trawlers
for H.F.

Your 1301A/8. Request you will detail trawlers as soon as possible from Irish Sea escort force. (C. in C. W.A., 1146A/9 to F.O.I.C. Belfast). Your 1146A/9. Following six trawlers detailed. Names.
STELLA CAPELLA, CAPE ARGONA, and HUGH WALPOLE can be taken in hand at Belfast.
Request fitting out ports for others.
(F.O.I.C. Belfast, 1830A/9 to C. in C. W.A.)

Clyde strike.

My 1855/8. The strike has now spread to Lamonts, Greenock, and the completion dates of the following ships will be affected.
STANISLAS POMET, BETTY INGLIS, LOGAN, AYRSHIRE, ROYAL SOVEREIGN, DANEMAN, YOUNG MON, FREEBOOTER, ASCANIA. (F.O.I.C., Glasgow, 1830/9).

2 M/S
Trawlers for
Tyne.

Consider loss of Trawlers EILEEN DUNCAN and STAR OF DEVERON at Tyne on 30.9.41 reduces number of S.A. LL Trawlers there below the margin of safety. If trawlers to replace these are not being allocated by Admiralty, propose to temporarily transfer two from Dundee to North Shields, and two from Granton to Dundee. (C. in C. Rosyth, 1839/9).

Defence of United Kingdom.

Plymouth.
Control of
Smoke Screen.

Reference smoke camouflage now being instituted at Plymouth propose that control should be exercised by Ministry of Home Security, through C. in C. in area combined H.Q.'s which will be in direct telephone communication with smoke control office in the town. This is required so that C. in C. can have overriding control should any unforeseen Naval Operational requirement or movement make this necessary. Early approval for this arrangement is requested.
(C. in C. Plymouth, 1907/9).

Movements.

INDOMITABLE.

Arrived. (F.O.I.C. Greenock, 0728A/9).

/My.....

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Movements.

INDOMITABLE
Contd.

My 0005A/3. INDOMITABLE will leave Clyde on 15/10 for Bermuda.
2. F.O.I.C. Greenock is requested to sail ship in accordance with route and instructions to be promulgated by C. in C. W.A.
3. C. in C. W.A. is requested to detail A/S escorts to remain with ship to the limit of their endurance.
4. INDOMITABLE will proceed independently to destination when destroyer escort returns to U.K. (A.C.N.S. H., 2320A/9).
My 2320/9. During this passage opportunity will occur of carrying out searches by aircraft for possible enemy surface ships.
2. If you can spare a cruiser to accompany INDOMITABLE to Bermuda and then return direct to Home Waters, the chances of success would be enhanced.
3. Request your remarks.
(A.C.N.S.(H), 2336A/9 to C. in C. H.F.)

RESOLUTION
WOOLSTON.

Arrived 0803. (C. in C. Plymouth 0928/9).

WOLVERINE.

Good landfall. Propose proceeding Hvalfjord. (WOLVERINE, 1005/9 to BROKE).

KENYA,
SHEFFIELD.

My 1633A/7. KENYA and SHEFFIELD will now sail for Scapa at 1400/10. E.T.A. Scapa 1230/11. (C.S. 10, 1016A/9).

QUORN,
VIVACIOUS,
(SHROPSHIRE).

My 1010A/6. Intend to sail QUORN and VIVACIOUS to arrive off May Island A.M./11 and subsequently to meet SHROPSHIRE as ordered C. in C. Rosyth. (C. in C. Nore, 1038A/9).
VIVACIOUS is to leave Sheerness at 1000/10 and proceed by swept channel and QZS 287 to vicinity of May Is.
2. Speed is to be adjusted to pass H.3. Buoy at 1800 where QUORN is to R/V with VIVACIOUS both destroyers proceeding thence in company adjusting speed to arrive off 22 Buoy at 0800/11.
3. C. in C. Rosyth is requested to issue subsequent orders for R/V with SHROPSHIRE.
4. When SHROPSHIRE is met QUORN and VIVACIOUS are to take stations 5 cables ahead and 3 cables astern of SHROPSHIRE respectively.
Leading destroyer only is to operate S.A. If gear fails in QUORN destroyers are to exchange stations. (C. in C. Nore, 1120A/9).

/My.....

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Movements.

QUORN,
VIVACIOUS
(SHROPSHIRE)
Contd.

My 1010A/6, para 3. Assume SHROPSHIRE can be sailed to arrive Sheerness on 12/10. Following is suitable time table.
2. If ship is to arrive Sheerness on 13/10 1 hour should be added to all times in para 1.
3. Request fighter protection may be arranged for daylight passage on day of sailing and fighter escort from daylight on second day until arrival. (C. in C. Nore, 1640A/9 to R.A.D.)

SCOTT.

Your 1857A/8. Item (4) on the route given should be 292 Q Z S thence to 180° Lizard 5, 180° Start 8, thence to (5).
(C. in C. Plymouth, 1128/9 to R.A.M.)
Sailed SCOTT.
(N.O.I.C. Port Z.A., 1410/9).
My 1857/8. Amended route.
(R.A.M., 2341A/9 to SCOTT).

MARTICOT.

N.C.S.O. Reykjavik 1831/4. MARTICOT arrived.
(N.C.S.O. Loch Ewe, 1134A/9).
N.C.S.O. Loch Ewe 1134A/9. Request MARTICOT be sailed to Hull as convenient.
(D.M.S., 1944A/9 to C. in C. W.A.)

VERDUN.

Cancel my 0847. ^{INT. W.D.} Am anchored in thick fog in 130° 2 miles from 19 D buoy. (VERDUN, 1245/9).

RISOR.

Yacht RISOR (Flying Red Ensign) is being utilized for special naval service and all facilities should be given. Captain Martin of Wiltshire Regiment in Command with 2 or 3 men as crew. Vessel expected to sail Embledon Bay today for St. Abbs and thence to Methil with ultimate destination Mallaig. Armament 2 Lewis guns. (C. in C. Rosyth, 1301/9).

ACTIVE,
OPHELIA.

R.A. (D) H.F., 2301A/7. Weather unsuitable for sailing to Seidis Fjord. Am proceeding to Akuryr^{yt} and intend to leave OPHELIA there. E.T.A. 0800A/10
My position 020° Langanes 15 miles.
(ACTIVE, 1335A/9).

WHADDON.

Detach WHADDON at daylight tomorrow to proceed to Rosyth independently at 21 knots.
(C. in C. Rosyth, 1719/9 to VERSATILE).

/OTWAY.....

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Movements. - Contd.

OTWAY,
H. 34.
Z. 5.

Anchoring in Whitefarland Bay Islay with Z. 5 and H. 34 until the weather moderates. (OTWAY, 1945A/9).

UNA.

^{N.T. in W.D.}
Your 1550A/9. No regulations are carried giving necessary information to compile programme. It is understood that only diving trials are required to be carried out. If this is correct I consider them unnecessary if passage to Clyde which contains two days diving is successful. (UNA, 1952A/9 to A.S. Chatham).

ROYAL
SOVEREIGN.

Admiralty's 1743A/25/9 and ROYAL SOVEREIGN's 1755A/7. Programme is concurred in.
2. C. in C. W.A. is requested to sail ship for Scapa on 15/10 to work up under C. in C. H.F., who is requested to sail her again for the Clyde to arrive on 27/10.
3. C. in C. Home Fleet is requested to provide necessary escorts. (A.C.N.S. H., 2202A/9).

Operations.

Channel A/S
Patrol.

4 A/S Trawlers will be on patrol on A.M.Q.Z. S 271, turning to westward in longitude 00° by 0200/10. (C. in C. Portsmouth, 1223A/9 to FERNIE).

Operation E.J.

Three
M/Vs hit.
One M/V set
on fire by
VICTORIOUS'
A/c.

Dawn attack on 8/10 8 aircraft. 5 turned back by weather in Vestfiord remainder bombed and set on fire 1000 ton M/V off Glomfiord and hit overhead cable pylons on Grond Island. Attack on Vestfiord repeated at 1245 by 8 aircraft. One hit on 1500 tons Norwegian HAAKON ADALSTEIN 30 miles North of Bodo, crew seen to abandon ship. 2 hits on Southbound convoy (?off) Bodo consisting of 2 2000 ton merchant ships escorted by 2 Flak ships. One 1000 ton ship seen near same position but not attacked. All aircraft returned safely from both attacks, air gunner of one being slightly wounded. No enemy A/C seen throughout the operation except one seaplane over (?coast). (C. in C. H.F., 2133A/9). * 710 Acc. (Clyde index.)

Convoy
C.W. 53
shelled.

Enemy coastal batteries fired eight rounds between 2011 and 2055 today. Six fell to the eastward and two to the westward of Dover in the vicinity of C.W. 53. No damage or casualties reported. (V.A. Dover, 2307A/9).

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

British Air Activity.

Patrols.

"Trost" and "Stab" also P.R.U. of Bergen, Trondheim, Kristiansand, and Oslo now flying. (C. in C. Rosyth, 1101/9).

Control of R.A.F. Iceland.

My O/326 of September 15th. R.A.F. Iceland ceases to be under the operational and administrative control of No. 15 group, and comes for all purposes under coastal command headquarters with effect from 10/10/41. (H.Q.C.C., 1210/9).

Enemy Air Activity.

Faeroes. Salt Factory destroyed.

Enemy aircraft carried out R/C of Faeroes today between 1230A and 1315A. 4 bombs dropped in Westmanhavn Harbour. No damage or casualties. (N.O.I.C. Faeroes, 1420A/9). One Heinkel 111 made low level attack at 1455A today on Trangisvaag (Sydero). Salt Factory destroyed. No casualties. (N.O.I.C. Faeroes, 2149/9).

Mining.

Bristol Channel.

Red mine detonated at 0805/9 by sweeper in 293° 2.1 miles from Fathom Light. (Capt. M/S Bristol Channel 0950A/9). My 2059A/7. Ports of Cardiff and Penarth and Channel 201 Q.Z.S. remain closed. Otherwise normal traffic in Bristol Channel may be resumed. (F.O.I.C. Cardiff, 1448A/9). Red Mine detonated 1126/9 by LL in 315° 1.7 miles from Flatholm Light. (Capt. M/S Bristol Channel, 1505A/9).

Confirmation of enemy Minelaying.

A. Nil.
B. Humber, three, night 5/6. Flamborough Head one, night 4/5. Bristol Channel, off Steepholm one, night 6/7. (D.M.S., 1154/9 to Air Ministry).

/Proposed.....

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Mining. - Contd.

Proposed operation.

1. It is proposed that WELSHMAN and MANXMAN shall proceed to Portsmouth on completion of an operation under the direction of C. in C. Plymouth, arriving on or shortly after 16/10.
2. It is desired to carry out minelaying operations across the French coastal route as far to the Eastward as possible.
3. C. in C. Portsmouth is requested to put forward proposed positions for the minefields and to carry out the operations.
4. Mines should not be laid north of 50° 20' N., and the Newhaven - Dieppe zone is to be kept clear. (V.C.N.S., 1203A/9).

Master of M/V KERLOGUE reports that at 0345/7 in 256° 10 miles from K buoy mine exploded. Slight damage to ship's dynamo only. (Capt. M/S Swansea, 1530A/9).

Humber.

2 Mines detonated by sweeper at 1151 and 1203 today respectively. Details. (F.O. Humber, 2122A/9).

Enemy Intelligence.

Norwegian Coast.

Report graded B.3. states:-
(1) Catapult ship 9,000 tons passed Hellefjord 1430/9 escorted by 2 patrol boats and 12 aircraft, Course North, speed 10 knots.
(2) One loaded tanker 9,000 tons left Floro (61° 36' N., 5° 03' E) at 1600/9 escorted by two patrol boats. Course South. (D.D.I.C., 2315A/9).

Navigational.

St. Johns Point.

Admiralty list of lights part 1 No. 1942 St. Johns Point. Main and auxiliary lights now exhibited at reduced power. (F.O.I.C. Belfast, 1100A/9).

Bressay. Sumburgh Head.

Scheme B lights. Request Bressay and Sumburgh Head from 2300 until 0300A/10 only. (D.C. 1659A/9 to N.O.I.C. Lerwick). Your 1659A/9. Lights arranged from 2300A/9 to 0300A/10. (N.O.I.C. Lerwick, 1909A/9).

/Oxcars.....

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Navigational. - Contd.

Oxcars.

Oxcars Fog Signal out of action. (C. in C. Rosyth, 1744/9).

Seidis Fjord.

All buoys mentioned in my 1027/5 have now been removed. Unlighted buoys are moored. (a) 255° 3 point 12 miles (b) 251° 3 point 12 miles, both from Brimness Light. (A.C.I.C., 1827Z/8).

Casualties and Defects.

CHELSEA.

Your 2231A/8. Return Liverpool. (C. in C. W.A., 0118A/9 to CHELSEA).

EDINBURGH.

Admiralty 1813/6. It will be necessary within the next four weeks to place EDINBURGH at 48 hours notice for steam while repairs are made. Repairs estimated to take six days if shore assistance provided. Propose to carry out repairs on arrival Clyde. B.2. boilers, now over 1000 hours, would be cleaned at same time. (C.S. 18., 0745/9 to C. in C. H.F.) Amend my 0745/9 to read: Shore assistance is required for 2 Boilers as a similar defect has developed in last 24 hours in B.2. Boiler. (C.S.18 1129A/9).

GREENFLY.

Departure GREENFLY in tow of TANGO for Grimsby. Route as in my 1222/6. (F.O.I.C. Harwich, 0805/9).

PETER
HENDRIKS.

Proceeding to Yarmouth with badly leaking boilers. (SHELDRAKE, 0855A/9).

ST. ALBANS.

No further damage, but sea more heavy. Will continue heaving to. My position established from D/F bearing at 1015 is 063° 07', 023° 28', course and speed 085° 3 knots. (ST. ALBANS 1030A/9).

ACTIVE.

Your 1620A/5. Intend to sail ACTIVE for refit at Hull on completion of ICARUS. Turbine requires re-blading. (R.A.D.H.F., 1123A/9).

NORTHERN
WAVE.

Expected capable of 6 knots in one hour. Has urgent defects. Am escorting to Reykjavik. (SARDONYX, 2033A/9).

/CRAGPOOL.....

War Diary.

9.10.1941
Thursday.

HOME COMMANDS.

Casualties and Defects. - Contd.

CRAGPOOL.

Serious breakdown main engine. Impossible to move engine. Vessels drifting before strong wind. Require assistance in to Harbour. Position off the entrance to Loch Ewe. (CRAGPOOL, 2340/9). Effected temporary repairs. Endeavouring to make harbour with assistance. (CRAGPOOL, 0230/10 to S.N.O. Loch Ewe).

Shipping and Convoys.

S.C.46.

Not present VICIA. FIDELIO straggler 7th Oct. and has not rejoined. (WALKER, 0030A/9).

DAYTONIAN.

Sailed 2 hours late from Clyde to overtake convoy O.N.24. Ship has valuable cargo. She is to be met and joined up with convoy as soon as possible. (C. in C. W.A., 0746A/9 to O.N.24)

CITY OF
PRETORIA.

Detail one Liverpool destroyer secret R/V CITY OF PRETORIA to sweep. If necessary destroyer is to be detached immediately to fuel at Londonderry and rejoin. (C. in C. W.A., 0853A/9 to EDINBURGH.)

F.S614.

Cancel my 1114. ^{NT. in W.D.} F.S614 anchored off Whitby, very strung out in fog. (VALOROUS 1203/9) (C. in C. Rosyth, 1258/9). My 1245. Proceeding visibility 1/2 mile. (VERDUN, 1302/9). F.S. No.614 still anchored in fog. Proceed to anchor off Humber Light Vessel and await further orders. (C. in C. Nore, 1735A/9 to HAMBLEDON, WHITSHED).

P.W.47
W.P.48.

Pass to Cmdre. of P.W.47 and W.P. 48. Dimmed navigation lights are to burn between 2100 and 2400 tonight. One A.M.C. escorted on passage northward. (C. in C. Plymouth, 1506/7 to ATHERSTONE, BROCKLESBY).

F.S617
E.C.85.

Amend my 1201/9. Escorts of F.S617 and E.C.85. VIVIEN, VIMIERA. (C. in C. Rosyth, 1534/9).

See /iron copy - next page

SECRET

MESSAGE

1201/9th October.

217A

IN

From C. in C. Rosyth.

Date 9.10.41.

Recd. 1408

P/L BY SECRET T/P.

Addressed Admiralty, C. in C. Nore, E E E C C D, H.Q.F.C.,
H.Q.C.C., 11, 12, 13 Groups.

491. Convoy Message plus F.O.I.C. Aberdeen, N.O.I.C.
Leith, Captain M/S Granton, N.C.S.O. Loch Ewe.
Cancel my 1201/6/10 and substitute

Forecast of Convoy Sailings.

- * F.S.617 (M) PARALLEL 1330 Friday 10th VERDUN, VIMIERA.
- F.S.618 (S) BOCTY 0830 Saturday 11th, WINCHESTER, WHADDON
- F.S.619 (F) ARENA 2100 Sunday 12th VERSATILE, VANITY.
- F.N.530 (M) Cancelled.
- E.C.84 (M) MISSION 0700 Saturday 11th VALOROUS, QUANTOCK
- F.N.531 (S) CONSEQUENCE 0700 Sunday 12th WESTMINSTER, WOLSEY.
- * E.C.85 (M) PADDLE 0700 Monday 13th, VERDUN, VIMIERA.

Time Table as in my 1100/8/9.

Remainder of programme will be issued later.

Convoy Sailing Forecast. 1201/9/10.
Advance copy Ops, Trade.

- A.C.N.S.(T)(2)
- N.A.1st S.L.
- Ops (4)
- O.D.(5)
- D.N.I.(4)
- D. of S.2A
- D.T.D.(4)
- D.T.D.(M)
- D.T.D.(C)
- D. of S.T.
- I.P.(3)
- D.A/S.W.
- I.M.N.G.
- O.I.C.(2)
- W.D.

* Amended - See previous page

War Diary.

9.10.1941.
Thursday.

HOME COMMANDS.

Shipping and Convoys. - Contd.

P.Q.2.

My 1558A/8. HARTLEBURY now delayed 24 hours. All times should read 24 hours later. Intend sailing motor vessel KHETI in company to Scapa. (F.O.I.C. Liverpool, 1551A/9). F.O.I.C. Liverpool, 1558/8. HARTLEBURY will not complete loading at Manchester until P.M./12 and cannot therefore be ready to sail from Mersey until p.m./13.
2. All ships of Clyde section will be ready to sail p.m. /13.
3. F.O.I.C. Liverpool is requested to make revised arrangements for sailing convoy to Scapa.
4. Sailing of convoy from Scapa will have to be postponed until 16/10. (A.C.N.S. H., 1934A/9).

S.C.47.
CHICOUTIMI.

Following received. Repeats RICHMOND 1515Z/8. (D.S.O., 1648A/9 to Opnav).

O.S.9
O.S.9 G.

A.M. 2002A/7 Gibraltar section of O.S.9 will be known as O.S. 9 G. (D.T.D., 1650A/9).

B.B. Convoys.

Cancel my 1941/24/7/40. Belfast is now the onward routing port for Bristol Channel ships, all of which proceed in B.B. convoy. Onward destinations will be given by N.C.S.O. Belfast. Routes specified in N.C.S.I. 323, para 1, are still to be given. (D.T.D., 1652A/9).

BRITISH
PRUDENCE.

Your 1640/7. On completion discharge request oiler BRITISH PRUDENCE be ordered New York for repairs and not Curacao. (D. of S. 1727A/9 to A.C.I.C.)

C.E. 52

Convoy C.E.52 completed passage without incident. (C. in C. Nore, 1930A/9).

H.X.151.

Met as arranged with all ships. A number of temporary mechanical breakdowns. All ships now arrived. (D.T.D., 1942A/9 to Opnav).

ONS 25
ARVIDA
DAUPHIN.

Intend to sail ARVIDA with ONS 25 A.M./11 in accordance with C.C. Newfoundland 1314Z/27/9 para (iii) break off at Washington limit of endurance to proceed to St. Johns Newfoundland. ~~French 3/4~~ DAUPHIN delayed by defect. (N.O.I.C. Greenock, 2204A/9).

War Diary.9.10.1941.
Thursday.FOREIGN STATIONS.North Atlantic.French Shipping.

Passings 8/10. French westbound CHRIMARE, ARIZONA, STRABON, PARAME all in ballast KERMARIA full. (V.A.C.N.A. 0911A/9 to Admty. for M.E.W.)

2-man S/M raid on Gibraltar 20/9.

My 1930A/29. Spanish diver operating from lighter p.m./8 recovered 3 pieces of Italian two-man submarine in position $346\frac{1}{2}^{\circ}$ North Mole light 11 cables.

2. Close examination of these pieces established that craft was same as that employed in attack on Malta. One addition observed is a power operated wire cutter on fore part of craft capable of cutting wire up to ($?7/8$ th) of inch diameter.

3. After recovering these pieces lighter moved to position 450 yards due South Puntamala and resumed diving. Believed 2nd two-man submarine is lying in proximity to this position, but nothing recovered by diver yesterday.

4. Although Spanish permitted fairly close examination they refused permit taking of photographs. (F.O.C.N.A. 0928A/9 to Admty.)

SARASTOWE^N broken down.

ROCHESTER's 1800Z/8 (N.T.in W.D.) Have ordered N.C.S.O. (?Lisbon) to send tug. (F.O.C.N.A. 0932A/9 to Admty.)

My 0932A/9 N.C.S.O. Lisbon reports no Tugs available. Fleet Tug ST.DAY being sent from Gibraltar. (F.O.C.N.A. 1632A/9 to Admty.)

TRUANT.

My 1140A/8 TRUANT delayed at least 24 hours by engine defect. (F.O.C.N.A. 1108A/9 to C. in C. Med.)

PORPOISE.

Intend to sail PORPOISE for Malta p.m./11 passing through $038^{\circ} 00' 009^{\circ} 00'$ about 0400A/15. (F.O.C.N.A. 1408A/9 to C. in C. Med.)

AZALEA. SPIREA.

Request AZALEA, SPIREA, may be sailed for Gibraltar after 24 hours in harbour. (F.O.C.N.A. 1620A/9 to C. in C. S.A.)

WISHART.

Request date of completion and date of sailing of WISHART. (F.O.C.N.A. 1748A/9 to Admty.)

WILD SWAN.

Left Las Palmas 1800Z/9, 27 knots, to rejoin EAGLE. (WILD SWAN, 1922A/9 to F.O.C.N.A.)

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

South Atlantic.

S.L.89.

Convoy S.L.89 N.O.I.C. Bathurst's 0905/8 (N.T.in W.D.) refers to Ocean ~~escort~~ escort. (S.O.I. Freetown 1057N/9 to Admty. etc.)
W.R. Note: Departure of WELLINGTON and STORK.

PANTELIS.

Your 1854/8. No. Reported overdue in my 0845/7. (S.O.I. Capetown 1105/9 to Admty.)

Refits.

Your 1113A/26/8 and 1844/5/9. Intend to sail Corvettes of S.A. Station for refit in U.K. one at a time with every other S.L. Convoy commencing with S.L.93. Destroyers cannot be spared until WIVERN and BOREAS return from U.K. or WILD SWAN from Gibraltar. VELOX is already due for refit, WRESTLER overdue for docking and due for refit in February. VANSITTART due for docking now. Propose (1) VANSITTART and WRESTLER dock at Gibraltar in turn. (2) WILD SWAN return to Freetown. (3) VELOX proceed U.K. for refit as soon as WIVERN or BOREAS return to S.A. Station. (C. in C. S.A. 1141N/9 to Admty.)

W.S.11.
OTRANTO.

Your 0338/31/5. Convoy W.S.11. Para 2 (B) OTRANTO two leaky oil burners require permanent repairs. Time required seven days. If serious leaks develop dry docking will be necessary at Bombay. Remainder no defects. (P.S.T.O. Simonstown, 1151B/9 amended 1705/9.)

CINGALESE
PRINCE.

Your 0033/2. N.C.S.O. St. Vincent reports vessel torpedoed 20/9. (S.O.I. Freetown, 1212/9 to S.O.I. Jamaica.)

ETHIOPIAN.
WALLFLOWER.
NIGELLA.

E.T.A. at Freetown 18th approx. (N.C.S.O. Ponta Delgada, 1212/9 to C. in C. S.A.)

DERBYSHIRE.

My 1821N/5. Request you will sail DERBYSHIRE p.m./13 to patrol in K.34 B. and K.35 A. Channel Buoy K.34 B. and K.35 A. DERBYSHIRE will subsequently be required for escort of 24 Gold Coast Brigade to Takoradi. (C. in C. S.A., 1321N/9 to N.O.I.C. Simonstown, and 1912N/11)

/Corvettes

War Diary.9.10.1941.
Thursday.FOREIGN STATIONS.South Atlantic - contd.Corvettes.

Your 1219A/7 and my 2109/30 as amended by 0903/1. Intended to sail remaining 3 corvettes for exchange with Western Approaches corvettes with S.L.91 about 24/10. (C. in C. S.A. 1347M/9 to C. in C. W.A.)

SEVERN.

Admty. 0020/1. Request probable sailing date of SEVERN. (C. in C. S.A. 1537N/9 to F.O.C.N.A.)

Movement.

Departure 0700/9 vessels mentioned in C. in C. S.A.'s 1617N/8. Most Secret (N.T. in W.D.) (S.O.I. Freetown 1511N/9 to F.O.I.C.Simonstown.)

TOMBOUCTOU.
(French)

Arrival 9/10. (Pointe Noire 1804/9 to M. of W.T.)

A/S Div. and
Brazilian
S/Ms.

All Brazilian submarine commanders have been notified of arrival of A/S division. Chief of Staff will inform me at once of any movements of Brazilian submarines he may order. I have chart of Abrolhos. Shall I retain or forward to Buenos Aires? Ambassador arriving by air not before 17/10. (N.A. Rio de Janeiro, 1921Z/9 to R.A.S.A.D.)

French Troop
Transport.

French Naval Authorities request passage from Pointe Noire to Beirut for 2nd Bn. Fusilier Marins. Total strength about 130 personnel. 2. Propose they be embarked at Freetown in CHANTILLY for passage to Suez. 3. Request whether arrangements can be made for movement from Pointe Noire to Freetown in time to embark in CHANTILLY. (D.S.T. 2203A/9 to C. in C. S.A.)

Mediterranean.U/Bs passing
into Black
Sea.

Following for Adm. Kelly:-
Several reports have been received indicating that Germans intend to operate U/Boats in Mediterranean. Some may have already passed Gibraltar. Possible that Germans may be

/intending

War Diary.9.10.1941.
ThursdayFOREIGN STATIONS.Mediterranean.U/Bs passing
into Black
Sea contd.

intending to pass some of these U-boats into Black Sea. Request you will warn Turkish Authorities of this possibility and ask them to do all they can to prevent this. Suggested you base your request on the effect it would have on our future war effort rather than the assistance it would be to Russia. (1st S.L. 0141A/9 to N.A. Ankara.)

Haifa Raid.

My 0916/8. Now estimated 5 enemy aircraft, 6000 to 10000 feet, approx. 24 bombs dropped, all believed to be Italian. (N.O.I.C. Haifa 1003/9 to C. in C. Med.)

ROSALIE
MOLLER.

Egypt. My A.853, 8/10, para 1, now reported S.S. ROSALIE MOLLER, 3960 ton collier, sunk by enemy aircraft in Gulf of Suez night 7/8. (H.Q. R.A.F. M.E., 1154/9.)

Enemy Units.
RORQUAL.

Two Merchant Ships and one destroyer are expected to pass through following position at 2235B/10 and 0700B/11 respectively: (a) 036° 50' 020° 25' (b) 035° 30' 020° 35' Speed 10 knots. Proceed to vicinity of 035° 00' 020° 27' and endeavour to intercept. If nothing has been sighted by dark on 11th proceed to Malta. (Capt. S.1. 1355B/9 to RORQUAL.)

Black Sea
and
Ukraine.

(1) Enemy advancing rapidly in South Ukraine. Melitopol, Berdystruk, Mariupol, all captured. (2) Further attack on Crimea expected very soon. (3) Concentration of ships, pontoons, merchant vessels, and men in Danube estuary and Bulgarian ports as if in readiness for landing at Odessa or in Crimea. (N.L.O. Black Sea, 1702C/9 to Admty.)

Suez Canal
mines.

My 2021B/6. Mines at k.m. 18.2 exploded 15 yards (? from) the Bank Canal and could not have been laid from a ship in transit. (S.B.N.O. Suez Canal, 1731B/9 to Admty. etc.)

Eurekas.

Three Eurekas will be shipped to M.E. to replace casualties. Please state whether you wish them consigned to Aden or Suez. (D.O.D.(F) 1816A/9.)

/Air

223

War Diary.9.10.1941.
Thursday.FOREIGN STATIONS.Mediterranean - contd.Air Transport
Malta.

Your GM/18486 of 4/10, (1800/4, N.T.in W.D.)
Your request under urgent consideration.
Necessity for regular air transport service fully
appreciated, but provision of adequate number
suitable type aircraft our chief difficulty at
present. (W.O., 1835/9 to Govr. Malta.)

Night 8/9, 4/10 Swordfish attacked Convoy 2335
hours 060⁰ Cape Bon 46 miles. 2 direct hits with
-Torpedoes, M/V 6000 tons, ship seen to sink
within 10 minutes of attack, 2 rowing boats left
sinking ship for escort. Near misses with bombs
on E-boat and Schooner, opposition nil.
Special R/C Wellington located Convoy 2330 hours
2 miles North East Marittimo Island. 1 M/V 6 to
10,000 tons attacked. One direct bomb hit,
explosion observed, decking and hatch cover blown
up followed by columns of white smoke; claimed
as damaged. (H.Q. Malta, 1900/9.)

Enemy
Minelaying.
REGENT.

Enemy activity probably minelaying continues off
principal ports in your area and important that
you should be in vicinity on morning of 10/10
and for next two or three days. My 1451B/8 in
accordance with enemy's normal practice it is
to be expected that there will be previous
indiscriminate depth charging of the area as a
deterrent. (Capt. S.I. 1909B/9 to REGENT.)

R/C for
Force H.

In future when referring to my memorandum 52,
Sept. 5, requirements will be prefaced by words
"Reconnaissance requirements" without further
reference. (S.O. Force H. 1935A/9 to V.A.
Malta.)

PROTEUS,
TALISMAN.

British surface forces will be at sea (?to)
north and west of Alexandria during 10th and
11th. Remain within (?20) miles of following
positions: (A) PROTEUS 033° 10'N.026° 30'E.until
0001B/11. (B) TALISMAN 033° 20'N.029° 00'E.until
0300B/11. Both submarines then proceed direct
to end of searched channel adjusting speed to
arrive in Alexandria Sanctuary at 0530B/12.
(S.I, 1941B/9 to PROTEUS, TALISMAN.) W.D. Note:
Position (a) was amended by 1125B/10, see 10/10.

UPHOLDER.

Is not sailing tonight, 9th. (Capt. S.10,
2105A/9 to 10th S/M.F.)

/Operation

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

Mediterranean - contd.

Operation
"Halberd".

My 1727/1 para 2 (N.T.in W.D.) V.A. Malta now reports that signal from shadowing aircraft timed 1515/27 (N.T. in W.R.) reporting enemy's course as north was not received. This undoubtedly accounted for failure of ARK ROYAL's shadowing aircraft and striking force to locate enemy. (S.O. Force H. 2232A/9 to Admty.)

PERSEUS
patrol.

PERSEUS reports during her patrol (?search channel) mast used appears to be 311° from Benghazi. All ships were (?escorted) A/S patrol seems to have decreased and air activity was slight. (Capt. S.1. 2245B/9 to REGENT.)

THORN.

Intend to surface 12 miles 316° from outer end of North west searched Channel at 1159B/10 S.O.A. thence 11 knots. (THORN, 2327B/9 to V.A. Malta.)

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

East Indies.

Guns for
M/V's
Red Sea.

A.M. 1356/6. Guns in use in Aden for Shuttle Service at present are 32 Hotchkiss 8 Lewis and 37.30 shoulder-shooting Savage Lewis, total 77, of which 54 are away in ships. A further fifty due from U.K. vide A.M. 2007/9/7. It will therefore be necessary to provide 73 guns if present system of one man per gun is to be maintained. No tracer ammunition for .30 Savage Lewis guns has yet been received.
(S.N.O. Red Sea 0846Z/9 to C. in C.E.I.)

Persian
Bases.

Your 1056/4 and your 1046/6. Approved to proceed as suggested in Tehran telegram No. 909 repeated to you No.13. Please inform F.O.C.R.I.N.
(Head of M. 1248A/9 to C. in C.E.I.)

China.

Miri
Oilfields.

Your 1936/1. Provided certain preparatory work is carried out beforehand estimated scheme (A) and scheme (B) would each take one week. If extractable plant could not be shipped it could be destroyed in one day. Scheme (B) has thus no advantage over (A) and is not recommended.
2. Under assumptions (A) and (B) all points confirmed except blowing up of sea loading line would be deferred until actual emergency.
(C. in C. China, 0351Z/9, to Admty.)

D'ARTAGNAN
(French.)

Arrived.
(Manila, 0608Z/9, to D. of S.T.)

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

America & West Indies.

Manning of
U.S. M/V's.

My 1346A/8. Prime Minister has with full concurrence of Chiefs of Staff sent a telegram to the President giving reasons why we definitely prefer the second alternative and that if we can give orders at once 20,000 troops will arrive at Halifax on 7/11.
(1st. S.L., 0140A/9, to B.A.D.)

American
Tugs.

My 1806Z/4. Sailing deferred to 1300Z/9 owing to weather conditions.
(N.S.H.Q., Ottawa, 0146Z/9 to Admty.)
Further to My 1843Z/9, (N.T. in W.D.) following is fuel capacity of tugs: BARWICK 27 days, JAS. E. HUGHES 16 days, PETER C GALLAGHER 12 days, AMERICAN 8 days. Estimated that BARWICK will make crossing, JAS E HUGHES will attempt to do so and remaining 2 will return to port. MIDSHIP has ordered Halifax as return port.
(N.C.S.O. Sydney C.B. 1903Z/9, to Admty.)

WORCESTERSHIRE.

In view of weather report WORCESTERSHIRE is to sail for Halifax forthwith, so as to arrive 11/10.
(C. in C.A.W.I., 0952Q/9, to WORCESTERSHIRE.)

see next page.

French
Transport.
Guiana.

For information. Governor of Dutch Guiana reports French Auxiliary probably GOUVERNEUR MOUTTET left St. Laurent in Maroni River P.M./8, to embark native soldiers (?Motor) transport and land them in French Guiana.
(C. in C.A.W.I., 1059Q/9 to PRINCE HENRY.)
My 1059Q/9.
Is anything known by U.S. Authorities of this troop movement?
(C. in C.A.W.I., 1242Q/9, to B.A.D.)
Your 1242/9. Up to present time U.S. Authorities have heard nothing of this troop movement.
(B.A.D., 1951R/9.)

INDOMITABLE
escort.

Your 2343A/5. Admiral Stark informs me he much regrets shortage of destroyers prevents his complying with this request.
(B.A.D., 1131R/9, to Admty.)

Canadian
Refits in
U.S.A.

Admty. 1346A/7. Canadian Corvettes or any other Canadian Warship can be refitted in U.S.A., equally with U.K. Vessels.
(B.A.R.M., 1144R/9, to C.N.S. Ottawa.)
See 1617/10. *see next page.*

/VAN KINSBERGEN.....

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

America & West Indies. Contd.

VAN
KINSBERGEN.
Ammunition
tests.

Your 1929A/6. Netherlands N.A. will inform me when ammunition is ready and to which port VAN KINSBERGEN should proceed. Trials will be carried out at Aberdeen proving ground. (N.A.Washington, 1215R/9, to Admty.)

Canadian
Corvettes.
refits.

Your 1346A/7. Except for exceptional circumstances it is anticipated repair facilities in Canada will be sufficient for maintenance of Canadian corvettes. Proposed that Canadian manned R.N. corvettes should be repaired and alterations and additions carried out in U.S. under lend-lease agreement by British Govt. (C.N.S., Ottawa, 1501Z/9, to Admty.) *See previous page*

U.S. Trans-
ports.

My 1549Z/8 (N.T. in W.R.) Troops will proceed from U.K. to embark in these ships at Halifax early November and it is anticipated that British Transports will return to U.K. with Canadian Personnel. (N.S.H.Q., Ottawa, 1555Z/9, to C.O.A.C.)

WORCESTER-
SHIRE.
→ CARADOC.
→ ASTURIAS.

Bermuda Departure 9/10 WORCESTERSHIRE at 1600Q in accordance with my 0952Q/9/10. E.T.A. Halifax 0600Q/12. CARADOC at 1000Q in accordance with my 1112Q/8/10. E.T.A. Trinidad 0930Q/13. Arrival, ASTURIAS, remaining at sea in view of weather report. (C. in C.A.W.I., 1623Q/9 to Admty.)

Fuel
Iceland.

U.S. tankers not to be used to fuel R.N. and R.C.N., escort ships. Reasons. (B.A.D., 1723R/9 to Admty.) See Lion Copy.

Refitting
→ CARADOC
- U.S.A.

Admty., 2156A/7. Propose CARADOC should arrive Brooklyn 28/10. (C. in C.A.W.I., 1732Q/9, to B.A.R.M.)

→ ASTURIAS.

Working up programme is delayed owing to hurricane precautions at Bermuda. Further signal will be made. (C. in C.A.W.I., 1742Q/9 to C. in C.S.A.)

A/S Craft.

Your 1216Q 18/8. (Allocation of A/S craft to Jamaica & Bermuda.) Reallocation proposed in para. (a) approved. (D.D.O.D. (C) 1917A/9 to C. in C.A.W.I.)

1723R/9. October.

SECRET.

MESSAGE.

IN.

Date. 10.10.41.

Rec'd. 0402.

From B.A.D. Washington.

NAVAL CYPHER (D) BY CABLE.

Addressed. Admiralty. Repeated. N.S. Hdqrs. Ottawa.

682. C.A.F.O. No. 141 conversations concerning W.P.L.-

52. It was suggested by U.S. that R.N. and R.C.N. escorts calling at Iceland for fuel should be supplied from U.S.

Naval sources provided satisfactory financial arrangements could be made.

2. The object of this proposal was to relieve British sources of supply. It was found however that supply from U.S. Naval tankers at Iceland under Lease - Lend Act introduced undesirable complications and could not be covered by existing Lease Lend requisition. C. in C. U.S. Atlantic Fleet has been instructed as follows "Do not provide fuel oil at Iceland for United Kingdom and Canadian Naval Vessels except as emergency measure."

3. Shipping mission consider there is nothing to be gained by arranging supply at Iceland from U.S. Naval Tankers. They point out that ample Lease - Lend oil fuel carried in tankers operating under Lease Lend is delivered to British Fleet attendant oilers in Iceland. If U.S. Navy had to keep a larger stock of oil fuel in Iceland in order to supply British Warships they would immobilize extra U.S. Naval tankers which are fast and therefore better employed at sea. Moreover extra demands on Maritime Commission for Tankers for U.S. Naval use might result.

4. Propose to inform Navy Department that we consider no appreciable advantage would be gained by making standing arrangements for supplying Royal Naval and Royal Canadian Naval ships in Iceland from U.S. Naval tankers.

1723R/9.

1st. Lord.	Nav. Sec.	D. of S.	Ad. Bailey.
1st. S.L.	Sec.	D.T.D. (4)	Ad. Bellairs.
4th. S.L.	N.A. 1st. S.L.	D.T.D. (M)	D.N.I. (4)
V.C.N.S.	P.A.S. (S)	D.T.D. (C)	O.I.C. (2)
A.C.N.S. (H)	Ops. (4)	D. of S.T.	I.P. (3)
A.C.N.S. (F)	O.D. (5)	D. of P. (3)	W.D.
A.C.N.S. (T) (2)	M. (2)	E.P.S.	

War Diary.

9.10.1941.
Thursday.

FOREIGN STATIONS.

America & West Indies.Contd.

MILDRED
PAULINE.

Sailed Barbados 9/9, due Cornerbrook 24th, has not arrived.
(N.S.H.Q. Ottawa, 1948Z/9, to Admty.)

CATHAY.

Your 1412Z/27/9 ^{NT in W.D.} reference CATHAY's date of arrival New York 13/10. Height of mast 165 feet over (?Grapnel) Aerial.
(C.O.A.C. Halifax 2109Z/9 to B.A.R.M.)

Australia.

CAPITAINE
ILLIAQUER.
(French.)

Arrival 8/10.
(N.C.S.O. Post Kembla, 0001Z/9 to D. of S.T.)

New Zealand.

LE TRIOMPHANT. Amended programme.
(LE TRIOMPHANT 1900M/9.)

War Diary.

9.10.1941.
Thursday.

U-BOAT CAMPAIGN.

General.

Tactics
when
attacking
convoys.

A U-Boat has only rarely been sighted during recent attacks on well-escorted convoys. This points to either (A) U-Boat firing from outside escorts and escaping before torpedoes hit, or (B) U-Boat diving before torpedoes hit.
(2) Possible counter is for escorts to be stationed at maximum practicable distance from convoy (say 3 miles when R.D.F. or visibility allow station-keeping at this distance).
(3) After an attack recommended action is then:-
(A) M/V's and escorts fire Snowflakes.
(B) Escorts fire Starshell outwards manoeuvring to take best advantage of illuminants.
(C) When S.O. Escorts is satisfied that full advantage has been taken of illumination without U-Boat being sighted, give executive signal for escorts to turn towards convoy and sweep area by Asdic at about 15 knots, counter-attacking all likely contacts.
(D) Escorts sighting no U-Boat or gaining no contact, turn on nearing convoy and sweep back to station.
(4) I wish S.O.'s escorts to try out these measures when they consider circumstances are suitable. (C. in C. W.A. 1305A/9 to S.O.'s of Escort Groups).

Ships attacked.

SVEND FOYN.
(torpedoed
7/10)

My position at 0930A 061° 42' N. 019° 38' W. approx. Course 330° (? speed) about 8 knots. SVEND FOYN has 15° starboard list but is in no danger foundering. Weather. (SUNFLOWER 0945A/9 to A.C.I.C.)

DIXCOVE
(torpedoed
24/9)
use of R/T.

N.O.I.C. Oban's 1232/8. Consider that use of R/T renders danger from radiation comparatively insignificant. Ship was fitted with Marconi 352A receiver gagged on 500 to 1200 metre range only. This should not have affected reception of B.B.C. News. Request Long be sent to Admty. for interview. No other action appears necessary. (A.C.N.S. (T) 2012A/9 to C. in C. W.A.)

War Diary.

9.10.1941.
Thursday.

U-BOAT CAMPAIGN.

Submarines Reported.

1027.

Unconfirmed sound contact submarine 43.38 N.
64.27 W. (Opnav, 1027/9 to Admty.)

Estimated U/B dispositions.
(D.D.I.C. 1411A/9).

Today's S/M Situation.
(U.S. Chief of Naval Operations 22190/9 to
C. in C. Atlantic Fleet).

War Diary

10.10.1941.
Friday

SITUATION REPORT

Home Commands

SS WARKWORTH in O.N. 23 was in collision in the early hours of this morning and at 0614 GMT reported she was abandoning ship in 58° 24' N., 22° 28' W.

Tug ZWARTE ZEE was sailed at 0500A today to assist SS CRAGPOOL, broken down in Loch Ewe area.

British Air Operations

R.A.F. Iceland came under Coastal Command Headquarters for all purposes today.

Six Hudsons of Coastal Command attacked shipping and other targets at Aalesund last night. Another Hudson hit a 2000 ton merchant vessel off Kvanhovde.

3 Blenheims were despatched this afternoon to attack a convoy of 12 merchant vessels which had been sighted earlier off Ijmuiden; the convoy was located off the Hague and a 2000 ton ship received two hits and is claimed as seriously damaged and probably sunk.

10.10.1941.
Friday

War Diary

SITUATION REPORT

Enemy Air Operations

One or more enemy aircraft attacked the Faeroes this afternoon. Klaksvin harbour was bombed and damaged, a smack was sunk and two trawlers were damaged.

SHEARWATER shot down an enemy A/C which attacked the rear of Convoy F.S.615 at 1915 today off Withernsea. No damage to the ship is reported.

Mining

Several mines were exploded today in the Humber area. SS KYMA in F.S.614 was mined about 20 miles S.E. of Flamborough Head and sank on 11/10 near Humber L.V.

Bristol Channel ports were opened without restriction from 0941A to 1400 today. Mines were detonated and at 2255 all traffic in and out of Bridgewater Bay was suspended.

North & South Atlantic

Modifications in the present system of routeing ships sailing independently are proposed by the Admiralty.

War Diary

10.10.1941.
Friday

SITUATION REPORT

Mediterranean

Boundary with
East Indies.

Admiralty approval was given today to C. in C. Med's proposals to revise the boundary between Mediterranean and East Indies Stations to include the Red Sea in the Mediterranean Command. (see 4/10, Page 99)

Libya and
Western Desert.

5 Wellingtons bombed Benghazi Harbour last night, and 1 bombed Derna.

Enemy aircraft attacked Tobruk last night. No damage or casualties are reported.

Air Attack
on Convoy.

6 Swordfish with torpedoes and 1 with bombs attacked a convoy (apparently off Tripoli) at 2108 today and seriously damaged 2 M/V's of 6000 tons which were left stopped with destroyers circling. Later R/C showed one 8000 ton M.V. on fire, 1 stationary destroyer and another steaming south, 66 miles N.N.W. of Tripoli. Further R/C was unable to find the 8000 ton merchant vessel, but only an extensive area of oil.

Palestine
& Syria.

There was an air raid on Haifa between 0415 and 0445 today by one or two planes. Damage was negligible.

China

The Soviet authorities report that a large German ship, which may be SS SCHARNHORST (18184 tons) has been loading at Kobe and was due to sail on 5/10 for Lisbon and will act as a raider en route.

Dutch ships are to use British convoys.

War Diary

10.10.1941.
Friday

SITUATION REPORT

America & West Indies

A.M.C's

By agreement with U.S.A. 5 A.M.C's are allotted for escort work in the North Atlantic, though in fact there are still 7 at Halifax. The U.S.A. are being asked if these A.M.C's may be withdrawn for service on the outer oceans.

U-Boat Campaign

SS NAILSEA
MANOR.

SS NAILSEA MANOR, Belfast to Freetown and Suez was reported at 0401Z torpedoed in 18° 25' N., 21° 20' W., and sank later.

O.G. 75.

At 1308A 7 German S/M's were being homed, probably on to O.G. 75, by F.W's.

Mediterranean

3 "A" lighters on passage from Mersa Matruh to Tobruk with tanks and M.T. had an engagement early this morning with a U-Boat in 31° 35' N., 46° 41' E. and claim to have hit it several times before it submerged.

A. & W.I.

With reference to the recent reports of U-Boats in the Caribbean, it is reported that U-29 is to operate between San Domingo and the Gulf of Mexico for 10 days from 9/10.

War Diary.10.10.1941.
Friday.HOME COMMANDS.Policy.Strikes
on Clyde.

My 1855/8 and my 1830/9. After negotiations continued until 2030 tonight, there is prospect of return to work at Scotts on Friday morning and an expectation that work will be resumed at other affected shipyards in the lower reaches on Friday afternoon. (F.O.I.C. Glasgow 0100/10.)

6 A/S
Trawlers for
Belfast.

Admiralty 1709A/7. Intend to transfer SWORD DANCE, TANGO, PETER HENDRIKS, NEIL MACKAY, PAUL RYKENS and ELSE RYKENS when they have completed present sea commitments and have been coaled and provisioned. (F.O.I.C. Harwich 1002A/10) Concur with C. in C. Nore's 2212A/7. These trawlers have been very helpful in the protection of East coast convoys. (C. in C. Rosyth 1847/10.)

Reykjavik.

Position as to berthing and quay space very acute. Cargoes expected to end December cannot be landed. Details and proposals. (A.C.I.C. 1404Z/10) See Lion Copy.

A/S Trawlers
for Arctic
Service.

A.M.1710A/7 and your 1830A/9. A/S Trawlers CAPE ARGONA, STELLA CAPELLA and HUGH WALPOLE can now be prepared for Arctic service at Harland and Wolffs, Belfast, and CAPE MARIATO, BLACKFLY and PAYNTER at Gordon Alisons, Birkenhead. Necessary priority to be given to complete as early as possible. Instructions as to work required are being sent. Additional charts and warm clothing are being arranged. (D.A/S.W. 1902A/10 to F.O.I.C. Belfast.)

Co-operation with Russia.Proposed
removal of
restriction.

Your 0959C/27. The restriction laid down in paragraph 3 (f) of A.M.1859A August 30th is being considered by C. in C. H.F. and a decision may be expected shortly. (A.C.N.S.H. 1054A/10 to Ad. Miles.)

Defence of U.K.Plymouth.
Control of
Smoke Screen.

Your 1907/9. Following arrangements for operational control have been agreed. (V.C.N.S. 2329A/10) See Lion Copy.

S E C R E T. M E S S A G E. I N.

1404Z/10/October, 1941.

FROM: A.C. Iceland (C).

DATE: 10/10/41.

TIME: 1955.

NAVAL CYPHER 'A.1'. (BY W/T).

ADDRESSED: Admiralty. Repeated, Ministry of
War Transport. War Office. Air
Ministry.

IMPORTANT.

1. Present position Reykjavik and district ports very acute. Total shipping now here or arriving cannot be unloaded without considerable delay to ships. (i) Berths available: mid quay 299 feet each side.

Main quay 520 feet.

North quay 504 feet.

Coal quay 416 feet.

South breakwater 285 feet.

(ii) Estimated cargo arriving at or leaving Reykjavik up till Dec. 31 exclusive of coal or coke: Icelandic. 71 thousand tons plus 3500 standard timber requiring a total of 281 berths - days or 3 berths fully occupied for 3 months. British Government War Transport: 49,000 tons and coastwise reshipment traffic requiring 168 berth - days.

U.S. Force: total figures not available but estimated 2 small ships unloading continuously till end of year.

Coal and coastwise: For all above 50,500 tons requiring 54 berth - days.

(iii) Berths at present used as follows:-
Icelandic: 3 berths - mid quay both sides and South breakwater. These only just sufficient for their reasonable requirements.

British War Transport: One berth for large ships at North quay with option on green quay by excluding colliers.

U.S. Ships: Berth for 2 small ships or one large at main quay.

Coal and coke: At coal quay.

Access main quay good, other quays narrow and one way only.

(iv) Above figures demonstrate that total cargoes here with those expected until end of December cannot be landed.

(v) Joint conference of British American and interested parties agree to above figures.

(vi) Following proposals are put forward by G.O.C.A.C.I.C. and U.S. General to cover period when heavy commitments are arriving and before projected harbour improvements can take effect next year. (A) Reduction U.S. berth requirements by half a small ship berth a day as transit arrangements are improved.

(B).....

(B) U.S. General to represent to U.S. War Dept. that present programme of shipping be reduced to immediate essentials.

(C) Immediate berth situation to be relieved by postponing the discharge of coal when necessary and using coal quay in order to unload war transports now waiting.

(D) Negotiations with Icelandic Govt. to provide an additional berth at Hafna(?)fiord. Berths here previously used by War Transport must now be used for export of fresh fish.

(E) Import rations for British Forces to be reduced and forces to consume portion of present reserved rations.

(F) Recommend British and American Ministries and Departments arrange future supplies of all stores are kept within capabilities of berths available in transports allowing 12% margin for delay due to bad weather and that during this period combined war transport tonnage for American and British forces destined for Iceland be co-ordinated between London and Washington and staggered to provide a steady flow for berths available to them here.

1404Z/10

Advance copies sent Trade and D. of S.T.

1st Lord.
 1st S.L.
 3rd S.L.
 Vice Controller.
 4th S.L.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 N.A. 1st S.L.
 Ops. (3)
 O.D. (5)
 W. (6) (for action) and to inform
 W.O. & A.M.

D. of S.T.
 D.T.D. (4)
 D.T.D. (1)
 Admiral Bailey.
 D. of P. (3)
 E.P.S.
 D. of S.
 I.P. (3)
 W.D.

OUT

2357A. ^C

Addressed The Commander in Chief,
Plymouth 445.

Date. 10.10.41.

Repeated Air Ministry,
Fighter Command.
Coastal Command.
Ministry of Home Security.

P/L BY T/P

From Admiralty.

Your 1907/9 not to Coastal Command and Fighter Command. Following arrangements for operational control of smoke camouflage at Plymouth have been agreed. A.O.C. No. 10 Fighter Group who alone is in possession of the necessary air intelligence on which to make the best appreciation will inform Area Combined Headquarters, Plymouth, when enemy air activity shows that employment of smoke screen is desirable.

2. On receipt of this information Commander in Chief, Plymouth will consult with the representatives of the Army, and Royal Air Force at Area Combined Headquarters in regard to possible interference of smoke with naval, military and air operations.

3. As a result of this consultation he will inform local representative of Ministry of Home Security of action desirable for the night in regard to smoke screen.

4. Local representative of Ministry of Home Security will, if meteorological conditions are suitable, operate smoke screen in accordance with these instructions.

5. In exceptional circumstances should Commander in Chief, Plymouth, consider that employment of smoke screen is desirable and A.O.C. 10 Group has not advised to this effect, C. in C. Plymouth has complete freedom to authorise the operation of the screen, due consideration being given to the views of the Army and R.A.F. representatives at Area Combined Headquarters on the possible interference with Military and Air operations which may be caused by such action.

2529A/10.

For D. of L.D. (800)
Approved V.C.N.S.

1st S.L.
5th S.L.
V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (W)
A.C.N.S. (T) (2)
N.A. 1st S.L.
Ops. (3)
O.D. (5)
O.I.C. (3)
D.N.I. (4)
M. (4) for Min. of
Home Security.
D.T.S.D.

D. of P. (3)
D. of L.D. (3)
D.H.A.D.
I.P. (3)
W.D.
D.H.W.D.

War Diary.

10.10.1941.
Friday.

HOME COMMANDS.

Movements.

KING GEORGE V. Scapa arrivals KING GEORGE V. with VICTORIOUS,
etc. PENELOPE, SOMALI, ESKIMO, BEDOUIN, MATABELE,
ASHANTI. (A.C.O.S. 0931A/10.)

WESTCOTT. Unless forecast shows probability of deterioration
of weather propose postponement of rough weather
trials. (WESTCOTT 1100A/10.)
Your 1100A/10. Bad weather is anticipated in
24 hours. Act on this assumption.
(C. in C. W.A. 1326A/10 to WESTCOTT.)

SHROPSHIRE. Your 1640A/9. SHROPSHIRE leaves Scapa 1000A/11
to arrive Flamborough Head 0630A/12.
(V.A.2. 1119A/10.)

SHROPSHIRE. C. in C. Nore's 1640A/9. Leave convoy at 1900A/10
VIVACIOUS. and return to Scapa. (V.A.2. 1121A/10 to
QUORN. SHROPSHIRE.)
My 1640A/9 para (i). Amend timetable to read
0530/12 Flamborough Head, 1230/12 Aldeburgh Light
Buoy, 1330/12 Sunk Buoy, 1630/12 Sheerness.
(C. in C. Nore 1644A/10 to R.A.D.)
C. in C. Nore's 1120A/9. Paras 2 and 3. VIVACIOUS
and QUORN proceed from 22 buoy 0800/11 to Methil
and anchor to await further orders.
(C. in C. Rosyth 1745/10.)

MOUVENET. */ N.O.I.C. Barrow*
(Turkish
destroyer.) My 1016/9. sailed. (N.O.I.C. Barrow 1407A/10.)

CHESHIRE, Your 1029/10. Intend keeping Westwards 4° W.
LEINSTER, for night on reverse course. Speed 10 knots
DUCHESS OF through position (E) towards (D) till midnight,
BEDFORD. then return on same route. Will retain escort.
VERITY and LEINSTER will enter swept channel at
0700A/11 endurance at 0800/11.
(CHESHIRE 1430A/10.)
Your 1430A/10. Keep eastwards of dividing line
when proceeding northwards. Attention is called
to AZ 470. (N.O.I.C. Liverpool 2059A/10 to
CHESHIRE.) *See next page.*

UNA. Sheerness departure 1423 UNA for Holy Loch escorted
by COTTESMORE to Dungeness. E.T.A. 0630/15.
(C. in C. Nore 1512A/10 and 2055A/10.)

SHEFFIELD. Sailed SHEFFIELD and C.S.10 in KENYA in accordance
KENYA. with C.S.10's 1633A/7 as amended by 1016A/9.
(F.O.I.C. Greenock 1518A/10.)

War Diary.10.10.1941.
Friday.HOME COMMANDS.Movements - contd.INDOMITABLE,
LONDON.

Aircraft trial completed. Intend to stay at Greenock till 0730/13 to make good defects. On 13/10 embarking Squadron in Clyde near Arran Island. On 15/10 return to Greenock about 0900 and sail at 1600 in accordance with working up programme. (INDOMITABLE 1617A/10.) Your 2336A/9. Concur in desirability of sending a Cruiser and, with commitments as at present known, one can be spared. Propose to send LONDON, postponing her repairs about a week. (C. in C. H.F. 2332A/10.)

NORMAN.

1222/10. R.A.D. H.F. 0930/7. Request E.T.A. NORMAN and whatever orders are after arrival. (Ad. Miles 2119C/10 to Adty.)

Operations.East Coast
Patrol.

My 1106A. M/L patrol is cancelled. (C. in C. Nore. 1649A/10.)

British Air Activity.Escort for
CHESHIRE.

Cancel my 0930A/9. Request protection 1000A/10 to dusk/10 and first light 11th to arrival Liverpool. (C. in C. W.A. 1143A/10 to 9 Group) Amend my 1143A/10 in accordance with F.O.I.C. Liverpool's 1029A/10. (C. in C. W.A. 1239A/10 to 9 13 Groups.) *See previous page*

Enemy Air Activity.O.G.75.

Three Condor aircraft active, probably looking for O.G.75. (D.D.I.C. 1033A/10 to O.G.75.)

Faeroes.
Klaksvin
bombed.
FUGLOYGJIN
sunk.
2 Trawlers
damaged.

One or more enemy aircraft believed Junkers 88 over Faeroes today between 1310 and 1410. Klaksvin harbour bombed, Faeroes smack FUGLOYGJIN sunk, main quay demolished in centre, two Aberdeen Trawlers damaged. One allied ship casualty. One aircraft believed hostile again over Faeroes at 1515 but no incidents reported. (N.O.I.C. Faeroes 1658A/10)

Convoy
F.S.615.

Enemy A/C bombed rear of "Breast" at 1915. SHEARWATER reports one A/C shot down. (WESTMINSTER 1932/10)

War Diary.10.10.1941.
Friday.HOME COMMANDS.Mining.S.N.16 C.Arrival WELSHMAN and MANXMAN.
(N.O.I.C. Port Z.A. 0120A/10)Bristol
Channel.Shipping may now enter and leave Cardiff and Penarth and Q.Z.S. 201 is open. It is proposed to close these ports and Q.Z.S. 201 from 1400 today and to reopen after sweeping operations at 1030 tomorrow.
(F.O.I.C. Cardiff 0941A/10)
All traffic in and out of Bridgwater Bay is suspended until further orders.
(F.O.I.C. Cardiff 2255/10)KYMA.
(Greek,
~~6994 Tons~~
~~305 R Tons~~
(GR.1337))

Immingham departure H.M. Tug SABINE at 1015 to assist S.S. KYMA. (F.O. Humber 1039/10)

Liverpool.

As from 0001A/12 Port of Liverpool including Q.Z.S.298, Q.Z.S.215 and Q.Z.S.303 will be closed from half an hour after sunset until 0730 each day. Ships sailed for Liverpool are not to enter swept channels unless they can pass Rock Light River Mersey before time of closing port. Cancel my 1510A/28/8. (F.O.I.C. Liverpool 1531A/10)

Enemy Intelligence.Tanker.

Loaded 9,000 tons tanker escorted by 2 trawlers passed Hellefjord at 0700/10. Course North. Graded B.2. (D.D.I.C. 1118A/10)

Various
Intelligence.(N.A. Stockholm 1741/10)
See Lion Copy.Technical.R.D.F.
Masking
Station at
North
Foreland.

My 2307A/9. Reception of enemy R.D.F. transmission indicated that shelling was almost certainly due to ranges obtained by 5th station of C series, whose position is still undetermined. The early completion of the fifth masking station to be installed in North Foreland area is most desirable. (V.A. Dover 1224A/10 to C.S.S.(H))

/Your 1224/10

SECRET.

M E S S A G E 1741/10th October.
IN.

238A

From N.A. Stockholm.

Date 10.10.41.
Time 2354

I.D.C. One T.T. By Cable.

Addressed D.N.I.

(1) Demagnetising enemy merchantmen at Rotterdam.

Following information obtained by interception and graded A 2 repeat A 2.

(a) Merchant vessels of maximum tonnage 2,000 and maximum draft 20 feet are being demagnetized by iron ring method at Rotterdam.

(b) Vessels demagnetized by this process are considered effective for 600 weeks.

(c) Demagnetising apparatus for vessels over 2,000 tons is to be constructed meanwhile the fitting of Gauszchen process consisting of 2000 metres of cable and a dynamo is recommended by German authorities.

(2) Mine damage to enemy merchantmen at Oslo.

Learn by interception that Norwegian RYFYLKE and German WOLFGANG L M RUSS undergoing repairs at Oslo early in October due to mine damage. Under water examination of latter reveals only fore part of vessel damaged. Material for new construction now diverted to repair work.

A 2 repeat A 2.

(3) North Norway early October.

(a) Kirkenes. Reported total of 30 vessels in harbour including transports cargo vessels and torpedo boats. Recent attempt to sail westward unsuccessful and vessels have returned to ports. C 3 repeat C 3.

(b) Communications. Tromso to Hammerfest by fishing boat only.

(c) Trondhjem. Work on U-Boat base being expedited by employing Russian prisoners. Yard illuminated all night. B 3 repeat B 3.

1741/10

Advance copy sent D.N.I.

1st Lord.	D. A/S W.
1st S.L.	D.M.S.
3rd S.L.	D.M.S. Basement.
Vice Controller.	D.D.T.M.
4th S.L.	D.T.M.
V.C.N.S.	S.D.G. (2)
A.C.N.S. (H)	M. (2)
A.C.N.S. (F)	Press Divn.
A.C.N.S. (T) (2)	D.D.O.D. (M)
NAV. SEC.	D. of P. (3)
N.A. 1st S.L.	I.P. (3)
Ops. (3)	W.D.
O.D. (E)	D.T.D. (4)
D.N.I. (4)	Dep. Contr. (3)
O.I.C. (5)	S.D.G. (2)
D.S.D.9.	D.E.F. (3)
D.T.D. (M)	S.W.R.

Bath by courier.

War Diary.10.10.1941.
Friday.HOME COMMANDS.Technical.R.D.F.
Masking
Station
at North
Foreland
contd.

Your 1224/10. Approval of Trinity House Brethren to use North Foreland Light House has been received today Friday. Three transmitters have been completed and steps are being taken to install these in the lighthouse and the work should be completed by 25/10.
(C.S.S.(H) 1757/10 to V.A. Dover.)

High fre-
quency Ship
to Shore
communication.

Adty. Message GU. Revised organisation to come into force at 0001/20. Details. (D.S.D. 1645Z/10) See Lion Copy. Paraphrased version D.S.D. 1739A/10. See Summaries Folder.

Casualties and Defects.S.S.WARKWORTH
(Convoy O.N.
23)

WARKWORTH in O.N.23 requires assistance. Reported leaking after collision and life boats smashed. No position given. (Nore W/T 0123/10, 0214/10. Port Patrick Radio 0218/10, 0216/10, 0223/10, 0320/10. C. in C. W.A. 0422A/10.) Position 58° 24' N. 22° 28' W. Water uncontrollable. About to abandon. (WARKWORTH 0541/10.) Position 58° 24' N. 22° 28' W. Part of crew have taken to boats, rest will take rafts. (WARKWORTH 0614/10)
My 0422A/10. WARKWORTH has abandoned ship in 058° 24' N. 022° 28' W. (C. in C. W.A. 0735A/10 to MALCOLM.)
Ship still afloat but abandoned. MALCOLM, WATCHMAN, MONKSHOOD, and ZAAFAREN searching for survivors. ARABIS, DAHLIA, NORTHERN GEM remain with O.N.23. (MALCOLM 0800Z/10)
MALCOLM reports WARKWORTH considered salvageable in 058° 19' N. 022° 38' W. Weather moderate. WATCHMAN is remaining by wreck until morning 11th when she must return Iceland for fuel. Request tug (?be) sent. Master and 32 survivors recovered. Remaining 12 considered drowned. MALCOLM and ZAAFAREN proceeding Iceland. (C. in C. W.A. 1538A/10) Ends.
Have you sufficient fuel to salve ship in 058° 19' N. 022° 38' W. SALVONIA is on her way to SVENDFOYN. (A.C.I.C. 1921/10 to RESTIVE.)
Detach NORTHERN GEM forthwith to relieve WATCHMAN. NORTHERN GEM to stand by WARKWORTH until arrival of tug. (C. in C. W.A. 2231A/10 to ARABIS.)
MALCOLM's 1538A/10. Presume you will send tug. (C. in C. W.A. 2239A/10 to A.C.I.C.)

/BRANDON

CONFIDENTIAL

MESSAGE

CUT
1645Z/10th Oct.
DATE 10.10.41.

239A

ADDRESSED G.B.M.S. All Areas
(except A.I.G.12)

MERCHANT NAVY CODE 13

FROM Admiralty.

Admiralty message GU. A revised organisation for high frequency ship to shore communication will come into force at 0001/20. All times G.M.T.

2. Stations, and hours of watch are as follows. read in 3 columns Station, Call Sign, hours of Watch.

3. (a) On 16845 kc/s (17.81 metres).

Portishead	GKS	0400 to 2000
Halifax	VAS	0400 to 2000
Algoa Bay	ZSQ	0600 to 1800

(b) On 12685 kc/s (23.66 metres).

Portishead	GKQ	Continuous
Whitehall	GZZ9	0600 to 2000
Halifax	VAS	Continuous
Freetown	VPU	0600 to 1800
Simonstown	GYK	0600 to 1800
Falkland I.	VPS	0600 to 1800
Bombay Fort	VWF	Continuous
Colombo	GZH	Continuous

(c) On 8290 kc/s (36.19 metres)

Portishead	GKY	Continuous
Whitehall	GZZ	Continuous
Rosyth	GYH	Continuous
Liverpool	MAD	Continuous
Iceland	MAS	Continuous
Halifax	VAS	Continuous
Gibraltar	GYW8	Continuous
Malta	GYZ	Continuous
Alexandria	MTC	Continuous
Freetown	VPU	1800 to 0600
Simonstown	GYK	1800 to 0600
Falkland Is.	VPC	1800 to 0600

(d) On 6300 kc/s (47.62 metres)

Whitehall	GZZ4	Continuous
Halifax	VAS	Continuous
Bermuda	GYG	Continuous
Algoa Bay	ZSQ	1800 to 0600
Bombay Fort	VWF	Continuous
Colombo	GEH	Continuous

4. Merchant Ships should call the station with which they wish to communicate (in U.K. this should be Portishead or Whitehall) but any of the above stations which hears the call will answer and accept the message and will then be responsible for passing it to the addressee.

5. All stations.....

5. All stations answer on the calling frequency.
6. Shore stations radiate their call signs at intervals for periods not exceeding 15 seconds at periods when no traffic is being passed.
Reception results in ships will assist in the selection of the best frequency to choose for transmission.
7. If no shore station is heard to answer a preliminary call, messages particularly in an emergency should always be broadcast at once, but this in no way relieves the transmitting ship of the responsibility of obtaining a receipt in the normal manner as soon as possible.
8. Ships will be tuned to the new frequencies by Portishead or Naval Stations as arranged by Naval Authorities. Exercise messages are no longer to be passed and communication for tuning purposes (which is only to be done with Naval authority) is to be confined to the minimum in order to avoid interference.
9. As from 0001/20 Portishead will keep watch only as given in Paragraph 3 above.

V.C.N.S.
 A.C.N.S. (T) (2)
 A.C.N.S. (F)
 A.C.N.S. (H)
 N.A. 1st S.L.
 D.S.D. (2) (S.D.O. 2468/41)
 Ops. (3)
 O.D. (5)
 O.I.C. (3)
 D.S.D. 9.
 D.N.I. (4)

1645Z/10.
 For D.S.D. (151)

D.T.D. (4)
 D.T.D. (M)
 D.T.D. (C)
 W/T Room (2)
 D. of P. (3)
 I.P. (3)
 W.D.
 N.I.D. 10.

War Diary.10.10.1941.
Friday.HOME COMMANDS.Casualties and Defects - contd.

- BRANDON. Has developed a leak in engine room. Have ordered her to return to Iceland with BUCTOUCHE as escort. (BROADWAY 0400Z/10)
- CRAGPOOL. Sailed ZWARTE ZEE to assist CRAGPOOL broken down Loch Ewe area. (N.O.I.C. Stornoway 0506A/10.)
Departure ZWARTE ZEE. (N.O.I.C. Aultbea 0847A/10)
- GREENFLY. Departure GREENFLY in tow of TANGO at 0710A for Grimsby. (F.O.I.C. Yarmouth 0725A/10.)
- ST. ALBANS. E.T.A. Reykjavik 1130 B.S.T today. Require assistance to strengthen broken rib in boiler room. (ST. ALBANS 0820A/10.)
- CHURCHILL. Have put into Loch Ewe for repairs. E.T.A. 0700/11. (CHURCHILL 0857A/10)
- EDINBURGH. C.S.18 0745/9 and 1129A/9 approved. Estimated time required 6 days. (A.C.N.S. H. 1047A/10)
- DALESWOOD. In tow of Tugs SCOTSMAN and FAIRPLAY escorted by EROICAN arrived Tees Bay. Is being diverted to Middlesbrough. (N.O.I.C. Hartlepool 1140/10)
- FRASERBURGH. Grounded on Corran Ledge whilst entering Oban. (N.O.I.C. Oban 1425A/10)
FRASERBURGH refloated at 1810A/10/10. (N.O.I.C. Oban 1836A/10)
- FINA. Proceed to assist FINA in tow of VELETA last reported at 1450 bearing 162° from Wick Radio probably drifting Northwesterly probably in Southern half Moray Firth. ABEILLE 4 also searching. (C. in C. Rosyth 1658/10 to LIDDESDALE.)
My 1658/10. A/C report position of FINA 057° 48' N. 002° 56' W. at 1715. (C. in C. Rosyth 1742/10 to LIDDESDALE.)

War Diary.

10.10.1941.
Friday.

HOME COMMANDS.

Shipping and Convoys.

F.S.614.

Will not arrive today.
(N.C.S.O. Thames 1009A/10.)

F.N.629.

My 1803/9. No ship or trawler sailed, owing to port being closed. (N.C.S.O. Humber 1127/10)

O.S. and
S.L.convoys.

Following escort ships are allocated for duty with O.S. and S.L. convoys: 4 Stage II A destroyers, 10 cutters, 16 sloops. Existing 10 day cycle requires that these escorts should be organized into 6 groups, and it is considered unlikely that in the winter more than 4, and possibly only 3, escorts will be available for each convoy. My proposal that the convoy cycle should be extended to 12 days would allow available escorts to be organized into 5 groups. This would normally ensure 4, and occasionally 5, escorts with each convoy.

If my proposals are accepted I request O.S.10 should sail 25/10 and C. in C. S.A. be instructed to sail S.L.91 about 12 days after S.L.90. (C. in C. W.A. 1708A/10.)

F.S.617
STRATHSPEY.

Trawler STRATHSPEY unable to maintain speed of convoy owing to weather. She has been ordered into Blyth. (VIMIERA 1742A/10.)

War Diary.10.10.1941.
Friday.FOREIGN STATIONS.North Atlantic.NELSON.

Your 2018A/8. Arrangements have been made for permanent repairs to NELSON to be carried out at Rosyth.

2. If work at Gibraltar is limited to that necessary to make vessel seaworthy at 16 knots can date of completion of repairs be advanced? (V.C.N.S., 0046A/10 to F.O.C.N.A.) Reply, 1540/11.

M.L. 244

My 1120A/9 (N.T. in W.D.) M.L. 244 returned broken down. (F.O.C.N.A., 0530A/10 to Admty).

Independent ships.

Policy re diversion in North and South Atlantic Commands. (D.T.D., 1150A/10 to C. in C. S.A., F.O.C.N.A., C. in C. A.W.I.) See Lion Copy. C. in C. A.W.I. concurs. (0932Q/11)

EAGLE.

Your 1032A (N.T. in W.R.) received. EAGLE, CROOME, WILD SWAN French Sloop COMMANDANT DUBOC, E.T.A. 0700A/11 Boom, 0815A. COMMANDANT DUBOC requires 5 days in harbour to change piston rings. (EAGLE, 1230Z/10 to F.O.C.N.A.)

O.G. 75

7 German S/Ms being homed on by F/W. (F.O.C.N.A., 1402A/10) See U-boat Campaign.

Tribal Destroyers, defects.

In COSACK, ZULU and SIKH cracks 2 to 3 inches long commencing upper deck level, where side commences to rise to forecastle, at 84 station, have been found in ships' side plating. Above ships are being strengthened at this point. Request MAORI may also be strengthened. (Capt. D.4., 1501A/10 to Admty).

Destroyers docking.

Your 1141N/9. Very unlikely opportunity will occur for docking destroyers owing to commitments for vessels based here.
(2) Intend sailing WILD SWAN for Freetown on 16/10 (F.O.C.N.A., 1844A/10 to C. in C. S.A.)

MARON.

Departure MARON to patrol U.1 and V.1. (F.O.C.N.A., 1900A/10 to Admty).
MARON sailed 1845 passing through 035° 50' N., 006° 30' W., and 035° 00' N., 010° 00' W. (F.O.C.N.A., 2006A/10 to P.31).

/EAGLE.....

War Diary.

10.10.1941.
Friday.

FOREIGN STATIONS.

North Atlantic.- Contd.

EAGLE,
ARGUS,
fighter
protection.

In view of late F/W activity intend unless immediate orders to contrary are received to embark 2 Hurricanes and pilots from 804A Sqn. to provide Fighter protection for EAGLE and ARGUS on passage to U.K. probably sailing 15/10. Requested that aircraft and pilots may be returned to Gibraltar at first opportunity.
(F.O.C.N.A., 1918A/10 to Admty).

TRUANT.

My 1140A/8 and 1108A/9 Departure TRUANT. Time of crossing 009° 00' E., is unchanged.
(F.O.C.N.A., 1946A/10 to C. in C. Med).

South Atlantic.

S.L.89

My 0645/10. Sunderland ordered to join you. (C. in C. S.A., 0911N/10 to Escorts S.L.89). My 0645/10 and my 0911/10. Another Sunderland will join you at about 0200/11 for about (?8) hours. (C. in C. S.A., 1237N/10 to Escorts S.L.89)

O.S.7,

One Hudson A/C diverted to escort you a.m. today. Following further air escorts arranged. One Hudson from about 0300/11 until dawn. One Sunderland during daylight/11.
(C. in C. S.A., 1055N/10 to Escorts O.S.7). Convoy O.S.7. If Fuel permits WESTON, FOLKESTONE, and ships for Bathurst are to remain with convoy until a.m./12 then proceed Bathurst. AURICULA and VIOLET continue with convoy to Freetown.
(C. in C. S.A., 1927N/10 to AURICULA, WESTON, VIOLET, FOLKESTONE).

BRILLIANT.

Proceeding to Bathurst for oil fuel. E.T.A. (?1230N/?11) sailing immediately on completion to rejoin Convoy O.S.7 at 1700N/12. Have 10 tons Army R.A. Stores to disembark.
(BRILLIANT, 1636Z/10 to N.O.I.C. Bathurst).

/COMMANDANT.....

SECRET.

1150A/10th. October.

MESSAGEOUT.

To. C. in C. South Atlantic, 466.
F.O.C. North Atlantic, 327.
C. in C. America and West Indies, 636

Date. 10.10.41.

Naval Cypher (X)

From Admiralty.

The diversion of independently routed ships in the North and South Atlantic Commands has been under consideration. Present policy of end-to-end escort for convoys results in the majority of ships requiring re-routing being in the South Atlantic Command. Should the threat of U. boat attack in this area call for a drastic change of routing policy there is often doubt as to whether all ships affected have been given necessary instructions. Further Admiralty is probably in a better position as regards staff and information to deal with these cases.

2. The following modification of the present system is therefore proposed :-

A. Admiralty will re-route all ships sailing independently in North and South Atlantic with the following exceptions :-

(i) F.O.C. North Atlantic will re-route such ships bound to and from Gibraltar within the limits of his Command.

(ii) C. in C. South Atlantic will re-route such ships bound to and from West African ports within the limits of his Command.

B. Should the situation vis a vis U boats or enemy vessels require it C. in C. South Atlantic and F.O.C. North Atlantic may re-route ships bound for West African ports and Gibraltar respectively whilst still in C. in C. America and West Indies' Command keeping the latter informed.

3. Admiralty will repeat any diversions ordered by G.B.M.S. to the appropriate C's in C.

Request your remarks.

1150A/10.

D.T.D. 983.

1st Lord
 1st S.L.
 V.C.N.S.
 A.C.N.S.(F)
 A.C.N.S.(T)(2)
 Naval Sec.
 N.A.1st S.L.
 Ops.(3)
 O.D.(5)
 D.N.I.(4)
 D. of S.2A.
 D.T.D.(4)
 D.T.D.(M)
 D.T.D.(C)
 D. of S.T.
 I.P.(3)
 D.A/S.W.
 O.I.C.(2)
 W.D.
 I.M.N.G.

E.D.

War Diary.

10.10.1941.
Friday.

FOREIGN STATIONS.

South Atlantic. - Contd.

COMMANDANT
DOMINE.

A.M.1828A/2. Admiral Commanding F.N.F.L. has requested that COMMANDANT DOMINE may call at following ports en route to Aden, Pointe Noire, Capetown, Durban, Mombasa. Request you will arrange. (D.O.D. (F) 1734A/10 to C. in C. S.A., C. in C. E.I.)

Mediterranean.

CORDELIA
(German).

Reported 8/10 as due shortly from Black Sea. Arrived Istanbul on 3/9 from Piraeus and proceeded into Black Sea. (D.S.766).

RORQUAL
operation.

RORQUAL has completed her operation in position ordered and is now clear of your area. (Capt. S.l. 0003B/10 to THUNDERBOLT).

Haifa Raid.

Air raid on Haifa between 0415 and 0445/10. High level attack from one plane. Some H.E. and incendiaries dropped between Refinery and I.P.C. Tank Farm and about 6 H.E.s in sea same vicinity. Negligible damage. No casualties. Port open. (N.O.I.C. Haifa, 0925C/10 to C. in C. Med).

Benghazi
bombed.

Night 8/9. 18 Wellingtons attacked fuel stores, workshops, hangars and barracks at Berka Aerodrome, Benghazi. (H.Q., R.A.F., M.E., 1048/10).

U/B
PROTEUS.

(?U-boat) sighted in 031° 35' 026° 41' is (?probably) damaged and may be steering northward. My 1941B/9 amend position (a) to read PROTEUS 033° 40' 026° 30' until daylight (?11th). (Capt. S.l., 1125B/10 to PROTEUS).

/Soviet.....

War Diary.

10.10.1941.
Friday.

FOREIGN STATIONS.

Mediterranean. - Contd.

Soviet
Ships,
Black Sea.

Proposals re passing out of Black Sea.
(Head of M., approved 1st Lord, 1238A/10, to
N.A. Angora, C. in C. Med., Adm. Miles and
1240A/10 to Adm. Miles) See Lion Copy.

Bosphorus
Boom.

Turkish Bosphorus A/S Boom has been removed.
Vagabond Mine net previously further to seaward
has been moved to position of former.
(A.N.A., Istanbul, 1243B/10 to Admty).

Enemy
Convoy.

4 Merchant ships 5 destroyers 036° 12' 011°
54' Course 180° (?9) knots at 1245A/10.
(Capt. S.10 1329A/10 to 10 S/M F.)
My 1329A/10. 4 Destroyers, 5 merchant ships
036° 02' 011° 58' course 190° at 1357A.
(Capt. S.10 1502A/10 to 10 S/M F.)

MAURO CROCE
(Italian).

Arrival 10/10. Expected to load 175 tons
turpentine 334 tons resin then proceed Barcelona
thence proceed to Italy.
There is considerable amount of turpentine and
resin on the quay awaiting shipment presumably to
Italy. (Valencia, 1707/10 to S.O.(I) Gib.,
2300/10 to M.W.T.)

THORN.

Arrival 10/10.
(V.A., Malta, 1709A/10 to Admty).

ST. BRIE^UC.
^

Departure 9th ST. BRIE^UC, French, Sete.
(Barcelona, 1719/10 to ^ M. of W.T.)

M/V sunk
7/10.

Photographs Tripoli show 1 M/V 5000 tons missing
since 7/10 shadow under water in old position
therefore possibly sunk in attack P.M. 7/10.
(H.Q. Malta, 1900/10).

/Caspian.....

MOST SECRET

MOST SECRET

MESSAGE

1238A/10th October

2501R

245A

To: N.A. Agents for ~~Admiral Miles~~ Date 10.10.41
C. in C. Mediterranean 49 B.2.
Admiral Miles.

Naval Cypher (One Time Table) Interdepartmental Cypher (One Time Table) Naval Cypher (X) Russian Settings.

From Admiralty.

IMMEDIATE

Soviet Naval authorities ask for our co-operation in passing out of the Black Sea the following ships required for service elsewhere:-

- (A) Icebreakers ^A MIKDJAN ^A (MIKDJAN) 15 (15) knots and S. MAKAROV (MAKAROV) 11 (11) knots.
- (B) Tankers ^{VARLAAM} AVANESOV (AVANESOV) ^{6,557 tons Lloyd's gives.} 9500 (9500) tons 11 (11) knots and SAKHALIN (SAKHALIN) ^{6,124 tons.} ~~8800~~ (8800) tons 10 (10) knots.
- (C) Motor vessel SVANETIA (SVANETIA) 5000 (5000) tons 12 (12) knots.

2. All the above are believed to be commercial vessels and unarmed but the Soviet should be urged to consider the provision of light A/A defensive armament, if only of an improvised nature since the main risk would be from air attack during their passage through the Aegean where we ourselves are unlikely to be able to provide air cover. Confirmation of the merchant status of these vessels is being sought from Admiral Miles.

3. The ships could not (repeat not) of course be met and escorted from Dardanelles, though all possible protection would be afforded once they were clear of the Aegean.

4. C. in C. Mediterranean, suggests that passage of these vessels is feasible if same procedure is adopted as we tried successfully in the case of EOCENE and the Greek ships from Istanbul, i.e. if Aegean passage is made under Turkish flag. Every assistance would be given by N.A. and Experienced Officers would be sent to Istanbul to conduct passage.

MOST SECRET

245-B

- 2 -

5. Turks may not be so ready to co-operate in this scheme to assist Russians as they would be to help us, so that the request should be strongly represented as made primarily in our interest. Ships in Classes A and B are in fact to be employed in Northern Waters and Class C in the Persian Gulf. Not only might we otherwise be asked to supply B and C from our own resources but the maintenance of Russian supplies is absolutely vital to our own war effort.

6. Turks may also dislike the use of their flag by the Russians. Since ships will presumably make as much use of the dark hours as possible it may be more important to obtain the wholehearted co-operation of the Turks throughout the route than the very limited cover given to the nationality of the ships by the Turkish flag.

7. It will further be appreciated that, if as seems likely, the enemy discover the true nationality of the ships, they will urge Russian use of Turkish flag as a palliative of their infringement of Turkish sovereignty, should they decide to make an attack in territorial waters. Subject to any further views, the use of Turkish flag is therefore considered inadvisable.

8. Turkish co-operation is more likely to be obtained if Admiral Kelly can deal only with General Staff and not with Turkish Government. No action is to be taken until Admiral Miles signals the approval of Soviet to approach the Turks but meanwhile Admiral Kelly should obtain the views of H.M.Ambassador.

9. Very early action is necessary.

1238A/10
for Head of M. (86)
Approved 1st Lord.

1st Lord
1st S.L.
4th S.L.
V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (F)
A.C.N.S. (T) (2)
N.A. 1st S.L.
D.N.I. (4)
D.C.
D.O.D. (H)

D.O.D. (F)
D.D.O.D. (H)
D.D.O.D. (F)
D.D.I.C.
Hd. of M. (8) Copy for F.O.
D. of P. (2) (M.O.50042/41)
E.P.S.
I.P. (2)
W.D.
D.T.D. (2)

MOST SECRET

245C

~~254~~

MOST-SECRET MESSAGE 1240A/10 October. OUT

To. Admiral Miles. Date 10.10.41.
Repeated.

N.A. Angora for Admiral Kelly
C in C Mediterranean. 50.

NAVAL CYPHER (One Time Table)
INTERDEPARTMENTAL CYPHER (One Time Table)
NAVAL CYPHER (X) RUSSIAN SETTINGS

From Admiralty.

IMMEDIATE

My 1238/10. We have consistently pressed the
Turks to the strictest observance of the Montreaux
Convention and they recently refused passage through the
Straits to two Italian Naval Oilers. Request confirmation
that none of the vessels in your 1919/4 are Naval vessels,
in particular the ice breaker ~~SM~~MAKAROV which is shown in
Jane.

1240A/10.
for Hd. of M. (86)
Approved by 1st Lord.

1st Lord.
1st S.L.
4th S.L.
V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (F)
A.C.N.S. (T) (2)
N.A. 1st S.L.
D.N.I. (4)
Duty Captain.
D.O.D. (H)
D.O.D. (F)
D.D.C.D. (H)
D.D.O.D. (F)
D.D.I.C.
Hd. of M. (8) Copy for F.O.
D of P (2)
E.P.S.
I.P. (2)
W.D.
D.T.D. (2)

War Diary.

10.10.1941.
Friday.

FOREIGN STATIONS.

Mediterranean. - Contd.

Caspian
Charts.

N.A. Moscow has been asked to obtain Caspian charts from the Russian Hydrographic Office, but considerable delay is anticipated. 70 copies of charts Miscellaneous 451 - 455 and 70 copies of appropriate sailing directions should be with Fleet Hydrographic Officer at Alexandria. These Caspian charts are for official use only, and contain some secret information in the vicinity of Baku.

C. in C. Med., is requested to retain 10 copies of each chart and of sailing directions at Alexandria and to forward the remainder, half to C. in C. E.I., and half to S.N.O.P.G. as desired by those authorities.

(D.O.D. (F) 1904A/10 to C. in C. Med., C. in C. E.I., S.N.O.P.G.)

Boundary of
Med., and
E. I. Commands.

My 2240/4. Request early decision as I consider change over should now take place with as little delay as possible. Propose date that Red Sea should come into (?Mediterranean) command should be 21/10 provided C. in C. E.I. concurs. Actual date that S.N.O. Red Sea moves to Suez will be dependent on when accommodation is available. (C. in C. Med., 1950/10 to Admty).

Your 2240B/4. Proposals approved. Request you will signal intended date of change taking place. (V.C.N.S., 1956A/10 to C. in C. Med).

C. in C. E.I. 1036/6. Quite agree that R.N. Air Section should remain under control of C. in C. E.I. (C. in C. Med., 2000B/10).

Enemy
Activity.

My 1909B/9. Main operation (probably?) commences 11th. (Capt. S.1. 2219B/10 to REGENT).

SOKOL

Your 2230/10 (N.T. in W.R.) acknowledged. Investigate vicinity air attack in 034° 58' 012° 22' and Lampedusa if possible during daylight for possibly damaged ship then return to Malta to arrive 0600A/12. RORQUAL due Malta 0630 same day from Northeast.

(Capt. S.10 2310A/10 to SOKOL).

SECRET

MESSAGE

No T.O.O. 10th Oct. IN

246A

From Governor (Lt.Gen.Sir W.Dobbie).
Malta.

Date 19.10.41.
Received 2013

Cypher.

Addressed. Secretary of State for the Colonies.

No.372.

My telegram No.337.

There is little to report for September. There were twelve night air raids, as a result of which three men and one woman were killed, and three men and three women seriously injured. Thirteen houses and one factory and one garage were demolished or badly damaged.

No T.O.O./10

Received from Secretary of State
for the Colonies 1405/13

1st L.
1st S.L.
Controller
Vice Controller
V.C.N.S.
A.C.N.S. (F)
N.A.1st S.L.
Ops. (3)
O.D. (5)
C.I.C. (3)
D. of P. (3)
D.N.A.D.
D. of L.D. (2)
Press Division
W.D.
M. (10)
E.
T/P Dep.Cont. (3) Bath. (BA 8094)

War Diary.10.10.1941.
Friday.FOREIGN STATIONS.East Indies.Japan.

Chiefs of Staff F.E. No. 26. Warning of acts which would automatically bring counter-measures into force. (1st. S.L., 0154A/10 to C. in C.E.I., 0154A/10, 0155A/10.) See Lion Copy.

Diego Garcia.

Summary of recommendations by Indian Army representatives following R/C of Diego Garcia. (C. in C.E.I., 0544Z/10 to Admty.) See Lion Copy.

KOS XI.
KOS X.

KOS XI and KOS X sailed. E.T.A. Kilindini p.m. /16. S. of A., 7 knots. Routed as in my 1400/19/5. (N.O.I.C., Durban, 1621Z/10, to N.O.I.C. East Africa etc.)

THURSOBANK.

Your 1201A/9. (No trace W.R., but 2007A/7 refers.) THURSOBANK arrived 30/9 delayed. Sailed Bombay 8/10 as reported in (?my) Fairmiss signals 25 and 30 and my route signal 523. (N.C.S.O. Basra, 1935Z/10, to Admty.)

China.Dutch ships in Convoys.

Your 1847/1/8 (N.T. in W.D.) Para. (3). Naval C. in C. N.E.I., highly appreciates offer for Dutch ships to use British convoys. Approximate number joining Singapore Melbourne monthly convoy estimated at 12 destination U.S.A., 6 destination Australia, in addition to tankers mentioned Para. (2) of Admiralty message. Convoy assembler port Tjilatjap. In addition inter-island traffic and shipping from N.E.I., to Singapore may join convoys but numbers uncertain. (C. in C. China, 0443Z/10 to Admty.)

?SCHARNHORST.

Soviet Authorities report that a large German ship (Name may be SCHARNHORST) has been loading rubber and egg powder at Kobe. Ship is fully armed and was due to sail on 5/10, for Lisbon and will act as a raider en route. (Miles, Moscow, 1520/10, to Admty.)

MOST SECRET

247A

0154A/10 October.

MOST SECRET

M E S S A G E

O U T

To: C. in C. East Indies 156 Date: 10.10.41.

NAVAL CYPHER (I.T.T.)

From: Admiralty.

IMPORTANT

Following from Chiefs of Staff to C. in C. Far East, C. in C. China, C. in C. East Indies, C. in C. India, Military Mission, Washington.

C.O.S. F.E. No. 36.

Begins. Reference C.O.S. F.E.8 dated 17/5, (Admiralty Message 1335/17th May, not to C. in C. East Indies), paragraph 6. Necessity for collective action. We cannot lay down in advance what action by Japanese should be regarded as constituting an act of war and therefore automatically bringing appropriate counter-measures into force (see para. 3(b) of Admiralty Message 1206/13th March).

2. The procedure at paragraph 3 below, designed to reduce to a minimum the time involved by the necessity of Inter-Governmental consultation, will be brought into force forthwith.

3. Any authority in the Far East mentioned in paragraph 4 below, who receives information from any of the territories with which he is concerned, that action on the part of the Japanese is either impending or has taken place, which, in his view, is such as to necessitate immediate military counter-measures, will send to his own higher authority in London, and to the other Authorities mentioned in paragraph 4, an en clair telegram marked "MOST IMMEDIATE" (consisting of the first code word contained in Admiralty Message 0155A/10). This warning message (receipt of which will be at once acknowledged by the London authority telegraphing the second word in Admiralty Message 0155A/10) means that the sender considers that the facts reported in a succeeding message in cypher prefixed by the first code word call for immediate consideration by the Governments concerned of the nature of the military counter-measures to be taken. This cypher telegram will also be repeated to the authorities mentioned in paragraph 4.

4. The Authorities concerned in these arrangements are the four Commanders-in-Chief, to whom this telegram is addressed, the British Ambassadors at Washington, Tokyo, Chungking and Shanghai; the British Minister at Bangkok; and the Governors of Burma, Hong Kong and Fiji.

247^B

MOST SECRET

- 2 -

5. You should repeat to the Governments of Canada, the Commonwealth of Australia, New Zealand and the Union of South Africa any telegrams which you may send under the instructions in paragraph 3 above. These Governments are being invited to consider the introduction of similar arrangements to ensure that information of the kind described in paragraph 3 would be communicated to them without delay and would be furnished by them to us and to our various authorities as in that paragraph. The Netherlands and United States Governments also are being asked to arrange that their respective superior authorities in the Far East will ensure that information received by them would be sent to London and repeated to the Commander-in-Chief, Far East, through the most appropriate channel. Ends.

C. in C. Far East has been requested to pass this message to C. in C. China.

0154A/10

Assistant Secretary to
First Sea Lord.

1st Lord
1st S.L.
V.C.N.S.
A.C.N.S.(F)
N.A. 1st S.L.
P.A.S.(S)
D.O.D.(F)
D.D.O.D.(F)
D. of P.(2)
Duty Capt.(2)
E.P.S.
Hd. of M.(10)
I.P.(2)
N.I.D. 10 (Pay Cdr. Wilson)
W.D.
D.N.I.(4)

LV.

MOST SECRET

C
247B

MOST SECRET

MESSAGE

OUT

TO: C. in C. East Indies. 157. 0155A/10.

Date: 10.10.41.

Naval Cypher I.T.T.

FROM: Admiralty.

IMPORTANT.

My 0154A/10. First code word CANNAMORE;
second code word EAGLERAY.

0155A/10.

Asst. Sec. to 1st S.L.

1st Lord.
1st S.L.
V.C.N.S.
A.C.N.S. (F)
N.A. 1st S.L.
P.A.S. (S)
D.O.D. (F)
D.D.O.D. (F)
D. of P. (2)
Duty Capt. (2)
E.P.S.
Hd. of M. (10)
I.P. (2)
N.I.D. 10. Pay. Cdr. Wilson.
W.D.
D.N.I. (4)

W.

MOST SECRET

M E S S A G E

0544Z/10 Oct. IN

D
2478

From C.in C. East Indies.

Date 11.10.41.

Recd. 1505.

NAVAL CYPHER X by W/T and T/P

280

Addressed Admiralty.

796.

Following is a summary of recommendations made by Indian Army representatives following reconnaissance of Diego Garcia.

A. Only two guns having been allocated to the defence of the anchorage it is not possible to find sites suitable for counter bombardment on all round bearings.

B. Sites for both guns have therefore been selected on eclipse point which are suitable for close defence of the entrance and for counter bombardment on bearings 070 to 245 and 070 to 290. Both West Island and Mid Island are swampy and generally unsuitable.

C. The entrances both sides of East Island to be mined or otherwise blocked.

D. B.O.P. and P.W.S.S. to be sited on eclipse point.

E. Navy to man P.W.S.S.

F. No D.E.L.S. have been allocated. Two are considered essential.

G. Present garrison of Mauritian troops is considered sufficient for land defence.

H. Navy to be responsible for shipping and landing of supplies.

I. Present W/T station is sufficient for external communications. No internal communications are required.

2 I agree with the above recommendations.

3 Representatives state that Indian batteries will not be ready until March 1942 but I understand that Arminia have approached Governor of Mauritius with a view to Mauritian troops being provided instead

4 I have agreed that Navy will ship and land the guns.

0544Z/10

1st Lord	A.C.N.S.(F)	D.D.O.D.(F)	W.D.	D.G.D.
1st S.L.	A.C.N.S.(T) (2)	D.N.I.(4)	D.C.	P.A.S.(S)
2nd S.L.	A.C.N.S.(W)	D.S.D.	Head of M.D.D.O.D.(W)	
3rd S.L.	N.A.1st S.L.	D.N.A.D.	D.T.S.D.	
4th S.L.	D.of P.(2)	D.of L.D.	D.D.I.C.	
5th S.L.	D.O.D.(H)	D.A/S.W.	E.P.S.	
V.C.N.S.	D.D.O.D.(H)	D.M.S.	D.T.D.(2)	
A.C.N.S.(H)	D.C.D.(F)	I.P.(2)	N.I.D.10(Pay.Cdr, Wilson)	

War Diary.10.10.1941.
Friday.FOREIGN STATIONS.America & West Indies.Suspicious
Cruiser.

Following received. *? MORMACHAWK intended* S.S.MORMACH in position between Alcatraz and Sao Sebastiao approx., 024° 00' S., 045° 30' W., at 1030/5 passed a cruiser oiling from a tanker (Descriptions.) Third vessel 1 mile inshore from Cruiser making V/S signal by lamp to cruiser. Could cruiser have been BIRMINGHAM?
(B.A.D., 1011R/10, to C. in C.S.A.)
W.D. Note:- This was BIRMINGHAM, see 1617N/11.

CHITRAL.

Request date of completion of CHITRAL in order that proposals may be made for return to U.K. in accordance with Admty., 1248A/6/9.
(C. in C.A.W.I., 1152Q/10, to C.O.A.C. Halifax.)

Wreck.

Wreck reported visible in 010° (44'?) N., 060° 37' W.
(N.C.S.O. Port of Spain, Trinidad, 1223Q/10, to C. in C.A.W.I.)

CHICOUTIMI.

Cancel order proceed to U.K. Proceed forthwith to Iceland (C) to refuel. If not in company with convoy acknowledge by signal giving E.T.A., Iceland (C).
(C.C.N.F., 1325Z/10.)
My 1314Z 27/9 and N.O.I/C Greenock's 2204A/9
(i) In view of delay to DAUPHIN intend to retain CHICOUTIMI in escort duty in Newfoundland Force for the present. (ii) CHICOUTIMI is reported to have lost contact with S.C.47. She is being ordered to proceed direct to Iceland. (iii) A.C.Iceland (C) is requested to sail her for O.N. convoy with remainder of her task unit 4.1.14. (iv) SHERBROOK detailed to continue U.K. with S.C.47 for T.O.B.
(C.C.N.F., 1349Z/10 to C. in C.W.A.)

MILDRED
PAULINE.

Your 1948Z/9. MILDRED PAULINE arrived Corner Brook 4/10.
(N.C.S.O. St. Johns N.F. 1431Z/10 to N.S.H.Q. Ottawa.)

AWATEA.

Military propose to embark 2 battalions in AWATEA 27/10 at Vancouver for Hong Kong. Request early decision regarding escort and route. PRINCE ROBERT is available if required.
(N.S.H.Q., Ottawa, 1434Z/10 to Admty.)

/AWATEA.....

War Diary.10.10.1941.
Friday.FOREIGN STATIONS.America & West Indies. Cont:AWATEA.
Contd.

AWATEA carrying 2,000 troops is expected to be ready to leave Vancouver about 20/10 for Hong Kong. C. in C.A.W.I., is requested to provide A.M.C., escort for the whole of this passage informing Admiralty and authorities concerned of intended programme. B.A.D. Washington is requested to obtain permission for fuelling facilities for A.M.C., at Honolulu and Manila for outward and return passage.
(A.C.N.S.(F)1654A/10 to C. in C.A.W.I., etc.)

American Tugs.

Returned from special group Tug PETER C. GALLAGHER making water badly; arrived Sydney 2300Z/9, Tug AMERICAN due to heavy weather, returning to Halifax.
(N.C.S.O. Sydney C.B., 1442Z/10, to Admty.)

ELLEN and MARY.

^{N.T. in W.D.}
My 1922Z/7. ELLEN and MARY now reported arrived Carbonear Nfld, 30th.
(N.S.H.Q., Ottawa, 1446Z/10 to Admty.)

NORSEMAN..

Cable ship NORSEMAN (?sailing) A.M./11 to 017° 58' 00" N., 075° 42' 00" W.
(R.N.O., St. Lucia, 1501Q/10 to Admty.)

Canadian escorts.

N.O.I.C. Iceland's 1905/30 and C. in C.W.A., 1201A/1. This decision appears to be contrary to the spirit of WPL 51 and 52. Request confirmation that American Authorities concur.
(N.S.H.Q., Ottawa, 1514Z/10, to Admty.)

A.M.C.'s.

Future Employment. (1st. S.L., 1603A/10 to C. in C.A.W.I., 1604A/10 to B.A.D.)
See Lion Copy.

Canadian Refits in U.S.A.

Your 1144R/9. Lease Lend agreement is not applicable to R.C.N. ships.
(C.N.S., Ottawa, 1617Z/10, to B.A.R.M.)

AASE MAERSK.

Your 1924 AASE MAERSK not arrived.
(N.C.S.O., Port of Spain, 1642Q/10 to Admty.)

Instructions to U.29.

Ref. B.A.D. Washington's 0819/4, following from Director Security Co-ordination New York (begins)- Report from reliable source states cable received by German Charge d'Affaires, Havana, from Prince Hohenlohe at San Domingo to effect that instructions issued to German U Boat U.29 to operate between San Domingo and Gulf of Mexico for 10 days beginning yesterday, 9/10.

/Course....

MOST SECRET

249A

MOST SECRET.

MESSAGE

1603A/10th October

OUT

To C. in C. America & West Indies. 640
Repeated N.S.H.C. Ottawa. 305
C.O.A.C.

Date 10.10.41

Naval Cypher (D one time table)

From Admiralty.

Your 1551Q/17/9, 1131Q/1 Oct, and 1231/6.

The future employment of A.M.C's is under consideration.
Our agreement with the U.S. requires for the present the
retention at Halifax of the 7 A.M.C's now based there.

1603A/10
for D.O.D. (F) 164
Approved 1st S.L.
(P.D. 0402/41)

1st Lord
1st S.L.
2nd S.L.
3rd S.L.
4th S.L.
5th S.L.
V.C.N.S.
A.C.N.S. (H)
A.C.N.S. (F)
A.C.N.S. (T) (2)
A.C.N.S. (W)
N.A. 1st S.L.
D. of P. (2)
D.O.D. (F)
D.D.O.D. (F)
D.O.D. (H)
D.D.O.D. (H)
B.N.I. (4)
D.S.D.
D. of L.D.
D.N.A.D.
D.A./S.W.
D.M.S.
I.P. (2)
W.D.
Duty Captain (2)
Head of M.
D.T.S.D.
D.D.I.C.
E.P.S.
D.T.D. (2)
F.T.D. 10 (Payr. Cdr. Wilson)
D.G.D.
D.T.D. (M)
D. of S.T.
Admiral Bailey

MOST SECRET

249B.

MOST-SECRET MESSAGE 1604A, 10 October. OUT

To. B.A.D. Washington. 879 Date 10.10.41.
Repeated SPENAVO

NAVAL CYPHER (ONE TIME TABLE)

From Admiralty.

The employment of Armed Merchant Cruisers has again been under consideration. In ABC-1 Annex 3, part 1, paragraph 9, 10 A.M.C's were allocated for escort work in the North Atlantic. As reported in your 1939R/11/7 the U.S. were agreeable to this number being reduced to 5 but in fact there are still 7 retained in the Western part of the North Atlantic.

2. The risk involved in the operation of these large ships in North Atlantic waters is difficult to justify under present circumstances. It is felt that these ships are not being employed to the best advantage and it is desired to withdraw them so that they may be re-allocated for service on the outer oceans.

3. Reasons are as follows:-

- (a) Necessity of reinforcement in Indian and Pacific Oceans, especially if Japan enters the War.
- (b) Desire to relieve cruisers from convoy escort duties so that they may be available to hunt down raiders. With longer nights more German raiders may be expected to break out.
- (c) To provide more opportunities for arranging escorted sailings of returning transports, so accelerating the flow of relief personnel and thus easing the manning problem.
- (d) The cessation of the Bermuda section of the HX convoys, the escort of which was the final commitment of these A.M.C.'s.

4. Request you will ascertain whether Navy Department

agrees/.....

MOST SECRET

agrees with the proposal to withdraw these A.M.C's.

16041/10.
for D.O.D. (F) 164.
Approved 1st Sea Lord.
(P.D. 0402/41)

- 1st Lord.
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- A.C.N.S. (W)
- N.A. 1st S.L.
- D of P (2)
- D.O.D. (F)
- D.D.O.D. (F)
- D.O.D. (H)
- D.D.C.D. (H)
- D.N.I. (4)
- D.S.D.
- D of L.D.
- D.N.A.D.
- D.A./S.W.
- D.M.S.
- I.P. (2)
- W.D.
- Duty Captain (2)
- Head of M.
- D.T.S.D.
- D.D.I.C.
- E.P.S.
- D.T.D. (2)
- N.I.D. 10 (Pay Cdr. Wilson)
- D.G.D.
- Admiral Bailey.

OUT.

Date: -11/10/41

From: War Registry.

A.M.1603A/10 addressed C.in C.A.& W.I. repeated
N.S.H.Q. Ottawa and C.C.A.C. Halifax has been passed to
F.O.i/c Greenock and S.O.W.P. at the request of D.O.D.(F).

- 1st Lord.
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- A.C.N.S. (W)
- N.A.1st S.L.
- D. of P. (2)
- D.O.D. (F)
- D.D.O.D. (F)
- D.O.D. (H)
- D.D.O.D. (H)
- D.N.I. (4)
- D.S.D.
- D. of L.D.
- D.N.A.D.
- D.A/S.W.
- D.H.S.
- I.P. (2)
- W.D.
- Duty Captain (2)
- Head of M.
- D.T.S.D.
- D.D.I.C.
- H.P.S.
- D.T.D. (2)
- N.I.D.10 (Payr. Cdr. Wilson)
- D.G.D.
- D.T.D. (1)
- D. of S.T.
- Admiral Bailey.

CUT.

Date:- 11/10/41

From:- War Registry.

A.M.1604/10 addressed B.A.D.Washington

repeated Spenavo has been passed to F.O.i/c Greenock and
S.O.W.P.at the request of D.C.D.(F).

1st Lord.
1st S.L.
2nd S.L.
3rd S.L.
4th S.L.
5th S.L.
V.C.N.S.
A.C.N.S.(H)
A.C.N.S.(F)
A.C.N.S.(T) (2)
A.C.N.S.(W)
N.A.1st S.L.
D.of P.(2)
D.C.D.(F)
D.D.C.D.(F)
D.C.D.(H)
D.D.O.D.(H)
D.N.I.(4)
D.S.D.
D.of L.D.
D.N.A.D.
D.A/S.W.
D.H.S.
I.P.(2)
W.D.
Duty Captain (2)
Head of H.
D.T.S.D.
D.D.I.C.
E.P.S.
D.T.D.(2)
N.I.D.L. (Payr.Cdr.Wilson)
D.G.D.
Admiral Bailey.

War Diary.10.10.1941.
Friday.FOREIGN STATIONS.America & West Indies.Instructions
to U.29.
Contd.Course believed to be through Carribbean Sea.
(Ends.)
(S.O.I.), Kingston, 1714R/10, to Admty.)DIDO.

On completion of refit DIDO will work up on A. and W.I., Station and then proceed to Mediterranean via Cape.

2. She may be employed on passage to augment escort for troop convoys provided she is not unreasonably delayed. 3. Ammunition to complete to full outfit is now on passage to New York.

4. DIDO is to submit a programme through B.A.R.M., and C. in C. A. and W.I., to include three weeks working up practices at Bermuda.
(D.O.D.(F) 1732A/10, to DIDO etc.)

SAKITO
MARU.
ARIMA
MARU.

My 1526R/30/9. Callao Depart. 1130 G.M.T./9
SAKITO MARU towing ARIMA MARU for Yokohama direct.
500 tons diesel supplied at Zorritos but
lubricating oil refused.
(S.O.I.), Jamaica, 1734R/10, to Admty., etc.)

Ships and
Aircraft.

British requirements for 1942, etc., (1st S.L.,
1735A/10 to B.A.D.) See Lion Copy.

Singapore.
Conference.

Personal for Adm., Little from 1st. Sea Lord.
Please pass following to Adm. Stark. I am
sure you will agree that the sooner we can hold
the Naval Conference at Singapore to formulate
our Far Eastern naval plans the better. We
should, therefore, be grateful to have the early
remarks or concurrence of the U.S. Chiefs of
Staff both on the revised agreement (ADB-2) and
on the proposed instructions for the Conference
given to you by Adm. Little.
(1st. S.L. 1954A/10 to B.A.D.)

EMPIRE
ELAND.

Admty., 1901/9/9. EMPIRE ELAND has not arrived.
(N.S.H.Q., Ottawa, 2001Z/10.)

MENDANAU.

Your 2035/7. Dutch MENDANAU arrived Trinidad
7/10.
(N.S.H.Q., Ottawa, 2018Z/10, to Admty.)

MOST SECRET

250A

MOST SECRET

M E S S A G E

1735A/10 October

OUT

To. B.A.D. Washington. 883.

Date. 10.10.41.

NAVAL CYPHER (ONE TIME TABLE)

From Admiralty.

The figures of British requirements given in Annexes One and Four of B.H. (41) 14 have been assessed on the following basis. These include British, Dominion and Allied tonnage. We have not attempted to forecast large ship requirements beyond January 1947 or small ship requirements beyond January 1944.

Annex 1 Enclosure 1.

A. Battleships. Eighteen will meet our commitments and we cannot afford to expend further building effort on long term capital ship construction.

B. Aircraft Carriers and Auxiliary Aircraft Carriers. Larger numbers could usefully be employed, but numbers have had to be limited for the following reasons:-

- (i) The building of armoured carriers is a long term policy, and their production cannot meet current requirements. Therefore auxiliary carriers are necessary.
- (ii) There is a shortage of ships suitable for conversion to auxiliary carriers and of aircraft to complete their complement.

The totals given for aircraft carriers will allow us to meet our own fleet requirements for fighter protection, reconnaissance and striking, leaving the auxiliary carriers to bear the brunt of anti-raider operations and convoy protection.

C. Cruisers. Earlier estimates of cruiser requirements were Trade protection 45, Main Fleet in Home Waters 30, Main Fleet in Far East 25. In the interim the Germans have not developed their cruiser strength as was anticipated, but the Mediterranean has become an added commitment. Our total requirements are now estimated as Trade protection 45, Main Fleet Home Waters 20, Main Fleet in Far East 25, Mediterranean 10. These broad dispositions must be considered as interchangeable.

The most urgent requirement is to make good our deficiencies of heavy eight inch and six inch cruisers for ocean and convoy work. U.K. capacity is being devoted to this. American delegates intimated they could help with one type of heavy cruiser (for which we chose 8 in about 16 thousand tons) and with light cruisers about 6 thousand tons.

D. Destroyers. Category includes all destroyers including HUNTERS. We need at least 120 Fleet destroyers to meet our requirements for work with the fleets and for minor operations.

There/...

2.

There is an acute shortage in this type as a high proportion of our losses have been modern Fleet destroyers.

B. Submarines. Figure is based on the maximum number we can hope to produce or obtain and man.

F. Escorts. We consider that a reasonable degree of protection can be afforded to a convoy when provided with 4 escorts plus one additional escort for every 10 ships in the convoy. The figure given allows escort to be provided on this scale for all present troop and trade convoys in the North Atlantic, for troop convoys in the South Atlantic and Indian Oceans and for the trade convoys we may be forced to introduce in these oceans in the event of certain developments such as a Far Eastern war.

G. Depot and Repair Ships. Increase is required to provide bases for increasing numbers of escort vessels.

H. Naval Coastal Frontier Forces. Our requirements from U.S.A. are approximately 80 ocean-going minesweepers of about 1000 tons standard displacement, 150 vessels of about 500 tons for sweeping moored mines, 150 vessels of about 200 tons for sweeping magnetic mines and 150 vessels of about 500 tons for local A/S work. In addition there is a small number of H.R.Bs. tugs and salvage vessels of which you already have details.

I. The figures in column 9 for production of smaller vessels amounts to five-eighths of the authorised building programme. Experience has shown that this factor should be applied in view of delays due to black-out, enemy action and on account of priority given to repairs and merchant ship building.

Annex I Enclosure No. 2.

The following remarks apply in particular to the requirements shown at the head of paragraph 2 of the enclosure.

J. Fighters. The urgency of this requirement is covered in 5th Sea Lord's note to Admiral Little. B.L.D's 2001/17 September refers.

K. T.S.R. Owing to the late production of British type T.S.R. aircraft there is:-

- (i) Already going to be a shortage of at least 150 T.S.R. aircraft by the end of 1942.
- (ii) The Battle of the Atlantic is now showing the necessity for employing a larger number of T.S.R. than had been envisaged, either in additional auxiliary carriers or in C.A.H. ships or both. The 200 American T.S.R. or alternative type are urgently required for (i) and as a measure of insurance for (ii).

L./.....

MOST SECRET

L. ~~High Seas Assistance.~~ See Briny 6464 of 3/VIII.

Annex 4.

M. On the average, of our non-tanker tonnage -

(i) Three hundred thousand tons are employed in the U.K. coastal trade.

(ii) Two and a half million tons are employed trading between ports outside the U.K. this total including Dominion and Colonial shipping:

(iii) Four million tons is employed by the fighting services.

(iv) One and three quarter to two million tons are under repair.

The balance of the merchant tonnage is engaged in carrying supplies to the U.K. assistance being given by some of the service tonnage on return voyages.

N. We anticipate importing 31 million tons (excluding oil) during 41, but since losses are exceeding replacements our capacity is falling steadily. We anticipate that during the first half of 1942 our own import capacity will have fallen to such an extent that it will be becoming difficult to maintain our present war effort. American assistance, on the scale given in Note 2, is therefore essential to offset these losses, let alone to allow us to raise our imports to the target of 34 million tons. The time factor with regard to making tonnage available for our use is therefore a matter of great importance. Apart from the Tod programme we do not know what proportion of

- (a) Existing tonnage.
- (b) New construction under Lease-Lend, we may reasonably expect to be made available to us, now how soon.

O. War 1135R/3/10 Suffix L.D. to sloops and corvettes refers to these vessels allocated to local defence and local escort duties as opposed to ocean convoy escort.

1735A/10

D. of P.

Approved 1st Sea Lord.

- | | | |
|------------------|------------|-------------------|
| 1st Lord. | D.N.I. (4) | E.P.S. |
| 1st S.L. | D.S.D. | D.T.D. (2) |
| 2nd S.L. | D.N.A.D. | N.I.D.10. |
| 3rd S.L. | D. of L.D. | D.G.D. |
| 4th S.L. | D. A/S V. | Admiral Bailey. |
| 5th S.L. | D.I. S. | Admiral Bellairs. |
| V.C.N.S. | I.P. (2) | |
| A.C.N.S. (H) | V.D. | Dep. Contr. |
| A.C.N.S. (F) | Duty Capt. | Hd. of S.W.R. |
| A.C.N.S. (T) (2) | Head of M. | |
| A.C.N.S. (W) | D.T.S.D. | |
| SMO. | D.D.N.C. | |
| N.A. 1st S.L. | | |
| P.A.S. (S) | | |
| D.D.O.D. (H) | | |
| D.O.D. (1) | | |
| D.D.O.D. (F) | | |
| D. of P. (2) | | |
| D.O.D. (H) | | |

War Diary.10.10.1941.
Friday.U-BOAT CAMPAIGN.Ships Attacked.LISSA
RHINELAND
(O.G. 74).

Now presumed sunk in attacks on O.G. 74 on 20/9 and 21/9. Both bound for Lisbon, where overdue since 30/9. (D.S. 766, 10/10).

SILVERBELLE
(torpedoed
22/9).

Now presumed sunk. Ship towing her left presumably to refuel and aircraft have since failed to locate her. (D.S. 766, 10/10).

NAILSEA
MANOR.

Following has been read. SSSS 3400 (unread) torpedoed. (Freetown W/T 0401Z/10). Enemy sub. in 018° 25' N. 021° 20' W. No. 34 hit by torpedo. (LONDONDERRY, 0405Z/10 to Admty. etc.) Position 239° Cape Blanco 280'. (D.S. 766).

My 0405Z. Submarine sighted forced to dive by gunfire 2 pattern big result doubtful. No. 34 sunk in 018° 25' N. 021° 20' W. Survivors in VIOLET, no casualties or missing. (LONDONDERRY, 0555Z/10 to Admty. etc.)

1 S/M bearing 350 distance 6 miles course 325° my position 18.22 N., 21.16 W. (LONDONDERRY 0920Z/10 to Whitehall W/T).

My 0920 submarine has dived. (LONDONDERRY 1007Z/10).

CINGALESE
PRINCE
(torpedoed
20/9)

My 2035A/7. Para. 2. Survivors CINGALESE PRINCE confirm U-Boat casualty. MENDANAU now arrived. (D.D.I.C. 1205A/10 to C. in C. H.F. etc.)

PETREL.
LAPWING.
CORTES.

Bire Government have informed us that 19 survivors from 3 vessels had been landed at Toonpoint, Co. Galway as follows: 9 from PETREL, 9 from LAPWING, 1 from CORTES. Survivors include English, Welsh and Fijians. All at present in Clifden hospital. Said to be in good shape after 15 days in boats. (Archer, Dublin 1710/10 to Admty.)

War Diary.

10.10.1941.
Friday.

U-BOAT CAMPAIGN.

Submarines Reported.

Mediterranean. Capt. S.1, 1125B/10. (See Mediterranean).

O.G. 75.
1308A.

At 1308A/10, 7 German submarines being homed probably on O.G. 75 by Focke Wulfe, Average bearing from Gibraltar 297°. (F.O.C.N.A. 1402A/10 to Ships Escorting Convoy O.G. 75.)

Estimated U/B dispositions.
(D.D.I.C. 1413A/10).

O.G. 75.

D/F bearings of U-Boats in vicinity of O.G.75 indicate that majority of U-boats are to westward of convoy. (D.D.I.C. 1424A/10 to Escort O.G. 75).

Submarines Attacked.

By LONDONDERRY 18.25 N. 21.20 W. (LONDONDERRY, 0535Z/10)
See Ships Attacked.

1. The arrangement of the War Diary is as follows:-

- | | |
|------------------|-----------------------------|
| HOME COMMANDS | - Policy |
| (Classification | - Defence of United Kingdom |
| by subjects) | - Movements |
| | - Operations |
| | - Allied Air Activity |
| | - Enemy Air Activity |
| | - Mining |
| | - Enemy Intelligence |
| | - U-Boats |
| | - Navigational |
| | - Technical |
| | - Casualties and Defects |
| | - Shipping and Convoys |
| FOREIGN STATIONS | - North Atlantic |
| (Classification | - South Atlantic |
| by stations) | - Mediterranean |
| | - East Indies |
| | - America and West Indies |
| | - Australia and New Zealand |
| | - U-Boat Campaign |

Additional subject headings are sometimes employed temporarily, e.g. when an important operation is in progress.

2. The following volumes should be used to supplement the War Diary; the dates given in brackets are those on which the series held by War Diary commences:-

- (a) Movements of H.M. Ships (prepared by Operations Division, Naval Staff) (23 February 1940).
- (b) Western Approaches (daily) Situation Reports (1 September 1943).
- (c) Dispositions and Movements (Foreign Stations) (1 September 1943).
- (d) Convoy Returns (Positions of convoys and composition of escorts, positions of independent ships and H.M. ships: from Combined Plot) (1 March 1941).
- (e) Daily Convoy Summary (Report made by Admiralty to Connav, giving arrivals and departures, with composition of convoy) (21 June 1943).
- (f) Air Staff Operational Summary (prepared by Air Ministry War Room) (1 July 1941, No.222)
- (g) Daily Operations Report for First Lord (prepared by Operations Division, Naval Staff) (13 September 1939).
- (h) List of abbreviations.
- (i) List of Convoy letters.

War Diary.

11.10.1941.
Saturday.

SITUATION REPORT.

Home Commands.

Convoy P.Q. one arrived at Archangel in the early hours of today with SUFFOLK and destroyers.

M.L.288.

M.L.288 on passage to Methil with convoy E.C.83 lost the convoy at 2315/10. At 1020A/11 LOWESTOFT reported that the deck was stove in, presumably by heavy weather, and the crew had abandoned ship, which was sunk by LOWESTOFT.

British Air Operations.

Attacks were made on Rotterdam, Ostend, Dunkirk, and Bordeaux last night.

Enemy Air Operations.

Several enemy aircraft carried out extensive R/C of the Faeroe Islands at various times today. At 1345 one A/C dropped bombs in Skaale Fiord and machine gunned tanker DAXHOUND causing one casualty but no damage. At the same time another A/C dropped bombs at Klaksvig, severely damaging Norwegian trawler SILVA and necessitating beaching her, and machine gunned Sumbo Lighthouse.

Great Yarmouth was bombed at 1940A and salvage tug NESSUS was slightly damaged by a U.X.B.

At 2349 today one enemy aircraft dropped a bomb in Portland harbour. Coal hulk HINDUSTAN was sunk.

War Diary.

11.10.1941.
Saturday.

SITUATION REPORT.

Mining.

Thames
Estuary.

S.S. ICEMAID in F.S.615 was damaged by a mine this morning in the Thames Estuary. Enemy aircraft were engaged in minelaying in the Estuary during the first watch tonight.

Bristol Channel ports were re-opened at 0935A today.

North Atlantic.

The possibility of more frequent use of the Canary Islands for fuelling convoy escorts is to be investigated.

M.L. 244 has broken down at Gibraltar owing to a piston burnt through, and F.O.C.N.A. says there are no spares there.

Mediterranean.

Air attack
on convoy
continued.

6 Wellingtons last night continued the attack on the convoy which had been attacked by Swordfish at 2108/10. Four direct hits were obtained. The vessels were also machine gunned and one was set on fire.

A second wave of Naval aircraft attacked one 8,000 ton merchant vessel, one tanker and 4 destroyers of this convoy 82 miles N.N.W. of Tripoli. Two hits were obtained with torpedoes and one merchant ship was left stationary in a pool of oil.

H.Q., R.A.F., Malta conclude that, of this convoy 2 merchant vessels were sunk and one or two damaged.

/S/M.....

War Diary.

11.10.1941.
Saturday.

SITUATION REPORT.

Mediterranean - Contd.

S/M
Operations.

TORBAY today reported having completed her special operation yesterday. She is to continue to patrol in 34.06 N., 20.15 E., in an endeavour to intercept a southbound convoy of 2 ships expected there about 1600B/13.

Libya and
Western
Desert.

Tobruk was raided by 11 aircraft from 0330 to 0530 this morning with bombs and mines. No damage was caused. There are 2 mines outside the harbour, one of which may be in the swept channel.

Mersa Matruh was also attacked and some casualties were caused.

17 Wellingtons bombed Derna last night; a direct hit set the power station on fire. Targets in Bardia were also bombed.

The battle fleet under V.A.1 was at sea operating without incident near Mersa Matruh last night in expectation of enemy activity.

U-Boat Campaign.

An aircraft from Iceland attacked a U-boat at 1541 today in 62° 1' N., 21° 5' W., and estimates having sunk it.

There is some evidence that the Cape Verde Islands are being used by U-boats and supply ships. C. in C. S.A. intends to organise a search as soon as vessels are available.

War Diary.11.10.1941.
Saturday.HOME COMMANDS.Policy.ROYAL
SOVEREIGN.

Admiralty's 2202A/9. ROYAL SOVEREIGN is to be attached to 2nd division of 2nd B.S. and administered by V.A.2. (C. in C. H.F. 0917/11).

L.27.

Your 1311A/4. As there will be a delay before ~~HEDGEHOG~~ trials with a submarine can be started request that L.27 should be sailed for St. Johns as early as practicable and that another submarine be detailed for ~~HEDGEHOG~~ trials. (D.A/S.W. 1150A/11 to F.O.S.)

JAY for
East Indies.

When ready for sea request you will sail controlled Minelayer JAY with a pair of the M.S. Trawlers mentioned in my 1703/5. 2. JAY is allocated to E.I. station and C's in C. are requested to arrange for onward routeing and facilities to Ceylon. (D.T.M. 1249A/11).

4/c
FURNACE.
SIMPLEX.
DELUGE.
signals.

The issue of the daily FURNACE SIMPLEX signals will be discontinued shortly until one month's notice of invasion is issued. 2. The DELUGE signal will continue to be made. Until 3rd Degree of Readiness is ordered, the DELUGE signal is not to affect notice for steam and leave. (A.C.N.S. H. 1924A/11).

AURORA,
PENELOPE
for
Gibraltar.

AURORA and PENELOPE are required to proceed to Gibraltar. Request you will sail them forthwith at best speed. 2. In view of this reduction in your cruiser strength it is at your discretion to cancel the sailing of LONDON with INDOMITABLE. (1st S.L. 2351A/11 to C. in C. H.F.) *p. 258*

Co-operation with U.S.A.S/M
Recognition
Signals.

1. Admiralty 563A/18/9 and 608A/29/9. After 0001/G.M.T. 18th U.S. submarines in Atlantic and Pacific Fleets will employ British Day Smoke Grenade Signals from S.P. 02293K when submerged as well as when on the surface. 2. U.S. submarines will also use Yellow Smoke Candles as a stand-by recognition signal when submerged. 3. British submarines when submerged are at present unable to fire Day or Night Grenades and will therefore continue to use Yellow Smoke Candle when submerged. (D.S.D. 1724A/11). (A Message 674A).

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

Co-operation with Russia.

Archangel.
British
M/S Officer.

1237/11/10. Your 1813/27. Soviet Naval Authorities have informed me that they do not desire the services of a minesweeping expert at Vladivostock but consider he would be of use at Archangel. Vickers and Fisher will accordingly go there tomorrow. (Ad. Miles 2211C/11).

Movements.

→ SHROPSHIRE.

Scapa arrival. (A.C.O.S. 0021A/11).

NORMAN.

Your 2119C/10. E.T.A. 1200Z/12. Further orders will be signalled shortly. (D.C. 0053A/11 to Ad. Miles).

ICARUS.

My 1500A/8. Delayed 24 hours. (F.O. Humber 1110A/11).

Z.5.
0.9.

At 2100A/12 intend to sail Z.5 from Rothesay through Sounds of Mull and Islay and through Minches to arrive Blyth at 1200A/15. Capt. (S) 6 is requested to sail 0.9 escorted by Netherlands torpedo boat Z.5 to Rothesay. (Capt. S.7. 1124A/11).

ROYAL
SOVEREIGN.

Admiralty 2202A/9. Request you will arrange escort of two destroyers. (C. in C. H.F. 1133A/11 to R.A.D.)

VICTORIOUS.

VICTORIOUS screened by 2 destroyers is to proceed passing Hoxa Boom at 1600/12 to Greenock. VICTORIOUS is to be ready to sail for Scapa on 19/10. (C. in C. H.F. 1227A/11).

KENYA.
SHEFFIELD.

Scapa arrival R.A. 10th C.S. in KENYA and SHEFFIELD. (A.C.O.S. 1244A/11).

→ SHROPSHIRE.
VIVACIOUS.
QUORN.

VIVACIOUS is to take QUORN under his orders and proceed from Methil at 1500 today, R/V with SHROPSHIRE before dark at 25 buoy at 1845 today and act as S.A. escort to Sheerness in accordance with C. in C. Nore 1120/9. (C. in C. Rosyth 1305/11).

/LONDON.....

War Diary.11.10.1941.
Saturday.HOME COMMANDS.Movements-Contd.LONDON.

Your 2332A/10. Concur.
 2. My 0005A/3. A cruiser is to accompany INDOMITABLE to Bermuda. On arrival at that port she is to fuel and return to U.K.
 3. C. in C. H.F. has allocated LONDON for this duty.
 4. C. in C. H.F. is requested to arrange for LONDON to arrive at the Clyde on 14/10. (A.C.N.S. H. 1313A/11). *see p 256.*

WISHART.

Request you sail WISHART for Plymouth on completion of refit.
 2. C. in C., Plymouth is requested to sail the ship direct to Gibraltar at best speed after a short working up period.
 3. It is intended to complete working up at Gibraltar. (D.O.D. H. 1637A/11).

ACTIVE.

Left Akureyri 1230Z/10. (N.O.I.C. Iceland 1645/11).

DIANELLA.

DIANELLA is to leave convoy off Butt of Lewis and proceed to Sheerness, fuelling at Scapa if necessary. (C. in C. W.A. 1744A/11 to KEPPEL).

L.27.

Admiralty 1150A/11. S.7 is to sail L.27 from Rothesay on 14/10 for St. Johns Newfoundland proceeding submerged by day from position of detaching from escort until crossing longitude 25° W. (F.O.S. 2127A/11).

Operations.Channel Patrol.

4 A/S Trawlers patrolling Q.Z.S. 271 to Beachy Head returning to St. Helens at dawn. (C. in C. Portsmouth 1537A/11).

Dover Patrol.

Weather permitting two M.L's leave Dover 1945 to exercise in vicinity of Varne returning 2200. Route via A. Buoy each way. (V.A. Dover 1656A/11).

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

British Air Activity.

Operation
"Roam".

1. Carry out operation "Roam" tonight with 3 A/C off 22 Sqdn. and 2 A/C of 59 Sqdn.
2. Patrols to be flown at different times and areas. (Chatham A.C.H.Q. 1127/11 to Thorney Island).

Operation
"Rover".

- Carry out operation "Rover" tonight with 3 A/C 407 Squadron between Texel and Borkum.
2. Patrols to be flown at different times. (Chatham A.C.H.Q. 1135/11 to North Coates.)

Patrols.

P.R.U's Bergen, Aalesund, Trondheim, and Stavanger, Kristiansand, Oslo in operation. "Hornli" being flown later. (C. in C. Rosyth 1137/11).
My 1137/11. "Hornli" nothing to report. (C. in C. Rosyth 1945/11).

Strike.

- Strike to be carried out against shipping during moonlight tonight. Alternative target No. S5807.
2. All available A/C to be employed.
 3. Time at Station Commanders discretion. (Pitreavie 1550/11 to Leuchars).

Treboul.

- (C) (1) Three aircraft of 217 Squadron, two armed with 1 X 1000 LB GP and 2 X 250 LB GP bombs each and one armed with Magnum, are to attack target at Treboul on night of 11 - 12/10 Time of Attack and bomb fusing at station Commanders discretion. above
- (2) Alternative to/above - aircraft to carry out gardening tonight as follows.
(Plymouth A.C.H.Q. 1618/11 to St. Eval).

Enemy Air Activity.

Convoy
F.S.615.
A/C shot
down.

Enemy A/C attacked rear of F.S.615 at 1915/10 vicinity 58.A. Buoy.
SHEARWATER reports one A/C shot down in flames and crashed near convoy, one man baling out. As far as is known no survivors rescued from A/C and no damage or casualties to ships. (C. in C. Nore 0005A/11).
WESTMINSTER's 1932/10. This A/C now believed to have been shot down by SHEARWATER. (C. in C. Nore 1757A/11 and 1835A/11).

/Faroes.....

War Diary.11.10.1941.
Saturday.HOME COMMANDS.Enemy Air Activity.-Contd.Faroes
bombed
SILVA sunk.
DAXHOUND
attacked.

Several enemy aircraft carried out extensive R/C of Faroe Islands at various times between 0842 and 1630 to-day. At 1345 one A/C dropped bombs in Skaale Fiord and machine gunned tanker DAXHOUND causing one serious casualty but no damage. At the same time another A/C dropped bombs at Klaksvig sinking Norwegian Trawler SILVA and machine gunned houses. No casualties. (N.O.I.C Faroos 1644A/11).

Scapa.

At 1414 an unidentified A/C was plotted by Military G.L. at 24000 feet over Flow. A/C was unseen. (A.C.O.S. 1855/11.)

Mining.Humber.

The following eleven mines exploded on 10/10. Details. (F.O.Humber 0015A/11 and 1025A/11.)

Bristol
Channel.

Cardiff, Penarth, and Q.Z.S. 201 now open. (F.O.I.C. Cardiff 0953A/11.)
Two red mines detonated by L.L. at 1820 and 1822/10. Details. (Capt. M/S Bristol Channel 1321A/11.)
My 2255/10. Traffic in and out of Bridgwater Bay may be resumed from 1100/12. (F.O.I.C. Cardiff 1811A/11).

Convoy
F.S.615.
ICEMAID.
(British
1964 Tons)
damaged.

Departure tugs STALWART and KENIA to assist ICELAND (? ICEMAID) (F.O.I.C. Harwich 1126A/11). ICEMAID of F.S.615 damaged by mine about 1000 today now anchored near 54 buoy. No casualties. SHEARWATER and SAPPHIRE in company. Tugs proceeding from Harwich. (C. in C. Nore 1505A/11)

WELSHMAN.
MANXMAN.

A.M. 1320/8. Intend to sail WELSHMAN and MANXMAN for Milford Haven at 1130A/12th routed as follows.
E.T.A., at point of arrival 1100A/13.
(R.A.M. 1158/11).

/KYMA.....

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

Mining-Contd.

KYMA.
(Mined 10/10)

KYMA sunk in about S. 60° E Humber 1/F 1.25 miles. Masts above water. (F.O. Humber 1232A/11) KYMA. 27 crew landed, 2 on board QUANTOCK. No casualties. (Base, Grimsby 1441/11).

9th M/S
Flotilla.

Your 0730A/11. Arrived. (C. in C. Portsmouth 1302A/11 to F.O.I. C. Portland).

Mines off
French
Coast.

Admiralty 1934A/26/8/41 para 3. 3 Mines detonated at 0850/1, 1000/1, and 1015/1 as follows, and Minesweepers 5 miles off seen to explode about 12 more. Details. (WESTMINSTER 1730/11).

Enemy Intelligence.

2 M/V's
off
Sogne
Sound on
10/10.

Norwegian M.F.V. FIKS has arrived from Solund (61° 4.5' N. 4° 50.2' E.) in Sulen on North Side of Sognesoen with 17 men. They report that when 32 miles west of Utvaer Light at 0500/10 two large vessels thought to be M/V's passed six miles off between them and the light Northbound burning navigation lights, Graded D.3. (S.O.I. Lerwick 1712/11).

Navigational.

Formby
Light
Beacon.

A black beacon buoy marked "Formby" showing a dimmed group flashing red light, has been placed in position formerly occupied by ~~FORMBY~~ light vessel. Description. Cancel my 1853A/7/9. (F.O.I.C. Liverpool 1609A/11).

Casualties and Defects.

WARKWORTH.
(Collision
10/10)

My 1538A/10. Correct longitude to read 023° 09' W. Passed your 11/10 daylight position to NORTHERN GEM and to A.C.I.C. for tug RESTIVE. (MALCOLM 0132A/11 to WATCHMAN); Position of wreck at 1000A/11 058° 5' N. 23° 45' W. drifting 260° 1½ knots, passed to NORTHERN GEM. Have been unable to board. Consider wreck salvageable. Left for Iceland 1015, speed 18 knots. (WATCHMAN 1050/11).

/M.L. 288.....

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

Casualties and Defects.-Contd.

M.L. 288,
sunk.

R.A.F. (?) M.L. No. 288 hove to. Am escorting her towards Hartlepool. (LOWESTOFT 0725A/11). Motor Launch 288 deck stove in, have abandoned ship, crew all safe, am endeavouring to sink, request instructions. (LOWESTOFT 1020A/11). M.L. left 340°. 7 one mile from 190 buoy, burning fiercely. Ammunition exploding and in sinking condition. (LOWESTOFT 1101/11). Your 1020/11. When you have sunk M/L, proceed to Methil with crew. (C. in C. Rosyth 1120/11 to LOWESTOFT). P.W.S.S. Hartlepool reports M/L appears to have sunk 1312/11. (N.O.I.C. Hartlepool 1320/11 to F.O.I.C. Tyne). M.L. 288 on passage to Methil with E.C. 83 lost convoy at 2315/10. Deck stove in presumably by weather and ship abandoned 1020/11. Crew all safe aboard LOWESTOFT. M.L. believed sunk by gun fire from LOWESTOFT. Position 090° 4 miles Hartlepool. (F.O.I.C. Tyne 1507/11).

NORTHERN WAVE.
SARDONYX.

Now capable of 8 knots. Have left her to proceed to Reykjavik calling me if any further trouble. SARDONYX lower and top masts carried away. E.T.A. Hvalfjord 1930A/11. (SARDONYX 0930A/11).

GREENFLY.

Departure Tug KROOMAN to assist A/T's GREENFLY and TANGO. (F.O.I.C. Yarmouth 1056A/11). My 1056A/11. KROOMAN returned to harbour 1254A owing to weather. (F.O.I.C. Yarmouth 1401A/11)

ST. ALBANS.

Has 4 main frames fractured in fore head of boiler room. Ship can be rendered serviceable by temporary repairs. Completion date A.M. 15/10. (HECLA 1112/11).

FINA.

Condition. Details. Estimated time for repairs eight days. Intend carrying out necessary repairs at Invergordon and sailing ABEILLE IV to Peterhead. (N.O.I.C. Invergordon 1221/11).

/PONTFIELD.....

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

Casualties and Defects-Contd.

PONTFIELD. My 0840. PONTFIELD crew taken off by Sunderland lifeboat. PONTFIELD now has anchor down and EMPIRE HENCHMAN has her in tow. ATTENTIF leaves Tyne daylight to assist tow. (F.O.I.C. Tyne 1745/11).

LEYLAND. Arrived LEYLAND on passage Tobermory delayed (A/S Trawler) with engine defects. (N.O.I.C. Oban 1746A/11).

MINNA. (Motor Boat) Reported entirely out of action due to engine defects which cannot be made good. Propose to dispose of this craft without relief. (R.A. Scapa 1830/11).

M.G.B. 322. My 1255/11. M.G.B. 322 has developed defects. (F.O.I.C. Portland 2301/11).

CAPE COMORIN. In collision at 1645/11 off Plymouth with (A/S T.) Norwegian SIAK. Badly holed and later beached. (D.O.R. 12/10).

Shipping and Convoys.

P.Q.1. Arrived Archangel, SUFFOLK, IMPULSIVE, ESCAPADE, LEDA, BRITOMART, GOSSAMER, HUSSAR with convoy P.Q. one. HARRIER in company. (SUFFOLK 0244Z/11).

Sailing of Canadian Escorts. Cancel my 1201A one. S.O.P.A. should issue necessary instructions to sail Canadian escort (S). (C. in C. W.A. 1213A/11 to A.C.I.C.)

C.T.4. Admty. 2213A/8. Propose sailing be postponed till 17/10 in order that four destroyers may be available as escort. (C. in C. W.A. 1318A/11) A.M. 2213A/8. Destroyer escort for C.T.4 cannot be made available until 17/10 and convoy will sail on that date from Clyde. (A.C.N.S.(H) 1820A/11).
Your 1318A/11. Approved. (A.C.N.S.(H) 1815A/11 to C. in C. W.A.)

/P.Q.2.....

War Diary.

11.10.1941.
Saturday.

HOME COMMANDS.

Shipping and Convoys-Contd.

P.Q.2.

Cancel my 1558A/8 and 1551A/9; Intend sailing Liverpool section P.Q.2 comprising HARTLEBURY escorted by SEAGULL and SPEEDY with ammunition carrier, KHETI in company at 1700A/13, speed $9\frac{1}{2}$ knots.

2. N.O.I.C. Greenock is requested to sail Clyde section to R/V 0900A/14 in 270° Mull of Kintyre 5 miles.

3. E.T.A. 2000A/15. (N.O.I.C. Liverpool 1414A/11)

H.X. 152.

Your 1000A/11.

(1) No.

(2) Not known.

SABRE round up as many ships as possible by dark tonight and proceed to North Minch with them. (C. in C, W.A. 1418A/11 to KEPPEL).

War Diary.11.10.1941.
Saturday.FOREIGN STATIONS.North Atlantic.Axis Shipping
Bordeaux.

Information received (B.2) that :-
 NATAL (German) arrived 18/8, having left Santos, Brazil, 27/6.
 AFRICANA (Italian) arrived 30/8, having left Pernambuco 30/7.
 HIMALAYA (Italian) arrived 30/8, having left Rio de Janeiro 30/7.
 (D.S. 767, 11/10)

Use of
Canary
Islands.

Your 1322/29. More frequent use of Canaries for fuelling convoy escorts would be of great assistance to us. Request further report concerning Spanish reaction to enquiry for facilities for VERVAIN and LADY SHIRLEY. Shortage of bunker stocks in Canaries is appreciated and question of making necessary stocks available is under consideration.
 (Hd. of M., 1032A/11 to N.A. Madrid.)
 Reply 1742/13.

SEVERN.

Your 1537N/9. SEVERN should arrive Freetown about 22/10. My 0008A/4 refers.
 (F.O.C.N.A. 0910A/11 to C. in C. S.A.)

SAN ZEFERINO.

Following from M.W.T.R. Ref. My 1122A/9. SAN ZEFERINO carried out successful trials yesterday. Speed attained 6 knots. (A.S. Gibraltar, 1303A/11 to Admty.)

NELSON.

Your 0046A/10 para 2. Only minimum work to make vessel seaworthy is being undertaken. Every effort being made to complete as early as practicable but so far as can be foreseen now no likelihood of completion date being advanced, possible (it) may have to be deferred.
 (F.O.C.N.A. 1540A/11 to Admty.)

FRONSAC

Arrival 10th. (Barcelona 1654/11.)

WILD SWAN.

My 1844A/10. WILD SWAN is now 6 months out of dock. Do you wish me to keep her until I can dock her, probable date 18/10?
 (F.O.C.N.A. 1744A/11 to C. in C. S.A.)

Reply p. 289

/M.L. defect ...

War Diary.11.10.1941.
Saturday.FOREIGN STATIONSNorth Atlantic - contd.M.L.defect.

M.L. No 244 of 26th M.L. Flotilla has returned to Gibraltar in tow owing to engine breakdown which includes one piston burnt through of which there are no spares at Gibraltar. Ref. R.A.C.F. 0845/3/9 when may these spares be expected? (F.O.C.N.A. 1756A/11 to Admty.)

French Shipping.

Gibraltar 1000/11. French Destroyer L'ALCYON, French ships ST.MARTINE-LEGASSE, ST.CYRILLE, LIEUTENANT-DE-LA-TOUR all full, latter two lorries, trailers, tractors on deck, PORTHOS laden, Westbound. 1050 French armed Trawler B.119, Trawler AUGUSTE-DENISE. Tugs L'OBSTINE, LION, towing dredger and barge, Eastbound. (S.O.I. Gib., 1825A/11 to Admty. etc.)

PORPOISE.

My 1408A/9 departure PORPOISE. (F.O.C.N.A. 2022A/11 to C. in C. Med.)

South Atlantic.Sunderland force-landed. M.L.274.

Following received. Admiral Plymouth. From Lands End Radio. Intercept 0508 G.M.T. 500 kc/s D.E. unknown station. Sunderland has forced landed. Position 14° 25' N. 17° 00' W., pending decision of C. in C. S.A. as to entering French Territorial waters, M.L.274 is to proceed towards position indicated. (C. in C. Plymouth 0630/11 to Admty.)

DRAGON.

Your 2321/11/9 not to Admiralty. DRAGON will be ready to sail from Simonstown 16/10. Request instructions. (F.O.I.C. Simonstown 0838Z/11 to C. in C. S.A.) *See next page*

Force F.

Ships addressed will no longer be addressed as Force F. (C. in C. S.A. 1142N/11 to DORSETSHIRE, ALBATROSS, WOODRUFF, MIGNONETTE.)

/Cape Verde ...

War Diary.

11.10.1941.
Saturday.

FOREIGN STATIONS.

South Atlantic - contd.

Cape Verde
Islands.
Use of U-
boats.

There is some evidence that Cape Verde Islands are being used as hide-out by U-Boats and supply ships. Intend as soon as resources are available to organize intensive search with cruiser and four destroyers or corvettes supported by one or more flying boats. Operations will take up four days. Could F.O.C.N.A. lend two Catalinas for this operation as these aircraft are preferable to Sunderlands in view of fact that centre of Cape Verde Is. is 500 miles from Bathurst? Desired to carry out operation sailing from Freetown 15/10 and Bathurst 17/10 by which dates it is desired Catalinas should be available at Bathurst. (C. in C. S.A. 1301N/11 to Admty. F.O.C.N.A.)

GURKHA.
ISAAC SWEERS.

My 1301/11. In order to make sufficient forces available on convoy route October could I keep GURKHA and ISAAC SWEERS for onward escort of W.S.12, subsequently using them as part escort of S.L.91? (C. in C. S.A., 1305N/11 to Admty.)

Merchant
Ship
Sailings.

Leakage of information. Reply to Adty.1900/29. (F.O.I.C. Simonstown 1412B/11) See Lion Copy.

s.s.WANDERER
(O.S.7.)

WANDERER was reported a straggler on 25/9 and was given a special route to avoid danger, rejoining Standard Route at N. Assuming S. of A. of 8 knots ship should have arrived at N. at 1300Z/4 and at 6 knots at 2300/6. Ship may have been successful in rejoining Convoy. (D.T.D. 1549A/11 to C. in C. S.A.)

Cruiser seen
by S.S.
? MERMACH.
? MERMACHAWK intended.

B.A.D. Washington's 1011/10. This was BIRMINGHAM (?oiler ARNDALE) and corvette. (R.A.S.A.D. 1617N/11 to B.A.D.)

DERBYSHIRE.

Your 2222A/10. ^{W.T. W.D.} Reference should read 1821N/5. (C. in C. S.A. 1912N/11 to Adty.)

DRAGON.

Your 0838Z/11 sail DRAGON for Durban when ready. C. in C. E.I. is requested to give further instructions. (C. in C. S.A. 2029N/11 to N.O.i/c Simonstown.) *See previous page*

/Task ...

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1412B/11. October.

SECRET.

MESSAGE.

IN.

Date. 12.10.41.

Rec'd. 0908.

From F.O.I.C. Simonstown.

NAVAL CYPHER (X) BY W/T & T/P

Addressed. Admiralty. Repeated. C. in C. South Atlantic.

78. Your 1900/29. Difficult investigate such general reports. Specific cases investigated have been found exaggerated. Consider nevertheless too much is known about shipping in South Africa and the public do not have the same sense of responsibility as in England and seem unable to refrain from discussing any pieces of information which come into their possession. Principal leakages appear to be the indiscreet talk by Merchant Service personnel and troops in Convoys in spite of incessant warnings. Soon after WS 11 arrived it was known in Capetown that remainder of Convoy was on it's way to Durban escorted by REPULSE.

(2) Ordering of fresh supplies for Convoys and other ships which at certain times of year when supplies have to be obtained from inland outfalls early and unmistakable arrangements.

(3) Unnecessarily frank teleggrams in plain language to shipping agents here which London censorship could investigate informatic. therein may be vague but talk based therein gives rise to stories of general leakage of information. See for example ACI/D London 9767+ 3rd [?] 1515 sent by Gray Dawes to William Anderson and Co. on 3rd October.

(4) Convoy arrivals can be disclosed through ordering of special trains for which movements control give railways five days notice. A large number of railway officials up and down the country thus have knowledge,

(5)/.....

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(5) It has been suggested to me that there is some leakage of Convoy information from Defence H.Q. whom I have to keep fairly well informed. I have no evidence of such leakage however.

(6) I am meeting all heads of shipping firms in Capetown to impress urgent need for improvement in secrecy and N.L.O. Durban is being directed to take similar action at that port. Steps are also being taken to initiate a general propoganda campaign through press broadcasting and cinema.

1412B/11.

- 1st. Lord.
- 1st. S.L.
- V.C.N.S.
- A.C.N.S. (T) (2)
- A.C.N.S. (F)
- N.L. 1st. S.L.
- Nav. Sec.
- Ops. (4)
- O.D. (5)
- O.I.C. (3)
- D.T.D. (4)
- D.T.D. (M)
- D.T.D. (C)
- D. of L.D. (2)

- D.N.I. (4)
- E.P.S.
- M. (2)
- D. of P. (3)
- I.P. (3)
- D. of S.T.
- D.P.D.
- D.A/S.W.
- W.D.

War Diary.

11.10.1941.
Saturday.

FOREIGN STATIONS.

South Atlantic - contd.

Task
Force 3.

Future movements. Groups 3.5, 3.6 and 3.7;
JOUETT, CINCINNATI. (D.O.D.(F) 2115A/11 to
C. in C. S.A., R.A.S.A.D.)

Mediterranean.

NORFOLD.

Norwegian tanker, now known to have been damaged during air raid on Suez Canal on night of 5-6/10. (D.S. 767.)

Russian
Ships.

Your 1305/5. (repetition of 1919/4) Icebreaker AROV speed 11 knots, A in CB 18 15. Is it new name for S. MAKAROV which due to age has been reduced in speed? Your 1627/24/8 is cruiser MOLOTOV new construction or renamed? (S.O.I. Med., 1046B/11 to Admty.)

Benghazi,
Derna
bombed.

Night 9/10. 5 Wellingtons bombed Benghazi Harbour and Berka and Benina Aerodromes. Large fires started on Juliana Point, Benghazi, near coal store.

Haifa Raid.

1 Wellington bombed Derna starting small fire. Palestine. Night 9/10. 2 enemy aircraft attacked Haifa, few bombs only falling on land. No damage or casualties. (H.Q. R.A.F. M.E. 1128/11.)

Tobruk Raid.

C.A.F.O. 587/40 para 4.
(A) 0330 to 0530/11 clouds slight.
(B) 11 aircraft. Moon third quarter.
(C) Combined bombing and minelaying.
(D) Two mines, no parachute, outside harbour, one of which may be in swept channel.
(B.S.N.O. Tobruk, 1317B/11 to Admty.)

/Attack ...

War Diary.11.10.1941.
Saturday.FOREIGN STATIONS.Mediterranean - contd.Attack
on convoy.

My 1422A/11 part 2 final.

3. In spite of lack of information from Wellingtons it was decided to send 830 Squadron. 7 aircraft consisting of one A.S.V Searcher, and (?5) torpedo carriers took off at 0115B/5. One torpedo carrier returned engine trouble.

4. Leader sighted convoy at 0400 and attack started 5 minutes later.

5. Combined intelligence report dated 5/10. Claim does not correspond with that made by 830 Squadron pilots (?which is) for one sunk, one damaged and one possibly damaged.

6. R/C on morning of 5th showed 5 of original 6 merchant ships approaching Tripoli at slow speed. (V.A. Malta 1422A/11)

Note: Part one not received. See 1837/12 from Malta to Air Ministry.

PROTEUS,
TALISMAN.

Unit(s) of the Fleet will be leaving Alexandria a.m./12. Proceed on the surface unless an emergency arises. Your estimated positions at 0800B/12 are: PROTEUS 297° Ras-el-Tin 42, TALISMAN in sanctuary.

(Capt. S.I. 1701B/11 to PROTEUS, TALISMAN)

ROSALIE
MOLLER.
(sunk 8/10)

S.B.N.O. Suez Canal's 1959B/8. Master ROSALIE MOLLER reports 2 engine aircraft made low level shallow dive attack releasing 2 bombs, one of which struck ship by No.3 hold blowing out side of ship which sank in about one hour.(Casualties) C.B's lost with ship in approx. 25 fathoms. (N.O.I.C. Port Tewfik, 1750B/11 to Admty.)

Operation
"Halberd"
Enemy report.

Your 1909/10th not to V.A. Malta. Signal was timed 1515/27/9 and was not received by Malta or H.M. Ships. V.A. Malta reports that this signal reported enemy alteration of course to North. Admiralty pass to V.A. Malta. (S.O. Force H. 1821A/11 to Adty.)

TORBAY,
THORN.

Special mission remains (?principal) object but if you can reach 034° 06' 020° 15' by 1200B/13 proceed to patrol in that position till p.m./13 to intercept escorted 9 knots southbound convoy 2 ships expected about 1600B on that day. THORN may be patrolling 010° 30 miles from you. (Capt. S.I. 1831B/11 to TORBAY.) *See also next page*

/M/V on fire ...

War Diary.11.10.1941.
Saturday.FOREIGN STATIONS.Mediterranean - contd.M/V on fire,
2 claimed
sunk.

Day 11/10. R/C over area last night's attack sighted 0645 hours 340° Tripoli 66 miles 1 M/V 8000 tons on fire, 1 Destroyer stationary, and 1 Destroyer steaming south. P.M.R/C for ship on fire. Ship not sighted. Huge area of oil in ship's position. Conclusion 2 M/Vs sunk, 1 or 2 remaining M/Vs damaged.
(H.Q., Malta 1900/11.)

? Tripoli

W.X.2917 I.176 11/10. 6 Wellingtons continued attack from 2205 to 2353 hours. Dive low level and machine gun attacks, four direct hits. 1 ship seen on fire.

2. Second Wave 7 Swordfish sighted 1 destroyer 158° Lampion 36 miles course 070° at (030) hours. Bombed, no hits. 1 Tanker 1 M/V 8000 tons, 4 destroyers of above convoy sighted 342° Tripoli 82 miles and attacked with torpedoes 0340 hrs. 2 hits 1 M/V left stationary in pool of oil. Other results not observed.

3. P.M.11/10. 6 Blenheims on shipping sweep located 1305 hours 1 M/V 3000 - 5000 tons 1 cargo boat 1000 - 1500 tons, one corvette, escorted by twin engined monoplane, position 58 miles W.N.W Sirte course E. 3 Blenheims attacked. 3000 lbs bombs dropped. 2 direct hits on M/V resulting flames and clouds of smoke. Probably sunk. Cargo boat hit and left burning.
(H.Q. Malta, 1910/11.)

TORBAY
operation.

Operation completed 10th. Your 1445/8 and your 1355/9. Have patrolled in vicinity 034° 12' 020° 16', propose to remain if enemy delays. If not approved expect to arrive 15th.
(TORBAY 1903B/11 to Capt. S.1.)

Your 1903B/11th acknowledged. Well done. Continue patrol in position ordered in my 1831B/11 until further orders. Enemy cruiser possibly moving at high speed may also be encountered.
(Capt. S.1. 2151B/11 to TORBAY.) *See previous page.*

Convoy
attacked
2 M/Vs
damaged.

Night 10/11. 6 Swordfish with torpedoes 1 with bombs attacked convoy see part 2 2108 hours. 2 M/Vs approx. 6000 tons seriously damaged and stopped with destroyers circling.
(H.Q. Malta, 1905/11)

11.10.1941.
Saturday.

War Diary.

FOREIGN STATIONS.

East Indies.

"R" Report
FISHPOOL
(false).

R R R R. Following has been received:-
Stopped by suspicious vessel 17.30 S., 40.15 E.
(Freetown W/T, T.O.R., 0210Z/11 to Admty).
An R distress signal was made by an unknown
ship at 0210 G.M.T./11. Position 17° 30' S.,
40° 15' E. (2) Ship reported being stopped
by suspicious vessel. (3) Ship probably sighted
REPULSE. (C. in C. E.I., 0440Z/11 to Admty etc).
My 0440/11 para. 3 has been confirmed. Ship
was FISHPOOL. (C. in C. E.I., 1352Z/11 to Admty
etc).

Reports of
merchant
ship movements.

My 1710/16/6. U.S.N.O. Colombo has made
following message to Opanav begins C. in C. E.I.
has again brought up subject of system of reports
on movements of merchant vessels by American cons
suls in this area which still appears unsatisfac
tory. As stated in my 1050/17/6 information
gleaned is incomplete as it comes from few ports.
Although State Department instructions recently
modified to use most confidential code available,
British authorities entertain doubts as to
security, in any case system is unnecessary
duplication of well established British system
of shipping reports in this area. With Chatfold
system now operating suggest extending it to
cover foreign ships other than British and
discontinuing our consular reports. If U.S.
becomes co-belligerent, further suggest British
"Vesca" reports go to Washington as well as London
and Chatfold be terminated. Messages on this
subject are also being sent to Admiralty and
C. in C. E.I. and to State Department by
American consul at Colombo ends I (?agree).
Request information how matter now stands.
(C. in C. E.I., 0506Z/11 to Admty).

AUSTRALIA
Escort of
monsters.

- (i) I should like to arrange for AUSTRALIA
to carry out a cruise to Kerguelen similar to
my 1442/15/8 not to Admty., which was cancelled
by operation "Kedgeree".
- (ii) She would return to Durban about 14/11 and
is only ship suitable for escort of semi monsters.
- (iii) Request your early forecast of movements for
ILE DE FRANCE, NIEUW AMSTERDAM, MAURETANIA.
- (iv) My 0756/10 to P.S.T.O. Egypt refers.
(C. in C. E.I., 0758Z/11 to F.O.I.C. Simonstown).
Reply 1626/15.

War Diary.

11.10.1941.
Saturday.

FOREIGN STATIONS.

East Indies. - Contd.

S.S. STAMATIOS
G.
EMBIRICOS.

S.O. (I) Colombo's 0448 (1) Greek STAMATIOS G. EMBIRICOS left Kilindini 16/9 for Colombo and has disappeared.
(ii) Ship pitched in ballast had 840 tons coal, One W/T operator Nationality Yugoslavia. Master signed receipt for routeing instructions.
(iii) She has been called by Colombo, Bombay W/T Station on 500 kc/s no reply.
(iv) There is no corroborative evidence of Raider activity. (C. in C. E.I., 1430Z/11 to Admty).

China.

GOUVENEUR
GENERAL
PASQUIER.
(French).

Arrival 10/10. (Saigon 0399Z/11 to M. of W.T.)

CAP DES
PALMES.

Your 1425A/3. Re electric installation. (A.S. Singapore, 0520Z/11 to Admty).

America & West Indies.

Independent
ships.

Your 1150^A/10. (arrangements for diversion of independently routed ships in N. and S. Atlantic Commands). Concur. (C. in C. A.W.I., 0932Q/11 to Admty).

/AWATEA.....

242A

SECRET

M E S S A G E

1016/11 October IN

Date 11.10.41.

From A.H.Q. F.E.

Recd.1635

CIPHER

Addressed Air Ministry, Kingsway, Repeated 221 Group Burma.

IMPORTANT

X.8621.

A.787 11/10.

In the event of Rangoon being attacked with consequent effect on flow of supplies from Burma to China Colonel Chennault has agreed to move his 3 Tomahawks Squadrons of 18 I.E. each to Rangoon area. A satisfactory operational site exists for 2 of these Squadrons at Zyautkwin 25 miles north of Rangoon on main road where Mingaladon Satellite is already nearing completion. Third Squadron would be based at Mingaladon. Intend to construct at Zyautkwin minimum accommodation required for housing these 2 American volunteer group squadrons.

1016/11.

Received from Air Ministry at
1055/13/10/41.

Advance copy Ops. O.D. & O.I.C.

1st Lord
1st S.L.
3rd. S.L.
4th S.L.
5th S.L.
V.C.N.S.
A.C.N.S.(F)
A.C.N.S.(W)
N.A.1st S.L.
Ops.(3)
O.D.(5)
O.I.C.(2)
D.of P.(2)
E.P.S.

D.N.A.D.
Air Branch.
D.N.I.(4)
Admiral Bellairs.
Admiral Bailey
Admiral Palliser
M.(2)
I.P.(3)
W.D.

Air Ministry Circulation

Internal

S.of S.
C.A.S.
V.C.A.S.
D.C.A.S.
A.C.A.S.I.
D.of Plans
D.D.Plans (J.P.)
Plans 3 (Action)
D.O.O.
D.W.O.
A.M.S.O.
D.OF O.

External

Admiralty (4)
War Office (4)
War Office (MOIO)
War Cabinet (Col.
Jacobs)

War Diary.11.10.1941.
Saturday.FOREIGN STATIONS.America & West Indies - Contd.

AWATEA,
PRINCE ROBERT. Admty. 1654A/10 and your 1434Z/10. Request you sail PRINCE ROBERT as escort accordingly by Great Circle to Honolulu. Navy Board, Wellington, is requested communicate onward route. (C. in C. A.W.I., 0942Q/11 to N.S.H.Q. Ottawa).

A.M.Cs.

Your 1603A/10. I am now asking B.A.D. to obtain concurrence of U.S. Authorities to employment of two A.M.Cs. at a time on mid-Atlantic patrol on the assumption that they will not be required to co-operate with U.S. Forces unless or until A.B.J.1 goes into operation. (C. in C. A.W.I., 1002Q/11 to Admty).

H.X.153.

My 0810Z/8. 2 corvettes only will sweep ahead of convoy, ARABIS (Senior Officer) and DAHLIA. (D.T.D., 1115Z/11 to Opnav).

Ex-U.S.
Submarines.

My 1203A/19/9. Cancel para.1. It has now been decided that both ex-American submarines shall proceed direct to U.K. when ready. Arrangements for spare gear will be signalled later. L.27 will proceed to St. Johns N.F. for A/S training duties arriving about 28/10. (D.A/S.W., 1151A/11 to B.A.R.M.)

Singapore
Conference.

Personal for 1st S.L. from Adl. Little. "Gleam" number 150 had been drafted before receipt of your 1954A/10. In view of sitn. described in 1st 4 paras. of that "Gleam" I am not delivering your mge. to Adl. Stark until I hear further from you. (B.A.D. Washington, 1351R/11).

ASTURIAS.

My 1742Q/9. Intended to sail ASTURIAS on 15/10. Request destination. Ship has 23 R.A.N. ratings for BULOLO and 3 Sub. Lts.(E) R.C.N.V.R. for Freetown. (C. in C. A.W.I., 1502Q/11 to C. in C. S.A.)

/PASTEUR.....

War Diary.

11.10.1941.
Saturday.

FOREIGN STATIONS.

America & West Indies - Contd.

PASTEUR
Convoy C.T.4.

Your 2213/8. M. of W.T. representative has recommended to London PASTEUR proceed direct to Quebec to discharge cargo, personnel and for dry docking; he is again urgently requesting decision. Request confirmation first port of call Canada. (N.S.H.Q. Ottawa, 1554Z/11 to Admty).

OTINA.

Have you any news of OTINA due New York 4/10 from Loch Ewe? (D.T.D., 1601A/11 to N.S.H.Q. Ottawa)

NOREG,
MAGDALA.

My 1826Z/10 degaussing defective.
(C.O.A.C., Halifax, 1602Z/11 to Admty).

H.X.154 and
H.X.153.

Request names of U.S. escorts may be signalled.
(D.T.D., 1655Z/11 to Opnav).
Your 1655/11 Task Force designation H.X.153 is 4.1 H.X.154 is 4 1.2.
(Opnav, 1923/11 to Admty).

T.C.15
cancelled.

Sailing of T.C.15 as originally constituted is cancelled. 2. Probable that a re-constituted convoy will sail from Canada early in November.
(A.C.N.S. (H) 1707A/11 to N.S.H.Q. Ottawa, etc).

Suspicious
Vessel.

H.M. Charge D'Affaires Managua, passes following report from Vice Consul Bluefields begins. 10/10 very reliable person reported sighting strange vessel at 0430 10 miles S.E. Monkey Jacket Point unable to identify as S/M but no local vessel could be in vicinity Ends. Have requested further investigation and details.
(S.O.(I) Kingston, Jamaica, 2048A/11).

H.X.155

Concur your 1243Z/11. (Opnav, 2107/11 to Admty).

War Diary

11.10.1941.
Saturday.

U-BOAT CAMPAIGN

Ships Attacked

SVEND FOYN
(Torpedoed 7/10) Your 2239A/10. SALVONIA escorted by THIRLMERE will be sailed about 0800Z/11 after she has got SVEND FOYN into Reykjavik.
(A.C.I.C. 0015Z/11 to C. in C. W.A.)
SVEND FOYN arrived in tow of SALVONIA, WINDERMERE and RESTIVE in company.
(A.C.I.C., 1131/11)
Necessary to discharge majority of oil cargo of SVEND FOYN to enable salvage repairs to be made. Intend to retain BRITISH PRUDENCE to take this oil to U.K.
(A.C.I.C. 1541/11 to Admty.)

NAILSEA
MANOR
(Torpedoed
10/10)

Has sunk. Crew saved. (D.S., 767, 11/10.)

SILVERBELLE
(Torpedoed
22/9.)

C. in C. S.A.'s 1622/6. Following searches for SILVERBELLE carried out without result.
(1) LADY SHIRLEY for four days in area 20.36 W. to Grand Canary.
(2) Tug from Las Palmas in area to Westward between 30/9 and about 7/10.
(3) My 1102/7 not carried out owing to temporary damage to long range Catalina and return of LADY SHIRLEY.
(4) EAGLE did not search.
(5) Consider ship probably has sunk.
(F.O.C.N.A., 1848A/11 to Admty.)

Submarines Reported

0953A

At 0953A/11. German Submarine bearing 290° from Gibraltar Class 1.
(F.O.C.N.A. 1039A/11 to N.A. Station.)

0852 G.M.T.
O.G. 75.

D/F bearings at 0852 G.M.T. indicate U-Boat in vicinity of Convoy.
(D.D.I.C. 1056A/11 to Escorts O.G. 75, F.O.C.N.A.)
You were probably reported by 3 long range F.W. aircraft about 1157.
(D.D.I.C., 1301A/11 to Escorts O.G. 75.)
At 1615/11 F.W. was homing U-Boats on to O.G. 75
(F.O.C.N.A., 1834A/11 to Escorts O.G. 75.)
D/F at 1656Z/11 and at 1729Z/11 indicates at least two U-Boats in vicinity of convoy O.G. 75
(D.D.I.C. 1928A/11 to Escorts)

/Estimated.....

War Diary

11.10.1941.
Saturday

U-BOAT CAMPAIGN

Submarines Reported-Contd.

Estimated U-Boat dispositions.
(D.D.I.C. 1503A/11)

Submarines Attacked

By A/C.

Am over enemy S/M in 62.09 N., 21.00 W.,
(A/C H. 1541/11 to A/C 203 Sqdn.)

Submarine attacked on surface course 245° 5 knots
E.T.A. 1715.
(A/C duty H., 1542/11 to 15 Group.)

S/M attacked by aircraft in 062° 09' N., 021° W.
at 1541Z/11.
(A.C.I.C., 1711/11 to Admty. C. in C. H.F.)
(C. in C. W.A., 1755A/11 to HIGHLANDER, BROADWATER
etc.)
Estimate I shall be in 061° 43' N., 022° 50' W.
at 2200A/11. Intend searching 065° for 3 hours.
(WATCHMAN, 1900A/11 to A.C.I.C.)

Attacked 1541/11 in 62° 01' N., 21° 05' W.
Conning tower above water decks awash. 3 450 lb.
D.C.'s. with new fuses set at 50 ft. Estimated
sunk; first D.C. exploded three yards from
starboard stern second three yards to starboard
amidships by conning, third about three yards to
starboard by bows. Three patches of pale green
bubbles seen after attack.
(H.R., R.A.F., Iceland, (C) 1940/11) Note
different position.
C. in C. W.A.'s. 1755 in position 61° (?) 50' N.,
020° 05' W. HIGHLANDER and BROADWATER searching
to W. and S.W. until 0700/12.
(HIGHLANDER, 2200/11 to A.C.I.C., WATCHMAN)
My 1755A/11. Aircraft claims to have sunk U-Boat
in 062° 01' N., 021° 05' W. Any ships able to
do so should search the vicinity.
(C. in C. W.A., 2335A/11 to MALCOLM, etc.)
W.D. Note- No signal of "sinking" in W.D.
Position differs from that in A/C's 1541/11.

War Diary.

12.10.1941.
Sunday.

SITUATION REPORT.

Home Commands.

Swingate
R.D.F.
Station
shelled.

Enemy coastal batteries fired 19 rounds this afternoon, apparently at the R.D.F. station, Swingate. One personnel was wounded, but no naval damage or casualties were caused.

S.S.SOUKHONA.

At 1105 G.M.T. S.S. S ϕ UKHONA in 60° N. 5° W. signalled that she required immediate assistance from a warship.

Spitzbergen.

The Russians report that the German Command in Northern Norway made a suggestion on 6/10 that Spitzbergen should be occupied by troops and artillery.

Cruisers for
Med. Fleet.

AURORA and PENELOPE left Scapa this morning to join the Mediterranean Fleet. Two destroyers from Force H. are to accompany them from Gibraltar to Malta; and LAFOREY and LIGHTNING from the Home Fleet are to replace these two destroyers in Force H.

British Air Operations.

20 Wellingtons attacked Emden last night.

Coastal Command aircraft last night attacked targets in Norway and shipping off the coast.

Bomber Command aircraft today attacked barge concentrations at Boulogne and shipping off the Dutch coast where a 5000 ton tanker was hit amidships and a 6000 ton Timber ship was hit and apparently set on fire.

War Diary

12.10.1941.
Sunday.

SITUATION REPORT.

Enemy Air Operations.

At 1807 today F.Ws were homing U-boats on to O.G.75.

S.S. GLYNN in E.C.84 was bombed in the early hours of this morning off Yarmouth, and had to be sunk by QUANTOCK in 52° 34' 42" N. 1° 56' 0" E.

A further attack on Portland harbour was made at 0320 today; but no naval damage was caused.

Mining.

11 Hampdens laid mines last night in the mouth of the Elbe and Weser and off Sylt. 2 Beauforts laid mines off Brest.

As from 0001A today, the Port of Liverpool will be closed every night.

Mines were detonated today off the Humber, Harwich and Sheerness.

All Bristol Channel ports were reported to be open and normal working resumed at 1153A today. A mine was exploded.

War Diary.12.10.1941.
Sunday.SITUATION REPORT.South Atlantic.

Oiler BROOMDALE reports hearing gunfire in 17° 54' S. 37° 44' W. at 1245Z today. BIRMINGHAM, BULOLO and two corvettes are investigating.

Mediterranean.S/M
Operations.

RORQUAL reports that she laid mines off the approaches to Piraeus on 8/10.

C. in C. Med. reports that on 5/10 TALISMAN hit with torpedoes a 4000 ton merchant vessel which was aground on San Georgio Island. A torpedoed merchant ship, probably THEOPHILE GAUTIER (see 6/10) was seen entering E. channel in convoy on 4/10. On 7/10 TALISMAN sank a 3000 ton merchant ship in convoy off Suda Bay.

Red Sea.

The escort force is being withdrawn, with the exception of SHOREHAM and FALMOUTH.

Libya and
Western
Desert.

Six Wellingtons attacked Tripoli harbour last night and 4 Wellingtons bombed Benghazi harbour.

Operation "Cultivate" has commenced to relieve the remainder of the Australian troops in Tobruk by part of the 3rd Divn. from Syria. Minelayers and destroyers are transporting troops and stores between Alexandria and Tobruk.

Two A. lighters are missing from last night.

Battle
Fleet.

The Battle Fleet sailed to the westward today.

/Defended

War Diary.

12.10.1941.
Sunday.

SITUATION REPORT.

Mediterranean - contd.

Defended
anchorage
in Red Sea.

Anchorage J, for fast merchant vessels is to be established at Gimsah (27° 37' N. 33° 36' E)
Anchorage B, for slow merchant ships, is to be established at Abu Zenima (29° 0' N. 33° 7' E.)

China.

A Japanese vessel navigating without any ensign in Hong Kong territorial waters today refused to stop until brought to by M.T.B.08, and refused to allow the boarding officer to board her.

U-Boat Campaign.

Portuguese S.S. CORTE REAL was boarded by a U-boat today and was finally sunk by torpedo at 1600 80 miles west of Lisbon.

War Diary.12.10.1941.
Sunday.HOME COMMANDS.Policy.73rd A/S
Group.

A.C.O.S. 1451A/11. No objection to this but 73rd A/S Group may have to be used for escort of P.Q.3 from Hvalfjord on 22/10 unless ships with higher endurance such as the trawler referred to in your 1710A/7 can be fitted out in time for this commitment.

Experience with ~~SAVON~~ and Q.P.1 has shown that 73rd A/S Group have insufficient margin of endurance to allow for bad weather.
(C. in C. H.F. 0958/12.)

Co-operation with Russia.Archangel.

Request American authorities be told that maximum draught in fresh water at Archangel is 22 feet. VILLE D'ANVERS arrived in P.Q. One drawing 27 feet and may not get over Bar.
(Ad. Miles 1301C/12.)

Your 1430A/2. Understand LONDON was unable to check these details. Suggest that Commodore Dowding R.N.R. who was in LLANSTEPHAN CASTLE may be able to give useful information.
(C. in C. H.F. 1853/12 to Adty.)

First impression of Archangel obtained from talk with C.Os of LONDON and ELECTRA indicates necessity for the appointment of a S.B.N.O. Archangel and staff to co-ordinate arrangements with Russian Staff, unless Captain Wyburd is to remain there permanently and can have assistance. Fuelling arrangements are very slow and primitive, and oil is transported some 40 miles by dumb lighter. A British tanker to maintain a ready use supply in anchorage is desirable. Alternatively delay in turn round of escorts will be inevitable in bad weather.
(C. in C. H.F. 1859A/12 to Adty.)

Movements.RISOR.
(Whaler.)

(Yacht) Departed 0845 for West Coast via Grangemouth and Forth-Clyde Canal. If wind unfavourable intends harbouring Rosyth. (N.O.I.C. Methil 0922/12.)

ICARUS.

My 1110A/11. Delayed 72 hours. (F.O. Humber, 0932A/12.)

AURORA.
PENELOPE.

Scapa departure 0813. (A.C.O.S. 0951A/12.)

/Steaming

War Diary.12.10.1941.
Sunday.HOME COMMANDS.Movements - contd.Steaming performances.
WALKER etc.

Steaming performance of WALKER during past seven months is most noteworthy. Steaming performance of SALADIN, SALISBURY, ST. ALBANS, VANOC, WELLINGTON, BLUEBELL, DIANELLA, HEATHER and MALLOW during past three months also reflect great credit on all concerned.
(C. in C. W.A. 1133A/12.)

SHROPSHIRE.

Adjust your speed to pass B.2. buoy at 1615.
(C. in C. Nore 1226A/12 to SHROPSHIRE.)
Sheerness arrival SHROPSHIRE, QUORN and VIVACIOUS 1710. (C. in C. Nore 1816A/12.)

NORMAN.

Today Archangel arrived NORMAN.
(SUFFOLK 1244Z/12.)

CANTON.

My 1134A/10. CANTON now leaves Clyde a.m.14th.
(S.O.W.P. 1314A/12.)

PETUNIA.

Your 1840A/11. As PETUNIA has no charts of West Greenland and none are obtainable locally, suggest ocean R.V. with special convoy mentioned in Admiralty's 1814A/10 or that NIPIGON should meet and pilot PETUNIA into Julianhaab. PETUNIA has chart 235.
(A.C.I.C. 1851/12 to C. in C. W.A.)
Your 1840A/11. PETUNIA sailed 1727Z/12. E.T.A. daylight 15/10. Reference my 1851Z/12, PETUNIA has obtained additional Danish Chart from ALGOMA. (A.C.I.C. 2007/12 to C. in C. W.A.)
(PETUNIA 1745/12.) *see also p.286*

Operations.Patrol off The Hague.

Weather permitting 1 (one) unit of 70 foot M.T.Bs is to carry out a patrol between 5 and 10 miles off shore along parallel 052° 08' N. One unit of M.G.Bs is to act as covering force and is to remain in vicinity 052° 20' N. 004° 05' E. until required.
Result of air R/C will be signalled by 'I' method between Harwich and Yarmouth.
M.T.B. may attack surface vessels without challenge east of 002° 30' E. but full challenge procedure is to be used by both units when returning from patrol.
(C. in C. Nore 1232A/12 and 1727A/12 to BEEHIVE)
Departure M.G.Bs 61, 63, 58. M.T.Bs 34, 31.
(F.O.I.C. Harwich 1746A/12.)

War Diary.12.10.1941.
Sunday.HOME COMMANDS.Operations - contd.East
Coast
Patrols.

Weather permitting patrols tonight Sunday are.
 (1) 2 M.G.Bs vicinity Z K W E 1805.
 (2) 2 M.G.Bs vicinity Z K W E 0800
 (3) 3 M.Ls vicinity Smith's Knoll Buoy.
 (4) 3 M.G.Bs and 2 M.T.Bs returning from Eastward
 between Aldeburgh and Galloper at daylight.
 (C. in C. Nore 1421A/12.)

Dover
Patrols.

Three M.T.Bs leave Dover at 0220/13 to patrol
 vicinity of Bullock Buoy, returning to Dover at
 0700. Route via number 10 Buoy each way.
 Two M.G.Bs leave Dover at 0330 to patrol South
 Varne returning to Dover at 0700.
 (V.A. Dover 1757A/12.)

Swingate
R.D.F.Station
shelled.

Enemy coastal batteries fired nineteen single
 rounds between 1205 and 1422 today. Their
 objective appeared to be the R.D.F. Station
 Swingate, sixteen rounds falling on land and
 three in the sea eastward of Dover harbour.
 One R.D.F. Personnel at Swingate wounded. No
 damage to Naval Personnel or property.
 (V.A. Dover 1851A/12.)

Operation
Q.K.3
Q.K.4
Q.K.9
Q.K.10.

Prepare to carry out operation Q.K.(3) or (4)
 with two M.Ls on 14/10 or first suitable day
 after that date. Operations Q.K.(9) or (10)
 are alternative operations to the above.
 (C. in C. Nore 1936A/12 to BEEHIVE.)

British Air Operations.Patrols.

"Hornli" now in operation.
 (C. in C. Rosyth 1041/12.)
 P.R.U. of Haugesund and Stavanger now being flown.
 The following P.R.U. will be flown later:
 Oslo, Horten, Fredrikshavn, Aalborg, and
 Christiansand. (C. in C. Rosyth 1131/12.)
 My 1131/12. P.R.U. of Oslo etc. cancelled.
 (C. in C. Rosyth 1505/12.)

Emden
bombed.

On Night 11/12, 17 A/C bombed Emden and started
 fires. (H.Q.B.C. 1225/12.)

War Diary.12.10.1941.
Sunday.HOME COMMANDS.Enemy Air Activity.Portland
bombed.

At 2349/11 one enemy A/C carried out a low-flying attack dropping one bomb in Portland Harbour, and machine gunning. A.B.C.D. Nil. (F.O.I.C. Portland 0043/12.)
My 0043/12. Coal hulk HINDUSTAN was sunk by bomb. A second attack was made at 0320 but no bombs on Naval property. (F.O.I.C. Portland 0828/12.)

Convoy E.C.84
GLYNN (British
1134 Tons)
sunk.

GLYNN in E.C.84 bombed at about 0220 today was finally sunk by QUANTOCK in 52° 34' 42" N. 01° 56' 00" E. Towage and salvage impossible. Chief Engineer and 1 fireman missing. Remainder of crew landed at Yarmouth by Tug KROOMAN. (QUANTOCK 0340/12, 0430A/12, 0815A/12, F.O.I.C. Gt. Yarmouth 0340A/12, 0843A/12, C. in C. Nore 0949A/12.)

Yarmouth
bombed.
NESSUS
damaged.

Gt. Yarmouth bombed at 1940A/11. A to C Nil. Unexploded bomb passed through counter of Salvage Tug NESSUS causing slight damage. (F.O.I.C. Yarmouth 0935A/12.)
Salvage Officer reports NESSUS received bomb damage 2000/11. U.X.B. penetrated extreme stern of vessel, making a little water, but Salvage pumps installed. No danger of sinking. (F.O.I.C. Yarmouth 1630A/12.)

O.G.75.

Five F.W. aircraft are active in your vicinity. (D.D.I.C. 1318A/12 to O.G.75.)

Mining.SCOTT.

Arrival. (C. in C. Portsmouth 0757A/12.)

5 Mines off
Barrow Deep
on 1/10.

WESTMINSTER reported that it was probable that she detonated 5 mines in vicinity of Barrow Deep on 1/10. Claim is concurred in. Details not reported to C. in C. Nore. (C. in C. Nore 1130A/12.)

Proposed
operation.

Sailed WELSHMAN and MAINXMAN. (N.O.I.C. Port Z.A. 1135/12.)

Bristol
Channel.

My 2059A/7. All Bristol Channel ports now open and normal working resumed. (F.O.I.C. Cardiff 1153A/12.)
Exploded red mine by L.L. 206° 1.5 miles from Flatholm light. (Capt. M/S Bristol Channel, 1601A/12.)

War Diary.12.10.1941.
Sunday.HOME COMMANDS.Mining. - contd.Thames
Estuary.

One magnetic mine detonated by sweepers 0621/12. Details. (Capt. M/S Sheerness 1437/12.)
On night 11/12 mines were seen to fall in the convoy anchorage to the South of Southend Pier and splashes most probably caused by mines were seen North and South of the Channel near East Spile buoy. At 2050 an explosion apparently caused by a bomb occurred about a mile North of Bartons Point and at 2034 an explosion apparently caused by a mine occurred on the Red Sand. (S.O. T.L.D.F. 1452/12.)

Operations
S.N.24 B and
D.F.2.

Intend to carry out, and to lay dummy minefields D.F.2 off Gallon Head, Lewis with PORT QUEBEC and LANCASTER. Sail 1900/13, lay 0430/14, return Port Z.A. 1700/14. Details. (R.A.M. 1507/12)
See Lion Copy.

One S.A. mine detonated at 1332/12. Details. (Capt. M/S Sheerness 1646/12.)

ICEMAID.
(Mined 11/10)

Arrival Tug KENIA. Assistance was not required. (F.O.I.C. Harwich 1701A/12.)

Harwich.

2 S.A. Mines detonated at 1250 and 1255 today. Details. (F.O.I.C. Harwich 1924A/12.)

Humber.

One Magnetic Mine detonated by Sweeper at 1217/12. Details. (F.O. Humber 2240/12.)

Enemy Intelligence.M/V off
Cape Wrath.

T T T - remain with object as long as petrol permits or until relieved. Instruct object to steer 100° true. (18 Group H.Q. 1527/12 to A/C of 404 Sqdn.)
My N.R.I. P.C.S. of M/V 59° 43' N. 5° 8' W., 260° 5 knots. (A/C of 404 Sqdn. 1530/12 to 18 Group.)
My N.R.2. Course 260°. No reply to signals. (A/C 1635/12 to 18 Group H.Q.)

/Spitzbergen ...

From:- R.A. (M)

Date. 12.10.41.
Recd. 2239

Naval Cypher A.1. by T/P

Addressed:- Admiralty, C. in C. Rosyth, Group 18,
repeated: A.C.O.S., C. in C. Home Fleet, C. in C.
Western Approaches, N.O.i/c Stornoway
A.C.I.C., F.O.S., H.M.S. PORT QUEBEC,
H.M.S. LANCASTER, Air Ministry, Air
Officer C. in C. Coastal Command,
H.Q. S. Fighter Command.

Intend to carry out operation S N 24 B and to lay dummy minefields D F 2 off Gallon Head Lewis as follows:

- (a) Deep minefields and dummy surface minefields
- (d) H.M.S. PORT QUEBEC, H.M.S. LANCASTER
- (e) Air anti submarine escort is requested from first light October 14 till about 1100 October 14 when again inside Minch and southward of Butt of Lewis
- (f) S N 24 B from 058 degs 48' 36" north 006 degs 54' 00" west through 058 degs 44' 18" 007 degs 00' and 058 degs 40' 006 degs 54' to 058 degs 35' 42" 007 degs 00' D F 2 extending in 220 degs direction for four cables from position 058 degs 15' 24" north 007 degs 09' west.
- (g) 1900 October 13
- (j) through 058 degs 24' 005 degs 45'
- (k) 12 knots till completion D F 2 thence 13 knots homewards.
- (l) 0430 October 14
- (n) from end of S N 24 B to position 058 degs 16' 007 degs 09' approximately and to lay D F 2 in this position at 0800 October 14. Thence round Butt of Lewis and direct homeward
- (o) and
- (p) Port Z A 1700 October 14
- (q) none
- (w) 16 miles 10 knots
- (x) for S N 24 B, mark XIX/XIX set to 80 120 and 160 feet in rotation. For D F 2, 6 M mark 1 set to 20 feet below chart datum and 6 mark XXII one star set to 15 feet below chart datum
- (y) 639 unit for S N 24 B. Combined depth to form standard line
- (z) As for single line ship in area B.

Remarks. D F 2 will be swept on or about 28 October. N.O.i/c Stornoway is requested to warn local fishing craft to keep clear of area while field is down.

1507/12

Advance copy sent Duty Capt. D.O.D. (H)
D.D.O.D. (M)

1st Lord			
1st S.L.	D.C. (2)		D.T.D. (2)
V.C.N.S.	D.O.D. (H)	D.A/S.W.	Hd. of M.
A.C.N.S. (H)	D.D.O.D. (H)	E.P.S.	D.M.S.
A.C.N.S. (T) (2)	D.D.O.D. (M)	D.D.I.C. (2)	I.P. (2)
N.A. 1st S.L.	D. of P. (2)	D.N.I. (4)	W.D.

AMT

War Diary.

12.10.1941.
Sunday.

HOME COMMANDS.

Enemy Intelligence-Contd.

Spitzbergen.

Russian staff have just handed to us a message from what they describe as a first class source. Source reports that the German Command in Northern Norway suggested on 6/10 that Spitzbergen should be occupied with troops and artillery and that it was perfectly possible to forestall any possible English action. The possibility of landing troops by air from heavy aircraft (sic) some 6 to 8 kilometres from Longvuen was mentioned. It is not clear from the message if it was suggested that such aeroplanes could actually land and take off in this area. Russians obviously take the message seriously. I cannot find the place named but it might possibly be Longyearby. (Mil. Mission, Moscow 2304/12 to War Office).

Casualties and Defects.

PETUNIA.

E.T.A. 0400Z/12 with ZAAFARIN. Request Hval Fjord Gate at 0530Z and urgent assistance on arrival to remedy defect in A/S type 123A. (PETUNIA 0130A/12 to A.C.I.C.) A/S defect completed. (PETUNIA 1745/12).

See p. 282

WARKWORTH
(Collision
10/10)

Consider was in last reported position of WARKWORTH given by WATCHMAN, at 1405A/11. Failed to locate WARKWORTH. Still searching. (NORTHERN GEM 0143A/12). SALVONIA escorted by THIRLMERE sailed 1925Z/11 for WARKWORTH. (A.C.I.C. 0540/12 to NORTHERN GEM). Have searched for 24 hours. Have not yet located. Still searching. Request instructions. (NORTHERN GEM 1700Z/12 to N.O.I.C. Iceland). Your 1700Z/12. Estimated position of WARKWORTH at 2300Z/12 057° 50' N. 025° 30' W. (N.O.I.C. Iceland 2331/12 to NORTHERN GEM).

DYNAMO.

Departure Tug KENIA to assist S.S. DYNAMO. LADY PHILOMENA on escort duties. (F.O.I.C. Harwich 1115A/12).

PONTFIELD.

My 1745/11. PONTFIELD and tugs EMPIRE HENCHMAN and ATTENTIF arrived. (F.O.I.C. Tyne 1120/12)

GREENFLY.

Arrival GREENFLY in tow of TANGO at 1515. (F.O. Humber 1553/12).

/EDINBURGH.....

War Diary.

12.10.1941.
Sunday;

HOME COMMANDS.

Casualties and Defects-Contd.

EDINBURGH.

A.M. 1047/10 and your 0941/10. Repairs are being completed more quickly than expected and EDINBURGH will be ready to sail 0400/16. (C.S.18 1930A/12).

Shipping and Convoys.

H.X. 152.

Your 2214A/11. Approved for Oban Ships and Clyde Ships to proceed unescorted. No local escort available. (C. in C. W.A. 0313A/12 to KEPPEL).

P.Q.2.

Your 1414A/11th. It is most undesirable that P.Q.2 should arrive Scapa after dark. Request you will make necessary adjustment in times of sailing to ensure that this convoy will pass Scapa Gate not later than 1800A/15. (A.C.O.S. 1152A/12 to N.O.I.C. Liverpool).

H.X. 153.

Convoy Seven Hours late Point (N) Speed of Advance 9.4 knots. (Convoy H.X. 153 1200/12).

War Diary.12.10.1941.
Sunday.FOREIGN STATIONS.North Atlantic.Search
of Cape
Verde Is.

C. in C. S.A. 1301N/11. In view of pending operations extremely unlikely that any Catalina can be spared.

(ii) C. in C. S.A. 1301N/11 and 1305N/11 have been passed to S.O. Force H.
(F.O.C.N.A., 1018A/12 to Admty, C. in C. S.A.)French
Shipping.

Passing Gibraltar 11/10. (D.O.R., 13/10).

P. 31Intend to sail P.31 P.M./13 for Malta. Passes through 038° 001' 009° 001' at 0500A/17 approx. thence as ordered by N.O.I.C. Malta.
(F.O.C.N.A., 1110A/12 to C. in C. Med).GERMANIA.

Report graded C.2. states GERMANIA will leave Teneriffe on 14/10 or 15/10.

(D.D.I.C. 1555A/12 to F.O.C.N.A.)

May leave Teneriffe 14/10 or 15/10.

(F.O.C.N.A., 2314A/12 to S. & A. N.A.)

My 1042A/11/9 para. 4 (b) Report graded C.2. states will leave Teneriffe 14/10 or 15/10

(11) When on patrol you should normally keep to East of 20° W.

(F.O.C.N.A., 2330A/12 to MARON).

Diversion of
Independently
routed ships
in N. and S.
Atlantic.

Your 1150A/10 concur.

(F.O.C.N.A., 1607A/12 to Admty).

O.G. 75

F.O.C.N.A., 1832A/12 See U-boat campaign.

BURRA.

Arrived bunkering arrangements are being made for boiler repairs.

(R.O. Horta, 2130/12).

S/M Detector,
Gibraltar.

Intend laying contact detection wire close seaward Northern entrance (i) Copper wire 3 feet from bottom designed show presence miniature S/M (S.L.C.) approaching net on bottom of sea.

(ii) Metallic contact will operate klaxon through Vernon Evershed instrument (S/M net indicating unit).

(iii) Instrument borrowed from SEVERN with concurrence of Capt (S) 8.

(F.O.C.N.A., 2230/12 to Admty).

War Diary.12.10.1941.
Sunday.FOREIGN STATIONS.South Atlantic.ASTURIAS.

C. in C. A.W.I. 1502Q/11 is repeated to you. Request you will issue instructions and arrange R/V with BULOLO. (C. in C. S.A., 1201N/12 to R.A.S.A.D.)

WILD SWAN.

Your 1744A/11 yes please.
(C. in C. S.A., 1222N/12 to F.O.C.N.A.) See p.265

Gunfire
reported
by
BROOMDALE.

Oiler BROOMDALE (?reports) hearing gunfire in 017° 54' S., 037° 44' W., 1245Z/12. BIRMINGHAM BULOLO and Corvettes investigating. (R.A.S.A.D., 1917Z/12 to PRETORIA CASTLE).

Mediterranean.

Enemy
Unit.

Following has been read. Position of enemy is 016° 37' N., 12° E. 48. (Malta W/T 0255/12).
Following has been read. P.C. and S. of enemy are 017° 37' N., 12° E., 020° 15 knots. (Malta, W/T 0340A/12).
1 unknown unit 344°. WPBA 8.
(Call Sign 2DJJ 0903/12 to Alexandria Port Wave Guard). W.D. Note - Position indecypherable.

Navigational
danger.

Safaga Red Sea. A rock with least depth 20 feet exists in position 279° 2200 yards from Morewood beacon. Vessels must therefore keep accurately on the leading line. (Malta W/T, 1008A/12 to S/Ms. on patrol).

Alexandria
Minesweeping
Summary.

Week ending 12/10. One red mine type and age unknown swept by LL outside searched channel N.W. of Great Pass in 18 fathoms. (N.O.I.C., Alexandria, 1017/12).

TRAPANI,
SALZBURG,
(German).

B.2. information states arrived in Piraeus on 8/10 with German and Austrian troops and vehicles, convoyed by 2 Italian warships. A previous report (D.S. 648 of 14/6) had stated that SALZBURG was sunk on 10/6. (D.S. 768, 12/10)

/Air.....

War Diary.12.10.1941.
Sunday.FOREIGN STATIONS.Mediterranean. - Contd.Air R/C.

Your 1829/11. (N.T. in W.R.) Air R/C has been arranged. Distance too great for striking force. (V.A. Malta, 1045A/12 to C. in C. Med).

TRUANT.
PORPOISE.

Adjust speed to proceed submerged from 038° 00' 011° 44' to 037° 16' 012° 56' during daylight TRUANT on 15/10, PORPOISE on 16/10, thence direct to North west searched channel to arrive Marsamxett during daylight following day. (V.A. Malta, 1056A/12 to TRUANT, PORPOISE).

THORN.

Your 0727/12 THORN leaves P.M./13 through 035° 51' 015° 15', 038° 05' 019° 36' to arrive area P.P.M./15. (Capt. (S) 10 1101A/12 to Capt. (S) 1). My 1831/11 THORN is not on patrol. (Capt. (S) 1, 1815B/12 to TORBAY).

Air
Operations.

Night 10/11 Oct. 17 Wellingtons bombed Power Station and stores dumps at Derna. Direct hit set power station on fire. Fires also started on east side of town between Harbour and Tobruk Road. Many bombs in dump area but no visible results. 6 Blenheims despatched to attack M.T. workshops at Bardia failed to locate objective and dropped bombs on other targets in town. Further 4 Blenheims subsequently started a fire at workshops and 2 fires on south west side of town. Enemy fighter over Bardia did not attack. 2 F.A.A. Albacores carried out offensive reconnaissance of Bardia Harbour for enemy submarine which had attacked shipping off Egyptian coast on 10/11. Submarine not located and aircraft bombed suspected stores and M.T. in Bardia Wadi starting a small fire.

Day 11/10. Blenheim on offensive reconnaissance for enemy shipping off coast of Cyrenaica between Tolmeta and Ras Ol Hilal attacked an unidentified sailing boat 1 250 lb. falling near vessel. (H.Q., R.A.F., M.E., 1136/12).

Night 11/12 Oct. 6 Wellingtons attacked Tripoli Harbour. Time over target 2230 to 0030 hours. Hits and near misses Spanish Mole and Quay, Civilian seaplane base, Barracks East Fort Hamidie. Opposition usual. One Fulmar bombed and Machine gunned barracks Passero after failing to locate Castel Vetrano. 5 Swordfish despatched attack convoy off Marittimo (see my l. 176 para. 2) 4 aircraft lost leader owing to cloud and bad weather. Failed to locate, returned with torpedoes. Leader located 2 M/Vs 5/6000 tons, one destroyer at 0150 hours 244° Marsala 8 miles steaming South 8 knots. Bombed leading M/V. Result unobserved. (Malta, 1837/12).

/Suez.....

12.10.1941.
Sunday.

War Diary.

FOREIGN STATIONS.

Mediterranean. - Contd.

Suez and
Red Sea
Anchorage.

Following have been approved by C. in C. (Group missing).

(i) A defended anchorage for fast merchant vessels is to be established at Gimsah (027° 37' N., 033° 36' E) to be known as anchorage J.

(ii) A defended anchorage for slow merchant ships is to be established at Abu Zenima (029° 00' N., 033° 07' E) to be known as anchorage B.

(iii) Co-ordination of anti-aircraft defence arrangements will be responsibility of R.A.F. An officer for Naval Control service duty will be stationed at each anchorage when accommodation is available.

(iv) Movement of shipping between these anchorages and Suez and between anchorages and Southern Red Sea ports will be ordered by S.N.O. Red Sea as soon as his officers are established at Suez; in meanwhile movements will be ordered by S.B.N.O. Suez Canal Area.

(v) M.W.T. M.E. are requested to inform S.N.O. Red Sea of their requirements for arrival merchant vessels in Egypt instead of calling up direct from Aden. The calling up will (?then be) done by S.N.O. Red Sea as requisite to ensure safety of shipping.

(C. in C. Med., 1226B/12 to S.B.N.O. Suez, S.N.O. Red Sea etc).

Air R/C.

Maryland covered strip at least 50 miles wide centre line joins 038° 40' N., 018° 40' E. and 36° 48' N., 019° 44' E., between 1030 and 1130. Nil report. Visibility excellent. Regret no further R/C available this area.

(V.A. Malta, 1318A/12 to C. in C. Med).

Your 1318A/12. Request you arrange further R/C(s) with same object tomorrow 13th to best scale attainable observing that it seems possible this affair may hang fire for one or two days.

(C. in C. Med., 2124B/12 to V.A. Malta).

Your 2124B. This will be done.

(N.O.I.C. Malta, 2331A/12, to C. in C. Med).

Russian ships
to pass
Straits.

Your 1046/11. Names of icebreakers are, MAKAROV not AROV and MIKOYAN not MIKDYAN. MAKAROV is old, MIKOYAN new. MOLOTOV is new KIROV class cruiser. (D.N.I., 1440A/12 to S.O. (I) Med).

/GEORGIC.....

War Diary.

12.10.1941.
Sunday.

FOREIGN STATIONS.

Mediterranean. - Contd.

GEORGIC
Bombed
(14/7).

GEORGIC afloat aft and stern up about 9 feet list decreasing but bows still on reef. Progress slow as necessary pump (corrupt group) to control stability. Position is very satisfactory. -(N.O.I.C. Port Tewfik, 1514B/12).

ELIZABETH
HENDRIK
FISSER,
German.

Departure Genoa 10th.
(Valencia THI. 1520/12).

Minelaying
in Canal.

Your 2021B/6 minelaying under water is possible but would require special fittings like tubes inside the hull and power devices for ejection and is considered unlikely. The two recent occurrences are more likely to have been due to defective mines especially type G., but there is no known explanation.
(D.T.M., 1617A/12 to S.B.N.O. Suez).

M.T.Bs. 68.
215.

You should keep close in to own port. Submarine has been sighted approaching and may arrive there about 0100/13. (C. in C. Med., 1810B/12 to M.T.B. 68, 215).

THEOPHILE
GAUTIER
(French
sunk 4/10).

Your 0038/7 and my 1313/7. TALISMAN reports attacking on 4/10 an escorted Southbound convoy of one merchant ship and 1 small tanker entering Zea Channel. The merchant ship was hit. It seems likely that this was THEOPHILE GAUTIER. Ship was not showing light and had an indistinct tricolour painting on side, heavy counter attack followed. (C. in C. Med., 1910B/12 to Admty).

Situation
report No.
157.

Battle Fleet under V.A.1 was at sea operating without incident in vicinity of Mersa Matruh night 10/11 and has again sailed to the Westward. Air R/C West of Greece has not revealed any movement of ships.

(2) Western Desert. Tobruk supply resumed. 3 A Lighters on passage Mersa Matruh to Tobruk with tanks and M.T. encountered U-boat at 0520/10 in 31.35 N., 26. 41 E. Spirited action ensued in which U-boat was hit several times and submerged. One casualty in A.18 which returned to Mersa Matruh, A.2 and A.7 continued to Tobruk. Six destroyers hunted U-boat without success night 10/11.

(3) Operation "Cultivate" has commenced to relieve the remainder of Australian troops in Tobruk by part of 3th (?as recd). Division from Syria. Minelayers and destroyers transporting troops and stores between Alexandria and Tobruk.

War Diary.

12.10.1941.
Sunday.

FOREIGN STATIONS.

Mediterranean.

Situation
Report No.
157.
Contd.

(4) U-boat sighted and attacked by aircraft 70 miles North of Tobruk noon (? 8th). Two M.T.Bs patrolling off Bardia tonight 12/13.
(5) Submarines. TALISMAN (A) Hit 4000 ton M/V with torpedoes 3/10. Ship was already aground on San Giorgio Island. (B) Torpedoed merchant ship entering E Channel in convoy on 4/10 probable THEOPHILE GAUTIER. (C) Torpedoed and sank 3000 ton M/S in convoy off Suda Bay on 7/10.
(6) Red Sea. Escort Force being withdrawn with exception of SHOREHAM and FALMOUTH.
(C.in C. Med. 2304B/12.)

RORQUAL
minelaying.
SOKOL.

1. RORQUAL reports at 0835B/8 in 037° 28'N 023° 53'E sighted 2 small northbound m/vs in ballast escorted by 2 destroyers. Since enemy was about to pass over position (? of) proposed lay and merchant vessels were empty, no action was taken.
2. At 1129B/8 in 037° 29'N 023° 53'E on a line 330° extending 2.7 7 miles commenced laying, completed at 1212B/8. Positions are correct within 2 cables.
3. SOKOL reports being in 035° 06'N 012° 10'E from 1600B/10 until 2130B/10. Convoy not seen and considered passed to eastward. At 2210 air attack on convoy observed bearing 160° distant about 20 miles. SOKOL moved between Lampedusa and attack position (?thence) moved to attack position, nothing seen.
(Capt. S.10,2354A/12 to Capt. S.1).

War Diary.12.10.1941.
Sunday.FOREIGN STATIONS.East Indies.Red Sea.
D.E.M.S.

F.O.R.S. 0702/26/9 from Adm. Dreyer. I am in agreement with C. in C. Med., that on transfer of Red Sea to Med., Station the Red Sea gun and Balloon Shuttle services and D.E.M.S., organisation at Aden should come under F.O.R.S., not C. in C. Med.
(C. in C.E.I., 0710Z/12, to Admty.)

M.A.I.

EXETER escorting Convoy M.A.I., arrived Aden 0500/12. (D.O.R., 13/10.)

FLICKER
FULL MOON.

In order that minesweeping Force in Persian Gulf may be ready at short notice for sweeping if necessity arises, it is intended that FLICKER and FULL MOON, late KOS 10 and KOS 11 should be diverted to the Persian Gulf.
2. C. in C.E.I., is requested to make the necessary arrangements for their onward routing from Mombasa.
(D.M.S. 1310A/12, to C. in C. Med., C. in C.E.I.)

Guns for
M/V's
Red Sea.

Your 1356/6. Shuttle service machine guns at Aden will be made up to 200 as follows.
(A) Already available 32 Hotchkiss, 8 Lewis and 37 Savage Lewis total 77. (B) 50 due Aden from U.K. in accordance with your 2007/9/7. (C) 73 out of the 100 Savage guns allocated Colombo in your 1242/24.
(C. in C.E.I., 1720Z/12, to Admty.)

China.Liaison
at Vladivos-
tock.

Russians have refused to accept two Naval Officers at Vladivostock. Proposals.
(No. 30 Mily., Mission 1130/12 to W.O.)

Japanese
Ship.

Stopped by M.T.B., No. 0.8 in territorial waters off Hong Kong. No ensign until stopped, refused to stop until brought to by firing across bows, refused to allow boarding. Suggest protest.
(Cdre i/c Hong Kong, 1501Z/12 to C. in C. China.)
See Lion Copy.

MOSEL
(German.)

Report of 9/10 states recently arrived at Yokohama. (D.S., 768.)

294A

SECRET

M E S S A G E

1501Z/12th October.
IN

From Cdre. in C. Hong Kong.

Date 13.10.41.
Recd. 1737.

I.D.C. (13) BY CABLE.

Addressed C. in C. China. Repeated N.L.O. Shanghai,
N.A. Tokyo, Admiralty.

381. At 0050 today October 12th M T B number O.8
proceeded to investigate unknown vessel about 4,000 tons
proceeding on north easterly course towards Urmston Road.

At 0120 M T B closed vessel which was then in
Territorial Waters and had not hoisted Ensign, and ordered
her to stop. When signal was disregarded M T B twice placed
herself across bows of vessel. This had no effect so ship
was brought to by firing three rounds from Lewis Gun across
her bows. Ship then hoisted answering pennant and stopped
in position 22 degrees 22.8 minutes North 113 degrees 53.6
minutes East.

M.T.B. sent across boat with officer who can
speak Japanese. When boat halfway to ship latter hoisted
Japanese Mercantile Ensign. Officer was not permitted
to board by Japanese Naval repetition Naval Officer
Commander Rank who appeared to be Captain of ship, but
acting under orders of Military. A number of Japanese
Army Officers on board, possibly General Officers with staff,
also troops.

Commander descended to boat, stated ship drew
nine metres and this reason for the course he took. This
statement untrue as ship was in ballast. Refused to give
ship's name. Behaviour of Cdr. polite. Attitude of
military rude and truculent.

/ During

During incident Japanese Naval trawler approached from North but stopped at limit of territorial waters. On being permitted to proceed vessel passed South Shachau Island and appeared to take normal channel to Canton, Westward of Lintin Island.

Suggest protest on grounds

- (a) No ensign until stopped.
- (b) Ship within territorial waters.
- (c) Refusal to stop until brought to.
- (d) Refusal to allow boarding.

During incident Japanese took many photographs.

Times are G.M.T.

1501Z/12.

Advance copy Ops. O.D., O.I.C.

1st Lord.	Ops. (3)
1st S.L.	O.D. (5)
2nd S.L.	M. (10)
Controller	D. of P. (3)
Vice Controller	D.N.I. (4)
4th S.L.	O.I.C. (3)
5th S.L.	Admiral Bellairs.
V.C.N.S.	Admiral Palliser
A.C.N.S. (H)	I.P. (3)
A.C.N.S. (F)	W.D.
A.C.N.S. (T) (2)	N.L. (2)
A.C.N.S. (W)	D.A/S.W.
Parl. Sec.	D.T.D. (4)
Civil Lord.	D.P.D.
Controller (M.S.R.) (London)	
Sec.	
Nav. Sec.	
N.A. 1st S.L.	
P.A.S. (3).	

War Diary.12.10.1941.
Sunday.FOREIGN STATIONS.America & West Indies.Sailing of
Canadian
Escorts.

Your 1514Z/10. Following from C. in C. Western Approaches to A.C.I.C repeated C.C.N.F.
"Cancel my 1201A/1. S.O.P.A., should issue necessary instructions to sail Canadian escorts (S). 1213A/11".
(D.T.D. 0022A/12 to N.S.H.Q., Ottawa.)

H.X. 154.
H.X. 153.
Escort.

Your 1655Z/11. HX154 composed CHARLES F. HUGHES, (SO) MADISON, GLEAVES, LANSDALE, SIMPSON, HX153 assigned SAMPSON (SO) LEA, BERNADOU, DUPONT and MACLEISH.
(Opnav, 0355/12, to Admty.)

CATHAY
NANAIMO.

Halifax departure 11/10 CATHAY to Brooklyn, New York, NANAIMO to R/V with S.C.49.
(S.O.I. Halifax, 0441Z/12 to Admty. etc.)

Task Force
Two.

A.M. 1938/21/9.
Re-organisation of Task Force Two:-
(a) Group 2.5. RANGER, PHILADELPHIA, LANG, WILSON, at Bermuda.
(b) Group 2.6. YORKTOWN, SAVANNAH, WAINWRIGHT, MAYRANT, TRIPPE, RHIND, ROWAN, at Argentia.
(c) Group 2.7. WASP, BROOKLYN, NASHVILLE, STACK, STERNETT, at Hampton Roads.
(D.O.D.(F) 1303A/12.)

Suspicious
Ship.

SAN PEDRO reports MARIE BAKKE (Norg.) sighted 0900 local time 4/10 suspicious vessel Munchen type in position 30 miles from Acapulco.
Ship painted grey, gun aft. Speed 17 knots.
(N.S.H.Q., Ottawa, 1534Z/12 to C. in C.A.W.I.)

MONDOC.
(sunk 5/10,
sabotage.)

Ref. C.A.F.O. 727/41.
(1) Wreck presumed to be S.S. MONDOC known to have sunk in vicinity.
(2) By Lazard.
(3) 20 feet 2 masts and 2 Samson posts between them showing above high water.
(4) On Emerald Shoal, 17.8 miles from Galera Point 108°.
(5) No.
Position verified by CLARKIA, heavy swell and strong current. Light buoy considered desirable. Q.Z.H. message requested.
(N.O.I.C. Trinidad, 1645A/12 to Admty, Cdre., i/c Bermuda, 1053Q/13. C. in C.A.W.I., 1302Q/13.)

War Diary.

12.10.1941.
Sunday.

FOREIGN STATIONS.

America & West Indies. Contd.

A.M.C.'s.

Your 1603A/10 and your 2146B/21/5 to R.A.3.
Is it desired that work to increase troop
carrying capacity of A.M.C.'s should be
continued or suspended pending decision as to
future employment?
(C. in C.A.W.I., 1704Q/12 to Admt.)

Australia & New Zealand.

A.D.B.2.

Summary of agreement. From Chiefs of Staff to
Chiefs of Staff.
(W.O., 0800/12 to Army, Melbourne, Defender,
Wellington.)
See Lion Copy.

MOST SECRET

296A

~~MOST SECRET~~ 0800/12 October.

From: The War Office. Date: 10.10.41.

CIPHER.

Addressed: Army Melbourne., Defender Wellington.

IMPORTANT.

M.O. 2b/1855/A.

95343 cipher (M.O. 2.b.) 12/10.

Following from Chiefs of Staff to Chiefs of Staff. Begins.

Opportunity was taken at a meeting between the British and United States Chiefs of Staff to discuss certain points in the Report of the American-Dutch-British Conversations at Singapore to which the United States Chiefs of Staff had objected.

2. It was clear that the majority of these objections were due more to misinterpretation of the Report than to any fundamental difference in strategical thought. Apart however from changes in the situation which have occurred since the Conversations were held there were certain points to meet which the United States Chiefs of Staff requested a re-draft by the British Chiefs of Staff in order that agreement might be reached without delay.

3. A re-draft of the report has accordingly been made in the form of an agreement for approval by the American Dutch and British Chiefs of Staff. This agreement (short title ADB-2) was sent to the United States Dutch Australian and New Zealand Defence Authorities to the last two addressees by air on 17th September. It is hoped that the very early approval of these Authorities may be given.

4. The following are the major changes made in converting the Report of the Military Commanders in the Far East into an agreement between the Chiefs of Staff of the Associated Powers. Firstly. All political matter has been extracted as unsuitable to a military agreement and placed in the Appendix as recommendations by the Military Authorities for submission to and for discussion between their respective Governments. Secondly. Reference to the

whole/...

whole Eastern theatre has been retained as essential in any consideration of British strategy or command in the Far East. On the other hand it is now made clear in the agreement that no thought is entertained of employing United States ships beyond the southern or westward units of the Far East area except in exceptional military circumstances. Thirdly. It is confirmed in the agreement that the provisional allocation of British Naval Forces to the Far East and Australian areas agreed upon at the British-United States Staff Conversations in Washington (ABC-1) will still be possible as will their reinforcement in due course. The detailed disposition of these initial forces is for agreement by the naval commanders in the Far East in conformity with the outline plan contained in the agreement. The subsequent disposition of reinforcements to the Far East area including forces already in the remainder of the Eastern Theatre which it may prove practicable to concentrate in the Far East area must depend on circumstances but will doubtless also be discussed by the naval commanders. The importance of providing as much naval strength in the Far East area as can be spared from trade protection is stressed in the agreement.

5. It is stated in the agreement to be the intention to call meeting of the naval commanders in the Far East under Commander in Chief China at an early date to draw up detailed plans and dispositions. The terms of reference and agenda for this meeting will be initiated by the United Kingdom Chiefs of Staff. Ends.

0800/12

(Received from War Office 1950/13)

Copies to:-	
1st Lord.	S. of S. (2)
1st S.L.	C.I.G.S. (2)
V.C.N.S.	V.C.I.G.S. (2)
A.C.N.S. (F)	D.M.O. & P.
N.A. 1st S.L.	D.P.
P.A.S. (S)	D.D.M.O. (0)
D.O.D. (F)	M.O.1.10 (10 copies) 2.
D.D.O.D. (F)	D.M.I.
D. of P. (2)	D.D.H.I. (1)
Duty Capt. (2)	D.D.I.P.
E.P.S.	M.I.
Head of M. (10)	C.N.S. Admiralty (6)
I.P. (2)	D. of Plans Admiralty (2)
N.I.D.10.	C.A.S. Air Ministry. (1)
W.D.	D. of Plans, Air Ministry (2)
D.N.I. (4)	Plans 3, Air Ministry (2)
Admiral Bellairs.	Secretary, Joint Planning Staff (1)
	Lt. Col. Cornwall Jones (2)
	Foreign Office (Mr. Sternale)
	Foreign Office (Mr. Sternale)
	Foreign Office (Mr. Sternale)

War Diary.

12.10.1941.
Sunday.

U-BOAT CAMPAIGN.

Ships attacked.

SVEND FOYN.
(torpedoed
7/10)

Anticipate SVEND FOYN will be ready to sail 18/10 and will require to be towed. Propose RESTIVE should tow SVEND FOYN as TAHCHEE will not be ready for approximately three weeks. In view of bad holding ground at Reykjavik and number of merchant vessels anchored road, and of desirability stationing a tug at Hvalfjord request salvage tug strength in Iceland may be kept to two tugs. (A.C.I.C. 1227/12 to Adty.)

Submarines Reported.

1100/11.

Swedish ship SHANTUNG reports sighting a submarine in approx. 56° N., 8° W. at 1100/11. Heavy weather at the time. (F.O.I.C. Greenock 1305/12 to Adty. C. in C. W.A.)

1315.

P.C. and S. of one S/M are TWWT 1530 120 10. (Indecipherable position). (64 Sqn. 1315/12).

Estimated U/B dispositions.
(D.D.I.C. 1442A/12)

0704Z.

Transit aircraft reports sighting ocean going U-boat on surface at 0704Z/12 in 048° 20' N. 007° 05' W. course 360°. (F.O.C.N.A. 1726A/12 to Adty.)

? 1709

At 17 (709) 12th strong signal received German U-boat bearing 293/2. U-boat believed to be easterly Swordfish and Walrus aircraft ordered to search and attack. (F.O.C.N.A. 1741A/12).

O.G. 75.
reported.

At 1807/12 F/Ws were homing U-boat on to O.G. 75. (F.O.C.N.A. 1832A/12 to Escort of O.G. 75).

Submarines Attacked.

By "A"
Lighters.

Off Mersa Matruh, 0520/10.
(C. in C. Med., 2304B/12).

By A/C.

Off Tobruk, noon/8.
(C. in C. Med. 2304B/12) (See Mediterranean).

War Diary.

13.10.1941
Monday.

SITUATION REPORT.

Home Commands.

Two M.T.Bs supported by 2 M.G.Bs carried out a patrol last night off the Dutch coast.

E-Boat
attack on
F.N.531.

Convoy F.N.531 was attacked by E-Boats about midnight 12/13 October in approx. 53° N. 1° 52' E. (off the Coast of Norfolk). S.S. CHEVINGTON and ROY were torpedoed and sunk. Destroyers drove off the enemy and report that three were damaged and one may have sunk. Three E-Boats were reported later, apparently attempting to attack F.S.618, and were engaged by MENDIP; two of them are thought to have been damaged. The two M.G.Bs at Brown Ridge were ordered to intercept and managed to get into action with one E-boat which escaped owing to superior speed.

Accident.

A serious accident involving casualties occurred on board blockship INVERLANE during fire fighting exercise today.

British Air Operations.

Targets at Bremen and Boulogne docks were attacked last night. Coastal Command aircraft operated successfully off the Dutch coast.

A naval vessel of corvette type was attacked by Coastal Command aircraft early this morning off the coast of Norway, resulting in two explosions amidships.

War Diary.

13.10.1941.
Monday.

SITUATION REPORT.

Enemy Air Operations.

A/P Trawler ANDRE MONIQUE was attacked about 0200 today near S.G.3 buoy (Milford Haven area) and had one casualty.

Mining.

Mines were detonated today off Sheerness and Flamborough Head.

North Atlantic.

H.M.T. LOCH OSKAIG was bombed and damaged by a F.W. this afternoon in 38° 15' N. 9° 59' W. and is proceeding to Gibraltar.

Collaboration between the attackers and the Italian Consular authorities at Algeciras has been clearly established in the recent attack on ships in Gibraltar harbour by 2 man submarines.

South Atlantic.

A report on the state of the R.A.F. G/R squadrons in West Africa from C. in C. S.A. shows that -
Of 95 Sqdn. (Sunderland), only 1 is available out of 4 (establishment is 8 aircraft).
Of 200 Sqdn. (Hudson), only 2 are available out of 9 (establishment is 12 aircraft).
Of 204 Sqdn. (Sunderland), only 2 are available out of 6 (establishment is 8 aircraft).
Thus out of establishments of 28 aircraft and present strengths of 19, only 5 are at present serviceable.

/This ...

War Diary.

13.10.1941.
Monday.

SITUATION REPORT.

South Atlantic - contd.

This will necessitate deferring for about 10 days the proposed operation against U-Boats at Cape Verde Islands.

Raider patrol.

BIRMINGHAM, LAVENDER and BERGAMOT are patrolling the focal area around Abrolhos. BULOLO is on patrol further south.

Mediterranean.

Air Operations.

At 2310 seven Swordfish attacked a convoy consisting of a 6000 ton merchant vessel, a destroyer and an escort vessel, 75 miles 172° Lampedusa, steaming south. Two hits were obtained on the merchant vessel, which was afterwards seen low in the water on fire, with the destroyer picking up survivors.

Libya and Western Desert.

The Russians have information that shipments of both German and Italian Troops and munitions to Libya have latterly increased, and they think the Axis are hurrying to forestall any action of ours in Libya by attacking us there.

7 aircraft bombed Bardia harbour last night.
7 Wellingtons bombed Tripoli harbour.

Tobruk was bombed last night.

Battle Fleet.

Three torpedo bombers unsuccessfully attacked the Battle Fleet at 1345 today in 31° 25' N. 29° 15' E.

Piraeus bombed.

5 Wellingtons last night bombed fuel oil containers in Piraeus Harbour.

/Minesweepers ...

War Diary.

13.10.1941.
Monday.

SITUATION REPORT.

Mediterranean - contd.

Minesweepers. C. in C. Med. again stresses his shortage of minesweepers in face of the mining attacks which are taking place on the station.

Opposed Landings.

In view of the possibility of combined operations being undertaken next year on a scale hitherto impossible in M.E. the C. in C. M.E. proposes that an inter-Service Directorate of opposed landings should be formed at G.H.Q. M.E.F. (p. 321A)

East Indies.

S.S. HOHENFELS, damaged by sabotage at Bandar Gulf and captured there on 25/8, has been salvaged by KANIMBLA and left Bandar Gulf on 11/10 for Karachi in tow of two tugs.

U-Boat Campaign.

O.G.75.

Four separate S/Ms made sighting reports of O.G.75. Long range aircraft were also in the neighbourhood of the convoy. ARK ROYAL sent 4 Swordfish and 4 Fulmars to attack the U-Boats. The convoy eventually arrived safely at Gibraltar.

/A Hudson

War Diary.

13.10.1941.
Monday.

SITUATION REPORT.

U-Boat Campaign - contd.

A Hudson reports having bombed and hit an enemy S/M this morning in 45° 52' N. 8° 0' W. The steering of the S/M appeared to be damaged, but further A/C, sent out after the attacker returned to base, failed to locate the enemy.

Another Hudson on the same patrol attacked a U-boat 120 miles N. of Cape Ortegale and estimates one hit.

Mediterranean. Two M.T.Bs patrolled off Bardia last night on account of U-Boat working off the coast.

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Policy.

TENACITY.

Request you will arrange for TENACITY to be sailed to Iceland as relief for RESTIVE.
(C.C.R.T., 1400A/13 to C. in C. W.A.)

Iceland imports.

Proposed restriction during November and December with a resultant saving of 25 (?berth days) during this overcrowded period. Your ruling requested. (Iceland Force, 1600/13 to War Office).

13th M/S Flotilla.

Request you will sail 13th M.S.F. to Harwich as relief for 4th M.S.F. required elsewhere.
(A.C.N.S.H., 2013A/13 to C. in C. Portsmouth)

Co-operation with U.S.A.

Archangel.

Request you will inform American authorities that maximum acceptable draught of ships for Archangel is 22 feet in Fresh water.
(A.C.N.S. H., 1631A/13 to B.A.D. Washington)

Co-operation with Russia.

Russian Torpedoes for U.K.

In referring to Q.Z.R. one C. in C. Northern Fleet has asked if arrangements may be made to ship 20 Soviet submarine torpedoes complete to U.K. to be available for Soviet submarines in the event of proceeding U.K.
Request information if torpedoes could be embarked in a ship of a Q.P. Convoy at Archangel and where these torpedoes would be stored in U.K.
(S.B.N.O. Murmansk, 1329C/13 to Admty).

S.B.N.O. Archangel. Act. Capt. Maund appointed.

Your 1859A/12. An officer is being appointed as S.B.N.O. Archangel. (Head of M. 1530A/13 to C. in C. H.F.)
Your 0952/9 and Admty 2328/11. Acting Capt. G.O. Maund, D.S.O., R.N. ret. appointed S.B.N.O. Archangel to date 18/10. Officer leaves first available opportunity after that date. (2nd S.L., 1733A/13 to Ad. Miles).

Murmansk.

Golikov says information regarding capacity of Murmansk for (?handling) supplies not yet available. Main outstanding question regarding Murmansk is capacity of the new railway connecting with the Archangel-Vologda Railway. I am asking our people at Murmansk and Archangel to make enquiries urgently locally and will let you know result.
(Mil. Mission, Moscow, 2317/13 to War Office).

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Movements.

INDOMITABLE.

Sailed INDOMITABLE to embark Squadron in Clyde Approaches anchoring at Lamlas tonight and tomorrow night. (N.O.I.C. Greenock, 0824A/13) My 1617A/10. Propose to defer (?sailing) 1600/16. (INDOMITABLE, 2131A/13). Admiralty 2320A/9. Request you sail INDOMITABLE for Bermuda to R/V 1600A/16 in 270° Oversay 6 miles routed as follows. VERITY and BADSWORTH are to be sailed from Liverpool and are to refuel Londonderry. BEVERLEY is to be sailed from Clyde speed of advance to position (B) 18 knots. Destroyers are to escort MENESTHEUS and AURANIA to U.K. on return journey. (C. in C. W.A., 2224A/13 to N.O.I.C. Greenock).

L.27.

Route for L.27. (C. in C. W.A., 1049A/13) (Capt. S.7. 1501A/13).

CANTON.

Cancel my 1314A/12. I anticipate CANTON will leave Clyde 17/10. (S.O.W.P. 1718A/13). *See p. 310.*

A.F.D. 14.

A.F.D. XIV will be ready to leave Tyne on 18/10 for Scapa.
2. Tug EMPIRE HENCHMAN will carry out the towage and is due Tyne about 14/10.
3. Speed is not expected to exceed 4 knots.
4. Dock has been degaussed but should not be considered safe from Ground Magnetic Mines in less than 12 fathoms.
5. C. in C. Rosyth is requested to sail dock and arrange with A.C.O.S. for necessary sweeping A/A and A/S protection. (A.C.N.S. H., 1724A/13).
A.F.D. XIV in tow of tugs will be ready to leave Tyne for Scapa on 18/10. Consider she should have at least two escorting vessels. (F.O.I.C. Tyne, 1800/13 to C. in C. Rosyth).

ROMNEY.

Following programme for completion and trials has been arranged. (Dockyard, Portsmouth 1930/13).

4th M/S
Flotilla.

Request you will sail 4th M.S.F. to Scapa with moderate despatch, completing with coal at Aberdeen. (A.C.N.S. H., 2020A/13). Available ships of 4th M.S.F. are to leave Harwich for Scapa at 1200 tomorrow calling at Aberdeen for coal. Route. SELKIRK is to R/V with M.S.4 at H.3 Buoy at 0200/15. (C. in C. Nore, 2340A/13)

War Diary.13.10.1941.
Monday.HOME COMMANDS.Operations.Lights off
Lizard.

M.L. 181 and 184 leave The Lizard about 0130 to investigate lights seen 180°. The Lizard 20 miles at 2145. Aircraft investigating may drop flares. (C. in C. Plymouth, 0028/13 to UNA).

Convoy F.N531
ROY
(Norwegian
1768 tons)
CHEVINGTON
(British,
1537 tons)
sunk.

ROY and CHEVINGTON torpedoed and sunk. Malin (M.L.) Launch 145 is landing 26 survivors at Grimsby, one injured. (WIDGEON, 0131A/13).

E-boats at 0130 bearing position G have stopped engines. (C. in C. Nore, 0153A/13).

Departure KROOMAN at 0215 to assistance of ship torpedoed vicinity 57A buoy.

(F.O.I.C. Yarmouth, 0220A/13).

My 0231. Enemy retiring 105°. Two believed damaged. (MENDIP, 0238/13).

M.L. 145 with 3 survivors reports ships both sunk. WIDGEON and LADY PHILOMENA were both standing by, Motor Launch 145 proceeding Immingham, 1 survivor injured.

(WESTMINSTER, 0250A/13).

One Aircraft with M.G. Bs. and M.Ls. searching for damaged E-boat eastwards 5 Buoy daylight.

(C. in C. Nore, 0455A/13 to MENDIP, etc).

E-boat attack on F.N531 about midnight 12/13, in vicinity 56B buoy.

CHEVINGTON and ROY were torpedoed and sank.

Ten survivors from CHEVINGTON and 18 from ROY landed at Humber. 9 missing from CHEVINGTON and 4 from ROY.

E-boats were heavily engaged by destroyers and driven off to eastward. WORCESTER reports that at least three were damaged and one may have sunk. Later at 0230 MENDIP with F.S. 618 reported three E-boats Eastward of No. 5 buoy.

These were engaged and retired on course 105°. Two are thought to be damaged. No attack made on F.S. Convoy. Endeavour was made to intercept with M.G.B's 61, 58, and 63 from Brown Ridge but no contact was made.

Search at daylight by air and coastal forces failed to locate any damaged boats.

(C; in C. Nore, 1330A/13).

18 crew including 2 D.E.M.S. of ROY landed

Grimsby by M.Ls. 145 and 150. One man injured four believed missing. Also landed 10 crew of CHEVINGTON, 9 men believed missing including 2 D.E.M.S. ratings. (F.O. Humber, 1505A/13).

/My.....

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Operations.

Convoy F.N531
ROY
(Norwegian
1768 tons)
CHEVINGTON
(British
1537 tons)
sunk. Contd.

My 1330A/13. Later reports show M.G.Bs. 323 and 313 on Patrol along Leman Bank sighted two E-boats by light of flares dropped by own Aircraft at about midnight. They were unable to engage first E-boat, but engaged second for about 15 minutes at ranges from 1500 to 1000 yards, E-boat escaping due to superior speed. 60 rounds Pom-Pom and 800 rounds 5" fired, both M.G.Bs. claiming hits. E-boat being apparently surprised only firing one short burst in reply.

No damage or casualties reported in M.G.Bs. (C. in C. Nore, 1700A/13)

Position of wrecks. ROY 52° 59' 40" N., 1° 51' 11" E. CHEVINGTON 53° 0' 20" N., 1° 50' 22" E. (F.O.I.C. Yarmouth, 2152A/13).

Arrival M.T.Bs. 34 and 31 at 0800, M.G.Bs. 58, 61, 63, at 0907. (F.O.I.C Harwich, 0930A/13).

Cable
laying
in Irish
waters.

Cancel my 1052A/13. It is confirmed that escorts are to return to base while MARIE LOUISE MACKAY is operating in Irish Territorial waters in accordance with Admty 1835A/29 para. 2 (B). Whole escort will be required when MARIE LOUISE MACKAY is operating in the Atlantic in accordance with Admiralty*1106A/2/9. (C. in C. W.A., 2312A/13). *N.T.N.W.D

British Air Activity.

Patrols.

P.R.U. of Oslo, Horten, Kristiansand, and Stavanger now being flown. (C. in C. Rosyth, 1104/13).

Bombing
operations.
2 M/Vs
believed hit.

On 12/10 one 5000 ton Tanker and one 6000 ton M/V were believed hit by Bomb 15 miles S.W. of Ijmuiden; and during Night 12/13 Bremen, Boulogne, Cuxhaven, Dunkirk and the docks at Ostend were bombed. (H.Q.B.C., 1850/13).

Escort.

Escort of coastal Blenheim fighters will meet you in 49° 26' N., 06° 17' W., at 0730/14 Report by 0600 if this position will be incorrect. Search to be abandoned to pass through this position at 0730 at latest. (C. in C. Plymouth, 2342/13 to CLEVELAND).

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Enemy Air Activity.

ANDRE
MONIQUE
(A/P Trawler)
attacked.

ANDRE MONIQUE reports being attacked by enemy aircraft near S.G.3 buoy at about 0200/13. One casualty. (F.O.I.C. Milford Haven, 1040A/13).

Mining.

Humber.

My 0015/11 Add following 3 Mines detonated on 10/10. Details. (F.O. Humber, 0840A/13).

Sweep off
Dover.

Sweeping carried out to 0800/13 by S.A. and LL Trawlers. Q.Z.S. 191 and in Q.Z.S.190 and 269 between Dumpton and Dover. Negative result. By Oropesa and S.A. Trawlers QZ.S. 238 and convoy route as in my 1931A/5 in progress. (V.A. Dover 1152A/13).

Sheerness
Minefield.

Admty T.O. 6090/41 of 15/9. Laying of Minefield off Sheerness completed. (Cdre. Sheerness, 1201A/13).

Operation
H.G.

Arrived MANXMAN, WELSHMAN. (F.O.I.C. Milford Haven, 1228/13).
A.M.1200A/9. It is intended to lay mines in area between positions:-
A. 47° 40' N., 03° 40' W.
B. 47° 20' N., 03° 35' W.
C. 47° 32' N., 04° 05' W.
Operation to be carried out on night 17/18 or as soon after as practicable.
2. Request your remarks on:-
1. Navigational aspect.
2. Ships acting in company.
3. On completion of minelaying a round up of French fishing craft is contemplated.
4. No escort will be provided.
5. Short title for operation will be H.G. (C. in C. Plymouth, 1352/13 to WELSHMAN, MANXMAN).
Intend to sail WELSHMAN and MANXMAN in company for Plymouth 0845A/14. E.T.A. point of arrival 1700A/14. (N.O.I.C. Milford Haven, 1530A/13)

/Your.....

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Mining.

Operation
H.G. contd.

Your 1352/13. Navigation problem is not difficult using taut wire measuring gear at maximum of 28 knots during approach and making use of echo sounding. But weather must be good (?formerly).

Ships should proceed in company into area and then part each laying in a separate portion and retire independently.

It is considered that hours of darkness are only just long enough for laying and it is not possible to round up fishing vessels and make a satisfactory offing by daylight. It is reiterated that weather must be good or vessels will not be able to make speed required throughout. Special (?weather) forecasts and (?spare) nights will be required.

(WELSHMAN, 1536A/13 to C. in C. Plymouth).

Thames
Estuary.

One magnetic mine detonated at 0734/13 in 326° E Spile Buoy 7 cables. (Capt. M/S Sheerness, 1230/13).

S.N. 24 B.
and
D.F. 2.

Sailed PORT QUEBEC and LANCASTER.
(N.O.I.C. Port Z.A. 1858/13).

4th M/S
Flotilla
Clearing
Operation.

My 2020A/13. 4th M.S.F. is being sailed to Scapa ready to clear a gap in British minefield to northwest of Faeroes Islands when C. in C. H.F. desires. Collier S.S. LAKELAND is being sailed to Scapa to accompany flotilla to Faeroes. Request you will provide the necessary dan layers, and conduct the operation.
(A.C.N.S. H., 2053A/13).

Enemy Intelligence.

Cruiser in
The Sound.

Cruiser believed LEIPZIG class heavily camouflaged, passed Helsingborg going north 1050 today.
(B. Consul, Goteborg, 1235/13).

O.I.C. Comment. This source is frequently mistaken as to class of ship sighted. If true, the cruiser was probably proceeding to Horten or Oslo.

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Casualties & Defects.

FRANCOIS
TIXIER.

Tug SCHELDE sailed 2100/12 to assist FRANCOIS TIXIER with engine defects in 260° St. Annes Head. 3½ miles. Vessel towed into Milford Haven and anchored 2320/12. (F.O.I.C. Milford Haven, 0036A/13).

WARKWORTH
(collision
10/10).

Your 2331/12. Requested to inform you for last 24 hours wind has been southwest to west strong to gale in vicinity WARKWORTH. Could plane (?be) sent. (NORTHERN GEM, 0315/13 to A.C.I.C.)

Now in company with THIRLMERE, SALVONIA. Still searching. (NORTHERN GEM, 1238A/13).

From nature of damage consider WARKWORTH has sunk during South West gale. Propose NORTHERN GEM proceed to join H.X.153 forthwith. (MALCOLM, 1812A/13).

MALCOLM 1812A/13. If no attempt WARKWORTH proceed join H.X.153. (C. in C. W.A., 2149B/13 to NORTHERN GEM).

LADY ELSA.

Oscillator training shaft bent 45° and dome fractured. Unable to slip vessel here owing to projection of dome. Intend sailing her to U.K. tomorrow escorting fish Carriers EGRET and NARVA 8 knots. (A.C.I.C., 1716/13 to C. in C. W.A.)

SHERWOOD.

SHERWOOD is returning to Iceland for repairs as she is leaking badly forward through broken scuttle and ventilator and has three feet of water in asdic compartment. Considered she is unfit to remain at sea. (HIGHLANDER 1730Z/13).

ROYAL
SOVEREIGN.

Admiralty 2202/9 Para IV. De-ammunitioning and ammunitioning to reduce draught for docking would each take not less than 4 days. This will mean that the ship will be out of action for nearly 12 days, allowing 4 days for bottom cleaning. (F.O.I.C. Glasgow, 1842/13).

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Shipping & Convoys.

P.Q.2.

A.C.O.S. 1152A/12 time of sailing from Liverpool is dependent on tide for Manchester ship canal and cannot be made earlier. Convoy P.Q.2 cannot therefore arrive in daylight /15.
2. My 1414A/11 para 1. For $9\frac{1}{2}$ knots read $8\frac{1}{2}$ knots. Para 2 for 0900A/14 read 1100A/14. Para 3 for 9 knots read $7\frac{1}{2}$ knots. E.T.A. Scapa 0730A/16. (F.O.I.C. Liverpool, 1031A/13). A.M.2346A/5 para. 6. NORFOLK is detailed as ocean escort.
R.A.D.H.F. is requested to detail 2 destroyers and pass to them relevant signal.
Destroyers are to leave convoy in position (a) and proceed Seidis Fjord to refuel, subsequently rejoin in approx. position (b).
(C. in C. H.F., 1929A/13).

Reporting of Convoy positions.

It has been decided that the importance of maintaining accurate plots of convoy positions on which diversions are based is greater than that of maintaining W/T silence.
2. S.O's of Escorts are therefore to report the P.C. and S. of their Convoy, local weather and escorts or merchant ships absent, whenever the position of the Convoy as signalled in the daily situation report is more than 40 miles in error.
3. This report is only to be made on the appropriate H/F wave and only transmitted between 2000 and 0200 G.M.T.
4. Cypher is to be used.
5. Transmitting ship need not leave the Convoy to pass message. (A.C.N.S.(T), 1149A/13).

Sailings.

Forecast of convoy sailings.
(C. in C. Rosyth, 1201/13) See Lion Copy.

CANTON
O.S.9.

CANTON sailing with O.S.9 is cancelled. Defects in condition are to be made good and it is hoped this work will be completed by 17th and CANTON sailed with convoy C.T.4 leaving U.K. on 17/10. (S.O.W.P., 1440A/13 to CANTON)

See p. 304.

H.X.154.

Amend route as follows.
(Opnav, 1445Z/13).

O.N.24.

Change route as follows.
(Opnav, 1459Z/13).

/S.C.....

SECRET MESSAGE 1201/13th October
 From C.in C. Rosyth. Date 13.10.41.
 Recd 1439.
 P/L BY T/P RECIRCULATION.

Addressed Admiralty, C.in C. Nore, S.E.E.C.C.D.
 H.Q.C.C., H.Q.F.C., 11, 12, 13 Groups.

560. NOTWT.

Convoy message.
 Forecast of Convoy Sailings.

F S623 (M)	ATTACHE	1330	Friday	17th	LIDDESDALE SLEIPNER
F S624 (S)	BREAST	0830	Sat:	18th	WINCHESTER WHADDON
F S625 (F)	MERIT	2100	Sun:	19th	VIMIERA VANITY.
F S626 (M)	PARALLEL	1330	Tues:	21st	VIVIEN QUANTOCK
F S627 (S)	BOOTY	0830	Wed:	22nd	VERSATILE VERDUN
F S628 (F)	ARENA	2100	Thurs:	23rd	WESTMINSTER WOLSEY
E C 87 (M)	PATTERN	0700	Friday	17th	WALLACE QUANTOCK
F N533 (F)	NUMERAL	0700	Sat:	18th	VALOROUS VERDUN
E C 88 (S)	MIGHT	0700	Sun:	19th	WESTMINSTER WOLSEY
F N534 (M)	ATTEMPT	0700	Mon:	20th	LIDDESDALE SLEIPNER
F N535 (F)	LUNCH	0700	Tues:	21st	WINCHESTER WHADDON
E C 89 (S)	YIELD	0700	Wed:	22nd	VIMIERA VANITY

Time Table as in my 1100/8/9.
 After passing May Island, E C 87 will run as a fast
 and E C 88 as a medium Convoy.

1201/13
 Advance copy sent Ops., Trade.

A.C.N.S. (T) (2)
 N.A. 1st S.L.
 Ops. (3)
 C.D. (5)
 D.N.I. (4)
 D. of S. 2A.
 D.T.D. (4)
 D.T.D. (M)
 D.T.D. (C)
 D. of S. T.
 I.P. (3)
 D.A/S.W.
 O.I.C. (2)
 W.D.
 I.M.N.G.

M. (2)
 Mails.
 Movts.
 O.D. 8.
 Capt. Pim Admiralty Hse.

War Diary.

13.10.1941.
Monday.

HOME COMMANDS.

Shipping & Convoys. - Contd.

→ S.C.49.

Change route as follows.
(U.S. Chief of N.Operations 1501/13).

P.Q.3.

Your 0958/12. Date of sailing for this convoy given in A.M.2320/5 as 22/10 is intended as date of sailing from U.K. not Hvalfiord.
3. It is not anticipated that trawlers referred to in A.M.1710/7 and A.M.1902/10 will be ready before end of October. (A.C.N.S.(H.), 1711A/13 to C. in C. H.F.)

O.S.9.

Intend sailing ANTWERP, MALINES, BRIGAND with O.S.9 in accordance with A.M.2133A/12/9.
-(N.O.I.C. Londonderry 1845/13).

S.C.48

Amend route as follows.
(U.S. Chief of N. Operations 2128/13).

→ S.C.49.

Amend route as follows. (U.S. Chief of N. Operations 2223/13).

H.X.154

Change route as follows. (Opnav, 2235Z/13).

F.S.619.

TAKU has defect in one engine. Am proceeding in company with her but detached from convoy. My position 62 B buoy speed $7\frac{1}{2}$ knots.
(COTTESMORE, 2250A/13).

War Diary13.10.1941.
MondayFOREIGN STATIONSNorth AtlanticO.G. 75.Long range aircraft are in your vicinity.
(D.D.I.C. 1012A/13 to Escorts to Convoy O.G. 75)Swordfish
to attack
U-Boats.

4 U-Boats reported vicinity O.G. 75 noon position 035° 45' N., 006° 55' W. Course 80°. Send squadron of Swordfish to (? attack) (S.O. Force H., 1047A/13 to ARK ROYAL) Your 1047A/13. Am sending 4 Swordfish and 4 Fulmars. Am closing to Gibraltar. (ARK ROYAL 1155A/13 to S.O. Force H.) 4 Swordfish, 4 Fulmar. E.T.A. convoy 1330. (ARK ROYAL, 1220A/13 to S.O. Force H.) My 1155A. Relief patrol E.T.A. convoy 1445. (ARK ROYAL, 1325A/13 to S.O. Force H.) To release (? destroyers) should ARK ROYAL return to harbour as soon sortie now out returns? 1400 sortie to go North front. (ARK ROYAL 1332A/13 to S.O. Force H.)

*See also p. 325*O.24.

Make full use of sink at sight area when returning Do not cross parallel of 039° N., before 1200A/19 (F.O.C.N.A. 1138A/13 to S/M O.24.)

Gibraltar
defence
against
2-men S/M's.

Reply to Admty. 2222A/7. (F.O.C.N.A. 1202A/13 to Admty.) See Lion Copy.

MIRROR

Following programme for C/S MIRROR has been agreed with Cable and Wireless. Request programme be executed at your discretion escort being provided as necessary. (Programme includes cutting of French Casablanca-Dakar cable northward of Canaries.) (D.S.D. 1226A/13 to F.O.C.N.A.)

BURRA

My 2130/12 permission has been granted for BURRA remaining until 1000/16 to renew port fire box. Casting is being made locally. (R.O. Horta, 1308/13 to Admty.)

LOCH OSKAIG
Attacked by
aircraft.

Enemy bombing in 38° 15' N., 9° 59' W. (LOCH OSKAIG, 1430/13 to Gibraltar W/T) Attacked by enemy A/C First Lieutenant seriously wounded. (LOCH OSKAIG, 1442/13, to F.O.C.N.A.)

/My 1430.....

1202A/13th October. 3129

Date: 14.10.41.

From. F.O.C. North Atlantic.

Recd: 1230

Naval Cypher D by Cable

Addressed: Admiralty, Repeated C. in C. Mediterranean,
V.A. Malta.632. Admiralty Telegram 2222A/7th to F.O.C. North
Atlantic only.

A (one) under present conditions consider most unlikely attack by 2 man submarines could be carried out from Spanish mainland except Ceuta without receiving prior warning. Sabotage always possible.

(2) Collaboration between attackers and Italian consular Authorities Algeciras clearly established.

(3) Passage under Viaduct closed by hurdles to seaward standard anti-torpedo nets hung from both sides of roadway; gaps at ends filled with barbed wire.

(4) Floodlighting of entrances carefully considered and rejected on grounds that it clearly delineated harbour in case of air attack and disclosed movements of H.M. Ships. Lights are immediately available in case of alarm.

B (1) Gate kept closed as much as possible night or day whether important fleet units are present or not. Flying boat requirements considerable extending gate open periods.

(2) Patrol by power boats. Chance of detection considered very (? groups omitted) even if illumination is adopted. Consider improbable that S/M would surface inside harbour as ships can be located without doing so.

(3) My 1930A/29th paragraph 3 (b). South entrance completed except for side. Difficulty has been experienced at both entrances in this respect and modification is in progress. North entrance outer boom being extended to seabed by grid of 5/8ths steel reinforcing bar 3 feet mesh (? suspended) from existing baulks independent of not diagonals of grid barbed wire. Concertina wire not being laid on bottom in view of detector wire vide my 2230A/12th. If grid successful northern entrance intend repeating southern entrance. Details follow by letter.

1202A/13

Advance Copy Duty Capt., D.O.D. (F)

D.D.I.C.

/ ? unlikely

1st Lord
1st S.L.
4th S.L.
V.C.N.S.
A.C.N.S. (F)
A.C.N.S. (H)
A.C.N.S. (T) (2)
Naval Secretary
N.A. 1st S.L.
Ops. (3)
O.D. (5)
O.I.C. (3)

D.N.I. (4)
D. of P. (3)
M. (2)
W.D.
D. of D. (3)
E.P.S.
D.A./S.W.
D.B.D. (2)
D.T.M.
D. of D. (4)
D.T.S.D.
D. of L.D. (2)

JR.

War Diary13.10.1941.
MondayFOREIGN STATIONSNorth Atlantic→ LOCH OSKAIG
attacked by
aircraft
-Contd.My 1430 and my 1442, attacked by Fock Wulfe,
038° 15' N., 009° 59' W. 3 seriously wounded,
4 wounded, ship's superstructure badly damaged.
(LOCH OSKAIG, 1515/13, to F.O.C.N.A.)
(F.O.C.N.A., 2314A/13 to Admty.)My 1442. First Lieut. abdominal wound (?request)
permission to obtain medical assistance in (? Lis-
bon). (LOCH OSKAIG, 1545/13 to F.O.C.N.A.)Your 1545/13. Approved to proceed Lisbon.
(F.O.C.N.A., 1651A/13 to LOCH OSKAIG)Your 1545/13 and my 1630. Proceeding Gibraltar
position 1800 270 P.C.L. one course territorial
waters to Santa Maria thence 120°. 10 knots.
Request medical assistance be sent for First
Lieut. (LOCH OSKAIG, 1830A/13 to F.O.C.N.A.)My 1715, taken course from Espichel 205°, speed
approx. 9 knots.

(LOCH OSKAIG, 1835A/13, to F.O.C.N.A.)

Position 1930, 038° 10' N., 009° 09' W. 176° to
Vincent and thence to Gibraltar 110° 10 knots.

(LOCH OSKAIG, 1935A/13, to F.O.C.N.A.)

ALOUETTEAssume Y patrol forthwith. Decode 1659A/12
addressed LOCH OSKAIG.
(F.O.C.N.A. 1543A/13 to ALOUETTE)M/V's
believed
attacked
by A/C.Six stationary merchant vessels sighted at
1000/12 in 41° 43' N., 8° 58' W. At 1400/12
ships were flown over by aeroplane on N.E. course
and gunfire heard.At 0410/13 in approx. 36° 24' N., 9° 33' W.
star shell and heavy gunfire. British resident
Praia Pool Rocha confirms.At 0708/13, submarine of unknown nationality
steaming N.W. speed 10 knots sighted in 36° 53' N.
8° 50' W. Two Portuguese submarines sailed
today for exercises Sezimbra Area until 17/10
(N.A. Lisbon, 1555/13 to Admty.) See also 2320A/
13.)Fuelling of
STORK at
Ponta DelgadaYour 1215/7. Please ensure fuelling at sea as
3 months have not elapsed since her last visit
to Portuguese Port. See my 1235/8/8.
(N.A. Lisbon, 1619/13 to C. in C. S.A.)LE TRAITSighted French LE TRAIT leaving Lisbon in
territorial waters Southbound.

→ (LOCH OSKAIG, 1715A/13 to F.O.C.N.A.)

/Use of.....

War Diary13.10.1941.
MondayFOREIGN STATIONSNorth Atlantic - Contd.

Use of Your 1032A/11. Consider diplomatic action
Canary Islands. should be effective. Political situation
favourable. (N.A. Madrid, 1742/13 to D.N.I.)

U-Boats
seen by
Spanish Tug.

Master of Spanish tug GRAN CANARIA which sailed from Las Palmas 30/9 to search for crippled British SILVERBELLE reported on return to Las Palmas. (A) Sighted S/M 0540/2/10 approx. 27.05 N 19.55 W. (B) Sighted S/M a.m./6 close to Southern side Hierro Island. (C) Members military garrison Hierro Island informed. (S.O.I. Gib., 1758A/13 to Admty.)

Force H
Destroyers

Leave Convoy at 2000 and return to Harbour. (F.O.C.N.A., 1807A/13 to FORESIGHT, FURY, FORESTER.)

Fuelling at
Canaries.

Your 1032A/11. Spanish reaction was quick and favourable. They were slightly annoyed at VERVAIN's arrival because owing to inexperienced decyphering (?name) was given wrongly. They also most definitely want more notice. Otherwise they accept matter as normal. But submit it would be mistake suggest we intend frequent bunkering. Better let each case appear as separate necessity and replenish bunkers stocks shell and ?cory as if there were no connection. Spain will certainly notice infringement of article 20 of Hague Convention 13 1907. (N.A. Madrid 1837/13 to Admty.)

P. 31.

My 1110A/12, departure P. 31. (F.O.C.N.A., 1946A/13 to C. in C. Med.)

NINA
intercepted

N.A. Lisbons 1555/13. ALOUETTE reports having chased and boarded NINA in vicinity of Vianna Do Castello on 11/10. Lisbon's 1730/13/9 to M.E.W. refers (N.T. in W.D.) NINA being sent in. (F.O.C.N.A., 2320A/13 to Admty.)

War Diary

13.10.1941.
Monday

FOREIGN STATIONS

South Atlantic

Gunfire
reported by
BROOMDALE
12/10.

Following received from R.A.S.A.D. British ship when 18° S., 37° 44' W. reported hearing gunfire at 1245Z/12 BIRMINGHAM with two corvettes and BULOLO are investigating.
(A.C.N.S. (F) 0027Z/13 to Opnav) *see also p. 317*

PANTELIS

Overdue shipping, cancel my 0845/7. Greek PANTELIS arrived Capetown.
(S.O.I. Capetown, 0915B/13 to Admty.)

ASTURIAS
BULOLO

Your 1502Q/11. Request ASTURIAS be sailed for K. 32. R/V with BULOLO will be arranged later. Request following urgently required stores may be shipped in ASTURIAS for BIRMINGHAM. Request you ensure ASTURIAS is equipped for fuelling Corvettes, trough method, before sailing.
(R.A.S.A.D. 1133Z/13 to C. in C. A.W.I.)

Shipping
Diversions.

Your 1150A/10. Part 1. All diversions are repeated to Admiralty so no doubt should arise whether correct instructions have been given. Plotting Section here has been increased recently and machinery for diverting is now considered adequate. Agree that general instructions for drastic changes of route should be given by Admiralty.
Part. 2. Concur.C. in C. will divert all ships bound to and from West African Ports whatever their point of departure or destination.
(C. in C. S.A., 1135N/13 to Admty.)

Cape Verde
Islands,
use by U/B's
S.L. 90.

My 1301 and my 1305/11. In view of F.O.C.N.A's 1018/12 Admty. 1924/12, S.O. Force 'H's 2319/12 (?because of) low serviceability of G/R Squadron in West Africa will have to defer intended operation for about 10 days.
GURKHA and ISAAC SWEERS will be sailed as independent escort of S.L. 90 leaving Freetown 16/10.(C. in C. S.A., 1307N/13 to Admty.)

/A/C State.....

War Diary

13.10.1941.
Monday

FOREIGN STATIONS

South Atlantic-Contd.

Aircraft
State.
95, 200
204 Sqdns.

State of aircraft of G.R. Squadrons today 13/10. Freetown, 95 Squadron (Sunderland) One available, 2 unserviceable major overhaul in U.K., one unserviceable at Bathurst. Bathurst, 204 Squadron (Sunderland). 2 available, 4 unserviceable. Bathurst 200., Squadron (Hudson). 2 available, 7 unserviceable. While escorting O.S. 7 and S.L. 89 one Sunderland force-landed off Dakar but got back to Bathurst undamaged. One Hudson force-landed 120 miles from Bathurst, crew saved by VIMY after 40 hours in a rubber dinghy. (C. in C. S.A., 1357N/13 to Admty.)

AUSTRALIA
Escort of
Monster
liners.

Your 0758/11. MAURETANIA will normally return to Durban about 1/11. Docking is very desirable and could be arranged during first fortnight in November. NIEUW AMSTERDAM repairs and docking should be completed about 1/11. ILE DE FRANCE date of completion uncertain but will not be ready until early December. NIEUW AMSTERDAM probably and MAURETANIA possible could be sailed with Convoy W.S. 12 is (?if) considered desirable. Alternatively former could accompany W.S. 12 and latter carry out repairs and docking and await readiness of AUSTRALIA as escort after 14/11. Request D. of S.T's wishes regarding docking of MAURETANIA and that C. in C. E.I. will indicate which of above he prefers. (F.O.I.C. Simonstown, 1626B/13 to C. in C. E.I.) Reply. C. in C. E.I., 0802Z/15)

BATNA
defects

BATNA, MERCHANT ROYAL, S.L. 89, unable maintain convoy speed due foulness. Now at Bathurst. Former has broken cam shaft in addition which repair completion time indefinite. If you require these ships proceed U.K. please indicate port. (M.W.T.R., Freetown, 1640N/13 to D. of S.T.)

SVITHIOD

Overdue shipping SVITHIOD due Santos 8/10 from Talara has not arrived. *Arrived Santos. see p. 338.*
(S.O.I. Montevideo, 1747Z/13 to Admty.)

JUMNA

Your 1525Z E.T.A. noon G.M.T/16.
(JUMNA, 1921A/13 to N.O.I.C. Simonstown.)

/BIRMINGHAM.....

War Diary

13.10.1941.
Monday

FOREIGN STATIONS

South Atlantic-Contd.

BIRMINGHAM
LAVENDER
BERGAMOT
BULOLO

A
BIRMINGHAM, LAVENDER and BERGAMOT patrolling focal area round Abrolhos. BULOLO in K. 32 (C) and (D) and L. 32 (A) and (B), refuelling Montevideo, 22/10.
(R.A.S.A.D., 1933/13 to C. in C. S.A.)

3.315

Italian
Ships
Bought by
Argentine.

The "Carriere Mercantile" of 20/9 publishes following list of names of Italian steamers bought by the Argentine:-

PRINCIPESSA MARIA	=	RIO DE LA PLATA
AMABILITAS	=	RIO BERMEJO
CASTELBIANCO	=	RIO CHUBUT
CAPO ROSA	=	RIO DULCE
GIANFRANCO	=	RIO SALADO
MONTE SANTO	=	RIO COLORADO
TESEO	=	RIO CORRIENTES
VALDARNO	=	RIO NEUQUEN
CERVINO	=	RIO PRIMERO
DANTE	=	RIO SEGUNDO
FORTUNA STELLA	=	RIO TERCERO
INES CORRADO	=	RIO DIAMANTE
MARIA STELLA	=	RIO ATUEL
PELORUM	=	RIO CHICO
VITTORIO VENETO	=	RIO GUALEGUAY
VOLUNTAS	=	RIO TEUCO

(D.S., 769, 13/10.)

WRESTLER
defects.
VELOX
refit.

My 1141/9 and F.O.C.N.A.'s 1844/10 WRESTLER has developed excessive vibration probably due to wear of bracket bushes. As Destroyers cannot be docked at Gibraltar intend to sail WRESTLER for docking and refit in U.K. when WILD SWAN arrives Freetown and VELOX to U.K. for refit when WIVERN or BOREAS return to S.A. Station.
(C. in C. S.A., 2010N/13 to Admty.)

War Diary

13.10.1941.

MondayFOREIGN STATIONSMediterranean.B.S. 1. and
enemy A/C.

If a further sighting by enemy aircraft appears imminent request you will make a short (?strike) to westward to deceive him.

(C. in C. Med., 0923B/13 to B.S. 1.)

Fighter protection is being sent L.B.E. E.T.A. 1030 code word "Banco". (130 Sqdn. 0945/13 to QUEEN ELIZABETH)

1 Beaufighter being sent to assistance of "Banco" E.T.A. 1130. (130 Sqdn., 1000/13 to QUEEN ELIZABETH) *See also next page*

^T
KURKULUS

Turkish SS ^TKURKULUS with Red Cross relief stores for Greece leaves Dardanelles 1500/14. (route) Ship will return by same route leaving Piraeus 20th or 21st/10. Is not to be molested. (C. in C. Med., 1028B/13)

Enemy
Fleet

P. C. and S. of enemy, 6 destroyers 3 cruisers, 38.11 N., 18.26 E. 336° 15 knots. (A/C S.H.S.A. 1044/13 to Med. R.A.F. Station, Capt. S. 1., 1419B/13 to TORBAY)

Air R/C

My 2124B/12. Revert to normal R/C. (C. in C. Med. 1107B/13, to V.A. Malta)

Benghazi,
Bardia
bombed.

Western Desert night 11/12 4 Wellingtons bombed Benghazi harbour starting large fire on Cathedral Mole. Further 1 Wellington attacked Gazala bombs falling on south landing ground. 10 Blenheims attacking in 2 waves at 20 minutes interval bombed M.T. workshops Bardia. 1 Blenheim attacked Bardia jetty bombs falling in water. Day 12/10. 7 R/C sorties Cyrenaica and for enemy shipping in Eastern Mediterranean. A Beaufort attacked enemy submarine about 100 miles north of Ravenna without visible results. (H.Q., R.A.F., M.E., 1116/13.)

U-Boat
attacked.VENDETTA

Intend to sail VENDETTA for Singapore on completion of boiler cleaning 19/10 R.A. (D) Med. report proposed programme. (C. in C. Med., 1123B/13 to Admty.)

/DIDO.....

13.10.1941.
MondayWar DiaryFOREIGN STATIONSMediterranean-Contd.DIDO

Your 1732A/10 para. 4. In view of shortage of cruisers in Mediterranean and ample opportunities working up which long passage allows, request working up period at Bermuda be reduced as much as possible.
(C. in C. Med., 1137B/13 to Admty.)

Fulmars

Request I may be informed of future policy regarding retention of Fulmars in Malta.
(V.A. Malta, 1153A/13 to C. in C. Med.)

FRONSAC
(French)

Departure 12/10.
(Barcelona, 1215/13 to M. of W.T.)

Turkey

For Adm. Kelly, your 1237/11 to Admiralty (N.T. in W.D.) I agree with your suggestions. I will send up suitable officers to assist in bringing ships down if required. Request N.A. will inform me of his requirements in this respect.
(C. in C. Med., 1327B/13 to N.A. Angora.)

Air Attack
on B.S. 1.BARHAM
(Flagship)

Have been attacked by 2 torpedo bombers in 31.25 N., 29.15 E.
(B.S. 1., 1345/13 to Alexandria W/T)
My 1345. 3 aircraft attacked 3 torpedoes fired. No hits. Aircraft withdrew to the northward.
(B.S. 1., 1359/13 to Alexandria W/T)
Three torpedo bomber aircraft attacked the battlefleet at 1345/13. (position) No hits and no machines shot down.
(C. in C. Med., 2030B/13 to Admty.)

*See previous page*TRUSTY
THORN
THRASHER
REGENT

Request you will sail TRUSTY to relieve THORN in area P, arriving a.m./20. TRUSTY will be (? ordered to) Alexandria to leave her area p.m./24. and arrive a.m./29.
Request THRASHER may be sailed to relieve REGENT in area C. south of 032° 45' and East of 015° 00', arriving a.m./22. Intend recalling REGENT to Alexandria to arrive a.m./25 leaving her area p.m./21. THRASHER's patrol should be concentrated off Benghazi.
(Capt. S. 1. 1441B/13 to Capt. S. 10.)

/S/M. Report.....

War Diary.

13.10.1941.
Monday.

FOREIGN STATIONS.

Mediterranean-Contd.

S/M Report.

Our A/C report sighting S/M 70 miles North of Port (Puerto Simon) at 0920/13. S/M dived. (N.L.O. 204 Group, 1645B/13 to C. in C. Med.)

Tripoli
bombed.

Night 12/13.
7 Wellingtons stood by to attack shipping but on no sighting attacked Tripoli Harbour, 2325-0045 hours. Many hits observed Spanish Fort and Arab quarters. Many bombs aimed at 3 large ships centre harbour also others Spanish Fort Mole. (Malta, 1751/13).

Mine Float
Recovered.

A small spherical float 1' 9" in diameter has been picked up off Malta. This float is fitted with 12 copper spikes round its circumference and one on top. All spikes are interconnected and connect to a cable copper wire hanging from the float. This is probably the float of an antenna mine. (V.A. Malta, 1757A/13 to C. in C. Med.)

Air
Operations.

Third part of my I.179 13/10.
60 Miles N.W. Tripoli. 8 Swordfish took off in heavy thunderstorm to attack convoy Pantellaria area (see part 2) returned with torpedoes owing to electrical disturbances in leaders aircraft. 1 Fulmar went out twice for Castelvetro aerodrome but returned each time with instrument defects. (Malta 1759/13).

GALILEA
renamed
ESPERIA.

C.O. report states since the sinking of Italian ESPERIA, on 20/8, her name has been given to Italian GALILEA, 8040 tons. May have been done to avoid confusion with German GALILEA, 1927 tons, which is in an Italian port; (D.S.769)

Turkey.

From Adm. Kelly. (N.A. Angora 1812B/13)
See Lion Copy.

Minesweeping
Craft.

Numbers and commitments. Reply to Admty. 1310A/12. (N.T. in W.D.) (C. in C. Med., 1837B/13) See Lion Copy.

HANS
SCHMIDT.

German steamer probably "HANS SCHMIDT" has arrived Magarron from Garrucha to load iron ore. Probable date of completion 16/10, Marseilles. (Cartagena 1920/13).

/Red.....

MOST SECRET

320A

MOST SECRET

MESSAGE

1812 B
4828B/13 October IN.

Date: 14.10.41.

From: N.A. Angora.

Recd: 0812

I.D.(V) by Cable.

Addressed: Admiralty repeated C. in C. Mediterranean, H.M.
Ambassador Angora?

AIDAC Following from Admiral Kelly.

General Asim Gunduz informed me October 13th that Turkish Government had accepted my proposal as given in my 1746B September 26th and that reply would be given to the Ambassador either today or tomorrow.

(2) I spoke to him about possible passage of enemy submarines through the Straits which he considered impossible, as Bosphorous Boom is in place where tides are strong and passage close to shore is narrow, there are also other obstructions at Nagara and elsewhere. He will order special vigilance and used occasion as argument for hastening arrival of Dardanelles Boom which he guaranteed would be put in position immediately on arrival.

(3) Turkish German Trade Agreement included only 6 millions war material out of 100 millions. They get their field guns back but no heavy guns, some anti-tank guns and machine guns and small arms, some salvaged material from Russian Front including 6 inch guns. Also material for their repairing German aircraft but no new machines. A good deal of railway material engines waggons and rails, is included in iron and steel products which form bulk of agreement.

(4) Turkish posts near Erivan report constant movement of troops northward presumably British. He hopes this implies no change

in our

MOST SECRET

in our strategy. The line of Caucasus being so easy to defend with passes only on Black Sea and Caspian and one mid pass I suggested German projected landing operations in Black Sea would be to turn Caucasus flank by landing in Batoum area. He considered Russian fleet could prevent this. He stressed importance to us of Turkish neutrality as protection for us in Caucasus area as well as elsewhere and promised while they were being strengthened to resist, that they would help us in every way in their power.

1812B/13

Advance copy sent Duty Capt. D.O.D. (F)
D.D.I.C.

- 1st Lord
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- N.A. 1st S.L.
- P.A.S. (S)
- D. of P. (2)
- D.O.D. (F)
- D.D.O.D. (F)
- D.N.I. (4)
- D.A/S.W.
- I.P. (2)
- W.D.
- Duty Capt.
- Head of M. (8)
- D.D.I.C.
- E.P.S.
- N.I.D. 10.
- Admiral Herman Hodge.

/MC

SECRET

MESSAGE

Date 14.10.41

From War Registry

Correction to MOST SECRET Message from
N.A. Angora.

Please read T.O.O. at head of message as 1812B/13
not 1828B/13.

- 1st Lord
- 1st S.L.
- 2nd S.L.
- 3rd S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- N.A. 1st S.L.
- P.A.S. (S)
- D. of P. (2)
- D.O.D. (F)
- D.D.O.D. (F)
- D.N.I. (4)
- D.A/S.W.
- I.P. (2)
- W.D.
- Duty Capt.
- Hd. of M. (8)
- D.D.I.C.
- E.P.S.
- N.I.D. 10.
- Admiral Herman Hodge.

AFP

320C

1837B/13th October.

SECRET

M E S S A G E

IN

Date 14.10.41.

From C. in C. Mediterranean.

Recd. 2058.

Naval Cypher "D" by Cable

Addressed Admiralty.

800. Your 1310A 12 October. There are at present 23 ? (heavy) minesweeping craft in Eastern Mediterranean of which 7 are corvettes forming an Anti S/M escort and hunting unit and 4 are converted Greek Schooners. Of 11 sweepers stated to be arriving by 15 October in your 1719A 15 September only one has so far arrived.

2. Our commitments including the Suez Canal and its approaches, Palestine and Syrian Ports, Famagusta, Alexandria as well as Tobruk where sweepers are especially liable to damage by enemy shelling and bombing.

3. The diversion of M/S craft to Persian Gulf to meet possible mining can therefore only be done at expense of security of Mediterranean fleet against mining attacks which are already in progress. Owing to damage by enemy action the sweeping force for Alexandria was recently reduced for several days to 1 whaler type of sweeper and 4 schooners with sweeping speed 3 - 5 knots.

4. Whilst every effort is being made to hasten the fitting out of M/S craft on this station it is requested arrival of fitted LL M/S may be considered an urgent matter for next 2 months.

1837B/13.

V.C.N.S.
A.C.N.S. (F)
N.A. 1st S.L.
Ops. (3)
O.D. (5)
D.M.S.
D.M.S. Basement
O.I.C. (2)

D.D.T.M.
D.S.D. 9,
I.P. (3)
D.A./S.W.
W.D.
M. (3)
D. of P. (3)

War Diary.

13.10.1941.
Monday.

FOREIGN STATIONS.

Mediterranean-Contd.

Red. Sea.

Your 1226/12 para. 4 (Movements between anchorages and Suez and Southern Red Sea ports will be ordered by S.N.O. Red Sea - no copy in W.D.) Propose commence ordering movements at 0001B/18. (S.B.N.O. Suez Canal 2034/B/13 to C. in C. Med.)

STRUMA.

Motor (?trawler) STRUMA believed to have left Constanza 8/10 with illegal Jewish immigrants. Ship is converted yacht of about 200 tons fitted to take large number of passengers. If sighted such steps as are possible should be taken to turn ship back so she does not succeed in getting close to Palestine Coast. (C. in C. Med. 2116B/14 to Ships Med. Fleet).

Turkey.
Shipping
evacuation.

M.E.W. in their Arfar No 344 to Consul General Istanbul, only, instructed Walton, representative of Geeland Company to prepare plans in consultation with Naval authorities:-

(a) for withdrawing southwards to Beirut or Alexandria any of the company's vessels free to be moved:

(b) for sinking all the company's vessels should a sudden emergency arise necessitating this action.

2. Request you advise Walton, reporting to C. in C. Med. as necessary. (Hd. of M. 2305A/13 to S.O.I. Istanbul, N.A. Angora).

Axis and
Libya.

D.M.I. from Macfarlane. Golikov states Russians have information of four more Italian divisions being prepared in Italy for action on the Russian front. Shipments of both German and Italian troops and munitions to Libya have latterly increased. Russians think the Axis are hurrying to forestall any action of ours in Libya by attacking us there. (30 M.M. 2334/13 to W.O.)

MOST SECRET

M E S S A G E

IN

321A

MOST SECRET

0250/13/October.

From C. in C. Middle East.

Date 13.10.41.

CYPIER

Time 2305.

Addressed The War Office.

SD/13590 cipher 12/10 MOST SECRET. 01533.

For Chiefs of Staff from Commanders in Chief.
First. In view of possibility of combined operations being undertaken next year on scale hitherto impossible in Middle East we think it desirable to establish permanent body to study planning and preparation of such operation. We therefore propose formation of Directorate of Opposed Landings Inter-Service basis to be located at G.H.Q. M.E.F..

Second. Directorate to be responsible to C. in C. and will be charged with four main tasks:-

(A) Preparation of plans of opposed landings which may be undertaken in Middle East as result of policy approved by Cs in C. with a view to ensuring that the necessary resources will be available and that necessary training is carried out in time

(B) Coordination of all demands for equipment for opposed landings and supervision of local equipment experimental or otherwise designed for such operations.

(C) Supervision of training of units and formation of all services for opposed landings including training at combined training centre and of all commandos airborne or special service troops.

(D) To keep intelligence branches informed well in advance of type of information likely to be required.

Third. Directorate to consist of officers of each service under Chairmanship of senior officer together with small staff. Ranks to be Flag Officer or Captain R.N. Brigadier or Colonel, Air Commodore or Group Captain.

Fourth. Staff. One Naval Staff Officer, one G.S.O. 2nd grade as Secretary. One clerk each from Navy Army and R.A.F. of whom one S/Sgt. and two Cpls. or equivalent ranks. One Army Draughtsman. To avoid creation large extra staff Directorate will use services of existing detailed planning staff to assist preparation plans.

Fifth.....

SECRET

-2-

Fifth. Request approval formation of proposed Directorate and sanction for establishment in paras third and fourth above

0250/13.

Recd by War Reg at 1040/15/October

1st Lord.

1st S.L.

2nd S.L.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (H)

A.C.N.S. (W)

A.C.N.S. (T) (2)

N.A. 1st S.L.

P.A.S. (S)

D.O.D. (F)

D.D.O.D. (F)

D.N.I. (4)

D. of P. (2)

D.C. (2)

E.F.S.

Hd. of M (10)

I.P. (2)

N.I.D. 10 Payr Cdr Wilson

V.D.

D.T.S.D.

D.D.I.C.

D. of L.D.

D.O.D. (H)

D.D.O.D. (H)

D.P.D.

War Office Distribution

S. of S.

C.I.G.S.

V.C.I.G.S.

D.M.O. & P. D.P.

D.D.H.O. (O)

M.O. 1.5.12.

D.S.D.

D.D.S.D.

S.D. 1.2.4.

D.M.T.

D.D.H.T.

M.T. 1.

D.A.F.V.

A.F.V. 1

D.D.A.F.V.

E. in C.

E. 1

D.C.O. (Cabinet Offices) (4)

Lt. Col. Jacob

Lt. Col. Thompson

C.N.S. Admiralty

D. of P. Admiralty

C.A.S. Air Ministry

D. of P. Air Ministry

D.M.I.

D.D.M.I. (I) (O)

M.I. 2, 3.

E.M.

War Diary.13.10.1941.
Monday.FOREIGN STATIONS.East Indies.S.S.
HOHENFELS.

My 1456/8/9.

(1) Ex German HOHENFELS has been salvaged by KANIMBLA.

(2) HOHENFELS left Bandar Gulf 11/10 (11/10) for Karachi in tow of two tugs.

(C. in C. E.I. 0342Z/13 to Adty.)

MAURITIUS.

Can MAURITIUS be taken in hand for (?docking) and refit at Singapore commencing first week in November?

(ii) Ship could escort ELLENGA and Singapore portion of W.S.11 X due at Singapore first week in November. (C. in C. E.I. 0624Z/13 to C. in C. China.)

DRAGON
TEVIOT BANK.

Your 0838/11 and C. in C. South Atlantic 2029/11.

(i) Request you will sail DRAGON and TEVIOT BANK in company for Durban, Mauritius, and Colombo.

Previous orders for TEVIOT BANK are cancelled.

(ii) DRAGON to report intended programme.

(C. in C. E.I. 0634Z/13 to F.O.I.C. Simonstown.)

China.French
Shipping.

Arrival MARECHAL JOFFRE 12/10.

Departure 12th D'ARTAGNAN Shanghai 16th.

Departure 12th MARECHAL JOFFRE Haiphong 17th.
(Manila, 0623Z/13 to M. of W.T.)Aerodromes
for U.S.
Forces.

Ref. our X.632 5/10 (1604/5) and Australia telegram No.670, 11/10. Official discussions may now commence. (Air Ministry 1500/13 to C. in C. Far East.)

S.B.L.O.
Singapore.

Your 0451/26/9 and my 2259/5. Chancellor of Duchy indicates that his opinion will not be forthcoming until his general report is received. Matter must, therefore, be considered as being in abeyance till then. (A.C.N.S.(F) 1339A/13 to C. in C. China.)

/Progress ...

War Diary.13.10.1941.
Monday.FOREIGN STATIONS.China - contd.Progress
A.D.B.Report by C. in C. Far East after visit to Manila.
(C. in C. Far East, 1840/13 to W.O.)America and West Indies.BACINCIN
PADRE.
(Italian)Departed 11th. Puerto Cabelle 14th.
(Caripito 1100/13 to M. of W.T.)S.C. 50

Western R/V position.

(A) 046° 24' N. 052° 49' W. at 1700Z/19. ~~TASK~~ Task
unit 4.1.13 composition will be signalled later.
W S C junction position (B) 048° 07' N. 051° 10'
W. at 1200Z/20. (C.C.N.F. 1146Z/13 to C. in C.
-A.F. (U.S.) Admty.)ASTURIAS.My 1502Q/11 and C. in C. S.A. 1201N/12. ASTURIAS
will not now be ready to leave Bermuda until
17/10. (C. in C. A.W.I., 1152Q/13 to R.A.S.A.D.)AWATEA.
PRINCE
ROBERT.Your 0942Q/11. Canadian N.A. is arranging
fuelling in accordance with last para. of Admty.
1654A/10. Canadian ships fuelling in American
ports will be dealt with by him in future.
(B.A.D. 1203R/13 to C. in C. A.W.I.)*See also next page*Tobago
Light.In response to several requests from Masters for
the Tobago Light to be lit and in view of wreck
on Emerald Shoal now dangerous to Navigation,
I have given instructions for this Light to be
shown. (N.O.I.C. Trinidad 1205Q/13 to Admty.)OTINA.Your 1601/11 C. At request Mership, New York
GBMS was made to OTINA 3/10 diverting ship to
Curacao. (N.S.H.Q. Ottawa 1456Z/13 to Adty.)

/DERWENTDALE ...

War Diary.13.10.1941.
Monday.FOREIGN STATIONS.America and West Indies - contd.DERWENTDALE.

R.F.A. DERWENTDALE carrying landing craft is due to sail from Trinidad about 17/10 for Simonstown and Eastern Med. 2. Request you will consider the provision of suitable escort where possible. (A.C.N.S.(F) 1550A/13 to C. in C. A.W.I., C. in C. S.A. etc.)
Admty. 1550A/13 being passed to you. Report anticipated date DERWENTDALE will sail and route. (C. in C. A.W.I. 2113Q/13 to N.O.I.C. Trinidad.)

POLYANTHUS.

My 1058R/8 POLYANTHUS complete refit 16/10 and should be ready to sail the following day. (B.A.R.M. 1640R/13 to Admty.)

MEROPE
(French)

Arrival Cienfuegos 11th MEROPE, Vichy. (Habana, 1703/13 to M. of W.T.)

EKNA 111.*

^{N.T. in W.D.}
Your 1337A/30/9 EKNA 111 due Father Point 6/10 has not arrived. (N.S.H.Q. Ottawa 1946Z/13 to Adty.)

* Not identified.

New Zealand.

LE TRIOMPHANT. 11 hours late on my 1720W/9. (LE TRIOMPHANT 0855Y/13 to R.N.O. Suva.)

PRINCE
ROBERT.
AWATEA.

C. in C. A. and W.I. 0942A/11. Onward route from Honolulu. Great Circle to 021° 30' N. 145° 00' E, thence via San Bernadino St. to Manila. (N.Z.N.B. 1455M/13 to N.S.H.Q. Ottawa.)

*See previous page*Suspicious
Ship.

An unidentified large vessel was sighted by coast watch stations in N.W. Samoa at 0430Z/4 and by Niuafouu Island 375 miles N.E. of Suva Fiji at 0040Z/9. (Description) Graded B.3. Air search from Fiji unsuccessful. C. in C. U.S.A. Pacific Fleet states no U.S.A. Auxiliaries or merchant shipping were in area. (S.O.I. Wellington 1725M/13 to D.N.I. Melbourne.)

War Diary.

13.10.1941.
Monday.

U-BOAT CAMPAIGN.

Ships Attacked.

SVEND FOYN
(torpedoed
7/10.

Your 1227/12. Approved subject to your being satisfied that one tug can manage SVEND FOYN. Request you will arrange escort and sailing. Port of repair will be communicated later. (C.C.R.T. 1401A/13 to A.C.I.C.)

CORTE REAL.

Portuguese steamer CORTE REAL torpedoed and sunk. (N.A. Lisbon 1849/13 to Gibraltar.) My 1849/13. CORTE REAL boarded by German submarine finally sunk by torpedo 80 miles west of Lisbon 1600/12. No Casualties. (N.A. Lisbon 2108/13 to Gibraltar.) Portuguese 2044 tons, Lisbon to Madeira and New York (D.S.766)

Submarines Reported.

(O.G.75)
0838Z
0853Z

D/F bearings at 0838Z/13 and 0853Z/13 indicate at least two U-boats in vicinity of the convoy, both making sighting reports. (D.D.I.C. 1018A/13 to Escorts of Convoy O.G.75, F.O.C.N.A.) 4 separate S/Ms have made sighting reports of O.G.75. (F.O.C.N.A. 1039A/13 to Escorts of O.G.75) Swordfish sent to attack by S.O. Force H. See North Atlantic 1047/13, etc. P. 312. Grateful if on their arrival you would ascertain whether any of the destroyers on O.G.75 were able to search during daylight for U-boats which were threatening the convoy and if so whether any contacts were made and where. (C. in C. W.A. 1044A/13 to F.O.C.N.A.)

Estimated dispositions of U.Boats in Atlantic.
(D.D.I.C. 1416A/13)

0708
0540/2
A.M./6

S/M in 36.53 N., 08.50 W. (N.A. Lisbon 1555/13)
See N. Atlantic. S.O.I. Gibraltar 1758A/13.
(see North Atlantic)

1945.

Periscope sighted 135 Trafalgar 12.
(A/C D. 1945/13 to Gibraltar W/T.)

War Diary.13.10.1941.
Monday.U-BOAT CAMPAIGN.Submarines Attacked.By A/C.

Am over enemy S/M in 45° 48' N. 8° 7' W. Enemy previously reported was on the surface 080 JO I. (A/C using S6TI 0940/13 to 19 Group)
 Have attacked with bombs, dive, no hits. (A/C using call sign S6TI 0955/13 to 19 Group)
 Submarine still on surface, request assistance. (A/C using call sign S6TI 1015/13 to 19 Group)
 Rudder believed damaged, sub-circling. (A/C using call sign S6TI 1035/13 to 19 Group)
 Am returning to base. Have lost touch with enemy S/M last seen in 45.52 N. 8.00 W. (?) (A/C using call sign S6TI 1230/13 to 19 Group)
 Enemy S/M previously reported was on the surface when last seen. (A/C using call sign S6TI 1305/13 to 19 Group)
 U/B attacked and damaged in 45° 52' N. 08° 00' W. last seen circling on surface, original course and speed 080° 10 knots. Further aircraft proceeding to attack and shadow. Two enemy Destroyers at La Pallice. Proceed to R/V in position 180° Lizard 5' as arranged by CLEVELAND thence proceed towards Bishops Rock and as requisite to attack U/B. (C. in C. Plymouth 1330/13 to ATHERSTONE.)
 C. in C. Plymouth's 1330/13 para.4. R/V 1715/13. (CLEVELAND 1500/13 to ATHERSTONE)
 Cancel my 1330/13. CLEVELAND and ATHERSTONE are to patrol L 3 tonight, leaving patrol so as to arrive CLEVELAND at Falmouth, ATHERSTONE at Plymouth by 0900. (C. in C. Plymouth 2052/13 to CLEVELAND)
 Hudson A/C which attacked kept this U/B in sight until it had to return to base. Meanwhile a Catalina on patrol to the south was signalled to the position but failed to locate the U/B which was not seen again. (D.O.R. 14/10)

By A/C

Am over enemy S/M in 46.06 N., 10.33 W. Enemy submarine previously reported was on the surface, 290,6. (A/C using S6TR 0952/13 to 19 Group)
 Have attacked with bombs, dive, one hit. (A/C using call sign S6TR 0956/13 to 19 Group)

14.10.1941.
Tuesday

War Diary

SITUATION REPORT

Home Commands

Spitzbergen

Spitzbergen is to be visited by minesweepers returning from Archangel in order to see if there are any signs of occupation by the enemy or indication that he has reconnoitred certain harbours.

Kola Inlet

A/S nets have been placed off the Kola Inlet.

British Air Operations

Night
Operations

Bomber Command aircraft attacked Boulogne docks last night. A Coastal Command aircraft attacked a convoy of 8 ships 20 miles N.E. of Lannion, and estimates a hit on a 4000 ton vessel.

Day
Operations

Coastal Command aircraft carried out successful attacks on shipping off the coast of Norway today, two vessels being hit by bombs, one near missed and crew seen abandoning ship, and one hit by torpedo.

Fighter Command aircraft today set fire to a small ship off Gravelines and an escort vessel between Dieppe and St. Valery.

Mining

Operations
S.N. 24 B,
D.F. 2.

PORT QUEBEC and LANCASTER laid a minefield and a dummy minefield west of the Hebrides.

8 Hampdens last night laid mines in the Frisian Islands area, 2 in Kiel Harbour, one each in Flensburg Fiord and N.W. of Sylt.

War Diary

14.10.1941.
Tuesday

SITUATION REPORT

Mediterranean

Libya &
Western
Desert.

11 Wellingtons bombed Benghazi harbour last night. 6 Marylands bombed the harbour this afternoon.

Tobruk harbour was bombed last night, but only slight damage was caused.

U-Boat Campaign

FLEUR DE LYS
Sunk

(U.206)

Corvette FLEUR DE LYS was torpedoed and sunk about 0240 A today whilst on patrol in the Western Approaches to the Straits of Gibraltar. Very few survivors were picked up.

War Diary.

14.10.1941.
Tuesday.

HOME COMMANDS.

Co-operation with Russia.

Loading
Officers.

Russians would like to send 3 Officers to English Ports to assist us in loading Soviet ships. Do you agree. They also propose to send 4 to America. (Ad. Miles 1220C/14 to Adty.)

Polyarno.

My 1924C/13. Stephanov will be under command of Golovko although senior to him. Consider Bevan should therefore remain Polyarno. (Ad. Miles 1314C/14).

Bullion.

Have embarked 10 tons gold bullion for U.K. (SUFFOLK 1521Z/14).

Kola Inlet
A/S
Defences.

Anit-submarine nets have been placed in following positions. Details.

2. All vessels routed to these waters are to be informed accordingly, and warned that the information is secret. Masters of merchant vessels to be warned against marking the lines on charts. No Q.Z. message will be issued. (A.C.N.S. H. 1735A/14).

Action is being taken to warn shipping in the sense of your 2211C/7. (D. of L.D. 1738A/14 to B.S.N.O. Murmansk).

White
Sea
Lights.

The following system of lights in the White Sea has been arranged. Details. (Ad. Miles 1829C/14).

Movements.

PETUNIA.

Your 1205Z/13. Following is a repetition of my 0353/13, to A.C.I.(C). Your 1851/12. Consider that weather permitting Danish chart NR.11 obtained from ALGONA with British chart 276 obtained from R.A.F. will be adequate. My P.C. and S. 0400Z/13, 063° 40' N. 026° 15' W. 258°, 12.5. Ends. Present P.C. and S. 062° 36' N. 036° 10' W. 12 knots. (PETUNIA 0115Z/14 to A.C.I.C.) Delayed by Westerly gale now moderating. E.T.A. ~~Juliane Heat~~ 2000Z/15. (PETUNIA 2201Z/14 to A.C.I.C.)

/LAFOREY.....

War Diary.

14.10.1941.
Tuesday.

HOME COMMANDS.

Movements-Contd.

LAFOREY.
LIGHTNING.

It has been decided that two destroyers must accompany AURORA and PENELOPE to Malta. These are being detailed from Force H. Request therefore you will sail LAFOREY and LIGHTNING as soon as practicable to replace those two ships in Force (H). (1st S.L. 1025A/14). Request you will sail LAFOREY and LIGHTNING accordingly. (C. in C. H.F. 1414A/14 to R.A.D.)
See also p 335.

EDINBURGH.

My 1930/12. Owing to a further defect having developed amend time that EDINBURGH will be ready to sail to 1800/16. (C.S.18 1145A/14 to C. in C. H.F.) EDINBURGH is to sail from Clyde to arrive at Scapa A.M./17. (C. in C. H.F. 1207A/14 to C.S.18).

H.43.

At 2200A/15 intend to sail H.43 escorted by ALECTO from Rothesay through Sounds of Islay and Mull to arrive at Tobermory 1700A/16. N.O.I.C. Greenock is requested to arrange fighter protection. (Capt. S.7. 1152A/14);

VERITY.
BADSWORTH.

Intend sailing VERITY and BADSWORTH 1030A/15 to Londonderry to refuel speed 20 knots. Thence to comply with C. in C. W.A. 2224A/13. (F.O.I.C. Liverpool 1204A/14).

INDOMITABLE.

INDOMITABLE's 2131A/13. Concur. (A.C.N.S. (H) 1234A/14).

ROYAL
SOVEREIGN.

Admty's 2202A/9 and F.O.I.C. Glasgow's 1842/13. It is essential that ROYAL SOVEREIGN should be ready to sail with W.S. 12 (Z) on 7/11. 2. C. in C. H.F. is requested to sail ROYAL SOVEREIGN from Scapa in sufficient time for ship to be docked and ready to sail by that date. (V.C.N.S. 1248A/14). Following has been received. Repeats F.O.I.C. Glasgow 1842/13. (V.C.N.S. 1253A/14 to C. in C. H.F., C. in C. W.A. etc.) Intend sailing ROYAL SOVEREIGN escorted by BEDOUIN and ANTHONY for Scapa passing Little Cumbrae at 1330A/15. E.T.A. 1500A/16. (N.O.I.C. Greenock 1604A/14).

/Minesweepers....

War Diary.14.10.1941.
Tuesday.HOME COMMANDS.Movements-Contd.Minesweepers
to visit
Spitzbergen.

SUFFOLK's 0658Z/12. If circumstances permit, the four minesweepers are to visit Spitzbergen during return passage. Ships should be detailed to visit Barentsberz, Gronfjord, and Longyearby, Adventfjord.

(ii) Object is to report any signs of occupation by the enemy or any indication that the enemy has reconnoitred these harbours.

(iii) Any shipping encountered during the visit is to be seized.

(iv) Return route through position (X) 070° N. 006° W. to Scapa, calling Seidisfjord for fuel if required. (C. in C. H.F. 1342A/14 to SUFFOLK, HARRIER).

My 1342A/14. Reference para. 6 of N.I.D. 00360 dated 10th October 1941. Request any further information may be communicated to HARRIER and SUFFOLK. (C. in C. H. F. 1344A/14 to Admty.) C. in C. H.F. 1342A/14. Intend detaching SALAMANDER and HALCYON ? North of Bear Island to proceed to Seidis Fjord and carrying out visit with HARRIER and BRITOMART. (HARRIER 2030C/14, 2031C/14 to SUFFOLK).

SALVONIA.
THIRLMERE.

Return to Reykjavik. (A.C.I.C. 1655/14 to SALVONIA, THIRLMERE).

9th M.S.
Flotilla.

Your 1915/14. Intend sailing 9th M.S.F. to Portsmouth at 0700/15. E.T.A. Needles 1000. C. in C. Portsmouth is requested to arrange air protection. (F.O.I.C. Portland 1955A/14).

BLANKNEY.

Proceed to Liverpool. (C. in C. W.A. 2222A/14 to BLANKNEY).

Operations."Hedgehog"
HEDGEHOG
trial.
JUNON.

Your 1150A/11. JUNON detailed for ~~HEDGEHOG~~ Hedgehog trial in place of L.27. F.N.F.L. concurs. (F.O.S. 0929A/14 to Adty.)

Cable
laying.

A.M. 1106A/2/9 and 1853A/26/9. Intend to sail MARIE LOUISE MACKAY escorted by WOOLSTON, INDIAN STAR, and STELLA POLARIS 1200A/15 north about to carry out following repairs to cables. (A) In position about 10 miles West Great Skellig. (B) In Irish Territorial Waters off Valencia. Escorts will remain in company during (A) returning to base on completion. In the event of weather preventing operation (A) MARIE LOUISE MACKAY will shelter in Valencia and escorts will remain in vicinity until limit of prudent endurance. (F.O.I.C. Belfast 1545A/14).

War Diary.

14.10.1941.
Tuesday.

HOME COMMANDS.

British Air Activity.

Patrols.

"Trost", "Stab", "Bert", "Stand" in operation.
(C. in C. Rosyth 1131/14).

Operation
"Kobo".

Carry out operation "Kobo" by moonlight to-night with 2 A/C 59 Squadron as previously detailed.
(A.C.H.Q. Chatham 1219/14 to H.Q.C.C.)

Operations
"Rover".
"Hoden".

Carry out operation "Rover" tonight as previously detailed. (A.C.H.Q. Chatham 1222/14).
Agree cancel outer patrols of "Hoden". Reference CH/G9/14/10 carry out operation "Rover" with four A/C. (Chatham 1817/14).

Operation
"Nomad".

Carry out operation "Nomad" tonight with 2 A/C 500 Squadron as previously detailed.
(A.C.H.Q. Chatham 1225/14).

Mining.

Flamborough
Head.

One Mine detonated at 1518/13 as follows. Details (F.O. Humber 0450A/14).

N.L.7.

Intend to carry out operation N.L. 7 tonight. (V.A. Dover 1034A/14).
My 1034/14. Postponed owing to weather.
(V.A. Dover 1625A/14)

Q.K.3.

My 1936A/12. Weather permitting carry out operation Q.K. (3) tonight. Alternative operations Q.K. (4), (9), (10).
Supporting force, one unit of 60' M.T.B.'s patrolling between Thornton Ridge and Flushing. M.T.B.'s may attack surface vessels east of 2° 30' without challenge but on return from their respective operations M.L.'s and M.T.B.'s are to use full recognition procedure. (C. in C. Nore 1042A/14 to BEEHIVE).
My 1042A/14. Operation postponed due to weather. (C. in C. Nore 1450A/14).

Bristol
Channel.

Exploded Red Mine at 1250/14 in 308° 2 miles from Flatholm Light.
(Capt. M/S Bristol Channel 1615A/14).

S.N.24B.
and D.F.2.

Arrival PORT QUEBEC and LANCASTER.
(N.O.I.C. Port Z.A. 1710/14).

Operation
H.G.

Arrived 1752 WELSHMAN, MANXMAN. (C. in C. Plymouth 1820/14).

War Diary.14.10.1941.
Tuesday.HOME COMMANDS.Enemy Intelligence.Warships
in Skaggerak
on 12/10.

Swedish trawler believed to be in centre Skaggerak reports sighted on Oct. 12 number large German warships proceeding westward. Graded C.4. (N.A. Stockholm 1804/14).

SAINT
GUENOLE.? SAINT
GUEN AEL

N.O.I.C. Appledore reports French Tunny fishing craft SAINT GUENOLE has been brought into Appledore Her story is that she lost her sail in a gale and could only run under storm sail, consequently she was blown into mouth of Bristol Channel. She was a cargo (?carrier). Security Officer is investigating and guard has been placed on board. (C. in C. Plymouth 1828/14).

Three
Tankers.

Message No. 1. Tankers 3, dawn 11th and 14th, westbound 1400C/14. Admty. 1116A received and understood. (TIGRIS 2359C/14 to Adty. and P.32).

Navigational.Proposed
New
Channel.

It is desired that Channel should be diverted clear of the 4 wrecks near 56 B. Buoy. Propose New Channel should be on straight line joining 56 Buoy to 57B Buoy. If approved, request 56A, 56.B 57 and 57A Buoys may be moved as soon as practicable and new Q.Z.S. issued when this is done. Lighted wreck buoy Q.Z.H. 698 will require moving to southwestward of wreck. (C. in C. Nore 1158A/14).

Scheme B. Light tonight only as follows. Details (Adty. 1549A/14 to A.C.O.S. etc.)

Technical.AFD.14.

Your 1724/13. A.F.D. XIV very inefficient for purpose intended unless fitted with Three Ton Crane as request in my 1609/9/10. Request she may be so fitted before leaving Tyne. (R.A. Scapa 0940/14 to Adty.)

War Diary.14.10.1941.
Tuesday.HOME COMMANDS.Casualties and Defects.HOLLYHOCK.Cancel my 0154A/14. ^{/N.T. W.D.} HOLLYHOCK returned with defects. (F.O. Greenock 0816A/14).ROYAL
SOVEREIGN.

My 1842/13 has been repeated to C. in C. H.F. and C. in C. W.A. (F.O.I.C. Glasgow 0938/14).

MACADAM.

My 0633/14. MACADAM entered Salcombe in leaking condition. (N.C.S.O. Dartmouth 1033/14).

INVERLANE
explosion
on 13/10.

Serious accident in blockship INVERLANE during fire fighting exercise on 13/10 involving death of 1 Officer and 4 ratings and serious injuries to 1 Officer and 3 ratings. Probable cause petrol explosion, but Board of Inquiry is being held today. NORFOLK and PROSERPINE are reporting details of casualties. (C. in C. H.F. 1120A/14).

JACQUES
MORGAND.
AR MOSCOUL.

Sailing R.T. GOLIATH to tow in H.M.T. JACQUES - MORGAND and Lugger AR MOSCOUL broken down in Q.Z.S. 180. (F.O.I.C. Falmouth 1421/14).

FORERUNNER
sunk.

(L.L. Drifter) Sunk in collision with Dutch Tanker OCHANA at 1900 today. No casualties. Approx. position 295° No. 4 Sea Reach Buoy, one cable. Request Q.Z.H. and that Drifter may be raised as early as practicable. (C. in C. Nore 2205A/14).

Shipping and Convoys.BROADWATER
and Convoy.

Owing to bad weather and slight damage BROADWATER speed has had to be reduced to 12 knots. It is estimated convoy will not be met until 2030Z/14. If considered desirable request HAVELOCK may be ordered to transmit on 375 Kc/s at 1830Z to assist making contact in the dark. Position 58° 18', 24° 40'. (HIGHLANDER 1045Z/14).

Atlantic
Convoys.

Following received from "Cinclant" to "Comtask" for four "My serial 00228 of 10/10, delegating to you authority supervision and control or (?of) escort of convoy operations in Northern Western Atlantic area, effective noon G.C.T. 15/10. Last convoy for which escort units have already been arranged are H.X. 155 by 4.1.7, S.C. 49 by 4.1.16, O.N. 25 by either 4.1.14 or 4.1.5". Ends. (Opnav. 1447Z/14 to Info.)

/C.T.4.....

War Diary.

14.10.1941.
Tuesday.

HOME COMMANDS.

Shipping and Convoys-Contd.

C.T.4.

A.M. 1025A/14. If available in time it is requested that LAFOREY and LIGHTNING may be sailed as necessary to form part of A/S escort to convoy C.T.4, sailing from the Clyde p.m. 17th. (D.O.D. H. 1853A/14); *see p. 330*

S.L.
Convoys.

My 1656A/28/8 and A.M. 2350A/29/8. As local U.K. escort is very rarely available, request you will instruct S.L. convoys to proceed at best speed throughout. (C. in C. W.A.1859A/14 to C. in C. S.A.)

S.C.46.

Warmest congratulations on bringing your Convoy in without loss. (C. in C. W.A. 2002A/14 to Capt. F.H. Taylor, R.N.)

Q.P.1.

Request you will convey to the Masters of the Russian ships ex Q.P.1 the congratulations of the Commodore on their excellent station keeping during the passage from Archangel. (D.T.D. 2003A/14).

O.G. 77.
O.S. 12.

1. Resulting from the extension of the Gibraltar convoy cycle following Sloops will be required for duty with O.G. and H.G. convoys. (A) BLACK SWAN and FOWEY are to join 57th Group and sail with O.G. 77 about 25/11. (B) STORK and DEPTFORD are to join 56th Group. STORK will be sailed from U.K. with O.S. 12 breaking off to join 56th Group at Gibraltar.
2. It is intended to reinforce escorts on O.G. and H.G. Convoys by Destroyers when they are available.
3. LEITH and ROCHESTER are to join Londonderry Sloop Division. (C. in C. W.A. 2538A/14).

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War Diary.14.10.1941.
Tuesday.FOREIGN STATIONS.North Atlantic.

BURRA defect. BLACK SWAN 0001Z/14 (N.T. in W.D.) British Consul Horta reports permission granted for BURRA to remain at Fayal until 1000/16 to renew port fire box.
(F.O.C.N.A., 0342A/14 to C. in C.W.A.)

O.G.75. O.G.75. Lisbon section and SARASTONE arrived Lisbon. Remainder of convoy all arrived Gibraltar.
(V.A.C.N.A., 1021A/14, to Admty.)
It reflects great credit on you that Convoy O.G.75 has arrived unscathed.
(F.O.C.N.A., 1056A/14 to Cmdre., and escorts to O.G.75.)

LOCH OSKAIG Two long range aircraft are in your vicinity.
(bombed 13/10.) (D.D.I.C. 1142A/14 to LOCH OSKAIG.)

DOMINE. Departure 14/10 DOMINE, Spanish, Teneriffe 22/10, DOMINE, Cape Creux, 2 French, 2 Italian, and 2 German passengers.
(Santa Isabel, Fernando Po, 1200/14 to D.of S.T.)

FLEUR DE LYS. Torpedoed and sank. (F.O.C.N.A. 1232A/14.)
See U/B Campaign.

CHRISTINE MARIE. When ready CHRISTINE MARIE should be sailed for Halifax being routed to keep South and West of 40° N., and 55° W. Should Master decide on passage to 55° W., ship incapable of maintaining 7½ knots speed through the water, he is to proceed by an alternative route supplied by you to Hampton Roads, informing N.S.H.Q., Ottawa via Camperdown W/T Station "proceeding America."
(D.T.D. 1900A/14 to N.C.S.O., Ponta Delgada.)

South Atlantic.

Risk of using R/T in Convoys. Reports show that Convoys are being imperilled by the promiscuous use of Radio Telephony on 2410 K/C per second by convoy escorts. Although the range of ships R/T transmitters on the convoy R/T Wave is normally limited to about 50 miles, cases have occurred of speech being intercepted at ranges between 600 and 1250 miles.
(2) Rules regarding wireless silence in General Signalling Instructions, articles 199 (H) and (I), are fully applicable to use of R/T on the convoy R/T waves except as detailed in

/S.A.C.I.....

War Diary.

14.10.1941.
Tuesday.

FOREIGN STATIONS.

South Atlantic. Contd.

Risk of
using R/T
in Convoys.

Contd.

S.A.C.I., appendix 1 para. 11, with reference to (B) thereof in line 1 delete "except when actually escorting ships" and in line 3 for "50 miles" substitute "20 miles".
(C. in C.S.A., 1032N/14 to S.A.Stn.)

Fuelling of
STORK at
Ponta Delgada.

Following from N.A. Lisbon. "Your 1215/7/10. Please ensure fuelling at sea. As 3 months have not elapsed since her last visit to Portuguese Port" (Ends). Hope you will be able to manage this.
(C. in C.S.A., 1114N/14 to WELLINGTON.)

O.S.8.

^{N.T.N.D.}
BLACK SWAN'S 0001Z/14. Propose to divert convoy O.S.8 west of Cape Verde Is., for following reasons. (i) Enemy appears to be concentrating on eastward route. (ii) Limited air resources can be concentrated on S.L.90. (iii) Escorts of O.S.8 have sufficient fuel.
(C. in C.S.A., 1157N/14 to Admty.)
Note by War Registry. Above is part 1 of C. in C.S.A.'s 1201N/14. Part II contains the route of O.S.8 and the whole message has been recirculated as most secret distribution.
Your 1201N/14. It is preferred to leave O.S.8 on its present route for the time being in case of further developments in the U-Boat situation.
(D.T.D. 2205A/14 to C. in C.S.A.)

MISOA
Force Q.

MISOA is to form part of Force Q.
(C. in C.S.A., 1203N/14, to QUEEN EMMA.)

S.Africa
Seaward
Defence
force.

Vessels available, proposed increase, request for whalecatchers or trawlers.
(F.O.I.C. Simonstown to Admty., 1303B/14.) Amended
Sea Lion Copy. 1147B/15.

DERWENTDALE
ASTURIAS.

Admty., 1550/13. Suggest DERWENTDALE be sailed to meet ASTURIAS off Trinidad about 20/10. ASTURIAS then to escort by coastal route to about 015° S., where further arrangements will be made for escort if possible.
(C. in C.S.A., 1319N/14 to C. in C.A.W.I.)

BALTA
DERBYSHIRE.

Capetown arrival BALTA. Capetown departure 1309Z/14 DERBYSHIRE. S. of A., 14 knots for patrol area in accordance with C. in C. South Atlantic's 1321/5. (N.T. in W.R.)
(N.O.I.C. Simonstown, 1433Z/14 to C. in C.S.A.)

SECRET.

1303B/14 October.
MESSAGE.

IN.

337A

From F.O.I.C. Simonstown.

Date: 15.10.41.
Recd: 1455.

NAVAL CYPHER X BY W/T.

Addressed Admiralty, reported C. in C. South Atlantic.

9. Your 1752/31 March total vessels of seaward Defence Force is now fifty seven whalecatchers and trawlers which is 7 repetition 7 short of establishment authorised by Union Government. not possible to obtain further vessels locally without seriously affecting fishing industry which is already reduced to only 16 seagoing vessels.

2. In addition to above requirement of 7 vessels the D S D F wishes obtain authorisation from Union Government for increase in S D F establishment up to total of 77 vessels 31 contact 18 magnetic sweepers and 28 A/S vessels which would provide minimum acceptable protection or preferably to a total of 93 vessels 37 contact 18 magnetic and 38 A/S vessels which is minimum numbers he considers necessary to provide full protection.

3. Union Dept. of Defence in reply to tentative approach from D S D F for authority to increase S D F Establishment as above stated that such a request should come from Admiralty who are primarily interested in keeping sea routes clear. In order to assist D S D F in obtaining approval, request therefore, that Admiralty will signal an up to date appreciation of war situation on sea routes in vicinity of South Africa which may be expected as a result of any likely future developments Eg submarine bases in Madagascar war with Japan etc.

37 (amended 11/7/15)

4. Total of 93 vessels ultimately required for full protection is based on following allocation (A) contact M S. 31 vessels required to provide 50 per cent search in approach channels at Simonstown Capetown Durban and Saldanha Bay if latter is eventually required for convoy assembly. (B) magnetic M.S. 18 vessels required (including S D F M.S. Groups 166 and 167 at present allocated to Mediterranean) to provide full M S protection at Union ports in event of magnetic mines being laid. (C) A S. 38 vessels required to provide striking force and A/S escort for important vessels on coastal passage in addition to continuous A/S patrol at ports.

5. Request/.....

5. Request information whether Admiralty can arrange for (A) seven whalecatchers or trawlers to be made available to S D F and (B) for further requirements outlined in Para. 2 above to be made available if Union Government is willing to approve increased establishment as result of representations made by Admiralty as in Para 3 above.

6. D S D F anticipates no repetition no difficulty in manning vessels. Presumption is that if arrangements can be made to release R.N. vessels for S D F they will be allocated to service based on Alexandria or other African repetition African port with S D F crews until such time as developments of the war make it imperative for them to return to South Africa for local protection. In this event however D S D F informs me that equivalent protection provided by Admiralty manned R N vessels would be equally acceptable in Lieu of return of S D F vessels from other bases.

7. D.S.D.F. is prepared to recommend to Union Government request for allocation to South Africa of larger vessels such as corvettes if such vessels could be made available.

1303B/14.

1st Lord.
 1st S.L.
 2nd S.L.
 Controller.
 V.C.N.S.
 A.C.N.S.(F)
 A.C.N.S.(T)(2)
 Naval Sec.
 Secretary.
 P.A.S.(S)
 N.A.1st S.L.
 Ops.(4)
 O.D.(5)
 M.(4) for action.
 D. of P.(3)
 D.N.I.(4)
 O.I.C.(2)
 D. of L.D.(2)
 D.T.D.(4)
 D.T.D.(M)
 D.M.S.
 D.M.S. Basement.
 D.A/S.W.
 E.P.S.
 I.P.(3)
 W.D.

DR.

War Diary.

14.10.1941.
Tuesday.

FOREIGN STATIONS.

South Atlantic. Contd.

S.L.90.
Escort.

GURKHA and ISAAC SWEERS are to act as additional escort to convoy S.L.90 from time of leaving Freetown until 0600/17. Both ships are then to proceed to Bathurst to arrive before dawn/17 and complete with fuel sailing a.m./18 to rejoin convoy as early as possible p.m. the same day. Ships are to remain with the convoy until a.m./21, then proceed to Gibraltar passing East of Canaries adjusting speed to arrive a.m./24. Whilst with convoy S.L.90 GURKHA is to act as S.O. of escort. (C. in C.S.A., 1835N/14 to GURKHA, ISAAC SWEERS.

Cancelled 17/10. See p. 408

Troop
Transport.

Arrangements for personnel from South Africa to Mid East from end of October. (P.S.T.O., Simonstown, 1852B/14 to D. of S.T.) See Lion Copy.

SVITHIOD.

Overdue shipping, my 1747/13 SVITHIOD arrived Santos. (S.O.I., Montevideo, 1943Z/14 to Admty.) My 1617N/8 (N.T. in W.D.) Amend. E.T.A., Simonstown to A.M./20. (C. in C.S.A., 2051N/14 to F.O.I.C. Simonstown.)

O.S.7.

Convoy O.S.7. arrived. with MISOA, BRILLIANT, WOODRUFF, CLOVER, CYCLAMEN, VIOLET, ANCHUSA, MIGNONETTE. (S.O.I., Freetown, 2203N/14 to Admty.)

ATLANTIC
COAST.
M.L.272
defect.

Departure P.M./14 ATLANTIC COAST escorted by Motor Launches 272 and 274. M.L. 272 returning to Harbour with engine defects. (N.O.I.C., Bathurst, 2229N/14, to C. in C.S.A.)

Mediterranean.

MAURO CROCE
(Italian.)

Loading Resin and Turpentine expected sailing for Barcelona tonight 13th, thence Genoa. Cargo machinery and aeroplanes silk fabrics to Barcelona. (Valencia, 0130/14 to M. of W.T.)

/Derna.....

MOST SECRET

338A

~~502~~

MOST SECRET M E S S A G E 1852B/14th Oct. IN

From P.S.T.O. Simonstown.

Date 15.10.41.

Recd C100.

Interservice Special (X) by W/T and T/P

Addressed D. of S.T., repeated C. in C. East Indies, N.L.O. Durban for Impeon, P.S.T.O. India, C. in C. South Atlantic, S.N.O. Red Sea, Dechief, Pretoria, C. in C. Mideast pass to P.S.T.O. Egypt.

IMPORTANT.

Your 1939/1 paragraph 5. Personnel available from South Africa to Mid. East by end of October approx. as follows:- Union Europeans 2600 Non Europeans 3150 Imperial Europeans 100, Non Europeans 3300. Total 10050. To this must be added transshipments ex W S 12 amounting to 3000.

2. To oncarry these following ships will be available on approx. dates specified, capacity being stated against each. ARONDA 1500 NOVA SCOTIA 1000 October 20th. NIEUW AMSTERDAM 4000 October 30th. MAURETANIA 4000 early November but it has been recommended that ship should be kept back for drydocking and be available for escort by Australia after mid November-KOSCIUSZKO 885 CHANTILLY 1000 due to arrive at Durban early in Nov. DUNERA 1500 due Durban about end of October but requires about 14 days for docking & repairs.

3. Owing to wide disparity of speeds it is difficult to arrange the grouping of these ships in suitable convoys but the following proposals are put forward for consideration of C. in C. East Indies:-

(A) That ARONDA speed 16 knots should accompany STRATHEDEN which is due Capetown 23rd October.

(B) That NIEUW AMSTERDAM and if necessary MAURETANIA should accompany Mid East section of WS 12 sailing from Durban first week in November. My 1626/13 not to all addressees refers.

(C) That NOVA SCOTIA, KOSCIUSZKO, CHANTILLY and DUNERA should form convoy CM 21 and sail from Durban independently of WS 12 as soon as they can be assembled. They are all in the 13 knots class and the date will (? depend) on the arrival at Durban of last 3 ships.

1852B/14.

Advance copy sent Duty Captain, D.O.D. (F) & D.T.D.

1st Lord	A.C.N.S. (F)	D.O.D. (F)	W.D.
1st S.L.	A.C.N.S. (T) (2)	D.D.O.D. (F)	D.C. (2)
2nd S.L.	N.A. 1st S.L.	D.N.I. (4)	Hd. of M. D.T.D. (M)
4th S.L.	D. of P. (2)	D.S.D.	D.D.I.C. D. of S.T.
V.C.N.S.	D.O.D. (H)	D.A/S.W.	E.P.S. for
A.C.N.S. (H)	D.D.O.D. (H)	I.P. (2)	D.T.D. (2) action

War Diary.

14.10.1941.
Tuesday.

FOREIGN STATIONS.

Mediterranean Contd.

Derna
Bardia
Bombed.

Day 12/10. 9 Marylands dropped 16000 pounds of bombs on enemy aircraft dispersed on Derna landing ground. Night 12/13. 4 Blenheims and 3 Albacores were despatched to Bardia to attack enemy submarine previously sighted at sea and believed making for the Harbour there. S/M was not located. Aircraft bombed Harbour. Day 13/10. 2 unsuccessful searches area North of Ras El Milh for survivors of 2 'A' lighters missing on night 11/12.

Piraeus
bombed.

2. Greece. Night 12/13. 5 Wellingtons bombed oil containers in Piraeus Harbour.
(H.Q. R.A.F. M.E., 1136/14.)

COETLOGON.
French.

Departure 13th.
(Barcelona, 1256/14 to M. of W.T.)

Return of
Aircraft to
Fleet.

Your 1409/5. Amendment quoted not held. Does it cover case of damaged aircraft obliged to make forced landings on sea?
(S.O. Force H, 1547A/14 to C. in C. Med.)

Enemy Units.
REGENT.

2 small ships and 1 destroyer expected at your principal port 1500B/15. At 1500B/16, 3 Navigatori class destroyers carrying German troops due in same place and will return North again immediately after disembarkation.
(Capt. S.1, 1559B/14 to REGENT.)

Russian Ships
from Black Sea.

Admiralty pass to Angora and C. in C. Med. Your 1238/10 para. 2. Soviet Naval Authorities confirm merchant status of all vessels concerned. 5. MAKAROV will be renamed KERTCH and will have her silhouette changed. Para. 8. Approach to Turkish Govt., is at present in hands of Soviet F.O., but after discussion with Kuzretsov this afternoon it is possible that the help of Admiral Kelly may be sought. My suggestion that the ships should take some cargo to Turkey on its face value as an excuse for their presence in Turkish waters has been accepted as intended at its true value as a bribe to Turkey and this will be done.
(Adm. Miles, ? 158/109C/14 to Admty.)

/TALISMAN.....

War Diary.14.10.1941.
Tuesday.FOREIGN STATIONS.Mediterranean. Contd.TALISMAN
THUNDERBOLT.

TALISMAN reports a knocking noise (? unaccounted for) (? when) in 037° 22' 024° 04'. This may be of Volcanic origin. Ship beached S.W. Coast St. Géorgio Island is known to have been torpedoed forward and aft. She was guarded by patrol vessel and aircraft during TALISMAN's patrol. You are reminded of RORQUAL's recent operation close to west of this x.
(Capt. S.1, 1725B/14 to THUNDERBOLT.)
x Geographical Times?

Enemy T/B.
THORN.

One Torpedo boat expected in Otranto Strait from East gulf Sirte at 1000B/15. Speed about 18 knots.
(Capt. S.1, 1811B/14, to THORN.)

Malta Raid.

Night 13/14. 24 enemy fighters approached Island 0435 hours 9 crossed coast, machine gunned Luqa. No casualties.

M/V damaged.

Night 13/14. 7 Swordfish attacked Convoy 1 M/V 6,000 tons 1 D/R 1 escort vessel 2310 hours 172° Lampedusa 75 miles steaming south 8 knots. M/V and D/R attacked 2 hits on M/V afterwards seen low in water on fire. D/R picking up survivors opposition nil.
(H.Q. Malta, 1900/14.)

STRUMA,
illegal
immigrants.

Your telegram 1396 of 9/10 and 1426 of 13/10 to F.O., concerning illegal immigrants in M/Y STRUMA (originals in Lion Copy only.) I will inform air and sea patrols and endeavour to turn back but it will be appreciated that with a ship packed with refugees aircraft can take little action and ship is unlikely to be encountered by surface patrols until in vicinity of Cyprus.
(C. in C. Med., 2118B/14, to High Commissioner, Jerusalem.)
Orders to S/M's. (C. in C. Med., 2140B/14.)

TORBAY.

Leave present patrol position forthwith and return to Alexandria to arrive sanctuary 0800B/18, passing through 033° 00' 022° 00' 033° 00' 025° 00'. If you can reach Apollonia by dusk/15, consider short bombardment.
(Capt. S.1, 2145B/14, to TORBAY.)
Your 1559 and your 1811/14 not to TORBAY.
(?Request) confirmation patrol should be maintained until further directions in accordance with your 2151/11. Weather conditions unfavourable for interception in non focal position.

/Request.....

Lion 14.10.41

SECRET

MESSAGE

No T.O.O./9th October IN

Date 10.10.41

Recd 1225

340A

From High Commissioner Palestine (Sir H. MacMichael)

Cypher

Addressed Secretary of State for the Colonies

No.1596

Addressed to the S. of S.

Reopened to Angora No.2471

C. in C. Mediterranean

No.2472

Police have received information that M.V. STRUMA was due to sail from Constantza for Palestine with illegal immigrants on 8th October. Vessel is converted yacht of 204 tons gross reported to have been specially fitted for the accommodation of large number of passengers. Grateful for any action which can be taken to prevent her passage through the Dardanelles, or turn her direction subsequently if this is not possible. Axis propaganda has reverted to the theme of floods of Jews entering Palestine.

Received by hand from
Colonial Office 1900/15

1st Lord
 1st S.L.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 A.C.N.S. (T) (2)
 Sec.
 Nav. Sec.
 N.A. 1st S.L.
 P.A.S. (S)
 D.N.I. (4)
 O.D. (5)
 Ops. (3)
 M. (2)
 D. of P. (5)
 O.I.C. (2)
 I.P. (5)
 W.D.
 E.P.S.

(Lion, 14.10.41)

SECRET.

M E S S A G E. No. T.O.O./13th Oct. IN

FROM: High Commissioner, Palestine.
(Sir H. MacMichael.)

Date 14.10.41.
Recd. 0950.

340B

CYPHER.

ADDRESSED: Secretary of State for the Colonies.

No. 1426.

Addressed to the S. of S.
Repeated to Ankara No. 2320.
C. in C. Mediterranean
No. 2321.

Your telegram No. 1660.

Reply not yet received from the C. in C.

Mediterranean.

2. I am not, of course, aware of our naval dispositions but it occurred to me that if the illegal immigrants' vessel were intercepted sufficiently early it might be turned back to Turkish port.

Received by hand from Colonial
Office 1900/15/10/41.

- 1st. Lord
- 1st. S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T) (2)
- Sec.
- Nav. Sec.
- N.A. 1st. S.L.
- P.A.S. (S)
- D.N.I. (4)
- O.D. (5)
- Ops (3)
- M. (2)
- D. of P. (3)
- C. I. C. (2)
- I. F. (3)
- W.D.
- E. P. S.

War Diary.14.10.1941.
Tuesday.FOREIGN STATIONS.Mediterranean. Contd.TORBAY.
(Contd.)Request treatment for inflamed tonsils,
restrict(ed) food (for passage.
(TORBAY, 2358B/14, to Capt. S.1.)Enemy
Convoy.
THORN.Small escorted convoy expected to leave
Cephalonia south bound on 15th. Proceed
South western portion your area and endeavour
to intercept. Destination convoy 032° 00'
020° 00'. (Capt. S.1, 2317B/14, THORN.)East Indies.PACIFIC.Overdue. Swedish PACIFIC left Aden 20/9 for
Calcutta.
(S.O.I., Colombo, 0606Z/14 to Admty.)Red Sea
Command.C. in C. Med., 1950/10, concur in proposed date.
(C. in C.E.I., 1300Z/14, to Admty.)Christmas
Island.Position 10° 30' S., 105° 40' E.
(A) No vessel is to approach the Island between
sunset and sunrise.
(B) No vessel is to approach within 2½ miles
of the Island until permission to do so has
been given by the Signal Station at Smith Point.
(E) Any vessel disregarding the above is liable
to be fired on without warning.
(S.O.I., Colombo, 1336Z/14 to all concerned
W.C.75.)SNAPDRAGON.Now that two LL sweepers have arrived in Persian
Gulf and a further two are approaching it is
requested that you will sail SNAPDRAGON for
Suez to join C. in C. Mediterranean.
(A.C.N.S.(F) 1543A/14 to C. in C.E.I.)REWAK
(intercepted
21/9.)Your 0743/11. (N.T. in W.D.) On arrival of
REWAK at Aden seize vessel and cargo in
accordance with C.B.1993 Chapter XII.
(D.E.W.D. 1733A/14 to C.C.S.O. Aden.)China.DAUNTLESS
DRAGON.Your 0001/8/9. DAUNTLESS has been selected for
relief by DRAGON.
(C. in C. China, 0531Z/14 to Admty.)

War Diary.14.10.1941.
Tuesday.FOREIGN STATIONS.America and West Indies.Trinidad.

Re engine room crews in local defence craft. Force consists of 5 A/S yachts, 2 Whalers for M.S., 5 miscellaneous vessels for Skid towing, M.S., etc. Every endeavour made to provide E.R. crew from local resources, but these sources are inefficient. Vessels continually breaking down and force is usually at less than 50% availability Trinidad admirably guarded by loop system but offensive measures desperately weak. Requirements to make good deficiency. (C. in C. A.W.I. 1114Q/14 to Admty.)

Ships
Refitting
in U.S.A.
NEWCASTLE.

Your 2226A/10. The policy in your 2217/3 that ships after long refits will always return to England and minimum requirements laid down will considerably ease difficulties. In view of my 1728R/10 is it still intended NEWCASTLE is to return to U.K. or should detailed list of requirements be signalled. (B.A.R.M. 1236R/14 to Admty.)

NASTURTIUM.
PRIMROSE.
POLYANTHUS.

Sail in company for St. Johns N.F. 17/10
(B. A.R.M. 1302R/14 to Admty. etc.)

AMHERST.

If AMHERST is found to be seriously overdue for boiler cleaning on arrival Iceland request she be boiler cleaned by HECLA and ship subsequently sailed to overtake O.N.S. 29 or (?with) next O.N. convoy thereafter. (C.C.N.F., 1449Z/14 to N.O.I.C. Iceland (C)).
Your 1449Z/14. AMHERST completed boiler cleaning on 9/10. (C.O.A.C. Halifax 2050Z/14 to C.C.N.F.)

French
Shipping.

French XCL BARFLEUR left Martinique 13/10 for Guadeloupe to return Martinique after staying about two days. French SAINT DOMINGUE arrived Fort de France 12/10 from Cayenne via Para. French Tanker MEROPE arrived Cienfuegos 1/10 from Vera Cruz. Admiralty inform Spenavo. (Opnav, 1602Z/14 to Admty.)

Havana.

Supplies for U-boats. (S.O.I. Kingston, 1738R/14)
No copy in W.D., see 2056R/16.

/Employment.....

War Diary.

14.10.1941.
Tuesday.

FOREIGN STATIONS.

America and West Indies-Contd.

Employment
of A.M.C's.

Your 1604A/10. The C.N.O. expresses appreciation for being consulted on employment of A.M.C's in Western Atlantic Area. He feels in view of U.S. forces available for service in Western Atlantic the 7 A.M.C's still retained would be used to greater advantage if re-assigned to areas and for duties proposed by Admiralty. (B.A.D. 1801R/14 to Admty.)

Task
Force
2.

A.T. 1303A/12. Amend para. (b) to read; (b) Group 2.6. YORKTOWN, SAVANNAH, WAINWRIGHT, MAYRANT, TRIPPE, RHIND, ROWAN at Casco Bay. NEW MEXICO, QUINCY, ANDERSON, HUGHES, SIMS at Casco Bay. These ships together with Group 2.6 form Group 14.3. (D.O.D. (F) 1834/14 to C. in C. A.W.I., C. in C. W.A. etc.)
Cancelled: see 1647/15.

Op. Plan
7C-41.

My Op. plan 7C - 41 effective 0200 G.M.T./11/10 existing orders adequate in cases where plan not yet received. (N.S.H.Q. deliver Alusna). (Cinclant 2000/14 to Action all Holders my Op. Plan 7C - 41).

Australia.

CHIOS.

Greek CHIOS from Aden 16/9 due Fremantle 8/10 has not arrived. (A.C.N.B. 0103Z/14 to Admty. etc.) Have you any news of Greek CHIOS due Fremantle 8/10 from Aden?
(D.T.D. 1845A/14 to D.N.I. Melbourne).
Arrived, see 0126/15.

STEIRMARK
(German).

Your 1857A/30/9 part 3 final. Request further description of STEIRMARK including reference to similar silhouette in Talbot Booth Merchant ships 1940. (A.C.N.B., 1256Z/14 to Admty.)

New Zealand.

SILVAPLANA.

Norwegian, 4793 tons, reported overdue, now presumed to have been sunk by an enemy raider on 11/9 in approx. 26.16 S., 164.25 W. (D.S. 766).

War Diary.

14.10.1941.
Tuesday.

U-BOAT CAMPAIGN.

Ships Attacked.

FLEUR DE
LYS.

FLEUR DE LYS torpedoed and sunk about 0240A/14 when on patrol in Western Approaches of Straits. So far only 3 survivors. (F.O.C.N.A. 1232A/14 to Admty.)

My 1232A/14. Three survivors picked up by Spanish steamer in middle of Straits. Coxswain states ship was torpedoed port side under bridge. Magazine exploded. Ship broke in half and sank. FLEUR DE LYS was on Q patrol. Survivors as follows. (F.O.C.N.A. 1328A/14 to Admty.)

Submarines Reported.

Estimated dispositions of U/B's in Atlantic.
(D.D.I.C. 1426A/14)

1615A.

U-Boat dived in 036° 20' N. 006° 40' W. at 1615A/14. (? F.O.C.N.A. 2017A/14 to S and A., N.A.)

1808Z.

Bearing by D/F at 1808Z/14 position of enemy U-boat was 069° 25' 043° 30', reliable fix. (S.B.N.O. Murmansk 2155C/14 to Adty.)

Submarines Attacked.

By A/C.

Am overy enemy S/M in position 48.28 N. 9.42 W. Enemy S/M sighted on the surface and observed to submerge (? course 090° speed 10 knots). Have attacked enemy with depth charges and estimate one hit. (A/C duty S. 1450/14, 1505/14 to 19 Group) Details of attack. (A.C.H.Q. Plymouth, 2220/14) See Lion Copy.

2220/14 October.

344A

SECRET.

MESSAGE.

IN.

From A.C.H.Q.Plymouth.

Date 15.10.41.
Received 0007.

P/L BY T/P.

Addressed H.Q.C.C. repeated Operations Section War Room
Admiralty.

FORM BLUE STRIKE NOT W/T IMMEDIATE.

STRIKE REPORT.

- B. H.Q.19 Group area combined Headquarters Plymouth
PL/BS1/14/10
- C. Hudson A/C S/233 Squadron
- D. PL/G1/14/10
- E. Submerged U/B PHTE 2818
- F. 7/10 Cu 1500 Base weather clear
- G. 1453 hours - 50 feet
- H. 2 X 250 lb. D/C's mark VII pistol - 50 foot setting - 1 X
250 lb. D/C's mark VII serial pistol - 25 foot setting
- K. 150 yards ahead of swirl at 045 degrees to it - 30 feet
apart - three explosions seen together on estimated
track of submarine.
- L. 1.3 miles.
2.090 degs.T.
3.15 seconds.
4.not observed.
5.1½ hours
6.diving speed of 180 m.p.h.
- M.to R. nil.
- S. At 1450 hours A/C S/233 Squadron sighted U/B in
position PHTE 2818. A/C was flying on C/S360 speed
130 m.p.h.at 1000 feet U/B when sighted was three
miles away on bearing 020 on CO 090 speed was 10-15
knots U/B was above periscope depth and wash was
plainly visible but U/B did not appear to be fully
surfaced A/C immediately altered course to 045 T to
attack across track of U/B one minute after sighting
and 15 seconds after periscope disappeared three D C
were dropped from 50 feet 150 yards ahead of swirl on
a course 045 to the estimated track of U/B three
explosions were seen at half second intervals and were
so close together that they combined to make one great
upheaval in the water. Nothing further was seen although
A/C remained to search for 1½ hours after attack,
marking the site of the attack with sea markers and
making an extended circular patrol of the area.

2220/14.

1st.Lord.	D.T.D.(4)
1st.S.L.	D.T.D.(M)
4th.S.L.	D.T.D.(C)
5th.S.L.	O.I.C.(4)
V.C.N.S.	D.of P.(3)
A.C.N.S.(H)	D.A/S.W.
A.C.N.S.(T)(2)	I.P.(3)
A.C.N.S.(W)	W.B.
Nav.Sec.	D.P.D.
N.A.1st.S.L.	D.S.D.(2)
Capt. Pim, Admiralty House.	M.(2)
Ops.(3)	D.N.A.D.
O.D.(5)	E.P.S.
D.N.I.(4)	

War Diary.

15.10.1941.
Wednesday.

SITUATION REPORT.

Home Commands.

Denmark
Straits
Patrol.

The U.S.A. aircraft carrier WASP has been withdrawn from Iceland and the Denmark Straits Patrol (3 U.S.A. C.G. cutters each with an aircraft) was withdrawn today. C. in C. H.F. knew nothing of this; Admiral Giffen is not allowed to communicate direct with him.

British Air Operations.

Bomber
Command.

Blenheims today attacked shipping at Le Havre, and off the Frisian Islands. A 12,000 ton tanker was blown up by direct hit at Le Havre. The Blenheims suffered losses and damage. Shipping off the Frisian Island was also attacked, and ship was hit, but 5 of the 12 aircraft despatched are missing.

Coastal
Command.

Shipping was attacked last night off the Coasts of Norway and Holland. 3 Hudsons attacked Esbjerg docks today from a height of 20/30 feet.

Enemy Air Operations.

Alteration in posting of a German long range bomber Gruppe known to have some torpedo aircraft probably indicates some increase of operations against shipping off the S.W. coast of Great Britain.

Two H.S.Ls. were attacked this afternoon off Newhaven and suffered some casualties.

War Diary.

15.10.1941.
Wednesday.

SITUATION REPORT.

Mining.

Minelaying by enemy aircraft last night is suspected off the coast of East Anglia and in the Thames Estuary.

The Humber was closed until completion of sweeping this morning.

South Atlantic.

S.S. WARRIOR (U.S.A. ship) is overdue at Capetown from Trinidad since 2/10 and may either be a raider or a U-boat casualty.

Mediterranean.

Four Swordfish were sent to attack with torpedoes 6,000 ton merchant vessel which was damaged by attack by Swordfish at 2310/13. The vessel was now in tow of tug, about 70 miles north of Mara. One Swordfish attacked, but results were not seen; the remaining Swordfish saw only the tug.

Yugoslavian
Revolt.

The Admiralty have informed C. in C. Med., that -he should do as quickly as possible everything he can to help the revolt of Yugoslavian patriots.

/Montenegro.....

War Diary.

15.10.1941.
Wednesday.

SITUATION REPORT.

Mediterranean - Contd.

Montenegro.

It is reported that the Axis have evacuated Montenegro in face of rioting and that Bar has been bombarded from the sea.

New type
of mine.

N.L.O. Black Sea reports a new type of enemy mine found near Odessa. It is said to be fired either by magnetism or shadow by means of photo-electric.

East Indies.

Minesweeping
in Shatt-
el-Arab.

The vital importance of Abadan oil supplies and the difficult local conditions for sweeping render it essential that a nucleus LL force should be established there before the threat develops. Such a force is now either there or on the way.

America & West Indies.

A.M.Cs.
of Halifax
escort Force.

The 7 A.M.Cs. at Halifax are to cease to form the Halifax Escort Force and will be allocated to other foreign stations.

Task Force
2.

This force has been reorganised.

Convoy
escorts.

As from noon G.C.T. "Comtask 4" took over from Cinclant supervision and control of convoy escorts in the northern and western Atlantic.

War Diary.15.10.1941.
Wednesday.SITUATION REPORT.U-Boat Campaign.Convoy
S.C.48.

WETASKIWIN reports that convoy S.C.48 was attacked at 0700Z by submarine in 53° 34' N., 29° 57' W., and 2 ships were torpedoed. These were apparently M.V. SILVERCEDAR and ILA (Norwegian) and both sank immediately. There are only 4 corvettes with the escort. Two destroyers were sent from T.C. 14, and 5 U.S. destroyers from O.N.24, and 2 corvettes from O.N.5. The convoy has 10 stragglers. At 2330Z ~~WETASKIWIN~~ reported one ship torpedoed in 54° 55' N., 27° 15' W. This was apparently S.S. EMPIRE HERON: she sank immediately.

* See p. 369

S.S.
VANCOUVER
ISLAND.

S.S. VANCOUVER ISLAND, independently routed to U.K. was torpedoed at 2057 today in 53° 37' N., -25° 37' W.

White Sea.

Two U-boats appear to be operating in the approaches to the White Sea.

Mediterranean.

Blenheims report 2 or more direct hits on a U-boat with 250 lb. bombs in 34° (?21' N., 23° 11' E., (about 150 miles north of Gazala) and consider that the submarine was severely damaged or sunk.

War Diary.15.10.1941.
Wednesday.HOME COMMANDS.Policy.I.F.F.Gear
in M.G.Bs
and M.T.Bs.

Recent operations against E-Boats have shown that fitting of I.F.F. in M.G.Bs is an urgent requirement. Reasons. I.F.F. is also required in M.T.Bs now that A.S.V. fitted aircraft are operating in the Nore Command. Reasons. Request therefore that I.F.F. capable of responding to type 286 (A.S.V) may be fitted to the following ships as soon as practicable; - (a) M.G.Bs 5th, 6th, 7th, 12th, 16th Flotilla. (b) M.T.Bs 4th and 13th Flotillas. (c) New construction M.T.Bs and M.G.Bs allocated to the Nore Command. (C. in C. Nore 1020A/15.)

NEWCASTLE.

Your 1236/14. Yes, it is intended that NEWCASTLE shall return to U.K. (A.C.N.S.(F) 2218A/15 to B.A.R.M.)

Co-operation with U.S.A.U.S.
Forces.

Request information of present dispositions U.S. Forces in Denmark Straits and composition of U.S. Naval Forces in Iceland. (C. in C. H.F. 1739A/15) Your 1739A/15. Denmark Straits patrol withdrawn today. Following ships in Hvalfjord, IDAHO, MISSISSIPI, TUSCALOOSA, WICHITA, VULCAN and 8 destroyers. 5 more destroyers from H.X.153 tonight. (A.C.I.C. 2230/15 to C. in C. H.F.) Your 1739A/15. Following is disposition of U.S. Forces as received from Spenavo. (D.O.D. H. 2330A/15) See Lion Copy.

Co-operation with Russia.

Moscow reports that Embassy and whole of Military Mission leave Moscow for Kuibyshev tonight. No communication until further notice. (D.O.D. H. 2224A/15 to S.B.N.O. North Russia.) It is notified that communication with the Mission in Moscow by all routes is closed down until further notice (information received from Foreign Office via D.N.I.) H.W.R.

North
Dvina
River.

Condensers choked by timber debris. (SUFFOLK 1641C/15) See Navigational.)

White Sea
Lights.

Your 1829/14. Admiralty has no record of zones referred to. Request you will signal limits of any submarine patrol or other zones which have been established. (D.O.D. H. 1824A/15 to S.B.N.O. Murmansk.)

SECRET

MESSAGE

2330A/15th October
OUT

Date 15.10.41

Addressed C. in C. Home Fleet 542

Repeated A.C.I.G. 721

Naval Officer (A.I. I.T.T.) P/L by T/P

349A.

From Admiralty

IMMEDIATE

Your 1739A/15 ✓

Following is disposition of U.S. Forces as received from Spenavo.

(1) Denmark Straits.

Greenland patrol based on Scoresby Sound.

Coastguard Cutters. (NORTHLAND.
(NORTH STAR.
(BEAR

.Each cutter has a plane.

(2) Iceland

Battleships. IDAHO.

Cruisers. (VINCENNES.
(TUSCALOOSA

Destroyers (RUSSELL
(MORRIS
(O'BRIEN
(WALKE

Repair Ship. VULCAN.

" 2330A/15

for D.O.D.(H)

✓ Most Secret Distribution

1. Lord.	D.N.I. (4)
1.S.L.	D.A./S.W.
V.C.N.S.	M. (2)
A.C.N.S. (H)	H.P.S.
N.A.I.S.L.	Ad. Bailey
D.of P. (3)	A.E. (3)
Ops. (3)	N.I.D. 10
C.D. (5)	I.P. (3)
C.G. (3)	W.D.

War Diary.15.10.1941.
Wednesday.HOME COMMANDS.Co-operation with Russia - contd.Port and
Railway
facilities.Information desired by War Office as follows.
(D.O.S.T. 2333A/15 to N.C.S.O. Archangel)
See Lion Copy.Movements.INDOMITABLE.
VERITY.
BADSWORTH.
C.T.4.

No.800, 827, 831 and 880 Squadrons (F.A.A.) embarked. My 2131A/13. Recommend 2 more full flying days. This should give time for right adjustment of arrestor wires which are giving trouble and repairs to R/T transmitters which are defective. Subject to above propose sailing 1600/17. (INDOMITABLE 0027A/15.)
Your 0027A/15. Approved. (A.C.N.S. H. 1007A/15 to INDOMITABLE.)
C. in C. W.A. 2224A/13. VERITY and BADSWORTH will be required to sail p.m./17/10. (N.O.I.C. Greenock 1056A/15.)
INDOMITABLE should be sailed with convoy C.T.4 on 17/10.
2. Admiralty will amend route for C T.4 in order that R/V position already arranged for MENESTHEUS and AURANIA with A/S escort will not be affected.
3. C. in C. W.A. is requested to issue necessary instructions to delay MENESTHEUS and AURANIA.
4. INDOMITABLE will part company and proceed at high speed on route arranged when destroyers leave convoy to meet MENESTHEUS and AURANIA. (A.C.N.S. H. 1234A/15.)

O.9.
Z.5.

Intend to sail Z.5 escorting O.9 from Blyth at 0800/17 through the Minches, Sounds of Mull and Islay to Rothesay. E.T.A. Rothesay 1200/20.
C. in C. Rosyth and F.O.I.C. Greenock are requested to arrange fighter protection. (S.6. 1020A/15)

CUMBERLAND
Escort.

1 (one) destroyer from each 16th D.F. and 21st D.F. will be required as escort for CUMBERLAND on 19/10. Destroyers are to be fitted S.A. and if possible should be Hunt class. Destroyer detailed from 16 D.F. is to be sailed to arrive Sheerness p.m./18. (C. in C. Nore 1032A/15.)
Intend to sail CUMBERLAND for Scapa at 1100/19. Escort of 2 S.A. fitted destroyers (from The Nore command) will accompany CUMBERLAND as far as Kinnaird Head where she is due about 1000/20.
(ii) C. in C. H.F. is requested to provide escort for remainder of passage to destination if considered necessary.
(iii) Fighter protection for whole passage will be arranged by C. in C. Nore.
(C. in C. Nore 1230A/15.)

SECRET

MESSAGE.

2333A/15th Oct. OUT

To:- N.C.S.O. Archangel for M.W.T.R.

Date. 15/10/41.

Naval Cypher (AI OT)

From:- D.O.S.T. for N.C.S.O. Archangel for M.W.T.R.

IMMEDIATE

Further to our No.10 mast of 8th October 1941
pass following to Maclay.

Part 1. Port of Archangel including Bakaritsa and Ekonomia.

War Office desire that information asked for in
paragraph 22 of telegram under reference be given in
the form of estimated quantity of stores in deadweight
tons of 2240 lbs that can be discharged and cleared
inland per month.

- (a) By rail to Vologda
- (b) By river to Kotlas
- (c) By road to Kotlas.

State capacities month by month according to seasons
alternatively with present facilities and after allowing
for anticipated developments.

Part II Railways.

War Office ask if you can obtain information on
following (a) How far north of Konosha has doubling
of Vologda - Archangel line proceeded. When will
doubling reach first Plesetsk second Archangel

- (b) When is completion expected of line Plesetsk-
Kotlas.

(c) When is completion expected of line Konosha-Kotlas.

2333A/15.

Port and Transit Control
(Ext. 2048)

- 1st Lord.
- 1st S.L.
- 4th S.L.
- V.C.N.S.
- A.C.N.S.(H)
- A.C.N.S.(T)(2)
- Nav. Sec.
- N.A. 1st S.L.
- Ops.(4)
- O.D.(5)

M.(10) & for Director of Transportation. W.O.
 Director of Movements. W. O.
 Russian Liaison Group.
 (Brigadier Firebrace)

- E.P.S.
- D.of.P.(3)
- Ad. Herman-Hodge.
- O.I.C.(2)
- D.N.I.(4)
- D.of S.T.
- D.T.D.(4)
- D.T.D.(M)
- D.T.D.(C)

- I.P.(3)
- W.D.
- D.of S.
- D.of S.)
- S.W.R.) Bath

War Diary.15.10.1941.
Wednesday.HOME COMMANDS.Movements - contd.TIGRIS.
Russian
S/MS
D.3 and
175.

Your 2359/14. If you have left Patrol with all torpedoes expended and can arrive R one before 1000C/17 return to base by route Z reporting E.T.A. at R one. Otherwise act in accordance with previous orders.

Soviet S/M D three, leaves Zone 4 0001C/16 routed 72° N. and by route Y to S. one.

Soviet S/M 175 returns from Zone 5 by route X to be at R one at 1200C/17.

This is Message Number 2.

(S.B.N.O. North Russia 1036C/15 to TIGRIS.)

LAFOREY.
LIGHTNING.
C.T.4
CANTON.

Admiralty 1833A/14. Destination LAFOREY and LIGHTNING is Gibraltar.

Propose they should R/V with C.T.4 in 270° Oversay 6 miles at 0800Z/18 and part company in about longitude 25° W.

2. If you concur, request you will issue necessary orders for leaving convoy and onward route. (C. in C. H.F. 1206A/15 to C. in C. W.A.) Proceed passing Switha 1230 tomorrow to Greenock to pick up passengers and stores before proceeding to join C.T.4. (R.A.D. H.F. 1558A/15 to Capt. D.19.)

A.M.1833A/14 and A.M.1239/13. LAFOREY and LIGHTNING are being sailed to Clyde to obtain tropical stores before sailing for Gibraltar and expect to arrive Greenock A.M./17.

2. It is anticipated that CANTON will be ready to leave Clyde for Freetown on 17/10. LAFOREY LIGHTNING may be sailed as A/S escort for CANTON and are to part company as ordered by C. in C. W.A. (D.O.D. H. 1748A/15 and 1528A/16.)

P.36

My 1547A/13. P.36 now on passage escorted by H.M.S. WHITE BEAR has been ordered to return to Holy Loch. (Capt. S.3. 1457A/15.)

Your 1013A/15. Return to Holy Loch. Pass to WHITE BEAR. (Capt. S.3. 1459A/15 to P.36.)

WHITE BEAR with P.36 will arrive 1300A/16.
(WHITE BEAR 1650A/15 to N.O.I.C. Greenock)*See also p.354*JAY.
MYRLAND.
KENNET.

Intend to sail 18/10 JAY (in accordance with A.L.6087/41 of 26/9) and M/S Trawlers MYRLAND and KENNET (in accordance with A.M.1933/26/8) in company for Freetown calling Azores for fuel. JAY and KENNET coaling at Fayal, MYRLAND oiling at Ponta Delgada. (F.O.I.C. Greenock 1758/15.)

/SUFFOLK ...

War Diary.15.10.1941.
Wednesday.HOME COMMANDS.Movements - contd.

SUFFOLK. C. in C. H.F. 1305Z/4 (Hush circulation) This operation must be deferred.
NORMAN. 2. SUFFOLK, IMPULSIVE, and ESCAPADE are to remain at Archangel at four hours notice for the present.
HARRIER. 3. NORMAN is to be sailed forthwith for U.K. at best speed, routed North of Bear Island. She should call at Seydisfiord as necessary for fuel.
HALCYON. 4. The minesweepers HARRIER, HALCYON, SALAMANDER and BRITOMART are to act in accordance with orders issued by C. in C. H.F. in his 1342A/14.
SALAMANDER. (A.C.N.S. H. 2223A/15.)
BRITOMART.

Operations.

Western Channel Patrol. M.G.B. 325 will sail to Southward at 1600 today returning dawn 16th. (N.O.I.C. Dartmouth 1209/15.)

Q.E.6. Your 0934A and my 1200A. In the event of Capt. (D) 21st D.F. abandoning exercises and operations with M.G.Bs today and weather permitting, an independent patrol of motor gunboats 86 and 91 will carry out Q E 6. (N.O.I.C. Yarmouth 1300A/15)

Cable laying. Sailed my 1545A/14. (F.O.I.C. Belfast 1340A/15)
MARIE LOUISE MCKAY.

Denmark Straits Patrol. Your 1739A/15. Denmark Straits Patrol withdrawn today. (A.C.I.C. 2230/15 to C. in C. H.F.)

Dover Patrol. Two M.Ls leave Dover at 1945 and return at 0115/16. Route via South Varne each way. (V.A. Dover 1719A/15.)

British Air Activity.

Patrols. "Hornli" in operation. (C. in C. Rosyth 1141/15.)
 Southern half of "Stab" and Northern half of "Bert" also special "Rover" patrol in Stadlandet area in operation. (C. in C. Rosyth 1425/15.)

War Diary.

15.10.1941.
Wednesday.

HOME COMMANDS.

Enemy Air Activity.

Faroes.

A large number of reports of unidentified A/C have been received from coast watchers today. Reports appear to indicate some friendly and some enemy aircraft. No hostile acts reported. (N.O.I.C. Faroos 2144A/15.)

H.S.L.145
H.S.L.112
attacked.

H.S.L.145 attacked at 1731/15 by one enemy aircraft with M.G. and cannon fire in approx. position W.V.7272. Enemy aircraft then attacked H.S.L.112 which was in visual touch with H.S.L. 145 to the N.W. and returned to H.S.L. 145 making a further attack on her before leaving. S.O.5th M.L. Flotilla in M.L.143 proceeded from Newhaven at 1754 followed by EUREKA 147 with M.O. on board and made contact with H.S.L.145 in W.V.8398. The three vessels entered Newhaven at 2010. One fatal casualty. 2 slightly wounded. (N.O.I.C. Newhaven 2245/15.) *See p. 379*

Mining.

Humber.

River closed until completion of sweeping. (N.O.I.C. Humber 0536A/15)

Thames
Estuary.

At 1240/15 one mine exploded by HOLDERNESS in 51° 31.8' N. 1° 4.5' E. Details. (HOLDERNESS 1341A/15)

N.L.7.

Intend to carry out operation N.L.7 tonight. (V.A. Dover 1523/15.)

Sweep of
Q.Z.S.117
and 151.

A.M.2013A/13 and C. in C. Nore's 2222A/13. Intend to sail M/S 13 in BLYTH with EASTBOURNE, FELIXSTOWE, ILFRACOMBE, POLRUAN, and JAN VAN GELDER at 1730/16 for Harwich (route):- to sweep Q.Z.S.117 and 151 as ordered by C. in C. Nore. E.T.A. 1600/17. (C. in C. Portsmouth 1807A/15)

Enemy Intelligence.

Baltic.

Various intelligence. (N.A. Stockholm 1609/15.)
See Lion Copy.

/Spitzbergen ...

MOST SECRET

1609/15th October

353^A

MOST SECRET

M E S S A G E

IN

From N.A. Stockholm.

Date 16.10.41.

Recd. 0635.

INTERDEPARTMENTAL CYPHER (ONE TIME TABLE) BY CABLE

Addressed D.N.I.

Baltic Soviet Fleet.

(a) Swedish Staff have learnt Tirpitz Squadrons Baltic cruise was on account of Germans receiving information that Soviet fleet had suddenly intended to break out of Gulf of Finland. Recent air bombing and bombardment of Kronstadt now convinces Germans that break out is no longer possible. B one repeat B one.

(b) Danish staff report both German guard ships now withdrawn from belts to southward and minelayer has left Langeland area to northward. On October 8th only (?coastal) small naval craft were in Danish waters. A 2 repeat A 2.

2. Mining.

Norwegian mining expert reports from Oslo that our mining is more successful and sinking greater than our detailed reports indicate. Usually much delay by Germans in dealing with newly laid mines. B two repeat B two.

We are sending by next bag Photostat of latest German chart of all swept channels in belts, Kattegat and Southern Baltic.

1609/15

C.I.C. Comment

Para. 1(b). The reference to the withdrawal of the Guardships from the Belts is almost certainly correct. "SCHLESWIG-HOLSTEIN" was seen at Kiel on 5th October and "SCHLESSEN" was reported in Central Baltic on 7th October (B.2.).

Advance copy sent C.I.C.

1st Lord

1st S.L.

4th S.L.

5th S.L.

V.C.N.S.

A.C.N.S.(H).

A.C.N.S.(F).

A.C.N.S.(T) (2).

A.C.N.S.(W).

N.A. 1st S.L.

D. of P. (2).

D.O.D.(H).

D.D.O.D.(H).

D.O.D.(F).

D.D.O.D.(F).

D.N.I.(4).

D.N.A.D.

D. of L.D.

D.A/S.W.

D.M.S.

I.P.(2).

W.D.

Duty Captain

Head of M.

D.T.S.D.

D.D.I.C.

E.P.S.

D.T.D.(2).

D.T.D.(M).

N.I.D.10 (Paym. Mr. Wilson).

D.G.D.

War Diary.

15.10.1941.
Wednesday.

HOME COMMANDS.

Enemy Intelligence - contd.

Spitzbergen. C's in C.1342A/14. Report graded B.3 that German Command has considered occupation of Spitzbergen with troops and artillery and that troops could be landed by air. It is possible 2 German armed trawlers may be encountered in Spitzbergen waters.
(D.N.I.1638A/15 to SUFFOLK, HARRIER.)

Enemy Destroyer. 1 new destroyer of Narvik Flotilla left Oslo 13/10 after carrying out urgent repairs at Akers. Graded B.2. (N.A. Stockholm 1751/15.)

Norwegian Coastal Shipping. Following are recent movements of M/Vs on Norwegian Coast. (N.A. Stockholm 1759/15)
See Lion Copy.

Navigational.

North Dvina River. All Main and auxiliary condensers choked by waterlogged timber debris when crossing bar leaving berth in North Dvina River today. Caused complete failure of all electric power. Now being cleared. Depth on bar 25 feet. Submit other cruisers be warned. (SUFFOLK 1641C/15.)

Technical.

ROYAL SOVEREIGN. Your 1842/13. Docking R. Class battleships in A.F.D IV was fully considered in 1937. Displacement of 31,500 tons can be achieved by adjustment of oil fuel whilst retaining full out-fit ammunition. No water should be contained in water protection compartments. Arrangements for docking should be made accordingly with C.O. ROYAL SOVEREIGN.
(D. of D. 0537A/15 to F.O.I.C. Glasgow.)

Casualties and Defects.

SHERWOOD. Your 1043A/15. Not ready until 19/10.
(N.O.I.C. Iceland 1501/15 to C. in C. W.A.)

P.36. P.36 escorted by WHITE BEAR in Irish Sea 1500/15 returning to Holy Loch with engine defects.
(F.O.S. 1617A/15.) *see p. 351*

MURIEL. Lost convoy through engine defect. Returning for shelter. (MURIEL 1730/15.)

SECRET

MESSAGE.

1759/15th Oct. IN

354A.

From:- N.A. Stockholm.

Date. 16/10/41

Recd. 0635

Inter Departmental Cypher 14 by Cable.

Addressed:- Admiralty.

IMMEDIATE

Following are recent movements of merchant vessels on Norwegian Coast.

<u>Name.</u>	<u>Whence.</u>	<u>Date.</u>	<u>Destination.</u>
BYGDOY	left Kristiansand		
	Bergen.		
ELSE MARIE	arrived		
	Kristiansand	Oct.13th.	unknown.
ERLING LINDOE.	left Bodo	Oct. 7th.	unknown.
FELIX	passed Malmo.	Oct.11th.	Norway.
FERNDALE	left Kristian-		
	sand	Oct.13th	Germany.
GRANA	passed Bergen	Oct 11th	unknown.
KORSNES	left Kristian-		
	sand	Oct 12th	unknown.
KLOVREN	arrived Trondjhem.		
		Oct.11th	Northern Norway.
<i>KARMA intended.</i>			
2 KAPMADARRA	Hammerfest	Oct.13th.	Ballangen.
KIS	left BJORAASEN.	Oct.13th.	unknown.
OLYKTOR <i>No Trade.</i>	left Larvik	Oct.12th	unknown.
LOVAAS	arrived Finneid	Oct.10th	Germany.
MITRA	left Kristian-		
	sand.	Oct.13th	unknown.
TIONSIEC <i>No Trade.</i>	left Stavanger	Oct.11th	unknown.
RYGJA	arrived		
	Kristiansand	Oct.13th.	unknown.
SARPFOS	arrived Sorreisa.	Oct.9th.	unknown.
TOPEKA	arrived Alesund.	Oct.11th.	unknown.
TRIANON	at Narvik	Oct.13th	Germany.
? TAIWDARRA <i>TAIWAN intended</i>	Narvik	Oct.13th	Germany.
TUGELA	at Kirkenes	Oct.10th	Germany.
TRANSPORT	left Kristian-		
	sand	Oct.13th	unknown.
VESTRA	left Bjoraasen	Oct.10th	unknown.
VILMA	left Narvik	Oct.11th.	Vardo..

A 2 repeat A 2.

1759/15.

V.C.N.S.
A.C.N.S.(H)
N.A.1st S.L.
D.N.I.(4)
O.I.C.(3)
Ops.(3)
O.D.(5).
W.D.

D.T.D.(2) Advance Copy. Ops.
D.T.D.(M) O.D. O.I.C.
D.T.D.(C)
D.E.W.D.(3)
M.(2).

War Diary.15.10.1941.
Wednesday.HOME COMMANDS.Casualties and Defects - contd.EMPIRE
WATERHEN.

Drifting helplessly, boiler completely disabled, position 57° 37' N. 06° 55' W. Requires assistance immediately. (Scapa W/T 1828/15.) Request you sail MARAUDER with despatch to assist EMPIRE WATERHEN. (F.O.I.C. Greenock 2107/15 to N.O.I.C. Stornoway) Detach SALISBURY to proceed at best speed to assist EMPIRE WATERHEN. Tug MARAUDER is being sailed from Stornoway. (C. in C. W.A. 2119A/15 to BEAGLE.) Proceed with despatch to assist. SALISBURY also proceeding to position. (F.O.I.C. Greenock 2213/15 to FREEBOOTER.) Cancel my 2107/15. MARAUDER is to remain at 1/2 hours notice. (F.O.I.C. Greenock 2233/15) Your 1828/15. COTILLION despatched to assist. (FOXTROT 2330A/15 to Adty.)

MOOSEJAW.

1230 arrived MOOSEJAW in tow of GOS 8 and GOS 9. (F.O.I.C. Greenock 2109A/15)

H.S.L.145

At 1640/15 reported having lost port propellor. (N.O.I.C. Newhaven 2245/15.)

CASTLETON.

CASTLETON steering engine broke down in position 000° from Rona Light 3 miles. Has gone into hand steering and is steering North until daylight when he will proceed Port Z.A. for repairs. (LANCASTER 2110/15.)

Shipping and Convoys.F.N532

F.N532 at 58 buoy. M.Ls 148 and 149 have been instructed to enter Humber owing to weather. (WHADDON 0111A/15.)

S.C.47

Your 2349A/15. ^{N.T.H.W.D.} Unable to contact Commodore or all ships S.C.47. (EGLANTINE 0400A/16)

O.S.9.

Sailed HOLLYHOCK to overtake convoy O.S.9 for Freetown acting additional escort in accordance with C. in C. W.A. 1220A/7. Ships will call Merville to top up and will break off to take about 140 tons fuel oil at Ponta Delgada arriving a.m./23 approx. rejoining convoy on completion. (F.O.I.C. Greenock 0728A/15.)

/T.C.14 ...

War Diary.

15.10.1941
Wednesday.

HOME COMMANDS.

Shipping and Convoys - contd.

T.C.14.

Details of Personnel, etc. (D.S.T. 0747A/15)
See Lion Copy.

CAMERONIA.

Details on board. (D.S.T.0748A/15) See
Lion Copy.

ORONSAY.

Details on board. (D.S.T. 0749A/15) See Lion
Copy.

S.C.48.

SHERWOOD, ST.APOLLO, NOTTS COUNTY will be unable
to meet S.C.48. (3rd E.G. 1524/15.)

O.N.S.23

O.N.24.

(1) C. in C. W.A. 1853A/28/9. Request whether
ARROWHEAD sailed with O.N.S.23.
(2) C. in C. W.A. 2313A/20/9. Request whether
ACONIT sailed with O.N.24.
(C.C.N.F. 1752Z/15 to N.O.I.C. Greenock)

C.T.4.

C.T.5.

T.C.15

W.S.14

W.S.15.

My 1707A/11. The following arrangements are
projected for trans-Atlantic convoys.
C.T.4: One ship leaves U.K.17/10 and returns as
an additional T.C. convoy, leaving Canada approx-
imately 2/11.
C.T.5: Eight ships leave U.K.30/10 and return as
T.C.15 leaving Halifax approximately 15/11.
2. Ships of T.C.15 leave U.K. in convoys W.S.14
on 30/11 or in W.S.15 on 23/12.
(A.C.N.S.(H) 1955A/15.)

Troops for
Halifax.

N.S.H.Q. Ottawa 1549Z/8. Following are revised
arrangements for (?20,000) troops to arrive
Halifax 7/11 for transshipment into 6 U.S. Transporters
Details. (B.A.D. Washington 2011R/15) See Lion
Copy.

/S.C.47 U. ...

MOST SECRET

356A

REF ID: A66077 / 15th October

Addressed P.S.T.O. West of Scotland. Date 14.10.41
D.S.T.O. Liverpool.
Repeated D.S.T.O. Glasgow.
D.S.T.O. Greenock.

By Courier.

From Director of Sea Transport.

Following are details of personnel etc., on board vessels of T.C.14 due Clyde p.m. 17.10. and Liverpool a.m. 18.10.

<u>Ship</u>	<u>Contents</u>	<u>Baggage in Tons</u>	<u>Equipment in Tons</u>			
CAPETOWN CASTLE	Canadian Military	1002	9½	50		
	Dutch Military	79				
	Polish Military	151				
	Women M.T.C.	7				
	Naval	227				
	R.A.F.	1				
	Civilians	19				
	Mercantile Marine	100				
	Military	26				
REINA DEL PACIFICO	Canadian Military	2174	8	35		
	Military	3				
	Naval	28				
	R.A.F.	39				
	Civilians	2				
	Czechs	42				
WARWICK CASTLE	Canadian Military	952	28	37		
	Nurses	15				
	Civilians	1				
	U.S.A. Technicians	210				
	R.A.F.	166				
	W.T.S.	6				
	Imperial Ships Staff	16				
MONARCH OF BERHUDA ANDES	Canadian Military	2164	13	38		
	Canadian Military	1889			40	105
	R.A.F.	818				
	Civilians	7				
	Naval	5				
AORANGI	Canadian Military	2076	12	37		
	Internees and aliens	50				

.....2.

2. All ships except AORANGI will proceed direct to Liverpool. AORANGI will disembark personnel at tail of bank and then proceed to Glasgow to discharge cargo.
3. Separate signals follow regarding
 (a) Future service of vessels and
 (b) Disposal of U.S.A. Technicians from WARWICK CASTLE and internees from AORANGI.
4. Details of repairs required are being forwarded by letter post.
5. MONARCH OF BERMUDA REINA DEL PACIFICO and ANDES require drydocking. MONARCH OF BERMUDA also requires fumigation.
6. Details of cargo are as follows.
- (a) WARWICK CASTLE. Total cargo 6491 Tons Deadweight, details as follows.
- | | |
|------|------------------|
| 586 | Dried Beans. |
| 200 | Canned Fish |
| 380 | Evaporated Milk. |
| 94 | Cheese. |
| 116 | Prunes. |
| 206 | Lard. |
| 2333 | Bacon. |
| 1050 | Copper. |
| 976 | Iron and Steel. |
| 160 | Machinery |
| 390 | General. |
- (b) CAPETOWN CASTLE. Total Cargo 7370 tons deadweight details as follows:-
- | | |
|------|---------------|
| 708 | Wool. |
| 1507 | Tallow. |
| 3752 | Butter. |
| 1158 | Meat |
| 215 | Canned Meat. |
| 30 | Meat extract. |
- (c) MONARCH OF BERMUDA. Total cargo on board 750 tons Bark extract.
- (d) REINA DEL PACIFICO. Total Cargo 3169 tons deadweight, details as follows.
- | | |
|------|---------------------|
| 375 | Copper. |
| 8 | Tobacco. |
| 350 | Jam. |
| 1187 | Maize and Products. |
| 90 | Fruit Pulp. |
| 1 | Argol. |
| 835 | Citrus. |
| 32 | Sundries. |
- (e) ANDES. Total cargo 2524 tons deadweight. Details as follows.
- | | |
|------|---------|
| 701 | Copper. |
| 479 | Sugar. |
| 1344 | Citrus. |

MOST SECRET

(f) MORANGI. Cargo on board reported to be
 493 Meat.
 20 Sundries.
 769 Wool.
 700 Close Weight.
 Total 1982 tons deadweight.

Ø747A/15.
 for Director of Sea Transport.
 M.W.T. Extn.2187.

1st Lord.
 1st S.L.
 2nd S.L.
 3rd S.L.
 4th S.L.
 5th S.L.
 V.C.N.S.
 A.C.N.S. (H)
 A.C.N.S. (F)
 A.C.N.S. (T) (2)
 A.C.N.S. (W)
 N.A. 1st S.L.
 D. of P. (2)
 D.O.D. (H)
 D.D.O.D. (H)
 D.O.D. (F)
 D.D.O.D. (F)
 D.N.I. (4)
 D.S.D.
 D.N.A.D.
 D. of L.D.
 D.A/S.W.
 D.M.S.
 I.P. (2)
 W.D.
 Duty Capt.
 Hd. of M.
 D.T.S.D.
 D.D.I.C.
 E.P.S.
 D.T.D. (2)
 N.I.D.10 10 Paym. Cdr. Wilson.
 D.G.D.

MOST SECRET

356B

MOST SECRET.

M E S S A G E

OUT,
0748A/15th October.

To:- P.S.T.O. West of Scotland,
Reptd. D.S.T.O. Glasgow,
D.S.T.O. Greenock.

Date 15.10.41.

By Courier.

From Director of Sea Transport,

CAMERONIA due Clyde probably 18.10 has following personnel on board.

R.H.	1150.
Poles.	4.
Free French.	9.
German P.O.W.	9.
Civilians.	37.
Military.	376.
R.A.F.	209.
D.B.S.	62.
Lascars.	98.
Norwegians.	5.
Belgians.	1.
Jugoslavs.	2.
Dutch.	1.
Total	<u>1963.</u>

2. Total cargo on board 2579 tons deadweight.

Details as follows. 1193 copper 1386 sugar.

3. Ship urgently requires drydocking and extensive overhaul.

4. Details of future service will be notified in due course.

0748A/15.
for Director of Sea Transport.

1st Lord.	D.N.I. (4)
1st S.L.	D.S.D.
2nd S.L.	D. of L.D.
3rd S.L.	D.N.A.D.
4th S.L.	D.A/S.W.
5th S.L.	D.M.S.
V.C.N.S.	I.P. (2)
A.C.N.S. (H)	W.D.
A.C.N.S. (F)	Duty Captain (2)
A.C.N.S. (T) (2)	Head of M.
A.C.N.S. (W)	D.T.S.D.
N.A. 1st S.L.	D.D.I.C.
D. of P. (2)	E.P.S.
D.O.D. (F)	D.T.D. (2)
D.D.O.D. (F)	N.I.D.10 (Pay. Cdr. Wilson)
D.O.D. (H)	D.G.D.
D.D.O.D. (H)	

D of S.T.

MOST SECRET

07100/15th Oct.

356 E

MOST SECRET

M E S S A G E

OUT

To D.S.T.O. Avonmouth.

Date. 14.10.41.

Naval Cypher (A One Time Table)

From Director of Sea Transport.

ORONSAY due Avonmouth probably 18.10 has following personnel on board.

R.N.	150
Free French	13
Military	210
Civilians	31
P.O.W. Escort	92
R.A.F.	194
D.B.S.	282
Italian P.O.W.	606
Norwegians.	11
Belgians.	2
Mercantile Marine.	2

1598

2. Total cargo on board 5242 tons deadweight.

Details as follows. 2004 copper 763 sugar 1009 bark extract
37 platinum matter 1429 citrus.

3. Details of future service will be notified in due course.

0749A/15

Director of Sea Transport.
M.W.T. Extn. 2187

1st Lord.

1st S.L.

2nd S.L.

3rd S.L.

4th S.L.

5th S.L.

V.C.H.S.

A.C.N.S. (H)

A.C.N.S. (F)

A.C.N.S. (G) (2)

A.C.N.S. (V)

N.A. 1st S.L.

D. of P. (2)

D.O.D. (H)

D.D.O.D. (H)

D.O.D. (F)

D.D.O.D. (F)

D.N.I. (4)

D.S.D.

D.N.A.D.

D. of L.D.

D.A./S.W.

D.M.S.

I.P. (2)

W.D.

Duty Capt.

Hd. of M.

D.T.S.D.

D.D.I.C.

E.P.S.

D.T.D. (2)

N.I.D. 10 (Paym. Cdr. Wilson)

D.G.D.

Dept