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War Diary.16.6.1942.  
Tuesday.SITUATION REPORT.Home Commands.

Photographs of Trondheim at 1245 today showed TIRPITZ's berth unoccupied and the boom open.

Enemy Air Operations.

ATHERSTONE and ships in convoy W.P. 172 report shooting down one enemy bomber which attacked the convoy off Trevoise Head at 0025 today. No ships were damaged.

Mediterranean.Operation  
"Harpoon".

The two remaining ships of the convoy, transports TROILUS and ORARI arrived off the Grand Harbour at 0300 today with escort CAIRO, BADSWORTH, MATCHLESS, WELSHMAN, MARNE, MIDDLETON, ITHURIEL, KUJAWIAK and BLANKNEY and reinforcements in HEBE, SPEEDY, RYE, HYTHE with 6 M.Ls. During the approach KUJAWIAK was mined at 0053 and sank shortly after. BADSWORTH, HEBE and ORARI also struck mines but did not sink. It is stated that MATCHLESS was also slightly damaged by a mine. H.M. Drifter JUSTIFIED was mined and sunk at 0618 whilst returning from acting as mark ship for Force X and convoy. V.A. Malta reports that it is almost certain these magnetic mines were not laid by aircraft; their timely appearance with the convoy suggests a deliberate attempt possibly by some new device not previously experienced, and he asks for advice. CAIRO, WELSHMAN, MARNE, MIDDLETON, ITHURIEL and BLANKNEY left Malta again at 1900 today for Gibraltar.

/Operation ...



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Mediterranean - Contd.

Operation  
"Vigorous".

(R.A.N.) /by JAVELIN  
NESTOR<sup>A</sup> had to be sunk this morning, following damage yesterday.  
At 0042C today C. in C. Med. reported that the convoy had not yet returned to Alexandria and was still fighting hard against air attacks; ammunition was down to 30%. He had intended to try again tonight to send 4 ships through to Malta with reduced escort, as the moment is clearly opportune, but none of the escort have sufficient oil or ammunition. He fully appreciates the dire necessity of getting a convoy to Malta; the convoy was held back yesterday so that every possible air striking force could attack the very superior surface forces of the enemy, but unfortunately these attacks had no decisive results. We are outnumbered both in surface and air forces and the very gallant endeavour of all concerned cannot make up for this unfortunate deficiency.

Further casualties were: HERMIONE torpedoed by a \*U-Boat and sunk, \*AIREDALE bombed and sunk, and CENTURION damaged by bombing. ARETHUSA had minor damage from near misses which can be made good by ship's staff. Two ships in the convoy were bombed and sunk (BHUTAN and AAGTEKERK) and two were damaged (CITY OF CALCUTTA and POTARO).

\*U.205. Pos: 33° 30' N. 26° 10' E. (Cor: Titterton's list of Allies)  
(Casualties in Med.)

Photographic R/C at 2000 today showed all 5 Italian battleships at Taranto with the cruiser GORIZIA and two 6-inch cruisers, 18 destroyers and 11 S/Ms. None of the ships showed signs of damage.

At Palermo 2 destroyers.

America and West Indies.

Convoy X.B.25 was attacked at 0315Z and 2 ships torpedoed in 42° 22' N. 69° 19' W.

As a temporary measure the Admiralty this morning requested C. in C. A.W.I. to hold British shipping of less than 15 knots proceeding to and from the Panama Canal, northbound at Colon, southbound at Kingston and Key West. This is presumably on account of U-Boat activity between the Yucatan Channel and Colon.

\* Pos: 33° 50' N. 33° 23' E. (Cor:  
Titterton's list of Allies)  
(Casualties in Med.)



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SITUATION REPORT.

Australia.

25 Zeros at 30,000 feet, and 27 heavy bombers at 26000 ft. raided Darwin area at 0159Z today, causing damage to the naval oil tanks. 15 heavy bombers escorted by 9 Zeros attacked the Port Moresby area at 2338Z today; SS. MACDHUI was hit and damaged.



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Flotilla.The 52nd M.L. Flotilla is re-allocated to Dover until about the first week in August.  
(C. in C. Portsmouth 1815B/16).Movements.BARCROSS  
BARBOURNE.Sailed BARCROSS and BARBOURNE.  
(Cdre. Londonderry 1038B/16).  
My 0918B/12. For 19th June read 23rd June.  
(N.O.I.C. Greenock 1503B/16 to Consul. Ponta Delgada). *See p. 456*DUNNOTTAR  
CASTLE.Admiralty's 1914/15. Intend sailing DUNNOTTAR CASTLE for Loch Ewe, passing Clyde Boom at 0600/17. E.T.A. 1800/18.  
2. N.C.S.O. Loch Ewe is requested to sail DUNNOTTAR CASTLE in W.N.98 and N.C.S.O Methil to onward route ship in first available convoy for Thames.  
3. DUNNOTTAR CASTLE's present maximum speed 8½ knots.  
4. Earliest date arrival London 23/6.  
(F.O.I.C. Greenock 1204/16).

DELHI.

A.M. 1849B/15. DELHI will commence her A.A. trials in Rosyth Area from 20/6.  
(D.G.D. 2232B/16 to C. in C. Rosyth).

HOWE.

My letter 020/306 of 10th June. Following is proposed programme for passage to Rosyth.  
Pass Clyde Boom. 0430/1. Details.  
(HOWE. 1619B/16 and 1539/19).

CUMBERLAND.

To comply with C. in C.H.F. 1725/14 request you proceed to Scapa departing Hvalfjord 22 (?52)Z/16.  
(C.T.F. 99 1631B/16 to CUMBERLAND).RENOWN,  
VICTORIOUS.Scapa arrival RENOWN, VICTORIOUS, FAULKNER, ECLIPSE, FURY, ECHO, WHEATLAND.  
(A.C.O.S. 1915/16).JUNON  
MINERVE.JUNON and MINERVE undocked today.  
(N.O.I.C. Dundee 2120/16).ANSON.  
MANCHESTER.  
?VALCROUS.

MANCHESTER and 3 fleet destroyers detailed by R.A.(D) H.F. are to be sailed from Scapa as necessary to R/V ANSON at Eyebroughy Buoy at 2200B/18 and provide escort to Scapa.

When released by ANSON, MANCHESTER enters Scapa. The destroyers will be required to screen (?VALCROUS) during trial west of Orkneys on 19/6.  
(C. in C.H.F. 2231B/16).

/SPINDRIFT.



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SPINDRIFT.

A.M. 1618B/6. SPINDRIFT controlled minelayer, speed 7 - 7½ knots, is to join convoy for Simonstown.

SPINDRIFT is sailing in P.W. 172 to Milford haven.

(D.T.M. 2358B/16).

Operations.LADY OF MANN  
(Troops).

Your 1922/15/5. Request LADY OF MANN be sailed direct to Sorvaag on 23/6, where she will disembark personnel for Vaago Island. Thereafter she should proceed to Thorshavn or

Skaale (corrupt) according to weather for disembarkation and embarkation of remainder troops. Estimate operation will take about 12 hours.

(N.O.I.C. Faroes 1106B/16 to Admty. (R) SUMBURGH).

K.C.11.  
("Advent")

(a) K.C.11. M.T.B. 54, 53, and 56 (b) 16th/17th June. (c) St. Helens (d) 050° Marcouf Island H.M.S. P.C. 74 (e) coastal shipping (f) 050° 15' N. (g) "Advent" (h) 3 Y E Z (i) D North of

050° 20' N. (j) carry out operation, arriving patrol 0145, leave 0315.

(C. in C. Portsmouth 1317B/16 to 11th M.T.B. Flotilla).

My 1317B/16. Postponed owing to weather.

(C. in C. Portsmouth 1307B/16).

E-Boats  
in Straits  
of Dover  
on Night  
15/16.My 1021. M.Ls 143 and 140 were on patrol <sup>at</sup> ~~the~~ C.I. buoy but failed to make contact with the enemy. (V.A. Dover, 1359B/16).British Air Activity.Spitzbergen.  
Survivors  
at  
Barentsburg.

1 Enemy Air RC arriving daily at Kapp Linne about 0330 G.M.T. No offensive action by A/C against Barentsburg since 31/5, and A/C has not visited Barentsburg on several occasions recently.

2. A/C appears to visit Kings Bay regularly, strengthening suspicion of enemy station there. No further investigation of Advent Bay has yet been possible but reduction of enemy force there and even its evacuation should not be excluded.

3. No enemy land action has developed. (18 Group 0715/16 to Admty.).

/R/C.....



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Spitzbergen. R/C by Catalina Mk 1 - P210.  
Survivors At 2103/14 arrived Barentsburg. Exchanged code  
at word with survivors. Dropped supplies. Dropped  
Barentsburg. message informing survivors of plan of action for  
Contd. landing etc. Survivors were contacted by V/S  
from mine shaft on hill side half a mile North of  
Barentsburg. 2155 Waterborne Green Harbour,  
remained taxying, launched dinghy and took ashore mail and  
dispatch to Lieut. Lund, embarked Lt. Comm., Glen. Lt. Ross and Pte.  
Lingen. 2250 Airborne Green Harbour.  
(R.A.F. Sullom Voe 1000/16 to 18 Group).

Bombing Request bombing restrictions may be imposed  
Restrictions. forthwith until noon 20th in an area enclosed  
by lines drawn 40 miles either side of and  
parallel to a line 157° true from Wolf Rock  
to latitude of Belle Isle.  
(D.O.D.H. 1619B/16 to Air Ministry).

Institute surface vessel bombing restrictions forthwith until  
1200/20 in an area enclosed by lines drawn 40 miles either side  
of and parallel to a line 157° true from Wolf Rock to the  
latitude of Belle Island.  
(H.Q.C.C. 2110B/16).

Control Your 2051B/13. Meeting now to be held at  
of 1500/26.  
Fighter (Air Ministry 1700/16 to Admty.).  
A/C by  
H.M. Ships.

Fighter Request fighter protection as follows. Details.  
protection (C. in C. Rosyth 1721B/16 to 13 and 14 Groups).  
for  
ANSON.

Depletion of Henley A/C and pilots have been taken from 771  
771 Sqn. Squadron for practice with DELHI in Clyde area.  
Although I fully appreciate importance of DELHI trials  
I consider it most unsatisfactory that it should be  
necessary to deplete 771 Squadron at a time when commitments for  
ships working up at Scapa are particularly heavy. My 1723 and  
my 1725 of 28/4 refer.  
(2) Request I may be informed in future when such reductions are  
contemplated.  
(C. in C.H.F. 2354B/16 to Admty.).



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War Diary.HOME COMMANDS.Enemy Air Activity.

→ Convoy W.P.172 My 0025/16.  
 attacked. At 0002/16 in 290° Trevose Head 7, JU 88. power  
 One Enemy dived from starboard bow of convoy at leading ships  
 A/C Shot REIAS and DURSLEY who engaged it with close-range  
 Down by weapons. ATHERSTONE on port bow can engage at  
 ATHERSTONE. close-range with main and close-range armament  
 and A/C.  
 Last seen by officers and men of ATHERSTONE to  
 crash at great speed into the sea seven cables on port beam.  
 Several other enemy aircraft in vicinity failed to re-establish  
 contact with convoy in growing darkness and flares and bombs were  
 dropped round convoy at random. Additional witness VICTRIX.  
 (ATHERSTONE 0945B/16 to Admty).  
 ATHERSTONE reports shooting down one enemy bomber in 50° 35' N.  
 05° 13' W at 0025/16. No survivors. No ships damaged.  
 (C. in C.Plymouth 1310/16).  
 Convoy "Multiple" in 50° 21' N 2° 57' W. is being attacked by  
 enemy A/C.  
 (Convoy Escort 2340/16).

A/C shot Your 1306B/13. On the evidence contained in  
 by Convoys reports from Commodore of Convoy P.W.169 and  
 P.W.169 and BROCKLESBY's report on Convoy W.P.169 the following  
 W.P.169. official assessments have been made.  
 1. One confirmed awarded to Escorts and M/Vs in  
 convoy P.W.169.  
 2. One probable and one damaged awarded to Escorts and M/Vs in  
 convoy W.P.169.  
 (D.G.D. 1947B/16 to C. in C.Plymouth).

→ Convoy Your Convoy has been reported by enemy A/C.  
 P.W.172. (C. in C.Plymouth 2204/16 to Escorts P.W.172).

Mining.

Beachy Detonated mine in 115° Beachy Head Light 6.9  
 Head. miles. Details.  
 (Lt.Cdr. M/S Newhaven 1300B/16 and N.O.I.C.  
 Newhaven, 1840/16).

SCOTT. SCOTT will be carrying out danning trials in the  
 vicinity of 290°. Butt of Lewis 55 miles from  
 17/6 to 21/6.  
 (R.A.M. 1529/16).  
 Sailed SCOTT.  
 (N.O.I.C. Port ZA. 2305B/16).

Spurn Point. At 1238/16 one mine detonated by Sweepers. Details  
 (F.O.Humber 1738B/16).



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Tuesday.War Diary.HOME COMMANDS.Enemy Intelligence.

E-Boats. Plotted by R.D.F. in Dover Strait from 0900/15 to 0900/16. Track E.17 D. Two or three E-boats from 22 miles S.W. of Dungeness at 2350, course westerly till 0035 when they turned north and proceeded to position three miles S. of C.2. Buoy, returning thence on opposite course, fading 21 miles, S of Dungeness at 0202. Speed 30 knots. (V.A.Dover 1021B/16).  
Enemy shipping plotted by Portsmouth R.D.F. night 15/16. E. 17D. 2 fast vessels from Pointe De Lornel to between Hastings and Beachy Head, possibly mine-laying. (C. in C.Portsmouth 1047/16).

HIPPER Photographs of Trondheim at 1245/16 show HIPPER in  
TIRPITZ. usual berth. Two destroyers, 1 Torpedo Boat and about 5 Minesweepers in Hoplelven.  
1 Destroyer anchored and one underway off Trondheim.  
TIRPITZ berth unoccupied. Boom open. Further R/C is being flown. (D.D.I.C. 1811B/16).

U-Boats.

U-Boat Am over enemy S/M in 45° 35' N. 6° 25' W. Enemy  
reported. reported was on surface when first sighted, was on course 240° estimated speed 15 knots. (A/C MIBC. 0340/16 to 19th Group).

Convoy Only one attack attempted last night.  
H.G. 34. Foiled by CONVOLVULUS at 0225 without casualties (STORK 0315B/16 to C. in C.W.A.).  
Am being shadowed by two F.W.homing U-Boats.  
Own A/C not met. My P.C. and S 046° 33' N.

017° 08' W, 039°, seven.  
(STORK 1058B/10).

There are indications that F.W. aircraft were carrying beacon procedure with U-Boats at 1034B/16. (D.D.I.C. 1124B/16 to STORK).  
D/F Bearings between 0954Z and 1059Z indicate at least 5 U-Boats still in vicinity of convoy. (D.D.I.C. 1326B/16 to STORK.).

Convoys Indefinite D/F bearings between 0903Z/16 and  
O.N.103. 1100Z/16 suggest that one or more U/Bs may be  
O.N.102. in vicinity of convoy O.N.103 or possibly O.N.102. (D.D.I.C. 1439B/16 to C.T.U. 24.1.12. and 24.1.3.).  
U-Boat estimated in your vicinity by D/F has made sighting report of convoy or important unit at 1046Z and 1100Z/16th. (Cominch 1520Z/16 to C.T.U. 24.1.18, 24.1.3, 24.6.3.).  
U-Boat estimated in your vicinity by D/F has made a sighting report of convoy or important unit at 1335Z/16. (C. in C.U.S.Fleet 1602/16 to C.T.U.24.1.18).  
My 1439B/16. Further D/F bearings including transmissions at 1627Z and 1653Z appear to confirm that one or both convoys is being shadowed. (D.D.I.C. 1920B/16 to C.T.U. 24.1.12, 24.1.3).

/U/B.....



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Convoys U/B estimated in your vicinity by D/F has made  
O.N. 103. sighting report of a convoy or important unit.  
O.N.S.102. 13768 KC/S at 1827Z/16.  
Contd. (Cominch 2059/16 to C.T.U. 24.1.3).  
Your 1515Z/14. Several H/F D/F Bearings from  
transmissions of Naval Enigma Code indicate that  
O.N.Number S. 102 has been reported.  
(RESTIGOUCHE,2347Z/16 to Cominch, Connav, C.T.U. 24.1.3, 24.1.12.).

Navigational.

No.34. No.34 buoy is about 2 $\frac{1}{4}$  miles 355° from charted  
Buoy. position.  
(CURACOA 0916/16 to C. in C.Rosyth).

Technical.

Stabilisers A.M. 1256/29/4 and R.A.(D) H.F. 548/HD 315 of  
in "Hunt" 25th May. In spite of obvious advantage of  
Destroyers. increased endurance, I am very loath to  
discard anything that improves anti aircraft  
gunnery.

When in use jerky and erratic motion together with obvious signs  
of structural strain casts doubt on correctness of adjustment of  
stabiliser as fitted Home Fleet Hunts.  
(C. in C.H.F.1555B/16 to Admty.).

Countering My 1906B/8 and R.A.N.A.S. 1535B/13. It would be  
Air-Torpedo appreciated if one of Squadron Commanders taking  
attacks. part could attend a meeting at Derby House at  
1100/21 to discuss details.  
(C. in C.W.A. 1646/B/16 to R.N.A.S.).

Casualties & Defects.

GEO. H. JONES. Intercept 0707 G.M.T. De GCK. S.O.S. Lifeboat  
Lifeboats. from S.S.GEO H.JONES adrift six days, present  
approx position 47° 30' N 23° W., steering North  
speed 1 knot.

Require assistance. De GCK. 0639/16.  
(Burnham Radio. No.T.O.O. Recd. 0340/16).  
(Port Patrick 0845/16).

My 0953/16 and 1028/16. There are 43 men in 2 lifeboats fitted  
with W/T in position given. Ship searching should call boat on  
500 KC/S, call sign BCQT, and tell her to transmit so that bearings  
can be obtained.

(C. in C.W.A. 1618B/16 to Escorts O.S.31).  
Intercept 1508 G.M.T. DD GCK addressed GEO.H.JONES. R O.K.Yes  
authorities advised next SKED 1700 G.M.T. 1713/16.

(Lands End Radio 1713/16 to Ad.Plymouth).  
From GEO.H.JONES Lifeboat. We have made no progress today  
except few miles to Westward.  
(Valentia Radio 1906/16).

/COASTER.....



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HOME COMMANDS.

Casualties & Defects. - Contd.

- ~~COASTER.~~  
<sup>coaster</sup> Arrived Scrabster at 0400 ~~COASTER~~<sup>coaster</sup> in tow of  
E.DASCOBER. EMPIRE LIGHTS and E.DASCOBER escorted by  
Trawler RETRIEVER. Intend sailing for Tyne  
direct by searched channel at 2100.  
E.T.A. noon/18th.  
(N.C.S.O. Thurso 0650B/16 to A.C.O.S.).
- EMPIRE BASCOBEL  
(See p. 524)
- STANDELLA. My 0930/15. STANDELLA rejoined.  
(Comtask 24.1.12. 1000Z/16).
- STEEL WORKER. Admiral Miles 1525/15 Para.2.(? Confirm)  
channel is swept by Soviet sweepers with S.A.  
gear. STEEL WORKER could have been beached had  
not pilot ordered anchor to be let go which prevented tugs  
from towing her in shore.  
Admiralty pass to C. in C.Home Fleet.  
(S.B.N.O. North Russia 1022B/16).
- Two Barges. LADY BRASSEY sailed at 0628 today and recovered  
two barges in The Downs, returning at 0927.  
(V.A. Dover 1104B/16).
- ECHO. Proceed passing Switha 10003 tomorrow at Hull  
for refit.  
(R.A.(D) H.F. 1120B/16 to ECHO).
- TRANQUIL Off Deal at 0235/16 M.B.B. DEAL of C.E.91 was in  
(M/S Trawler) collision with trawler TRANQUIL towing barges of  
sunk. Consular Group 32. TRANQUIL sunk and DEAL  
DEAL. sustained damage but continued in company with  
(Mobile Balloon C.E.91. Survivors reported:- One officer and  
Barrage Vessel) Ten men, including One dead, in DARTHEMA,  
damaged. RIGHTO, and HILDINA, and Nine men landed by M.L.  
171 at Ramsgate.  
> TRANQUIL's barges (BB 408 and BB 527) have been  
towed into Dover.  
(V.A. Dover 1132B/16 and 1321B/16).
- M.T.B. 225 R.N.O. Penzance's 1204B/16. <sup>N.T.A.W.D.</sup> Request you will  
M.T.B. 77. arrange for M.T.B. 225 to be sailed from  
Penzance to Falmouth on two engines.  
<sup>N.T.A.W.D.</sup> My 1159B/16. M.T.Bs 77 and 78 should be sailed  
as soon as repairs to M.T.B. 77 are complete.  
(R.A.C.F. 1715B/16 to F.O.I.C. Falmouth).

ARDROSSAN. Your 1345B/14. ARDROSSAN should be sailed  
in accordance with A.M. 1255Z/13. <sup>N.T.A.W.D.</sup>  
(D.M.S. 1828B/16 to Cdre. WESTERN ISLES).

/S.B.N.O.....



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- P.551. S.B.N.O. North Russia number 616/KO of 10/5.  
Inquiry to Admiralty and F.O.S. and S.B.N.O. North  
into Loss. Russia's number 673/KO of 30/5 to F.O.S.  
It is desired to hold an enquiry into circumstances  
attending loss P.551 on return of her C.O. to U.K.
2. As attendance of all witnesses will not be practicable it is  
requested a copy of SEAGULL and ST ALBANS report of circumstances  
may be forwarded with special references to the following points.
- (a) Position of sinking and how established.  
(b) Whether C. in C. H.F. 1605/20/4, from submarine patrol Zone  
had been received.  
(c) Whether any yellow smoke candles were sighted.
3. S.B.N.O. North Russia is requested to forward deck log and  
other relevant documents saved from P.551 including any records  
of navigational observations and to state expected date of C.O.  
of P.551's return to U.K.  
(F.O.S. 1831B/16 to S.B.N.O. North Russia).

Shipping & Convoys.

- QUEEN W.S.19 Y. Cancel my 1037/14 and 1645/15.  
ELIZABETH. DELHI is to go to Rosyth on completion of escort.  
(C. in C.W.A. 1036B/16).  
W.S.19 Y. My 1606B/12 para. 4 (c)
- (1) Weather report for area between N.Channel and 020° West.  
will be signalled at 0600B/17th and every 6 hours till 0600B/18th.  
(2) Request you will sail destroyers in one group or in 2 as  
necessary to afford maximum protection in light of weather report.  
(C. in C.W.A. 1613B/16 to N.O.I.C.Londonderry).
- W.S.20. W.S.20. My 1604/15 Cancel para one (a) DELHI will  
not sail with convoy.  
(C. in C.W.A. 1038B/16).
- W.S.20. My 1716B/13. Delete DURBAN CASTLE.  
(C. in C.W.A. 1723B/16 to BLACKMORE).

- O.N.105. Com.Task Unit. 24.1.14. in OTTAWA plus ST FRANCIS,  
ARVIDA, PRESCOTT, PICTOU, LETHBRIDGE designated  
ocean escort for O.N.105.  
(C.T.G.24.7. 1115B/16 to C.T.F.24).

- P.Q.17. P.Q.17. In (? routeing) form A one request  
Murmansk section of convoy may be disposed so  
as to enable ships to part company from Archangel  
section in convenient manner when convoy splits.  
(S.B.N.O. North Russia 1147B/15 to A.C.I.C.).

/My....



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War Diary.

HOME COMMANDS.

Shipping & Convoys. contd:-

P.Q.17. My 1616C/11. Peoples Commissar today said (a)  
Contd. That all Soviet Naval resources in North would be concentrated on protection of convoys.  
(b) He was not satisfied with air effort for P.Q.16 but was hopeful of better results in future.  
(c) He would tackle defence committee again to get more long-range fighters.  
(d) Long-range fighters would not be used for bombing aerodromes in future but conversely some bombers might be used to help long-range fighters.  
(e) As many long-range Hurricanes as possible would be sent to Ponoi before P.Q.17 arrived.  
(f) He appreciated value of flying boat A/S patrols during present long days and as many as possible would be used. (Ad.Miles 1822C/16 to Admty.(R) C. in C.H.F.).  
Your 1647B/16. Delay in sailing of P.Q.17 has allowed time to load 30,000 rounds Oerlikon ammunition in this convoy.  
2. It is no longer considered necessary to send additional 20,000 rounds from Scapa reserve.  
3. A further 30,000 rounds being sent in P.Q.18. (D.G.D. 1925B/16 to C. in C.H.F.).

Procedure on sighting of Convoys by U-Boats. C. in C.W.A. 1231/6. After "Convoy concerned" add "when West of Cape Verde Is. this signal is to be addressed, Cominch and Comtask 24 and repeated Admiralty, C. in C.W.A. and escorts of other convoys concerned."  
(C. in C.W.A. 1638Z/16).

S.C.87. DQ at dark altering course in 000° true until dawn, thence to N.  
(Connav 1707Z/16 to Comtask 24.1.18).

Ammunition in INGLEFIELD and INTREPID. <sup>/INTREPID</sup> Your 1137/8 to Admiralty. Item (R) arrived. The box is concrete and appears never to have contained any spare parts.  
(S.B.N.O. North Russia 1803B/16 to C. in C.H.F.).

P.Q. and Q.P. Convoys. Stationing of A/A Ships. Your 1803/14th. Convoy conference held at Hvalfjord followed by convoy escort conference at Seidisfjord (Iceland). S.O. cruiser covering force presided over both. A/A ships attended latter. This procedure appeared to be satisfactory.  
2. These convoys normally attacked by bombers and torpedo A/C simultaneously, with U-Boats present more often than not. All forms of attack appear to be directed on outlying ships if any.

/In.....



• 455

16.6.1942.  
Tuesday.

War Diary.

HOME COMMANDS.

Shipping & Convoys. contd.-

P.Q. and  
Q.P. Convoys.  
Stationing  
of A/A  
Ships.  
Contd

3. In circumstances I consider A/A ships must be given the added protection of being normally stationed within perimeter of convoy with freedom to move out on approach of air attack.  
4. This procedure appears to work well except rare occasions when warning by R.D.F. or from intercepted homing signal has failed.  
5. Is your recommendation based upon experience of convoys subjected to similar scale attacks please.  
(C. in C.H.F.1914B/16 to C. in C.W.A.).

O.S.31.

Ships for South Africa are to amend route instructions. When proceeding independently south of Equator Blue Route is to be used.  
(D.T.D.1915B/16 to Convoy O.S.31).

Stragglers  
from Ocean  
Convoys.

My 2000/15. Delete sentence commencing "Ships returning" and substitute:-  
"Ships returning from eastward of above limits are, when 30 miles from the convoy, to report their intentions by W/T to "Admiral, Liverpool", the Commodore of the Convoy (using the Commodore's Convoy Call Sign) and the Flag or Naval Officer-in-Charge at the port concerned."  
(D.T.D. 1956B/16 to C. in C.W.A.).

TAMAROA.

My 1547/16. Request ship remains Belfast until daylight 18th and arrives Loch Ryan not earlier than 0900 that day.  
(N.O.I.C.Stranraer 2037B/16).

HX194.  
TARAZED.

BADGER designated escort unit 24.6.5. to meet H.X.194 and escort TARAZED to Iceland (C).  
(Comtask 24.6. 2200Z/16 to Comtask 24).

C.T.18.

C.T.18 sailed. Routed as in Admiralty 1831B/12.  
(N.O.I.C.Greenock 2216B/16).



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.

Raider A.M. 1716B/9 and 1854B/10.  
information. 1. Attack on MENELAUS on 1/5 was almost certainly by Raider "H".  
2. LYLE PARK sunk by raider in 12° S 10° W at 1930/11. Attacker reported to resemble Raider "H".  
3. Possible that torpedoing of GEORGE CLYMER in 15° S 18° W at 2100/6 was by M.T.B. from a raider, possibly Raider "H".  
4. Possible that torpedoing of ALIOTH in 11° 01' S 18° 45' W at 0200/11 was by M.T.B. from a raider, possible Raider "J".  
5. DORNOCH overdue since 5/6 at Buenos Aires from Durban. If lost through enemy action Raider "H" was probably responsible.  
6. No further evidence of attacks by Japanese raiders. (A.C.N.S.(F) 2313B/16.)

North Atlantic.

Attack on U/Boat. Am attacking enemy S/M in 37° 8' N.0° 07' E. believe (?successful). (Naval General Call Sign- Originator Unknown 0120C/16 to Whitehall W/T pass to GERANIUM.)

U/B contact attacked. COLTSFOOT attacking contact in 36° 55' N 00° 02' W. (ANTHONY 0130C/16 to F.O.C.N.A. (R) LIVERPOOL.)  
*See 13/6-13. 260* *See also p. 468*

Operation "Harpoon" See Mediterranean. (COLTSFOOT 0130C/16, F.O.C.N.A. 0329B/16, GERANIUM 0356C/16, A.H.Q. Gibraltar 1905Z/16, F.O.C.N.A. 2220B/16.)

CARLISLE ISAAC SWEERS. CARLISLE. D.S. ISAAC SWEERS. (F.O.C.N.A. 0812B/16 to Admty. (R) C. in C. W.A. R.A.W.A.F. N.O.I.C. Bathurst.)  
Intend to sail CARLISLE and ISAAC SWEERS at 2230B/16 routed through - (A) 36° 30' N 09° 10' W. (B) 41° 01' 14° 30'. (C) 43° 01' 14° 30' thence as ordered by C. in C. Plymouth. S of A to position (C) 16 knots after which S of A could be increased to 18 knots provided onward route does not exceed 700 miles. (F.O.C.N.A. 1156B/16 to C. in C. Plymouth (R) Admty. CARLISLE, ISAAC SWEERS.)  
F.O.C.N.A.'s 1156B/16 from C to - (d) 049° 20' N 010° 15' W. (e) 180 Bishop 10. (f) 180 thence for 6 and by QZS 278 to Plymouth. Speed to be adjusted to pass position (e) at 0500/20 Bishops Light will be shown for 5 mins at 0400, 0430, 0500, 0530 on 20/6. Fighter protection arranged from daylight 20/6 till arrival. (C. in C. Plymouth 1756B/16 to F.O.C.N.A. CARLISLE, ISAAC SWEERS (R) Admty. N.O.I.C. Falmouth, C. in C. W.A.)  
My 1156/16 not to C. in C. W.A. sailed CARLISLE and ISAAC SWEERS. (F.O.C.N.A. 2232B/16 to C. in C. Plymouth (R) Admty. C. in C. W.A.)

BARCROSS  
BARBOURNE

My 1004/13 not to all addressees. Request you will instruct BARCROSS and BARBOURNE to proceed by following route to Freetown. Through positions (P) 30° 30' N 26° 40' W (Q) 19° 50' 21° 50' (R) 14° 10' 18° 50' (S) 10° 45' 17° 30' thence Freetown unless otherwise ordered by R.A.W.A.F. (F.O.C.N.A. 1216B/16 to Brit. V. Consul Horta.)  
*See p. 446*

/F.W. A/C...



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War Diary.16.6.1942.  
Tuesday.FOREIGN STATIONS.North Atlantic - Contd.

→ F.W. A/C. Following has been read. 1 A/P F.W. 150° 3 miles course 180° position 300 Espichel 15. (SCOTTISH 1324B/16 to Gibraltar W/T.)

→ A/C. Following has been read. 1 aircraft unknown 330° 8 miles course 180° position 250° Espichel. (SCOTTISH 1325B/16 to Gibraltar W/T.)

Situation report. 2001B/16 area Z (1) MOONSHINE 1 tug 20° 01' 21° 56' through 19° 50' 21° 50' thence 154° 8. (2) PHYLLISIA 21° 47' 18° 10' through 22° 01' 18° 10' thence 034° 6. (3) Italian tankers ARCOLA, TAIGETE 22° 18' 35° 52' 252° 10. (F.O.C.N.A. 1404B/16 to N.A. Stn.)

→ SCOTTISH damaged by Depth Charges. Fore and after feed tanks damaged by depth charge attack. Boiler water for two days only. Instruct. (SCOTTISH 1421B/16 to F.O.C.N.A. (R) Trawlers of Western Patrol.) My 1421B/16. Watering in Lisbon would give 6 days steaming. Request approval. (SCOTTISH 2216B/16 to F.O.C.N.A. (R) Trawlers of Western Patrol.)

S/Ms P.211, P.43, P.44, P.42, routeing. Return route to Gibraltar. Route (1) P.211 and P.43 through - (F) 038° 30' 009° 00'. (G) 038° 01' 001° 59' E. (H) 180° De Gata 15. Route (2) P.44 and P.42 through (J) 038° 17' 010° 01'. (K) 037° 40' 001° 59' E. (L) 180° De Gata 35. S of A of P.211, 115 miles per day U class 100 miles per day. Leave patrol diving by day as follows route (1) passing F, P.211 at 0800/17, P.43 0800/18. Route (2) passing J, P.44 0800/17 P.42 0800/18. Arriving Gibraltar P.211 0930/23, P.43 0930/25, P.44 1400/24, P.42 1400/25. P.42 and P.44 proceed on surface on last day passage. Bombing restrictions have same limit as outward route. All times zone minus 2. (F.O.C.N.A. 1440B/16 to 8th S/M Flot. (R) V.A. Malta. C. in C. Med. Admty.)

GEORGE H. JONES torpedoed 10/6. GEORGE H. JONES (Begins) Torpedoed at 0345 G.M.T. 10/6 500 miles bearing 015° from Ponta Delgada Azores unable to make SOS call as Midships caught fire instantly (ends) 1252/16. Lifeboat standing by for further communication. (Valentia Radio 1500 G.M.T./16 to Admty. Adm. Devonport.)

/WISHART...



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.North Atlantic - Contd.

WISHART. Your 1930/19/5 and 1838/26/5. Propose sailing WISHART for U.K. as soon as relief can be sailed for Gibraltar. Request probable date. (F.O.C.N.A. 1652B/16 to Admty. (R) C. in C. W.A.)

Swordfish A/C. 2 Swordfish landed 2150. (F.O.C.N.A. 2201B/16 to ARGUS.)

French Shipping. Gibraltar 2115 Armed Trawler<sup>L</sup>ALGEROISE, MEDIE II laden, AUVERGNE light, Trawlers MONT CASSEL, LAITA, JOSEPH ELISE. Eastbound. (S.O.I. Gibraltar 2243B/16 to Admty. C. in C. Med.)

South Atlantic.

MAURETANIA. Arrived. (N.C.S.O. Durban 0757Z/16 to Admty. N.S.H.Q. Ottawa, S.O.I. Capetown.)

RODNEY, QUENTIN, PENN. Hold RODNEY, QUENTIN and PENN at Freetown with further orders. (D.O.D. (F) 0815B/16 to R.A. West Africa (R) C. in C. S.A.)

CARNARVON CASTLE. ASTURIAS. Return to Freetown with all despatch. (R.A. West Africa 0845Z/16 to CARNARVON CASTLE. ASTURIAS. (R) C. in C. S.A. Admty.)

COMMANDANTE LYRA. (torpedoed 18/5.) Your 2134/12 not to S.O.I. Montevideo. COMMANDANTE LYRA arrived Ceara 25th May. (S.O.I. Freetown 1245Z/16 to N.S.H.Q. Ottawa.)

CUYABA. My 1415/26/5 CUYABA left Rio de Janeiro 11/6 direct for Lisbon. (C. in C. S.A. 1409B/16 to S.A. Stn.)

ATHENE. Departure ATHENE (a) S of A 13.5 knots to position (6) thence 14 to 12 south thence 16 to destination. E.T.A. Kilindini 1100Z/24. (S.O.I. Capetown 1417Z/16 to Admty. C. in C. S.A. C. in C. E.F. C. in C. E.I. F.O.I.C. East Africa and Zanzibar, Cdre. Durban, N.L.O. Port Elizabeth, N.L.O. East London.)

/HATSUSE...



**MOST SECRET**

~~MOST SECRET~~ ~~MESSAGE~~ 0901/16th June  
IN

From Commodore-in-Charge, Freetown.

Date 4.7.42.

Cypher. Time 1130

Addressed Admiralty, repeated R.A. West Africa.

D. of S.T. 0226/6th June to S.S.T.O. Freetown.  
Probable that convoy of twenty ships could be fuelled  
in 72 hours if the following conditions are fulfilled:-

- (a) STRINDA or equally up to date ship remains.
- (b) Additional mobile Admiralty oiler of about 5,000 to 6,000 tons capacity is sent to Freetown. Should be double line for operational reasons.

2. Following observations are generally pertinent to fuel situation.

- (a) One 12,000 ton naval tank at Kissy now reserved for Persian Diesel is virtually dead loss to furnace oil storage capacity of port observing consumption of Persian Diesel not likely to warrant reserve of this magnitude. Consider stock of Persian Diesel of one thousand in each of two Admiralty oilers most economical arrangement.
- (b) Present rate of flow ex tanks at Kissy, Diesel 500 T.P.H., Admiralty Furnace 350 T.P.H., Commercial Furnace 130 T.P.H. with full tank reducing to 80 T.P.H. at half a tank.
- (c) BRITISH MARINER can only be used storage Diesel Oil having no steam either for heating or pumping furnace oil. If boiler could be fitted to replace present small unusable donkey boiler these services would be provided and ships could go alongside BRITISH MARINER to complete thus assisting materially in fuelling a large convoy.
- (d) Speed at which a large convoy can be fuelled greatly affected by presence of ocean oilers at the moment. By using adaptors and service hose they can go alongside the larger ships and discharge direct to them instead of to Kissy. Impossible to guarantee presence and fact therefore not taken into account as regarding 72 hour turn round.
- (e) Services of all mobile tankers pooled to fuel convoys subject to being able to supply correct grade of oil.
- (f) Beeson of Shell is understood to desire that control of all (R) all fuelling should be placed in his hands. I do not consider that this would make for efficiency or smooth working of R.F.A.'s.

(g).....



(g) Customary in most naval ports for N.S.O. to deal with all fuelling from naval stocks and this arrangement is generally sound. However in peculiar circumstances of Freetown I am satisfied that with such a large number of ships in port at the same time, the matter of movements in the anchorage is inextricably bound up with fuelling and that the present organisation whereby K.H.M. under Commodore-in-Charge works out the details of fuelling is the most satisfactory.

0901/16.

- 4th S.L.
- A.C.N.S.(T)
- A.C.N.S.(F)(2)
- D. of S.T.
- D.O.D.(F)(2)
- D.C.(2)
- D. of S.
- D. of P.(2)
- D.T.D.(3)
- Hd. of M.
- I.P.(2)
- W.D.

MEK.



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War Diary.16.6.1942.  
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.

HATSUSE. HATSUSE sailed 1430/16 routed as my 1206/11. S of A 9½ knots E.T.A. Capetown 1900/20. (N.C.S.O. Walvis Bay 1444Z/16 to Admty. C. in C. S.A. N.L.O. Capetown.)

ORONSAY escort. A.M. 0139B/6 and my 1121Z/12 owing to bent piston rod in PRETORIA CASTLE ship cannot sail before 21/6. Intend to delay sailing of ORONSAY accordingly, no other suitable escort available. (R.A. West Africa 1541Z/16 to Admty. (R) C. in C. S.A. D of S.T.)

W.S.19B. Durban portion W.S.19B sailed for Bombay 15/6 personnel on board STRATHAIRD. CLAN MACARTHUR nil E.T.A. 2nd July. (D.S.T.O. Durban 1554B/16.)

MORETON BAY. Sailed 15/6 in W.S.19 for Diego Suarez and Mombasa with personnel for Mombasa. S.T.O. Diego Suarez is requested to arrange escort from Madagascar to Mombasa. (D.S.T.O. Durban 1556B/16)

W.S.19. Durban portion W.S.19 sailed for Diego Suarez 15/6 personnel on board EMPIRE TROOPER. EMPIRE WOODLARK. MORETON BAY. CLAN MACTAVISH. CLAN MACINNES. E.T.A. 25/6. (D.S.T.O. Durban 1558B/16 to S.T.O. Diego Suarez (R) C. in C. E.F. D of S.T. P.S.T.O. Simonstown.)

O.S.30. routing. O.S.30. Your 1000Z/15. Ships had already been ordered to proceed to HH and by Blue Route leaving route to W on reaching 11° N. A.M. 1609Z/12 refers. Request you will amend your signal as necessary to clarify to ships concerned. (D.T.D. 1741B/16 to R.A. West Africa. (R) C. in C. S.A.) Ships for Cape and Durban. Cancel my message 1000/15. Alter course for HH and proceed destination by Blue Route. (R.A. West Africa 1845/16 to Ships in Area 3A dispersed from INCOMATI Convoy. (R) Admty. C. in C. S.A.) O.S.30. Request destinations of ships dispersed for South America and route of PORT CHURCHILL from dispersal point on 10/6 to position HH. (C. in C. S.A. 2337Z/16 to Admty.)

GEORGE CLYMER torpedoed 6/6. ALIOTH torpedoed 11/6. Your 1151/13. Following received from ALCANTARA (Begins) Night dark and sky overcast wind east south east force four to five sea moderate. Torpedoes on lee side. (Ends.) (C. in C. S.A. 1858B/16 to Admty. (R) R.A. West Africa.)

/Vichy...



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.South Atlantic - Contd.Vichy  
Convoy.

At 1005/16 aircraft sighted Vichy Convoy of 2 merchant ships JAMAIQUE and CARVET and 1 destroyer in 4° 2' N 2° 50' W course 315° speed 15 knots. Latter has 2 aircraft cases on deck. (S.O.I. Freetown 1909Z/16 to Admty. for D.N.I.)

CANTON.

3 days in harbour will be required to examine starboard condenser and bearings of starboard I.P.C? Request berth alongside may be arranged on arrival. (CANTON 1930Z/16 to C. in C. S.A. (R) N.L.O. Capetown.)

S.A. Signals.

For Admiralty 200713/16 to C. in C. S.A. see p. 461A.

Shipping  
Routeing.

Navy Dept. intends to bring G.I.R.O. into effect for whole of S. America and Hawaii Islands on 22/6 and B.U.S.R.A. into full effect in all strategic areas on 1/7. Re sending of signals by B.R.Os and U.S.R.Os. (A.C.N.S.(T) 2007B/16 to C. in C. S.A. (R) Connav, B.A.D. N.S.H.Q. Ottawa, S.O.I. Montevideo) See Lion Copy (p. 461A)

DIAMANTIS  
(Greek)  
overdue

DIAMANTIS due Montevideo 11/6 from Capetown has not arrived. (S.O.I. Montevideo 2017Z/16 to Admty (R) B.A.D. S.O.I. Capetown etc.)

BEGUM  
(British)  
route.

Following has been passed to BEGUM, (Begins) Alter course forthwith for new position Q Q in latitude of B B and longitude of N less 004°. Thence to new R R in latitude of T and longitude of Q, rejoin your route at U. T.O.O. 2045 G.M.T./16 (ends.) (C. in C. S.A. 2330B/16 to Admty. (R) R.A.W.A.F. C. in C. A.W.I.)

Mediterranean.Convoy  
"Diner"

Fighters have been sent to assistance of convoy code word "Diner" at 0600 6 short range Hurricanes A B C RT 6350. (Fighter H.Q. Western Desert 0425C/16 to Local Call Signs MRR YBK.) Cancel my (?) 0425/16. (Fighter H.Q. Western Desert W/T 0527C/16 to MRR YBK.)

U/B.

German U-Boat between 033° 40' and 034° 10' N and 024° and 025° E at 0410C/16. (C.O.I.S. Alexandria 0542C/16 to Med. Fleet.)

/German...



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. conts:-

U/B. German U/B probably within 30 miles N.W.  
Contd. of Mersa Matruh at 0500C/16. (C.O.S. Alexandria  
0818C/16 to N.O.I.C. Tobruk. N.O.I.C. Mersa  
Matruh, S.O. Force T, F.O. Red Sea and Canal Area.  
R.A. Alexandria. C. in C. Med. Capt. S.I. No.  
201 Group, Naval Co-operation Advanced H.Q. Western Desert.  
Fighter H.Q. Western Desert 262 Wing including all ships,  
corvettes and above operating off Libya Coast Med. Fleet.)

→ Movements. 15/6 Port Said arrivals <sup>R</sup>TRITON, R.F.A. ATID, CRESCENT  
MOON. Departures 1010C ROMEO 1137C M.T.Bs 313,  
314. (N.O.I.C. Port Said 0842C/16.)

Convoy "Keeper" An air attack is imminent on convoy "Keeper"  
(Mersa Matruh W/T 0905/15 to ?.)

TRITON Pass through following positions on return  
PAPANICOLIS passage Alexandria searched Channel: PAPANICOLIS  
034° 42' 023° 46' and 033° 52' 028° 25' report  
E.T.A. when safe to do so. TRITON 036° 06' 028°  
34' and 031° 42' 029° 42' to arrive dawn 20th.  
(Capt. S.I. 1007C/16 to Greek S/MS TRITON,  
PAPANICOLIS. (R) C. in C. Med. N.O.I.C.  
Alexandria, No. 201 Co-operation Group, 1st. S.F.  
10th S.F.)

→ Movements. Arrivals 15/6 M.T.Bs 313, 314, BURRA. Departures  
15th DURMITOR, KAJMAKALAN, \*M.L. 355, \*PEONY.  
Arrivals 16th SOUTHERN ISLES, \*TETCOTT.  
(S.O.I. Alexandria 1030C/16 to C. in C. Med. Admty)  
\* See p. 462

M.E. Air Fourth. Air. Additional to Cositrep 404. Night  
Reports. 13/14 June. A Liberator bombed Naval dock area  
and battleship Taranto. Results obscured by smoke  
screen. Blenheim bombed Heraklion Aerodrome Crete.  
Fighters provided continuous patrols over shipping.

Enemy Naval force two Cavour battleships three cruisers nine  
destroyers reported by R/C 15/6 about 300 miles N.E. Misurata  
course S.E. Striking force 12 Beauforts and 9 Liberators  
despatched. (C. in C. M.E. 1110/15.)

Fighter protection also provided for shipping throughout day.  
One formation Italian torpedo bombers broken up and forced to  
jettison. Two of these destroyed four Beaufighters missing.  
7. Ref. Cositrep 405 para 4 following action against Italian  
naval forces. Nine Malta Beauforts despatched early morning  
15/6 attacked about 210 miles E. Malta. Two battleships one  
destroyer hit with torpedoes. Fire seen on one battleship  
destroyer left listing. Twelve Beauforts eight Liberators  
subsequently despatched from M.E. Beauforts were attacked en  
route by M.E. 109s and two Beauforts were shot down. Five  
Beauforts damaged and left formation, and landed in Egypt.  
Remainder attacked enemy position 100° Malta 220 miles scoring  
at least one hit with torpedo and one battleship, possible hit



M E S S A G E

ST  
461A  
OUT Should be  
p: 459A.  
S. Atlantic

SECRET

2007B/16th June

To C. in C. South Atlantic. 458.  
Repeated CONNAV.

Date 16/6/42

B.A.D. Washington. 353.  
N.S.H.Q. Ottawa. 418.  
S.O.(I) Montevideo.

Naval Shore Code (II)

From Admiralty.

Navy Department intends to bring GIRO into effect for whole of South America and Hawaii Islands on 22nd June and BUSRA into full effect in all U.S. strategic areas on 1st July. Neither GIRO nor BUSRA have yet been received by you but a précis of BUSRA is given in A.M. 2245B/9/4 and GIRO gives detailed instructions to U.S.R.Os. for the performance of their duties in the control of the Merchant Shipping of the United Nations.

2. In your Command the Montevideo Intelligence Area only will be affected by the change on 22nd June. From that date U.S.R.Os. in this area will route shipping of the United Nations. They will also send MERCOC and U.S. ROUTE signals for the shipping of the United Nations repeating such signals to Admiralty and S.O.(I) Montevideo.

3. B.R.Os. will continue to send VESCA and ROUTE signals as at present until it is agreed that the MERCOC and U.S. ROUTE signals are being received satisfactorily.

4. In ports where there is a B.R.O. but no U.S.R.O. the B.R.O. will send VESCA and ROUTE signals as at present but add CONNAV Washington to the addressees. He will also repeat these signals to the U.S. Sea Frontier Commanders through whose waters the ship will pass, but only if the VESCA and ROUTE signals are normally sent in Naval Shore Code as Sea Frontier Commanders hold only this British Code at present.

5. As in South America there are small ports where there are only Consular Reporting Officers and other ports where there is a B.R.O. and no U.S.R.O., it is only by the exercise of mutual assistance and goodwill that this change can be made to operate smoothly from the start.

6. From 1st July British and U.S. Authorities will be responsible for diverting shipping of United Nations in their respective strategic areas, either on their own initiative or following the suggestion of the other authority.

2007B/16.

for D.T.D. (983)  
Approved A.C.N.S.(T)

A.C.N.S.(F)  
A.C.N.S.(T)  
N.A. 1st S.L.  
D.T.D.(4)  
D.T.D.(M)  
D.T.D.(C)  
D. of S.T.(2)  
Ops.(3)  
O.D.(5)

D. of P.(3)  
N.I.D. Section "O"  
I.P.(3)  
W.D.  
M.(2)  
Admiral Blake  
U.S.N.(3) Above has been passed to OPNAV.  
D.S.D.(2)  
H.W.R.(2)



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16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean. cont'd.

M.E. Air  
Reports.  
Contd.

on second. One destroyer hit amidships believed sinking. Five Beauforts of which two damaged by A.A. fire arrived Malta safely. Liberators attacking at same time from 14,000 feet claim six hits with bombs on one battleship several hits on second. On return Liberators were attacked by one M.E.109 one M.E.110 of which they shot down the M.E.110. All above subject to amendment on receipt analysis and comparison final reports. (C. in C. M.E. 1125/16.)  
4. Air.Night 15/16 June. Reference Cositrep 407 para 7. Five torpedo Wellingtons from Malta found two battleships four destroyers about 65 miles West Sapienza Island course due North. Heavy smoke screen hampered attack but one battleship claimed hit by torpedo.  
Reference Cositrep No.407 para 6. Additional three enemy A/C destroyed, two probable destroyed, one damaged over shipping 15/6. (C. in C. M.E. 1835/16.)

THANET.  
*Not identified -  
Destroyer sunk  
27/1/42. in E.S.*

Am being shadowed by 1 enemy A/C steering 092°. My position 33° 7' N 26° 7' E. (THANET 1137/16 to Alexandria W/T.)

U/B.

Am over enemy S/M in 32° 15' 27° 32'. (A/C 7XGC 1236/16.)  
1 aircraft shadowing in position 32° 20' N 27° 34' E. (Call Sign BCB 1244C/16 to Alexandria.)

PEONY.  
M.L. 355

My 1065/16. On arrival A send M.L.355 in and await SAPPER. M.L.1039 will bring out sailing orders for you and ERICA. Reduce visual signalling to minimum. (S.O. Force I 1255C/16 to PEONY (R) ERICA, Tobruk C.C.O.) *See p 461 - (movements)*

PROTEUS  
TAKU *See p. 465*

Return to Alexandria forthwith through position:  
\*PROTEUS 035° 01' 020° 59' and 032° 45' 028° 06'.  
TAKU 035° 01' 021° 37' and 033° 09' 028° 07' report E.T.A. when safe to do so.  
(Capt. S.l. 1335C/16 to PROTEUS, TAKU (R) 1st S/M.F. 10th S/M.F. C. in C. Med. V.A. Malta. R.A. Alexandria.)  
*\* See p. 464*

T.A.49  
TETCOTT

Codeword "Rusty" TETCOTT sailing 1533C/16. S of A 18 knots through Z S 2136 M. 0306/17 E 0602/17 thence towards Tobruk to join escort of T.A.49 presumed sailing 2100/16 at five knots. Request you amend R/V if necessary.  
(R.A. Alexandria 1432C/16 to S.O. Force I (R)

No. 201 Group, (Naval Co-operation Advanced H.Q. Western Desert)  
Fighter HQ. Western Desert 262 Wing, C.S.15, ANTWERP, ERICA, TETCOTT, R.A.D. Med. N.O.I.C. Tobruk. N.O.I.C. Mersa Matruh, S.O. Force T, S.N.O. Red Sea, C. in C. Med. Capt. S.l.



463

16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. Contd.

Situation. Sebastopol. (1) During 14/6 enemy made slight progress in southern sector working along main road from Yalta to Sebastopol. Enemy air activity continues on (?reduced) scale. Black Sea Fleet supporting by night bombardment but do not consider this is being very effective. Day bombardment out of question owing to enemy air superiority. German Garrison at Taganrog said to have been replaced by Roumanians. Expected landing operation against eastern shore of Sea of Azov will therefore probably be organised from Mariupol.  
(N.L.O. Black Sea, 1557C/16, to Admty, Adm. Miles).

U/B. 1 submarine ZQXZ 2505. (Position indecipherable),  
(C.in C. Med., 1600/16 to Med. Fleet).

CSR Malta. Part 2. 15/6 1355 hrs. 2 enemy cruisers or D/Rs  
3 D/Rs escorted by 12 Macchi 202's 180° Pantellaria  
10 miles course 030° 20 knots attacked by 3  
Albacores with Spitfire escort probable strikes but exact results unobserved. Black smoke visible 10 miles. 1 Floatplane damaged in combat. 1 Albacore attacked by Macchis missing not found by subsequent search. 1 Albacore damaged total 80  
Spitfire sorties over convoy 1 Floatplane 2 Me 109s 1 Ju 88 destroyed 1 Ju 88 probably destroyed 3 Ju 88s 1 Bomber 1 Me 109 damaged 1 Spitfire shot down sea Pilot rescued injured. Another Spitfire missing. Two Spitfires damaged in combat pilots unhurt photo Taranto 1130 and 1700 hrs no change. (?9) Beauforts despatched dusk attack Enemy Naval Units Ionian Sea found nothing.  
Night 15/16 Wellington 8 shipping search 1955 Hrs. 2 Battleships 2 Cruisers 5 D/Rs 247° Sapienza 63 miles course 330° 20 knots 5 Wellingtons 10 despatched 2138 hrs. 1 scored torpedo hit on Battleship others could not aim owing smoke screen. In spite of repeated efforts for 30 minutes returned with torpedoes.  
(H.Q. R.A.F., Malta, 1631/16).

U/B. Following has been read. A/C using call signs RQ.5P and RQ.5Q. Submarine reported in 2 (corrupt figure) N 29 05 E investigate.  
(Unit using call sign O N 1. 1724/16).

Movements. Arrival M.T.B. 260 and M.T.B. 312. Departure ERICA.  
(Mersa Matruh, C.C.O. 1805C/16).

Mines off Malta. (1) 3 magnetic mines have been detonated in Grand Harbour entrance in the last 24 hours. 2 of these were detonated by ship and 1 by an L L sweeper.  
It is almost certain these were not laid by aircraft. In view of their close proximity to breakwater and extensive enemy mining to seaward it is considered they could not have been laid by normal S/m, and certainly not by E-Boats. Their timely appearance with convoy suggest a deliberate attempt possibly ?by S L C or some new device not previously experienced. Any advice would be most welcome.  
(V.A. Malta, 1845C/16, to Admty, F.O.C.N.A.(R) C.in C. Med.).

/THORN ...



SECRET

M E S S A G E

1950/16 June

463A

IN

From Governor & C in C Malta

DATE: 17.6.42  
RECD: 0430

Cypher

Addressed C in C Middle East, Repeated The War Office.

MALTA

Sitrep

056053. G/1914/R 16 June. Most Secret.

Weekly Military Situation Report for week ending 13 June 42.

1. Air. Enemy air attacks by day remain on small scale. Only four bomber raids totalling 7 Cants 3 JU 88's small fighter swoops. Main effort at night totalling 66 raiders. Large number of anti personnel bombs dropped by aid of flares near aerodromes. Damage slight. Enemy aircraft casualties, destroyed by A.A. at night 2 JU 88's, damaged by A.A. 1 JU 88. Destroyed by R.A.F. 1 ER 20, 1 Macchi 202, 1 RE 2001, 5 ME 109's. Probably destroyed by R.A.F. 1 RE 2001, 3 ME 109's. Damaged by R.A.F. 1 Cant 1007, 3 RE 2001's 3 RE 2001 (SN9) ME 109's 1 Do. 24. Own casualties 3 Spitfires destroyed (two Pilots safe) 4 Spitfires damaged. 36 sorties made by Malta based Wellington mainly on Taranto. Further Spitfire reinforcements also Beaufighters, Beauforts, Wellingtons and Baltimores arrived. Aerodromes working to maximum capacity.

2. Army working parties on aerodromes penbuilding and repair increased to total 2800 men daily. In special effort to complete pens for arrival large aircraft reinforcements 2100 men of Army employed on one aerodrome alone. Extensive preparations made for assistance to R.N. and R.A.F. for approaching convoy arrival. Planned for 1700 men on

/aerodrome



463<sup>T3</sup>

aerodrome groups staff work 2300 men on unloading convoy and all available vehicles. Rehearsal went satisfactorily.

3. Military damage during week very slight. Casualties 1 O.R. killed 5 wounded. Army B.D. Sec. disposed of 41 UXBS totalling 10 tons plus 350 2 lb. anti personnel bombs.

1950/16

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

Recd. from War Office 1220/16

War Office circulation:-

S of S C.I.G.S. V.C.I.G.S. D.M.O. D.D.M.O.(O)  
M.O.1.5 D.M.I. D.D.M.I.(I) M.1.3.14 D.S.D. S.D.2  
D.Air, S.D. 4. D.A.A. & C.D. A.A.4, D.Q.M.G. Q (Ops)  
E (Ops) Casualties, Col. Rolleston (Colonial Office)  
C.M.S. Admiralty, Hd. of War Reg. Admiralty, C.A.S. Air  
Ministry. A.M.C.S. Air Ministry, Col. Jacob, Foreign  
Secretary.

1st Lord  
1st S.L.  
4th S.L.  
5th S.L.  
V.C.N.S.  
A.C.N.S.(F)  
Nav. Sec.  
N.A. 1st S.L.  
O.D.(5)  
C.C.L.S.  
O.I.C.(3)  
Ops (3)  
D of P (3)  
M (2)  
I.P.(3)  
D.P.D.  
J.D.  
D.N.I.(5)

BM

Admiral Blake,  
D.N.A.D.  
D of L.D.



16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean. Contd.

THORN.

Proceed to operate within 50 miles of Navarin. (Capt.(S), 2001C/16, to THORN repeated C.in C. Med. 10 S.F. V.A. Malta Group 201 R.A. Alexandria 1 S.F.).

PROTEUS.

My position 35° 06' 20" 24' E.T.A. Alexandria dawn 21st weather report 6380 0672. (PROTEUS, 2145C/16 to Capt. (S) One. Rept. C.in C. Med. R.A. Alexandria, TAKU). *See p. 462*

R/C of  
Taranto,  
Palermo.

Preliminary examination of photographs taken 2000/16. Taranto. Outer harbour. 2 LITTORIO and 2 CAVOUR battleships. Inner harbour, 1 CAVOUR battleship 3 cruisers 15 destroyers and 11 submarines. Palermo. 2 destroyers. C.in C. Med. pass to S.O. (I) Alexandria. (V.A. Malta, 2346C/16, C.in C. Med. Repeated Admiralty F.O. 15th C.S. F.O.C.N.A. 750. S.O. (I) Alexandria.).

Movements.

*/ See p. 424.*  
15/6. Arrivals ANTWERP, MALINES, GLOXINIA, M.Ls. 348, and 353. (Tobruk C.C.O. 2356/16, to Admty).  
16/6. Arrivals Nil. Departure ANTWERP, APHIS, GLOXINIA, MALINES, ST. MONANCE, MURIEL STEVENS, "A" 13, "A" 18, M.L. 348, M.L. 353, M.L. 1039, M.L. 1046. (Tobruk (C.C.O.), 2358C/16).

*\* Red list 14/6/42 given at Barhage  
Balloon transfer at Plymouth.*



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16. 6. 1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. conts.

Operation "Vigorous". Your 1741/15. I fully appreciate dire necessity of getting a convoy to Malta. In "Vigorous" the convoy was rallied back from encountering very superior surface forces so that every conceivable air striking force in our possession could attack. These attacks unfortunately had no decisive results. Roughly the whole operations of our forces were subject to almost continuous air attack. The convoy (?has) not yet returned to Alexandria and (corrupt group) are still fighting hard against these air attack (s) and ammunition is down to under 30%. I had intended to try again tonight to send 4 (?transit) ships through to Malta with reduced (?escort) as moment clearly was opportune but C S 15 informs me none of escort had sufficient oil or ammunition. Casualties are heavy but this applies I hope also to Axis Air Force and surface craft. I hope we can get in concentrated air and S/M attacks on Italian Battleships LITTORIO and VITTORIO VENETO tonight as they retire. I will (?venture to) do all I can to remount "Vigorous" as soon as ships are refuelled and re-ammunitioned but (?facts) are clear. We are outnumbered both in surface and Air Force and very gallant endeavour of all concerned cannot make up for the (?unfortunate) deficiency. (C.in C. Med., 0042C/16, to Admty, Rep. V.A. Malta).

One Sunderland providing anti sub. patrol ahead of you from 0245/16 till 0545/16. Blenheims will cover from 0545/16 to 1000/16. (201 Naval Co-op Group, 0045C/16, F.O.C., 15th C.S. Med. Fleet in vicinity of Alexandria rep. N.O.I.C., Alexandria C.in C. Med. Fleet).

My position at 0530/16, NESTOR in tow 033° 22' N. 025° 28' E. Request close fighter escort from 0530. (JAVELIN, 0121C/16, to C.in C. Med. Rep. R.A. 15th C.S.). 2 cruisers 2 destroyers 340° 20 knots 36° 21' N. 20° 30' E. (A/C of No - Sqdn. Aden Command, 0205C/16, to H.B.1.). P.C. & S. of enemy 2 battleships 5 cruisers 8 destroyers 37° 0' N. 20° 0' E. 340° 20'. (A/C of No.14 Sqdrn. Malta Command, 0210/16, to Air H.Q. Malta Command).

EXMOOR 0153. Do not pass close to this position. (C.S. 15 0249/16, to JAVELIN).

My 2321/15. TAKU endeavouring to reach amended position 035° 01' 021° 37' as early as possible. *See p 462* (Capt. S.1., 0301C/16, to 1st S/M Flot. Rep. C.in C. Med. V.A. Malta).

Your 0127/16. Amend my 2316/15 to read position 032° 55' N. 026° 55' E. then through 032° 00' N. 027° 25' E. to searched channel. (F.O.C. 15th C.S., 0345C/16, to C.in C. Med. Rep. 201 Naval Co-Op Group, JAVELIN).

Sunderland not on A/S patrol. One Swordfish on A/S patrol 0515 to 0545. Blenheim from 0545 to 0800. (235 Wing, 0441C/16, to C.in C. Med. Rep. R.A. 15th C.S. N.O.s I.C. Tobruk and Mersa Matruh. S.O. Force T. S.M.O. Red Sea. R.A. Alexandria, Captain (S) one. No. 201 Group (Naval co-operation. Advanced H.Q. W. Desert) Fighter H.Q. W. Desert. 262 Wing. All ships, Corvettes and above operating off Libya Coast. No. 201 Naval Co-operation Group).

/Tow ...



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. contd:-

Operation "Vigorous".  
Contd: Tow parted 0445 ship heavy forward but not making more water do not consider any towing gear among ships in company will hold, consider attention of other ships jeopardises their safety if I am in tow. Intend sinking ship my position now is 033° 36' 025° 42'.  
(?NESTOR, 0515C/16, to C.in C. Med. Rep. C.S. 15.).

Position JAVELIN towing NESTOR screened by 2 planes and later 2 Corvettes at 0530/16. 033° 22' N. 025° 28' E., Probable speed 10 knots following convoy route. Priority 1. Fighter Codeword "Favour." F.O.C. C.S. 15 position 0500/16th 032° 55' N. 026° 016' E. then through 032° 00' N. 027° 25' E. to searched channel. Codeword ~~KEEPER~~: EXMOOR with possibly others somewhere between JAVELIN and F.O.C. C.S. 15. Confirmation follows.  
(C.in C. Med., 0534C/16, Fighter H.Q. W. Desert, Rep. EXMOOR, 545, 201 Groups, Air H.Q. Egypt, Wing Advance Air H.Q. W. Desert 201 N. Co-operation Group, F.O.C. 15 C.S.).

A. 453/16. Secret. One Wellesley carrying out close A/S patrol ahead of you from 1000/16 to 1400/16.  
(201 Nav. Co-op. Grp. 0736C/16, 15th C.S. Rep. C.in C. Med. Ships and Authorities W. Desert, Naval and Air Authorities W. Desert, N.O.I.C. Alexandria).  
Your force was sighted by enemy A/C at 0730C/16.  
(C.O.I.S. Alexandria, 0808C/16, to C.S. 15).  
A Beaufighter will provide additional escort for 2 hours if it sights convoy on route EDKU E.T.A. over convoy 0850C.  
(N.L.O. 235 Wing, 0830C/16, to R.A. (15) C.S.).  
NESTOR sunk. Rejoining R.A. 15th C.S.  
(JAVELIN, 0833C/16, to C.in C. Med. Rep. R.A. 15th C.S. DELPHINIUM SNAPDRAGON).

A 19/16. Secret. My A 453 time 0736/16. Second Wellesley being sent.  
(201 Naval Co-op. Grp. 0909C/16, to C.S. 15. Rep. C.in C. Med.).  
Following has been read. P.C. & S. of 3 enemy cruisers 4 destroyers is 3847 N 1921 E 050° 15 knots.  
(A/C using call sign NV.7V, 1000C/16).  
Following has been read. My 1000. Class indicated 2 cruisers COND, one cruiser TRENTO and 4 destroyers.  
(A/C using call sign NV.7V. 1026/16).  
Your 0615/16 proceed off shore 38° 30' 20° 18' diving by day.  
(Capt. (S) 1. 1055C/16, to THRASHER).  
My P.C. & S. 031° 55' N. 027° 45' E. 115° 13½ knots. If not in company with JAVELIN report when you expect to join me.  
(R.A. 15th C.S., 1130C/16, to DULVERTON, CROOME, ALDENHAM, Rep. C.in C. Med.).  
A/S patrol for "Keeper." 1400 to 1630/16 and 1630 to 1900/16. two Blenheims.  
(201 Group, 1151C/16, to C.S. 15. Rep. C.in C. Med. Med. Fleet W. of Alexandria).  
My intentions for disposal of M.W. 11 are as follows. BULKOIL, POTARO, AJAX, CENTURION, to Port Said, BULKOIL for onward passage to Suez to discharge petrol, CENTURION to Alexandria where she is to remain. Remainder of M/Vs. to Alexandria. Escorts for Port Said section at your discretion but should include HERO, GRIFFIN, FORTUNE, HOTSPUR, INCONSTANT, if their condition allows. Remainder of escort including cruisers to Alexandria. HERO and any Tribal J, P or N Class destroyers who with Port Said section should proceed to Alexandria after fuelling and ammunitioning Port Said. I realize these intentions may not be practicable

/due ...



~~467~~ 467

16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

Mediterranean. conts:-

Operation "Vigorous".  
Contd: due to damage etc. but comply with them as far as possible using your discretion. Fighter protection Codeword for Port Said section "Motor".  
Report Route.  
(C.in C. Med. 1156C/16 to C.S. 15 Rep. F.O.R.S.F., Air H.Q. Egypt, 252 Wing Red Sea Force, Admty, N.O.I.C. Port Said R.A. Alexandria, R.A. (D)Med.).  
Capt.(D) 12 in PAKENHAM with GRIFFIN, FORTUNE, and INCONSTANT, escorting BULKOIL and ?(A) JAX to Port Said by reverse of outward route of M.W. 11 C. Wireless watch on M wave and E.Med. port wave. PAKENHAM on M. attach Med. port wave and fighter directing wave S.  
(C.S. 15 16??C/16, to C. in C. Med. Rep. R.A. Alexandria, R.A.(D) Med., Capt. (D) 12th, N.O.I.C. Port Said, P.S.T.O. Egypt.).  
BRIGAND sailing at 1700/16 at 14 knots to end of searched channel.  
(R.A. Alexandria, 1650C/16, to C.S. 15).  
One submarine ten miles ahead of you at 1815.  
(C.in C. Med., 1829/16, to C.S. 15).  
My 1650/16 since WILD (as received) broke down. GREY MIST is being sent (N.O.I.C. Alexandria, 1840C/16, to F.O. 15th C.S.)



#468

16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. conts.

Operation "Harpoon". KUJAWIAK has struck a mine. (BLANKNEY 0041C/16 to Malta.)  
Inform M/Vs they will start unloading as soon as berthed. (Malta 0052/16 to S.O. 29th Escort Group, WELSHMAN.)

Have struck a mine. (KUJAWIAK 0053/16 to Malta.)  
Position 096° Saint Elmo breakwater light 3 point 8 request tug. (H.G.Q. BLANKNEY, 0100/16 to Malta W/T).  
Report your position. (Malta W/T 0110/16 to KUJAWIAK).  
Report your position. (Malta W/T 0110/16 to CAIRO).  
Think KUJAWIAK sinking. (BLANKNEY 0114/16 to Malta.)  
Have struck a mine forward flooded to 46 bulkhead not in danger of sinking will require assistance to make harbour. (BADSWORTH 0120/16 to Malta.)  
KUJAWIAK capsized. Picking up survivors. (BLANKNEY 0121/16 to Malta W/T).  
KUJAWIAK has sunk. (BLANKNEY 0124/16 to Malta W/T).  
Do you want help. (ITHURIEL 0125C/16 to BLANKNEY).  
Your 0125 Yes, quick more boats. (BLANKNEY 0130/16 to ITHURIEL).  
My 0120/16. Sub. sighted. Now lost contact am hoping to rejoin Force Y at 0500 in 037° 20' N. 000° 57' E. (COLTSFOOT 0131C/16 to F.O.C.N.A., GERANIUM). *See p. 456.*  
Your berth Dolphins. (MARNE 0143/16 to BLANKNEY).  
Am proceeding (corrupt group) BLANKNEY. (?ITHURIEL 0145C/16 to KUJAWIAK, BLANKNEY).  
Report position. (V.A. Malta 0152/16 to BADSWORTH).  
Your 0145 assistance not required. (V.A. Malta 0204/16 to ITHURIEL (R) BLANKNEY).  
Your 0152 approx. position 110° Saint Elmo Light 5 miles. (BADSWORTH 0210/16 to Malta W/T).  
Cancel my 0204. (V.A. Malta 0220/16 to ITHURIEL).  
BLANKNEY does not require assistance. (Force F 0224/16 to V.A. Malta, ? MARNE)  
Enemy previously reported are 2 Cruisers 6 destroyers - 340 - 20 knots. (A/C (Aden Command) 0230/16 to 201 G.H.Q.)  
Proceed BADSWORTH and stand by to take in tow. (Malta 0254/16 to HEBE).  
Cancel my 0240. Enter Marsamuscetto. (V.A. Malta 0326C/16 to HEBE (R) BADSWORTH.)  
COLTSFOOT's 0131/16 Repeated (Begins) Addressed F.O.C.N.A.  
GERANIUM my 0120/16. S/M sighted. Now lost contact and am to rejoin Force 'Y' at 0500 in 037° 20' N. 000° 57' E. (Ends). (F.O.C.N.A. 0329B/16 to PARTRIDGE).  
Enter Marsamuscetto. (V.A. Malta 0330/16 to M/Ss.)  
Report whether necessary for you to be taken in tow at once otherwise intend waiting till daylight. (Malta C.C.O. 0332/16 to BADSWORTH).  
Possible S/M R.D/F. contact attacked in 37° 13' N. 00° 30' E. No result. (GERANIUM 0356C/16 to F.O.C.N.A.)  
Report your position. Is SPEEDY or M/L's. in company. (V.A. Malta 0417C/16 to HYTHE).  
Report intentions for getting BADSWORTH and HEBE into harbour. M/Ls. are to sweep ahead of you and greatest care taken to keep in swept channel. (?V.A. Malta 0515C/16 to BLANKNEY).

/Be.....



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War Diary.16.6.1942.  
Tuesday.FOREIGN STATIONS.Mediterranean.Operation  
"Harpoon"  
- Contd.

Be prepared against any form of air attack by (two corrupt groups) bomber. (V.A. Malta 0545C/16 to HEBE, ?ZULU, HYTHE).  
S.O. Force T. 0935/9. Intend sailing WELSHMAN and serviceable ships of Force X to westward tonight. Details later. Request F.O.C.N.A. may

give me very early information if and where BROWN RANGER will be available a.m./18th. (V.A. Malta 0935C/16 to C. in C. Med., S.O. Force T., (R) Admty. F.O.C.N.A.)  
My 0435C/16. Now enter harbour BLANKNEY, BADSWORTH, HEBE, SPEEDY HYTHE M/Ls. 121, 134, 135, 168 and 459. (V.A. Malta 1115C/16 to Admty., (R) C. in C. Med., S.O. Force T., F.O.C.N.A.)

→ Your 0935 BROWN RANGER available on 18th. Any position proposed W. of about 002° E. can be arranged. (F.O.C.N.A. 1126B/16 to V.A. Malta, (R) Admty., C. in C. Med., S.O. Force "T")  
Position at 2359C/16 will be 36° 48' N. 00° 01' W. 068° 10' as far as 02° 25' E. thence 116° towing (2 corrupt groups) if required. (GERANIUM No T.O.O. C/15 ?16/6 to F.O.C.N.A. (R) Force T., Force X.)

Your 1115 and my 1419. Sufficient A/C to be retained to enable A/S escort to be maintained until dark if conditions suitable. (F.O.C.N.A. 1520B/16 to ARGUS, (R) MALAYA).

V.A. Malta's 0935/16. EAGLE, ONSLOW, ICARUS expect to arrive Gibraltar 0430C/17 for (?fuel). If V.A. Malta has to select fuelling position E. of 002° E. request above ships and if available 2 additional screening destroyers capable of high speed be sailed to R/V as early as possible with BROWN RANGER. KENYA and CHARYBDIS are remaining in vicinity of fuelling position. Is there any news of H.M.S. PARTRIDGE? (S.O. Force T 1616Q/16 to F.O.C.N.A. (R) V.A. Malta, EAGLE). Italian S/E made sighting report of unit in W. Mediterranean probably LIVERPOOL at 1517B. May be shadowing as previous sighting report was made 1231B. (F.O.C.N.A. 1658B/16 to LIVERPOOL, (R) WESTCOTT).

Request any Hurricanes (?fitted) for combat be embarked in EAGLE (?on arrival) or ready to fly on departure. (EAGLE 1752C/16 to F.O.C.N.A.)

Your 1616. No news of PARTRIDGE likely today. Will endeavour to locate by air tomorrow. (F.O.C.N.A. 1812B/16 to S.O; Force T.)

WX 1849 Gib. Ops. 36 16/6. Resume for 16/6. 2 Sunderland A/S escort to LIVERPOOL 0330 - 2130. (A.H.Q. Gib. 1905Z/16 to Air Min., H.Q.C.C., (R) H.Q. R.A.F. M.E., H.Q. Malta.)  
E.T.A. 0718B/17. Request Tug may meet ship outside breakwater to assist berthing as steering gear defective. (PARTRIDGE 1908B/16 to F.O.C.N.A. (R) Capt. (D) 13th D.F., S.O. Force T, A.S. Gib.)

Regret to report the loss Drifter JUSTIFIED at 0618 today June 14th (sic) while returning from acting mark ship for Force X and convoy. 14 survivors including C.O. Two seamen and 1 stoker missing. (V.A. Malta 1953C/16 to Admty. (R) C. in C. Med.)

My 2300/14th. 2 half hearted torpedo A/C attacks by total of 4 A/C yesterday. No damage. (ii) Following is estimated number of A/C which attacked Force T. on 14th. 1030 to 1201 50 high level bombing and torpedo A/C attacks 1815 to 1830 30 high level bombing and torpedo A/C attacks, 2002 to 2030 5 high level bombing 15 torpedo A/C attacks 20 dive bombers and fighters.

/Enemy.....



~~466~~ 47016.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. conts.Operation  
"Harpoon"  
- Contd.Enemy attack determined and generally well delivered  
Preliminary estimate of bag by Force T and Force  
W. 19 certain (13 by fighters, 6 by A/A fire) 4  
probable, 6 possible majority torpedo bombers and  
shadowers. Own air casualties 2 Hurricanes, 4Fulmars some crews safe. (S.O. Force T 2107C/16 to Admty., (R)  
F.O.C.N.A., V.A. Malta.)Proceed as necessary to be in 036° 30' N. 000° (?38') W. at 0800B/  
18 steering 1st (corrupt group). Be prepared to fuel ships of  
Force X if ordered. (F.O.C.N.A. 2228B/16 to Force Y, (R) S.O.  
Force T, Force X, N.O.I.C. Malta.)Your 1747 via A/C understood. If you cannot enter harbour  
by 0415 adjust speed to enter 0630 after ARGUS. (F.O.C.N.A.  
2230B/16 to EAGLE, (R) MALAYA, ARGUS).My 1732/16 expect S.O. Force "X" to cross 010° E. at about 0645C/  
17, speed 22 knots for the day, reducing at dark. (N.O.I.C.  
Malta 2327C/16 to S.O. Force "T", (R) F.O.C.N.A. 503, C. in C.  
Med. CAIRO.)



16.6.1942.

Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies.

- Movements. Arrival 0150Z WARSPITE and LOOKOUT, 0340Z ILLUSTRIOUS, FORMIDABLE, GAMBIA, LIGHTNING, LAFOREY, VAN GALEN.  
(N.O.I.C. Addu Atoll, 0342Z/16).  
Arrival 0420Z FALMOUTH escorting R.F.A. SINGU.  
(N.O.I.C. Addu Atoll, 0422Z/16).
- KUTSANG. My 1101/15 para A. Revised date of sailing is now 21/6. Should ship call Colombo and will escort be provided.  
(P.S.T.O. India, 0701Z/16 to D. C. in C. E.F.)
- Australian Troop Movements. Convoy Schooner. Reference A.M. 1037B/13 (N.T. in W.D.) Shortage of cruisers in Eastern Fleet makes it increasingly difficult to meet all commitments. Can Comsowespacfor provide escort to meet schooner in 020° S., 083° E. Time and date will be signalled later.  
(D. C. in C. E.F., 0731Z/16 to A.C.N.B.)
- MALVDAN, EVANTHIA overdue. From information received here following ships are overdue. MALVDAN Nor. expected time of arrival 9th. EVANTHIA Gr. E.T.A. 12th.  
(N.C.S.O. ? Kilindini, 0915Z/16 to Admty).
- BARLANE. On passage to Aden. Has been delayed at Karachi and reports that owing to consumption of water and very low speed she cannot reach Aden during Monsoon. Propose BARLANE proceed Trincomalee to assist laying moorings.  
(C. in C. E.I., 1007Z/16 to Admty).
- Movements. Friendly force of one battleship 2 aircraft carriers one cruiser and four destroyers will be carrying out exercises with aircraft within 300 miles of Colombo on 17th and 18th June.  
(C. in C. E.I., 1139Z/16 to TRUSTY)
- WARSPITE, ILLUSTRIOUS etc. Departures 1215Z. WARSPITE, ILLUSTRIOUS, FORMIDABLE, GAMBIA, LIGHTNING, LOOKOUT, LAFOREY, VAN GALEN.  
(N.O.I.C. Addu Atoll, 1223Z/16 to Admty, S.O.(I) Kilindini, S.O.(I) Colombo, S.O.(I) Bombay S.O.(I) Aden).
- Convoy "Schooner." Your 0755/13 not to Depty. C. in C. E.F. Para. 2. (c) Intend despatching DEVONSHIRE speed 14 knots and OPHIR speed 13 knots to Colombo for this move. Have no other ships available capable of maintaining 13 knots. Personnel of ships should arrive Colombo as follows. DEVONSHIRE 26/6. OPHIR 26/6, ATHLONE CASTLE 28/6 ORONDA 29/6 WESTERLAND 30/6. Para 3 intend using following M.T. Ships. DUNEDIN STAR, CLAN MACDONALD, SALANT, CITY OF LILLE, KAITUNA Sailing date of M.T. ships will be given as soon as

/Possible...



SECRET

MESSAGE

471A

IN

0611/16th June

DATE 16.6.42.

RECD. 1515.

FROM C. in C. Ceylon

CYPHER

ADDRESSED Secretary of State for the Colonies.

No.61.

In view of Japanese occupation of Singapore with which Settlement Cocos Islands have been incorporated since 1903, it is doubtful whether these Islands are subject to any defence regulations. So long as we maintain garrison there, there should be no doubt on this point and I suggest Order in Council creating them dependency of Ceylon, which was their status prior to 1886, in order that our regulations shall apply.

0611/16.

1st Lord

1st S.L.

3rd S.L.

Vice Controller

4th S.L.

5th S.L.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (T)

A.C.N.S. (W)

Parl.Sec.

Sec.

Nav.Sec.

N.A. 1st S.L.

P.A.S. (S)

Fin.Sec.

P.A.S. (O)

Ops. (3)

O.D. (5)

O.I.C. (2)

D.N.I. (5)

D. of P. (3)

D. of L.D. (2)

M. (2)

N.L.

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

Admiral Blake

Admiral Danekwerts

Admiral Bellairs

D.P.D.

I.P. (3)

W.B.

Recd. from Colonial Office

1741/18.

Colonial Office circulation:-

Admiralty (Mil.Branch)

Mr.S.Gilmour

Admiralty (Local Defence Divn.)

Major Cairncross

War Office (M.O.12)

Lt.-Col.H.W.Dinwiddie

Air Ministry

A.S.P.3.

Mr.H.G.Verney

War Cabinet Offices

Major H.S.d'Arcy McArthy



16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies.

Convoy  
"Schooner"  
Contd.

possible. It may not be possible for all M.T. ships to arrive destination at the same time as personnel of ships. Para. 5 It is confirmed that your proposals are satisfactory. (P.S.T.O. India, 1305Z/16 to D. of S.T. (R) C. in C. E.F., C. in C. E.I., A.C.N.B., F.O.C.R.I.N., ST.O. Colombo, Arminia D. C. in C. E.F. P.S.T.O. Egypt.)

DANAE

Your 1509/15 about DANAE. Refitting yards will probably be in U.K. but this cannot be decided until anticipated date of arrival is known. Request estimated programme for ships in paragraph 1 of C. in C. E.F.'s 1924/28 May. (Admty. 1327B/17 to Dep. C. in C. E.F.)

Owing to defects to main air pumps DANAE is out of action for 6 days and also suffering condensor tube failure daily. Thereafter her speed will probably be not more than 20 knots. Intend sailing her when possible for Capetown awaiting Admty. instructions in accordance with A.M. 2314/31/5. (D. C. in C. E.F., 1509Z/15 to C. in C. E.F.)



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies.

U-Boat campaign. Connav Serial Nos. 14 and 15. VELMA LYKES U.S. sunk by torpedo 4/6 021° 21' N. 086° 36' W. 17 survivors 15 lost confidential documents destroyed. ARDENVOHR sunk by torpedo 5/6 (sic) 012° 30' N. 080° 22' W. confidential documents destroyed. SURREY torpedoed 012° 30' N. 080° 22' W. 10/6 no further information. AMERICAN U.S.A. torpedoed sunk 11/6 017° 58' N. 084° 28' W. Confidential documents destroyed 34 survivors 4 killed. EDITH U.S.A. torpedoed sunk 7/6 near Jamaica, details later. PLEASANTVILLE Norwegian torpedoed sunk 20 miles W. of Bermuda 8/6. L.A. CHRISTENSEN Nor. torpedoed sunk 027° 44' N. 063° 54' W. 10/6. Entire crew safe confidential documents destroyed. CASTILLA Honduras torpedoed sunk 6/6 020° 15' N. 083° 18' W. Confidential documents destroyed. 35 survivors 24 missing. SIXAOLA U.S.A. torpedoed sunk 12/6 009° 41' N. 081° 10' W. 32 survivors.  
(Connav, No T.O.O./16 to Comnav.)

PORT Convoy X.B. 25 attacked 2 ships believed hit  
NICHOLSON, position 42° 22' N. 69° 19' W.  
CHEROKEE. (? VETERAN, 0315Z/16 to Halifax W/T Stn.)

Routeing My 1502/27/5 para. 3 (B). Routeing signals for  
Signals. ships routed to Charleston, to U.S. East Coast  
Ports N. of Charleston, and to Canadian Ports  
are to be also addressed to N.S.H.Q. Ottawa.  
All Vescas are also to be addressed N.S.H.Q. Ottawa.  
(C. in C. A.W.I., 1042P/16 to N.C.S.Os., C.S.As. and R.Os. in  
Jamaica Int. Area at Atlantic Ports only.)

EMPIRE C.T.U. 24.1.11's 1653Z/10.  
CLOUGH DIANTHUS further reports that EMPIRE CLOUGH  
(Torpedoed apparently torpedoed in one hold only left  
9/6.) floating well on even keel and should definitely  
be salvageable. When last seen was drifting one  
knot before wind force four from southward.  
(F.O.N.F., 1115Z/16 to Admty.)

D.N. 105. See p. 453. (Shipping & Voyages)

Shipping Admiralty's 1148/16 being passed to you.  
held up. (C. in C. A.W.I., 1122/16 to N.S.H.Q. Ottawa.)  
As a temporary measure request you will hold  
British Shipping of less than 15 knots proceeding  
to and from the Panama Canal as follows:- Northbound at Colon.  
Southbound at Kingston, Jamaica and Key West.  
(Admty., 1148B/16 to C. in C. A.W.I.)  
British-managed ships are not to be sailed for Colon pending  
further instructions. Report names of ships being held if any.  
(C. in C. A.W.I., 1202P/16 to B.R.O. Curacao, B.R.O. Aruba.)

/S.H. 14 ...



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

- S.H. 14. Arrived.  
(N.C.S.O. Halifax, 1150/16 to N.S.H.Q., Admty.)
- SOUTH AFRICA (Torpedoed 8/6.) Aruba to U.K. via Freetown torpedoed and sunk 1210Z/8 012° 47' N. 049° 44' W. 23 survivors reached Trinidad 16/6 in lifeboat. Master and about 12 others got away in another boat. Not seen since ship sank.  
(N.O.I.C. Trinidad, 1202Q/16 to Admty.)
- UMTATA. Your 1812/4. Very seriously damaged by U/B attack at St. Lucia and extensive repairs to engine will be necessary before vessel can proceed under own power. Would prefer she should proceed tow to Hampton Roads as originally arranged by M. of W.T. New York, in order to avoid necessity arranging for another tug.  
(C. in C. A.W.I., 1202P/16 to C. in C. U.S. Fleet.)
- Overdue Ships. Panamanian STANVAC CALCUTTA, U.S. SUNOIL overdue Trinidad.  
(S.O.(I) Jamaica, 1204R/16 to Admty., C. in C. A.W.I., N.S.H.Q., B.A.D., Connav, F.O.I.C. Trinidad.)
- LILLIAN LUCKENBACH (U.S. 6369 tons.) Your 2009/15 my 1503/13. Reported torpedo attack, not torpedoed. Was sighted by U.S. plane at 1810Z/13 proceeding on voyage.  
(C. in C. A.W.I., 1213P/16 to N.S.H.Q.)
- Routeing Arrangements. Connav 1620/13 concur in proposal to put Giro into effect for whole of South America and Hawaii Islands on 22/6. S.O.(I) Montevideo is requested to report direct to Connav if U.S. shipping cypher equipment enumerated in his 1417Z/11 (to Admty. and C. in C. S.A. only) has been received from Navy Department. Presume arrangements are complete at Callao to enable S.O.(I) Callao to repeat Mercos to S.O.(I) Jamaica. Agree to bring Busra into full effect including diversions in U.S. strategic areas on 1/7 and propose to bring Busra into effect as regards diversions in British Strategic Areas on same date. Reference A.M. 1847B/29 April N.S.H.Q. Ottawa is requested to state whether distribution of Charts showing U.S. Sea Frontiers is now complete and if not whether an estimated date could be given.  
(D.T.D., 1229B/16 to Connav, N.S.H.Q. Ottawa, S.O.(I) Montevideo.)



16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

- N.A. 11. Sailed U.S. Drs. ROE, ERICSSON, EBERLE, H.M.S. BITER, RANPURA escorting N.A. 11.  
(S.O.(I) Halifax, 1245Z/19. to Admty.)  
Sailing telegram.  
(C.O.A.C., 1305Z/16.)  
Sailing telegram part (2). Total 4 ships.  
(C.O.A.C. Halifax, 1310Z/16.)  
Sailed 1200Z/16th June escorted by T.U. 21.6.2 routed through 044° 30' N. 062° 48' W. 046° 25' N. 053° 05' W. 048° 00' N. 050° 00' W. thence in accordance with Admty. 1744/13/6. E.T.A. Clyde 2000 (corrupt group) Naval local control (corrupt group) routed.  
(C.O.A.C. Halifax, 1542Z/16 to C. in C. U.S. Fleet, Connav, C. in C. Atlantic Fleet U.S., Admty.)
- K.N. 109, Arrived K.N. 109 less ROBERT C. TUTTLE U.S.  
K. S. 511. Casualty. ESSO AUGUSTA damaged.  
K.S. 511 held up for 24 hours due to enemy activity in approaches to Chesapeake.  
(C.S.A. Norfolk Virginia, 1323Z/16 to Admty.)
- PORT British ship PORT MONTREAL from Halifax and  
MONTREAL New York for Sydney torpedoed sunk 012° 17' N.  
(5882 tons) 080° 20' W. at 1005 G.M.T./10. No casualties.  
(B.R.O. Colon?, 1351R/16 to Admty.)
- BROADWAY. If acceptable BROADWAY can arrive Boston by 28/6.  
Description of defect will be signalled from St. Johns N.F.  
(F.O.N.F., 1356Z/16 to B.A.R.M.) *See p. 478*
- ROSENBERG My 1422/12 to Admty. and 1428/12 to C. in C.  
(sunk 8/6) A.W.I. and S.O.(I) Jamaica. ROSENBERG. Correct description British ex Finnish 1512 tons not ex Danish.  
(B.R.O. Colon, 1407R/16 to Admty.)
- ARDENVOHR, My 1710/14. Details of survivors and missing.  
SURREY (torpedoed 10/6.) (B.R.O. Colon, 1425R/16 to Admty.)
- P. 556. Cancel my 1946/15. New route and destination to follow.  
(Connav, 1545Z/16 to Actitl Comsubslant.)  
*See next page*
- MALPEQUE. Departed escorting H.J. 4.  
(S.O.(I) Halifax, 1550Z/16 to Admty., N.S.H.Q., N.O.I.C. Sydney, F.O.N.F., B.A.D.)



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

Atlantic Troop Convoys Designations. Your 2051/12/6. Para. 1 (b). From the security aspect it is considered most undesirable to give the Queens the same suffices on each occasion. Suggest each Queen be treated as a separate convoy and numbered serially in the A.T. series. Para. 1(d). Consider the suffix (c) for Iceland (c) section would be preferable. Concur with remainder of proposals. (Admty., 1636B/16 to B.A.D.)

DUTCH PRINCESS. British Schooner DUTCH PRINCESS shelled sunk 1900Q/14 013.46 N. 060.06 W. crew safe St. Lucia. C. in C. A.W.I., N.O.I.C. Trinidad, informed. B.A.D. pass to Connav. (S.O.(I) Jamaica, 1646R/16 to Admty., B.A.D., N.S.H.Q., Connav.)

PONTYPRIDD (4458 tons) Attacked by S/M 1330Z/11 49° 50' N. 41° 37' W. 49° 50' N. 41° 37' W. 1500Z/11 200° sunk by three torpedoes. Fireman killed. Master taken prisoner on board S/M. C.17 on conning tower, estimated 500 ton class, with head of snorting bull painted on conning tower, dark grey hull, one 4" QF gun forward. 10 men came on deck and officers spoke in German but Captain addressed crew in Italian. Torpedo. Bridge confidential books dumped overboard in steel perforated chest. Books in W/T cabin locked in chest and definitely sank with ship. (N.C.S.O. St. Johns N.F., 1701Z/16 to Admty.)

O.N.S.102. D.Q. alter to 335° true at dark tonight and continue on this course until dawn thence to (V). (Connav, 1705Z/16 to C.T.U. 24.1.3.)

P. 556. Your 1409/15. P. 556 now delayed until 21/6. Will be sailed to Gibraltar via Bermuda for fuel.

(B.A.D., 1741Z/16 to Admty.) *See previous page.*  
(C. in C. U.S. Fleet, 1744/16 to Admty.)

16/6 S/M Estimates.

SURREY (torpedoed 10/6.)

ARDENVOHR (Sunk 10/6)  
PORT MONTREAL (Sunk 10/6.)

Apparently two S/Ms in company shared attacked on SURREY and ARDENVOHR 043° G.M.T. 10th 012° 35' N. 080° 25' W. C.O. of larger one let fall that she was out from Germany and that they were expecting ship with A/C in cargo. After attack on PORT MONTREAL 5½ hours later some 20 miles away only 1 S/M surfaced and only asked ships name. PORT MONTREAL had deck cargo A/C. This S/M apparently Italian. (B.R.O. Colon, 1755R/16 to C. in C. A.W.I.)

\* See next page

/Ice ...



16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - Contd.

Ice  
 Bulletin 16/6.

Opnav, 1830Z/16.

Movements  
 of M/Vs.

Your 1704/6 N.T. in W.D.) further to my 1914/12.  
 On the Pacific coast all warships before  
 proceeding to sea are furnished with a list of  
 M/V movements in the area by F.O.P.C. Esquimalt.  
 No daily signal has been issued but it is  
 intended to do so in future.  
 (N.S.H.Q. Ottawa, 1841Z/16 to Admty.)

U.S. owned  
 Shipping  
 Control.

Your 1521/6 (N.T. in W.D.) will have the effect  
 of stopping all traffic from and to Cristobal  
 regardless of ships' speed. Continuous flow  
 of shipping necessary. Additional escort not  
 available at this time. Keep U.S. owned and  
 controlled shipping moving with all protection possible and  
 as practicable include other nationalities that apply. Ships  
 of 15 knots or over may be despatched independently.  
 (C. in C. U.S. Fleet, 1859/16 to Com. Panama Sea Frontier.)

U.S. S/M  
 Notice.

On course 180. S. of A. 90 miles per day.  
 ROGER 18 departed Bermuda 2100Z/16 for Station  
 150 miles bearing 160 from Mount Hill Light.  
 Patrol area radius 35 miles from Station.

Surfaced in dark. Submerged in daylight. Total bombing  
 restrictions en route.

(Cominch, 1925/16 to Action Comtaskfor 21, 28, 29, Admty.,  
 N.S.H.Q., C.O.A.C., F.O.N.F., C. in C. A.W.I.)

PORT MONTREAL  
 (torpedoed  
 and sunk  
 10/6.)

Have you any news of PORT MONTREAL due Colon  
 9/6 from K.S. 506.  
 (D.T.D., 1926B/16 to C.S.A. Colon.)

*See Medical page*

DIOMEDE.

Your 2222/12 para. 4. Will probably be ready  
 to sail for Pernambuco 25/6. No figure for  
 endurance available using one engine but  
 anticipate endurance will not allow of much more  
 than speed made good of 12 or 13 knots for the longer passages  
 taking into account maximum loading capacity of 978 tons,  
 owing to leaky tanks.

(DIOMEDE, 2003Z/16 to C. in C. A.W.I., (R) Admty.)

U.S. owned  
 Ships,  
 Control.

Your 1500B/15. Yes.  
 (B.A.D., 2007Z/16 to Admty.)



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16.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

ARCOLA, Your 1845/11 para. 4.  
TAIGETE. U.S. Authorities concur in this arrangement.  
Following signal 151545 addressed C.A.F.A.C. from  
Opnav has been made. Begins - Italian tankers  
ARCOLA and TAIGETE under British armed guards arriving Curacao  
in near future. British desire Italian crews go ashore under  
guard for recreation there instead of neutral ports where they  
would contact consul. Opnav approves provided you are  
satisfied with security measures and Dutch act favourably on  
British request.  
(B.A.D., 2049Z/16 to Admty.)

U/B. U-Boat estimated in your vicinity by D/F has  
made sighting report of convoy or important  
unit, at 1621Z/16.  
(C. in C. U.S. Fleet, 1958/16 to C.T.U. 24.1.12.)  
U-Boat estimated in your vicinity by D/F has made sighting  
report of a convoy or important unit. 13768 kc/s at 1827Z/16.  
(Cominch, 2059/16 to C.T.U. 24.1.3., C.T.U. 24.6.3., N.S.H.Q.,  
Ottawa, Admty., C.O.A.C. Halifax, Cinclant, C.T.F. 24, U.S.C.G.  
SEA CLOUD.)  
U/B estimated in your vicinity by D/F has made a sighting report  
of a convoy or important unit. 137 68 Kc/s at 1821Z/16.  
(Cominch, 2114/16 to C.T.U. 1.18, N.S.H.Q. Ottawa, C.O.A.C.  
Halifax, Admty., C. in C. Lant, C.T.F. 24.)

BROADWAY. Your 1356/16. <sup>See p. 475.</sup> This is acceptable.  
(B.A.R.M., 2052Z/16 to F.O.C.N.F.)

→ Sub Attack KINGSTON CEYLONITE mined and sunk 36.52 N. 75.51  
and sighting W. 0021Z/16. PORT NICHOLSON torpedoed 42.23 N.  
Summary. 69.08 W. 0415Z/16. CHEROKEE attacked and sunk  
42.25 N. 69.10 W. 1100Z/16. COLD HARBOR two  
torpedo hits and presumed sunk 0322Z/15. R.C.T.  
mined and sunk 36.52 N. 75.51 W. 2100Z/15. ESSO AUGUSTA  
mined and damaged 36.52 N. 75.51 W. 2133Z/15. Master SURREY  
reports attack by two S/MS. USAT MERRIMAC torpedoed and  
presumed sunk 19.48 N. 85.55 W. 0300Z/10. SOUTH AFRICA two  
torpedo hits and presumed sunk 12.40 N. 49.57 W. 1310Z/8.  
Planes sight S/MS 36.05 N. 75 W. 1323Z/16. 09.38 N. 75.28 W.  
1725Z/15. 06 N. 55.15 W. 1156Z/15. 13 N. 78.10 W. 1300Z/15.  
21.40 N. 73 W. 2110Z/15. M/V sights periscope 30.22 N. 62.30  
W. 2210Z/15. Sighting report 30.10 N. 63.20 W. 1226Z/16  
later cancelled.  
(Cominch, 2101/16 to Admty. for O.I.C.)

→ KINGSTON KINGSTON CEYLONITE lost through enemy action at  
CEYLONITE. 1800 local time 15/6 in approx. 36° 50' N. 75°  
50' W. Casualty list will be forwarded as  
soon as known.  
(B.A.R.M., 2146Z/16 to Admty.)

/Norwegian ....



16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - Contd.

Norwegian Corvettes. C.O.A.C's 1511/15 is being passed to Admiralty and C. in C. W.A. Request your comments on this proposal. Only disadvantage appears to be loss of group training in Newfoundland. (N.S.H.Q. Ottawa, 2154Z/16 to Admty.)

A.T. and N.A. Convoys. Details. (W.O, 2230/16 to Brit. Army Staff Washington.) See Lion Copy.

COMMANDANTE LYRA. (torpedoed 18/5.) My 2134/12. Reported arrived Ceara in tow 25/5 after torpedo attack. (N.S.H.Q. Ottawa, 2241Z/16 to Admty., C. in C. A.W.I., S.O.(I) Kingston (Jamaica), S.O.(I) Freetown.)

Australia and New Zealand.

O.C. 3. Convoy post sailing telegram. (B) Sailing 16 June. (D.N.O. Victoria, 1111Z/16.)

Situation. Serial No. 145 from C.W.R. June 15th. Darwin attacked at 0240Z/15 by 27 T.97 Kawasaki heavy bombers and 15 Zero fighters. 2 buildings telephone and electric wires damaged. 6 Zero, 2 P.40s destroyed. Ground casualties 4 killed 12 injured. One pilot missing. Possible S/M in 034° S. 151° 31' E. at 0105Z/14 and in 037° 25' S. 150° 02' E. at 0730Z/15. (A.C.N.B., 1424Z/16 to Admty., C. in C. E.F., C. in C. E.I., C.O.I.S. Colombo, N.Z. Naval Board, C.Z.M., Opnav, C. in C. U.S. Pacific Fleet, C. in C. U.S. Asiatic Fleet, F.O.C.R.I.N.)

Routeing & Reporting of shipping. Navy Dept. intends to bring Giro into effect for whole of South America and Hawaii Islands on 22/6 and Busra into full effect in all U.S. strategic areas on 1/7. You may not yet be in receipt of a copy of either Busra or Giro, but it is understood that A.C.N.A. Washington and N.Z.N.A. Washington signalled precis of Busra to their respective Navy Boards when the Agreement was concluded, and Giro gives detailed instructions to U.S.R.Os for the performance of their duties in the control of the merchant shipping of the United Nations.



16.6.1942.  
Tuesday.

War Diary.

FOREIGN STATIONS.

Australia and New Zealand - Contd.

Routeing  
& Reporting  
of shipping.  
(Contd.)

2. The only changes in your areas when Giro and Busra are brought into effect will be :-

(A) On 22/6 N.C.S.Os will repeat Vesca and Route signals as at present but add Connav Washington to the addressees. They will also repeat these signals to the U.S. Sea Frontier

Commanders through whose waters the ships will pass, but only if the Vesca and Route signals are normally sent in Naval Shore Code as Sea Frontier Commanders hold only this British Code at present.

(B) On 1/7 British and U.S. Authorities will be responsible for diverting shipping of United Nations in their respective strategic areas, either on their own initiative or following the suggestion of the other authority.

3. Vesca and Route signals should continue to be addressed to N.S.H.Q. Ottawa until otherwise ordered.  
(A.C.N.S.(T), 1953B/16 to A.C.N.B., N.Z.N.B., (R) Connav, B.A.D. Washington, N.S.H.Q. Ottawa.)

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B dispositions.  
(D.D.I.C., 1511B/16, 1522B/16.)



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17.6.1942.  
Wednesday.

War Diary.

SITUATION REPORT.

Home Commands.

On the completion of Operation "Harpoon" Home Fleet ships are required urgently for service. WELSHMAN is to return to Milford Haven and ARGUS to the Clyde. CHARYBDIS, CAIRO, ITHURIEL, PARTRIDGE and ANTELOPE are to remain at Gibraltar and to be sailed as soon as they are rendered fit for service.

Enemy Air Operations.

WILD SWAN was attacked by 12 Ju. 88s. at 2205B today in 49° 52' N. 10° 44' W. after she had parted company with Convoy H.G.84 and whilst she was passing through the Spanish trawler fleet. Four aircraft were shot down and 2 crashed after collision. Three Spanish trawlers were sunk by bombs and a fourth was damaged and was afterwards sunk in collision with WILD SWAN. VANSITTART picked up survivors of the latter and of the Spanish trawlers. *S. 15/6 - p. 554*

Mining.

Four magnetic mines were detonated today off Sheringham. A fishing smack was blown up in the Thames Approches. Four magnetic and one acoustic mines were swept in the minefield off Folkestone and one magnetic off Dungeness. Further mines were detonated off Beachy Head. Ground and magnetic mines were detonated off Portsmouth.



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17.6.1942.  
Wednesday.

War Diary.

SITUATION REPORT.

North Atlantic.

Operation  
"Harpoon".

Force W (MALAYA, EAGLE, ARGUS, ONSLOW, ICARUS, WISHART, ESCAPADE, WRESTLER, VIDETTE) and PARTRIDGE arrived at Gibraltar at 1248B today and LIVERPOOL at 1730 with WESTCOTT, ANTELOPE, PANTHER, SPIREA, JONQUIL, LADY HOGARTH, SALVONIA and M.L.458. ^

Mediterranean.

Operation  
"Vigorous".

The Fleet returned to Alexandria during last night. CENTURION, damaged by bombing drew 42 feet forward and anchored outside Alexandria.

East Indies.

S.S. SUPETAR is reported to have been torpedoed about 100 miles south of Beira, and S.S. CLIFTON HALL was sunk on 12/6 off Angoche Island.

America and West Indies.

Two Japanese survivors have been picked up from the cruiser MIKUMA. They state that this ship and MOGAMI (both 6-inch cruisers of 7th Squadron) were sunk by bombs on 6/6 in the Midway area.

S.S. SANTORE (U.S. 7117 tons) was mined and sunk at 1150Z today in 36° 53' N. 75° 49' W.



17.6.1942.  
Wednesday.

War Diary.

HOME COMMANDS.

Policy.

Disposal of Forces. Disposal of forces on completion of Operation "Harpoon".

1. Home Fleet ships are urgently required for service.
2. WELSHMAN is to return to Milford Haven.
3. ARGUS is to return to Clyde but is not to embark 801 Sea Hurricane Squadron.
4. CHARYBDIS, CAIRO, ITHURIEL, PARTRIDGE, and ANTELOPE are to remain at Gibraltar.
5. On return of these ships to Gibraltar request you will (a) report the state of their fighting efficiency. (b) sail them as early as practicable to implement the above. (D.O.D.(H), 0157B/17 to F.O.C.N.A.)

Disposition of Operational Units in North Atlantic.

Area North Russia	-	2 destroyers.
Area Iceland (C)	-	WASHINGTON, TUSCALOOSA, WICHITA, 4 destroyers (U.S.)
Area Scapa	-	DUKE OF YORK, RENOWN, VICTORIOUS, CUMBERLAND, KENT, LONDON, MANCHESTER, NORFOLK, 7 destroyers.
Area Clyde	-	DELHI, NIGERIA.
Area Gibraltar	-	ARGUS, EAGLE, CHARYBDIS, CAIRO, KENYA, LIVERPOOL, 7 destroyers.

(D.O.D.(H), 1132/17 to C. in C. U.S. Fleet.)  
As amended by D.O.D.(H), 0905Z/19.

ATHERSTONE. Your 1530/15. SLAZAK has joined your command as a relief for ATHERSTONE, vide para. 4 of my 1706/15/2, and not for KUJAWIAK.

2. It is requested therefore that you transfer ATHERSTONE as soon as SLAZAK is operationally fit.  
(A.C.N.S.(H), 1242B/17 to C. in C. Plymouth.)

Movements.

ORISSA. <sup>/N.T. & W.D.</sup> Your 2200Z/16 approved. ORISSA should rejoin convoy before dark.  
(C. in C. W.A., 0428B/17 to LONDONDERRY.)

My 0428B/17. ORISSA should continue search until dark and then rejoin convoy.  
(C. in C. W.A., 1003B/17 to ORISSA.)

<sup>N.T. & W.D.</sup> Your 1506B/17. My P.C.S. are 047° 27' 024° 35' 085°, nine. Intend joining S.L. 112 at 2000B/18.  
(ORISSA, 1520Z/17 to C. in C. W.A.) S. p. 492.

ANSON. (1) Leave harbour at 1700/18. Take VERDUN and VANITY under your orders to act as screen while on degaussing range and till H.F. destroyers take over.

(2) Your escort for H.F. will be MANCHESTER and 3 destroyers which will R/V at Eyebroughy buoy at 2200/18.  
(C. in C. Rosyth, 1155B/17 to ANSON.)



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.Movements - Contd.

DURBAN. B.A.D. Wash's 2223Z/5. Request programme may be amended as follows. Arrive and leave Iceland 22/6. Arrive Portsmouth 25/6. (DURBAN, 1243Z/17 to Admty.) *See p. 511*

P. 48. Sailed my 1222B/15.  
CUTTY SARK. (N.O.I.C. Barrow, 1431B/17.)

Z. 5, E.T.A. Dundee 2200. O.9 in company.  
O. 9. (Z.5, 1712B/17 to C. in C. Rosyth.)  
S.7's 1411/14. Arrived.  
(Capt. S.9, 2155B/17.)

Operations.

Iceland NIGERIA is to leave patrol and return to Scapa  
- Faroes through 058° 49' N. 006° 12' W.  
Patrol. 2. Cancel purport of my private conversation.  
(C. in C. H.F., 1033B/17 to C.S.10.)

Offensive Weather permitting carry out the following  
Sweep. sweep tonight.  
1. 1 unit M.G.Bs. through positions 51° 33' N.  
03° 09' E. 51° 22' N. 03° 00' E. Kwinte Bank

Buoy.  
2. 1 unit M.G.Bs. through positions 51° 33' N. 03° 09' E.  
51° 45' N. 03° 29' E. 51° 51' N. 03° 35' E.  
3. 1 unit M.T.Bs. Thornton Ridge Buoy.  
M.G.Bs. are to report and shadow any torpedo target until  
M.T.Bs. attack.  
Sweep (1) should not proceed S. and W. of the Kwinte Bank  
Buoy unless in action.  
All units are to be 30 miles off shore by first light.  
(C. in C. Nore, 1144B/17 to BEEHIVE.)  
Departure M.G.Bs. 76, 61, 74, 67, 64, and 63.  
M.T.Bs. 232, 233, and 241 V. *See p. 520 & 521*  
(F.O.I.C. Harwich, 2123B/17.)

Denmark Situation 2200/17. WICHITA on patrol "White".  
Straits (A.C.I.C., 1438B/17.)  
Patrol.

K.C. 11. My 1317/16. Carry out operation K.C.11 tonight.  
(C. in C. Portsmouth, 1627B/17 to 11th M.T.B.  
Flotilla.)



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.British Air Activity.

Bombing Operations. From night 12/13 to day 16/6, both inclusive, there were no operations. (H.Q.B.C., 1429/17.)

Own A/C fired on. Following is summary of report from 15 Group. At 1841/13 Hudson S/48 met force R Z circled and made letter of day. This signal was acknowledged by every ship. At 1858 A/C was circling at 1,000 feet about 3 to 4 miles distant when fire was opened by starboard wing destroyer. A/C turned away and continued to flash letter of day. On again approaching fire was opened by same destroyer at range of about 5,000 yards. Hudson was unable to fire colour cartridges but signalled destroyer and WASHINGTON asking why fire had been opened. No reply was received. (2) At 1530/14 Sunderland M/228 sighted force at 10 miles. A/C fired 2 star cartridges and flashed letter of day to each ship. A/C closed to 5 miles astern of cruiser in rear when fire was opened. A/C then parted company. Force R Z had been warned of time and type of air escort. (C. in C. W.A., 1832B/17 to C. in C. H.F.)

Enemy Air Activity.

Portland bombed. Dive-bombing attack by one A/C at 0023. 3 bombs dropped on R.N.H. Portland. (A) Nil. (B) 2 slightly injured. (C) None. (D) probably considerable damage. Further report after daylight. (F.O.I.C. Portland, 0152B/17.)

Convoy W.P. 172. Enemy A/C claimed destroyed. My 0945/16. Investigation indicates the probable destruction at 2357/16 in 238° Portland Bill 16 of a Ju.88 during the continued attack on W.P. 172. This A/C dived on the convoy from the southward and was first engaged by JULIET, then at close range by the concentrated fire of the leading ships of the convoy and ATHERSTONE. The A/C then turned away sharply to starboard without dropping its bombs and was re-engaged by JULIET at close range. The A/C was last seen by officers and men of ATHERSTONE and JULIET to be heavily on fire in starboard engine and starboard side of fuselage. Several attacks were made and, although SS. REIAS (Commodore Barclay) was near missed by two bombs, no ships were damaged. Darkness ended the engagement. (ATHERSTONE, 1154B/17.)

/Convoy ...



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17.6.1942.  
Wednesday.War Diary.HOME COMMANDS.Enemy Air Activity - Contd.

Convoy 20 A/C (type unknown) in 49° 3' N. 10° 20' W.,  
H.G. 84. heading 260°.  
WILD SWAN. (A/C IMSJ, 2055/17 to 19 Group.)  
9 A/C bearing 070°, distant 4 miles, course 189°.  
My position 49° 51' N. 10° 47' W.  
(? Liverpool W/T, 2129/17 to Whitehall W/T.)  
Am in danger of sinking due to bombing, 049° 52' N. 010° 44' W.  
(WILD SWAN, 2205B/17.)  
At 2110B/17.H.G. 84 was sighted and reported by enemy A/C.  
(D.D.I.C., 2212B/17 to Escorts H.G. 84.)  
Am abandoning ship.  
(? WILD SWAN, 2226B/17.)  
If KRAKOWIAK has to leave convoy during night owing to lack of  
fuel, detach her as soon as possible after dark to proceed to  
assist WILD SWAN bombed and in danger of sinking in 049° 52' N.  
010° 44' W. at 2205B/17.  
(C. in C. W.A., 2247B/17 to STORK, (R) VANSITTART.)  
Proceed forthwith to assist WILD SWAN bombed and possibly sunk  
in 49° 52' N. 10° 44' W. at 2205/17.  
(C. in C. Plymouth, 2248B/17 to VANSITTART. (R) STORK, WILD SWAN,  
KRAKOWIAK.)  
Am being shadowed by one enemy A/C in 50° 31' N. 11° 54' W.  
(STORK, 2230B/17.)

Mining.

S.N. 27B. Intend to carry out S.N. 27B as follows.  
Details.  
(R.A.M. 0902/17.)  
See Lion Copy.

Milford Admiralty 2245B/10/6. RINGDOVE has completed  
Haven relaying of Guard-loops at entrance to Milford  
Guard-loops. Haven. Loops cannot be put into full operation  
until P.V.A. equipment for Station still  
outstanding is received.  
(? F.O.I.C. Milford Haven, 1051B/17 to Admty.)

"Tincture". Request you repeat operation "Tincture" by  
p.m. 18th in the manner described in my  
1207/10/9/41.  
(D.M.S., 1109B/17 to F.O.I.C. Milford Haven.)

Off Beachy Detonated mine in 112° Beachy Head Light 7.5  
Head. miles. Details.  
(Lt. Cdr. M/S Newhaven, 1346B/17 and N.O.I.C.  
Newhaven, 2103B/17.)  
Detonated mine in 104° Beachy Head 1 mile. Details.  
(Lt. Cdr. M/S Newhaven, 1646B/17, No T.O.O./17, 2112B/17.)  
Detonated mine in 114° Beachy Head 7.5 miles. Details.  
(Lt. Cdr. M/S Newhaven, 1732B/17 and 2122B/17.)  
Detonated mine in 120° Beachy Head 6.5 miles. Details.  
(Lt. Cdr. M/S Newhaven, 1744B/17 and 2137B/17.)

/MAGGIE ...



**MOST SECRET**

MOST SECRET

MESSAGE

IN

0902/17th June.

Date. 17.6.42.  
Time. 1745.

From: R.A.(M)

R.A.F. 31 by W/T & T/P.

Addressed: Admiralty, C. in C. W.A., A.C.O.S., C. in C.  
Rosyth, repeated C. in C. H.F., Air Ministry,  
H.Q.C.C., H.Q.F.C., H.Q.18 Group, H.Q. No.  
14 Group, R.A.(D)

Intend to carry out operation SN 27 B as follows

- A. Deep minefield.
- D. H.M.S. SOUTHERN PRINCE H.M.S. BRIGHTON.
- E. A/s air escort is requested from 1230 20th June until arrival Scapa.
- F. From (i) 058 degs. 38' 42" north 006 degs. 15' west. through(ii) 058 degs. 45' 18" north 006 degs. 29' 48" west to (iii) 058 degs. 48' 24" north 006 degs. 25' 36" west.
- G. 0645 20th June.
- J. Through 058 degs. 33' north 006 degs. 02'.
- K. 13½ knots.
- L. 1330 20th June.
- N. P/v with H.M.S. AGAMEMNON H.M.S. MENESTHEUS and H.M.S. ST. MARY'S at 1800 20th June in position 000 degs. Cape Wrath 5 (V). Thence to Scapa.
- O. and (P) Scapa. Hoxa Gate is requested at 2315 20th June.
- W. 13.9 miles. 12 knots.
- X. Mark XIX/XIX set to 80, 120 and 160 feet in rotation.
- Y. 557 unit. Standard line.
- Z. As for 2 line ship in area B throughout.

0902/17

Advance copy D.C., D.O.D.(H), D.D.I.C.

V.C.N.S.  
A.C.N.S.(H)  
N.A.1st S.L.  
D.O.D.(H)(2)  
D.C.(2)  
D.D.I.C.(2)  
D.D.O.D.(M)  
D.A/S.W  
D.T.D.(3)  
D.T.D.(M)  
D.T.D.(C)

D. of P.(2)  
D.N.I.(4)  
Hydrog.(2)  
Hd. of M.  
D. of N.  
D.M.S.  
I.P.(2)  
W.D.



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.Mining - Contd.

- MAGGIE sunk. Fishing smack MAGGIE CK 119 blown up by mine at 1040/17 in 51° 44' 14" N. 01° 46" E. No survivors. Trawl being hauled at time.  
(F.O.I.C. Harwich, 1352B/17.)
- K.D. My 2234B/16. Operation K.D. completed. No mines swept.  
(9 M/S Flotilla, 1510B/17.)
- Sheringham Buoy. LL sweepers detonated 4 red magnetic mines at 1500 in 290° 2 miles W. of Sheringham Buoy, all within 3 cables of each other.  
(F.O.I.C. Gt. Yarmouth, 1529B/17, 1651B/20, 1121B/23)
- Portsmouth Area. Two magnetic mines red detonated by LL in following positions - 1 154° 7½ cables from Horse Sand Fort. 2 155° 1.2 miles from Horse Sand Fort. One acoustic mine detonated 158° 3 miles from Horse Sand Fort. Between 0117 and 0140/16, 5 spontaneous explosions heard on H.D.A., probably S.E. and E. of Culver, 3 to 6 miles.  
(C. in C. Portsmouth, 1740/17, 1813B/17.)
- Dover Area. Mines swept today. In Q.Z.X. 740, one red. In Q.Z.X. 741, 4 red and 1 acoustic. In Q.Z.X. 732, negative result. Details.  
(V.A. Dover, 2201B/17.)
- Enemy Intelligence.
- TIRPITZ. My 1811B/16. Photographic R/C at 0600B/17 confirms, but all four destroyers now in Hopleven. Considerable cloud prevented view of fiords where TIRPITZ might be exercising. B.2 report states TIRPITZ and 3 destroyers were exercising in Trondheim Fiord on 16/6.  
(D.D.I.C., 1145B/17.)
- North Cape W/T Beacon. (1) A W/T Beacon station exists in the vicinity of North Cape.  
(2) Probable approx. position 71° 07' N. 25° 42' E.  
(6) Signals have been heard up to 200 miles strength 7.  
(7) Any further details obtainable of this station should be reported.  
(F.O.S., 1412B/17.)



17.6.1942.  
Wednesday.

War Diary.

HOME COMMANDS.

U-Boats.

Convoy O.S. 31. D/F bearings at 0312Z again indicate possibility that a U-Boat is in your vicinity. (D.D.I.C., 0546B/17 to Escorts O.S. 31.) My 1750/16 and 0546/17. It is now considered improbable that these transmissions were from your vicinity but there may be U-Boats near you today. (D.D.I.C., 1046/17 to Escorts O.S. 31.)

H.G. 84. Your 1108B. Regret Cmdre. Hudson not saved. Have 172 survivors from 5 M/Vs. My P.C.S. 049° 16' N. 13° 50' W. 041°, 8. (STORK, 1114B/17.)

Possible method of attacking Convoys. Recent attacks on convoys at night indicate possibility of U-Boats sometime approaching submerged to rectify R.D.F. sweep subsequently surfacing to attack. Although this seems a difficult procedure to adopt, escorts should bear the possibility in mind and should investigate immediately any R.D.F. echoes which suddenly appear at close range. (C. in C. W.A., 1253B/17.)

O.G. 85. D/F transmissions at 1040Z/17, 1041Z/17, 1042Z/17 and 1055Z/17, indicate that 4 U-Boats may be between 48° and 50° N. and 17° and 21° W. (D.D.I.C., 1428B/17 to Escorts O.G.85, (R) Escorts H.G. 84.)

Navigational.

Ice in White Sea. S.W. winds for past two days have improved conditions and there is now only soft ice in swept channel between Sviatoi Nos and Cape Gorodetski from Ponoï to Sosnovetz. Clear water between Cape Gorodetski and Ponoï. Channel is being regularly used by Russian M/S and other small craft. Will KRASSIN and MONTCALM be accompanied by escort to Archangel. (S.B.N.O. Archangel, 1454B/17.)

Jan Mayen. From Jan Mayen. Pack ice blocking North and West Coast. Ice drifting eastwards, weather foggy. (A.C.I.C., 2353B/17.)



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.Casualties and Defects.

GEO. H. JONES Lifeboats. Approx. position 48° N. 25° W. Making about two knots to E.N.E. at present. Our other lifeboat been rescued O.K. Only this one lifeboat to rescue now. Ends.  
(GEO. H. JONES, 0842/17.)

P. 551 Inquiry. Your 1831/16. C.O. of P. 551 and all fit survivors will return U.K. in GARLAND escort of Q.P. 13. C.O. has been requested to forward log and relevant documents to F.O.(S) on arrival.  
(S.B.N.O. North Russia, 0939B/17 to F.O.S.)

NORFOLK. NORFOLK left gun of 'B' turret. Bore damaged. Details. N.O.I.O. representative has provisionally condemned gun.  
2. A.C.O.S. is requested to arrange for impression casts to be flown to Donibristle p.m. today 17th.  
A.S. Rosyth is requested to arrange for them to be inspected by N.O.I.O. and sentence passed, sending them on by air to Woolwich if necessary. A very early report is requested.  
3. Meanwhile request new gun in readiness at suitable port and information of arrangements made.  
(C. in C. H.F., 1020B/17 to Admty.)  
C. in C. H.F. 1020B/17. N.O.I.O. Crombie has inspected impressions and confirmed 8-inch gun body is provisionally condemned.  
Replace new gun body is available at Rosyth but is allocated by D.A.S. for shipment to Sydney Australia. Exchange of gun can be effected at Rosyth if desired.  
(A.S. Rosyth, 1900/17 and 0341B/18 to Admty.)  
Your 1020/17. Arrangements will be made for exchange at Rosyth if necessary.  
Further signal will be made by A.S. Rosyth after inspection of impression casts.  
(D.O.D. (H.), 1935B/17 to C. in C. H.F.)

BRADFORD. Request I may be informed if materials are available for following repairs. Details.  
(P.E.R.O. Machinery, Grimsby, 1830/17 to D. of D.)

HURRICANE. C. in C. W.A. 1555B/13. <sup>/INT. W.D.</sup> Propose calling Londonderry en route to collect recoil spring required for immediate repair of three inch gun. Ship's Motor Boat lost in Argentia fire.  
(HURRICANE, 1942B/17.)

TACHEE. A.C.I.C. 1231/16. Request arrangements be made for TACHEE to be towed to Tyne.  
(C.C.R.T., 2040B/17 to A.C.I.C.)



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.Shipping and Convoys.

Corvettes N.S.H.Q. Ottawa's 1555Z/15.  
for Convoy 1. The request for one Corvette to be transferred  
Escort duty. from my command to R.C.N. is presumably based on  
Admty. 1133B/6 para. (e), which stated that  
reduction of Corvette strength of mid-ocean  
groups to six apiece would allow of 11 R.C.N. and 1 R.N. Corvette  
being released.  
2. It is mentioned in the same para. that R.C.N. have a further  
9 Corvettes in training.  
3. With a situation which changes every day it is difficult to  
keep these mathematical calculations up to date. The figure  
of 37 R.N. mid-ocean Corvettes based in U.K., giving 1 to spare  
from 6 groups, allowed only 6 Corvettes for Russian convoys.  
4 (a). The number of Corvettes allocated to my 6 mid-ocean  
groups today, including 1 retained from B.5, is as follows:-  
In service - 39. New ships working up - 2. New ships not  
completed - 2. Total 43.  
(b) Allocating 6 to each B group, the number available for  
Russian convoys is:-  
Over from B groups - 7. Over from Gibraltar groups - 2.  
MEADOWSWEET (unallocated) - 1. Total 10, of this number, 3  
are not yet completed.  
5. My 1216B/12 proposed a minimum of 15 Corvettes for Russian  
convoys, and C. in C. H.F. 1337B/14 asked for 5 Corvettes per  
convoy, which would mean 3 groups of a paper strength of 7  
Corvettes each.  
6. I cannot expect much reinforcement for mid-ocean and Russian  
groups from my own resources this year, as I anticipate that  
the twin-screw Corvettes will be required to reinforce Sierra  
Leone groups. It is therefore suggested that the 1 Corvette  
in question should be provided from those in training in R.C.N.  
(C. in C. W.A., 0032B/17 to Admty.)

D.S. 29. My 0756/13. LLANSTEPHAN CASTLE will replace  
LEINSTER in D.S. 29.  
(D.S.T., 0222B/17.)

Q.P. 13. Your 1304 May 20th and your 1453/15. As three  
minesweepers are escorting P.Q. 17 propose NIGER  
and HUSSAR escort Q.P. 13 to U.K. Unless two  
minesweepers sail with Q.P. 13 total number of minesweepers  
during anticipated long turn round period P.Q. 17 will be ten  
and only eight are required.  
(S.B.N.O. North Russia, 0916B/17 to C. in C. H.F.)

H.X. 193. Your 0100/17. H.X. 193 fast. Detach MELAMPUS  
at position (E) to proceed independently to  
Loch Ewe. Remainder proceed independently to  
their Ports from 007° W. Escort proceed  
Londonderry from 007° 00' W.  
(C. in C. W.A., 0926B/17 to ROCKINGHAM.)

/U-Boat ...



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War Diary.17.6.1942.  
Wednesday.HOME COMMANDS.Shipping and Convoys - Contd.

U-Boat attacks on Convoys. Method sometimes possibly employed. Precautions to be taken. (C. in C. W.A., 1253B/17.) See U-Boats.

W.S. 20. W.S. 20. C. in C. W.A. 1557B/12 and 1547B/13 and N.O.I.C. Cardiff 1128/13. Intend sailing RIPLEY at 1200B/18 to R/V Bristol Channel portion off Barry Roads at 1300B/19 and escort to Clyde. (N.O.I.C. Liverpool, 1302B/17.)

W.S. 20. My 1128B/13. Subject to completion of trials intend sailing BATTLEFORD as additional escort until reaching North Channel, then independently to Tobermory. E.T.A. 1430/20. (N.O.I.C. Cardiff, 1522B/17.)

CUBA sailed 2115/17, ARUNDEL CASTLE sailed 2230/17, both for W.S. 20. (D.S.T.O. Avonmouth, 2249B/17.)

G.S.

QUEEN

ELIZABETH.

(W.S. 19Y)

C. in C. W.A. 1613B/16. Destroyers are to proceed forthwith to sweep ahead on route of W.S. 19Y returning if weather conditions are favourable to R/V off Oversay at 0400/18.

2. If weather is unlikely to be suitable for 25 knots, destroyers are to continue sweeping ahead and are to comply with C. in C. W.A. 1606B/12 para.4(C).

→ (Cdre. Londonderry, 1304B/17 to DELHI, KEPPEL.)

Sailed KEPPEL, BOADICEA, ST. ALBANS, SALISBURY, LEAMINGTON for W.S. 19Y.

(N.O.I.C. Londonderry, 1605B/17.)

Your 1546/16 and amending 1735/16 acknowledged.

Assuming separation midnight 18th/19th report required is as follows:-

A. 0530/20. B. 1830/20. C. 20 knots.

(DELHI, 1723B/17 to F.O.I.C. Greenock.)

→ Your 1304B/17. My P.C.S. 055° 41', 007° 55', 266°, 15.

Destroyer escort in company. Weather conditions unsuitable 25 knots at present. If conditions do not improve intend to sweep to 054° 19', 019° 05'. If weather improves and escort trawlers meeting W.S. 19Y further signal will be made.

(KEPPEL, 2000B/17 to N.O.I.C. Londonderry, DELHI.)

W.S. 19Y sailed, routed as in A.M. 1817B/12. E.T.A. Fairway Buoy 1700N/25.

(N.O.I.C. Greenock, 2328B/17.)

EMPIRE  
TIDE.

My 1712/13. Request that Russian Naval Officers taking passage to Reykjavik in SS. EARLSTON be transferred to EMPIRE TIDE, as convenient, on arrival of U.R. 29.

(D.T.D., 1331/17 to A.C.I.C.)

/A.T. 17 ...



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17.6.1942.  
Wednesday.War Diary.HOME COMMANDS.Shipping and Convoys - Contd.

- A.T. 17. Request you will state number of ships in Iceland portion of A.T. 17 in order that arrangements may be made for British escort from M.O.M.P.  
2. Please confirm that personnel will be for Reykjavik only.  
3. It is proposed to sail escort from U.K. with one British troopship for Reykjavik to meet convoy at M.O.M.P. which should be between 15° and 20° W.  
4. Please propose date and position of M.O.M.P. as soon as convenient in order that sailing of British troopship may be arranged.  
(D.O.D. (H.), 1343Z/17 to Cominch.)
- O.N.S. Complete and proceed forthwith to overtake O.N.S. (Comtask 24.7, 1515B/17 to SAGUENAY, SKEENA.)
- S.L.112, ORISSA. Your 1506B/17. My P.C.S. are 047° 27', 024° 35', 085°, nine. Intend joining S.L. 112 at 2000B/18.  
NT. W. MY 1030Z/17. Eight Officers 14 ratings will not be able to embark. Remainder of survivors LULWORTH.  
(ORISSA, 1520Z/17 to C. in C. W.A.) *S. p. 483.*
- H.G. 84. H.G. 84. From (W) steer to pass through (c) 180° Fastnet 10 miles, thence by Q.Z.F. 18 to split at position (K) W.A.C.1 part 20 para. 12. Usual precaution to be taken when passing through Q.Z.F. 18.  
(C. in C. W.A., 1522B/17 to Escorts H.G. 84.)  
H.G. 84. A.B. steer 000° forthwith.  
(C. in C. W.A., 2210B/17 to Escort H.G. 84.)  
See also Enemy Air Activity and U-Boats.
- P.Q. 17. P.Q. 17. It is most important cargo details following ships be signalled direct to Archangel with immediate priority so that destination can be decided in conjunction with Soviet Authorities and this decision communicated to Iceland in sufficient time to enable convoy to be joined up accordingly; EXFORD, BELLINGHAM, ALCOA RANGER, WASHINGTON, OLOPANA, CHRISTOPHER NEWPORT, HOLLYWOOD, AFRIKANDER, SCHOHARIE.  
(S.B.N.O. Archangel, 1545B/17 to Admty.)  
P.Q. 17 should consist of the following 35 ships in the order given:-  
1. EMPIRE TIDE. 2. EMPIRE BYRON. 3. NAVARINO. 4. OCEAN FREEDOM. 5. EARLSTON. 6. HARTLEBURY. 7. RIVER AFTON. 8. PAULUS POTTER. 9. BOLTON CASTLE. 10. DON BASS. 11. AZERBAIDJAN. 12. HONOMU. 13. SAMUEL CHASE. 14. BENJAMIN HARRISON. 15. FAIRFIELD CITY. 16. WINSTON SALEM. 17. JOHN WITHERSPOON. 18. WILLIAM HOOPER. 19. EXFORD. 20. BELLINGHAM. 21. RICHARD BLAND. 22. ALCOA RANGER. 23. DANIEL MORGAN. 24. WASHINGTON. 25. OLOPANA. 26. PAN ATLANTIC. 27. TROUBADOUR. 28. IRONCLAD. 29. CARLTON. 30. HOOSIER. 31. CHRISTOPHER NEWPORT. 32. PETER KERR. 33. SILVER SWORD. 34. EL CAPITAN. 35. PAN CRAFT.



War Diary.

17.6.1942.  
Wednesday.

HOME COMMANDS.

Shipping and Convoys - Contd.

P.Q. 17. (Contd.) 2. In the event of any of the above ships being unable to sail the following order of preference is to be observed.  
36. OREGONIAN. 37. WACOSTA. 38. SAHALE.  
39. HOLLYWOOD. 40. AFRIKANDER. 41. CAMP FIRE. 42. GATEWAY CITY.  
43. SCHOHARIE. 44. YORKMAR. 45. ALGIC. 46. WEST GOTOMSKA.  
47. EL ORIENTE.  
3. The foregoing is exclusive of the three Rescue Ships.  
4. My 1909/2 and my 1645/7 to A.C.I.C. are cancelled.  
(D.T.D., 1730B/17.)

Russian Convoys. Stationing of A/A Escort Ships. Your 1914/16. Relevant extracts of ULSTER QUEEN's report of proceedings are being forwarded to you.  
2. My recommendations were based on experience in Irish Sea when scale of attack was considerably heavier than it is at present, though admittedly not comparable in weight to P.Q. and Q.P. attacks.  
3. With ref. to your para. 3, it would appear that ULSTER QUEEN, having been ordered to remain in station between the 3rd and 4th columns of the convoy, was denied the essential freedom of manoeuvre referred to. This was aggravated after the departure of NIGERIA by the fact that ULSTER QUEEN's type 279 proved valueless for detecting the approach of enemy A/C at any time. Furthermore her position in the convoy, coupled with the low flying approach of the enemy T.B. A/C, entirely precluded the effective employment of her 4" barrage.  
(C. in C. W.A., 1631B/17 to C. in C. H.F.)

S.C. 81. NEMAHA. S.C. 81. Were envelopes "C" and "D" and instructions for entering Reykjavik handed in by Master of NEMAHA on arrival from Halifax 8th May? Other convoy papers have been discovered in mail.  
(D.T.D., 1753B/17 to N.C.S.O. Reykjavik.)

O.N.M. 105. B.B. 88. Request TYNWALD be instructed to leave O.N.M.105 and reinforce B.B.88 on meeting about 1000B/19.  
(F.O.I.C. Belfast, 1755B/17 to F.O.I.C. Milford Haven.)



493A

SECRET

M E S S A G E

1839B/17 June

OUT

To Admiralty General Message Home  
and Abroad, 3/4A,

DATE: 17.6.42

BASEGRAM Naval Code J.

WILLPRINT

From Admiralty.

NITE.

Admiralty 779A/6. Cancel paras 1 and 2. Substitute new paras. 1 and 2 as follows:-

"As from 0001 G.M.T. 15th July 1942 the W/T Call Sign Recognition Procedure outlined in S.P. 02220(2) Article 66 amended by Addendum No. 2 and S.P.C. 82/42, and in N.C.S.I. will only be used on the East Indies Station, pending distribution of S.P. 02296M.

2. On all other stations, as from 0001 G.M.T. 15th July, the above procedure is cancelled and S.P. 02296M (with June and subsequently September as first month) will be brought into force amended as follows."

1839B/17

for D.S.D. (284)

V.C.N.S.

A.C.N.S. (H)

A.C.N.S. (F)

N.A. 1st S.L.

O.D. (5)

Ops (3)

U.S.N. (4) and for

Cdr. Leppert

D.N.I. (5)

D.S.D. (2)

D.T.D. (4)

D.T.D. (C)

D.T.D. (M)

D of P (3)

D.N.A.D.

N.I.D. 10

O.I.C. (3)

W.D.

I.P. (3)

BM H.W.R. (2)

M Books

M (10) and for W.O. Major

Jones A.A. 4/A Air Min.

(F.O.6 Sig. 5) H.Q.F.C.

H.Q.B.C.

W/T (2)

A.C.R.

D.S.O.



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War Diary.17.6.1942.  
Wednesday.FOREIGN STATIONS.

U.S. My 1306/14. Further disposition U.S. Forces in Dispositions. Atlantic. Battleships. SOUTH DAKOTA at Norfolk, WASHINGTON at Iceland, NORTH CAROLINA now in Pacific.  
Aircraft Carriers. WASP now in Pacific.

8" Cruisers. WICHITA at Iceland, QUINCY now in Pacific.  
6" Cruisers. OMAHA due Trinidad 16/6, MILWAUKEE at Montevideo. MEMPHIS at Pernambuco, SAN JUAN now in Pacific.  
(D.O.D.(F) 1240B/17 to C. in C.H.F., C. in C.A.W.I., N.S.H.Q. Ottawa).

My 1108/10. Changes in dispositions of U.S. Forces.  
Battleships. NORTH CAROLINA, TENNESSEE, PENNSYLVANIA, IDAHO, MISSISSIPPI, NEW MEXICO, COLORADO, MARYLAND. - At Sea.  
Aircraft Carriers. WASP, LONG ISLAND - At Sea. SARATOGA Pearl Harbour.

8" Cruisers. QUINCY At Sea, PORTLAND, ASTORIA, Pearl Harbour. CHESTER, Left Pearl Harbour 14/6. SAN FRANCISCO At Auckland, N.Z.

6" Cruisers. SAN JUAN At Sea DETROIT Left San Francisco 17/6. RICHMOND Due Bilbao 17/6. CONCORD Left Callao 11/6. SAN DIEGO At Pearl Harbour.  
(D.O.D.(F) 1706B/17 to C. in C.E.F. N.Z.N.B., A.C.N.B., N.S.H.Q. Ottawa).

North Atlantic.

Op. My P.C. and S. at 0100 036° 23' N. 004° 29' W.  
"Harpoon". 240°. 15½ knots.  
(MALAYA 0032B/17 to EAGLE (R) F.O.C.N.A.).  
Thick fog. Aircraft unable to take off, no ships able to enter yet.  
(F.O.C.N.A. 0916B/17 to S.O. Force "T" (R) Admty. Force "T".)  
The necessity for extreme reticence in regards to recent operations is to be emphasized to all Officers and men.  
(F.O.C.N.A. 1136B/17 to S. and As in Area "Y" of N.A. Station. F.O.C.N.A.).

Arrival A.M. MALAYA, EAGLE, ARGUS, ONSLOW, ICARUS. WISHART, ESCAPADE, WRESTLER, VIDETTE, PARTRIDGE. And entered harbour.  
(F.O.C.N.A. 1248B/17 to Admty. (R) C. in C.Med. V.A.Malta, S.O. Force "T" C. in C.H.F.).  
LIVERPOOL and escort now about 6 miles to the eastward.  
(F.O.C.N.A. 1520B/17 to Admty, S.O. Force T. (R) V.A.Malta. C. in C.Med. C. in C.H.F.)

WX. 2110 Gib. Ops. 38 17/6. Resume for 17/6. 4 Hudsons A/S sweep to 2° W, 2 Hudsons A/S escort LIVERPOOL. 1 Catalina A/S sweep to 04° 50' E. 1230-0400/19.  
(A.H.Q. Gibraltar. 1605Z/17 to Air Min. H.Q.C.C.(R) H.Q.R.A.F., M.E., H.Q.R.A.F. Malta).

/Arrival.....



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17.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.North Atlantic. conts.-

Op. Arrival 1730 LIVERPOOL. WESTCOTT, ANTELOPE,  
"Harpoon." PANTHER, SPIREA, JONQUIL. LADY HOGARTH, SALVONIA,  
Contd. M.L.458.

(F.O.C.N.A. 1742B/17 to Admty. (R) C. in C.Med.  
V.A.Malta C. in C.H.F. S.O. Force "T".)

Your 1747B/17 (N.T. in W.R.) Acknowledged. Position 222  
Cape de Gata 43 course 270 speed reduced to 10 due to weather.

\*459 n.  
- F.O.C.N.A.  
See p. 469

(M.L.\*29 1935/17 to F.O.C.N.A. (R) S.O.T. S.O. Force X.).  
One of you was probably sighted by an Italian Submarine at  
1950B bearing 078° Gibraltar.

(F.O.C.N.A. 2102B/17 to Force "X" Force "Y", (R) Admty. S.O.  
Force "T" V.A.Malta Capt. on Staff Alexandria.)

My P.C. and S at 2230C/17 037° 20' N., 003° 32' E. 257° 22 knots  
CHARYBDIS, CAIRO, MARNE, MIDDLETON, BLANKNEY, ITHURIEL, in  
company. Request A/S escort 18/6.

(S.O. Force "T" 2230C/17 to F.O.C.N.A. (R) Admty. V.A.Malta).

Italian Bearings at 2233Z of Italian U/Boat 31G.  
U/B 31G. (D.D.I.C. 0159B/17 to F.O.C.N.A.).

Italian Bearings at 2249Z of Italian U/Boat 71W.  
U/B 71W. (D.D.I.C. 0200B/17 to F.O.C.N.A.).

BACHI, Re sale to Axis.  
MANUCHU, TOM, (N.A. Madrid 1238/17).  
KAULDI,  
BARTOLO. &  
JUAN DE  
ASTIGARRAGA.

Italian <sup>17/6</sup> Ordered to sail 18/6 whether or not loading  
Vessel 57. completed.  
(H.M. Consul, Bilbao 1242/17 to Admty (R) M.E.W.).

SOKOL. Intend sailing SOKOL p.m./20/6 painted dark grey  
with light grey numbers for U.K. passing 043° N.  
in 012° 15' at 0800B/26.

F.O.C.S/Ms is requested to arrange onward route.

F.O. (S) 1149/8/1.

(A) Four Mark Four. (B) Nine knots surface 100 miles diving by day  
(C) Fitted (D) (1) One. (D) (2) Seven. All Polish.

(F.O.C.N.A. 1310B/17 to Admty (R) C. in C.W.A. F.O.C.S/Ms, C. in C.  
Plymouth, Capt. (S) 3 Capt. (S) 5.)

Situation 1957B/17. Area Z (1) PHYLLISIA 23° 50' 16° 50'  
034° 6.

(2) Italian Tankers ARCOLA TAIGETE 21° 01'  
39° 53' 252° 10. Safe passage to Curacao.  
(F.O.C.N.A. 1332B/17 to N.A. Station).

/MIRROR....



17.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

North Atlantic. Con. 13:-

MIRROR Cable Op. Cable Ship MIRROR escorted by one trawler operating between  $036^{\circ} 48' 010''$  ( $37'$ ) and ( $003^{\circ}$ )  $31' 010'' 10'$ .  
(F.O.C.N.A. 1336B/17 to PARTHIAN, UTMOST).

ST NECTAN sailed 1235 to relieve STELLA CARINA as escort to cable ship MIRROR.  
(F.O.C.N.A. 1414B/17 to Admty (R) STELLA CARINA).

TRAVELLER. Intend sailing TRAVELLER p.m./19/6 for Alexandria passing  $038^{\circ} 00' 009^{\circ} 00' E.$  at 0800B/26.  
S. of A. 120 miles per day. V.A.Malta is requested to arrange onward route. TRAVELLER has route through Q.B.B. 255.  
(F.O.C.N.A. 1438B/17 to C. in C.Med. (R) Admty, F.O.(S) V.A.Malta Capt.(S) 1, Capt.(S) 10.)

P.222. Onward route on surface at C.O.'s discretion passing through:-  
(E)  $039^{\circ} 01' 011^{\circ} 59'$  at 2100B/21. (G)  $036^{\circ} 32' 010^{\circ} 01'$  at 1330B/22. to R/V escort in H.350 $^{\circ}$  Cape Spartel 5 miles at 0800B/23. If unable to comply within 2 hours you should report. Total bombing restrictions arranged.  
(F.O.C.N.A. 1508B/17 to P.222 (R) Subs operating S. of  $51^{\circ} N.$  F.O.S. Admty, C. in C.Plymouth, Capt.(S) 3, Capt.(S) 5.)

P.46. Onward route on surface at C.O.'s discretion. Pass through F  $039^{\circ} 01' 011^{\circ} 59' W.$  at 1015B/23.  
K  $225^{\circ}$  Cape St.Vincent 20 at 0930B/24 to R/V with escort in H 350 $^{\circ}$  Cape Spartel 5 miles at 0730B/25 total bombing restriction arranged if unable to comply within 3 hours you should report.  
(F.O.C.N.A. 1536B/17 to P.46 (R) F.O.C.S/Ms Admty C. in C.Plymouth P.222 Capt.S.3. Capt.S.5.)

Bombing Restrictions.	Request total bombing restrictions in following areas:-		
	Area.	From	Until.
	G.13.	0600/22	1700/22.
	G.14.	0930/22.	0230/23
	G.14.	0400/24	2300/24.
	G.15.	0001/24.	1200/24
	G.16.	1100/21.	1700/24.
	G.17.	1100/21.	0100/22.
	G.17.	0001/23.	2200/23.
	G.26.	1900/20.	0800/23.
	G.27.	1900/20.	1900/21.

/Request....



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Wednesday.War Diary.FOREIGN STATIONS.North Atlantic. contd.

Bombing Restrictions. Contd.	Request submerged bombing restrictions. Area	From	Until.
	G.14.	1800/21.	1800/22.
	G.15.	1000/22.	0600/23
	G.26.	1200/25	1200/26
	G.27.	0900/24.	1200/26.

All times zone minus two.  
(F.O.C.N.A. 1606B/17 to Admty. H.Q.C.C.(R) F.O.S.).

ARGUS. A/C  
and  
Personnel. Your 0157/17 (N.T. in W.D.) not to all addressees.  
Intend embarking following in ARGUS (A) 4 unservice-  
able Hurricanes ex 801 Squadron. (B) 6  
unserviceable Albacores (C) Following crated  
unserviceable engines 2 Merlin XXX 1 Merlin III, 1  
Perseus XII, 1 Pegasus III, 1 Pegasus VI (D) Personnel and  
remaining 5 Fulmars of 807 Squadron. (2) Albacores are erected.  
Hurricanes on undercarriages main planes off.  
(F.O.C.N.A. 1802B/17 to Admty.(R) R.A.N.A.S. C.D.B. EAGLE, ARGUS).

LA TRAIT. Following extract from Fairmiss Telegram:-  
Departure 17/6 LA TRAIT French Casablanca 19/6.  
(N.C.S.O.Lisbon 1819/17).

DROTTNINGHOLM. A.M. 1803/5 DROTTNINGHOLM Sails Lisbon for New  
York 1500 G.M.T. 20/6, route reverse of that in  
A.M. 1803/5. Markings as previously. Vessel should  
not be molested.  
(Hd. of M. 2046B/17 to F.O.C.N.A., C. in C.A.W.I.  
(R) N.S.H.Q. Ottawa, C.O.A.C.Halifax).

South Atlantic.

SHROPSHIRE. A.M. 0053/17 being passed to you request  
SHROPSHIRE may be ordered to return  
Simonstown with all despatch.  
(C. in C.S.A. 0610B/17 to C. in C.E.F. (R)  
N.O.I.C.Durban, SHROPSHIRE, Admty. S.O. Force."F").

See p.506

/CARNARVON CASTLE....



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17.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.South Atlantic - Contd.

→ CARNARVON CASTLE. ASTURIAS. Return to Freetown with all despatch. (R.A. West Africa 0845Z/17 to CARNARVON CASTLE ASTURIAS (R) C. in C.S.A. Admty. My 0845Z/17. Report E.T.A. (R.A. West Africa 0901Z/17 to CARNARVON CASTLE ASTURIAS (R) C. in C.S.A. Admty.)).

ARENA (Norwegian) Overdue. ARENA due East London 12/6 from Bahrein not arrived. (S.O.I. Capetown 0905B/17 to Admty, C. in C.S.A. C. in C. E.I. Dep.C. in C.E.F. (R) N.O.I.C. East London).

Overdue Ships. RAPHAEL SEMMES (U.S.A.) sailed Capetown 23/5 diverted to Freetown due 14/6 not arrived. (S.O.I. Freetown 1050Z/17 to Admty (R) S.O.(I) Kingston.).

S/MS reported by WINDSOR CASTLE. Following from WINDSOR CASTLE (Begins) at 2200 hours G.M.T. 16/6 116° 180 miles from J passed 2 submarines about 15 miles apart signalling to each other by rockets (Ends). (C. in C.S.A. 1051B/17 to Admty.). Your 1051/17. No other evidence of U-Boats. in this area but possibility of M.T.Bs from a raider cannot be excluded. (D.D.I.C. 1739/17 to C. in C.S.A.).

Situation Report. LAERTES, BENGALI patrolling Sector T  
ASTURIAS 000° 30' 011° 01' to Freetown 17.  
HYDRANGEA 3 escorts with L.S.8 003° 25' 005° 40' to Freetown 7½.  
ROCKROSE 003° 45' 004° 01' to Lagos 10½ at 2001Z/17.  
FANDANGO 004° 30' 001° 10' to Lagos 8.  
ABDIEL may leave Takoradi for Freetown 21.7/6 - see p. 500  
ARCHER 002° 30' 020° 01' 333° 12.  
→ CARNARVON CASTLE 009° 59' S. 003° 30' to Freetown 18. (R.A. West Africa 1131Z/17 to S.A. Station, Admty, C. in C.S.A.).

DUCHESS OF ATHOLL "S" Report. SSSS de DUCHESS OF ATHOLL 9° 50' N. 17° 50' W. Submarine sighted 1130 G.M.T./17. (DUCHESS OF ATHOLL T.O.R. 1131Z/17 to Simonstown, Admty.)  
Ref. A.M. AF 09° 50' N. 17° 50' W. at 1130Z/17. (R.A. West Africa 1150Z/17 to All British Merchant ships in Area 3A D (R) Admty.).  
Your 1144Z (? 1150/17 intended). This was probably AUBRETIA, DUCHESS OF ATHOLL was sighted and turned away. (AUBRETIA 1250Z/17 to R.A. West Africa (R) PHILANTE, Admty.). My 1140Z/17 (? 1150/17 intended). This may have been AUBRETIA who sighted DUCHESS OF ATHOLL at that time. (R.A. West Africa 1423Z/17 to All As. Afloat. All H.M. Ships and vessels operating in or passing through Area P of S.A. Station. C. in C.S.A. (R) Admty.).

/COLUMBIAN.....



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War Diary.17.6.1942.  
Wednesday.FOREIGN STATIONS.South Atlantic. con 15.

COLUMBIAN  
(U.S.)  
torpedoed  
17/6. Message intercepted from COLUMBIAN states Ship torpedoed in 007° 18' N 041° 03' W. at 0258/17. (S.O.I Montevideo 1223Z/17 to Admty (R) B.A.D. S.O.I Capetown, For C. in C.S.A. S.O.I. Jamaica. N.S.Ottawa).

CAMBRIA. CAMBRIA sailed 1200Z for position 10 miles east Victoria where due 2000Z/18. (B.R.O. Rio de Janeiro 1411Z/17 to Admty (R) S.O. (I) Montevideo S.O. (I) Freetown.).

MAUNGANUI. Hospital Ship MAUNGANUI sailed 17/6 for Aden. E.T.A. 27/6. (D.S.T.O. Durban 1514Z/17 to S.S.T.O. Aden. (R) P.S.T.O. Egypt, C. in C.E.F. C. in C.S.A. Station, Admty, & for Denny N.O.I.C. Massawa, P.S.T.O. Simonstown.).

DUNNOTTAR  
CASTLE.  
PRETORIA  
CASTLE. Admiralty message 1642/29/3 and 1914/15 not to all addressees. DUNNOTTAR CASTLE is being returned to trade and it is intended to convert a merchant vessel under construction to Auxiliary Aircraft Carrier.  
2. Destination for PRETORIA CASTLE in U.K. is Clyde and on arrival F.O.I.C. Greenock is requested to sail her as convenient to Tyne for conversion to Auxiliary Aircraft Carrier by Messrs Swan Hunter, Neptune Yard.  
(D.O.D.F. 1532B/17 to C. in C.S.A. (R) R.A. West Africa C. in C.W.A. F.O.I.C. Greenock, F.O.I.C. Tyne, DUNNOTTAR CASTLE (R) PRETORIA CASTLE.)

Dakar R/C. Dakar R/C at 1225/16/6 showed no change of major units. JULES VERNE has returned to her usual berth with 10 S/MS now present. (R.A. West Africa 1541Z/17 to Admty.).

ARMERIA  
27th M.L.  
Flotilla. Arrival P.M./17. ARMERIA and 27th M.L. Flotilla. Request instructions for ARMERIA. (N.O.I.C. Bathurst 1601Z/17 to R.A. West Africa (R) Admty C. in C.S.A., F.O.C.N.A.).

Navigational  
Lights. W.G.A. 10 Durban. All Navigational lights have been extinguished within 50 miles of Durban until further orders. (S.O.I Capetown. 1645B/17 to Admty, All W.G.A. Distribution.).

ROYAL  
ULSTERMAN. Departure ROYAL ULSTERMAN for Pointe Noire S. of A 14 knots. E.T.A. 0620B/23 requires 90 tons diesel. (S.O.I. Capetown. 1647/17 to Admty, C. in C.S.A. R.A.W.A.F. B.N.L.O. Pointe Noire.)

/Vichy....



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17.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

South Atlantic - Contd.

Vichy  
Intelligence.

My 1909/16. Information received that Vichy JAMAIQUE will return to Marseilles from Cotonou (graded A1).  
(S.O.I.Freetown 1757Z/17 to Admty. D.N.I.(R)  
S.O.I.Gibraltar).

Flag of  
S.O. Force  
F.

My 1557B/10 (Not Recd. in W.R.). It is regretted that SHROPSHIRE will not now be available. CANTON will leave Simonstown for Freetown and U.K. on 22/6. I shall be pleased if you will transfer your flag to her at Simonstown.  
(C. in C.S.A. 1802B/17 to S.O. Force "F" (R)  
Admty. F.O.C.N.A., Cdre.Durban.CANTON).

ABDIEL.

Arrival 17/6 ABDIEL departure ABDIEL E.T.A. Freetown 0615Z/19.  
(N.O.I.C.Takoradi 1832Z/17 to Admty (R) C. in C.S. A., R.A.West Africa).

Re bringing  
into force  
of G.I.R.O.  
and B.U.S.R.A.

A.M. 1225B/16. Additional U.S.Shipping cypher equipment not yet received but U.S.Naval Attache has lent one frame temporarily which enables me to operate the cypher.  
(S.O.I. Montevideo 2143Z/17 to Connav (R) Admty.).

Ascension  
Aerodrome.

The aerodrome at Ascension though not complete is available to receive aircraft.  
(C. in C.S.A.2250B/17 to S.A.Station Sqdn).

Mediterranean.

TAKU.

Expect me Searched Channel dawn 20th.  
(TAKU 0055C/17th to Capt.S.(1)).

Troop  
Convoy.

Your 1245/15. Sailing date of Ceylon/Australia Convoy has been postponed by six days. RAJULA sailing Suez about 24/6 would therefore be able to arrive Ceylon in time to tranship to another vessel for inclusion in this convoy. Admty have provisionally asked C. in C. E.I. to arrange escort for RAJULA from Aden about 29.6. Request confirmation that this arrangement will be satisfactory. Proposal in para 2 of your 1245/15 approved. Your 1245/11. Ministry of War Transport have cabled separately to Medmast in reply to 4932 agreeing generally.  
(D.S.T. 0208B/17 to P.S.T.O. Egypt.).

/Operation.....



501

17.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

NESTOR *annoyed by R.A.N. Loss*  
*annoyed in Australia 29.6.42*  
*(Twin 30.6.42)*

Operation "Vigorous" Fleet has returned to Alexandria. Preliminary report of casualties and damage during "Vigorous" further details later.

*See p. 504* \*HERMIONE sunk by U/B 23 officers 426 ratings saved. HASTY sunk by B/B (?12) missing. \*NESTOR damaged by near misses and subsequently sunk by own forces, 11 officers 229 ratings saved. \*VAIREDALE bombed and sunk. Number saved uncertain but apparently few casualties. \*NEWCASTLE torpedoed by E-Boat. No casualties. Capable of 24 knots in fair weather. BIRMINGHAM damaged by near misses, 4 wounded. 2 6 inch guns and after H/A L/A director out of action. \* *See p. 504* CENTURION damaged by one direct bomb hit and near misses drawing 42 feet forward now anchoring outside Alexandria. Minor casualties. (?ARETHUSA) minor damage from near misses can be made good by ship's staff, no casualties. Minor damage and casualties in other ships of the fleet will be reported later.

Merchant Ships.

M/Vs CITY OF CALCUTTA and POTARO damaged by near miss, both now in Alexandria. BHUTAN bombed and sunk, casualties later. AAGTEKERK bombed and sunk off Tobruk, casualties later. ELISABETH BAKKE undamaged sent into Alexandria, owing to slow speed.

CITY OF LINCOLN, CITY OF EDINBURGH CITY OF PRETORIA and REMBRANDT all now in Alexandria, no damage or casualties yet reported here.

BULKOIL no known damage or casualties but engines unsatisfactory due to burner trouble.

AJAX no damage or casualties yet reported proceeding Port Said. A.M. 15th\*one 8 inch cruiser reported by P.35 set on fire by bombing and later sunk by torpedo. Another cruiser reported retiring to northwards at slow speed. A number of bombs hit upper deck of battleship but no serious damage resulted. Early 16th torpedo Wellington scored a hit on leading battleship whilst returning to Taranto. During operation a number of enemy aircraft were shot down but numbers not yet estimated.

(C. in C.Med.0325C/17 to Admty).

*\*Sunk 16/6 by U.205 N 35°30' N. 26°10' E. (Dr. Titterton's list of Allied Casualties in Med.)*  
*See also p. 504*

U/B Activity

From D/F bearing during past 24 hours there is a marked increase in Italian U-Boats activities Malta - Cagliari area. (Capt. on Staff Alexandria 0718C/17 to S.O. Force "T" WELSHMAN F.O.C.N.A. N.O.I.C. Malta).

M.E. Air Reports.

Bi-Weekly Opsum No. 30.

My Opsum 29. 2 Liberators bombed Taranto 11/12. Night 12/13 6 Wellingtons laid 12 mines off Benghazi 17 Wellington diversion? bombing of harbour started large fire south of base of Juliana Mole also started large fire in harbour believed ship burning other bombs on Moles 1 Wellington missing believed down in sea off harbour.

Night 13/14 A Liberator bombed Naval Dock Area and

/battleship.....

\* Sunk by *FAVEM*.  
\* *See 16/6*  
*17-6-42*  
*17/6 - p. 504*

\* *TRENTO*



502

17.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.Mediterranean. conts:-

M.E. Air                    battleship Taranto. Result obscured by smoke  
Reports.                    screen.  
Contd.                    14/15 June 3 Wellingtons laid 6 mines off  
                                 Benghazi, 15 Wellingtons diversion bombing  
objective in vicinity, other bombs on harbour moles 1 Wellington  
missing.  
15/6 12 Beauforts, 8 Liberators left to attack Italian Naval  
Force 2 Battleships, 3 Cruisers about 10 or 12 Destroyers sighted  
?east of Malta. Course South East.  
(H.Q.R.A.F.M.E., 1057/G.M.T./17 to Air.Min.).  
Fourth part of our A.685 17/6 Secret.  
Beauforts attacked on outward journey by ME. 109s, 2 Beauforts  
shot down 5 damaged and returned Egypt remainder attacked war-  
ships position 100° Malta 220 miles 1 battleship claimed hit  
at least once with torpedoes second battleship possibly hit 1  
destroyer hit apparently sinking 2 Beauforts damaged by A.A.  
fire but all 5 landed Makoa safely Liberators attacking same  
time from 14,000 feet claim following hits with 500 lb. (?SKP)  
point one two TD bombs 4 on superstructure LITTORIO 1 forward  
of superstructure 1 in unspecified position. 4 hits on  
abaft funnels on CAVOUR. Further hits number unspecified  
on superstructure. Flash followed by smoke screen on each  
battleship.  
(H.Q.R.A.F.M.E. 1103/17 to Air Min.).  
Part 5 of our A.685 17/6 and end of Message.  
40 Beaufighters, 2 Kittyhawks, 36 Hurricanes shipping protection  
Kittyhawks broke up formation 9 S 79s forcing enemy to  
jettison torpedoes, 2 S 79s shot down, 1 S 79 damaged  
Beaufighters shot down, 1 Ju 88, 1 Cant Z.506B, 1 Ro 43  
probably destroyed. 1 S 79, 1 He.111 damaged, 1 Ju. 88, 4  
Beaufighters missing.  
Reports of air operations in connection with Operation  
"Vigorous" are not yet completed.  
(H.Q. R.A.F. M.E. 1147/17 G.M.T.).  
6 Martlets, 4 Fulmars, 39 Hurricanes shipping protection. Single  
enemy aircraft bombed trawler off Delta Coast, no damage.  
2 Hurricanes sent up unable to sight enemy reports of air  
operations in connection with operation "Vigorous" are not yet  
completed.  
(H.Q.R.A.F, M.E. 1147 G.M.T./17.)

WELSHMAN  
CAIRO  
MARNE  
MIDDLETON.

WELSHMAN, CAIRO, and Destroyers have approx.  
total of 40 Officers and 340 ratings passengers.  
These include Officers and crew of KUJAWIAK and  
8 boys Merchant Navy survivors ex "Harpoon."  
4 ratings KUJAWIAK remain in Hospital in Malta,  
one serious and 3 slightly injured. Names being reported  
separate. Request Capt. be instructed make full casualty  
report. He has been asked to send me by air from Gibraltar  
written report of sinking of his ship. Request you will  
obtain copy and consider holding enquiry. MARNE, MIDDLETON and  
BLANKNEY to return set of Malta orders issued to them.  
(V.A. Malta 1314C/17 to F.O.C.N.A.).

/R/C.....



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War Diary.17.6.1942.  
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.

R/C of Taranto 2000/16. My 2346/16. Cruisers are the Italian GORIZIA and 2 6 inch. 18 destroyer not 15. None of the warships show signs of damage. (V.A.Malta 1321C/17 to C. in C.Med Fleet).

TROILUS ORARI (Operation "Harpoon"). Transports TROILUS and ORARI arrived 0300/16. ORARI struck mine entering Harbour. Details of damage. Estimated time for repairs later. (D.S.T.O. Malta 1512C/17 to D. of S.T.).

Force "X" You were reported by German R/C A/C in 037° 27' N 007° 25' E. at 1115 G.M.T. (V.A.Malta 1530C/17 to Force "X").

Operation "Vigorous". Arrivals 16/6. PRIMULA, JERVIS, JAVELIN, DIDO, EURYALUS, HOTSPUR, DULVERTON, BEAUFORT, NIZAM, DELPHINIUM, BOSTON, ~~HYACINTH~~, BIRMINGHAM, KELVIN, SIKH, HERO, HURWORTH, ALDENHAM, PALADIN, COVENTRY, SEAHAM, CROOME, \*NEWCASTLE, CLEOPATRA, ZULU, EXMOOR, ARETHUSA, ERIDGE, NORMAN, NAPIER, \*SNAPDRAGON, ~~MAID~~. ERICA. Departures 16/6 TETCOTT, SOUTHERN ISLES, BURRA, M.T.Bs 260, 312. (.S.O.(1) Alexandria 1534C/17). \* See next page.

R/Cs of Palermo Taranto Tripoli. Palermo. Since 14th 2 M/V 3000 tons arrived 2 C/R 1 (?D/R) 1 M/V 5000 tons 1 M/S left. Taranto. Since 15th 2 B/S 3 (?C/Rs) 10 D/Rs 1 M/V 1000 tons arrived 1 liner 1000 tons left. At sea 1 sloop towing large D/R 2 D/Rs 1 Tug. 1615 hours 055(255)°. Cape Granilota 45 miles course 110°.7 knots 1715 hours 2 D/Rs 2 M/Vs 2000 tons 270° Cape Rizzuto 5 miles course 230° 10 knots. 17th Tripoli, 5 D/Rs 2 T/Bs 3 M/Vs. 7000 tons 1 M/V. 5000 tons 1 M/V 2000 tons 1 Tanker 2000 tons 2 M/Vs 1000 tons 1 Oiler 1000 tons. (H.Q. R.A.F.Malta 1630/17 to Air Min.).

Malta Minesweeping. Your 1845/6. Please reply to following questionnaire  
(a) Geographical limits of channels swept by local sweepers immediately prior to arrival of "Harpoon".  
(b) Types of sweeps used and number of times swept in (a).  
(c) Geographical limits of channels swept by M/Ss ahead of convoy.  
(d) Names, sequence and formation of M/Ss ahead of convoy and type of sweep operated by each in (c).  
(e) Number and position of any mines swept in (b) and (d) and type if known.  
(f) Depths of Oropesa sweeps in (b) and (d).  
(g) Distance apart of "LL" sweeps in (b) and (d).  
(h) Positions and times of all mine casualties in "Harpoon" operation.  
(2) Your 1845/16 para.2. Has the possible laying of 'G' for George mines by A/C been considered? They may need 10 actuations.  
3. Request you will also signal separately details of "Harpoon" casualties called for in C.A.F.O. 1968/40. (D.M.S. 1637B/17 to V.A.Malta).

/MAURO-GROCE....



17.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

MAURO-  
GROCE.  
(Italian).

Extract from a Fairmiss telegram:-  
Departure 16/6 Genoa.  
(Barcelona 1701/17 to M.of W.T.).

ABA.

Proceeding to assistance of hospital ship  
ABA estimated position 032° 18' N. 024° 57' E.  
My P.C. and S. 031° 46' N. 025° 37' E. 314°  
19 knots. Request fighter protection.  
(SNAPDRAGON 1710/17 to S.O. Force I. C. in C.Med).

→ NEWCASTLE.

Details of damage from Torpedo. Repairs cannot be  
undertaken at Alexandria until completion of  
Q.E., but ship is considered capable of ocean  
passage. Bulkheads are being shored accordingly.  
(C. in C.Med.1717Z/17 to Admty.).

TURBULENT.

Leave Alexandria 1945C/17 routed from searched  
channel to 032° 17' 027° 50' and thence on  
mean course 289° and may be proceeding on surface  
by day.  
( Capt.S.(1) 1915C/17 to C. in C.Med.(R) N.O.I.C.  
Alex. V.A.Malta. 201 Naval Co-operation Group  
S/Ms on Patrol).

Situation  
Report.

Ref.Cositrep 409 para.5 Further one enemy A/C  
probably destroyed one damaged 16/6. Our total  
losses 11 Fighters with 7 Pilots safe.  
(C. in C.M.E. 1955/17 to W.O.).

Operation  
"Vigorous"  
survivors  
and damage.

My 0325C/17 amended number of survivors. HERMIONE  
24 officers and 416 ratings. HASTY 10 officers  
and 170 ratings. AIREDALE 9 officers and 124 rat-  
ings.

Damage to NEWCASTLE see my 2017/17. BIRMINGHAM  
minor splinter damage only. CENTURION temporary  
patches are now being fitted. CROOME minor internal oil fuel  
leaks. No damaged reported in remaining ships.  
M/Vs Casualties will be reported by P.S.T.O.(E). No further  
damage yet reported.  
(C. in C.Med 2013C/17 to Admty.). *See p. 501*

THORN,  
THRASHER.  
PORPOISE.

Proceed with despatch towards Taranto.  
Orders follow.  
(Capt.S.(1) 1833C/17 to THORN, THRASHER, 10th S/M  
Flot. (R) PORPOISE, C. in C.Med. Fleet, 15th C.S.  
N.O.I.C.Malta).

My 1833/17 adjust speed and time leaving present patrol area so  
as to arrive by dawn 20th.  
(Capt.S.(1) 2015C/17 to THORN, THRASHER, (R) S/Ms on patrol).  
Establish patrol as follows (1) by dawn 20th in vicinity of  
THORN 040° 04' 017° 13'. (?THRASHER) 040° 07' 017° 26'.  
(Capt.S.(1) 2101C/17 to 10th S/M Flot. THORN, THRASHER, PORPOISE).

/PORPOISE.....



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War Diary.

17.6.1942.  
Wednesday.

FOREIGN STATIONS.

Mediterranean - Contd.

PORPOISE  
UNA.

PORPOISE 035° 01' 016° 29' (2) 10th S.F. on  
patrol line 4 - 039° 47' 017° 17' - 7 miles  
055° UNA in position A 039° 47' 017° 17'  
remainder in present relative positions.

Proceed direct to new position diving at dawn 20th on line 247°  
from Mariadileuca.

(Capt.(S) 1. 2101C/17 to 10th S/M Flot. THORN, THRASHER PORPOISE).  
Dispositions in my 2101/17 have the same object as in para.3.(1)  
of orders for "Vigorous" (S). The length of time many S/MS  
must remain on patrol is fully realized but the importance of a  
successful carry through of the operation makes this essential.  
Return to harbour will be ordered at the earliest possible  
moment.

(Capt.S.(1) 2209/17 to 1st S/M Flot. 10th S/M.Flott).

S/M.

Following has been read.  
(?one) S/M 110° 32° N. 26° E.29 - 2130.  
(No.1.Sqdn. M.E.Command. 2355/17).



505<sup>A</sup>

CONFIDENTIAL

MESSAGE

07373/17

June IN

From C. in C. Eastern Fleet

DATE 19.6.42.

REC'D 0259

Naval Code (K) by H/1

Addressed C. in C. South Atlantic Repeated Deputy C. in C. Eastern Fleet, Admiralty

R Mc  
R/c.

3<sup>rd</sup> Fully concur with (B) of Deputy C. in C. Eastern Fleet's 1106/14<sup>th</sup>.

(C.C.E.F. 07373/17. & C.C.S.A.)

(See 0416/15 from Deputy C. in C. Eastern Fleet (Host) Secret)

- 1st Lord
- 1st S.L.
- 2nd S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (F) (2)
- A.C.N.S. (T)
- A.C.N.S. (W)
- Naval Sec.
- Ops (3)
- O.D. (5)
- N.A. to 1st S.L.

NOT RECEIVED  
in W.D. until  
27.6.42

- O.I.C. (2)
- D.N.I. (5)
- D. of P. (9)
- D.T.D. (4)
- D.T.D. (M)
- M (4)
- Air Branch
- D.N.A.D.
- D. of P. (3)
- M.A.S.
- Ad. Blake.
- W.D.
- I.P. (3)

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War Diary.17.6.1942.  
Wednesday.FOREIGN STATIONS.East Indies.

- SHROPSHIRE.  
→ MAURITIUS.
- My 0715Z/16. Alter course immediately direct for position B. Position for R/V with MAURITIUS 027° 20' S. 043° 40' E. at 1300Z/18. (Dep. C. in C. E.F. 0042Z/17 to SHROPSHIRE, (R) MAURITIUS, EMERALD, C. in C. S.A.) *P-497*
- B.A.25. Transport ROHNA sailed from Bombay 16/6 for Suez via Aden. E.T.A. Aden 0400Z/22. Personnel. (P.S.T.O. India 0615Z/17 to S.T.O. Aden.) C. in C. S.A. 0610/17. Since D/F signal indicates presence of Japanese vessels 030° S. 045° E. SHROPSHIRE is to remain with W.S.19 until 0800Z/18 when she is to return to Simonstown with all despatch. MAURITIUS is to join W.S.19 by this time if possible. (Dep. C. in C.E.F. 1345Z/17 to SHROPSHIRE, (R) MAURITIUS, C. in C.S.A., Admty., C. in C. E.F.)
- Situation Report 13. Escaped prisoner states Japanese formed supply depot 15 miles south of Kalewa. Japanese reported using 40 motor boats on Chindwin and 100 on Irrawaddy. (C. in C. India 0320/17 to W.O., C.G.S. Wellington, N.Z., Brit., Army Staff, Washington., M.A. Chungking, C. in C. M.E. Land Forces Melbourne, Army Bangalore, Concentric Colombo.)
- B.M.21. Arrived. (N.C.S.O. Colombo 0409Z/17 to Admty.)
- KUTSANG. P.S.T.O. India 0701/16. Request you will sail KUTSANG for Colombo escorted by CLIVE or HINDUSTAN. Onward A/S escort to Addu Atoll will be provided by F.O. Ceylon. (C. in C. E.I. 0630/17 to Comrin.)
- Mozambique Channel Patrol. My 0820Z/10th. Cancel Patrol L.D.2. and substitute L.D.2. Daily at 1500 commencing 18/6 from Dar-es-Salaam to position 011° 28' S. 334° 00' E. 017° (00' ?) S. 040° (?00') E. 017° 00' S. 042° 45' E. 007° 31' S. 040° 18' E. returning Dar-es-Salaam 0600. (Dep. C. in C.E.F. 0751Z/17 to All Ships etc. on E.I. Station, Australian Station and N.Z. Station, including R.I.N. and R.N.N.)
- JOHNSTOWN (Torpedoed 5/6) My 1004/13. For YORKTOWN (Panama read JOHNSTOWN (Panama) ex NIEL MAERSK (Denmark). (N.C.S.O. Aden 0956Z/16 to Admty.) JOHNSTOWN Panamanian due Lourenco Marques 10/6 from Karachi reported torpedoed and sunk in 013° 12' S. 042° 06' E. at 0530Z/5/6. (S.O.(I) Colombo 1147Z/17 to Admty. S.O.(I) Capetown).

/Convoy.....



War Diary.

17.6.1942.  
Wednesday.

FOREIGN STATIONS.

East Indies-Contd.

Convoy  
Schooner.

A.M. 1037/15. Para. 2. Provisional sailing date for 4/7 read 10/7. Para. 3. For about 21/6 read about 29/6. (D.O.D.(F) 1125/17 to C. in C.E.F.)

Capetown  
lights.

Capetown. Harbour Lights are extinguished except when required for ships entering and leaving harbour. (S.O.(I) Colombo 1242Z/17 to QCA 505)

STIRLING  
CASTLE.  
CLAN  
CAMERON.

A.M. 1816B/5. In view of absence of Eastern Fleet cruisers on operations elsewhere or under repair the escort resources of this station are strained to the utmost. It is submitted that these two ships might proceed unescorted without undue risk. (Dep. C. in C.E.F. 1406Z/17 to Admty.)

Protection of  
Merchant  
Ships at  
Bombay.

It is understood that there is nearly always a large number of M/Vs at anchor in exposed berths in port of Bombay awaiting clearance.  
2. In view of the difficulties in providing protection for such shipping and of the fact that Japanese S/Ms and midgets are now operating far afield request you will signal - Approximate anchorages occupied by shipping in the stream; What patrol craft you have at your disposal. What progress is being made with boom referred to in your 0601Z/28/5 or with any other form of underwater defence. (D. of L.D. 1604/B/17 to F.O.C.R.I.N.)

HOEGH  
SILVERCLOUD  
(Norwegian.)

My 2015/12. Request confirmation action taken. If not already diverted to Aden request do so immediately. (D.T.D. 1750B/17 to C. in C.E.I.)

Guns from  
HECTOR.

My 1717/29/5 to C. in C.E.I. referring to allocation of guns ex HECTOR. Other arrangements can now be made to meet the allocation to N.Z. If not already shipped, approved to transfer to Arminia five 6" guns ex HECTOR and one 6" gun from reserve (A.M. 1331A/30/5 to S.N.S.O. Ceylon refers) for allocation as directed by W.O. (D. of L.D. 1926B/17 to Dep. C. in C.E.F.)

Flag Appts.

C. in C.E.F. 0845/10 as from 18/6 the appointment of Captain in Charge Colombo will lapse and his duties will be assumed by F.O. Ceylon. Request this may be promulgated and signals and correspondence addressed accordingly. Captain C. A. Merriman R.N. (Retd.) is being reappointed LANKA in command and LANKA additional as maintenance Captain on the staff of F.O. Ceylon. (C. in C.E.I. 2010Z/17 to Admty.)



MOST SECRET 507A

MOST SECRET.

M E S S A G E

1406Z/17 June.  
IN.

FROM. D/C in C.

DATE. 23.6.42.

RECD. 1715.

NAVAL CIPHER X BY W/T.

ADDRESSED. Admiralty, repeated C. in C. South Atlantic,  
C. in C. Eastern Fleet.

IMPORTANT.

\*  
A.M. 1816B/3. In view of the absence of Eastern Fleet cruisers on operations elsewhere or under repair the escort resources of this station are strained to the utmost to compete with the large volume of Middle East and Indian reinforcement traffic. It is submitted that these two ships might proceed unescorted without undue risk.

1406Z/17.

\* Requesting provision of escort for STIRLING CASTLE and CLAN CAMERON.

1st Lord.  
1st SL (2)  
V.C.N.S.  
A.C.N.S. (F) (2)  
A.C.N.S. (T)  
N.A. 1st SL  
D.O.D. (F) (2) for action  
Hd. of M. (6)  
D.D.I.C. (2)  
D. of P. (2)  
D.T.D. (3)  
D.T.D. (M)  
D.C. (2)  
I.P. (2)  
W.D.  
D.N.I. (4)  
Admiral Blake.  
D.T.D. (C)



17.6.1942.  
Wednesday.War Diary.FOREIGN STATIONSAmerica & West Indies

EMPIRE  
CLOUGH,  
(torpedoed  
9/6). Your 1115Z/16. Do you want any assistance with salvage.  
(D.T.D., 0027B/17 to F.O.N.F.)  
A.M. 0027B/17. We have no immediate means of salvaging EMPIRE CLOUGH. Rescue tug TENACITY indefinitely out of action. FRISKY available 19/6.  
From previous experience towage to Westward is not expedient. Request whether FRISKY should attempt location and towage to Eastward, or whether salvage can be undertaken from U.K. (F.O.N.F., 0228Z/17 to Admty). *See also p. 514*

Sighting U-boat estimated in your vicinity by D/F has made reports by sighting report of convoy or important unit U/Bs. at 1942Z/16.  
(Cominch, 0052/17 to C.T.U., 24.1.12).  
At 1147Z. (Cominch 1446/17 to C.T.U., 24.1.12).  
At 1424Z. (Cominch 1734/17 to C.T.U., 24.1.3).  
At 1527Z. (Cominch 1842/17 to C.T.U. 24.1.3).  
At 1719Z. (Cominch 1909/17 to C.T.U., 24.18.7).

SS. COLUMBIA Reuter radio received 0335 G.M.T. 17/6.  
or COLUMBIAN Torpedoed 007° 18' N., 041° 03' W.  
(U.S.). (S.O.(I) Jamaica, 0055R/17 Portishead Radio, 0258/17 to Admty).  
SSSS (Portion missed) 7 R10N 41R03 W COLUMBIA torpedoed.  
(MQGU 0258/17) Note different latitude .  
Following received, from Niton Radio. Intercepted 0343 G.M.T. SSSS unread 28 N., L. 41 point 13 W. torpedoed require assistance 0338/17.  
(Portpatrick Radio 0338 C. in C. Portsmouth, 0543/17 to Admty)  
Note different position.  
Following received from Georgetown Radio COLUMBIAN in 007° 18' N. 041° 03' W., torpedoed 0258/17.  
(C. in C. A.W.I., 0547P/17 to Admty).  
Following received from Niton Radio. Intercepted at 0348 G.M.T. SSSS unread 7.10N., 41.03 W., COLUMBIA torpedoed.  
(C. in C. Portsmouth, 0550/17 to Admty).

Attack on GUNVOR Nor. sunk by torpedo or mine 15/6 025°  
B.25. 00' N., 081° 45' W. CHEROKEE U.S. and PORT  
Mines in NICHOLSON both sunk by torpedo 0700Q/16/6 042° 25'  
Chesapeake N., 069° 10' W., while in convoy. B.25.  
Bay. COLD HARBOR Pan. sunk by torpedo 15/6 011° 40' N.  
062° 55' W. ROBERT C. TUTTLE U.S., ESSO AUGUSTA  
U.S. unidentified trawler escort all torpedoed  
or mined while in convoy K.N.109 at entrance Chesapeake 036°  
33' (?) N., 075° 50' W., at 1733Q/15/6. TUTTLE and trawler sunk.  
ESSO AUGUSTA towed to Hampton Roads. F.W. ABRAMS sank 15/6.  
Believe struck U.S. mine.  
(Connav, 0120/17 to Comnav).



War Diary.17.6.1942.  
Wednesday,FOREIGN STATIONS.America & West Indies - Contd.

N.A.11 P.C. and S. 1800 G.M.T./17 46° N., 54½° W.  
075°, 13½.  
(D.O.D. (F), 0829Z/17 to Connav).

S/M S/M attacked by U.S. A/C in 012° 09' N., 064° 27' W., at 0144Z/17.  
(N.O.I.C. Trinidad 0922Q/17 to C. in C. A.W.I., Admty, S.O.(I) Kingston, Jamaica, S.B.N.O. Curacao).

Convoy K.S. 511. K.S. 511 (11) (12) Ships and Cargoes.  
SANTORE mined or torpedoed off Two C B Buoy.  
(B.R.O. Norfolk (Vir.) 1312Z/17 to Admty).

Convoy O.N.5100. Details of ships and cargoes.  
(N.C.S.O. Halifax, 1415Z/17 to Admty).

Convoy W.S.C. 88. 4 ships. Junction in 4704 N., 51.31 W., at 1800Z/21. Escort MALPEQUE.  
(F.O.N.F., 1437Z/17 to C.T.F., 24., N.O.I.C. Sydney).

H.X. 195 Ocean Escorts T.U. 24.1.11. ASSINIBOINE (S.O.) PRIMROSE, DIANTHUS, ORILLIA, NASTURTIUM, CHILLIWACK ACONIT~~U~~ will join in Westomp at 0800Z/24/6.  
(C. in C. N.F. Force 1444Z/17 to C.O.A.C., Halifax)

HOEGH GIANT (Nor. 10990 tons). Philadelphia report torpedoed 3/6 016° 52' N., 042° 02' W., Sailed Freetown 27/5 for Trinidad 9/6.  
(N.S.H.Q. Ottawa, 1509Z/17 to Admty. C. in C. A.W.I., S.O.(I) Jamaica S.O.(I) Sierra Leone, Connav).

Designation of Convoys. Ref. C. in C. U.S. Fleet's 2129/12 as short titles B.N. and B.S. have already been employed for convoys vide Admiralty General M. 9A of 5/1 and N.S.H.Q. Ottawa's 1530/3 to C. in C. U.S. Fleet respectively it is requested that alternative short titles be allocated for Surinam-Trinidad convoys.  
2. As there are already two convoy systems designated A.T.-T.A. in order to avoid further confusion it is suggested that Key West-Trinidad convoys be designated W.T. (Southbound) and T.W. (Northbound).  
(D.T.D., 1611B/17 to Admty).

MANAGUA (Nicaraguan) Sunk off Cayo Sombuero 65 miles from Matanzas 0230 E.W.T./16. 20 survivors landed Matahzas, 43 remaining, 5 feared lost.  
(S.O.(I) Jamaica, 1637R/17 to Admty. C. in C. A.W.I., B.A.D., N.S.H.Q., Connav, F.O.I.C. Trinidad).



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War Diary.

FOREIGN STATIONS.

America & West Indies. - Contd.

- U/B sighted. Sailing ship (AHTO) reports S/M on surface between Great Igagua and Castle Islands last night 16th. (S.O.(I) Jamaica, 1643R/17 to Admty. C. in C. A.W.I., B.A.D., N.S.H.Q. Ottawa, C. in C. U.S. Fleet, F.O.I.C. Trinidad).
- U.S. Ships Sunk. Following ships torpedoed and sunk survivors landed Trinidad, SCOTTSBURG U.S. 2300Z/14 011° 51' N., 062° 56' W., 39° survivors 12 missing ARKANSAN U.S. 0110Z/16 012° 07' N., 062° 51' W. 36 survivors KAHUKU U.S. 0120Z/16 011° 54' N., 063° 07' W., 37 survivors 9 missing. (N.O.I.C. Trinidad, 1652Q/17 to Admty).
- LEBORE Barranquilla reports 26 survivors landed Cartagena Details awaited. (S.O.(I) Jamaica, 1658R/17 to Admty. C. in C. A.W.I., B.A.D., N.S.H.Q., Connav, F.O.I.C., Trinidad)
- British Vice Consul L. Haynes refusal to instruct Naval Observers in British Routeing Methods. Your 2040/13 has been passed to C. in C. S.A. since Victoria, Brazil is in his command. (C. in C. A.W.I., 1704B/17 to Opnav).
- CRIJNSSEN (Dutch, 4282 tons). Torpedoed 11/6 180 miles East Chinchorro Bank 29 survivors including Master landed Xalax Mexico 86 missing U.S. authorities searching. (S.O.(I) ? Jamaica, 1704R/17 to Admty, C. in C. A.W.I., B.A.D., F.O.I.C. Trinidad).
- B.X. Convoys. My 1655/28/5 para. (4) propose in future irregular B.X. convoy with escort of O.N. and O.N.S. convoy should include ships of 10 knots speed and more. This will ensure bringing forward all ships eligible for H.X. convoy. (N.S.H.Q. Ottawa, 1707Z/15 to Comeastseafreighter, C. O.A.C. Halifax).
- KINGSTON CEYLONITE. H.M. Trawler KINGSTON CEYLONITE was sunk by enemy action (probably mine) 2032Q 15/6 2 miles S.E. Cape Henry buoy 2 C. (?14) survivors landed Norfolk (Virginia). (Cominch, 1721/17 to Admty). *See also p. 514*
- U/Bs. 17/6 S/M estimate. (C. in C. U.S. Fleet, 1724/17, 1737/17, 1751/17).



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FOREIGN STATIONS.

America & West Indies - Contd.

- N.A.11 Sailed 1430/G.M.T./16. Details. Personnel. (DEFENSOR, 1750/17 to Admty).
- Ice Bulletin 17/6. Halifax, 1801/17 to Opnav etc.
- U/Bs near O.N.S.102, or O.N.103. Indefinite D/F bearings at 1425Z/17 and 1528Z/17, suggest that one or more U-boats may be near convoy O.N.S.102 or O.N.103. (D.D.I.C., 1807B/17 to C.T.U. 24.1.3 C.T.U. 24.1.12).
- PORT NICHOLSON Sunk by torpedo 0215 G.M.T. 16/6 in 042° 11' N., 069° 25' W., S/M not sighted. Captain and 3 drowned after having returned to ship to attempt salvage. 2nd Officer believed C.Bs. went down with ship. My 1301/18 will follow giving list of survivors landed in Boston. (B.R.O. Boston, Mass. 1814Z/17 to Admty).
- NEWFOUNDLAND (Hospital Ship) Your 1056 16/5 and your 0052 22/5. Ready for sea 22/6, request instructions. (C.O.A.C. Halifax, 1856Z/17 to D.S.T.).
- P.556, P.554. My 1445/14. P.556 is painted Mediterranean blue, P.554 olive green. Neither vessel has pendant numbers painted on conning tower. (B.A.D., 1941Z/17 to Admiralty (R) F.O.C.N.A. C. in C. S.A., C. in C. A.W.I., F.O.(S) R.A.W.A.F)
- U/B sighted. A/C sighted S/M in 047° 12' N., 062° 12' W. at 1815Z/17. Course 140°. (C.O.A.C. Halifax, 1945Z/17 to All ships Area 7).
- DURBAN. Sailed at 2000Z/17 for Iceland routed in accordance with Connav's 1528 9/6. S.O.A. 18 knots (C.O.A.C. Halifax, 2013Z/17 to C. in C. U.S. Fleet, Admty, F.O.I.C. Iceland) (S.O.(I) Halifax, 2025Z/17 to C. in C. W.A. Comtask 24, B.A.D.) *See p. 484.*
- O.N.S.102 trailed by U/Bs. Urgently request air cover as soon as practicable. Unable to shake off several S/Ms trailing O.N.S. 102 1500Z (?position) (8 groups missing owing to jamming) (?changed). Destination of IROQUOIS from Trinidad to Halifax for urgent boiler and fan repairs. (C.T.U., 24.1.3., 2001Z/17 to C.T.F.24).
- Your 2001Z/17. Weather permitting A/C will be in your vicinity at 0800Z/18. CHAMBLY, ORILLIA and BITTERSWEET sail noon tomorrow to provide cover for your convoy and also O.N. 103 if attacked. (F.O.N.F., 2232Z/17 to C.T.U.24.1.3 (R) C.T.F.24. C. in C. U.S. Fleet, Admty. N.S.H.Q Ottawa, C.O.A.C. Halifax, CHAMBLY, C.T.U. 24.1.12) /SS...



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War Diary.

FOREIGN STATIONS.

America & West Indies. cont'd:-

H.A. & A.H  
Convoys.

Cominch's 2129/12th (circulated under T.O.O.  
2137/12,) N.S.H.Q. Ottawa's 1555Z/15th and  
C.C.N.F.'s 1335Z/16th not to all addressees.

1. H.A. - A.H. Convoys are to be commenced  
as soon as possible estimated first week in July and  
H.T. - T.H. Convoy discontinued. C.O.A.C. Halifax is to  
report date on which first H.A. and A.H. Convoy will sail from  
Halifax and Aruba and date on which last H.T. and T.H.  
Convoy will sail from Halifax and Trinidad.

2. Only ships with speed of 10 knots or more are to be  
included in H.A. - A.H. Convoys. The total number of ships  
included is not to exceed 16 with an escort of 4 corvettes and  
is to be proportionately reduced if number of escort is less  
than 4.

3. Priority for inclusion in H.A. - A.H. Convoy is to be as  
follows:

A. Tankers controlled by the Oil Controller of Canada up to 6.

B. Tankers from and to U.K.

C. Any other ships with important cargoes such as bauxite.

4. Cominch is requested to inform C.O.A.C. Halifax and N.S.H.Q.  
Ottawa not U.S. Naval Authorities will be responsible for  
sailing A.H. Convoys and to give full details of communications,  
administrative, logist or other arrangements which will affect  
the Canadian Escort of these convoys.

(N.S.H.Q. Ottawa 1914Z/17 to C.O.A.C. Halifax (R) ComsCaribbean  
Sea East & Gulf Sea Frontier, N.O.I.C. Trinidad, N.O.I.C. Belfast,  
C. in C. Western Approaches, Admty, C. Task Force 24, Cominch, Connav,  
B.A.D. Washington, C.C.N.F. C. in C. Atlantic Fleet (U.S.))



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Wednesday.

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FOREIGN STATIONS.

America & West Indies - Contd.

SS. DARTFORD Torpedoed. Sunk 0419Z/12 049° 43' N., 042° 48' W. by U/B. Not sighted. Survivors see my 2102/17.  
All books dumped overboard papers in weighted box. (C.O.A.C. Halifax, 2102Z/17).

S/M attack and TELA torpedoed and sunk 18.15 N., 85.20 W., sighting 1701Z/18. PORT MONTREAL torpedoed and sunk summary. 12.17 N., 80.20 W. 1005Z/10. SOLON TURMAN torpedoed and sunk 10.45 N., 80.24 W., 1835Z/13. MANAGUA torpedoed and sunk vicinity 24.39 N., 81.07 W., 1345Z/15. WALTER JENNINGS reported attacked 28.45 N. 90.10 W., 15/6. CHEROKEE 2 torpedo hits. PORT NICHOLSON 2 torpedo hits. MUNGER TARE BALLY 2 torpedo hits possibly 2 S/MS W.C. McTARNAHAN 18 shells. YORKMOOR 60 shells possibly U.45 type possibly 2 toned cross on conning tower. SYLVAN ARROW sunk possibly be mine. OGONTZ small Swastika on conning tower. BARINA 2 torpedo hit U.88 type. D D attacked sound contact 63.49 N., 24.34 W., 1330Z/16 March. Patrol craft attacks periscope contact 40.05 N., 72.43 W., 2323Z/16. B. plane attacks Sub. S/M returns fire 12.09 N., 64.27 W., 0144Z/17. Plane attacks possible submerged S/M vicinity wrecks 34.30 N., 77 W., 1040Z/17. M/V sights S/M 22.25 N., 87.04 W., 2020Z/16. Panam. Plane sights S/M 10.17 N., 60.55 W., 1155Z/17.  
(C. in C. U.S. Fleet, 2119/17 to Action Admty. for O.I.C.)

Routeing Your 1527B/15 to N.S.H.Q. Ottawa. Cominch (C and R of Tankers. considers that Busra Sec. B. Paras. (B) and (C) are contradictory with regard to tankers on loan.  
2. In the particular case of these tankers sailed independently it is proposed to commence forthwith the procedure for diversions which will operate generally from July 1st Chop dates will be indicated.  
4. Cominch (C and R) intends to issue routes for these independent tankers in future to avoid any further misunderstanding such as ESSO AUGUSTA being included in K.N. Convoy in error. (B.A.D., 2125Z/17 to Admty).

MOGAMI, Two Japanese survivors from MIKUMA picked up by MIKUMA U.S. S/M in Midway area confirmed the sinking of MOGAMI and MIKUMA by bombs on 6/6. They said that new battleship YAMATO (believed to fly the flag of C. in C. Combined Fleet) displaces 57,000 tons and it is rumoured has maximum speed of 30 knots. (B.A.D., 2131Z/17 to Admty). N.I.D. Comment. MOGAMI and MIKUMA were 6" Cruisers of 8,500 tons. YAMATO's details are not known but it has been assumed hitherto that she was about 40,000 tons with a main armament of nine 16" guns.

/KINGSTON...



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Wednesday.

War Diary.

FOREIGN STATIONS.

America & West Indies. - Contd.

\* KINGSTON  
CEYLONITE,  
Sinkings by  
U/Bs and  
mines.  
\* See p. 510.

Connav Serial 17. Trawler reported yesterday was KINGSTON CEYLONITE sank 2030Q/15 Topmast above water. Confidentials aboard, 14 survivors 18 missing. PORT OF MONTREAL British sunk by torpedo 10/6 012° 17' N., 080° 20' W. TELA Honduras sunk by torpedo 8/6 018° 15' N., 085° 20' W. MANAGUA Micaragua ex NEPTUNA sunk by torpedo 15/6 024° 39' N., 081° 07' W. COLUMBIA U.S. torpedoed 17/6 007° 18' N., 041° 03' W. SOUTH AFRICA Norwegian tanker sunk by torpedo 8/6 012° 40' N., 049° 57' W. SOLON TURMAN U.S. sunk by torpedo 13/6 010° 45' N., 080° 24' W. SANTORE U.S. sunk by torpedo or sunk by mines 17/6 036° 53' N., 075° 50' W. (Connav, 2135Z/17 to Connaveu).

K.N.III  
Convoy K.N. III will proceed from Key West North anchorage at 1100 G.M.T. on 18/6 S. of A. 8 knots due Norfolk (Vir) 23/6 Commodore, JOHN ARCHBOLD Vice Commodore of Convoy in GULFPRIDE. Details. (B.R.O. Key West, Florida, 2342Z/17 to C. in C. A.W.I.)

EMPIRE  
CLOUGH  
(torpedoed  
9/6).  
Your 0228Z/17. Rescue Tug ZWARTE ZEE being sailed in convoy O.N. 105 leaving U.K. on 19/6 to assist with salvage of EMPIRE CLOUGH. Request you will pass necessary instructions to her through S.O. escort and sail FRISKY to assist. Direction of towage will depend on prevailing weather. Request you will arrange escort for tow with C.T.F. 24. (D.T.D., 2345B/17 to F.O.N.F.) See p. 508

O.N.107  
Your 1552Z/17 concur all positions (j) 43.20 N. 54.40 W. (k) 43.05 N., 59.45 W. (Connav, 2345Z/17 to Admty).

Australia & New Zealand.

O.C.2  
ARUNTA and KALGOORLIE escorting O.C.2 arrived Sydney N.S.W. 0313Z/16. SWAN arrived Townsville 2230Z/15. TOWNSVILLE arrived Darwin 0513Z/16. (A.C.N.B., 0047Z/17 to Admty. C. in C. E.I., N.O. Wellington, C. in C. E.F., C.O.I.S. Colombo).

/Air...



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17.6.1942.

Wednesday.War Diary.FOREIGN STATIONS.Australia & New Zealand. cont'd:-

- Air raid on Darwin. In air raid on Darwin 16/6 two naval oil tanks (each 12,000 tons capacity) were completely destroyed, 4 tanks (8,000 tons) were holed by shrapnel. Ring main burst between tank 1 and 7 and oil from latter tank and ring main was lost. Storehouse installation damaged. Preliminary estimate of total loss of stock 12,000 tons oil fuel and 4,000 tons Solar oil. (A.C.N.B., 0436Z/17 to Admty (?C.O.I.S. Colombo) C. in C. E.F., N.Z.N.B.)
- O.C.3 Departure Port Phillip Bay 16/6 U.S. PERKINS and WHYALLA escorting convoy O.C.3 for Newcastle. BUNGAREE for Sydney (N.S.W.) (A.C.N.B., 0531Z/17 to Admty. C. in C. E.I., Navy Office Wellington, C. in C. E.F., C.O.I.S. Colombo).
- Australian Troop Movements. <sup>147.2 W.D.</sup> Your 0731Z/16. U.S. Cruiser PHOENIX and KANIMBLA detailed to escort Convoy "Schooner" from 020° S., 083° E. (A.C.N.B., 0627Z/17 to Dep. C. in C. E.F.)
- C.L.42 Arrived less JEKINNEY. (N.C.S.O. Sydney, 1329Z/17 to N.S.H.Q.)
- Situation. Serial number 146 from C.W.R. 16/6. 2 Catalinas attacked Lae and Salamoia between 0945 and 1230Z /15. No serious damage observed. 3 Fortresses attacking Lae 0155Z/16 encountered light inaccurate anti-aircraft fire but started large fires among aerodrome buildings. 8 Zero fighters intercepted one destroyed. 20 A/C type unknown observed on ground. 10 Marauders bombed Lae at 0415Z/16. Results unknown. 9 Zeros chased our A/C but were attacked 45 miles S. of Salamoia by 7 Aircobras. 3 Zero on Aircobra destroyed. Salamoia attacked at 0130Z/16th by 9 B.25. Fuel dumps and other targets set on fire. Runway damaged. 7 Hudsons attacked Koepang aerodrome at 1425Z/15 2 Fires started but further observation impossible. Medium heavy and light A/A fire encountered. One Hudson forced landing on return crew safe. 28 Zero fighters approaching Port Moresby were interrupted at 2300Z/15 by 30 Aircobras. One Zero seriously damaged, one possible damaged. Allied losses four missing two damaged. 3 pilots missing 2 wounded. 25 Zeros at 30,000 feet and 27 heavy bombers at 26,000 feet raided Darwin Area at 0159Z 16th 2 oil tanks destroyed several buildings destroyed many houses damaged A/A fire fell short 36 Kittyhawks intercepted. Enemy losses one Zero and probably one bomber destroyed. 5 Kittyhawks destroyed Allied casualties 2 pilots missing. (Navy Office Melbourne 1334Z/17 to Admty, C. in C. E.F. C. in C. E.I., C.O.I.S., Colombo, N.Z.N.B., C.Z.M., Opanav, F.O.C.R.I.N., C. in C. U.S. Pacific Fleet, C. in C. U.S. Asiatic Fleet).



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17.6.1942.  
Wednesday.

War Diary.

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B positions.  
(D.D.I.C., 1422B/17, 1445B/17).



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War Diary.

18.6.1942.  
Thursday.

SITUATION REPORT.

Enemy Air Operations.

M/S Trawler KASTORIA was damaged by air attack off Cromer today.

SS. QUEEN ELIZABETH carrying 11000 troops called for help at 1046 today in 53° 34' N 9° 50' W.

There have been daily air raids on Murmansk since 13/6. There were heavy raids today and it is estimated one third of the town is in ruins. No ships were hit, but work in the docks has almost ceased.

Mining.

39 aircraft of Bomber Command laid mines last night off the Frisian Islands and St. Nazaire.

Further mines were detonated off Beachy Head today and several were swept in the minefield off Dungeness.

North Atlantic.

S.O. Force T in KENYA, with WELSHMAN, and CHARYBDIS arrived at Gibraltar this afternoon. ~~3~~ 4 SIG CAIRO and 4 destroyers arrived at Gibraltar at 2132B today.

ARGUS sailed for the U.K. today with 4 destroyers at 2248B today.



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18.6.1942.  
Thursday.

War Diary.

SITUATION REPORT.

East Indies.

The appointment of C. in C. East Indies lapsed at 0800F today and C. in C. Eastern Fleet assumed control of all H.M. Ships, vessels and establishments in the Indian Ocean area. At the same time R.A. A.D. Read hoisted his flag on shore at Colombo as Flag Officer, Ceylon.

America and West Indies.

The entrance to Delaware Bay is closed temporarily on account of an enemy minefield.

Convoy O.N.S. 102 was attacked by at least one U-Boat at about 0454Z today in 50° 24' N 42° 37' W. SEATTLE SPIRIT was torpedoed and had to be sunk. It is thought that there were 3 U-Boats present.

SS. HANLEY reported a S/M attended by a tanker surface raider steering 99° at 9 knots in 11° 5' N 54° 25' W at 1425Z today.

Until further instructions all British shipping of under 15 knots bound from U.S. or Canadian East Coast Ports or Gulf of Mexico to Australia or New Zealand is to be routed via Cape of Good Hope.

Australia.

18 heavy bombers attacked Port Moresby at 0108Z today. SS. MACDHUI which was damaged by air attack on 16/6 was hit and is a total loss.



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Policy.

- ZETLAND. ZETLAND is allocated to Londonderry for special escort division.  
(C.in C. W.A., 1106B/18).
- DRANGEY. A.M. 1721/4/2 is cancelled.  
INDIAN STAR (D. A/S, W., 1250B/18, to C.in C. W.A.).  
SPHENE  
VIVIANA.
- ATHERSTONE. Your 1242B/17. Now that KUJAWIAK has been sunk, it is presumed that you do not wish me to surrender ATHERSTONE. 2. If ATHERSTONE has to be surrendered, it must be appreciated that important ships awaiting convoy will suffer unavoidable delays. In fact, I shall have to delay a tanker four days at Falmouth tomorrow to wait for a Destroyer escort.  
(C.in C. Plymouth, 1330B/18, to Admty).

Movements.

- NIGERIA. Scapa arrivals F.O.C. 10th C.S. in NIGERIA.  
(A.C.O.S., 0632/18).  
Proceed in NIGERIA P.M. today to Clyde. (2)  
Failing further instruction NIGERIA is to leave Clyde to arrive Scapa 24/6.  
(C.in C. H.F., 1415B/18, to C.S. 10).  
Scapa departures C.S. 10 in NIGERIA.  
(A.C.O.S., 1752B/18, to F.O.I.C., Greenock).
- PEGASUS. <sup>INT. W.D.</sup> Your 1751/17. PEGASUS sails for Belfast p.m. today. Request agreement with proposal in my 1801/16. <sup>INT. W.D.</sup>  
(PEGASUS, 0830B/18, to O.C.A.S., Glasgow).
- MANCHESTER. Scapa departure MANCHESTER, SOMALI, ASHANTI, OFFA.  
ANSON. (A.C.O.S., 1057B/18, to Admty, ANSON, etc.).  
Sailed ANSON at 1750 and passed May Island with escort MANCHESTER, SOMALI, ASHANTI, and OFFA at 22(?45).  
(C.in C. Rosyth, 2311B/18, to C.in C. H.F.).  
*See also p. 521*
- BICESTER. If trials satisfactory anchor at Methil and proceed by standard route Clyde passing May Island at 0030/19. (2) Your S. of A. is not to exceed 20 knots till daylight 19th.  
(C.in C., Rosyth, 1155B/18, to BICESTER).
- HOWE. Your 1619/16. Concur in programme and in E.T.A. Rosyth.  
(C.in C. Rosyth, 1157B/18, to HOWE). *See p. 521*
- ST. GEORGE etc. *See p. 530.* /SALADIN ...



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Movements. Contd.

SALADIN. Amend Route to (W) 62° 10' N. 21° 31' W. (X)  
SCIMITAR. 58° 50' 10" 02' (Y) 000° Butt of Lewis 6 miles.  
(A.C.I.C., 1421B/18, to SALADIN, SCIMITAR).

TRIDENT. Your escort GOSSAMER.  
GOSSAMER. (S.B.N.O., North Russia, 1757B/18, to TRIDENT).

Operations.

Offensive Harwich June 18th arrivals M.G.Bs. 61, 67, 74, 76,  
Sweep. 64, 63. M.T.Bs. 233, 241, 232.  
(F.O.I.C., Harwich, 0638B/18).

N.W. My 2104/15.  
Norway (1) Amend last part of para. 1 to read "URSULA  
S/M Patrol. and TRIBUNE in East and West half of K. 50  
respectively, K.44, P. 54, K.43, P.45, K.42 MINERVE,  
K.41 STURGEON, K.40, P.212". (2) Add to para. 3  
"Except that P.212 may not arrive in Zone K.40  
until 3 days after sailing of P.Q.17". (3) Add para. 4. P.615  
from Reykjavik and P.614 from Seydisfiord will accompany P.Q. 17  
to Murmansk and after refuelling and resting are to return  
independently to Lerwick.  
(F.O.S., 1208B/18, to C.in C., H.F., S.B.N.O. North Russia).

Russian Soviet U-Boats have recently shown signs or  
S/M activity in Gulf of Finland as follows: (a)  
operations. 3 have been reported sunk by mines night 14/15  
eastward of Hogland and another one also mined in  
this area. (b) Finnish patrol vessel was missed  
by torpedo whilst patrolling off Porkolia about same date. (c)  
At 2300/15 2 U-Boats were sighted off Tahkona proceeding into  
Baltic. (d) Finnish vessel ARGO was sunk probably by U-Boat  
night 15/6 south of Aaland Islands. (e) There is reason to  
believe these U-Boats will patrol triangle Huvudskar Landsort  
Kopparsten through which area German transports have recently  
been known to pass. Graded A2.  
(Most Secret Source, 1823/18, to Admty).

Patrol. ALBRIGHTON and four steam gunboats leave Portsmouth  
2120 for patrol Marcouf Island to Port En Bessin  
returning 0600/19.  
(C.in C. Portsmouth, 1947B/18, to V.A. Dover).

See p 523

British Air Activity.

Bombing On day 17/6 no operations. On night 17/18,  
operations. 8 A/C attacked the docks at St. Nazaire.  
(H.Q.B.C. 1207/18).

/Air ...



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.British Air Activity. Contd.

- Air Escort for ANSON. My 1721/16. (1) Expect A/A air escort as follows: 2200 to 2345/18 by 2 sorties of pairs of single-engine fighters. Daylight 19th to 0830/19 by sorties of 2 pairs of single-engine fighters. 0830/19 to 1300/19 by sorties of pairs of Blenheim fighters. 1300/19 until arrival Scapa by sorties of 2 pairs of single-engine fighters. (2) A/S air escort will be provided by sorties of single Hudson from 0400/19 until arrival Scapa. (C.in C., Rosyth, 1441B/18, to ANSON). *See p.519*
- Patrol. Patrol as ordered in R O/G 2/290/6 now in operation. (C.in C., Rosyth, 1448B/18, to C.in C., H.F.).
- Own A/C fired on. C.in C. W.A. 1832B/17. A/S Coverage by A/C during passage Scapa Flow to Hvalfiord efficiently provided throughout. From 1503 until 1658B/13 conducted surprise A/A firing using star shell for target. Safety bearings on patrol A/C naturally observed carefully as is always done. At 1850 B tested 20 m.m. guns on surface target, which was a mine. Relative report 1530/14 not guilty, as my force was anchored Hvalfiord and had been since 1218 B. (C.T.F. 99, 1515B/18 to C.in C. H.F.).
- AVENGER. Admiralty flying trials completed. (AVENGER, 1544B/18, to F.O.I.C. Greenock).
- HOWE. Following received from F.O.I.C. Glasgow begins:- It is for consideration whether fighter protection should now be provided for HOWE. Ship is in an advanced state of readiness. Ends. Request your views. (C.in C. W.A., 1713B/18, to Admty). *See p.519*

Enemy Air Activity.

- WILD SWAN (Sunk 17/6). My 2248/17, Sunderland A/C will search area round 49° 52' N. 10° 44' W. at daylight and will then direct you as necessary. Assume you will reach this position 0745B/18. After completing rescue make Fastnet and proceed via Q Z L 18 to Milford Haven. (C.in C. Plymouth, 0010B/18, to VANSITTART).
- My 2247/17. For 049° 58' N. read 049° 52' N. (C.in C. W.A., 0032B/18, to STORK. Reptd. KRAKOWIAK, VANSITTART).
- My 0010B/18. Sunderland on 2410 kc/s and 6480 kc/s. (C.in C., Plymouth, 1112B/18, to VANSITTART).
- Following received from VANSITTART through Sunderland A/C. Begins: Your 0010B/18. Have picked up 123 survivors, 5 seriously injured. Am proceeding as ordered. E.T.A., 0100/19. (C.in C., Plymouth, 1616B/18, to F.O.I.C. Milford Haven). 2 Beaufighters-aircraft will escort you from 2030 till last light. (C.in C., Plymouth, 1918B/18, to VANSITTART). Cancel my 1918B/18. Weather unsuitable. (C.in C. Plymouth, 1946B/18, to VANSITTART).

/QUEEN ....



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Enemy Air Activity.

QUEEN  
ELIZABETH.  
(Convoy  
"Sheikh")

1 A/C unknown 225° 5 miles position 266° 55° 34'  
N. 9° 50' W.  
(Sheikh, 1043/18, to C.in C. W.A.).  
My 1043. A/C still shadowing. Identified as  
Focke - Wulfe Courier.  
(Sheikh, 1046/18, to C.in C. W.A.).  
Help "Sheikh" 55° 34' N. 9° 50' W.  
(Sheikh, 1046/18). (DELHI, 1141B/18).  
1 A/C Shadowing Convoy "Sheikh" 185°, 1 mile, in  
55° 32' N. 11° 31' W. My course 266°, 25 knots.  
(Sheikh, 1223/18, to C.in C., W.A.).

KASTORIA  
(M/S  
Trawler)  
damaged.

Immingham departure H.M. Tug SABINE at 1510 to  
assist KASTORIA damaged by air attack in vicinity  
57E Buoy.  
(F.O. Humber, 1526/18).  
Humber arrival at 2140 SABINE with KASTORIA in tow.  
(F.O. Humber, 2257B/18).  
Humber arrival at 2035 H.M.D. CORUSCATION diverted from F.S.831  
by WOLSEY with her doctor aboard to assist KASTORIA damaged by  
bombs.  
(F.O. Humber, 2357B/18).

Murmansk  
attacks.

My 1259/11. Daily air raids on Murmansk area  
since June 13th. Three - wave attack by 30 or  
more bombers and fighters have caused fairly  
widespread damage, and fires started today by  
incendiaries are not yet fully under control. Nine enemy  
aircraft shot down in all. Casualties heavy but no numbers  
reported. Only very slight damage to shipping at present. 20  
aircraft of unspecified type understood have arrived Banak and  
16 Junkers 88s at Bardufoss from Magyi.  
(S.B.N.O. North Russia, 1700B/18).

Mining.

Off Cromer. LL Sweepers detonated red magnetic mine at 0905  
in 010° Cromer 8 miles.  
(F.O.I.C. Gt. Yarmouth, 0951B/18).

Needles  
Channel.

Owing to the mining situation no traffic entering  
the Needles Channel can be accepted at N. 1 Float  
until the Channel has been swept under present  
circumstances not before 100 (sic).  
(C.in C. Portsmouth, 1303B/18).

Milford  
Haven  
Guard-loops.

Your 1051B/17. Loops should be brought into full  
operation by connecting them direct to the  
existing galvanometer pending the availability of  
P.V.A. Equipment.  
(D.T.M., 1327B/18, to F.O.I.C. Milford Haven).

S N. 16F. Sailed ADVENTURE.  
(N.O.I.C. Port ZA 1330B/18).

/off ...



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War Diary.18.6.1942.  
Thursday.HOME COMMANDS.Mining. Contd.

Off Beachy Head. Detonated mine in 106°. Beachy Head 12.7 miles. (LC. M/S. Newhaven, 1509B/18, 2107/18).  
Detonated mine in 108°. Beachy Head Light 13.4 miles. (LC. M/S, Newhaven, 1650B/18, 2115/18).  
Detonated mine in 107°. Beachy Head Light 12.9 miles. (LC. M/S, Newhaven, 1654B/18, 2119/18).  
At 1807/18 one Mine exploded by sweepers in 50° 40' 15" N. 0° 23' E. Details. (N.O.I.C., Newhaven, 2124/18).

Enemy Intelligence.

North Norway. Russians report 14/6, Varanekr Fiord one destroyer. Convoy proceeding Kirkenes. 16/6, Convoy left Kirkenes to westward, North part Ande Fiord one U-Boat. (Adm. Miles, 1229C/18).

Kirkenes Military Traffic situation. Your 1826B/16. It is known that port of Kirkenes now handles much military stores which originally went to Petsamo before Russians began to control approaches by gun(?fire). It is also known that Germans have no able off load at quays the extra traffic now using Kirkenes, and (?south) Norway has stressed need for lighterage. It is suggested that motor boats may be small (?unarmed) propelled craft which have been requisitioned, or else advance-guard of small invasion lighters from Germany. (2) There is no evidence here to suggest invasion of Fishermen's peninsula being imminent. (N.A. Stockholm, 1804/18).  
N.I.D. Comment. 1826A/16 was made at the request of the Russians to obtain confirmation of a report they had received that some 200 motor boats had been assembled at Kirkenes. The need for lighterage at this port is a reasonable explanation and would account for a number of small craft. It is unlikely that these craft have come from Germany but they may have been taken up locally.

Troop transport. There will be heavy transport of troops and material from Tallin to Helsingfors after July 10th when new division is en route to North Finland. SVENSKA HOGARNA is only Swedish light vessel watching in this area. (N.A. Stockholm, 1836/18).

Convoy. Saint Malo departure at 2300/18. A convoy to Guernsey via Jersey, speed 8 knots. (C.in C. Portsmouth, 2227B/18, to\*ALBRIGHTON).  
\* See p.520

U-Boats.

U-Boats reported. Enemy S/M reported in 064° 58' N. 029° 56' W. at 1400B/18. (A.C.I.C. 1617B/18).

/By ...



18.6.1942.  
Thursday.War Diary.HOME COMMANDS.U-Boats.U-Boats  
reported.  
Contd:By D/F at 1608Z/18 U/B in approx. 46° 20' N. 12°  
30' W., probably inward bound.  
(D.D.I.C., 1837B/18, to P.222 and P. 46).  
See also Enemy Intelligence.Technical.Russian  
Methods  
against A/C  
attacks on  
Ships.

During discussion on danger from air attack east of Bear Island Peoples's Commissar and D.C.N.S. considered, from their experience in Black Sea, cruisers were capable of looking after themselves. They stated their ships had been attacked by as many as 30 to 40 bombing and torpedo aircraft without loss. I pointed out that our experience in Norway, Mediterranean, and Far East lead to opposite and we agreed to differ. 2. I asked to what did they attribute their immunity and was told (a) usual gunfire from all H.A. weapons, high speed and avoiding action against bombers. (b) barrage (or curtain) at 3 to 4 miles firing by all guns including main armament using shrapnel shell against torpedo aircraft (six to eight cables in my 1842C June 2nd., was apparently wrong.) 3. They now have shrapnel up to 12-inch gun inclusive although like us they had abolished this some years ago. If shrapnel runs short they use H.E. with fuse which bursts on hitting water. 4. Use of main armament for A/A purposes was considered extravagant but justified by results. (Adm. Miles, 1102C/18 to Admty, Reptd. S.B.N.O., North Russia, C. in C. H.F.).

Casualties and Defects.Lifeboats  
and  
Rafts.2 Lifeboats 4 Rafts surface craft here 49° 50' N.  
10° 20' W.  
(A/C, 1055/18, to 19 Group).

GEO. H. JONES.

The expeditious rescue of survivors from GEO. H. JONES was most gratifying and reflects great credit on all concerned. (C.in C., W.A., 1123B/18, to ORISSA, LULWORTH).

Loss of  
P. 551.

F.O.S's 1831/16. Slow section of convoy SO.M/SF.1, ST ALBANS and SEAGULL being forwarded. These include positions but not how established. Also information in 2 C. My 1605/20 defines S/M patrol and presumably was received by ships of escort. (C.in C. H.F. 1158B/18, to F.O.S.)

PERSIER.  
EMPIRE  
BASCOBEL.

PERSIER in tow EMPIRE LARCH and EMPIRE BASCOBEL escorted by RETRIEVER arrived. (N.O.I.C., Newcastle-on-Tyne, 1408/18, to A.C.O.S.)

/NORFOLK ...



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Casualties and Defects. Contd.

- NORFOLK. A.S. Rosyth 1900/17, and Admiralty 1935/17. In anticipation of guns being allocated intend sailing NORFOLK for Rosyth. Request exchange of guns may be effected with minimum of delay. 2. NORFOLK is to sail from Scapa as necessary to pass Beamer Rock at 1830B/19. 4. C.in C. Rosyth is requested to sail NORFOLK for Scapa on completion.  
(C.in C. H.F., 1414B/18, to C.in C. Rosyth).  
C.in C., H.F. 1414B/18. Intend to pass Hoxa Gate at 0700/19. (NORFOLK, 2021B/18).
- ONWARD. M.B. ONWARD arrived with engine trouble. (N.C.S.O. Plymouth, 1447/18).
- HAWKWOOD. D. of S.T.'s 2140B/16. Intend to sail forepart of HAWKWOOD in tow of EMPIRE HENCHMAN leaving T.B.1 1200/19 for Grimsby. E.T.A. 18 Buoy 2200/19, Grimsby 0800/20. Escort H.M.T. FRIARAGE to 18 Buoy, F.O.I.C. Humber arranging escort onward to Grimsby. Request fighter protection. (N.O.I.C. Tees-Hartlepool, 1710/18, to C.in C. Rosyth).
- CORRIB. S.S. CORRIB was in collision with WINCHESTER 300° 62G buoy one mile at 0840/11. Ship is due to leave Ipswich by inshore route for Boston tomorrow. Request you will arrange for collision damage to be surveyed and report of survey, including cost of repairs, forwarded direct to Admiralty.  
(C.in C. Nore, 2140B/18, to F.O.I.C. Humber.) *See 15/6 - p. 410*

Shipping and Convoys.

- QUEEN ELIZABETH. Sailed DELHI for W S 19 Y. (Capt. D. Londonderry, 0140B/18). Returning. Expect to meet 1100B. (KEPPEL, 0700B/18, to DELHI).
- WS. 20. F 4, F 8 Liverpool Section W S 20 arrived 0640/18. (D.S.T.O. Greenock, 0700/18). Intend sailing Clyde portion escorted by BEAGLE and RIPLEY passing Clyde boom 2000B/20 to R/V with Liverpool portion and escort from Londonderry at ?0700B/21 in 270°. Oversay 6 miles. (N.O.I.C. Greenock, 1014B/18). Sailed VIMY, BRILLIANT in accordance with Capt D. Greenock's 1028/11. Ships intend to anchor at Lamash after L.A. Firings. (Cdre, Londonderry, 1200B/18). Intend sailing Liverpool portion of 8 ships at 1600B/20 escorted by ST. ALBANS and WOLVERINE to R/V with Clyde portion 0700B/21. (F.O.I.C., Liverpool, 1931B/18).

/Irish ...



CONFIDENTIAL.

M E S S A G E.

1735B/18th June. I N.

Date 21.6.42.  
Recd. 1550.

From CORMACK.

NAVAL CODE L BY W/T.

Addressed Admiralty for M.W.T.

Signal 140. OCEAN VOICE, plan for repairs prepared. Even though docking unnecessary equivalent will probably take about a month. (GTWP) HARMATRIS, repairs started in dock but earliest completion 10th July. TOBRUK will follow HARMATRIS in dock TOBRUK and DEER LODGE are both considered safely aground. In any case there is nothing safer obtainable. As regards welfare of crews, main anxiety of captains and officers has been to clear out to England. Captain's treatment of British Section of crews left much to be desired and 3 were transferred HARMATRIS; Polish crews have received same treatment from B.T.O. and myself as British crews.

EMPIRE STARLIGHT; impossible forecast how successful salvage operations will be but indications are this only possible after the war. PIETER DE HOOGH; Whaler damage being investigated. JAKA should connect Q P 13;-- DEER LODGE work started but indicates at least 3 weeks necessary to complete or longer if later docking is found necessary. (KDBO); only truck of mast visible at low water. Probably impossible to raise ship but some cargo might be salvaged. Cause of explosion uncertain but probably internal.

It is necessary to take following Murmansk circumstances into consideration. There is shortage of skilled workmen for so many damaged ships. There is shortage of all classes of material. There has been much interruption of work by air raids which on some days were almost continuous. To-day large section of the town has been burned out by incendiaries but so far no damage reported from steamers.

1735B/18.

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)  
A.C.N.S. (W)  
N.A. 1st S.L.  
Controller MSR  
Naval Sec.  
Ops. (3)  
O.D. (5)  
D.N.I. (5)  
P.A.S. (S)  
P.A.S. (O)  
D.A.S.W.  
I.P. (3)  
W.D.  
M. (2)  
D. of S.T. (2)  
D.T.D. (4)  
D.T.D. (M)  
D.T.D. (C)  
D.T.S.D.

A.S. (C)  
Ad. Blake  
Hydrog (2)  
D. of N.  
S. Branch  
D. of Salvage  
D. of L.D. (3)  
D.M.R.  
D.M.B.  
Cdr. Holbrook  
D. of P. (3)  
D.N.A.D.  
Press Division  
Deputy Controller (3) } Bath  
S.W.R.



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18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Shipping and Convoys.

Irish Sea Escorts. As from 19/6 and until return of other A/A ships, only TYNWALD of Groups 1 and 11 of I S E F will be available for duty with Irish Sea convoys.

2. It is proposed, during this period, that TYNWALD should be attached to Group 111, under orders of F.O.I.C. Milford Haven, and that this Group should provide A/A escort for Irish Sea convoys between Holyhead and the Bristol Channel.

3. A/A escorts sailing with Northbound convoys to part company and proceed into Holyhead on passing, unless a B.B. convoy has been sailed, when A/A escort would transfer on meeting North of 53° N. 4. Northbound and Southbound convoys would thus be escorted by trawlers only when North of 53° N., but additional trawler escorts will be provided when possible.

(F.O.I.C., Belfast, 0923B/18).  
Your 0923B/18. Approved.  
(C.in C., W.A., 1833B/18, to F.O.I.C., Belfast).

ORISSA. My 2045B/11. ORISSA diverted and returning U.K. Probably sailing 1/7.  
(N.O.I.C. Greenock, 0948B/18).

FS.831. AFON GWILI not with F.S.831 at morning muster.  
AFON GWILI. Have cast back from 62 G buoy to 18 B buoy without finding her.  
(WOLSEY, 1010/18, to N.O.I.C. Newcastle-on-Tyne).

Sea-time of Escorts. My 1216B/12, para. 2. (1) Since the beginning of April, the average sea and harbour time of B Groups has been as follows:- (A) West-Bound Convoy 11.7 days. East-Bound Convoy 10.3 days. Total Sea-time. 22 days. (B) Harbour in Newfoundland 8.7 days. Harbour in U.K. 11.3 days. Total Harbour time. 20 days. (2) Summer weather and comparative immunity from attack have shortened the sea-time, but the figures suggest that even in less favourable conditions more might be asked of the mid-ocean groups. (3) Percentages of sea-time for various escorts during this period are:- B Groups 52. Gibraltar Groups 61. Sierra Leone Groups 63.  
(C.in C. W.A., 1113B/18, to Admty).

ON. 111. Your 0417Z 16th not to all addressees. (1) Concur assuming O.N. number 111 is escorted by B 6 not B 4. (2) Present sailing dates of convoy assume equal speed for east and westbound gives escort alternate spell of 7 and 11 days in harbour in U.K. and 6 and 7 days in harbour in Newfoundland. The harbour time on this side is apt to be still longer owing to the prevailing wind. (3) I understand that it is difficult to adjust convoy sailings from your side owing to the long - distance connections with other convoys but if westbound convoys were sailed one day earlier this would help to reduce balance. (4) Request your remarks.  
(C.in C., W.A., 1119B/18, to C T 24).



18.6.1942.  
Thursday.War Diary.HOME COMMANDS.Shipping and Convoys. Contd.

- RU. 28. My 2041/13. BARCLIFFE sailed for R U 28.  
BARCLIFFE. She is not degaussed.  
(A.C.I.C., 1334B/18).
- WP. 173. D S C M 110. W.P. 173 passed D 1 buoy at 1300/18.  
This convoy is not to be attacked. Escort W.P.  
173 are to warn master of this practice.  
(C.in C., Plymouth, 1336/18 to M.L.s. 181, 179,  
183).
- PQ. 17. P.Q. 17. My 1014B/14. (1) DOUGLAS is limited  
to about 20 knots due to two boilers being out  
of action. (2) (A) I am anxious to start as  
soon as possible the system of sailing either a Londonderry,  
Greenock, or Liverpool Group with each Russian Convoy as  
proposed in my 1216B/12 not to Cdre. Londonderry. (B) No other  
Londonderry destroyer is available for P.Q. 17 and if DOUGLAS is  
replaced from Greenock or Liverpool those bases are likely to  
have to borrow when their turn comes thus preventing the  
initiation of the group system. (C) Moreover assuming  
destroyers for P.Q. 17 leave U.K. June 24th I cannot replace  
DOUGLAS from Greenock or Liverpool without depleting escort of  
W.S. 20 since DOUGLAS will not be ready in time for the latter  
convoy. (3) If DOUGLAS is not acceptable for P.Q. 17 could  
C.in C. H.F., supply a destroyer in her place. DOUGLAS being  
lent to Home Fleet for the period of P.Q. 17 and the return  
convoy. (4) Situation will shortly be easier provided the  
two new Hunts about to join my Command are not allocated  
elsewhere.  
(C.in C. W.A., 1513B/18, to Admty, C.in C. H.F.).  
P.Q. 17 C. C.W.A., 1014B/14. One. Intend to sail PALOMARES  
and POZARICA 0830Z/23. Two. N.O.I.C. Greenock is requested  
to sail rescue craft to R/V in position B on QZS message 259 at  
1200Z/23 and Cdre. Londonderry to sail corvettes to R/V in  
position 000° from buoy 6 miles at 16?Z/23. Three. Force  
proceed to Seidis Fiord. (a) (?58°) 00' N. 08° 15' W.  
(b) 62° 50' N. (?12) 30' W.  
(N.O.I.C. Belfast, 1631B/18).  
My 0201/23/5, and A.M. 1909/2. TROUBADOUR was not sailed in  
P.Q. 16 because speed of convoy would thereby have been reduced  
by about 2 knots. (2) If effect on P.Q. 17 is to be similar  
her inclusion is still not (repetition not) acceptable.  
(C.in C. H.F., 1727B/18, to Admty.).  
P.Q. (?17) trawler‡ escort LORD MIDDLETON, LORD AUSTIN, AYRSHIRE,  
NORTHERN GEM.  
(A.C.I.C., 2205B/18, to C. in C. H.F.).
- Coal bunkering A.M. 1718B/12 is cancelled.  
of M/Vs for (D.T.D., 1723B/18).  
Antipodes.

/LADY OF MANN ...



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War Diary.

18.6.1942.  
Thursday.

HOME COMMANDS.

Shipping and Convoys. Contd.

LADY OF MANN.  
TJALDUR.

A.M. 1922/15/5. LADY OF MANN, from Invergordon will be used instead of TJALDUR on 7/7. Ship will carry approximately 525 personnel for Sorvaag and about 225 personnel for Thorshavn. Ship should be routed accordingly. 2. TJALDUR will be used from 21/7 onwards. (D.O.D.(H.), 1946B/18, to A.C.O.S.).

CW. 95.  
GARTH.

GARTH is to form additional escort to C.W. 95. (C.in C. Nore, 2340B/18).



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18.6.1942.  
Thursday.War Diary.FOREIGN STATIONS.General.

Possible Blockade Runners. Some of the following ships may attempt to run cargoes between Japan and Biscay ports in the near future.

From France. German. ANNALIESE ESSBERGER, ELSA ESSBERGER, BURGENLAND, RIO GRANDE, OSORNO, PORTLAND, MUNSTERLAND, URSULA, RICKMERS.

Italian. HIMALAYA, FUSIYAMA, PIETRO ORSEOLO.

Ex French. ALABAMA.

From Japan. German. REGENSBURG, DRESDEN, TANNENFELS, HAVELAND, MOSEL, RAMSES, RHAKOTIS, KULMERLAND.

Italian. RAMB II.

Ex French. PERSEE (ex Pierre L.D.)

2. KOTA NOPAN (ex Dutch) and SILVA PLANA (ex Norwegian) prizes of German Raiders, present whereabouts unknown, may also be employed in this service.

(D.D.I.C. 1225B/18 "A" Message Home and Abroad.)

North Atlantic.

Movements of Ships after Operation "Harpoon" Return to Gibraltar forthwith passing through 180° Cape de Gata 20 miles.

2. S.O. Force T in KENYA with CHARYBDIS and Force X course and speed of CAIRO and 4 destroyers from 037° 20' N 003° 32' E are estimated to pass through 180° Cape de Gata 26 miles at 1030B/18, S of A 22 knots.

3. WELSHMAN is about 2 hours ahead of Force X.

4. Acknowledge. (F.O.C.N.A. 0352B/18 to Force Y (R) Admty. S.O. Force T, Force X, WELSHMAN.)

S O T's 2230C/17 not to all addressees. 1 Sunderland F X M N airborne 0500 will escort you from about 0700/18. Further signals will be made about relief if necessary. (F.O.C.N.A. 0425B/18 to S.O.T. Force X, Force Y, WELSHMAN, 29th M.L. Flotilla.)

Force Y in 036° 35' N 000° 50' W at 0830C. Plain Language version para 1 of your 0352 has been passed to GERANIUM, who asked for translation. (S.O. Force T 0855C/18 to F.O.C.N.A.)

E.T.A. Gibraltar Bay 1630B/18 required to anchor to pump residue fuel from cockpit tank to others before entering harbour. (WELSHMAN 1015B/18 to F.O.C.N.A.)

KENYA, CHARYBDIS E.T.A. 1620B Gate 1715B. (S.O. Force T 1025C/18 to F.O.C.N.A.)

Intend sailing ARGUS escorted by Capt (D) 17 in ONSLOW with ICARUS, ESCAPADE, PANTHER at 2230B/18 routed through

A. 036° 20' N 010° 00' W. B. 039° 01' 015° 59'.  
C. 040° 58' 018° 02'. D. 043° 02' 018° 02'. S of A 16 knots.

C. in C. W.A. is requested to issue onward routing instructions from position D.

(F.O.C.N.A. 1230B/18 to Admty. C. in C. W.A. (R) C. in C. H.F. ARGUS, Capt (D) 17, ICARUS, ESCAPADE, PANTHER.)

Your 1758/17. PARTRIDGE should be sailed for U.K. (D.O.D.(F) 1558B/18 to F.O.C.N.A.)

Arrival 1703 S.O. Force T in KENYA, 1815 WELSHMAN, 1820 CHARYBDIS (F.O.C.N.A. 1825B/18 to Admty. (R) C. in C. Med. V.A. Malta. C. in C. H.F.)

/Arrival...



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War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.North Atlantic.

Movements of Ships after Operation "Harpoon" Contd. Arrival CAIRO, MARNE, ITHURIEL, BLANKNEY, \*MIDDLETON. *\*See next page.* (F.O.C.N.A. 2132B/18 to Admty. C. in C. Med. V.A. Malta, C. in C. H.F.) My 1230B/18 sailed ARGUS, ONSLOW, ICARUS, ESCAPADE, PANTHER. (F.O.C.N.A. 2248B/18 to Admty. C. in C. W.A. C. in C. H.F.)

Operation "Harpoon" Forward your report on "Harpoon" to me today Thursday. (S.O. Force T 0859C/18 to EAGLE, ARGUS, Capt (D) 17. MALAYA, LIVERPOOL.)

F.W. A/C. 1 F.W. 070° 8 miles course 180° position 320 Espichel 12X. (IMPERIALIST 1026/18 to Gibraltar W/T.)

13th D.F. efficiency. Stated efficiency of 13 D.F. is (a) \*WISHART, WESTCOTT, ANTELOPE 100%. (b) VIDETTE 1 boiler condemned and blanked off otherwise 100%. (c) WRESTLER in dockyard hands with boiler defects to complete 1st July. (d) PARTRIDGE my 1758/17 refers. (F.O.C.N.A. 1116B/18 to Admty.) *\*See p.532*

ST GEORGE, AARLA, EMPIRE GOBLIN, FOINAVEN. Ref. A.M. 1618B/6 para 2. (1) Ref. tug ST GEORGE. (a) Vessel burning oil fuel and will require to call at Ponta Delgada for fuel in accordance with C.A.F.O. No. 100/42. (b) from figures furnished by master maximum range of vessel is 2170 miles which is insufficient for passage St. Vincent to Trinidad. (2) Should fuel be required diesel yacht AARLA will also require to call at Ponta Delgada. (3) Request estimated dates of arrival of EMPIRE GOBLIN, FOINAVEN, AARLA at Milford Haven. (N.O.I.C. Milford Haven 1207B/18 to Admty. (R) C. in C. W.A.) *Should be under Home Command p.519*

SCOTTISH. Arrival 1145 SCOTTISH. (F.O.C.N.A. 1231B/18 to Admty.)

Portuguese Fishing Newfoundland. My R S 190 16/5 to D.N.I. para 4 Cod Fishing Guild. Request permission for motor vessel JOAO CORTE V enter St. Johns N.F. about 20/7 with cargo of salt with intention of loading dried cod for Portugal. (B.N.A. Lisbon 1234B/18 to Admty.)

/Situation...



531

War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.North Atlantic - Contd.

Situation Report. Situation 2000B. 1. PARTHIAN 035° 12' 013° 11' 083° 10 on surface.  
2. UTMOST 038° 25' 010° 59' through 225° Cape St. Vincent 20 miles thence Gibraltar 8½ on surface.  
3. CARLISLE, ISAAC SWEERS 043° 44' 013° 58' 024° 16.  
4. IMPERIALIST patrolling off Lisbon.  
5. LOCH OSKAIG patrolling Huelva Bight.  
6. STELLA CARINA 36° 39' 09° 45' to Gibraltar 10.  
7. Fleet Unit 4 destroyers sailed 2230B/18 through 36° 20' 10° 01' thence 299° 16.  
8. PHYLLISIA 025° 50' 015° 20' 034° 6.  
9. ST. NECTAN escort cable ship MIRROR vicinity 36° 48'N.10° 37'W. (F.O.C.N.A. 1312B/18 to A.I.G.63, 1324B/18.)

TRAVELLER. TRAVELLER sails p.m. 19/6 diving by day through  
P. 036° 00' 005° 00' W at 2100B/19.  
Q. 036° 10' 001° 26' W at 0030B/20.  
R. 036° 51' 001° 02' E at 0200B/22 thence E.  
(F.O.C.N.A. 1336B/18 to 8th S/M Flotilla.)  
My 1336/18. TRAVELLER passes Q at 0030B/21.  
(F.O.C.N.A. 1106B/19 to 8th S/M Flotilla.)  
18

MIDDLETON. Have on board 70 passengers from<sup>\*</sup>SEAWOLF. Request confirmation of her friendly identity and that she may proceed. (MIDDLETON 1410B/18 to F.O.C.N.A.)  
<sup>\*</sup>Expect to arrive 2030B/18. Passengers referred to in my 1410B/18 are on board. Acknowledge. (MIDDLETON 1745B/18 to F.O.C.N.A.) *\*exp. in 3rd page. not identified.*

SOKOL. 1 Your 1310/17 not to H.Q.C.C. Onward route for SOKOL dived by day through  
W. 043° 01' 012° 15'. X. 045° 59' 012° 14'.  
Y. 049° 10' 012° 12'. Z. 049° 40' 008° 01'  
to R/V vicinity Trevoze Head with escort as ordered by Capt. (S) 3 at daylight 3/7 for subsequent passage to Holy Loch.  
2. A.O.C. in C. C.C. is requested to institute submerged bombing restrictions as follows. 25 on either side line A. W and X between 0400/26 and 1200/28. B. X and Y between 0100/28 and 1200/30. C. Y and Z between 0400/30 and 0600/2/7.  
D. Z and R.V. between 0800/1/7 and 0800/3/7. F.O.C.N.A. pass to SOKOL. (F.O.S. 1427B/18 to F.O.C.N.A. (R) Admty. Capt. (S) 3, Capt. (S) 5, Capt.(S) 8, C. in C. Plymouth. C. in C. W.A. H.Q.C.C. SOKOL.)

Repairs to belligerent vessels in neutral ports. By International Law how are repairs on belligerent vessels in neutral ports allowed to be carried out (A) in naval establishments (B) by Naval Dockyard personnel (C) with material from neutral government source. What attitude should I adopt on these points? (B.N.A. Madrid 1515/18 to D.N.I.)



532

War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.North Atlantic - Contd.U/B sighted  
by A/C.Transit A/C reports S/M on the surface which  
crash dived in 45° 38' N 05° 25' W at 0650 G.M.T.  
18/6. (F.O.C.N.A. 1556B/18 to Admty. (R) C. in C  
Plymouth.)Damaged  
U/B at  
Ferrol.  
U.105.  
(N.I.D. 24/T.I.)My 1717/15. Report not yet received in Madrid.  
M of M in Cadiz. I am having difficulty getting  
reliable information at this stage but naval  
sources inform me privately damage is not so  
much as deemed believed. (Madrid 1622/18 to  
Admty. for D.N.I. (R) C. in C. Plymouth. F.O.C.  
Gibraltar.)Air  
Report.WX.2312 Gib. Ops. 43 18/6. Resume for 18/6.  
1 Sunderland 2 Hudsons A/S escort Force X 0515 -  
2230. (A.H.Q. Gibraltar 1721/18 to Air Min.  
H.Q.C.C. (R) H.Q. R.A.F. M.E., H.Q. Malta.)A/C  
sighted.Diaz Point A/C seen 2 miles off coast 040° 10' N  
008° 52' W 0945B/18. (B.N.A. Lisbon 1801B/18  
to S.O.(I.) Gibraltar (R) Admty.)French  
Shipping.Extract from a Fairmiss Telegram:- Arrivals  
Setubal 15/6 PONTET CANET. (N.C.S.O. Lisbon  
1801/18 to Admty.)

WISHART.

Your 1652Z/16. Relief cannot now be made available  
Request you will postpone WISHART's move to U.K.  
until further orders. (D.O.D.(F) 1831B/18 to  
F.O.C.N.A. (R) C. in C. W.A.)South Atlantic.ABDIEL  
W.S.19P.May ABDIEL be used to escort W.S.19P. If so  
what delay can be accepted for her arrival in  
U.K. (C. in C. West Africa 0901Z/18 to Admty.  
(R) C. in C. S.A. ABDIEL.)S/M  
sighted.Following from WINDSOR CASTLE (Begins) At 2100Z/  
17 347° 180 miles from J passed about 1 mile  
S/M which fired 1 Green Rocket (Ends.)  
(C. in C. S.A. 0950B/18 to Admty.)

/Situation...



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War Diary18.6.1942.  
Thursday.FOREIGN STATIONS.South Atlantic - Contd.

Situation Report. LAERTES, BENGALI, patrol sector T. ASTURIAS 006° 40' 013° 50' to Freetown. 1500. AUBRETIA B escort with O.S.S. 30 and S.T. 26 007° 30' 015° 50' to 006° 05' 015° 28' thence 175° and 118° 8½. ABDIEL about 004° 50' 012° 05' to Freetown 26. HYDRANGEA, 3 escorts, with L.S. 8 003° 15' 008° 25' 7½. ROCKROSE 004° 40' 000° 20' E to Lagos (Nigeria) 12. FANDANGO 005° 15' 001° 55' E to Lagos (Nigeria) 8. CARNARVON CASTLE 003° 55' S 007° 25' to Freetown 18. VINDICTIVE 014° 15' S 009° 30' to Freetown 15.3. ARCHER 005° 01' 017° 50' to Freetown 12 at 2000/18. (R.A. West Africa 1137Z/18 to A.I.G. 150.)

C. in C. S.A. Necessary for me to undergo a minor operation to undergo minor operation. 2. Intend to strike my flag temporarily on 22/6 from which date R.A.W.A.F. is to assume command of the S.A. Station until my flag is rehoisted. Routine correspondence and signals should continue to be addressed to C. in C. S.A. at Simonstown. Operational signals should be addressed to R.A.W.A.F. and repeated C. in C. S.A. Administrative matters will continue to be dealt with at Simonstown as from C. in C. S.A. Request para 2 may be promulgated by a message. (C. in C. S.A. 1201B/18 to Admty. R.A.W.A.F. Cdre. Simonstown.)

WEST HONAKER My 1220/10. WEST HONAKER overdue Capetown U.S. Authorities here state ship is in Baltimore. Can you confirm. (S.O.I. Capetown 1205B/18 to N.S.H.Q. Ottawa (R) Admty. C. in C. S.A.)

Re sending Sea Transport store-ships etc. to Neutral Ports. D of S.T. (0037/13) Under present conditions shipping anchored off Durban is in jeopardy at the same time the flow of eastbound shipping the majority of which carry important war stores must be maintained. To facilitate flow greater use of Lourenco Marques as a holding anchorage and relief port for Durban is essential if embargo on use of Lourenco Marques by Sea Transport Ships is insisted upon flow will be considerably hampered.

Reason for embargo is not clear but if motive is rigid interpretation of International Law or intelligence security consider safety and expedition of shipping more important than either of these considerations and that they should be waived. Recommend therefore that Cdre and D.S.T.O. Durban in consultation with M.W.T.R. be given discretion in applying embargo or be permitted to use Lourenco Marques when necessary for ships not too obviously carrying aeroplanes tanks etc in particular case quoted D.S.T.O. Durban was carrying out D of S.T.'s order to give OCEAN VIKING highest priority. (C. in C. S.A. 1223B/18 to Admty. (R) Cdre. Durban.)

/RODNEY...



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18.6.1942.

Thursday.War Diary.FOREIGN STATIONS.South Atlantic - Contd.

RODNEY,  
NELSON,  
W.S.19P. A.M. 0053/17 and your 1721/17.  
RODNEY, NELSON and their 4 destroyers are to provide escort for W.S.19P until SHROPSHIRE is met.  
2. They are then to return at best speed to Freetown, fuelling destroyers at sea as requisite.  
3.. Every possible form of practice is to be carried out while at sea so that they may be worked up to full operational efficiency by the time they return to Freetown.  
(D.O.D.(F) 1241B/18 to R.A. West Africa (R) C. in C. S.A.)

ARMERIA. Departure 1100/18 ARMERIA E.T.A. Freetown a.m. 20/6. (N.O.I.C. Bathurst 1504Z/18 to R.A. West Africa (R) Admty. C. in C. S.A.)

SHROPSHIRE,  
W.S.19P. Your 1241B/18 SHROPSHIRE reports considerable damage to fuel tanks which may have reduced her endurance by 25%. Further signals will be made on her arrival at Simonstown.  
(C. in C. S.A. 1632B/18 to Admty. (R) R.A. West Africa. RODNEY. NELSON.)

S.O.Force F. Your 1812/17 (1802/17 intended) not to C. in C. E.F. Thank you for offer of CANTON. With 14 officers 39 ratings and about 25 tons baggage I will travel by train due Capetown 1500 Sunday 21/6. Propose my flag is transferred at 0800 Sunday.  
(S.O. Force F 1657B/18 to C. in C. S.A. (R) Admty. F.O.C.N.A. C. in C. E.F. N.O.I.C. Durban, CANTON, RAMILLIES.)

Troop Accommodation,  
Durban. 056435. 118/Abd./446. Q.2. 49(?87) cipher 17/6. Presume you will curtail transshipments future W.S. convoys so as to keep within these limits. We will advise you twice monthly numbers in transshipment camps. At present there are in Durban about 13500. In Capetown about 2000 who are coming on in SCYTHIA. On account of breakdown in various ships do not expect to clear more than 7500 before arrival of W.S.19 repeat (?word omitted). This is after allotting space for 12(?00) A.A.P.C. who have been waiting 7 weeks. (I.M.C. Durban 2106/18 to W.O.)



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War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.Mediterranean.

Operation "Harpoon" F.O.C.N.A. pass to S.O. T and CAIRO. "Harpoon" final stages. Following summary from hurried verbal reports.

Para. 2. WELSHMAN's passage punctual and without incident. Sailed from Malta at 1400/15 to reinforce Force X having unloaded oiled and reammunitioned.

Para. 3. "Harpoon" p.m. 14th. One ineffective dusk attack by about 12 Ju.88, one or two destroyed by convoy and one by Malta Beaufighters. Dusk R/C of Palermo showed cruisers and destroyers leaving but did not establish in which direction.

Para. 4. Night 14/15. Enemy attempted without success to illuminate with flares in Zembra and Cape Bon area. One destroyer opened fire at unknown target near Ras El Mihr (probably wreck of HAVOCK.) Otherwise night passage was without incident. D.F. bearing from Malta coupled with blank report from Eastern Messina A.S.V. patrol suggested cruisers from Palermo had moved west.

Para. 5. Day 15th. Beaufighter sighted and reported enemy cruiser Force and at 0615 surface contact was made. Convoy was returned to the South West and enemy driven off by CAIRO and destroyers. Enemy cruiser force manoeuvred at a safe distance for some hours showing customary lack of the offensive. They scored no hits on the convoy but their gunnery was good CAIRO being straddled with first salvo, and BEDOUIN and PARTRIDGE hit whilst engaged in these holding off operations. First air attack developed at 0630 when CHANT was sunk. At 0730 the only Ju.88 attack of the day took place when 8 aircraft near missed KENTUCKY and BURDWAN and immobilised both ships. Air attacks of medium strength continued throughout the day but without any further success except for a T/B attack which sank BEDOUIN in tow of PARTRIDGE. A number of aircraft were shot down by Force X and convoy and Malta fighters claim 13 destroyed with 18 probable or damaged. F.A.A. and Beaufort T/B Striking Forces from Malta attacked the cruisers on three occasions and claim 3 definite hits. Effect on cruisers was however discouraging although it was probably these attacks which finally induced them to retire to the westward and leave the convoy alone. Convoy resumed Easterly course at 1100. SPEEDY took KENTUCKY in tow at 1130 but slow speed of advance coupled with distance from Malta and heavy threat from air and surface induced S.O. Force X to cut his losses and sink KENTUCKY and BURDWAN. After BEDOUIN was sunk PARTRIDGE was forced to the North West but in spite of a maximum speed of 12 knots gallantly continued to shadow until ordered to return to Gibraltar. Convoy reached end of S.E. channel at 2230 which was too late to send Force X back.

Para. 6. Night 15/16. Final lap (in which mines and obstructions were still met) of the narrow searched channel was only completed by Malta minesweepers just in time to allow them to take up marking positions. Majority of the convoy successfully negotiated narrow and insufficiently lighted channel but a few ships strayed and KUJAWIAK and BADSWORTH struck mines the former sinking in 3 minutes. ORARI and MATCHLESS detonated magnetic mines in the harbour entrance which must have been laid for the occasion in some manner not yet ascertained and JUSTIFIED also struck a mine and sank.

Para. 7. Day 16th. Remaining ships of Force X who had been picking up survivors entered harbour at dawn. HEBE striking a mine and being damaged. A third magnetic mine was swept in the harbour entrance just before Force X sailed.



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18.6.1942.  
Thursday.War Diary.FOREIGN STATIONS.Mediterranean. cont'd:-

Operation "Harpoon" Contd. At 1930 WELSHMAN and Force X sailed by inshore route for Gibraltar. One abortive air raid only was made on harbour area during the day and there was no R/C of Force X leaving.

Para. 8. Remarks.

(1) Maximum fighter protection was provided throughout the day but delay forced on convoy by enemy surface forces inevitably thinned the cover in spite of using L.R. Spitfires far beyond their intended range.  
 (2) Italian naval tactics remain as spineless as ever although their gunnery is good.  
 (3) Very heavy losses inflicted the previous day on Italian T/B aircraft confined them to single attack on isolated unit.  
 (4) German attacks were not pressed home although bomb aiming was good.

→(5) 3200 tons unloaded from TROILUS and ORARI first 24 hours.  
 Para. 9. F.O.C.N.A. pass to S.O. T and CAIRO.  
 (V.A. Malta 0244C/18.)

Q.M. Re use for personnel ex M.E.  
 Q.E. (D.S.T. 0447B/18.)  
 AQUITANIA.

Movements. 17/6 Port Said arrivals ISLAY, PAKENHAM, INCONSTANT, R.F.A. BULKOIL, FORTUNE, GRIFFIN, BURRA. Departures 1215C BULKOIL, 1610C TREERN, 1700C ISLAY. (N.O.I.C. Port Said 1011C/18.)

Malta Fuel Situation. Fuel oil situation when TROILUS, ORARI have discharged.  
 (a) Furnace fuel. 1155 tons plus 200 for BADSWORTH, 400 for MATCHLESS and 420 for TROILUS.  
 (b) Diesel from which essential (?wells), dockyards generating stations and submarines are supplied. 2618 tons out of which ORARI may require 350 tons. (V.A. Malta 1300C/18 to C. in C. Med.)

Mines off Malta. Your 1845C/16. The (2 corrupt groups) mines were laid by raiding craft in which case it is considered the best ways to guard against this form of attack are: (A) Patrol craft dropping explosive charges in entrance and channel.  
 (B) Illumination at irregular intervals entrance and approaches by shore searchlights and (?patrol) craft.  
 2. Thorough sweeping for all types of magnetic and acoustic mines on day before convoy arrives. Following procedure given in para 1 on night before arrival of escort ensures the entrance and approach channels are clear. (C. in C. Med. 1308C/18 to V.A. Malta.)

/Operations...



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War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.Mediterranean - Contd.

Operations "Vigorous" & "Harpoon". Presume Admiralty will issue final communique. Is any information further to my 0325 17th and my 2013 17th required. No communique has been issued locally. (C. in C. Med. 1550C/18 to Admty)

Air Report. *Malla.* 17/6. 2 alerts. Night 17/18 alert 2037 hrs 2 raiders bombs sea 1 Ju.88 destroyed by Beaufighter. (H.Q. R.A.F. Med. 1615/18.)

Information for TURBULENT. PROTEUS. (1) A/C will be on patrol between ? 033° 42' 024° 12' and 033° 55' 022° 42' from 2130 to 0200 tonight. One enemy cruiser and 3 destroyers may be encountered. (2) 4 U-Boats operating off coast Libya 2 or 3 on passage to or from this area. (Capt. (S) 1 1735C/18 to TURBULENT, PROTEUS (R)

Group 201. At 1914, P.C. and S of 1 destroyer 034° 10' 023° 57', 180°, 5 knots my 1735/18\* refers. Aircraft will be attacking assisted by flares. (Capt. (S) 1 2001C/18 to PROTEUS (R) TURBULENT. \* Aircraft patrolling named area where 1 cruiser and 3 destroyers may be encountered.

Enemy destroyer. Following received on 5000 Kc/s. Following has been read from Medn. A/C (Emergency). P.C. and S of one enemy destroyer is 34° 1' N 23° 57' E. 18-0-5. (Nore W/T 1914/18 to Whitehall W/T) P.C. and S of enemy destroyer 34° 8' N 23° 57' E 180° 5 knots. (201 Gp. H.Q. 1935/18 to A/C 230 Sqdn. Duty W.) WWWJ. P.C. and S of enemy destroyer 347° (?) 27 miles 350° 10 knots. (A/C NJ8W A/C 230 Sqdn. Duty W 2213/18 to 201 Gp. H.Q.) Enemy course and speed are 360° 20 knots. (M.E. A/C 2219/18 to 201 Gp.) WW4 MW 1 201 2 Nil. (M.E. A/C 2330/18 to 201 Gp.) WW3 Enemy speed is 28 knots. (M.E. A/C 2248/18 to 201 Gp.)

Orders to S/Ms. Proceed submerged by day. (Capt. (S) 1 1927C/18 to S/Ms on patrol TURBULENT. (R) C. in C. Med.)

HAVRE. Repetition of my 1649/12. Sunk at sea by enemy action at 0330/10. (N.C.S.O. Alexandria 1930C/18 to Admty.)

S/M. One submarine in 31.05 28.51. (Alexandria W/T 2005C/18 to Med. Fleet.) U/B in 31° 5' N 28° 51' E. \* Destroyer hunting. (201 Gp. H.Q. 2340/18 to A/C Duty X.)\* at 2005. *TETCOTT*

Movements. 18/6 arrival M.T.Bs. 260, 312, KHEIR-EL-DINE, LLANDOVERY CASTLE. Departure M.T.Bs. 312, 427. (C.C.O. Tobruk 2357C/18 to Admty.)



**MOST SECRET**

M E S S A G E 1640/18th June

537A

MOST SECRET

From V.A. Malta

IN  
Time 19/6/42  
Date 0506

NAVAL CYPHER (X) BY W/T

Addressed O. in O. Eastern Fleet Repeated Admiralty for D.N.I.  
209. A.M. 1046B/1st June.

A. Type of enemy planes used. JU 88 and JU 87 escorted by large numbers of fighters in proportion about 3, 1, 2.

B. Tactics of enemy. Attacking force normally approached target from direction when cloud cover could be used or out of the sun, making visual pick up difficult. Mass attacks on one target area in waves of 12 to 15 bombers at about 5 minute intervals or similar waves attacking different objectives simultaneously. Bombers average height of approach 14,000. JU 88 shallow dived to 5000 to 8600 for bomb release. JU 87 dived steeply but generally released at about 6000 due to barrage. Exceptions dived as low as 2000 feet. Enemy fighters patrolled island at 18,000 some accompanied bombers, and others remained off coast to rejoin bombers on way out.

C. Method of engagement. In good visibility, engaged by control methods until commencement of dive. In poor visibility or with good cloud cover enemy engaged by predicted barrage as at night, a point in the sky being predicted in path of attackers. Prediction and order to fire given from R.O.R. to ensure all rounds bursting simultaneously. Dive once commenced engaged by geographical barrage, guns firing in preselected co-ordinates and at a predetermined height. Most effective heights found to be 5500 - 6000 feet.

D. Lessons.

- (1) Dispersion of ships in Harbour essential but only to the point that allows adequate density of barrage to be maintained over them. Disperse small craft lighters and boats. Select berths in shallow water and where ground contours and colour aid protection.
- (2) Make full use of camouflage nets and scrim.
- (3) Deceive with dummy gun positions, flare paths and other bombing objectives.
- (4) Deploy guns away from vulnerable areas as dust raised by first bombs makes visual control impossible.
- (5) Keep one gun in each position to engage single aircraft breaking formation to attack them.
- (6) Disperse (underground if possible) essential stores and machines.

E. Aerodromes. Harbour has priority when ships are present and in heavy simultaneous attacks has 70% A/A protection to aerodromes 30%.

/ aircraft



537 A

aircraft and their protection in single pens of stored or earth-filled petrol tins. During period of heavy raids large number Military and Civilian personnel were continuously employed filling in craters and picking up shrapnel on runways and dispersal tracks.

F. Use of smoke. Useful for protecting valuable individual targets but guns in area are blinded. If whole target area cannot be covered whole weight of attack may be concentrated on uncovered area. About 2 tons of containers required to cover 1000 yards front for 30 minutes under ideal conditions (wind 5 M.P.H.) i.e. 2 containers number 24 joined in series every 15 yds. One man to operate every 4 positions. Smoke would probably be effective in rain but useless with wind over 20 M.P.H. Screen takes about 5 minutes to become effective.

G. Miscellaneous.

- (1) Submarines bottom in suitable berths in not less than 10 fathoms during the day.
  - (2) Minesweeping done at night when enemy fighters are active and adequate fighter protection is not available
  - (3) U.P. Equipments are of value against low dive bombers when wind is suitable they get entangled in telegraph wires etc. when descending.
  - (4) A/A fire from ship in Harbour - Ships are connected to G.O.R. by telephone, but are completely independent of shore A/A control except under special circumstances or for blind barrage at night. G.O.R. also broadcast plots and information by W/T in special code.
- \* (portion undecypherable)
- (6) Warnings. Usual civilian syren and (later) red flag hoisted to indicate heavy raid approaching Harbour area and to authorise service and dockyard personnel taking cover. Careful and discreet use of red flag saves many man hours.

1640C/18

\* Check and repetition called for.

\* C. in G. Eastern Fleet requests reports from Malta on A/A defence, based on exceptional experience Malta has had of air attack.

- |                      |                |
|----------------------|----------------|
| 1st Lord             | D. of P. (2)   |
| 1st S.L. (2)         | D.N.I. (4)     |
| 3rd S.L.             | D.D.I.C. (2)   |
| 4th S.L.             | Hd. of M.      |
| 5th S.L.             | D. of L.D.     |
| V.C.N.S.             | D.T.S.D.       |
| A.C.N.S. (F) (2)     | Hd. of Air Br. |
| A.C.N.S. (H)         | D.N.A.D.       |
| A.C.N.S. (W)         | D.C. (2)       |
| A.C.N.S. (T)         | D.A/S.W.       |
| Nav. Sec.            | D.M.S.         |
| N.A. 1st S.L.        | D.S.D.         |
| N.A. to A.C.N.S. (T) | D.T.M.         |
| D.O.D. (F) (2)       | Admiral Blake  |
| D.O.D. (H) (2)       |                |

I.P. (2) WJ



War Diary.

18.6.1942.  
Thursday.

FOREIGN STATIONS.

East Indies.

Proposed  
Troop  
Movements.

Following is revised and up to date programme.  
(P.S.T.O. India, 0525Z/18 to D. C. in C. E.F.)

F.O. Ceylon.

R.A. A.D. Read hoisted his flag as Flag Officer Ceylon at 0200Z today 18/6. Flag of V.A. G.S. Arbuthnot, K.C.B., D.S.O. as C. in C. E.I., will be struck on sunset today 18/6.  
(F.O. Ceylon, 0528Z/18).

W.S.19 Q.

Superintending S.T.O. Freetown ref. 1009 12th to remainder. Consider it most undesirable W.S.19 Q calls anywhere between Capetown and Aden. Only places for secret route without wide diversion are Diego Suarez and Seychelles. Water in quantities not available at either port. No A/S base at Seychelles. (Corrupt group) of Diego Suarez forecast considerable difficulties (?in) provisioning (D. C. in C. E.F., 1554Z/18 to C. in C. S.A. (R) D. of S.T.)

A/A defences  
for Manza and  
Tanga.

A.M. (?1305B/12) intend to use (A) Manza Bay as overflow from (?Kilindini) and for ships exercising. (B) Tanga occasionally for (?ships) landing F.A.A. Stores and personnel exercising with F.A.A.

(2) Zigzag and anti-torpedo baffles are already being laid Manza Bay and (?A/S screen) will be (?laid) shortly.  
(D. C. in C. E.F., 1626Z/18 to Admty).

Air report.

Ceylon. A coastal and Catalina patrol 250 miles east 17/6, negative.  
Burma. 2 Blenheims bombed Homalin and a river steamer near Sittaung. 15/6. No movement seen from Kalembo to Tamanthi.  
(A.H.Q., India, 1745/18).

Minesweepers  
& Corvettes.

D. C. in C. E.F.'s 0949/11. It is important that these Minesweepers and corvettes should proceed to their proper station as soon as practicable.

2. It is assumed that: (a) GENISTA and THYME will be released as reinforcement mentioned in Admty 1900/20/5 arrive. (b) CYCLAMEN will rejoin South Atlantic now. (c) CROMARTY, ROMNEY and CROMER will proceed to Med., as first 4 vessels mentioned in para 2 of A.T. 2053/3/4 become ready for service.

(D.O.D. (F) 1806B/18 to C. in C. E.F., D. C. in C. E.F., C. in C. S.A., V.A.3., C. in C. Med., F.O.I.C. E. Af. and Zanzibar N.O.I.C. Diego Suarez.)

LA PAMPA.

Destination changed to Durban. If already sailed request you divert and report action taken.  
(D.T.D., 1820B/18 to F.O. Ceylon).



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War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies.

U/B reports of sighting convoys. U-boat estimated in your vicinity by D/F has made sighting report of a Convoy or important unit 15768 K/Cs at 2148Z/17. (C. in C. U.S.F. 0028/18 to C.T.U. 24.1.12. C.T.U. 24.1.18., C.T.U. 24.6.3. (R) C.T.F. 24, N.S.H.Q. Ottawa, C.O.A.C. Halifax, Admty., C. in C. Atlantic Fleet.)

U.S.S. HADDOCK. Unescorted, New London for Canal Zone. Request for bombing restrictions. Route etc. (Cominch 0707/18 to N.S.H.Q. Ottawa, C.O.A.C. Halifax, C.C.N.F. Admty., C. in C.A.W.I. S.O.(I) Kingston, Cmdr. Gulf Sea Frontier.)

S/M sighted. Charlottetown 75 Ansons Number 31 R.S. during day made flights over Convoy route S. of S.P. 00 1 sighted S/M on surface at 1815 G.M.T. DCNA 1248. S/M submerged. (A.O.C.E.A.C. 0715/18 to Air Min.)

SOUTH AFRICA (Torpedoed 8/6). My 1202/16. 2nd boat with 13 survivors including Master now arrived. 4 known killed in engine room and 2 drowned. (N.O.I.C. Trinidad 0832Q/18 to Admty.)

KAHUKU. SCOTTSBURGH. Torpedoed 14/6. My 1737/14. KAHUKU, SCOTTSBURGH No. 7 arrived Trinidad. (S.O.(I) Jamaica 0909/18 to Admty., N.S.H.Q. Ottawa, C. in C.A.W.I., S.O.(I) Freetown, S.O.(I) Capetown for C. in C.S.A.S.)  
*See next page*

? My 1536/14. (N.T. in W.D.) Ship torpedoed sunk 2030/7 G.M.T. in 014° 33' 074° 35'. 2 Casualties. (S.O.(I) Jamaica 0926R/18 to Admty. C. in C.A.W.I. B.A.D., N.S.H.Q. Ottawa, Connav, F.O.C. Trinidad.)

CASTILLA. My 0924/12. Connav reports sunk 6th 020° 15' 083 18 C.Bs. destroyed. (S.O.I. Jamaica 0956R/18 to Admty., C. in C.A.W.I. B.A.D. N.S.H.Q. Ottawa.)

Leakage of Shipping Movements. B.R.O. Colon 1755/16 being passed to you this clearly indicates that enemy agents have been active and in view of Naval Attache's report of 25/5 regarding Cuba, I am inclined to suspect leakage may be from there. I suggest that information of shipping movements may be communicated to U-boats by illicit W/T from Cuba or by boat to a U-boat stationed off the coast. Are U.S. Authorities taking any steps to deal with the known activities of enemy agents in Cuba. (C. in C.A.W.I. 1002P/18 to B.A.D.)

Following received from Comdr. Task Force 23 addressed Opnav repeated C. in C. Lant begins. Am positive collusion exists between recognized Spanish M/Vs and U-boats. I propose, unless otherwise (?ordered), to bring in for adjudication the first obvious case of U/Bs. being guided to shipping by unneutral signals on 500 K.Cs. (N.A. Washington 2147Z/18 to Admty.)

/FRED.....



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Thursday.FOREIGN STATIONS.America and West Indies-Contd.

FRED. W. GREEN. British. Sunk by submarine 30/5 30° 20' N. 62° 00' W. Survivors landed 17/6. All books went down in ship which was not boarded by enemy. Considered no possibility of compromise. Information from Second Officer and W/T operator. N.C.S.I. 296 refers. (Cmdre I/C Bermuda 1037P/18 to Admty.)

My 1739/1 36 survivors FRED W. GREEN landed Bermuda 17/6. Ship sunk by gunfire 30/5 in 30° 20' N. 62° 00' W. One U-Boat numbered U.35 medium size new light grey paint without stripes. One gun before and one smaller abaft conning tower over hanging bow. Books went down in ship, possibly two or even three U/Bs. involved in attack according to D.E.M.S. gunner. Both boats intercepted by U/B and different questions asked also no number on conning tower observed by survivors in second boat. U.35 asked if there was anything he could do for survivors. Missing, Master and one fireman. Killed, Chief Officer, one D.E.M.S. Gunner and one fireman. (C. in C.A.W.I. 1149P/18 to Admty.)

EGYPTIAN PRINCE. Ex H.X. 194 arrived St. Johns N.F. after being in collision. (N.C.S.O. St. Johns N.F. 1101Z/18 to Admty.)

KAHUKU (U.S.) U.2.D. article 13.  
(B) 16/6 0120 G.M.T. 11° 54' N. 63° 07' W.  
(C) and (D) all books in metal box in chart room went down with ship.  
(E) (F) and (H) Blank. (G) Second Mate.  
(F.O.I.C. Trinidad 1107Q/18 to Admty.)

*See previous page*

SCOTTSBURG (U.S.) Torpedoed and sunk 2300 G.M.T. 14/6 11° 51' N. 62° 56' W. Master threw all books overboard in lead weighted metal box. (F.O.I.C. Trinidad 1207Q/18 to Admty.) *See previous page.*

U/B and raider sighted by HANLEY. HANLEY reports S/M attended by tanker in 011° 05' N. 054° 25' W. course 099° speed 9 knots at 1425Z/18. (N.O.I.C. Trinidad, Port of Spain, 1142Q/18 to C. in C.A.W.I.)  
HANLEY (?attacked by S/M) eluded accompanied by tanker Lorraine type throughout night forced to S. tries to close during attack raider alarm sent her 035°. (HANLEY 1703P/18 to Admty.)  
Your 1142/18. Request early amplifying report. (D.D.I.C. (1237) 2228B/18 to N.O.I.C. Trinidad).

RAMSAY. (?Tanker) EFFORT has rescued 5 survivors of RAMSAY sailed Loch Ewe 2/6 for New York torpedoed night 9th. Will report later to F.O.N.F. only in accordance with A.F.O. 2901/41 (?weather report 3875 1111). (C.T.U. 24.1.12 1200Z/18 to C. in C. W.A.)

/PLEASANTVILLE.....



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PLEASANTVILLE (Nor.) New York to Alexandria via Capetown torpedoed and sunk 0050Z/8 034° N. 068° W. 35 crew including master 10 U.S. Army personnel landed Port of Spain by CHICKASAW CITY and PADEREWSKI. 2 of crew feared lost. (N.O.I.C. Trinidad 1202Q/18 to Admty.) *See next page*

U/B attack on O.N.S. 102 SEATTLE SPIRIT sunk. C.T.U. 24.1.3. 180930. My 180525. ONS 102 in 50-24 N. 42-37 W. at approx. 0454Z/18 was attacked by at least one S/M. SEATTLE SPIRIT 2nd ship 11th column was torpedoed on Port Side tearing large holes in fire and engine rooms. One killed three missing. Survivors removed to rescue vessel. Ship remained afloat but could not be salvaged and is being sunk. Not known or indicated from which direction S/M made attack. Two S/Ms. reported seen prior to torpedoing and were attacked and driven down. Apparently at least three S/Ms. present. (Opnav 1215/18 to C. in C. Lant, N.S.H.Q., C.O.A.C., C. in C.W.A. F.O.N.F. Admty.)

Underwater defence requirements for Bases. Your 0235Z/17 and A.M. 1242A/16/3 harbour defence asdics are not being supplied for Auckland. Two asdic installations type 135 for boom gate vessels can be supplied if required. (Admty. 1215B/18 to B.A.D.)

Re Convoy sailing telegrams for O.T.T.O. & T Cape Convoy. C. in C.A.W.I. 1253P/18 to B.R.O. Trinidad, Curacao.

Mines in Chesapeake Bay. Connav's 0120/17. Request you will endeavour to obtain details from Navy Department. As to type of mine e.g. ground, moored or magnetic. Whether ships were in swept channel. What sweeping facilities are available for Chesapeake Bay approaches. (D.T.D. 1253B/18 to B.A.D.)

K.S.510. Ref. Norfolk's 1319Z/13 convoy K.S. 510 disperses off Key West 0130 G.M.T./18. (B.R.O. Key West 1352Z/18 to C. in C.A.W.I.)

COLD HARBOR (Panamanian) Sunk 0210 G.M.T. 15/6 11° 40' N. 62° 55' W. All books and papers thrown overboard by Master. In metal box weighted 300 fathoms. (F.O.I.C. Trinidad 1417Q/18 to Admty.)

/PLEASANTVILLE....



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PLEASANTVILLE 0050 G.M.T. 8/6 34° N. 68° W. Confidential books  
(Norwegian). thrown overboard in weighted and eyeletted bag  
in 3000 fathoms. (F.O.I.C. Trinidad 1427Q/18 to  
Admty.) *In previous page*

Restriction of Shipping by Japanese. CR. No. 355. The following information was received in Opnav 2255/16: according to translations of "Japanese Marine Instructions" Japanese Navy, from 1 November 1941, placed obstructions in Uraga Channel and from 10 Nov. 1941 restricted all shipping in following areas: Mutsu Bay. Entrance to Tokyo Bay. Kii Channel. Bungo Channel. Shimonoseki Straits and Western Approaches to Shimonoseki Straits. Wakasa Bay. Approaches to Sasebo Naval Base between Goto Islands and Kyushu. Chinkai Bay. E.S. and W. Approaches to Bako Naval Base. Waters on E. and W. sides of Daisotoa entrance to Rashin Harbour closed to all shipping from Sept. 8 to Nov. 30, 1941. From Soviet Vessels arriving in U.S. ports, it is reported that Laperouse Straits have been mined with the exception of N. and S. Channels, the use of which requires special permit from Japanese Authorities. The reported mining of Laperouse Straits has not yet been confirmed from any Japanese sources. Detailed report follows. (Comnav 1434/18 to Admty.)

U/B reports. By A/C 012° 25' N. 061° 55' W. at 1446Z/18.  
(N.O.I.C. Trinidad 1152Q/18 to C. in C.A.W.I. (R)  
Admty. S.O.(I) Kingston.)  
Sighted a submarine 1500 G.M.T./18/6 bearing 222°  
866 miles from lettered position P. (DORSET  
1555G.M.T./18 to C.O.A.C. Halifax.)

EMPIRE A.M. 2345B/17. Intend to sail FRISKY in H.X.194  
CLOUGH with orders to detach in 3525' W. and search to South-  
(Torpedoed wards escorted by ACONIT. ACONIT will subsequently  
9/6). escort tow. Assume tow will be to Eastward.  
ACONIT's refit will be delayed. A.M. 1128B/10/6  
refers. (F.O.N.F. 1501Z/18 to Admty., as amended  
by H.W.R. 2058B/21).

Re Giro being put into effect for S. America & Hawaii Islands. C. in C. A.W.I. 1552P/18 to Admty.

U/B Positions. 18/6 S/M estimate. (C. in C.U.S. Fleet 1644/18 to Admty.)

Re M.A.R.I. Amendment No. 26 to M.A.R.I. Section II, para. 2, sub-para. (i), for "Boston" read "Cape Cod Bay" throughout text. (D.T.D.(983) 1724B/18 to Admty.)



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Re. M.A.R.I. Reference amendment 25 to M.A.R.I. Section 2 para  
-Contd. 14 sub. para 2 (A) Ships for U.S.A. Ports North  
of Cape Canaveral and Canadian east coast ports  
should be routed to join coastal route south of  
Cape Hatteras. Routes should be well to seaward  
and outside Caribbean in accordance with M.A.C.R.I.  
para. 10. (C. in C.A.W.I. 1242/18 to B.R.O.  
Trinidad.)

DIOMEDE. Your 2222/12, para. 3. Approved.  
(D.O.D.(F) 1741B/18 to C. in C.A.W.I.)

S.C.87(?) <sup>SAMUEL D.</sup> <sup>WILLIAM J.</sup>  
^ INGHAM and DUANE still searching for S.C.87(?) as  
direct route N. to O. Position 1500Z/18 053° 13' N.  
058° 47' W. (INGHAM 1750Z/18 to A.I.G. No. 302,  
Comtask 24, Comtask 24.6, Admty., C. in C.W.A.  
N.S.H.Q. Ottawa, F.O.N.F. C.O.A.C. Halifax,  
Comtask Group 24.7.)

Mines Q.J.A. 615 entrance to Delaware Bay is closed  
Delaware temporarily due to enemy minefield. Sweeping is  
Bay. in progress. (Chief of Nav. Staff of Canada  
1826Z/18 to All S.Os, Ships etc., Admty., S.O.(I)  
Gib., S.O.(I) Freetown, S.O.(I) Capetown, S.O.(I)  
Jamaica, Bermuda C.& C.O., A.C.I.C.)

QUEEN Escort of QUEENS in coastal water is responsibility  
ELIZABETH. of Commander Sea Frontier concerned. Cominch  
QUEEN considers that destroyer Escort is not necessary  
MARY. provided affirmed projected course is searched  
about 50 miles to sea by vessels equipped with A/S  
gear immediately prior to entry or departure and  
ship is screened while at low speeds close air  
escort equivalent to section of patrol planes to  
prudent limit of endurance is afforded from and  
to sea buoy. (Cominch 1837/18 to Cmdr. East Sea  
Frontier).

Convoy Referring C.O.A.C. 1551Z/15 regarding basing  
Escort Norwegian Corvette at Halifax in lieu Argentia  
Policy. Subject ships are very economical in fuel  
consumption and efficient in maintenance material  
thus demonstrating capability accompany convoys for  
complete passage. However schedule proposed in my  
0341/16 results in subject units having layover  
Argentia only 5-7 days based on average fair weather  
transit time. If these escorts continued with  
convoys to Halifax and sailed with last June convoys  
from Halifax - Sydney layover in port would be  
reduced to 1-2 days. Except for foregoing  
undesirable feature basing these corvettes at  
Halifax is satisfactory to originator.  
(C.T.F.24 1901Z/18 to C. in C.W.A.)

/A.T.17.....



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America and West Indies-Contd.

- A.T.17. A.T.17. Your 1545/17 para. one, one ship para. 2A. Proposed route details. (Connav 1902/18 to Admty.)
- O.N. 103 B.Q. Recommend alter course forthwith to new position W.51 - 01 N. 42.59 W. X.47 - 58 N. 48.30 W. Thence to H. (D.T.D. 1924Z/18 to Connav).
- Ice Report. Halifax 1930Z/18 to U.S.C.N.O. etc.
- DORNOCH. Your 2313/16. DORNOCH (?reported) arrived Buenos Aires 15/6. (N.S.H.Q. Ottawa 1939Z/18 to Admty.)
- P.556 On or about 21/6 sail P.556 for Gibraltar via Bermuda for fuel through Point 036° 30' N. 067° 50' W. 032° 27' N. 064° 32' W. thence Narrows. Leaving Bermuda Points 034° 28' N. 052° 58' W. 035° 27' N. 039° 18' W. 034° 55' N. 025° 10' W. 035° 58' N. 013° 25' W. thence destination. (Connav 1941/18 to Cdre S/Ms. Atlantic Fleet.)
- Routeing of Tankers and ships. Tankers of under 15 knots in Caribbean Ports bound for U.K. or Gulf of Mexico or U.S.A. or Canadian East Coast ports and not ready to sail until after 24/6 should be held for first available T.W. or A.H. Convoy. From this date tankers for U.K. should not be routed via Freetown. (D.T.D. 1953B/18 to C. in C.A.W.I.)
- All British managed shipping (other than Tankers) lying in Caribbean or West Indies ports whose voyages would enable them to take some advantage of the T.W. convoys should be held for the first available of these convoys. Shipping in Atlantic seaboard or Gulf of Mexico ports who could take advantage of W.T. convoys should be similarly held. (Admty. 1959B/18 to C. in C.A.W.I. N.S.H.Q. Ottawa.)
- Until further instructions all British-managed shipping of under 15 knots bound from U.S. or Canadian east coast ports or Gulf of Mexico to Australia or New Zealand should be routed via Cape of Good Hope. Ottawa pass to Sparks and Huband to ensure ships load for ports in correct rotation. (D.T.D. 2001B/18 to C. in C.A.W.I. N.S.H.Q. Ottawa.)
- CHINA MAIL. Your 2006/15th. All these ships will also be carrying war materials to East and would normally proceed unescorted. U.S. Navy cannot arrange special escort on any of the dates in para. one since every available escort vessel is needed for coastal and Caribbean Sea convoys. A small troop convoy will be leaving for Ascension at about end July in which ships carrying cracking plant might be included. However sailing date of this convoy is not yet firm and it is by no means certain fast cargo ship will be available then.
- AMERICAN MANUFACTURER.  
AMERICAN PRINCESS.  
carrying valuable oil refining plant.

/Alternatives.....



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CHINA MAIL. Alternatives appear to be (A) Accept risks of  
AMERICAN sailing independently as far as Freetown.  
MANUFACTURER. (B) Sailing ships in American coastal Convoys to  
AMERICAN Trinidad as they become ready thence independently  
PRINCESS. or by British escort to Freetown. (C) Sailing  
carrying ships as they become ready by A.T. or H.X.  
valuable convoy to U.K. thence by W.S. to Freetown.  
oil (D) Delay loading operation(s) until firm sailing  
refining dates of Ascension convoy is known then try  
plant. *conts:-* to find fast ship. See para. (IV) above.  
Request early reply. Agree M.S.M. (B.A.D. 2045Z/18  
to Admty.) Reply: Admty. 1745/21.

S/M attack SANTORE sunk by mine 36.53 N. 75.49 W. 1150Z/17.  
and sighting MICKINOCKET torpedoed and sunk 23.07 N. 79.49  
summary. W. 2100Z/17. L.L. BRAGA attacked 34.34 N. 70.58  
W. 0044Z/18. SEATTLE SPIRIT torpedoed 50.24  
N. 42.37 W. 0454Z/18. Unknown vessel attacked  
10 N. 81 W. 0320Z/18. Two fishing trawlers  
attacked at 42 N. 67 W. 2000/3 60 shells U.45 type. FAJA DE ORO  
reported 0225Z/21 May sunk one torpedo hit three shells.  
PEISANDER two torpedo hits one miss. EMPIRE BUFFALO U.45  
type. WILLIAM JIG SALMON U.88 type. NORLAND also shelled.  
SAN RAFAEL one torpedo hit 16 shells U.88 type. HOHN EASY  
NEWSOM 35 shells U.45 type. RUTH LYKES 25 shells possibly one  
torpedo. CAPE OF GOOD HOPE and GONCALVES DIAZ goat on conning  
tower. In latter case described as goat head in circle smelling  
a rose. Patrol craft attack S/M 21.40 N. 85.35 W. 0310Z/17 May.  
S/M attacked 6 N. 55.15 W. 1105Z/15 M/V sights S/M on surface  
at 21.45 N. 74 W. 2400Z/15. Training plane reports sighting  
submerged S/M 47.12 N. 62.12 W. 1815Z/17. M.V. sights periscope  
25.19 N. 79.44 W. 2340Z/17. M.V. sights S/Ms 42.33 N. 70.15 W.  
0910Z/18. 43.05 N. 57 W. 1705Z/18. Surface craft attacks S/M  
64.58 N. 29.56 W. 1145Z/18. Plane sights S/M 21.15 N. 66.15  
W. 1446Z/18. Sound contact attacked 10.20 N. 79.05 W. 0220Z/18.  
(Cominch 2058/18 to Admty. for O.I.C.)  
Connav serial 18. SCOTTSBURG U.S. torpedoed sunk 14/6 011°  
50' N. 062° 56' W. KAHUKU U.S. reported sunk. Believe torpedoed  
same location 14/6. WEST HARDAWAY U.S. torpedoed 15/6 021° 11'  
N. 063° 48' W. BRAGA Norwegian attacked by S/M 18/6 034° 34' N.  
070° 58' W. SEATTLE U.S. torpedoed 18/6 later sunk by escorts  
S.O.N. 102 050° 24' N. 042° 37' W. MILLINOCKET U.S. torpedoed  
sunk 15/6 023° 10' N. 079° 35' W. PARAGUAY Brazilian reported  
serial 9 was not in the vicinity. Now checking for ships  
involved. (Connav 2130/18 to Comnav.)

Coral Sea  
Battle.

Preliminary Report compiled from reports made by  
officers from LEXINGTON and 2 officers from  
YORKTOWN has been received and will be forwarded  
to Admiralty by quickest possible route.  
2. On 4/5 3 raids were carried out on Tulagi by  
YORKTOWN Group. During these raids it is  
estimated one heavy cruiser three light cruisers  
three destroyers one 20,000 ton transport two  
10,000 ton transports one seaplane tender and num-  
erous small vessels were sunk. Several seaplane  
fighters were destroyed. After these raids  
YORKTOWN retired and refuelled from her oiler.



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- Coral Sea Battle - Contd. \*SHOKAKU  
*See 22/6 p. 661*
3. On 7/5 aircraft from YORKTOWN and LEXINGTON in company located and attacked Japanese Aircraft Carrier believed to be ~~RYOKAKU~~ escorted by two light cruisers. Aircraft search found these ships at distance 160 miles. LEXINGTON and YORKTOWN each flew off an attack group and all aircraft attacked and sank this carrier except one aircraft which hit one light cruiser aft with a thousand pound bomb and sunk it. Weather conditions at time were: U.S. Task Force in rain and generally poor visibility, visibility round Japanese squadron extreme.
4. On 8/5 two further Japanese carriers four heavy cruisers and many destroyers were located at 175 miles distance by a 360° search by LEXINGTON scout. Weather conditions were reverse, U.S. forces were in extreme and Japanese in bad visibility. Attack groups were flown off from both U.S. Carriers and YORKTOWN claimed three torpedo and five bomb hits in Japanese Aircraft Carrier ZUIKAKU. U.S.S. LEXINGTON claimed two one thousand pound bombs and five torpedo hits on Japanese Aircraft Carrier SHOKAKU. Latter ship was seen to be on fire losing headway and apparently badly damaged.
5. It seems possible during these two days two Japanese carriers were sunk and one (known to have arrived in Japan) was damaged but in prevailing bad visibility number of casualties inflicted on enemy was particularly difficult to estimate.
6. Japanese attack on U.S. Task Force on 8/5 LEXINGTON picked up Japanese plane by Radar at about 70 miles. Six LEXINGTON fighters were at 10,000 feet and about six from U.S.S. YORKTOWN at 17,000 feet. 10 more fighters were flown from the two carriers just before attack developed. The scout bombers were also flown without bombs as two seater fighters at low altitudes against expected Japanese torpedo attacks.
7. Enemy dive bombers. 36 enemy dive bombers in four groups at varying altitudes between 18,000 and 22,000 feet co-ordinated attack with 18 torpedo aircraft who came in from 5,000 feet in fast power glides.
8. Dive bombers achieved three bomb hits on LEXINGTON and one on YORKTOWN. Latter was 12-inch shell type and all were estimated about 1,000 pounds. Several near misses also impaired YORKTOWN's watertight integrity. Torpedo attacks developed at the same time and although several torpedo bombers were shot down before launching their torpedoes 11 tracks were seen from LEXINGTON who received four or possibly five hits on port side. YORKTOWN was not hit by torpedoes. LEXINGTON had corrected her trim put out all fires and was making 25 knots within an hour and half. However after another 5 minutes very heavy internal explosion occurred under foremost lift which was probably caused by accumulation of petrol vapour. LEXINGTON landed on her Air Group after this explosion internal fire and other explosions however occurred and about 5 hours later it was found necessary to abandon ship and LEXINGTON was finally sunk by 3 torpedo hits from U.S. Destroyer PHELPS.
9. Commanding Officer LEXINGTON's immediate recommendations are that following precautions should be taken in event of battle damage to carrier: (i) Empty all tanks in vicinity of shock damage. (ii) Eliminate all sparks. (iii) Ventilate all contaminated areas.
10. U.S. Aviation personnel have asked for following changes in their (group incomplete) as result of this battle experience. (details).
11. Pilots do not favour use of fighters for dive bombing and consider training period allotted to dive bombing should be devoted more fixed gunnery.



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- Coral Sea Battle - Contd. 12. The great height at which Japanese dive bombers approached is of interest and also the use by U.S.A. of scout bombers as anti-torpedo 2 seater fighters. It is understood that latter shot down 7 aircraft with their front guns and 7 with their free guns.
13. Comparison of American and Japanese fighters shows that Japanese were about 5 knots faster, had a slightly better climb and were more manoeuvrable but that American Martlet stood up to punishment much more successfully and in fact out-fought equal or superior numbers of Japanese fighters. (B.A.D. Washington 2135Z/18 to Admty., C. in C.E.F.)
- Flares. A/C reports flares in 052° 00' N. 044° 30' W. at 0210Z/17. (C.O.A.C. Halifax 2140Z/18 to Admty.)
- MILLINOCKET (U.S.) Torpedoed 023 12 079 28 at 0230 G.M.T./18 24 survivors arrived Sagua 11 casualties including first engineer and Master. (S.O.I. Jamaica 2149R/18 to Admty. C. in C.A.W.I., N.S.H.Q. Ottawa, B.A.D. C. in C. U.S. Fleet, F.O.I.C. Trinidad.)
- Movements. This is Comtaskfor 23 dispatch 1700/17 Action Compatron 83 information Task Force 23 Cinclant Opnav Cominch. Group A consisting of MEMPHIS, JOUETT, SOMERS, on a sweep from Recife course 040° S. of A. 14 expect to pass S. and Eastward San Paulo Rocks and then to the Northward depending upon developments. (C. in C. U.S. Fleet T.H.I. 2218/18 to Admty.)
- B.U.S.R.A. Amendments. (B.A.D. 2313Z/18 to Admty.) See Lion Copy.
- S/M report. S/M reported 42.34 N. 70.05 W. at 0510 G.M.T. (Commander Eastern Sea Frontier 2322Z/18 to C.Task Unit No. 24.18.8. (R) C. 1st U.S. Naval District Boston.)
- FLORA (Dutch). Sunk p.m. 17th off Rio Hacha by two S/Ms. 36 survivors. (S.O. (I) Jamaica 2339R/18 to Admty. C. in C.A.W.I., N.S.H.Q. Ottawa, B.A.D. C. in C.U.S. Fleet, F.O.C. Trinidad.)



SECRET.

2313Z/18 June.  
MESSAGE.

IN.

547A

From B.A.D. Washington.

Date: 19.6.42.  
Recd: 0320.

NAVAL CYPHER (X) BY T/P.

Addressed Admiralty.

IMPORTANT.

118. Navy Department are proposing to amend Busra para 3G (B), last para to mean that route repetition route signals originated in areas of British Strategic direction are only to be addressed to CONNAV and sea frontier Commander when the route is in or enters U.S. Strategic areas. Conversely it is also proposed to amend G(C)

2. Amendment to G(B) is in accordance with unwritten agreement reached between Navy Department and Capt. Bittleston when in Washington, and is what the U.S. require as they do not wish to keep an extremely detailed plot of the British Strategic areas but will keep a plot for that area based on VESCA telegrams and standing routeing instructions such as Mari.

3. Navy Department consider that the converse should be true for U.S. Strategic areas. The benefit consequent on reduction in signalling which would result from curtailment in the number of addresses of long route signals need hardly be emphasised. Acceptance of the U.S. proposal is recommended as it materially reduces the signalling difficulties which at present exist.

2313Z/18.

1st Lord.

1st S.L.

V.C.N.S.

A.C.N.S.(H)

A.C.N.S.(F)

A.C.N.S.(T)

N.A.1st S.L.

Ops.(3)

O.D.(5)

O.I.C.

D.T.D.(4) for action.

D.T.D.(M)

D.T.D.(C)

D.S.D.(2)

D.S.O.

D.N.I.(5)

H.W.R.

D. of P.(3)

M.(2)

Admiral Blake.

Admiral Cunningham.

I.P.(3)

W.D.



548

War Diary.18.6.1942.  
Thursday.FOREIGN STATIONS.Australia and New Zealand.

Situation.

Serial No. 147 from C.W.R. 17/6.

Three medium size one smaller M/Vs observed  
Amboina Wharf.

ii. Indications of enemy maintaining daily patrol from Dilli since (? 8th) June by two or three fighters arriving Dilli 0100Z and departing 0700Z in N.W. direction probably covering Ombai Straits.

iii. Reference air raid Darwin 15/6 my serial No. 145 additional Zero's probably destroyed.

iv. 15 heavy bombers probably T.96 Mitsubishi escorted by nine Zeros attacked Port Moresby area 2338Z/16. Direct hit amidships  
→ merchant ship VJNC MACDHUI damaged steering gear and caused casualties. Intercepted by Airocobras of which four made contact One bomber one Zero probably damaged.

v. Reference air attack Lae 16/6 my serial No. 146 refers three Zero's destroyed one probably in addition to those previously reported. Photographs R/C Lae 16/6 shows (?corrupt) zero.

vi. 200-ton vessel reported four miles S. Simberi (Tabar) 16/6.

vii. Unidentified R/C A/C reported over Horn Island and Nauru 17/6.

viii. Indications enemy S/M in approx. 031° S. 168° E. 1322Z/17. (A.C.N.B. 1439Z/18 to Admty. etc.)

→ MACDHUI  
4561 tons.

Damaged by air attack at Port Moresby 17/6. Saloon and (?stowage) gutted. Engine apparently in good order and no apparent leaks. Casualties 3 killed, 4 wounded. (A.C.N.B. Melbourne 2112Z/18 to Admty.)

S/M.

M.A.O.R.I. No. 20.7. Japanese S/M placed by D/F fix at 0725Z/14 in 34° 40' S. 174° 50' E. D/F fix 0935Z/6 36° S. 169° E. believed same unit. (2) R/C of Gilbert Islands by Japanese flying boat as follows. Abemjma Nonouti 2/6 Ocean 3/6 Maiana Beru Nonouti 7/6. (N.Z.N.B. 2326Z/14 to Admty.)

U-BOAT CAMPAIGN.Submarines Reported.

Estimated U/B positions.  
(D.D.I.C. 1414B/18, 1425B/18).



549

19.6.1942.

Friday.

War Diary.

SITUATION REPORT.

Home Commands.

ANSON arrived at Scapa this evening, escorted by 3 destroyers.

ALBRIGHTON with S.G.Bs 7 and 8 at 0236 today intercepted an enemy convoy of two ships and a trawler and 6 to 10 E or R Boats off Port En Bessin (Cotentin Peninsula). The largest merchant ship was torpedoed by S.G.B.7, but the latter was hit and disabled after the attack, and is missing.

Mining.

52 aircraft of Bomber Command laid mines last night from the Frisian Islands to the Elbe Estuary.

Wreck disposal vessel DALRIADA was mined and sunk in the Thames Estuary this morning.

Further mines were swept off Dungeness today and a large number of ground mines were detonated off Portsmouth, the western approaches to which are now only open to controlled traffic: M.M.S.6 was severely damaged by the explosion of a mine in the Portsmouth area.

Two mines were detonated off Flatholm Light (Bristol Channel).

ADVENTURE reported operation S.N.16 F completed at 0404 today.



550

19.6.1942.  
Friday.

War Diary.

SITUATION REPORT.

North Atlantic.

S.O. Force T sailed from Gibraltar at 2312B today for the U.K. in KENYA with BLANKNEY, MIDDLETON, MARNE and PARTRIDGE.

Mediterranean.

The destruction of Bardia and the removal of all valuable stores including tanks has been completed.

East Indies.

The naval base at Diego Suarez is to be known as H.M.S. IRONCLAD.

America & West Indies.

Aleutian  
Is.

One of the 3 Japanese heavy cruisers damaged by air attack at Kiska on 11/6 is reported by photographic R/C to be abandoned and sinking. Japanese reinforcements are arriving and it is believed that aircraft, perhaps seaplanes only, are being sent via Paramushiro, Kurile Is. There is no indication of Japanese surface forces east of Adak Island, though their submarines are apparently carrying out reconnaissance to the eastward.

A third ship (SS BOSILJKA) was sunk today on the U.S. minefield off Key West.



551

19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Policy.

KENYA Your 1823/12. LIVERPOOL's 1503/15 is passed to you for information.  
It is suggested that in view of this and other commitments you may prefer to postpone KENYA's refit until the return of SHEFFIELD to H.F.  
(A.C.N.S. (H.), 0048B/19 to C. in C. H.F.)

WELSHMAN, Submitted French disguise of funnel tops be  
Disguise. removed from WELSHMAN for following reasons.  
(1) This disguise must be well known at Algeciras and therefore to the Axis in the Mediterranean.  
(2) When reinforcing Force X off Linosa on 15/6, destroyer C.O.S. remarked on ship's heartening size and appearance at 35 knots. If Italian cruisers were met during future operations of this nature ships funnels would be more impressive to enemy with a British silhouette.  
(WELSHMAN, 0916B/19 to Admty).

Fishing F.O.I.C. Yarmouth reports following incident on  
Vessels off night 17/18. Begins. "M.G.B. 325 with M.G.B. 323  
Dutch Coast. in 52° 50' N., 03° 46' E., at 2339/17, obtained  
R.D.F. contact green 20° range 1½ miles.  
Closed and boarded large Dutch yaul-rigged Diesel  
engined steel-built fishing boat, approx. length 150 feet.  
Vessel unarmed and had no wireless and was fishing. Crew who were Dutch declined to return to England. Took off boarding party and proceeded" Ends.  
It is intended to instruct Coastal Forces to bring in fishing vessels found outside a distance of 30 miles from the Dutch Coast.  
(C. in C. Nore, 1450B/19 to Admty).

BROKE. In view of the acute shortage of destroyers in my command I should be grateful if steps could be taken to accelerate the programme of trials for BROKE after refit.  
(C. in C. W.A., 1734B/19 to C. in C. Portsmouth).

Movements.

HOWE. HOWE 1619B/16 pass to you. C. in C. Rosyth concurs.  
(A.S.C.B.S., 1135/19 to D.O.D. (H)).

ALBRIGHTON, See Shipping.  
BERKELEY.  
(Convoy  
C.E.93).

P.614. My 1318/19. <sup>/N.T.W.S.</sup> Request you will sail P.614 from Lerwick for Seidisfiord and arrange necessary bombing restrictions. P.614 will proceed on surface at C.O.'s discretion. P.614 will join P.Q.17 as ordered by C. in C. H.F.  
(F.O.S., 1231B/19 to A.C.O.S.)

/SEAWOLF...



19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Movements. - Contd.

SEAWOLF,  
INTREPID,  
GARLAND. Your escort HUSSAR. INTREPID and GARLAND leaving Kola Inlet 0600 June by Coastal route for Archangel speed 20. (S.B.N.O. North Russia, 1621B/19 to SEAWOLF).

ARGUS. F.O.C.N.A. 1230B/18. From position (D) to (E) 051° 15' N., 018° 02' W. (F) 055° 31' N., 008° 25' W., thence Clyde. (C. in C. W.A.1702B/19 to ARGUS).

H.50,  
Z. 5. At 2000B/21 intend to sail H.50 escorted by Z.5. from Rothesay to pass through position Y at 2000B/23 and arrive Falmouth at 0800B/24, whence F.O.I.C. Falmouth is requested to arrange onward passage to Portsmouth vide S.5. 0915/12. Thence S.5 is requested to sail H.50 to arrive Sheerness not later than 29th. F.O.I.C. Falmouth is requested to sail Z.5. to Rothesay on arrival. (Capt. S.7., 1747B/19).

KRAKOWIAK See Shipping.  
(Convoy H.G. 84).

KENYA,  
MARNE,  
PARTRIDGE,  
BLANKNEY,  
MIDDLETON. If you concur intend sailing KENYA and MARNE to Scapa, PARTRIDGE as ordered for repairs. BLANKNEY, MIDDLETON to Clyde to be boiler cleaned. (S.O. Force T., 2105B/19 to C. in C. H.F.)  
*See pp 550 9560*

Operations.

WILPO. My 1208/13/5.  
1. Master of WILPO can probably be persuaded to bring his ship across to British port in same way as NAUTILUS. 2. He considers that British air attack would provide sufficient excuse for him to break away from Convoy. Do you think it possible to offer any prospect of staging this to take place on his particular convoy. Master considers he could work up to 10 knots. 4. Vessel due to leave Sweden 21 or 22/6.  
(N.A. Stockholm, 1131/19 to D.N.I.)

Offensive Weather permitting carry out the following Patrols. offensive patrols tonight.  
(1) One unit M.T.Bs. vicinity R.B.4.  
(2) One unit M.G.Bs. vicinity T.R.B.R. 3103  
Units to be 30 miles off shore by first light report boats detailed and E.T.D.53 buoy.  
(C. in C. Nore, 1156B/19 to BEEHIVE).

/N.W...



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19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Operations. - Contd.

N.W. Norway  
S/M Patrol.

1. My 1208/18. D one day, date of sailing of P.Q. 17 from Hvalfiord, is assumed to be 27/6. Unless otherwise ordered S/Ms are to be sailed as follows:-

Submarine.	Arrive Lerwick.	Leave Lerwick.
URSULA	P M D Minus 3	P M D Minus 3
P.54	P M D Minus 3	A M D Minus 2
STURGEON	P M D Minus 3	P M D Minus 2
P.614	P M D Minus 3	P M D Minus 3
P.45	As requisite	A M D Minus 2
TRIBUNE	A M D Minus 2	A M D Minus 2
MINERVE	A M D Minus 2	A M D Minus 2
P.212	A M D Minus 1	P M D Minus 1

2. S/Ms except P.212 are normally expected in patrol zones at 1200D.3, day 29/6. (F.O.S., 1318B/19).

Interception  
of Enemy  
Convoy.

→ S.G.B. 7  
One Enemy  
M/V hit by  
Torpedo.

At 0236/19 ALBRIGHTON with S.G.Bs. 7 and 8 intercepted enemy convoy of 2 ships, one trawler, and 6 to 10 E or R boats in position 6 miles North of Port En Bessin. All ships made torpedo attacks S.G.B.7 reported having obtained a hit on largest M/V which confirmed by S.O. S.G.Bs. in S.G.B.8. ALBRIGHTON obtained 2 4" hits. After attack S.G.B.7 was disabled by hit in boiler. ALBRIGHTON who was retiring in accordance with

orders returned to her assistance, located one M/V which she attacked unsuccessfully with remaining torpedo, but failed to locate S.G.B.7, finally leaving vicinity at 0415. Nothing further has been heard from S.G.B.7. (C. in C. Portsmouth, 1407/19.)

Denmark  
Straits  
Patrol.

Estimated situation 2155/19. WICHITA on patrol "White". (A.C.I.C., 1505B/19). *See next page*

TRIDENT  
Patrol.

TRIDENT returned. Patrol report blank. (S.B.N.O. North Russia, 1815B/19).

→ Special  
Operation.

Admiralty 1429B/28/5. Propose S.G.B.5 due to complete Southampton 25/6, should replace S.G.B.7. (C. in C. Portsmouth, 1857B/19).

British Air Activity.

Russian A/C  
communications.

Your 1944B/14. Organization mentioned para. 3 appendix one Home Fleet document H.Y.3 4th April is still in force. (S.B.N.O. Archangel, 1049B/19 to C. in C. H.F.)

/Bombing...



554

War Diary.19.6.1942.  
Friday.HOME COMMANDS.British Air Activity. - Contd.

Bombing operations. On day 18/6, 2 A/C bombed Bremen and Bremerhaven. (H.Q.B.C., 1215/19).

Own A/C shot down. C.T.99's 1515/18. Dates referred to in my 1832/17 should read in para. one 1841/12, and in para. 2 1530/13. Error is much regretted. (C. in C. W.A., 1237B/19 to C. in C. H.F.)

Escort for S.N.27 B. S.N.27 B. Expect air escort of one Hudson from 1230B/20 until dusk. (C. in C. W.A., 2025B/19 to R.A.M.)

Bombing restrictions. Cancel surface vessel bombing restrictions instituted by my Ops. 265 16/6 forthwith. (H.Q.C.C., 2130/19 to 15, 16, 19 Groups).

Enemy Air Activity.

WILD SWAN (sunk 17/6). 1. VANSITTART arrived 2335B/18 with 10 officers and 123 ratings survivors WILD SWAN sunk in 49°52' N., 10°44' W., at 2315B/17.  
2. WILD SWAN was attacked by 12 Ju.88 between 2128 and 2210/17 while passing through Spanish Trawler Fleet. Four aircraft shot down and further two crashed after collision.  
3. Aircraft bombed and sank 3 Spanish trawlers. Fourth Spanish trawler sunk in collision with WILD SWAN when damaged. Eleven Spaniards survivors of last named trawler landed by VANSITTART.  
(F.O.I.C. Milford Haven, 0115B/19).

Murmansk bombed. Town again bombed in the (?evening) causing many fires and general disorganization. All British safe.  
(Cormack, 0925B/19 to Admty).

Murmansk suffered severely from yesterday's air raids. Estimate one-third of town in ruins. Work in docks almost ceased. No ships hit. No British casualties and all British patients evacuated from the hospital.  
(S.B.N.O. North Russia, 1815B/19 to Admty).

Denmark Strait. WICHITA on patrol "White" sighted one F.W. in 067° 37' N., 022° 33' W., at 1300/17.  
(A.C.I.C., 1241B/19). *See previous page*

KASTORIA (Bombed 18/6) Sailing with BENACHIE to KASTORIA.  
(Salvage Officer, Grimsby, 1740/18 to F.O. Humber)



19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Mining.

Dover Area. Following Red Mines swept today. In Q.Z.X. 740, Eight. In Q.Z.X. 741, One. In Diversion Channel One. Details.

This last Mine was exploded during a sweep of the route now in use, which was swept a second time without result. It is being accepted that this Mine was laid some considerable time previously by aircraft, observing that it was  $1\frac{1}{2}$  miles from the R.D.F. Track of the E-boats near which all the other Mines were exploded. Route now in use will be swept tomorrow. (V.A. Dover, 0021B/19).

Red Mines swept today. In Q.Z.X. 740, Four. In Q.Z.X. 741, One. (V.A. Dover, 2347B/19).

S.N.16 F. Operation S.N.16 F. completed. (ADVENTURE, 0404/19).

Off Ursholmen. Following received from Port Patrick Radio. Intercepted at 0650 G.M.T. Du Goteborg Radio. Mine warning 2000/18 G.M.T. Floating mine reported 6 miles S.W. Ursholmen. (F.O.I.C. Greenock, 0850/19) (Burnham Radio, 0852/19).

Floating Mines. Following received from H.M.T. BREDON begins. To F.O.I.C. Belfast from TYNWALD. Between 2000 and 2330B/18 sighted 7 floating mines 1 - 3 miles to westward of our track. (F.O.I.C. Greenock, 0900B/19 to Admty).

B.S.81 Carry out B.S.81 tomorrow taking departure from and returning to Q buoy. (C. in C. Nore, 0950B/19 to PLOVER, ROTHESAY).

The following programme is proposed for operation B.S.81 tomorrow. Details.

(ROTHESAY, 1135B/19). *See also next page*

Portsmouth Approaches M.M.S.6 damaged. My 1303B/18. Portsmouth Western Approaches (Needles Channel) is open to controlled traffic only and Convoys and major war vessels will be swept in and out.

2. North Channel is open to shallow draft vessels on inshore route as heretofore.

(C. in C. Portsmouth, 1043B/19).

On 18/6, 4 Mines exploded spontaneously of which 1 may have been acoustic. On 19/6, 10 Magnetic and 1 Acoustic Mines were exploded by Sweepers. Positions.

M.M.S. 6 severely damaged by mine detonation close to ship on beam. Ship brought into harbour, no casualties.

(C. in C. Portsmouth, 1510/19 and 1023B/21).



19.6.1942  
Friday.

War Diary.

HOME COMMANDS.

Mining. - Contd.

DALRIADA  
sunk.

Wreck disposal vessel DALRIADA damaged by ground mine in Edinburgh Channel this morning Friday and sank whilst in tow. Survivors being landed at Sheerness. One man reported missing. 7 other casualties, three serious. (C. in C. Nore, 1242B/19).  
Wreck of DALRIADA in 020° N.W. Shingles Beacon 5.75 cables. (C. in C. Nore, 1411B/19).

Thames  
Estuary.

One Ground mine detonated by Sweepers at 2106/18 Details. (Capt. M/S Sheerness, 1415/19).

B.S. 82,  
83, 84, 85.

Following further operations B.S. 82, 83, 84, and 85 will be carried out as follows. Details Prepare to carry out B.S. 82 on 25/6. (C. in C. Nore, 1816B/19 to PLOVER, ROTHESAY).

Bristol  
Channel.

At 1451B/19 and 1315B/19 one Mine exploded by Sweepers. Details. (Capt. M/S Bristol Channel, 1853B/19 and 1855B/19)

Enemy Intelligence.

Trondheim.

Owing to unsuitable weather the Photographic R/C of Trondheim is not available today. (D.D.I.C., 2132B/19).

Technical.

Faeroes.  
R.D/F site  
at Eide.

Preparation Air Ministry R.D/F site at Eide now in hand approx. date of completion beginning August. (N.O.I.C. Faeroes, 1531B/19 to Admty).

Casualties & Defects.

NORFOLK.

Scapa departure, NORFOLK. (A.C.O.S., 0651/19).

SPERANZA.

My 1221/13. Anticipate SPERANZA will complete essential repairs P.M. 22nd. Intend sailing her for Reykjavik when escort available. She is not sufficiently seaworthy to proceed independently (N.O.I.C. Faeroes, 1115B/19).

HAWKWOOD.

My 1710/18. Sailed. (N.O.I.C. Tees-Hartlepool, 1215/19).

SOUTHERN  
SHORE.

Intend sailing SOUTHERN SHORE with R.U. 29 to refit. (A.C.I.C., 1455B/19).



19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Casualties & Defects. - Contd.

- JOHN M. Collier JOHN M. grounded while entering Loch Erisort a.m. today. She refloated and is alongside TITANIA. Damage as follows. Ship making water with which ship's own pumps are unable to compete. TITANIA will effect temporary repairs. (TITANIA, 1511B/19 to Admty).
- OPHIR On account of recent minelaying in the Portsmouth Area OPHIR cannot complete repairs and is being sailed to Portland on 20/6. Ship will be required to return to Portsmouth as soon as conditions will allow repairs to be continued. (C. in C. Portsmouth, 1627/19).
- ANN STATHATOU Suspected sabotage. Explosion occurred in afterhold of Greek SS. ANN STATHATOU in harbour at Milford Haven. Cargo coal loaded at Barry Security Control and Fire Officer consider probable cause sabotage. Temporary repairs will be effected locally. (F.O.I.C. Milford Haven, 1932B/19).
- DUNRAVEN CASTLE. My 1305B/19. Delayed by defects. (F.O.I.C., Greenock, 2359B/19).
- Shipping & Convoys.
- W.S. 20. W.S.20. Sailed my 1128B/13, escorted by RIPLEY and BATTLEFORD. (N.O.I.C. Cardiff, 0302B/19). <sup>/p.348</sup>
- BATTLEFORD sailed as in my 1522B/17. (N.O.I.C. Cardiff, 0304B/19 to N.O.I.C. Greenock). VANSITTART will not be worked up before leaving U.K. and is required to proceed to Gibraltar for this purpose. She is to remain with Convoy until first two destroyers rejoin after fuelling at Ponta Delgada. She is then to fuel at Ponta Delgada and proceed to Gibraltar. (D.O.D. (H.), 1329B/19). C. in C. W.A.1604B/15, para. 5. Arrangements have been made (A) One pair of destroyers fuel 25/6 and rejoin at position (X) (B) Second pair fuel 26/6 and rejoin during daylight p.m./27. (C) RIPLEY remain with convoy till second pair have rejoined or if endurance permits till daylight 28th, thence returning to fuel 30th. (N.O.I.C. Greenock, 1614B/19 to MALAYA).
- N.A.11 Details of Personnel, etc, on board. (D.S.T., 0420B/19) See Lion Copy.



**MOST SECRET**~~MOST SECRET~~~~MESSAGE~~

OUT

TO: P.S.T.O. West of Scotland.  
Repeated D.S.T.O. Greenock.

0420B/19th June

Date: 19.6.42.

Naval Cypher KD.

FROM: Director of Sea Transport.

Convoy N.A.11 comprising LETITIA EMPRESS OF JAPAN.  
and H.M.S. RANPURA is due Clyde p.m. 23.6

2. Following are details of personnel etc. on board:

<u>Ship</u>	<u>Personnel on Board</u>	<u>Baggage, Equipment Etc.</u>	
LETITIA	Canadian Army	2161	82 tons
	Canadian Nurses	54	
	R.A.F.	154	
	Civilians	1	
	<b>Total:</b>	<b>2370</b>	
EMPRESS OF JAPAN	Canadian Army	2970	55 tons
	Canadian Nurses	45	
	Royal Netherlands Army	33	
	British Army	1	
	R.N.	213	
	R.A.F.	672	
	Auxiliary Services	41	
	British Honduras Technicians	20	
	M.N.	95	
	Internees	21	
	Civilians	14	
<b>Total:</b>	<b>4125</b>		
H.M.S. RANPURA	U.S. Army	612	644 pieces
	Civilians	310	
	<b>Total:</b>	<b>922</b>	

3. Details of cargo on board LETITIA and EMPRESS OF JAPAN will be notified as soon as known.

4. Disembarkation etc. of all vessels will take place at Tail of Bank.

5. EMPRESS OF JAPAN will be included in convoy W.S. 21. LETITIA will be used for convoy C.T. 19 sailing Clyde 3.7.

1st S.L. (2)

V.C.N.S.

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

A.C.N.S. (T)

N.A. 1st S.L.

D.C.D. (F) (2)

D. of P. (2)

H. of M. (13)

D.D.I.C. (2)

0420B/19.

D. of S.T. M.V.T. Extn. 2187.

D. of S.T.

D.T.D. (3)

D.T.D. (M)

D.C. (2)

I.P. (2)

W.D.

D.N.I. (4)

Admiral Blake.



19.6.1942.  
Friday.

War Diary.

HOME COMMANDS.

Shipping & Convoys. - Contd.

- P.Q.17 and Q.P.13. Admty. 1730/17. Two names received corrupt presume Russian Tankers DONBASS, AZERBAIDJAN. Cargo details required BOLTON CASTLE. Please send with priority immediate. Telegraph drafts if possible.  
(Archangel, 0804B/19 to Admty for M.W.T.)  
Your 0916B/17. BRITOMART, SPEEDWELL, HALCYON and SALAMANDER will be sailed with P.Q.17.  
(2) Approved to sail NIGER and HUSSAR with Q.P. 13, also one additional M/S if desired.  
(C. in C. H.F., 1612B/19 to S.B.N.O. North Russia).  
Your 1513/18. DOUGLAS will provide escort for Force Q which will sail from Hvalfjord with convoy.  
(C. in C. H.F., 1947B/19 to C. in C. W.A.)
- H.G.84 In view of defects, survivors on board, and the necessity of quick collection of reports, it would be greatly appreciated if a ship could be made to take on Loch Ewe portion of H.G.84. E.T.A. Split point 1930B/19.  
(STORK, 0921B/19 to C. in C. W.A.)  
Failing other orders (?intend) to detach KRAKOWIAK to fuel at Moville tonight, thence Plymouth.  
(STORK, 1837B/19).  
Detach KRAKOWIAK to proceed to Milford Haven refuelling at Moville if required.  
(C. in C. W.A., 1939B/19 to STORK).  
EMPIRE CONRAD. My 1503/7/4. All alien passengers should be landed. Understand number comprises 1 French Woman, 2 Czechs, 9 Poles, 20 Belgians.  
(D.T.D., 1218B/19 to N.C.S.O. Aultbea).
- O.S. 32, AZALEA. Propose sailing AZALEA with O.S.32 21/6 with orders to proceed from convoy independently to Gibraltar.  
(C. in C. W.A., 1200B/19).
- TAMAROA. Master or responsible officer should be interviewed and report forwarded on disembarkation of passengers at Loch Ryan with suggestions for meeting any difficulties experienced.  
(D.T.D., 1216B/19 to N.C.S.O. Avonmouth).
- C.E.93 ALBRIGHTON will sail 1430 to overtake C.E.93 about 1815 when BERKELEY is to return to Spithead E.T.A. 2200 and anchor at No. 11 Berth and remain at immediate notice.  
(C. in C. Portsmouth, 1223B/19 to BERKELEY).
- QUEEN ELIZABETH. Embarkation W.S. 19 7. Total 10,762. Details. Baggage 250 tons. 34 cases securities, mails 40 tons.  
(D.S.T.O. Greenock, 1715/19 to D.S.T.)



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HOME COMMANDS.

Shipping & Convoys. - Contd.

D.S. 29  
S.D. 29.                   D.S. 29 composed of SS. LLANSTEPHAN CASTLE speed 13½ knots carrying 1265 personnel for Iceland (C) will be ready to leave Clyde 24/6. She will return as S.D. 29.  
(D.O.D. (H.), 1740B/19).

Atlantic  
Convoy  
Escorts.                   Your 1901Z/18. C.O.A.C's 1551Z/15 has not been received by me.  
2. POTENTILLA has considerably better endurance than normal Flower class Corvettes. Remaining Norwegian Corvettes have normal endurance.  
3. Propose lay over of one or two days at Halifax is not acceptable since (a) There would be no time for harbour training. (b) Strain on crews and ships would be excessive. (c) Margin of fuel would be insufficient to give freedom of operation against attack. (d) Lay over is based on fair weather throughout the voyage and might become a minus quantity if bad weather was experienced.  
(C. in C. W.A., 1742Z/19 to C.T.F. 24).

S.C. 81,  
NEMAHA.                   Request Master of NEMAHA may be interrogated as to disposal of envelopes C and D and instructions for entering Reykjavik issued to him when he sailed in Convoy S.C. 81 from Halifax 23/4.  
(D.T.D., 1831B/19 to N.C.S.O. Murmansk.)

KRASSIN,  
MONTCALM.                   Kola Inlet departures. BRAMBLE S.O. 1st M/S F. LEDA, SEAGULL, and HAZARD escorting KRASSIN and MONTCALM to Archangel.  
(S.B.N.O. North Russia, 1853B/19).

O.N. 105,  
ZWARTE ZEE.                   Sailed ZWARTE ZEE in O.N. 105 in accordance with Admiralty's 2222B/1 as amended by 1527B/17.  
(F.O.I.C. Greenock, 2206B/19). 3 p. 573



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Friday.FOREIGN STATIONS.North Atlantic.

MONTE AMBOTO (Spanish) MONTE AMBOTO bound for Las Palmas from Lisbon is to be sent into Gibraltar if encountered. (F.O.C.N.A., 0236B/19 to PARTHIAN.)

Movements of Ships after Operation "Harpoon". Arrival GERANIUM, COLTSFOOT, R.F.A. BROWN RANGER. (F.O.C.N.A., 0348B/19 to Admty., C. in C. Med., N.O.I.C. Malta.) S.O. Force T in KENYA intends to sail 2300B/19 escorted by BLANKNEY, MIDDLETON, MARNE, PARTRIDGE routed through -  
A. 036° 20' N. 010° 01' W. B. 040° 30' 015° 35'. C. 043° 01' 015° 35' S. of A. 18 knots.  
2. C. in C. W.A. is requested to issue onward routing instructions from position C. (F.O.C.N.A., 1224B/19 to Admty., C. in C. W.A., (R) C. in C. H.F., S.O. Force T, KENYA, BLANKNEY, MIDDLETON, MARNE, PARTRIDGE.)  
My 1224 sailed S.O. Force T in KENYA, BLANKNEY, MIDDLETON, MARNE, PARTRIDGE. (F.O.C.N.A., 2312B/19 to Admty., C. in C. W.A., (R) C. in C. H.F.)

Damaged U/B at Ferrol. U.105. (N.I.D. 24/T.1.) My 1622/16 (? 1622/18 intended) report has arrived. Unable so far to obtain details but I am informed by usually reliable naval source that it recommends period of approx. 10 days for execution of minimum repairs necessary to make S/M seaworthy on surface and that this recommendation has been passed yesterday to Minister for Foreign Affairs. (Madrid, 0855/19 to D.N.I. (R) Gibraltar, C. in C. Plymouth.) My 0855/19. Embassy has just received official communication from Spanish Government stating that Submarine Ferrol has been given 12 days from a.m. 20th for execution of necessary repairs. See Ambassador's Tel. 891 to F.O. (N.A. Madrid, 1757/19 to Admty. (for D.N.I.), (R) C. in C. Plymouth, F.O.C. Gibraltar.)

TRAVELLER. My 1438/17. TRAVELLER passes 038° 00' (? 009°) 00' E. at 0400B/25. (F.O.C.N.A., 1108B/19 to C. in C. Med., (R) Admty., F.O.S., V.A. Malta, Capt. (S) 1, Capt. S10) My 1438/17 and my 1108/19. TRAVELLER 1835. A.M. Q.B. 72. A.M. Q.B.B. 263. A.M. Q.B.C. 444. (F.O.C.N.A., 1926B/19 to C. in C. Med., (R) Capt. (S) 10, Admty., V.A. Malta, F.O.S., Capt. (S) 1.)

Gov. and C. in C. Gibraltar. I have assumed the duties of my office. (Gov. and C. in C. Gibraltar, Mason MacFarlane, 1443/19 to W.O.)

/SOKOL ...



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FOREIGN STATIONS.

North Atlantic. - Contd.

SOKOL. SOKOL sails for U.K. p.m.20/6 diving by day through 225° St. Vincent 15 miles at 0500B/22 thence through 038° 59', 011° 01' and 043° 00' 12° 15' S. of A 100 miles per day. (F.O.C.N.A., 1510B/19 to P.222, P.46).

Air Report. Gib. Ops 47 19/6 WX 2534. Resume for 19/6. 1 Sunderland and 2 Hudsons A/S escort to ARGUS 0900 - 0200/20. (A.H.Q., Gibraltar, 1701Z/19 to Air Min. H.Q.C.C. H.Q. M.E., Malta).

French Shipping. Gibraltar 1105 armed trawler LAOSETOISE, SS. FAUZON light deck cargo motor transport westbound. (S.O.(I) Gibraltar, 2131B/19 to Admty C. in C. Med., R.A.W.A.F., S.O.(I) Kingston).

P.42 Your 1440B/16. Am delayed by weather, my position is 038° 02' 008° 00' E. S. of A 90 miles daily. (P.42, 2237B/19 to F.O.C.N.A.)

Efficiency of Ships. Your 0157/17 para 5 (a). (a) KENYA, MARNE, MIDDLETON, CHARYBDIS 100%. (b) WELSHMAN 100% except Port Plummer Block now under examination. (c) CAIRO, ITHURIEL minor action damage, further signal will be made. (d) BLANKNEY 100% except for hole in the side above waterline now under repair. (F.O.C.N.A., 2326B/18 to Admty. (R) S.O. Force T. C. in C. W.A., C. in C. H.F. R.A. (M)).

LIVERPOOL. Arrangements can be made for LIVERPOOL to be taken in hand for permanent repairs about mid-July by Middle Docks, South Shields. 2. Request early estimate of date ship will be ready to leave Gibraltar. (D.O.D. (F), 2347B/19 to F.O.C.N.A., (R) C. in C. H.F., C. in C. W.A., F.O.I.C. Tyne, A.S. Gibraltar, LIVERPOOL).

South Atlantic.

Aircraft carrier sighted and ?ARCHER. Aircraft carrier sighted by Panamanian Clipper to Natal at 1005Z/18 03° 24' N., 18° 22' W., course 50 true and possibly Cruiser some way to southward. Could this have been ARCHER. (Cominch, 0144/19 to N.O.I.C. Freetown, pass to R.A. West Africa, (R) Cinclant, C.T.23).



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Friday.FOREIGN STATIONS.South Atlantic. - Contd.

Aircraft carrier sighted and ?ARCHER Contd. Your 0144/19. Probably ARCHER. (R.A. West Africa, 0641Z/19 to Cominch (R) C.T.F.23., Cinclant).

→ ETHIOPIAN. Your 1801B/10. SURINAME and BENGLOE have proceeded on their voyage (?without) landing any A/T equipment.  
(2) COMLIEBANK arrived Capetown 15/6. Have no indication what A/T equipment will be surplus to requirements at Kilindini.  
(3) Dock situation in South Africa does not permit of docking ETHIOPIAN whose E.T.A. Capetown is 20/6. Propose sailing her for Grand Port without delay.  
(C. in C. S.A., 1045B/19 to Admty. (R) C. in C. E.F. Dep. C. in C. E.F. F.O.I.C. East Africa and Zanzibar, N.O.I.C. Mauritius, N.O.I.C. Diego Suarez.)

Ascension Aerodrome. My 2250B/17. Authorities do not at present hold recognition signals. It is essential that Ascension Island be given as much warning as possible by W/T of approach of A/C.  
(C. in C. S.A., 1257B/19 to S.A. Station).

DUSK (ex ESTRELLA DO MAR). Your 0208/12 Trawler ESTRELLA DO MAR renamed DUSK 18/6.  
(C. in C. S.A., 1351B/19 to Admty (R) F.O. East Africa & Zanzibar, F.O. Ceylon, Patrols Lowestoft).

Situation Report. ALCANTARA 031° 40' S., 013° 30' E., to Capetown 16 ETHIOPIAN from the north E.T.A. Simonstown 20/6. W.S.19 Q from Freetown E.T.A. Simonstown 20/6. BELLWORT in tow STEYTLER, EMPIRE LINDEN, EMPIRE BIRCH E.T.A. Walvis Bay 20/6 speed 4 knots. AIGLON from Walvis Bay E.T.A. Capetown 1900Z/20. CILICIA from Port Elizabeth E.T.A. Capetown 0900Z/20. ROYAL ULSTERMAN 022° 05' S., 012° 34' E. to (corrupt group) 14. SHROPSHIRE about 033° 30' S., 029° 20' E. to Simonstown 21½. ?All positions as at 2000Z/19.  
(C. in C. S.A., 1451B/19 to S.A. Station Sqdn. (R) Admty).

Flag of S.O. Force F. Flag of S.O. Force F., is to be transferred from RAMILLIES to CANTON at 0800/21.  
(C. in C. S.A., 1610B/19 to RAMILLIES, CANTON, S.O. Force F.; (R) Admty. F.O.C.N.A., C. in C. E.F., N.O.I.C. Durban).

Movements. Arrival 19/6 ABDIEL, ASTURIAS, Departures NELSON, RODNEY, PATHFINDER, PENN, QUENTIN, DERWENT, VELOX, LARGS with W.S. 19 P.  
(S.O.(I) Freetown, 1630Z/19 to Admty, C. in C. W.A.) *See next page.*



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FOREIGN STATIONS.

South Atlantic. - Contd.

? A.M. 1951/18. after "West African ports" add "or South American ports outside the Caribbean".  
 Cancel A.M. 1230B/13 and 1501B/15.  
 (D.T.D., 1705B/19 to C. in C. S.A., RA.W.Af. N.S.H.Q., Ottawa, C. in C. A.W.I., S.O.(I) Jamaica) N.T. of formers in W.D.,

Formation of South African Navy. Union of S.A. proposes to form a South African Navy. Understood that provision of two of three Corvettes is contemplated. I emphasised that Admiralty should be consulted before scheme is put into effect.  
 (C. in C. S.A., 1718B/19, 1707/19 to Admty).

Vesca and Route signals. As from 22/6 Vesca signals from Capetown and Freetown Intelligence areas are to be repeated direct to Connav. For ships proceeding into U.S. strategic areas. Route signals are also to be repeated to Connav.

2. Vesca and Route signals should continue to be repeated to N.S.H.Q. as heretofore until further orders.  
 (D.T.D., 1725B/19 to C. in C. S.A., R.A.W.Af. (R) Connav, B.A.D., N.S.H.Q. Ottawa, C. in C. A.W.I., S.O.(I) Jamaica).

Convoy W.S.19 P. 1. Sailed. 2. Escort NELSON, RODNEY, PATHFINDER, PENN, QUENTIN, DERWENT until relieved by SHROPSHIRE. VELOX to vicinity of equator. S. of A. 14 knots. 3. Route to Capetown.  
 (R.A.W.Af. 1157Z/19, 1901Z/19). *See previous page.*

Bringing into force G.I.R.O. and B.U.S.R.A. My 2143Z/17th. U.S. shipping cypher equipment has now been received.  
 (S.O.(I) Montevideo, 1951Z/19 to Connav (R) Admty).

Vichy Prisoners disaffection. In view of report of disaffection amongst Vichy prisoners in ORONSAY have increased armed guard by 52 Royal Marines ex SIBAJAK 2 French civilians Bourguine and Garrouste and 10 Naval and Military officers reported to be responsible have been removed to PRETORIA CASTLE (? for passage to U.K.)  
 (R.A. West Africa, 2209Z/19 to Admty).



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FOREIGN STATIONS.

Mediterranean.

→ THRASHER,  
THORN.

My 2015/17. Operation postponed 24 hours  
THRASHER return to patrol position in My 1055/16.  
\*THORN proceed to patrol in vicinity of north end  
of Corfu diving by day.  
(Capt. (S) 1., 0013C/19 to THRASHER, THORN,  
(R) 10th S/M Flot). \* See next page

Enemy Unit  
reported.

WWW5 9W1 Position of enemy 34.41 N., 23.48 E.  
mean line of advance 320°.  
(A/C 230 Sqdn. Duty W. 0025/19 to 201 Gp. H.Q.)  
WWW 7. Am returning to base engine trouble.  
(A/C 230 Sqdn. 0138/19)  
Position of enemy destroyer is 34.41 N., 23.48 E. at 0025.  
(A/C 230 Sqdn. Duty W., 0035/19 to 201 Nav. Co-op. Grp).  
Report position of destroyer(s).  
(B.M.I., 0026/19 to Med., A/C on Duty W).  
W.8 Have obtained A.S.V. contact in 34.3 N., 24.35 E., probably  
a surface vessel.  
(A/C 230 Sqdn. Duty W., 0202/19 to 201 Grp. H.Q.)

CITY OF  
GUILDFORD.

Attacked by 2 A/C 11 Nadarmetta.  
(Nore W/T, T.O.R., 0810/19 to Whitehall W/T).

Mine  
Famagusta.

One ground mine detonated by sweeper vicinity  
turning buoy Famagusta swept channel at (?07)  
48. Port closed sweeping being continued. No  
evidence of air activity presumed S/M laid.  
(N.O.I.C., Famagusta Cyprus, 0820C/19 to Admty.  
(R) C. in C. Med).  
My 0820/ (corrupt group). Mine (?was) detonated in position 035°  
08' 32", 033° 56' 21" (Admiralty chart 847), which is approx.  
2 cables from centre of searched channel. Believed to be magnetic  
and laid by S/M in April when other mines were detonated.  
Further search made (?A.M.) 29th (?will be) open from 1000 to  
1200 (?noon). (Corrupt group) sweeper LL - SA in use.  
(N.O.I.C. Famagusta 1135C/19 to Admty).

LUCCA

Being attacked by enemy A/C (?course 265°)  
position 31° 25' N., 31° 23' E.  
(A/C using call sign 8JGI 0830/19)

→ TURBULENT,  
THRASHER.

African patrol ? (routine) as follows TURBULENT  
in Gulf of Sirte S. of 034° N., between 015°  
and 022° E. THRASHER 038° ?(01') 017° ?(30') -  
000° - 170 miles - 160 miles.  
(Capt. (S) 1., 1031C/19 to TURBULENT, THRASHER  
(R) C. in C. Med., N.O.I.C. Alexandria, No. 201  
Naval Co-op. Group. Subs. on patrol).  
My 1031/19. You will probably be recalled to  
arrive Alexandria 30th.  
(Capt. S.1., 1559C/19 to THRASHER).

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/PORPOISE...



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PORPOISE Return to Alexandria. Route follows.  
(Capt. (S) 1., 1035C/19 to PORPOISE).

PORPOISE, Return to Alexandria forthwith through following  
\* THORN. position to arrive as stated PORPOISE 035° 24'  
\* See previous page 018° 11' and 032° 21', 028° 01' dawn 24th.  
THORN 037° 21', 020° 30', 035° 42', 021° (?57')  
and 032° 08', 028° 57' dawn 25th. 10th S/M F. cross lat. 034°  
59' in log. UNA 021° 28', P.31 022° 04', P.34 022° 40' P.35  
023° 18' thence through 031° 38', 029° 04' 032° 01', 029° (?01')  
(?032°) 18' 029° 08' (group omitted) 29', 029° 27' respectively  
to arrive boom before 2030C/27 or after 0730C/28.  
(Capt. S.(1) 1109C/19 to 10th S/M Flotilla, THORN PORPOISE, (R)  
C. in C. Med., V.A. Malta, R.A. Alexandria, No. 201 Naval  
Co-op Group. S/Ms on Patrol).

M/V Following has been read. One M/V P.C. and S.  
32° 46' N., 30° 52' E., 054° 9 knots refuses  
answer challenge.  
(H.Z.5 B. Med. A/C, 1135/19 to 201 Naval Co-op.  
Group M.E.)

Movements Arrival 16/6 CENTURION. 18th PAKENHAM, NORMAN,  
ISLAY, TREARN.  
Departure 18/6 PROTEA, SOUTHERN MAID, M.T.Bs. 61  
(?267) arrival 19/6 ANTWERP, MALINES.  
(S.O.(I) Alexandria, 1155/19 to Admty C. in C.  
Med).

Enemy supply Your 1704/6. This problem is not at present  
ships bluff- applicable to the Med. where raiders are not  
ing H.M. likely to operate.  
Ships by (2) A summary of merchant shipping in the Eastern  
pretending Med. is broadcast by R.A. Alexandria daily which  
to be enables H.M. ships to identify merchant shipping  
British M.Vs. met. Before sailing H.M. ships are provided with  
all up to date information as to movements of  
merchant ships This satisfies the local  
requirements regarding your para. 9 (B) and para. 6 (A) and (B)  
Para. 9 (A) does not apply.  
3. F.O. Red Sea and Canal area's reply for the Red Sea and  
Aden is included in his 1905/13.  
(C. in C. Med., 1355C/19 to Admty).

SOKOL, Have SOKOL and UNBEATEN left for U.K? Request  
UNBEATEN. anticipated or actual date of departure from  
Gibraltar or arrival in U.K.  
(Capt. (S) 10., 1429C/19 to Capt. (S) 8).

/10th..



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→ 10th S/M F. Establish patrol line forthwith 5 - 038° 16', 019° 47' - 8 - 150° in the order UNA, P.31, P.34, P.35, THRASHER, UNA in 038° 16', 019° 47', THORN proceeding as ordered in my 1109/19 is not to cross 037° N., before 2200/20 TURBULENT established patrol in 033° 46', 019° 26' (Capt. S.l., 2059C/19 to 10th Sub. Flot. THRASHER, THORN, TURBULENT, (R) C. in C. Med., No. 201 Naval Co-op. Group). On reaching position in my 2059/19 proceed submerged at 3 knots on course 145° until 2130. THRASHER then return to patrol area keeping at least 10 miles to North East above course, and 10th S/M Flotilla proceed in accordance with my 1109/19. Important no S/M seen on surface during 20th. (Capt. S.l., 2205C/19 to 10th Sub. Flot. THRASHER, (R) TURBULENT, PORPOISE). My 2059/19. It is important that error in longitude should be reduced to a minimum. THRASHER is to obtain accurate land fix at dawn, dive to position ordered to replace by 1200 or earlier if possible and then establish communication by S.S.T. to enable other S/Ms to adjust their position. (Capt. S.l., 2259C/19 to THRASHER, THORN, 10th Su. Flot).

*See p. 564*

Operation "Harpoon". Request reports on "Harpoon" from (?ships) of Force X at Malta maybe forwarded direct to Admiralty copy to V.A.2 (S.O. Force T., 1111B/19 to V.A. Malta).

Costrep 413 Destruction of Bardia and removal of all valuable store including tanks completed. (C. in C. M.E., 1210/19 to W.O.)

Operation "Vigorous". Situation report 21. Operation "Vigorous". Preliminary report in my 1725/17 and 0325/17 to Admty. and V.A.M. only. Fleet and Eastern convoy have returned to Alexandria. Further report

follows.

2. Western Desert. Convoys temporarily suspended due to somewhat confused Military situation. N.O.I.C. Bardia and Base party have been withdrawn and demolition has been carried out. Light craft and M.T.B. Patrols are being strengthened. AAGTEKERK still on fire near Tobruk considered total loss.
3. My 1944/12 GROVE operating on one shaft was returning with TETCOTT to Alexandria from Tobruk. GROVE grounded off Rea Azzaz at 0200/12 and was reduced to 8 knots. She was torpedoed at 0647 and sank at 0710/12. \*\*U-boat was not detected.
4. Levant. Specially equipped anti U-boat schooner \*FAROUK sunk at 1150/13 in 34.19 N., 35.33 E., 2 FAROUK was shelled by U-boat from considerable distance and blew up when hit by 4th Salvo. C.O. and 9 landed at Tripoli. Request no publicity. U-boat activity otherwise reduced and normal sailings resumed.
- 5. S/Ms 1st and 10th Flotillas being recalled to Alexandria. P.35 reports one torpedo hit on \*Littorio and sinking TRENTO class Cruiser already damaged in R.A.F. attacks. \*\*U.77 (C. in C. Med., 1221C/19 to Admty). \*VITTORIO VENETO.

x by U.83. (amended) pos: 33° 35' N. 35° 15' E.  
(C. in T. Tillerton's list of Med. casualties)

/POTARO...



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FOREIGN STATIONS.

Mediterranean. con. 15.

Operation "Vigorous".  
Contd. POTARO and CITY OF CALCUTTA damaged by near misses  
Extent detailed report cannot be ascertained  
until cargo has been discharged, this is being  
proceeded with, and further signal will be made.  
(P.S.T.O. Egypt, 1510C/19 to Admty for D. of S.T.)

Aircraft Situation Libya. Military situation now such that increased toll  
of enemy Benghazi and Tripoli supply routes more  
than ever necessary. Naval co-op. group has only  
7 of 21 Wellingtons promised 221 Sqdn. and these  
must now operate from East Frontier.

Satisfactory method homing S/Ms by A/C has been developed with  
201 Naval Co-op. Group. Can we keep the coastal command  
Liberators for this - and can anything be done to bring 221  
Squadron up to full strength at earliest.  
(C. in C. Med., in Cairo and A.O.C. in C. M.E. 1233C/19 to  
Admty Air Min).

Statement by Deputy P.M. Your 1550/18/6. Deputy Prime Minister is making  
a statement in House on Tuesday 23/6. Very  
early information of movements of our own surface  
ships, position and scale of air attacks, extent  
of shore based short and long range fighter defence is  
required.  
(D.O.D. (F), 1255B/19 to C. in C. Med).

QUEEN ELIZABETH.  
(Battle ship) Reference B.A.R.Ms. 2300Z/29/5, desired should  
sail as early as possible.  
Request you will state whether date for completion  
reported in A.S. Alexandria's 1834C/11 can  
possibly be advanced and anticipated date sailing.  
(Controller, 1332B/19 to C. in C. Med).

S/M ? Attack enemy S/M which was in 32° 10' N., 26°  
30' E., at 2211.  
(201 Gp. H.Qs. 2235/19 to Med. A/C).  
My 2235/19. Position 32° 10' N., 27° 20' E.  
(201 Gp. H.Qs., 2343/19 to Med. A/C).

PROTEUS Reference my 2145/16 amend E.T.A. to read dawn  
22nd.  
(PROTEUS, 2331C/19 to Capt. (S) 1 (R) C. in C.  
Med., R.A. Alexandria, S/Ms on patrol).

Mines off Malta. In view of C. in C. Med., 1308/18 consider  
Italian P.O.W. Guglielmo Giuseppe should be re  
interrogated to find out if he was operating  
with minelaying S.L.Cs. off Malta.  
(V.A. Malta, 1856C/19 to Capt.-on-Staff  
Alexandria).



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Friday.FOREIGN STATIONS.Mediterranean. - Contd.ORARI,  
TROIUS.

Unloading. Expect both ships will be empty p.m./20 except for coal in number one and some flooded cargo in number 4 hold of ORARI. Some coal must remain until temporary repairs to aft are completed.  
(V.A. Malta, 2112C/19 to C. in C. Med., Admty.  
(R) F.O.C.N.A.)

CELENO,  
ALBARO  
(Italian).

Now Istanbul with gas oil and MAZOUT. Are not carrying oil for Italy but have been chartered by Germans. Bound for Piraeus. (B.2)  
Reported that reason for ships long stay Istanbul is that one of them is trying to recover an anchor lost on a previous occasion.  
(S.O.(I) Istanbul, No T.O.O./19 to London).

U/B

At 2211 U-boat sighted in 032° 10', 026° 30'.  
(Capt. S.1., 2341C/19 to PROTEUS).

German  
intentions  
in Black  
Sea.

A. Evident from all available reports that Germans pressing forward construction of F barges and some of slightly smaller type, at Varna. Considerable material has been accumulated there for this purpose including engines.

B. Reliable report that 10 to 12 craft observed at entrance to Lake Devkiao Canal early June. They take 25 days to assemble.

C. Have no accurate figure but estimate approx. similar number must be on slipways in course of assembly.

D. Reported from French sources that German intention is to use sufficient landing craft for 2 divisions against Russian Black Sea Coast. B.3. Submit that following are all useful targets where landing craft either being built or are moored:

- (1) Floating dock and area adjoining (Plan 39 C B 1806)
- (2) Main quays and naval dockyard in harbour.
- (3) Number one dock (reported completed).

(S.O.(I) Istanbul, 1819C/19 to S.O.(I) Med).

N.I.D. Comment: "A. F barges are the German name for their T.L.Cs. These are known to be building at Varna (N.I.D.W.C. Report 152 of 14/3/42 refers).

B. The building time of the T.L.Cs. is about 4 months.

C. Estimate may be reasonable.

D. An armoured division would probably require at least 300 T.L.Cs. and an infantry division at least 200. The forces named are therefore probably exaggerated".



569

War Diary.19.6.1942.  
Friday.FOREIGN STATIONS.East Indies.

TRUSTY. Following received from S.4. (Begins) C. in C. East Indies from S.4. TRUSTY patrol from 28/5 7 to 17/6 3/6 to 4/6 attacked and sunk\*18000 tons ship largest of 3 southbound close west of the Brothers. Other shipping sighted 2 small ships southbound on 5/6 and 1 ship northbound on 9/6. Occasional air and surface patrols sighted. (F.O. Ceylon 0600Z/19 to Admty. (R) Dep. C. in C. E.F.)  
\*TOYOHASHI 7031 G.T.  
(Torp: 2.11.42 Register)

NELSON. C. in C. S.A. informs me (?NELSON) and (?RODNEY)  
RODNEY. are remaining Freetown. Request I may be kept in picture. (C. in C. E.F. 0944Z/19 to Admty. (?N.O.I.C. Freetown), (R) D.C. in C. E.F.)

CYCLAMEN. CYCLAMEN is to be sent to Durban to rejoin S.A. Station as soon as possible. Acknowledge. (Dep. C. in C. E.F. 0949Z/19 to DAUNTLESS (R) Admty. C. in C. S.A. CYCLAMEN.)

Swordfish A/C shot down by INDRA. A 7 19/6. Your 2143B/9/6. Swordfish was carrying out dawn patrol N.E. of Ceylon in area where ships are subject to air attack. At 0945P/6/6 an intercepted signal from Norwegian merchant ship INDRA was received reporting attacked by enemy aircraft and later aircraft shot down. At 1000F/6/6 China Bay operations reported  
Swordfish overdue from dawn patrol. Air searches at once proceeded to the area and interrogated ship which confirmed aircraft had been shot down and there were no survivors. A ship was however, sent to the area to search and air search was continued for several hours unfortunately without result. Ship called Vizagapatam and Master reports as follows. At 0300/6 G.M.T. in 009° 25' 081° 00' aircraft approached ship out of the sun circled once and appeared to dive towards bridge. Ship's signal letters hoisted and when aircraft came within range ship opened fire. Aircraft hit crashed and sank. Search for survivors made without result. Markings appear to be combination of R.A.F. and Japanese. (222 Group 1240Z/19 to Admty. (R) China Bay, C. in C. E.I. A.H.Q. India.)

A/C for East Africa. Request confirmation that very early provision is being made for spare Hurricane one and Hurricane 2 Bs in East Africa. There are no stocks available from R.A.F. sources. (Cdre. N.A.S. E. Theatre 1305Z/19 to Admty.)

Situation. 50166/G cipher 19/6. 056516. Midget Japanese S/M was yesterday located by Lysander R/C on East side of Nosy Lava lying awash. (Force 121 1345/19 to W.O.)



570

War Diary.19.6.1942.  
Friday.FOREIGN STATIONS.East Indies - Contd.

EMERALD. DANAE. CALEDON.	A.M. 1327B/17 anticipated programme. Place.	EMERALD.	DANAE.	CALEDON.
	Leave Diego Suarez.	24/6	-	-
	Leave Kilindini	-	23/6	(?5/7)
	Durban	29/6	28/6	10/7
	Capetown	3/7	2/7	14/7
	(?Pointe Noire)	9/7	8/7	19/7
	Freetown	15/7	14/7	26/7
	Gibraltar	23/7	22/7	2/8
	Arrive Clyde	29/7	29/7	12/8
	Alternative from Freetown fuel at St. Vincent.	18/7	17/7	29/7
	Bermuda	26/7	26/7	7/8
	thence destination. (Dep. C. in C. E.F. 1542Z/19 to Admty. (R) C. in C. E.F.)			

Situation India. WX. 2563. A.931 19/6. Intelligence Summary No. 96 on information received up to 1800/19. Burma. 3 Blenheims made low level bombing and machine gun attack Akyab 18/6, bursts in town - direct hit on warehouse near jetty. No shipping. No opposition. Aerodrome water logged. 1 Blenheim bombed runway Myitkyina 18/6. 5 T/M aircraft reported. Bay of Bengal. 1 Hudson R/C (attack) to 20° 25' N 92° 20' E (?18/6) no movement seen 1 Hudson anti-S/M patrol N.W. corner of Bay 18/6 - negative. Hudson escorted northbound M/V 18/6. Unidentified ship 250 (?504) ft. reported in 20° 00' N 86° 33' (?East) by Hudson 18/6. Supply dropping - U.S.A. A/C - 21000 MBS Taro South of Shingbwinyang and 2000 (5000) LCS Fort Hercz 18/6. Ceylon. Catalina Patrol 250 miles East 18/6. - Negative. (A.H.Q. India 1730/19 to Air Min.)

STIRLING CASTLE. NIGERSTROOM. Your 1406/17. Raiders are known to have been operating to Eastward of Durban and at least one raider has been working to westward of Australia, as in attacks on NANKIN, ANGLO-MAERSK, COPTIC and probably GENOTA. It is probable that such attacks will continue.

2. STIRLING CASTLE and NIGERSTROOM are of great importance. They carry personnel, aircraft, and stores for fighter force of three squadrons urgently required in Australia, also chemical weapons.

3. Unless there is strong evidence that no raiders are likely to be encountered on passage it is not acceptable for these ships to proceed unescorted.

(D.O.D. (F) 2351B/19 to Dep. C. in C. E.F. (R) C. in C. S.A. C. in C. E.F.)



571

War Diary.

19.6.1942.

Friday.FOREIGN STATIONS.America and West Indies.

B.U.S.R.A. Amendments (C. in C. A.W.I. 0051/19, 1102P/19,  
G.I.R.O. 1122P/19, 1502P/19, D.T.D. 1730B/19, B.A.D.  
W.A.R.I. 2235Z/19, 2245Z/19.) See Lion Copy.

U/B and Raider sighted by HANLEY. Your 2228/18. No further contact. Air patrol instituted. My 1142/18 striking force U.S. army bombers despatched from Georgetown British Guiana to investigate. Further signal will be made. (N.O.I.C. Trinidad 0052Q/19 to Admty.) Bombers failed to make contact nothing further known here of Comcarib's intentions. Paraphrase original P/L report as received St. Lucia forwarded under T.O.O. 1152/19. (F.O.I.C. Trinidad 1132Q/19 to Admty.) My 1132Q/19 paraphrase P/L report from HANLEY begins SSSS intended attack by S/M attended by surface raider course 99° speed 9 knots 11° 5' N 54° 25' W surface raider is oil tanker ends. Received by St. Lucia at 1430Z/18. (N.O.I.C. Port of Spain 1152Q/19 to Admty.) My 1626/15 ship attacked 18th off Trinidad no further information. (S.O.I. Jamaica 1743R/19 to Admty. C. in C. A.W.I. C. in C. E.I. S.O.I. Freetown, S.O.I. Capetown, Capt. on Staff Colombo.)

U/B sightings. 43.05 N 67.00 W at 1705 G.C.T./18. (Cominch 0147/19 to B.A.M. S.2. )

R.9. Refer to this as N.O.B. Bermuda 1920/18 addressed C. in C. U.S. Fleet repeated Comtaskfor 25, U.S.S. R.9 and local British Authorities at Bermuda. U.S. Submarine Notice. R.9. departing patrol station today 400 miles bearing 020° from Mount Hill Light. To arrive 10 miles east of Mount Hill Light between 1200 and 1500Z June 23rd. Course 200. S of A 90 miles per day. Submerged daylight surfaced darkness. Bombing restrictions along this route established with local forces. (C. in C. U.S. Fleet 0251/19 to Admty. N.S.H.Q. F.O.N.F. C.O.A.C.)

Convoy C.T.18. Following U.S. ships sailed U.K. 16/6. Details of personnel on board. 2. Destination of vessels is New York. (D of S.T. 0421B/19 to B.A.D.)

DIOMEDE. C. in C. U.S. Fleet's 2120/5. DIOMEDE will be ready to leave Montevideo about 25/6 to return to U.K. via Pernambuco, Freetown and Gibraltar. Destination Clyde. E.S. of A 12 knots. Request Connav issues route for DIOMEDE as far as Freetown and R.A.W.A.F. issues onward instructions. DIOMEDE reports intended date of sailing. (C. in C. A.W.I. 1032Q/19 to Connav, R.A.W.A.F. DIOMEDE.)

/Routeing...



571A

SECRET

MESSAGE

0051/19th June IN

From CONNAV

Date 19.6.42  
Recd 0758

NAVAL CYPHER (M) BY CABLE

*as correct*

Addressed N.S.H.Q. Ottawa. Admiralty, C. in C. America & West Indies, S.O.(I) Kingston, Jamaica.

IMMEDIATE

The following changes shall be made in Giro after codes are distributed and when directed. Chapter 2, paragraph 25 delete reporting centres and routeing (? Offices) as follows Lima, Bogota, Santiago and Caracas substituting Callao for Lima and Valparaiso for ~~Sterling Bay~~. Under reporting centre Willemstad Curacao add following La Guaira Puerto de la Cruz and Maracaibo. Under reporting centre Port of Spain add Caripito. Routeing and reporting offices now under reporting centre Bogota are to report via Commander Panama Sea Frontier. When routeing and reporting centre office established Tampico the reporting centre at Mexico City will be deleted. All interested American addressees informed.

0051/19

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

D.S.D. 9  
D.S.D. (2)  
D.A/S.W.  
I.P. (3)  
W.D.  
U.S.N. (3)  
Ad. Blake



571<sup>B</sup>

1102P/19 June.

CONFIDENTIAL.

MESSAGE.

IN.

From C. in C. America & West Indies. Date: 20.6.42.  
Recd: 0950.

NAVAL SHORE CODE (N2) BY CABLE.

Addressed B.R.O. Nassau, Jamaica, Antigua, Georgetown,  
Port of Spain, Saint Lucia, Bermuda, B.A.D.  
Admiralty, S.O.(I) Jamaica, N.S.H.Q. Ottawa.)

494. My 1502 27th May paragraph 2. (B). As from 1st July the only Ports in U.S. strategic area at which British routeing officer will be responsible for routeing will be Port of Spain Kingston (Jam) Bermuda Georgetown and St. Lucia. All these Ports hold or will receive copies of MARI MACRI and GIRO and amendments will be available through U.S. N.L.O. in these Ports. U.S. L.O. is due at St. Lucia shortly. British Routeing officers at above mentioned Ports will be responsible for routeing all independent ships of United Nations to all Ports covered by MARI and MACRI.

(2) The duties of British Routeing Officers at other British Ports in U.S. strategic area will be confined chiefly to reporting of routes and movements vide paragraph 3 (B) of My 1502 27th May. Ships will generally be through or return routed to these ports, but in cases when this has not been done, applications for A route should be made to CONNAV Washington by Line Telegraphy in British shore code.

(3) Masters of British managed ships are always to be interviewed and given their route by British Routeing Officer.

1102P/19.

- 1st Lord.
- 1st S.L.
- V.C.N.S.
- A.C.N.S. (T)
- A.C.N.S. (H)
- A.C.N.S. (F)
- N.A. 1st S.L.
- Ops. (3)
- O.D. (5)
- O.I.C. (2)
- I.P. (3)
- N.I.D. 10 (2)
- W.D.
- D.S.D. (2)
- H.W.R. (2)
- Admiral Bellairs.
- D.T.D. (4)
- D.T.D. (M)
- D.T.D. (C)
- D. of P. (3)
- D. of S.T. (2)
- D. of P. (Q)
- D.N.I. (5)
- M. (2)
- U.S.N. (3)

DR.7.



SECRET

M E S S A G E

IN

1122P/19th June  
FROM:- C. in C. America and West Indies

DATE:- 20.6.42.

RECD:- 1130

NAVAL SHORE CODE N2 BY CABLE

ADDRESSED:- B.R.O. for all Cities  
Port au Prince San Juan Cape Haiti Barranquilla  
Cartageno Puerto Limun Santa Marta Tela Caracas  
Avphito Laguayra Laspedras Maracaibo Puerto Cobello  
Cumaribo Puerto La Gruz Puerto Mexico Tampico  
repeated B.A.D. Admiralty N.S.H.Q. Ottawa S.O.(I)  
Jamaica.

487 My 1502 27th May paragraph 4. As from 1st July all routeing of ships by British Reporting Officeris to cease. In port, however, where there is no U.S. routeing officer U.S. reporting officer or U.S. Consular Officer the British reporting officer will be responsible for ascertaining whether ships of United Nations have through or return route. If this is not the case applications should be made for a route to CONNAV Washington by L/T in British shore code. These routes when issued to ships should be reported as in paragraph 3 (B) of my 1502 27th May. In such ports also the British reporting officer will remain responsible for reporting movements of all ships by Vesca.

(2) Reporting officer at port where there are no U.S. Routeing, Reporting Officer or Consular Officer are requested to report this fact to me by telegram.

(3) In all repetition all ports masters of British managed ships are always to be interviewed and given their route by British Reporting Officer.

(4) Nothing in the above cancels the temporary instructions in second sentence of paragraph 3 (A) of my 1502 27th May. Route signal and Vescas in British shore code are required from all repetition all ports, until further orders.

1122P/19

1st Lord  
1st S.L.  
V.C.N.S.  
A.C.N.S. (T)  
A.C.N.S. (H)  
A.C.N.S. (F)  
N.A. 1st S.L.  
Ops. (3)  
O.D. (5)  
O.T.C. (2)  
I.P. (3)

N.I.D. 10. (2)  
W.D.  
D.S.D. (2)  
H.W.R. (2)  
U.S.N. (3)  
Admiral Bellairs  
D.T.D. (4)  
D.T.D. (M)  
D.T.D. (C)  
D. of P. (3)  
D. of S.T. (2)

E.P.S.  
D.N.I. (5)  
M. (3)  
Admiral Blake  
Admiral Cunnings-  
ham



571<sup>3</sup>

1212<sup>B</sup>/19th June.  
IN.

SECRET. MESSAGE.

From C. in C. America and  
West Indies.

Date. 20. 6. 42.

Recd. 0759.

NAVAL CYPHER AL BY CABLE.

Addressed N.C.S.O's. C.S.A's, Rep. Off. in Jamaica,  
Intelligence Area at Atlantic Ports only, B.R.O. SAINT LUCIA,  
St. Thomas, San Pedro de Macoris, Paranaribo, repeated  
Admiralty, S.O. (I) Jamaica, B.A.D. Washington.

489. My 1833 6th not to all addressees.  
Revised copy of W.I.M.R.I. will be distributed shortly to  
B. R. Os addressed. This will contain instructions for  
passing through searched channels and entering all  
defended ports (including U.K.) as required for merchant  
ships being sailed from Jamaica Intelligence area. B.R.Os  
at ports other than British are responsible for passing  
this information to U.S. routing officers at their port.  
B.R.O. San Pedro De Macoris is responsible for U.S.R.O. at  
Ciudad Trujillo. Reporting officers will not in future  
hold W.I.M.R.I.

1212B/19.

- V.C.N.S.
- A.C.N.S. (H).
- A.C.N.S. (F).
- A.C.N.S. (T).
- N.A. 1st S.L.
- Ops. (3).
- O.D. (5).
- O.I.C. (2).
- D.N.I. (5).
- M. (2).
- D.T.D. (4).
- D.T.D. (M).
- D.T.D. (C).
- D. of P. (3).
- L.P. (3).
- W.D.
- Ad. Blake.



571<sup>F</sup>

SECRET

MESSAGE

17303/19th June.

OUT.

Addressed: C.O.N.N.A.V.

Date 19.6.42.

Repeated: B.A.D. Washington. 449.

N.S.H.Q. Ottawa. 505.

CYPRUS

From Admiralty.

Your 2141/18 no objection to proposed amendment to Section G para. (b) third sub-paragraph, though it will result in it being impossible for you to suggest diversions of U.S. shipping on passage in British Strategic areas.

2. As regards the proposed amendment to Section G para. (c) fourth sub-paragraph it must frankly be admitted that we regard it as important to be able to suggest diversions, certainly until experience has been gained in the working of BUSKA

3. For this reason and also because the world-wide shipping plot kept in the Admiralty is used on occasion for many purposes, we should be reluctant to accept any reduction in the almost complete shipping information which, after 3 years of effort, is now available.

17303/19.  
for S.T.D. (983).

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

V.C.N.S.  
A.C.N.S. (T)  
N.A. 1st S.I.  
Ops. (3)  
O.D. (5)  
O.I.C. (2)  
D. of S. 2A  
D.T.N. (4)

D.T.D. (M)  
D.T.D. (C)  
D. of S.T. (2)  
I.P. (3)  
D.A/S.W.  
J.D.  
D.N.I. (5)  
U.S.N. (3) (Above has been passed to Ad. Blake CONNAV).



571 G

CONFIDENTIAL

M E S S A G E

IN

2235Z/19th June.

From: B.A.D. Washington.

Date: 19.6.42.

Recd: 0425.

N.B.C. "N" BY CABLE.

Addressed: C. in C. America & West Indies, Repeated.  
Admiralty, S.O.(I) Callao, S.O.(I) Jamaica,  
S.O.(I) Montevideo, N.S. Ottawa.

Your 1552 18th. Arrangements to provide  
S.O.(I) Callao with similar outfit of U.S. Shipping  
cypher to that held at Montevideo and Jamaica.  
(2) Steps have been taken to increase number  
to 12 of frames (C.S.P.845) at Jamaica and  
Montevideo.

2235Z/19

Re GIRO being put into effect for South  
America and Hawaii Islands.

- 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.(5)
- O.I.C.(3)
- D.T.D.(4)
- D.T.D.(M)
- D.T.D.(C)
- D. of S.T.(2)
- Ops.(3)
- D. of P.(3)
- N.I.D.(N.I.D.02413/42)
- I.P.(3)
- W.D.
- D.S.D.9.
- U.S.N.(3)
- Admiral Blake
- O.D.(5)



571 H

M E S S A G E 2245Z/19th June.

SECRET

IN

From B.A.D. Washington.

Date 20.6.42.  
Recd. 0420.

NAVAL CYTHER XD BY CABLE.

Addressed Admiralty.  
154. My 2313/18.

It is understood that Navy Department have not yet dispatched the signal referred to as they are still considering the matter. However if Admiralty approve the proposals given in para. two of my 2313/18 propose it be suggested by Admiralty to Navy Department as the solution to the difficulty.

2245Z/19.

Advance copy Cps. C.D., C.I.C. Trade.

+ Re Navy Dept. proposing to amend BUSRA.

- 1st Lord.
- 1st S.L.
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T)
- N.A. 1st S.L.
- Cps. (3)
- C.D. (5)
- C.I.C.
- D.T.D. (4) for action.
- D.T.D. (M)
- D.T.D. (C)
- D.S.D. (2)
- D.S.C.
- D.N.I. (5)
- H.W.R.
- D. of P. (3)
- M. (2)
- Admiral Blake.
- Admiral Cunningham
- I.P. (3)
- W.D.

MG



572

War Diary.19.6.1942.  
Friday.FOREIGN STATIONS.America and West Indies - Contd.

Routeing of Merchant Ships. C. in C. A.W.I. 1202P/19 to B.R.O. S. Pedro de Macoris. Following is a list of ports in Jamaica intelligence area where U.S. or British Routeing Officers are stationed. Jamaica, Port of Spain, Bermuda, Georgetown, St. Lucia, Cristobal, Curacao, Aruba, Havana, Paramaribo, St. Thomas, San Pedro, de Macoris, Ciudad, Trujiuo. (2) As from 1/7 shipping for all other ports in this area should be through or return routed in accordance with N.S.S.I. 395 para 19, and U.S. general instructions for Routeing and Reporting Officer (G.I.R.O.) Chap. 2 para. 2 as amended by Cominch's 2135/20/5. (C. in C. A.W.I. 1222P/19 to C. in C. S.A. F.O.C.N.A. N.S.H.Q. Ottawa (R) Admty. B.A.D. S.O.I. Jamaica.)

Mines in Chesapeake and Delaware Bays. Pass to N.C.S.Os and authorities for whom responsible. Following Q.J.A. messages have been received from C.N.S. Ottawa:-  
Q.J.A. 614 and Q.J.A. 615. Begins. Q.J.A. 614 Chesapeake ref Q.J.A. 613. Enemy mines are now indicated to the northward of Buoy 2 C.B. Vessels should approach normal position of Chesapeake L.V. and Commodore of Convoy is to contact examination or patrol vessel to obtain latest instructions for entry. 1329Z/18. Ends.  
Begins. Q.J.A. 615 entrance to Delaware Bay is closed temporarily due to enemy minefield. Sweeping is in progress. 1826Z/18. Ends. (D.M.S. 1212B/19 to A.I.G. 21. F.O.I.Cs. Portland, Aberdeen, Humber, Greenock, Tyne, Belfast, Liverpool, Milford Haven, Cardiff, Harwich, Southampton.)

WAR ADMIRAL. Your 1309Z/18 ship was routed to Boston F.O.R. Norfolk in accordance with Admty. instructions then in force. (N.C.S.O. Mersey 1230Z/19 to N.C.S.O. Halifax.)

S/M reported. Cuban Naval Authorities inform B.R.O. Havana without guarantee of accuracy that passengers Portuguese NYASSA report when 20 hours out of Havana ship flag signalled to S/M and near New York stopped four hours whilst passengers kept below. Sailed Havana 30/5 New York. (S.O.(I.) Jamaica 1242P/19 to Admty. C. in C. A.W.I. B.A.D. S.O.(I.) Gibraltar.)

O.N. and O.N.S. sailing dates. C. in C. W.A. 1119/8 para 3. Western local escort groups now await in St. Johns N.F. two to three days for O.N.S. convoys and five to six days for O.N. convoys. It is most desirable that Western Local Groups wait in St. Johns N.F. the bare minimum of days. Therefore strongly recommend westbound convoys be sailed one day earlier. (C.O.A.C. 1255Z/19 to C.T.F. 24 (R) Admty. N.S.H.Q. Ottawa, Cominch, C. in C. W.A. F.O.N.F.)



573

19.6.1942.

Friday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

SCAPA  
FLOW  
(Pan.) Due Baltimore 11/6 from Takoradi not arrived.  
(N.S.H.Q. Ottawa 1321Z/19.)

Routeing  
of O.N.  
and  
O.N.S.  
convoys. Because of limited anchorage area request not  
to route to Boston vessels of O.N. and O.N.S.  
convoys bound for Cape Cod Canal and points south.  
(C. in C. U.S. Fleet C and R 1430/19 to Admty.)

EMPIRE  
CLOUGH. Your 1501Z/18 para 2. If weather conditions  
permit tow should be to westward. It is considered  
ZWARTE ZEE will be able to manage this.  
(D.T.D. 1534B/19 to F.O.N.F. as amended by H.W.R.  
2058B/21.) *See p 559*

HOEGH  
GIANT. (Freetown to Trinidad) torpedoed 0845Z/3 escaped  
at 10 knots torpedoed again and sunk 2305Z/3 008°  
25' N 045° 20' W. Machine gunned in boats dinghy  
with master and 3 others arrived Trinidad 18/6  
2 life-boats with 13 men in each also got away  
master grateful for any news.  
(N.O.I.C. Trinidad 1632Q/18 to Admty.)

K.S.  
Convoys. Your 2152/14 ships dispersing from K.S. Convoys  
much prefer that dispersal dates and positions be  
signalled. A similar procedure is in operation  
for ships bound to South Atlantic from U.K.  
Grateful if this could be arranged.  
(C. in C. S.A. 1647B/19 to C. in C. A.W.I. (R)  
S.O.I. Jamaica.)

S/M  
estimate. 19/6. (C. in C. U.S. Fleet 1654/19, 1714/19,  
1726/19, 1742/19, 1753/19.)

Route  
signals,  
codes. Your 2029/17 necessary instructions have been  
given in my 1953B/16 and in my 1725B/19.  
As ships sail from Durban and from ports south  
of Durban direct to U.S.A. these ports have been  
also included. (D.T.D. 1729B/19 to Connav.)

Operations  
"Harpoon"  
"Vigorous" Request names of U.S. M/Vs lost in recent Malta  
operations be signalled for information of U.S.  
Authorities.  
Salter stresses importance of his being kept  
informed in all future cases particularly as we  
are asking for use of more fast ships.  
(B.A.D. Washington 1745Z/19 to Admty.)

/Escort...



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War Diary.19.6.1942.  
Friday.FOREIGN STATIONS.America and West Indies - Contd.

Escort for AQUITANIA. My 1837/18 referred only to QUEEN MARY and QUEEN ELIZABETH. Now desire AQUITANIA be given same protection as QUEENS. (C. in C. U.S. Fleet 1815/19 to Cmdr. E Sea Frontier.)

A.T.17. Your 95221 (Q(M) 2A) 15/6. Forecast of loading plan. (Brit. Army Staff Washington 1855/19 to W.O.)

POSEIDON (Dutch) U/B Positions. Due New York 6/6 from Trinidad has not arrived. (N.S.H.Q. Ottawa 1857Z/19.) Unless otherwise indicated all S/M positions given in Cominch daily estimate are 1200 G.C.T. (Cominch 1916/19 to All Commands Atlantic Area interested in S/M report.)

H.X.195. H.X.195 your 1721Z/18. Requested that no mention of planes as cargo be made in Advance and Sailing Telegrams. A.M. 1917A/4/9/41 refers. (D.T.D. 1921B/19 to C.O.A.C. Halifax.)

Leakage of shipping information. 1002/18 Navy Dept. states active steps are being taken to deal with both enemy agents, and the control of the waterfront. (B.A.D. 1921Z/19 to C. in C. A.W.I. (R) Admty. S.O.I. Jamaica.)

MOTOREX (1958 tons) From Corpus Christi to Colon attacked set on fire and abandoned 70 miles N.N.W. at 0300 G.M.T./18. All safe and well except 1 wounded, 1 missing. (B.R.O. Colon 2000R/19 to Admty.) Ref. U 2 D 1941 art. (13) B (A) MOTOREX Convoy H.X. 0300 G.M.T./18/6. 010° 20' N 080° 40' W. (C) and (D) all in weighted metal boxes in chart room which set on fire by incendiary shell (E) No (F) Vessel last seen ablaze from stem to stern. Survivors sure not boarded. Vessel torpedoed and again shelled whilst crew were abandoning ship and for sometime afterwards (G) Master American second mate British second engineer Norwegian third engineer American (H) See (C) (D) and (F) above. (B.R.O. Colon 2024R/19.)

H.A. and A.H. Convoys. N.S.H.Q. Ottawa 1914/17. (1) H.A. one will sail 4/7, H.A.2 14/7 and so on every 10 days. A.H. one is to be sailed 14th July, A.H.2. 24th July and so on every 10 days. Final H.T. convoy sails Halifax 20/6. Final T.H. convoy sails Trinidad about 2/7. (2) H.A. - A.H. convoy will be escorted by Western local escort force class destroyers W.9, W.10, and W.11 each consisting of 4 corvettes. (3) Request Task Unit numerical designations 24.18.9., 24.18.10, and 24.18.11 be assigned to W.9, W.10 and W.11 respectively and that call signs be assigned and promulgated accordingly. (C.O.A.C. Halifax 2001Z/19 to N.S.H.Q. Ottawa, C. in C. U.S. Fleet, Connav, Admty, (R) B.A.D. Washington, C.C.N.F.C.T.F.24. C. in C. Atlantic Fleet, C. in C. W.A. C. in C. A.W.I. F.O.I.C. Trinidad, Capt. Supt. Caribbean Sea, East and Gulf Sea Frontiers)

/RAMSEY...



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War Diary.

19.6.1942.

Friday.FOREIGN STATIONS.America and West Indies - Contd.

- RAMSEY. Sail RAMSEY about 22/6 to Halifax via Points (K) 32.40 N 75.10 W (L) 42.50 N 63.25 W thence to destination. Advise time of sailing and speed. (Washington 2027/19 to Com. 6.)
- BOSILJKA (Yugoslavian) From New Orleans to Colon received diversion signal from Bermuda to proceed to ref. position Q (Key West).  
Ship altered course for Smith's Shoal and it is believed entered minefield and after striking 2 mines sank in approx. 15 miles N.N.W. from Smith's Shoal. C.B.s. down in ship in 9 fathoms. 32 in crew all saved, 2 with minor injuries.  
Suggest Ottawa and Jamaica broadcast attention of masters of all ships routed Key West or likely to be diverted here be again drawn to "Confidential Conhydrolant Number 29".  
This is third ship lost by entering this minefield. (B.R.O. Key West 2106Z/19 to Ottawa.)
- TRILLIUM. Sailing about 23/6 by coastal route via New Orleans to Key West for 4 days S/M training. Advise time of sailing and speed. Onward route to St. Johns N.F. will be furnished later. (Connav 2045/19 to Port Director Galveston.)
- S/M attack and sighting summary. LEBORE torpedoed shelled and sunk 12° 53' N 30° 40' W 1330Z/14. BENNESTVET reported sunk 11° N 82° W 15/6. MOIRA torpedoed shelled and sunk 25° 35' N 96° 20' W approx. 1100Z/17. FLORA sunk at 11° 50' N 73° W 0100Z/18. Two S/Ms reported in attack. Patrol craft attacked, two torpedo misses 27° 59' N 80° 06' W 0450Z/19. AMERICAN apparently sunk by Italian S/M. SEATTLE SPIRIT two S/Ms reported sighted. DDS (Destroyers) and patrol craft attack sound contacts 63° 53' N 23° 30' W 2325Z/16/4. 59° 30' N 23° 30' W 1207Z/17/4, 62° 20' N 25° 30' W 1300Z/7/5. 30° 12' N 72° 04' W 1744Z/21/5. A/C attacks magnetic contact 39° 50' N 73° 08' W 2000Z/18. Planes sight S/Ms 12° 25' N 61° 55' W 1446Z/18. At 33° 57' N 77° 53' W 2305Z/18. At 34° N 77° 42' W 0030Z/19. Patrol craft reports S/M contact 30° 37' N 81° 10' W 1251Z/19. (C. in C. U.S. Fleet 2053/19 to Admty.)
- Connav Serial 19. Ref. serial 18. BRAGA Norwegian reached port. KAHUKU U.S.A. confirmed torpedoed sunk 15/6 11° 54' (?) N 63° 07' W. MILLINOCKET U.S.A. torpedoed sunk 17/6 not 15th. FLORADU? torpedoed sunk 17/6 12° 00' N 72° 55' W. MOIRA Norwegian torpedoed sunk 17/6 25° 35' N 96° 20' W. LEBORE U.S.A. torpedoed sunk 14/6 12° 53' N 80° 40' W. GENERAL W.C. GORGAS U.S. shelled by S/M 19/6 57° 15' N 146° 46' W. (Connav 2109/19 to Commaveu.)
- Ice Bulletin Halifax N.S. 2220/19 to Opnav etc. 19/6.

/Situation...



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War Diary.

19.6.1942.  
Friday.

FOREIGN STATIONS.

Australia and New Zealand - Contd.

Situation. Serial No. 148 from C.W.R. 18/6. 18 heavy bombers attacked Port Moresby at 0108Z/18. MACDHUI total loss after direct hits. Attack on other shipping failed. 18 enemy bombers with fighters believed separate force later attacked by P.39s in 2 combats near Rouna. 2 P.39s destroyed 3 missing 1 damaged. 1 Zero damaged.  
(2) Unidentified A/C reported over King Sound (W.A. at 0455Z/18  
(3) Possible enemy S/M sighted by allied A/C 8 miles E Evan Head (N.S.W.) at 0315Z/18.  
(4) 1 enemy S/M 022° S 172° E at 0827Z/17, 1 024° S 166° E at 0917Z/17.  
(A.C.N.B. 1501Z/19 to Admty. etc.)

MACDHUI. My 2112Z/18 further air attack was directed against MACDHUI on 18/6 and she is now a total loss. Was almost completely gutted and capsized after grounding on reef two miles from Cambridge Gulf. 8 further casualties. (A.C.N.B. 1603Z/19 to Admty.)

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B positions. (D.D.I.C. 1439B/19, 1440B/19.)



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20.6.1942.  
Saturday.

War Diary.

SITUATION REPORT.

British Air Operations.

130 aircraft attacked Emden last night.  
12 Bostons escorted by Spitfires attacked Le Havre today.

Mining.

Operation S.N.27B was completed today, and R.A.M. in SOUTHERN PRINCE arrived at Scapa at 2317B tonight.

MMS. 56 and 59 have been damaged by the explosion of mines in the Dover area. 3 more mines were exploded today by sweepers off Beachy Head, 2 in the Eastern approaches to Spithead, 1 off Harwich, and 1 off Spurn Point. SS. AFON DULAIS in convoy C.W.95. was mined and sunk 20 miles S.S.W of Portsmouth.

Mediterranean.

Tobruk town was overrun by tanks at 1930 today. All ships and harbour craft were sailed by midnight under considerable shell fire from enemy tanks. M.L. 1069 is thought to have been blown up alongside.

America and West Indies.

U/B  
sinking off  
Pacific  
Coast.

SS FORT CAMOSUN which sailed from Victoria B.C. yesterday for U.K. via Panama Canal is reported to have been torpedoed at approx. 0500Z today in 47° 14' N 125° 20' W (about 80 miles south of Vancouver I.)

At 2220Z today a vessel which was not sighted shelled the radio station and lighthouse at Esteban Point, Vancouver Island.

Mines.

Seven enemy mines have been swept in the Chesapeake and 3 in the Delaware area. The type of mine is uncertain.



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20.6.1942.  
Saturday.

War Diary.

SITUATION REPORT.

America and West Indies - Contd.

High-  
speed  
tankers.

Ten high-speed tankers have been loaned to the British by the U.S., their movements will be directed by C. in C. U.S. Fleet when in the U.S. strategic area, and not by Comdr. Eastern Sea Frontier.

All United Nations shipping of under 15 knots bound for U.S. or Canadian Atlantic seaboard or Gulf or Caribbean ports from South American ports is to be routed to Trinidad for convoys that are due to start on 1/7.



20.6.1942.  
Saturday.

War Diary.

HOME COMMANDS.

Policy.

North Atlantic Disposition of Forces. My 1132/17. Area Scapa - Delete NORFOLK. Area Clyde - Delete DELHI. Area Rosyth - Add DELHI. *See next page*  
(D.O.D. (H), 1300B/20 to C. in C. U.S. Fleet.)

North Russian Convoys. Ambassador's telegram number 24 Argus of June 20 to F.O. D.C.Y.S. informed me today that Soviet Government had watched with admiration how our convoys continue to fight their way to their Northern Ports.

2. To mark their appreciation they desire to give ten to fifteen decorations to officers and men of Royal Navy & Merchant Navy & request a list of individuals selected may be given them.
3. Consider this should be treated as a matter of urgency and if approved request names should be signalled to me.  
(Ad. Miles, 1508C/20 to Admty.)

→ KENYA, MARNE, BLANKNEY, MIDDLETON. Your 2105/19. Concur regarding KENYA and MARNE. (2) BLANKNEY and MIDDLETON should proceed to Clyde, but operational requirements may necessitate postponement of boiler cleaning. (C. in C. H.F., 1516B/20 to S.O. Force T.)

BLYSKAWICA. A/S Portsmouth's 2001/16 and my 1734/19. In view of acute shortage of destroyers in my Command, I should be grateful if steps could also be taken to accelerate the programme for BLYSKAWICA. (C. in C. W.A., 1543B/20 to C. in C. Portsmouth.)

Movements.

INTREPID, GARLAND. Kola Inlet departures 0500B/20 INTREPID, GARLAND for Archangel. (S.B.N.O. North Russia, 0940B/20.)

→ KENYA. F.O.C.N.A. 1224/19. From position C. to D. 052° 55' N. 015° 35' W. E. 055° 30', 008° 30', thence Clyde. (C. in C. W.A., 0951B/20 to S.O. Force T.)  
*See p. 589 (Sit. Rep.)*

→ KENYA, MARNE, PARTRIDGE, BLANKNEY, MIDDLETON. Your 2105/19. Concur subject to requirements of C. in C. H.F. (C. in C. W.A., 1115B/20 to S.O. Force T.)



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War Diary.20.6.1942.  
Saturday.HOME COMMANDS.Movements - Contd.

KRAKOWIAK.

Arrived KRAKOWIAK.  
(F.O.I.C. Milford Haven, 1115/20.)STURGEON,  
P. 54.1. Intend\* sailing STURGEON and P.54 escorted by  
CUTTY SARK at 2100B/22 via sound of Islay and Mull,  
the Minches and West of Orkneys for Lerwick.  
E.T.A. 2200B/24.  
(Capt. S.3, 1123B/20.) \*from Holy Loch.

H. 32

At 1600/20 intend to sail H.32 escorted by  
BREDA routed via Sound of Mull and Islay. E.T.A.  
Rothesay 1300/21.  
(Cdre.WESTERN ISLES, 1235B/20.)  
Sailed my 1235B/20.  
(WESTERN ISLES, 1607B/20.)

DELHI.

Arrived DELHI.  
(C. in C. Rosyth, 1741B/20.) *See previous page.*

WELSHMAN.

F.O.C.N.A. 1200B/20.  
From C. to D. 49° 25' N. 10° 45' W., then by  
Q.Z.L. 18 and Q.Z.S. 301 and 184 to Milford Haven.  
(C. in C. Plymouth, 2154B/20.) *See p 589.*Operations.Offensive  
Patrols.Arrival M.T.Bs. 34, 70 and 32. M.G.Bs. 74,  
63 and 67.  
(F.O.I.C. Harwich, 0604B/20.)  
Weather permitting carry out following offensive

patrols tonight.

(1) One unit M.T.Bs. between R.B.5 and R.B.4.

(2) One unit M.G.Bs. vicinity Thornton Ridge.

There is a possibility of one 380' M/V with escort moving N.E.  
during the night.

All units to be 30 miles off shore by first light.

(C. in C. Nore, 1454B/20 to BEEHIVE.)

Two French  
Refugees.At 2257/19. R.D.F. reported a small craft 13  
miles south-east of and steering towards Hastings  
at about 3 knots. M.Ls. 140 and 141 were sent  
to intercept and found a fishing boat with oneFrenchman his wife and dog who were later landed at Dover.  
Boat capsized whilst in tow and no belongings except identity  
papers were recovered.

(V.A. Dover, 0945B/20.)

SEAWOLF  
Patrol.Kola Inlet arrival SEAWOLF. Nothing special  
to report.  
(S.B.N.O. North Russia, 1320B/20.)



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War Diary.20.6.1942.  
Saturday.HOME COMMANDS.British Air Activity.

→ S.N. 27B.

My 2025/19. Owing to weather A/C will not arrive before 1630B/20.  
(C. in C. W.A., 0953B/20 to R.A.M.)

Fighter protection for HOWE.

HOWE is now nearing completion in the Clyde and will be sailing for the Tail of the Bank on 28/6. Request consideration may be given to providing special fighter protection until date of sailing.  
(D.O.D. (H.), 1305B/20 to F.C.)

Bombing Operations.

On day 19/6, no operations. On night 19/20, 130 A/C bombed Emden.  
(H.Q.B.C., 1400/20.)

Enemy Air Activity.

Iceland.

Sighted F.W.200 at 1412Z in 067° 10' N. 020° 31' W. Disappearing to S.E.  
(WICHITA, 1715B/20, 2035B/20 to A.C.I.C.)

Mining.

→ S.N. 27B.

Sailed R.A.(M) in SOUTHERN PRINCE and BRIGHTON.  
(N.O.I.C. Port Z.A., 0652/20.)  
Sailed AGAMEMNON, MENESTHEUS, ST. MARYS,

CASTLETON.

(Port Z.A., 1008B/20.)

Operation S.N. 27B completed.

(R.A.M., 1440B/20.)

Scaps arrivals R.A.(M) SOUTHERN PRINCE with MENESTHEUS, AGAMEMNON, BRIGHTON, ST. MARYS, CASTLETON.  
(A.C.O.S., 2317B/20.)

B.S. operations.

Your 1406/19 approved. Proposed programme is to be forwarded daily to enable fighter protection to be arranged.  
(C. in C. Nore, 1016B/20 to M/S 4.)

Proposed Minelaying.

A.L.M. 05215 of 2nd May 1942 and with assistance of 52nd M.L. Flotilla propose as opportunity permits to lay mines M Mark 1 or Mark XIX with obstructors in area of Q.Z.X. 578 extended southwards to the northern end of East Dyck Bank. Sterilisers will be used. It is also desired to confirm that there is no objection to minelaying between Gris Nez and Boulogne.  
(V.A. Dover, 1154B/20.)

/Yarmouth ...



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20.6.1942.  
Saturday.War Diary.HOME COMMANDS.Mining - Contd.

- Yarmouth. At 0905/18 one magnetic mine exploded by Sweepers. Details.  
(F.O.I.C. Gt. Yarmouth, 1215B/20 and 1541B/20.)
- Off Beachy Head. Detonated red magnetic mine in 127° Beachy Head 7 miles.  
(Lt.C.M.S. Newhaven, 1531B/20, 2347/20.)  
Detonated red magnetic mine in 108° Beachy Head 15.2 miles.  
(Lt.C.M/S Newhaven, 1857B/20, 2359/20.)  
Detonated red magnetic mine in 110° Beachy Head Lt. 13.8 miles.  
(Lt.C.M/S Newhaven, 1914B/20, 0006/21.)
- Portsmouth Approaches. Two magnetic mines red detonated by LL in following positions. Details.  
(C. in C. Portsmouth, 1539B/20, 1813B/20.)
- Harwich. At 1115/20 one mine exploded by Sweepers. Details.  
(F.O.I.C. Harwich, 1547B/20.)
- Spurn Point. At 1208/20 one mine exploded by Sweepers. Details.  
(F.O. Humber, 1630B/20.)
- Dover. M.M.S. 59 and M.M.S. 56 damaged. A.M. 1203/15. M.M.S. 59 and 56 have been shaken by the near explosion of swept mines. M.M.S. 59 has structural defects requiring 14 days work which cannot be carried out at this base. She is seaworthy for passage to a repair port but cannot sweep. M.M.S. 56 is still operating but extent of damage is not yet known. She will be required here if possible. Request one relief M.M.S. may be lent temporarily and whether M.M.S. 59 should be sailed to Sheerness.  
(V.A. Dover, 1658B/20.)  
Q.Z.X. 740 and Q.Z.X. 741. LL and SA sweeps carried out today. Negative results. On 19/6 in Q.Z.X. 141 one mine observed to detonate in 160° Sandgate Coast Guard 4 miles.  
(V.A. Dover, 2319B/20.)
- "Tincture". F.O.I.C. Milford Haven is requested to carry out operation "Tincture" by 1200/23.  
(C. in C. Plymouth, 2154B/20.)



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War Diary.20.6.1942.  
Saturday.HOME COMMANDS.Enemy Intelligence.

North  
Norway. Russians report 17/6 convoy sailed from Kirkenes to westward. On 18/6 off Soroy Island one U-Boat. Off Nordkyn one destroyer. (Ad. Miles, 1452C/20.)

U-Boats.

U-Boats reported. Am over enemy S/M in 45° 32' N. 4° 35' W. When last seen was on surface and observed to dive on a course 270°, speed 10 knots. (A/C, 0153/20 to 19 Group.)

S/M in 61° 40' N. 2° 2' W. Enemy course 192°, speed 3 to 4 knots. (A/C 5WZB, 0539/20 to 18 Group.)

S/M in position HSN 74000, course 010°. (A/C 5WZB, 0700/20 to Inverness M/F D/F.)

Possible S/M reported by A/C at 1856 in 063° 10' N. 025° 20' W. course S.E. (A.C.I.C., 2343B/20.)

U-Boat attacked. Am over enemy submarine in 45° 12' N. 8° 32' W. Was on surface and dived on a course 270°, 10 knots. (A/C, 0208/20 to 19 Group.)

Have attacked enemy with bombs level and estimate one hit. (A/C D. Sqdn., 0210/20 to 19 Group.)

(1) surfaced when attacked by 4 D/C Est. 1 hit - 70 rounds from rear guns, (2) surfaced observed submerge M/G fire from rear guns. (A.O.C. 19 Group, 1935/20 to Admty.)

U-Boat sunk on 16/5. Their Lordships consider that the attack by Whitley A/C V of 58 Squadron on 16/5 probably achieved the destruction of a German U-Boat. 2. They request that their congratulations may be conveyed to all concerned. (1st S.L., 1400/20 to Air Ministry.)

Navigational.

Tyne. 19A buoy reported extinguished. (N.O.I.C. Tees, 1115/20.) (Hydrog., 1549B/20.)

Start Point Fog-horn. Start Point fog-horn out of action until further notice. (N.O.I.C. Dartmouth, 1324/20.) (Hydrog., 1731B/20.)

/Kola ...



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20.6.1942.  
Saturday.War Diary.HOME COMMANDS.Navigational.

Kola Inlet. Request that attention of H.M. Ships and Submarines proceeding Kola Inlet may be called to Kola Inlet General Memorandum Section two, para. 4., A/S nets, which are not marked. (S.B.N.O. North Russia, 1545B/20 to A.C.I.C.)

Heysham (Shoal) A shoal depth of 27 feet and about 30 feet in extent exists 1640 feet 341½ degrees from 2 vertical red lights on extremity of Heysham Breakwater. (Hydrog., 1736B/20.)

Casualties and Defects.

HAWKWOOD. Arrivals at 1050 tug EMPIRE HENCHMAN towing fore-part SS. HAWKWOOD and escorted by EVERTON. (F.O. Humber, 1054B/20.)

TACHEE. TACHEE sailed 0115B/20 in tow JAUNTY. (D.S.T.O. Iceland, 1200B/20.)

\*FREMAD, BOVAAG. Sailed LE NIVOSE from Scalloway towing Norwegian M.F.Vs FREMAD and BOVAAG routed west of Fair Isle and by inshore route to Buckie. S. of A. 6 knots. (N.O.I.C. Lerwick, 1330B/20.)  
*\*Red list guide  
as FREMAD II.*

NORTHERN SKY. Request refitting Port for NORTHERN SKY. Requires periodical refit. Proposed sailing p.m./23rd. (S.O.N.T. Kirkwall, 1458/20.) Your 1458B/20. NORTHERN SKY can be taken in hand at Grimsby. (F.O.I.C. Humber, 1745B/20 to S.O.N.T.)

OPHIR. My 1530B/19. Sailed Needles 1550/20. (C. in C. Portsmouth, 1544B/20.) Your 1530/19. Arrived. (F.O.I.C. Portland, 2109B/20.)

JOHN M. My 1511/19. Repair progress satisfactory. Anticipate that vessel will be able to sail for Tobermory a.m./22nd calling at Stornoway for Seaworthy Certificate en route. (TITANIA, 1736B/20.)



War Diary.20.6.1942.  
Saturday.HOME COMMANDS.Shipping and Convoys.

H.G. 84 Survivors. Following from COPELAND. E.T.A. 0900 G.M.T. (A rescue ship COPELAND, B. PELAYO, ETRIB, SLEMDAL, THURSO.) D.11 E.22 F.50 H.2 N.85 O.5 of E Norway 1 of E Poland 19 of F Norway 1 of F Dutch 1 of F Estonian 1 of F America 1 of F Danish P 1 of E 2 of D Q 1 of E 1 of F. (Port Patrick Radio, 0245Z/20 to N.O.I.C. Greenock.) H.G. 84 arrived. (N.C.S.O. Loch Ewe, 1430B/20.) Arrived STORK, MARIGOLD, CONVULVULUS, and GARDENIA ex H.G. 84. (F.O.I.C. Liverpool, 1841B/20.)

C.T. 19. My 0420/19 para. 5. Convoy C.T.19 comprising LETITIA should be ready to sail Clyde 3/7. (D.S.T., 0353B/20.)

D.S. 30. LEINSTER. My 0222/17 para. 2. LEINSTER will not be required for service until D.S.30, sailing Clyde 8/7. (D.S.T., 0354B/20.)

W.S. 20. Arrival RIPLEY escorting Bristol Channel portion W.S. 20. (N.O.I.C. Greenock, 0616B/20.) My 1604/15 para. 2 (C). 2 of destroyers from Londonderry are to be sailed as required by N.O.I.C. Liverpool to R/V 0500B/21 with Liverpool portion. When met, WOLVERINE and ST. ALBANS are to proceed best speed to Moville for fuelling and are to rejoin main convoy as soon as possible. (C. in C. W.A., 1109B/20.) C. in C. W.A. 1109B/20. Request two destroyers to be sailed to R/V 070° Altacarry 8 miles at 0500B/21. (N.O.I.C. Liverpool, 1255B/20 to N.O.I.C. Londonderry.) My 1604/15. Request you sail GEORGETOWN to Moville after convoy conference to fuel and join W.S.20 as additional escort. (ii) RIPLEY is to sail with Clyde portion in accordance with para. 2 (B) but is to return to Londonderry after Clyde and Liverpool portions have joined and is not to proceed with main convoy. (iii) Cancel para. 4 (A). (iv) Para. 5 delete RIPLEY. (C. in C. W.A., 1434B/20 to N.O.I.C. Greenock.) My 1931B/18. Sailed code word "Twister One" escorted by ST. ALBANS and WOLVERINE. (N.O.I.C. Liverpool, 1630B/20.) My 1604/15 para. 4 (B), and N.O.I.C. Greenock 1614/19. BOADICEA, GEORGETOWN, and SALISBURY are to remain with convoy till prudent limit of endurance and then return Greenock. (2) BEAGLE, WOLVERINE, and ST. ALBANS are to remain with convoy till prudent limit of endurance and then fuel at Ponta Delgada. (C. in C. W.A., 1632B/20.)

/Adjust ...



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War Diary.20.6.1942.  
Saturday.HOME COMMANDS.Shipping and Convoys.

- W.S. 20  
(Contd.)
- Adjust sailing for convoy to arrive Oversay R/V at 2000Z/21.  
(C. in C. W.A., 1814B/20 to N.O.I.C. Greenock.)  
My 1109/20. Amend time of R/V to 1800B/21.  
(C. in C. W.A., 1820B/20.)
- R/V off Oversay is delayed until 2000Z/21, to enable NIGERSTROOM to join convoy. Liverpool portion proceed as necessary to effect this R/V, remaining east of 8° W. Destroyers will be relieved 1800B/21 for refuelling at a R/V which S.O. is to signal to N.O.I.C. Londonderry.  
(C. in C. W.A., 1822B/20 to ST. ALBANS, WOLVERINE.)
- P.C. 74 is to escort NIGERSTROOM from Bar Light Vessel to Oversay R/V, subsequently returning to Holyhead.  
Request you will arrange time of R/V off Bar Light Vessel.  
(C. in C. W.A., 1914B/20 to N.O.I.C. Liverpool.)  
C. in C. W.A. 1914B/20. P.C. 74 is to R/V at Bar L.V. at 0730B/21 and escort NIGERSTROOM to R/V with W.S. 20 in 270° Oversay 6 miles at 2200B/21 and then return to Holyhead.  
(N.O.I.C. Liverpool, 1942B/20 to N.O.I.C. Holyhead.)  
My 1014B/18. Sailing delayed.  
(N.O.I.C. Greenock, 1944B/20 to Admty., Cdr. Londonderry, BEAGLE, RIPLEY.)
- Cancel my 1014B/18. Intend sailing Clyde portion escorted by BEAGLE and RIPLEY passing Clyde boom 1100B/21 to R/V with Liverpool portion and escorts from Londonderry at 2200B/21 in 270° Oversay 6 miles.  
(N.O.I.C. Greenock, 2138B/20.)
- P.Q. 17. My 1014B/14, para. 1 (B).. For SAMPHIRE read POPPY.  
2. Para. 3. Add one day to dates given.  
(C. in C. W.A., 1105B/20.)
- Sail DOUGLAS independently to arrive Hvalfiord a.m. 27/6 and to comply with C. in C. H.F. 1947/19.  
(C. in C. W.A., 1113B/20 to Cdre. Londonderry.)  
You are requested to sail OREGONIAN in place of TROUBADOUR.  
C. in C. H.F. 1727/18 and my 1730/17 refer.  
(D.T.D., 1823B/20 to A.C.I.C.)  
In view your 1727/18 para. 2, TROUBADOUR will not be sailed in P.Q. 17.  
(D.T.D., 1824B/20 to C. in C. H.F.)  
My 1504/28/5, para. one. Coal burners RATHLIN and COPELAND have been allocated.  
(D.S.T., 2130B/20 to S.B.N.O. North Russia.)
- D.S. 29. Admiralty's 1740A/19. CASTLETON detailed. In view of present operations and defects regret second destroyer is not available.  
(R.A.M., 1320B/20.)



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20.6.1942.  
Saturday.

War Diary.

HOME COMMANDS.

Shipping and Convoys - Contd.

Oil fuel  
for North  
Russia.

Your 0819/17. Understand Home Fleet oiler is not proceeding as far as Archangel. Oiler for discharge Molotovsk and Archangel being arranged to sail in P.Q. 18 vide S.B.N.O. North Russia's 1524/16th May. Report quantity of diesel required and whether tanker 28'6" draft which is most suitable available can be accepted with full cargo.  
(D. of Stores, 1625B/20 to S.B.N.O. Archangel.)

"Chop"  
dates.

My 1925/4. N.C.S.Os should include the "Chop" date in all route signals.  
(D.T.D., 1820B/20.)



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20.6.1942  
Saturday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

Loss of  
KUJAWIAK.

(1) V.A. Malta 1314/17 para 2. Report of loss being forwarded to V.A. Malta by air.  
(2) No enquiry held here as majority of personnel including Captain were only in Gibraltar 1 hour. (F.O.C.N.A. 1044B/20 to Admty., V.A. Malta.)

→ Movements  
of Ships  
after Op  
"Harpoon".

Intend to sail WELSHMAN at 2215B/20 routed through: A. 036° 10' N. 010° 10' W.  
B. 039° 25' 014° 30'. C. 043° 02' 014° 30' S. of A. 19 knots throughout except between 044° 30' N. and 048° 00' N. when S. of A. will be increased to 23 knots.

2. C. in C. Plymouth is requested to issue onward routeing instructions from Position C to Milford Haven. (F.O.C.N.A. 1200B/20 to Admty., C. in C. Plymouth, (R) S.O.F."T" R.A.(M), N.O.I.C. Milford Haven, WELSHMAN.) *See p. 581*

Situation  
Report.

Area X 2001B/20 Fleet Unit (?4) (?destroyers)  
41° 13' 18° 02' 000° 16 knots.

(ii) IMPERIALIST patrolling off Lisbon.  
(iii) ST. NECTAN escorting cable ship MIRROR vicinity 36° 48' 10° 37'.

(iv) PHYLLISIA 29° 44' 12° 20' through 30° 58' 11° 25' thence 029° 6.

(v) LOCH OSKAIG escorting 3 merchant ships off Huelva to Gibraltar 7½.

(vi) ALOUETTE patrolling Huelva Bight.

(vii) O.G.85, 40° 44' 21° 35' through 39° 55' 21° 25' thence 123° (?8) (?S.O) FOWEY.

(viii) KENYA, 4 destroyers 37° 56' 12° 10' through 40° 30' 15° 35' thence 000° 18. *See p. 580*

(ix) P.222, 43° 15' 12° 30' through 43° 00' 12° 30' thence 175° diving at 2 knots until 2200/20 then on surface 11 knots to Gibraltar.

*See next p.* → (x) SOKOL sailing 1800/21 escorted by MINNA until 0200/22 through 36° 00' 06° 00' and 225° Cape St. Vincent 15 thence 326°. Diving by day on and after 22nd 9 knots on surface 2 knots diving.

→ (xi) WELSHMAN sailing 2300/20 through 36° 10' 10° 10' thence 313° 19.

(xii) STELLA CARINA, LADY HOGARTH escorting tanker MOSLI sailing 1500/20 through 35° 58' 06° 01' thence 260° 10. (F.O.C.N.A. 1334B/20 to N.A. Station.)

DUILIO,  
demonstration  
by Axis sea-  
men ashore  
at Las Palmas.

At moment of leaving Las Palmas demonstration ashore by Axis seaman from laid up ships led to packages and possible letters being thrown overboard to them. Gun party on board eventually controlled situation, but suggest British Consul be informed and investigate. Spanish authorities on spot took possession of most (?packages)

perhaps for search, but took no measures to prevent arrival of Axis seamen, although this had been done previous to moments of leaving.

(DUILIO 1430Z/20 to F.O.C.N.A.)

/SOKOL ...



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War Diary.20.6.1942  
Saturday.FOREIGN STATIONS.North Atlantic - contd.

SOKOL. My 1310B/17 sailing SOKOL postponed 24 hours. Amend time of crossing 043° N. and shift wireless watch accordingly. (F.O.C.N.A. 1636B/20 to Admty., (R) F.O.(S) C. in C. W.A., C. in C. Plymouth, Capt(S)3 Capt(S)5)

My 1510/19. Sailing of SOKOL postponed 24 hours, amend all times accordingly. Submarines are not to be attacked S. of 039° N. unless definitely identified as enemy. (F.O.C.N.A. 1706B/20 to P.222, P.46.)

Submerged bombing restrictions. My 1606/17 postpone time of all submerged bombing restrictions 24 hours. Request submerged bombing restrictions in area G 16 from 1700B/24 until 1700B/25. (F.O.C.N.A. 1640B/20 to Admty., A.O. C. in C.C.C., F.O.S.)

Spitfires for Malta Op "Pinpoint" EMPIRE SHACKLETON in O.G.85 due Gibraltar 27/6 carries 32 Spitfires for Malta. 2. Request you will arrange for them to be flown off from EAGLE, reporting your intentions. 3. Owing to the small amount of fuel left in Spitfires on arrival from "Salient" Air Min. can no longer agree to the 44 nautical miles extension to the radius laid down in para D of Admty. 0106/25/5, even if long range tanks are jettisoned. Pass to Air authorities concerned. (D.O.D.(F) 1648B/20 to F.O.C.N.A. (R) V.A. Malta, C. in C. Med., Air Min.)

A.M. 1648/20. Code word for this operation is "Pinpoint". (D.O.D.(F) 1716B/20 to F.O.C.N.A., (R) V.A. Malta, C. in C. Med., Air Min.)

U/B sighted by A/C. At 1332 (?20) A/C sighted U-boat in 036° 22' N. 007° 08' W. stationary apparently charging batteries. 1700 sailed WESTCOTT and ANTELOPE. (F.O.C.N.A. 1826B/20 to Admty., (R) C. in C. W.A., C. in C. Med.)

South Atlantic.

DIAMANTIS Cancel my 2017/16 DIAMANTIS, arrived 19/6. (S.O.I. Montevideo, T.H.I. 0135/20 to Admty. (R) S.O.(I) Capetown, C. in C. S.A., N.S.H.Q. Ottawa, S.O.(I) Freetown, B.A.D.)

/DRAGON ...



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20.6.1942  
Saturday.

War Diary.

FOREIGN STATIONS.

South Atlantic - contd.

- DRAGON. Sailed DRAGON route R 9 speed 18 knots E.T.A. Capetown 0700Z/22.  
(N.O.I.C. Durban 0637Z/20 to Admty., C. in C. S.A., N.O.I.C. Capetown, N.O.I.C. Colombo, C. in C. E.F., S.O.(I) Colombo, N.O.I.C. Port Elizabeth, N.O.I.C. East London, S.O.(I) Kilindini)  
*See p. 593 (Movement Summary.)*
- CHESHIRE. Sailed CHESHIRE route R 5 Speed 14 knots E.T.A. Capetown 0500Z/23.  
(N.O.I.C. Durban 0712Z/20 to Admty., C. in C. S.A. Station, N.O.I.C. Colombo, N.O.I.C. Port Elizabeth C. in C. E.F., F.O.(I) Colombo, N.O.I.C. Capetown, N.O.I.C. East London, S.O.(I) Kilindini.)  
*See p. 593 (Movement Summary.)*
- FOXHOUND. Sailed FOXHOUND to Kilindini routed as in my 0739/11 speed 20 knots E.T. of A. 0700Z/24.  
(N.O.I.C. Durban 0728Z/20 to Admty., C. in C. S.A., N.O.I.C. Colombo, C. in C. E.F., S.O.(I) Colombo, C.O.I.S. Kilindini, F.O.I.C. East Africa and Zanzibar.)
- ARENA. My 0905/17. Cancel ARENA. Ship arrived East London.  
(S.O.I. Capetown 0905B/20 to Admty., C. in C. S.A., C. in C. E.I., Dep. E.F. (R) N.L.O. East London.)
- ABDIEL. Sailed ABDIEL p.m.19/6 June to Bathurst and Gibraltar for onward passage to U.K. route from Bathurst (G) 14° 30' N. 19° 30' W.  
(H) 20° 55' N. 18° 50' W. (K) 25° 00' N. 16° 30' W.  
(L) 28° 00' N. 13° 30' W. (M) 32° 40' N. 10° 15' W.  
(N) 35° 52' N. 06° 25' W. thence to Gibraltar. S. of A. 21 knots E.T.A. Gibraltar will be signalled by ABDIEL before leaving Bathurst a.m. 22/6.  
(R.A. West Africa 0913Z/20 to F.O.C.N.A. (R) Admty.)
- W.S.19 W. W.S.19 W. sailed 10/6. E.T.A. position K 2300/16.  
(S.S.T.O. Capetown 0915Z/20 to P.S.T.O. Egypt, S.S.T.O. Suez, D. of S.T.)
- U.S. Movements. U.S. Cruiser MEMPHIS U.S. Destroyer JOUETT U.S. Destroyer SOMERS left Pernambuco 17/6 course 040°, speed 14 knots expected to pass S. and E. of St. Paul's Rocks then to northwards.  
(C. in C. S.A. 1011B/20 to S.A. Station.)

/Situation ...



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20.6.1942  
Saturday.

War Diary.

FOREIGN STATIONS.

South Atlantic - contd.

Situation Report. Situation 2000Z/20. MOONSHINE, FLYING KESTREL, 27th M.L. Flotilla ~~command~~ Bathurst to Freetown, BRIDGEWATER about 011° 10' N. 026° 44' W. CORINTHIAN 009° 30' N. 018° 04' W. 282°. TURCOMAN 008° 30' N. 014° 40' W. 270° 8. PRETORIA CASTLE, BOREAS 008° 52' N. 019° 35' W. to 009° 00' N. 021° 00' W. to 014° 00' N. 027° 00' W. 15½. (R.A. West Africa 1111Z/20 to Ships in Area "P" of S.A. Station N. of 08° N, Admty., C. in C. S.A., N.O.I.C. Bathurst.)

Overdue Shipping. KUPA due Capetown 13/6 from New York not arrived. (S.O.I. Capetown 1150/20 to Admty., C. in C. S.A. N.S.H.Q. Ottawa, S.O.(I) Kingston, S.O.(I) Freetown (R) N.C.S.O. Capetown.)

Routing of Shipping. Ships from West Atlantic to South Africa chop on crossing 26 West. A.M. 2206A/31/3 Admiralty to C. in C. S.A., C. in C. S.A. 0845Z/5/4 refer. Ships do not appear to have been diverted in conformity with A.M. 1813/11. Is it intended I should do this. (R.A. West Africa 1301Z/20 to Admty.)

Use of Lourenco Marques. D.T.D. 1405/20. See Lion Copy. Note: 1405/20 was cancelled by Admty. 1609B/21.

Weekly state. 20/6 Freetown. <sup>+ See p. 593</sup> EDINBURGH CASTLE, PHILOCTETES, ARCHER, <sup>Left 19/6 - See p. 562</sup> ASTURIAS, WIVERN, LARGS, PHILANTE, BANFF, FISHGUARD, 4 Corvettes. Freetown Area. CARNARVON CASTLE, \*PRETORIA CASTLE, +NELSON, +RODNEY, +DERWENT, +PENN, +QUENTIN, +PATHFINDER, \*BOREAS, \*\*CORINTHIAN, \*\*BRIDGEWATER, +VELOX, 5 Corvettes. Bathurst. ABDIEL. Lagos. 2 Corvettes. Ascension Area. VINDICTIVE. Pointe Noire Area. MILFORD. U.K. BRILLIANT 3 Corvettes. <sup>Left 19/6 - See p. 563</sup> Freetown to Cape 1 Corvette. Freetown to U.K. 1 Corvette. H.K. to Freetown. VIMY, VANSITTART, 1 Corvette. (R.A. West Africa 1425Z/20 to Admty., C. in C. S.A., C. in C. A.W.I., F.O.C.N.A., B.A.D.) \* See below. \* See previous page. \*\* See above. <sup>See p. 616 (H.S. 20)</sup>

Movements. Departure 19/6. PRETORIA CASTLE (escorting ORONSAY), BOREAS. (S.O.I. Freetown 1547Z/20 to Admty., F.O.C.N.A., C. in C. W.A., S.O.W.P.) ALCANTARA and CILICIA arrived 1519B and 2012 respectively. (S.O.I. Capetown 2024B/20 to Admty., C. in C. S.A. (R) R.A.W.A.F.)



592A

SECRET

MESSAGE

1405/20th June OUT

Lion

To:- C. in C. South Atlantic. 577.  
Repeated. Commodore Durban.

Date. 20/6/42.

NAVAL CYPHER (X)

~~From:- Admiralty.~~

Your 1223/18. The reason for avoiding use of Lourenco Marques by ships carrying troops or military equipment is that such ships and cargoes are liable to seizure and internment. While the risk may not be very great in case of ships with no obviously military cargo on deck it is still substantial having regard to the activities of German Intelligence service in Portuguese Ports. Seizure of internment of a ship would be serious not only because of the loss of the ship and cargo itself but also because of its effect on future use of the port. It would be disastrous if we were not able to use Lourenco Marques freely for such ships as can freely go there.

In our view capacity of Lourenco Marques could be saturated with South-bound ships and coal loaders. In these circumstances it is <sup>unnecessary</sup> ~~necessary~~ to run serious risk by using it for Northbound ships, practically all of which carry military stores and equipment.

Risk might be particularly serious in case of ships such as OCEAN VIKING whose loss might be disastrous to whole movement.

We realise that some misunderstanding may have arisen as a result of Mast 4281 to Campbell Capetown and D. of.S.T. 0037/13.

Clarifying telegram follows. Please repeat to Campbell Capetown.

- |               |               |                 |           |
|---------------|---------------|-----------------|-----------|
| 1st Lord.     | N.A. 1st S.L. |                 |           |
| 1st S.L.      | P.A.S. (S).   | D. of.P. (3).   |           |
| 4th S.L.      | P.A.S. (O).   | Adl. Blake.     | N.L.      |
| V.C.N.S.      | Ops. (3).     | D.T.D. (4).     | M. (2).   |
| A.C.N.S. (F). | O.D. (5).     | D.T.D. (M).     | I.P. (3). |
| A.C.N.S. (T). | O.I.C. (2).   | D.T.D. (C).     | W.D.      |
| SEC.          | D.A/S.W.      | D. of.S.T. (2). |           |
| NAV. SEC.     | D.N.I. (5).   |                 |           |

1405/20 to L.L.H.A. (R)  
for (D.T.D. (983) Lt. Durban)

[Cancelled by Mast 1609 B/21/6.]



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War Diary.

20.6.1942  
Saturday.

FOREIGN STATIONS.

South Atlantic - contd.

Movements Summary. Area Q at 2000Z/20th BACHAQUERO 033° 45' S. 017° 35' E. 330° 7 knots. ROYAL ULSTERMANN 016° 40' S. 010° 35' E. to Pointe Noire 14 knots. SOUTHERN GEM, SOUTHERN PRIDE on patrol in False Bay. SHROPSHIRE from the East E.T.A. Simonstown 21/6. \*DRAGON 033° 03' S. 028° 53' E. to Capetown 18 knots. \*CHESHIRE 032° (? 22') S. 030° 05' E. to Capetown 14 knots. (C. in C. S.A. 1607B/20 to S.A. Station Sqdn. (R) Admty.)  
*\*See p. 591*

ASTURIAS, W.S.19 Y. Proceed 1800Z/21 to position Z. 014° 12' N. 026° 12' W. arriving 0200Z/24. Then steer 129° until 1200Z/25 S. of A. 17 knots. Then proceed position X. 006° 55' S. 013° 10' W. arriving 2300Z/27. Further orders will follow. Convoy W.S.19Y is routed J. 038° 58' N. 030° W. and 014° 30' N. 025° 50' W. L. 008° 45' N. 018° 29' W. thence Freetown. In position K. about 0730/24. S. of A. 25 knots. (R.A. West Africa 1705Z/20 to ASTURIAS (R) W.S.19 Y.)

B.U.S.R.A. and G.I.R.O. A.M. 2000/17 (2007/16 intended) B.U.S.R.A. and G.I.R.O. Former has been received. (C. in C. S.A. 1712B/20 to Admty.)

27th M.L. Flotilla. Departure 1500Z/20 27th M.L. Flotilla. E.T.A. Freetown 1200Z/22. (N.O.I.C. Bathurst 1734Z/20 to R.A. West Africa, C. in C. S.A., Admty.)

HOWRA (British) Have you any news of HOWRA due Capetown 7/6 from Durban. (D.T.D. 1748B/20 to S.O.I. Capetown.)

ETHIOPIAN, BRITTANY. Your 1045/19 ETHIOPIAN should be sailed for Kilindini to load and work as instructed by Dep. C. in C. E.F. BRITTANY to be sailed for Grand Port. (D.B.D. 1918B/20 to C. in C. S.A., (R) C. in C. E.F., Dep. C. in C. E.F., F.O.I.C. East Africa & Zanzibar, N.O.I.C. Mauritius, N.O.I.C. Diego Suarez.)

Routeing, South America and Hawaii Is. As from 0001 G.M.T. 22/6 U.S. authorities will assume responsibility for routeing and reporting routes and arrivals and departures of all shipping of United Nations in South America and Hawaii Is.

2. Routeing. (A) U.S. routeing officers will be responsible for correctness and suitable routes and orders are given to all ships.

/ (B) ...



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20.6.1942  
Saturday.

War Diary.

FOREIGN STATIONS.

South Atlantic - contd.

Routeing, (B) British routeing officer will act as  
South America Liaison Officer for the purpose of personal  
and Hawaii Is. contact with British Masters and British M.  
contd. of W.T. official and generally to assist in  
maintaining common objectives destined to the  
safe routeing of ships throughout the world.

Routeing instruction will be delivered to British Masters  
through the British routeing officers Q. (B.U.S.R.A. para  
D (D) and E (E)).

3. Reporting. (A) Route messages and arrivals and departure  
will be reported by U.S. routeing officers in U.S. code.  
(M.E.R.C.O. system). (B) Until further orders, however,  
and regardless of above British routeing and reporting  
officers are to continue to send route signals and Vesca in  
British code made to same addressee as hitherto. This is  
Most Important.

(S.O.(I) Montevideo 2031Z/20 to B.R.O. Montevideo Intelligence  
area, (R) Admty., C. in C. A.W.I., C. in C. S.A., B.A.D.,  
S.O.(I) Rio de Janeiro.)

DIOMEDE. Route DIOMEDE when ready through K. 35° 01' S.  
54° 02' W. L. 30° 02' S. 47° 28' W. M. 25° 01'  
S. 41° 50' W. N. 19° 02' S. 35° 55' W.  
O. 17° 30' S. 34° 33' W. thence Recife for fuel  
then through (P) equator 24° 23' W. (Q) 08° 30' N.  
13° 28' W. thence Freetown.  
(Connav 2057/20 to Alusna, Montevideo, (R)  
C.T.F.23, C. in C. Atlantic Fleet, R.A. W. Africa,  
C. in C. A.W.I., C. in C. S.A., Admty. Alusna,  
Rio de Janeiro, Alusnob, Recife.)

Mediterranean.

Supplies Governor Malta desires that if possible next few  
for Malta. S/Ms cargo trips should carry maximum cargo of  
edible oil in bulk and balance of cargo should  
be powdered milk or, if latter has not arrived  
from U.K., soap. Request information whether tanks can be  
suitable for cleaning to receive edible oil and quantity which  
can be sent each trip.  
(V.A. Malta 0013C/20 to F.O.C.N.A. (R) Admty., C. in C. Med.)  
Reply: 1702/22.

/Orders ...



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War Diary.20.6.1942  
Saturday.FOREIGN STATIONS.Mediterranean - contd.

Orders to S/Ms. My 2059/19 shift patrol line 22 miles from 267°. My 2205/19 for 145° read 134°. THORN conform.  
(Capt. (S) 1. 0401C/20 to 10th S/M Flot. THRASHER, THORN.)

My 0401/20 THORN patrol along a line ?between positions 037° 22' 020° 15' and 036° 50' 020° 59'. H.M.S. UNA, H.M. S/M P.31 return to position 037° 55' 019° 35' and then steer 134°. (Capt. (S) 1, 0455C/20 to THORN, UNA, S/M P.31, (R) S/Ms on Patrol.)

10th S/M Flot. and THORN return to Alexandria. Expected in accordance with previous orders. TURBULENT acting independently in Gulf of Sirte. THRASHER return to patrol area through 037° 56' 020° 03'.

(Capt.(S) 1, 1311C/20 to 10th Sub. Flot. THRASHER, THORN. TURBULENT (R) C. in C. Med.F., N.O.I.C. Alexandria, No.201 Naval Co-op Group.)

Cancel previous orders proceed convenience to operate in same area as TURBULENT. My 1031/19 refers. Pass through 036° 05' 019° 16' and 034° 01' 019° 06'.

(Capt.(S) 1 1715C/20 to THRASHER (R) TURBULENT, Subs on Patrol. Proceed on surface at your discretion as far as 034° N. (Capt.(S) 1, 1945C/20 to THRASHER.)

Bi-weekly Opsum 31. Night 16/17/6. About 8 enemy A/C attacked shipping NW of Alexandria. Few bombs also dropped near (Burg Ea?) (as decyphered) Arab and Alexandria Harbour. 4 Beaufighters shot down

1 Ju.88. Enemy A/C also attacked objectives between Sidi Barrani and Daba, no damage.

(H.Q. R.A.F. M.E. 0908 G.M.T./20 to Air Min.)

Night 18/19/6. 5 Wellingtons laid 10 mines off Benghazi 14 Wellingtons diversion bombing of harbour started large fire. Tobruk no hits.

(H.Q. R.A.F. M.E. 0924/20 to Air Min.)

19/6. 19 Hurricanes shipping protection. 2 Enemy A/C attacked shipping off Delta coast.

(H.Q. R.A.F. M.E. 0938/20 to Air Min.)

Suspicious M/V. One M/V 32° 46' N. 30° 52' E. course 054° speed 9 knots refused answer challenge.  
(H.25 B Med A/C 1135/20 to 201(Naval Co-op) Group M.E.)

My 1030 object still in vicinity at 1130 proceeding N. 9 knots. (201 Gp. M.E. 1150/20 to HZ5B Med A/C.)

NM 175 1 M/V 3000 tons DJIK 4856 (indecipherable) course 054 speed 8 knots flag unknown.

(A/C (?M.E.Com)1200/20 to 201 Naval Co-op Group M.E.)

/Operation ...



596

War Diary.20.6.1942  
Saturday.FOREIGN STATIONS.Mediterranean - contd.

Operation "Vigorous". Your 1255/19th. "Vigorous" in 033° 55' N. 023° 55' E. course 288° 13 knots at 1600/14th. Following signals indicate main course of events. My 0001, 0021, 0131, 0325, 0525, 0645, 0705, 0913, 1153, 1245, 1527, 1625, 1841, 2053 all of 15/6. V.A. Malta's 2346/14th. All above transmitted on Malta Broadcast and some also clear direct to Whitehall W/T. F.O. 15th C.S. 2315/14th 1426/15th 1842/15th also refer. 2315/14th and 1842/15th are being passed to you. F.O.15th C.S. 1426/15th was made on Malta Broadcast. Above signals indicate main course of events and should be entered in order of T.O.Os with V.A. Malta's 2346 after my 0131. About 220 bombers and 20 torpedo A/C attack took place. More probably started and either did not locate convoy or were turned back by Western desert fighters.

2. About 90 bombers attacked on 14th, and remainder on 15th. Stukas slightly predominated over Ju.88s on both days. On 14th attack took place between 033° 30' N. 024° 10' E. and 034° 00' N. 022° 40' E. In daylight 15th "Vigorous" attempt in area between 034° 10' and 034° 40' N. and between 021° 30' and 024° 30' E.
3. Force continuously shadowed by day and night, illuminated by flares for E-boats and U-boats attacks and occasional bombing.
4. Bombers escorted by fighters greatly outnumbered our fighters. Me.109 attacked escort with cannon.
5. Own fighter defence 6 S ?E fighters at a time on 12th and 13th. 6 Beaufighters and or Kittihawks till 1800 thereafter 4 - 6 Beaufighters. On 15th between 2 Beaufighters up to 1800 and then 6 Kittihawks.
6. Valuable assistance provided by Western Desert fighters on 14th who intercepted and broke up at least one large ?raid near coast.

(C. in C. Med. 1236C/20 to Admty.)  
Advance summary of "Vigorous". (1) Night 13th June. Convoy illuminated by flares and slight bombing ineffective.  
(2) 11/6 M/V AAGTERERK detached Tobruk with escort owing to loss of speed. These ships attacked by 30 Stukas 1130.  
(3) Convoy - Attacks by 45 Stukas and 88s 1630 - 1900 BHUTAN hit, POTARO damaged but continued 1600 convoy altered to westward. Dusk attack - 88s and E.Boats sighted.  
(4) 1500 Italian Fleet sighted in Taranto behind nets. 2230 two enemy forces reported in Mouth of Gulf of Taranto at 1845 One Force 2 Cavour 4 Dr. other 4 Cr. 4 Dr.  
(5) C.S.15 requested instructions whether to retire or continue. Ordered to continue pending further reports subsequently ordered to retire at 0200/15.(6) 15/6 0045 Malta reports 3 Bs still behind nets, but 2 Bs 4 Cr 11 Dr missing. This interpreted LITTORIOS at sea but since no reports C.S.15 ordered to postpone turn to 0300/15.  
(7) Convoy shadowed and illuminated all night 14/15. E-Boat attack beaten off but NEWCASTLE hit by E-Boat 0330, and HASTY sunk by E-Boat 0525.  
(8) Object of retirement at 0300 to ensure margin of distance at daylight to allow development air attacks on enemy before surface contact, and if these failed to prevent convoy being cut off before dark.



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Saturday.FOREIGN STATIONS.Mediterranean.

Operation "Vigorous" contd.

(9) 0025 and 0420 enemy reported on Southerly course but only ?1 Bs 2 Cr and destroyers reported. No further air reports till 0825.

(10) By 0525 risk of further approach to bomb alley held to outweigh risks of encounter with surface forces and C.S.15 ordered to turn Northwest, signal 0705/15 giving policy if met.

(11) 0825 air report placed enemy 100 miles N.W. of convoy steering towards high speed. Since air attacks not expected before 0930 C.S.15 ordered at 0417 to turn Eastward to await results. 1100 attacks by 15 Stukas BIRMINGHAM damaged. 1115 favourable reports of air attacks on enemy at 0015 were received C.S.15 directed to turn West at 1151.

(12) Meanwhile air report received T.O.O.1944 giving E.C.S. 140° 18 knots and effects of air attacks appeared doubtful. C.S.15 therefore given discretion by C. in C's 1245/15. No more air reports till 1330 when E.C.S. reported 120° 25 knots.

(13) 1426 C.S.15 reported unable to turn West in reply to C. in C's 1151 owing to heavy air attacks. 1455 enemy abandoned chase and turned North West 1520 40 Stukas attacked CENTURION, damaged, AIREDALE hit sunk later by own forces.

(14) 1625 and 1841 C. in C. ordered return to westward circumstances permitting. 1720. Attacks by 30 Ju.88, and 20 T/B. NESTOR damaged by near misses, taken in tow by JAVELIN and later sunk. Dusk attack by 12 Stukas and some Ju.88s. No damage E-Boats in vicinity but no successful attacks.

(15) 1842. C.S.15 reported insufficient ammunition and fuel to reach Malta and directed by C. in C. to return to Alexandria.

(16) H.M. Ships shot down 15 aircraft, confirmed, which is likely to be increased.  
(C. in C. Med. 2358C/20 to Admty.)

Movements. 19th Port Said arrivals GIULIO, GRAAF VAN VLANDEREN, PROTEA. Departures 0730 FORTUNE, INCONSTANT, GRIFFIN.  
(N.O.I.C. Port Said 1457C/20 to Admty.,  
C. in C. Med.)

Proposed destruction of communications etc in Turkey. Following from Chiefs of Staff No.(ME)274. Your CC/52 of 22/5. Your plan for destruction of vital communications targets in Turkey using balance of explosives held as reserves by Cs. R.E. should on no account be put into operation without express authority from here. We assume there are no further schemes of this nature about which we have not yet been told.  
(Air Min. 1824Z/20 to C. in C. M.E., A.O.C. in C.M.E., C. in C. Med.)

Suspected S/M. Have obtained A.S.V. contact in 201°, 29 miles, from 33° N. 27° E. Probably S/M.  
(Call sign C5SK 2227/20 to Call Sign L7A.)

/Tactics ...



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Saturday.

War Diary.

FOREIGN STATIONS.

Mediterranean - contd.

Tactics  
against  
torpedo bomber  
attacks by  
night.

Your 1803/7/5. Concur, but recommend that the following be added to para (ii) (B) of A.G.M. 634A "Turn should be away if flares are on the quarter".  
(C. in C. Med. 2300C/20 to Admty.)

U/B.

At 2249/20 position of U-boat 032° 38' 026° 47'.  
(Capt.(S)1, 2331C/20 to PROTEUS.)



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War Diary.

FOREIGN STATIONS.

East Indies.

Control of  
air forces  
operating  
over sea.

Your 1955/8 not to all addressees para.A. Ceylon at present operates all Catalina squadrons under my general directive. When detached from Ceylon e.g, those now at Seychelles and Kilindini Catalinas are operated by local A.O.C. on instructions from local S.N.O.

2. Paras C. and D. I agree that unified control of all air forces operating over sea is desirable if practicable C. in C. and A.O.C. in C.India consider this would not be practicable even for air forces operating on east coast India and in Ceylon. They prefer operational control by local A.O.C. and disposition of such air forces by agreement between C. in C. India and C. in C. E.F.

3. My view is that A.O.C.Ceylon is well placed to exercise under A.O.C. in C. India general operational control of air forces east coast India and Ceylon from Vizagapatam to southward for following reasons.

(A) he is closely in touch with naval situation through F.O. Ceylon and general situation through C. in C.Ceylon.

(B) Shipping plot is maintained at Colombo.

(Note. The area Vizagapatam to terminal port of Calcutta should be controlled locally).

4. Apart from above the contact between A.O.C. and Q.Y.S.L.F during visits force "A" to Colombo enable matters of extensive training and exercises to be discussed and arranged. These are essential if the air forces are to carry out their allotted task effectively.

5. I consider that for land A/C the east coast of Africa must be regarded as distinct from India and Ceylon and controlled locally by A.O.C. under direction of S.N.O.

6. The Hudsons are in Calcutta area and controlled by A.O.C. in C. India, Blenheims and T/B squadrons in Ceylon are operated by A.O.C. Ceylon under directive of C. in C.Ceylon being regarded as part of Ceylon defence force.

7. As air forces become established on east coast India it becomes important that there should be flexibility and ability to concentrate quickly at threatened points without time being lost in obtaining concurrence of a number of authorities.

8. Until the strength of air forces in India is greatly increased I do not think it is likely C. in C India will accept agreement on lines of Mediterranean agreement of which I have given him a copy.

9. Although the possibility of a difference of opinion arising between C. in C. India and C. in C.E.F. cannot be excluded I have good hopes that as the result of our occasional contacts this should be very infrequent. Should it occur it would be necessary to refer to C.O.S committee.

(C. in C. E.F. 0243Z/20 to Adnty.).

/Operation.....



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Saturday.FOREIGN STATIONS.East Indies. - Contd.

Operation "Vigorous." As a considerable detachment from Eastern Fleet was engaged in recent operation in E.Med. I should be grateful if I can be given a short account of this operation. My only source of information at present is the Natels which are often received corrupt.  
(C. in C.E.F. 0333Z/20 to C. in C. <sup>Med.</sup> ~~Med.~~).

Addu Atoll. A/S net defences have suffered from S.W. Monsoon to an extent which makes it undesirable for Force 'A' to use this anchorage except during daylight periods.  
2. I am informed it will not be possible to relay nets until monsoon moderates in September.  
3. Protection against Midget S/M is being examined but I shall be glad of any suggestions for defence Addu against this form of attack even if such defences can only be maintained during fine weather periods.  
(C. in C.E.F. 0338Z/20 to Admty).

Shipment of Ammunition. 0658Z/20 cipher 20 June. Admiralty message 1926/17 (~~in W.D.~~) *See p. 507*. Mountings and ammunition already shipped. Guns awaiting shipment within the next few days. Request immediate instructions whether to proceed with loading. (F.O. Ceylon 0658Z/20 to Admty.). *See p. 626*

Force A. Movements. My 1146/8. After (?discussion) with C. in C. India we are agreed it is unlikely Japanese will attempt any major operation in Indian Ocean in near future. 2. There is however a possibility that to save "face" they may attempt a raid on the Indian Ocean communications. This threat is not likely to materialise if they are uncertain as to whereabouts of Force A. 3. Intend adhering to my proposed programme but cannot leave Colombo until 22/6 owing to destroyer's defects. Only 3 destroyers will be available as screen since LOOKOUT has to dock for repairs to rudder. 4. After arrival at Kilindini I hope to get carriers to Sea as soon as possible for intensive exercises especially in connection with fighter direction which still leaves much to be desired owing to difficulties with R/T and I.F.E. This movement should leave enemy in doubt as to whereabouts of our forces. 5. It will be appreciated that until return of destroyers from E.Med we shall have to operate practically unshielded in selected areas but I consider this risk must be accepted in interest of training and in order to confuse enemy.  
(C. in C.E.F. 0834Z/20 to Admty).

Diego Garcia. Your 0845/10 and A.M. 0009/3 Para H (8). Since main responsibility for Diego Garcia will be revictualling which is most conveniently done from Ceylon in to Addu, suggest Diego Garcia should be also the responsibility of ~~C. in C.E.F. for C. Ceylon.~~  
(Dep.C. in C.E.F. 1103Z/20 to C. in C.E.F.).

/Coral....



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20.6.1942.  
Saturday.

War Diary.

FOREIGN STATIONS.

East Indies - contd.

Coral Sea Action. My 1129/11. Can reply be hastened. I feel sure you appreciate how important it is that I should have fullest possible information on which to base training of Fleet and especially Carriers.  
(D. C. in C. E.F., 1044Z/29 to Admty).  
Note. This message has not been previously circulated as 1129/11 May from Deputy C. in C. E.F. had not been received in War Registry.

S/M Sanctuary. Bombay S/M Sanctuary is in force from 0001Z/23 to 1400Z/23.  
(C. in C. E.F., 1500Z/20 to E.I. Station General).

Navigation. P.V. <sup>\*</sup>DYRSSYA took ground at 1604Z/9/6 in position 358 Qais inland light 2 miles. SS BRITISH SOVEREIGN reported having struck a submerged object in position 338 Qais Light 2½ on 21/11/1940. Request shipping may be warned and survey party sent in due course.  
(S.N.O. P.G. 1503Z/20 to F.O.C.R.I.N. (R) Com. R.I.N. Admty etc).  
*\*Not identified.*

Air Report. Intelligence summary No. 97 on information received up to 1800/20 Burma. 1 Blenheim bombed Kaleoa 19th. Buildings damaged. No movement seen. 1 B.25 C.O.R.U. to 100 miles S. of Rangoon 19th. No movement seen 2 Blenheims weather R/C Burma border 19th Bay of Bengal 3 G.R.Hudson sweeps over Northern Bay 19th negative. Ship reported unidentified on 18th established friendly. One Hudson escorted North bound M.V. 19th Ceylon. Coastal and Catalina patrols 250 miles E. 19th negative Burma. 2 Mohawks bombed and machine gunned Homalin. 19th Buildings damaged. U.S.A. A/C bombed Myitkyina 19th supply dropping. 31 Sqdn. - 13230 lbs. Shingbwiayang. U.S.D.A.C. 28500 lbs. Taro.  
(Air. H.Q. India, 1530/20 to Air Min.)

Kilindini Boom. A.M. 1350/13 (1350/13).  
1. It is considered A/S A/B Boom in position approved by A.M. 1048/1/5 would serve little purpose since any S/M penetrating as far as Mbuyuni could fire torpedoes through the proposed boom. As the White and Yellow Cliffs position also reduced the berthing by one large ship Berth it is considered the boom should not be laid there. As an immediate measure intend to continue establishment of Boom as described in my 1341/8 with material available.  
(Dep. C. in C. E.F., 1558Z/20 to Admty).

Assault Force. Beach Parties and Communication Ratings from Madagascar operations are to remain in India as part of the Assault Force together with the crews of landing craft. Previous orders are cancelled.  
(Admty, 1717B/20 to F.O.C.R.I.N.)



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War Diary.

FOREIGN STATIONS.

East Indies. - Contd.

American and  
British  
Repatriates.

H.M.G. have given safe conduct to Japanese vessels ASAMA MARU, TATUTA MARU, KAMAKURA MARU and Italian CONTE VERDE carrying American and British repatriates from Japan to Lourenco Marques. Descriptions and Route.  
(Admty. 2024B/20 to C. in C. E.F., A.C.N.B., C. in C. S.A.)



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20.6.1942.  
Saturday.War Diary.FOREIGN STATIONS.America and West Indies.

Mines in Chesapeake & Delaware Bays. Your 1253/18. Full particulars not yet available but interim reply is (a) Ground mines with units suspected of being Sammy. Seven swept in Chesapeake and three in Delaware areas. Depth of water ten to twelve fathoms. (b) Uncertain at present. (c) Sweepers fitted LL/SA and others fitted Oropesa. All sweeps used in Chesapeake Channel. (d) Adm. Phillips is in close touch with Navy Dept. (B.A.D., 0211Z/20 to Admty). Further reply: 0005Z/21, q.v.

O.T. 10. My 1202QR/19. Late 24 hours. (Curacao, 0928QR/20, to C.in C. A.& W.I.)

W.S. 19Y. P.C.S. at 1800 G.M.T./20.  
C.T. 18. D.O.D., 1016Z/20, to Opnav).  
N.A. 11.  
DURBAN.

Floating Dock. My 1843/25/5 BAT 7 was slightly damaged on passage to New York MORAN, tug, and BAT 7 with Dock in tow should arrive St. Thomas on about 20/7. BAT 3 will relieve MORAN at St. Thomas. (B.A.D., 1045Z/20, to Admty).

Petrol shortage in Jamaica. The renewed acute shortage of petrol in Jamaica is likely to cause serious delay in the transportation and loading of sugar. (Capt.i/c. Jamaica, 1050R/20, to C.in C. A.W.I.).

BRITISH CONSUL Escort. Temporary repairs to BRITISH CONSUL (British) damaged by enemy action at Trinidad will be completed by end of June. Ship then able to proceed to Galveston under own power at about 7 knots. If you have an escort proceeding that direction about that time grateful if you would arrange protection. B.A.D. pass to M/W. New York. (C.in C. A.W.I., 1112P/20, to C.C.S.F.(R) N.O.I.C. Trinidad etc.). See also Admty, 1803/22.

Troop Transport. Your 0233/21/5 and subsequent signals, it is apparent that U.S. Authorities can do nothing to help in transport of personnel from Jamaica to Bermuda and U.K. and Bermuda to U.K. Reference N.Z. N.B's. 1438/17, urgently request DOMINION MONARCH be diverted to Jamaica and Bermuda to carry out troop movements foreshadowed in your 1829/6/4 and embark all passengers for U.K. Details. (C.in C. A.& W.I., 1154P/20, to D. of S.T.).

Mines in Chesapeake Approaches & Bay. Instructions for entering (QJA 613, 616). (D.M.S., 1228B/20, to A.I.G. 21 & F.O. i/cs Home).

/Dispersion ...



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War Diary.

FOREIGN STATIONS.

America and West Indies. Contd.

Dispersal of O.T. & K.S. Convoys. Your 1513/31/5 no information has yet been received at Freetown regarding dispersal. Request this information be expedited.  
(R.A. West Africa? 1251Z/20, to C.in C. A.&W.I.).

Routeing of Shipping. Admtys 1148B/16. Request guidance as to whether term "Northbound" in this context is intended to apply to vessels bound for Bar Curacao and Trinidad.  
(B.R.O. Colon, 1001R/20, to C.in C. A.& W.I.).  
Your 1001/20th yes.  
(C.in C. A.& W.I., 1852P/20, to B.R.O. Colon).

Temporary routeing in Caribbean Sea. Northbound U.S. managed vessels of less than 15 knots from Panama and ports east of 079° W. shall be routed S. and E. of Jamaica through Windward Passage Old Bahama Channel to Key West. Vessels of over 15 knots through Windward Passage and Crooked Is. passage to Cape Lookout. All northbound vessels shall avoid Yucatan Channel. For routeing Officer.

(Connav, 1432Z/20, to Admty etc.).  
Amendment No. 29 to M.A.R.I. Section IV, para. 7. Cancel and substitute "(1) All ships of under 15 knots bound from South or West African ports or S. American ports between Trinidad and Cape Orange to any ports in the Caribbean or Gulf of Mexico or on the U.S. or Canadian Atlantic seaboard, are to be routed to Trinidad for convoy in accordance with Section IV, para. 8 i.e., Ships of 7½ knots to 14.9 knots bound from South American ports south of Cape Orange and South African ports to U.K. are to be routed to Freetown for convoy in conformity with Section IV, para. 8. 3. Ships of 15 knots and over sailed independently in either direction by ocean route between U.K. or N. American ports or Bermuda and South Atlantic ports are to be routed in conformity with Section IV, para. 8 and if without an intermediate call for passengers or cargo should bunker, if necessary, at Freetown or a South American port South of Bahia. 4. Ships of under 15 knots bound from U.S. or Canadian Atlantic Seaboard ports or Gulf of Mexico or Caribbean ports to South American or South or West African ports are sailed in Hampton Roads/Key West/Trinidad convoys. Such ships should subsequently be routed in conformity with Section IV, para. 8, bunkering if necessary at Trinidad or Freetown or a South American port south of Bahia.  
(D.T.D., 1548B/20, to C.in C. A.&W.I. etc.).

British-managed shipping sailing for Ports on East coast of U.S.A. or Canada and Gulf of Mexico are to be routed to Trinidad for convoy.  
(C.in C. A.& W.I., 1743P/20, to R.O's. etc.).  
On and after 24th June all Tankers of under 15 knots bound for U.K., East Coast of U.S.A. or Canada and Gulf of Mexico are to be sailed to Trinidad or Curacao whichever is nearer for Convoy.  
(C.in C. A.& W.I., 1853P/20, to R.O's. etc. as amended 1812P/22).  
Cancel my 1903/22/5. Second sentence on 24/6.  
(C.in C. A.& W.I., 1903P/20, to A.I.G.).

/All ...



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Saturday.

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FOREIGN STATIONS.

America and West Indies.

Routing of Shipping. Contd. All shipping of under 15 knots bound for U.S. or Canadian Atlantic Seaboard or Gulf or Caribbean ports from South American ports should be routed to Trinidad for convoys that start one (?July).  
Connav, 2041/20 to A.L.U.S.N.A. Admty etc.).  
Your 1148B/16. Recommend qualification in case Frontier Commands are able to provide escort also include N.S.H.Q. Ottawa in address for operating Key West. Is it your intention to implement holding or releasing in future in accordance with your 1159B/21/5.  
(B.A.D., 2347Z/20 to Admty).

Ice report 19/6. N.S.H.Q., Ottawa, 1555Z/20.

W.A.T. & T.A.W. Convoys etc. Key West - Aruba - Trinidad convoys will shortly be put into operation under U.S. control eastbound convoys designated W.A.T.J westbound T.A.W. Sailings every 3 days. 1st sailing from Key West 1/7 and from Trinidad 2/7.

Aruba - Halifax convoy will be put into operation under control of C.O. Atlantic Coast shortly in lieu of Trinidad - Halifax convoy. Designation A.H and H.A. Further details later.  
Surinam - Trinidad Bauxite traffic including ships from and to British Guiana may also be sailed in convoy. Northbound designated P.T. and southbound T.P. British managed shipping (other than tankers) lying in Caribbean Sea or West Indies ports whose voyages would enable them to take advantage of T.A.W. convoy, is being sent to Trinidad to join T.A.W. one. Tankers of under 15 knots in Caribbean Sea ports general for U.K. or Gulf of Mexico or U.S.A. or Canadian E. coast ports and not ready to sail until after 24th should be held for 1st available T.A.W. or A.H. convoy. From this date tankers for U.K. should not be routed via Freetown.  
(C.in C. A. & W.I., 1842P/20, 1843P/22 to B.R.O's Admty etc.).  
Amended by 1733/P25.

WEST HARDAWAY (U.S.) My 1622/15. Correct position 011° 50' N. 062° 15' W. All crew and U.S. armed guard reached Marguerita Island in 4 boats morning of 17th. Arrived Trinidad to-day in Maracaibo, 2 out of 5 impact projectiles fired by ship's gun at presumed conning-tower wake exploded by wake. Further S/M attack developed 1 hour later.  
(N.O. i/c Trinidad, 1452Q/20, to Admty).

Escort of Convoys. Your 2308Z/18 (R.T. in W.D.) concur. To facilitate protection the single line of approach and departure should be used and if possible vessels escorted for at least one day beyond Trinidad dispersing at night.  
(C.in C. U.S. Fleet, 1636Z/20, to Admty).

/P.T. ...



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20.6.1942.  
Saturday.War Diary.FOREIGN STATIONS.America and West Indies. Contd.

P.T. & T.P. Convoys. My 1221/29 change designation Surinam - Trinidad convoys northbound to P.T. Southbound T.P. C.in C. U.S. Fleet, 1725/20, to C.in C.U.S.A.F.etc).

FORT CAMOSUN. FORT CAMOSUN sailed Victoria British Columbia 19/6 for U.K. via Panama Canal reported torpedoed at approx. 0500Z/20. in 047° 14' N. 125° 20' W. (N.S.H.Q., 1734Z/20, to Admty C.in C. A.& W.I. S.O.(I) Kingston (Jamaica) Connnav).

U/B Positions. 20/6 S/M estimates. (C.in C. U.S. Fleet, 1748/20, to Admty.)

KONNDUTCH KONNINGIN EMMA. (Dutch) Aground between Margarita and Coche Islands. Venezuelan Gunboat standing by. (S.O.(I) Jamaica, 1759R/20, to Admty C.in C. A. & W.I., B.A.D.Washington N.S.H.Q., Ottawa. C.in C. U.S. Fleet, as amended 1514R/21).

CHATEAU THIERRY. U.S. Authorities desire (CHATEAU THIERRY) now in W.S. 19 P may remain with convoy as far as Massawa. (B.A.D., 1815Z/20, to C.in C. S.A.).

Ice Bulletin 20th June. C.O.A.C. Halifax, 1825Z/20, to Opnav).

A/S Training for S/Ms. Your 1701/11. It is regretted that other commitments do not permit of "O.15" and "L.27" remaining in Canadian waters for A/S training. Following arrangements are being made (a) "P.514" at St. John's Newfoundland, for A/S vessels based in Newfoundland. (b) "P.512" at Halifax N.S. for R.C.N. training and A/S forces under C.O.A.C. (c) "O.15" to visit Halifax to assist "P.512" until arrival of "P.553", then to proceed to U.K. (d) "P.553" to Halifax until required for new A/S working up base at Bermuda about 1st Jan. 1943. Situation will be reviewed in six months time. (Admty, 1826/20, to N.S.H.Q., Ottawa).

JOAO CORTE REAL. Portuguese Cod fishing Guild vessel will visit St. John's N.F. about 20/7. You should accord usual facilities. (Admty, 1904B/20, N.S.H.Q., Ottawa).

RAVNEFJELL (Nor.) Grounded 16th  $\frac{1}{2}$  mile W. of Rebecca Shoal. Cargo being transferred. (N.S.H.Q. Ottawa, 2019Z/20 to Admty).

VANOC. Sail VANOC when ready Bermuda to Halifax via 042° 10' N. 063° 26' W. thence to destination. Request sailing time and speed. (Connnav, 2035Z/20, to C.in C.A.& W.I.).

/S/M...



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War Diary.20.6.1942.  
Saturday.FOREIGN STATIONS.America and West Indies. Contd.

S/M attack and sighting summary. REGENT torpedoed and sunk 17 - 55 N. 85 - 07 W. 13/6. Unidentified vessel torpedoed and sunk 17.20 N. 87 - 23 W. 1613Z/14. MOTOREX shelled and sunk 10 - 10 N. 81 - 30 W. 0200Z/18. 19 shell hits two S/MS reported participating. Schooner CHERRIO shelled and presumed sunk 18 - 02 N. 67 - 40 W. 0800Z/19. NORLANTIC eight rounds U - 88 type possibly H - 215 on hull. SAXAOLA three torpedo hits no shells. SAMUEL Q BROWN U - 88 Type RIO SAN JUAN reports sighting S/M 34 - 36 N 70 - 16 W. 0920Z/28/4. White Cat with two X's below on conning tower. D/D attacks periscope 38 - 02 N. 15 - 35 W. 1500Z/22/4. Patrol Craft attack sound contact 25 - 40 N. 80-02 W. 0037Z/19/5. 34 - 40 N. 75 - 32 W. 1905Z/19. Planes attack S/MS. on surface 43 - 12 N. 68 - 37 W. 1916Z/19. 11 - 44 N. 68 - 09 W. 1445Z/19. Plane attacks moving oil slick 42 - 30 N. 69 - 30 W. 1805Z/18. Civilian plane attacks oil slick 26 - 34 N. 79 - 59 W. 1542Z/19. Plane sights S/M on surface 39 N. 71 W. 2343Z/19. Plane sights S/M 18 - 28 N. 67 - 50 W. 1640Z/19. Surface ship attacked S/M while diving 11 - 20 N. 67 - 39 W. 0136Z/20.  
(C.in C U.S. Fleet, 2059/20, to Admty).

BENNESTVET Overdue at Colon Norwegian BENNESTVET Yugoslav L.MATKOVIC LINA MATKOVIC from New Orleans Latvian REGENT from Key West B.A.D. pass to Connav.  
(S.O. (I) Jamaica, 2131R/20).

U/B Shipping Losses. Connav Serial Number 20. QUEX British Tanker shelled sunk 17/6. 010° 10' N. 081° 30' W. BENNESTVET Norwegian sunk by torpedo 15/6 010° 47' N. 082° 12' W. REGENT Latvian sunk by torpedo 13/6 018° N. 086° W. BOSILJKA Yugoslavian struck U.S. mine sunk 19/6 025° N. 081° 55' W. HOEGH GIANT Norwegian Tanker sent SSSS 3/6 017° 52' N. 042° 02' W. 32 survivors confidential bags reported ashore Cayenne. Cape Lookout (?FORT) CAMOSUN British commissioned 14/6 at Comox torpedoed 20/6 047° 14' N. 125° 20' W. CHEERIO U.S. Schooner shelled sunk 19/6 018° 02' N. 067° 40' W.  
(Connav, 2145Z/20, to Commaveu).

Molasses Tankers at Matanzas. Since end March British vessels loading Molasses have been instructed to avoid Matanzas where loading berths are at two jetties adjacent to Cuba distilling Company and Antilles Molasses Company. See chart 411. It has been represented that the only deep water loading berths in Cuba are at Matanzas and Havana. Vessels on passage from East Cuba ports to complete cargo go into Matanzas for the night previous to arrival at Havana and permission has been requested for some of them to complete cargo at Matanzas where they call in any event. Time taken is estimated at 9 or 10 hours working if necessary through the night. Vessels concerned all belong to Athol Line and their movements are controlled by Keable who can be reached through B.A.D. Washington. It is proposed to grant permission stipulating that not more than one Molasses tanker is allowed in Matanzas at one time and subject to your future instructions. Do you concur.

(D.T.D., 2200B/20, to C.in C., A.&amp; W.I.).

/BROADWAY ...



608

20.6.1942.  
Saturday.War Diary.FOREIGN STATIONS.America and West Indies. Contd.BROADWAY  
SAXIFRAGE.

Reference 2031/20, from an unknown originator. Instead BROADWAY should proceed with Canadian ship to St. John's N.F. and SAXIFRAGE only to Argentina. To save daylight intend to leave convoy as soon as local escort has joined in 049° 49' W.  
(C.T.U., 24.1.12., 2345Z/20, to F.O.N.F.).

Tankers  
loaned to  
British.

The following Tankers have been loaned to the British and their movements will be directed by C.in C. U.S. Fleet, Convoy and Routeing when in U.S. Strategic Area and not by Comdr. E. Sea Frontier. OHIO on route U.K. ESSO AUGUSTA Hampton Roads, ESSO WILLIAMSBURG due Baytown 23/6. ESSO GETTYSBURG due Gulf 1/7, PENNSYLVANIA SUN due Gulf 26/6, AMERICA SUN in Port Arthur, ATLANTIC SUN due Gulf 27/6, E.W. SINCLAIR Key West, SHELDON CLARK Key West, JACK CARNES on route New Orleans will be diverted to Baytown. These are high speed Tankers and will be sailed Independently direct to U.K., by diversified routeing. Diversions of these Tankers to avoid enemy threat when E. of 26° W. longitude will be made by Admiralty West of this line by C.in C. U.S. Fleet, Convoy and Routeing. Instruct Masters to carry out diversions as directed by either Authority. T.O.O., 1647/17.  
(B.A.D., 2349Z/20, to Admty).

Australia and New Zealand.Midget S/M  
sighted.

S/M thought to be Midget sighted position 41.26 S. 174.47 E. at 1910Z/19.  
(N.Z.N.B., 0318/20, to A.C.N.B., Admty).

Australia and New Zealand.Situation.

Serial No. 149 from C.W.R. 19/6. 6 M/Vs 500 - 2000 tons sighted in Ambon area 19/6 by R/C A/C. 2 large warships 2 small ships reported North coast of Timor 16/6 course W. 3 Fortresses attacked Lakunai aerodrome and shipping at Rabaul 0020Z/19. Results not observed. 11 medium, 1 very large vessel observed in harbour. 14 aircraft on aerodrome 7 flying boats in harbour. 3 Fortresses attacked Vunakanau aerodrome and shipping at 0042Z/19, 3 direct hits on 10,000 ton M/V. 3 light bombers probably damaged. 25 heavy bombers observed on aerodrome. One Zero shot down possibly 2 others. Single unidentified A/C reported over Townsville 0940Z/18. Enemy air R/C by one A/C over Buna Bay New Guinea 19th. Reference my serial No. 148. Aircraft over Kings Sound 18th. Identified as friendly. Enemy loss at Port Moresby were one Zero destroyed one damaged.  
(A.C.N.B. Melbourne, 1436Z/20, to Admty etc.).

Port of  
Wellington.

Closed from sunset to sunrise to all incoming shipping with exception of warships and escorted convoys.  
(S.O.(I) Wellington, 1528M/20, to Q.M.A.).

/Movements ...



609

20.6.1942.  
Saturday.

War Diary.

FOREIGN STATIONS.

Australia and New Zealand. Contd.

Movements. Arrival Brisbane 0400Z/20 CANBERRA wearing flag of C. Task Force No. 44 and U.S. Cruiser SALT LAKE CITY and U.S. Des. HENLEY and BAGLEY.  
Departure Sydney N.S.W., 0614Z/19 U.S. Destroyer PATTERSON escorting Tanker A.E. KAY for Brisbane. Arrival Sydney N.S.W. 0557Z/20 U.S. Destroyer PERKINS, and WHYALLA 0759Z/20. Departure Port Phillip 0113Z/20 U.S. Destroyer MUGFORD and BOMBAY escorting convoy S.O.C. 4 for Sydney N.S.W. Departure Darwin 0821Z/20 Australian Ship LITHGOW escorting PORTMAR U.S. and SAINT GILES for Thursday Island.  
(A.C.N.B., 2316Z/20, to Admiralty C.in C. E.I. N.O. Wellington, C.in C. E.F., C.O.I.S. Colombo).

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B positions.  
(Admty, 1443/20, 1452/20).



610

21.6.1942.  
Sunday.

War Diary.

SITUATION REPORT.

Home Commands.

A force of M.T.Bs and M.G.Bs which were sent last night to intercept a large enemy ship proceeding northward from Boulogne had engagements with E or R boats and left an armed patrol vessel on fire. Our vessels suffered no damage or casualties.

British Air Operations.

About 157 out of 185 aircraft which took off bombed Emden last night.

Mining.

Further ground mines were detonated off Portsmouth today.

Mediterranean.

Tobruk surrendered today. The boom depot, petrol and oil installations were effectively destroyed, but there was no time to demolish the piers and it is not yet known whether the army demolished the jetties.

M/S Whaler PARKTOWN is missing and is believed to have been sunk by E/Boats in 32° 10' N 25° 5' E on passage from Tobruk. Two M.Ls, two 'A' Lighters, some Schooners, a tug and about 21 small craft were lost and some of them may be of early use to the enemy.

Owing to the possibility of heavy air attack on Alexandria C. in C. Med. is sending all units of the Eastern Fleet south of the Canal, to await events.

Some damage was caused at Luqa by air attack at 1933 today.

Two southbound merchant vessels were attacked today by Beauforts 60 miles south of Cape Kerkenah; both were hit and one was left on fire.



611

21.6.1942.  
Sunday.

War Diary.

SITUATION REPORT.

East Indies.

The health of the British submarine crews on the station is very unsatisfactory. During May 56% attended the sick bay.

America and West Indies.

A submarine was reported to be shelling Esteban W/T station (Vancouver Island) at 0538Z today.

SS LINA MATKOVIC was sunk today by a U.S. mine at the entrance to Cristobal and SS HARDWICKE GRANGE by a U.S. mine off Colon breakwater.

Convoy O.N.S.102 was attacked by 2 U-Boats about 0154Z today. It is not known whether any ships were torpedoed.

M/S GEORGIAN, escorting Convoy C.L.43 rammed and it is believed sank a submarine today off Cape Race. Indications strongly point to this being P.514 on passage from Argentia to St. Johns N.F. escorted by PRIMROSE.



612

21.6.1942.  
Sunday.War Diary.HOME COMMANDS.Policy.Plymouth.  
Shortage of  
Destroyers.  
ATHERSTONE.Your 1330B/18. Your difficulties, together with those of other Commands, have been carefully considered and it has not been found practicable to change this allocation.  
(A.C.N.S.(H) 1604B/21 to C. in C. Plymouth.)Movements.→ INTREPID.  
GARLAND.

Am anchoring off Three Island in fog. GARLAND in company. (INTREPID 0705B/21 to S.B.N.O. Archangel.)

UNIQUE.

Intend to sail UNIQUE for Portsmouth in C.W.97 on 23/6. (C. in C. Nore 1024B/21.)  
Sailing delayed by defects. (C. in C. Nore 2120B/21.) *See p. 616.*

P.552.

At 1600B/22 intend to sail P.552 escorted by BREDA from Rothesay through Sounds of Islay and Mull to arrive Tobermory 0800B/23.  
(Capt. S.7. 1149B/21.)H.50.  
Z.5.H.50 escorted by Z.5 leaving Clyde 2000B/21 for Falmouth may be met during dark hours.  
(C. in C. W.A. 1654B/21 to BUTSER, AZALEA, CAMELIA.)  
My 1745B/19. Sailed. (Capt. S.7. 2002B/21.)

DURBAN.

E.T.A. Hvalfjord 0220 tomorrow.  
(DURBAN 1657Z/21.)

P.614.

F.O.S. 1321B/19. Request you sail P.614 for Seidisfiord at 2000B/24 on surface at C.O's discretion by following route.  
E.T.A. 2000B/26. (A.C.O.S. 1810/21 to S.O. S/M Lerwick.)STARWORT.  
HONEYSUCKLE.STARWORT and HONEYSUCKLE sailed for Archangel.  
(S.B.N.O. North Russia 2000B/21.)BRAMBLE  
LEDA  
SEAGULL  
HAZARD  
INTREPID  
→ GARLAND  
KRASSIN.  
MONTWON.Arrived BRAMBLE, LEDA, SEAGULL, HAZARD, INTREPID, GARLAND, also Icebreaker KRASSIN and MONTWON.  
(S.B.N.O. Archangel 2056B/21.)  
*MONTWON 21.33  
See p. 559*



613

War Diary.21.6.1942.  
Sunday.HOME COMMANDS.Movements - Contd.

MANCHESTER. C.S.18 in MANCHESTER will sail from Scapa at 1300B/22 to arrive Greenock at 0800B/23, and will sail from Greenock to arrive Scapa P.M. 26th. (C. in C. H.F. 2354B/21.)

Operations.

N.W. F.O.S. 1318B/19. (1) Submarines should proceed to their zone after passing through 089° Out  
Norway Skerries 5 miles, leaving Lerwick as follows:-  
S/M patrol. URSULA at 2000B/24 through (A) 068° 59' N 008° 01' E to Eastern half of Zone K 50.  
TRIBUNE at 0400B/25 through (B) 069° 10' N 007° 40' E to Western half of Zone K 50.  
P.54 at 0600B/25 through (C) 068° 48' N 008° 24' E to Zone K 44.  
P.45 at 0900B/25 through (A) to Zone K 43.  
MINERVE at 1155B/25 through (B) to Zone K 42.  
STURGEON at 1500B/25 through (C) to Zone K 41.  
(2) S/Ms are to adjust their speed to arrive in their zone at 1200B/29 and are to proceed on the surface at C.O's discretion. Total bombing restrictions will be asked for to cover their route. (Capt. S.9 0949B/21 to S.O. S/M Lerwick. (R) C. in C. H.F. S.B.N.O. North Russia.)

Interception of Enemy Convoy. Last night 20/21 in anticipation of a large vessel continuing Eastward passage from Boulogne, Force A (M.T.Bs 218, 219 and 221) Force B (M.T.Bs 45, 44, 48) and Force Y (M.G.Bs 315, 329, and 319) were sent to wait at No.2 buoy from 2330. Force A and Y had orders to attack in company off Calais and Force B shortly afterwards. There was a flat calm with mist near enemy coast. At 2330 R.D.F. plotted about 10 vessels, one or two of them large, leaving Boulogne eastwards at six knots. Accurate interception was upset by No.2 buoy being extinguished and not located, as well as by the unexpectedly slow speed of enemy delaying the attack. Force A, with whom Force Y had previously lost contact, encountered and could not get past screen of E/R Boats. Aircraft of 11 Group were successfully flown over the target under ground control to cause a diversion and a very considerable amount of flak and starshell was put up from enemy ships and shore. Starshell had also been fired in Gris Nez area when none of our forces was in vicinity. Hurricane bombers had to return without attacking owing to low visibility. Enemy vessel presumably including 380-foot M/V which had arrived Boulogne yesterday morning, entered Dunkirk about 0430. (V.A. Dover 1043B/21 to Admty.) Last night 20/21 M.T.Bs 234, and 76 supported by M.G.Bs 76, 58, 60 and 64 were sent to patrols R B 4 and 5 to intercept large enemy ship possibly proceeding northward from Boulogne. M.G.B.76 reports action was joined by M.G.Bs with one small armed patrol vessel of 150 tons in 51° 29' N 03° 01' E at 0250/21. Action lasted till 0315 when vessel was left stopped and on fire. Several other actions with E or possibly R Boats developed during and after this engagement. Enemy vessels used Cannon and light machine guns firing red and green tracer.

/M.T.B...



614

War Diary.21.6.1942.  
Sunday.HOME COMMANDS.Operations.

Interception of Enemy Convoy. Contd. M.T.B.234 reports that thorough search was made but no torpedo target could be found though six or more E or R Boats were sighted. No casualties or damage reported by our forces though M.T.B. 241 originally with the force returned early with defects. Visibility reported as 2 to 3 miles. (C. in C. Nore 1108B/21 to Admty.)

Offensive patrols. Weather permitting carry out following offensive patrols tonight.

(1) One unit M.Ls. and one M.T.B. Q.E.13 on conclusion of exercises with D.21.

(2) One unit M.G.Bs (S) supported by 2 units

M.T.Bs, R.B.4.

There is a possibility of one 380' M.V. with escort moving N.E. from Dunkirk during the night.

All units to be 30 miles off shore by first light.

(C. in C. Nore 1114B/21 to BEEHIVE.)

British Air Activity.

Bombing restrictions. My 0949/21. Request total bombing restrictions as follows. Details. (Capt. S.9. 1315B/21 to H.Q.C.C.)

Bombing operations. On day 20/6, 12 A/C bombed Havre. On night 20/21, about 157 A/C attacked Emden. (H.Q.B.C. 1524/21.)

Mining.

Off Beachy Head. At 1916/20 one magnetic mine exploded by sweepers. Details. (N.O.I.C. Newhaven 0010/21.)

Harwich. At 0804/21 one magnetic mine exploded in 51° 51' 48" N 1° 35' 0" E. Details. (VERDUN 0825/21 to Admty.) See C. in C. Nore 1110B/22.  
At 0715/21 one mine exploded by sweepers. Details. (F.O.I.C. Harwich 1053B/21.)

B.S.82. Your 1816/19. B.S.82. Initial position 52° 36' 30" N. 2° 41' E. (PLOVER 1100/21 to C. in C. Nore.)

Convoy C.W.95. AFON DULAIS. SS. AFON DULAIS sank in 50° 35' 20" N 00° 38' 36" W at about 1330/20. (C. in C. Portsmouth 1207B/21 to Hydrog.) It is unlikely that further investigation will be required concerning the loss of SS. AFON DULAIS, mined and sunk at about 1330/20 whilst on passage in C.W.95. (C. in C. Portsmouth 1217B/21 to Admty.)

/Thames...



615

21.6.1942.  
Sunday.War Diary.HOME COMMANDS.Mining - Contd.Thames  
Estuary.One acoustic mine detonated by sweepers at  
0803/21. Details.  
(Capt. M/S Sheerness 1651/21.)Portsmouth  
Area.2 magnetic mines exploded by sweepers at 0646/21  
and 0820/21 respectively. Details.  
(C. in C. Portsmouth 1820B/21.)Murmansk  
ALCOA CADET  
(U.S.A,  
4823 tons.)  
sunk.No air activity owing to weather. American  
ALCOA CADET sunk by explosion 1500B/21 in 006° .  
Mishukov Point 8 cables. Cause uncertain.  
Lying at single anchorage in berth she had  
occupied for 10 days. Broken in two. Had  
discharged cargo. Not degaussed. (?Uncertain)  
whether she was swinging at time of explosion.  
No ships were passing near her. 33 survivors,  
one lost. (S.B.N.O. North Russia 1944B/21.)  
(Cormack 2154B/21.)

Dover.

In Q Z X 740, one red mine swept today. Position.  
(V.A. Dover 2212B/21, 1851B/23.)Enemy Intelligence.Straits of  
Dover.Enemy shipping plotted by R.D.F. in Dover Strait  
from 0900/20 to 0900/21.  
Track E 25 D. 10 vessels with one or two large  
among them from Boulogne at 2245. Eastbound at  
6 - 8 knots entered Dunkirk at 0435. Attacked  
without success by coastal force craft assisted  
by 11 Group aircraft making a diversion.  
(V.A. Dover 0954B/21.)ORION  
(Not in  
Lloyds  
List.)  
sunk.Press reports Danish Steamer ORION 4000 tons  
torpedoed and sunk off Gotland 20/6.  
(N.A. Stockholm 1215/21 to Admty.)U-Boats.U-Boat  
reported.Indefinite D/F at 2332/20 G.M.T. suggests an  
Italian U-Boat between the following positions -  
35° N 25° W and 28° N 30° W.  
(D.D.I.C. 0838B/21 to QUEEN ELIZABETH.)



616

War Diary.

21.6.1942.

Sunday.HOME COMMANDS.Navigational.

19A Buoy. 19A buoy light extinguished. (VIVIEN 0202B/21.)

Ice in North Russia. Your 1508/18. No Catalina available for ice R/C until 25/6. TRIDENT reports no ice on 18/6 in area bound by latitudes 071° 10', 070° 40' N and longitudes 039° 10', 037° 50' E. SEAWOLF reports ice 6/10 B 2 east of lines joining position 070° 20' N 039° 00' (?E), 070° (?10) N 038° 50', 069° 45' N 039° 20' on 14/6 but due to S.W. winds no ice seen west 039° 30' on 16/6. (S.B.N.O. North Russia 0932B/21 to Admty.)

20 T Buoy. 20 T buoy light extinguished. (VERSATILE 2350B/21.)

Casualties and Defects.

DUNRAVEN CASTLE. My 1554B/17. DUNRAVEN CASTLE delayed by defects. (N.O.I.C. Greenock 0958B/21.)

NORTHERN SKY. My 1458/20. Request approval. (S.O.N.T. Kirkwall 1000B/21 to Admty.)

HAWKWOOD. Departure for River Nene at 1510 forepart of SS. HAWKWOOD in tow of tugs SCOTSMAN and MARKSMAN with H.M.T. GREGORY escort to Skegness. E.T.A. River Nene 1200/22. (F.O. Humber 1550B/21 to R.N.O. Boston.)

UNIQUE. My 1024/21. Sailing delayed owing to defects. (C. in C. Nore 2120B/21.) *See p. 612.*

Shipping and Convoys.

W.S.20. Amend my 1614B/19 to read (a) 2 destroyers arrive daylight 26th and rejoin P.M. 26th. (b) 2 destroyers arrive daylight 27th and rejoin P.M. 28th.

(c) BEAGLE, WOLVERINE, ST.ALBANS remain with convoy to prudent limit of endurance, to fuel 30/6.

(N.O.I.C. Greenock 1228B/21 to MALAYA.)

My 2138B/20. Sailed. RIPLEY escorting to R/V only.

(F.O.I.C. Greenock 1234B/21.)

W.S.20 sailed. Commodore Nicholson R.N.R. in STRATHEDEN.

(N.O.I.C. Greenock 1236B/21.)

Sailed VANSITTART, BOADICEA. (N.O.I.C. Londonderry 1610C/21.)

1900/21. Sailed SALISBURY, BLACKMORE, VIMY, BRILLIANT, GEORGETOWN.

2120B/21 WOLVERINE, ST.ALBANS for W.S.20. (N.O.I.C. Londonderry 2121B/21.)



617

War Diary.

21.6.1942.  
Sunday.

HOME COMMANDS.

Shipping and Convoys - Contd.

- D.S.29. D.S.29. R.A.(M)'s 1320/20. Request you will detail 1 destroyer of 21st. escort group as additional escort for D.S.29 leaving Clyde 24/6, returning with S.D.29. (C. in C. W.A. 1231B/21 to N.O.I.C. Londonderry.)
- P.Q.17. Your 1727B/18 and A.M. 1824B/20. Of the 35 ships detailed to P.Q.17 and already arrived Hvalfiord, 20 ships are capable of 10 knots or above. 10 ships of 9 to 10 knots with SILVER SWORD 8½ knots. TROUBADOUR has lately carried out steam trial when speed of 10½ knots was obtained. TROUBADOUR's convoy speed now expected to be 9 knots. (A.C.I.C. 1342B/21 to C. in C. H.F.)
- S.C.86. Average speed 7.1 knots. Almost continuous fog until 10/6. No stragglers, all ships now reported. (D.T.D. 1511B/21 to Connav, N.S.H.Q. (R) C. in C. W.A. etc.)
- Sailing of O.N.F. and O.N.S. Convoys. C. in C. W.A. 1119B/18 para 3 and C.O.A.C's 1255Z/19. The sailing of fast O.N. convoys one day earlier than at present would seriously jeopardise the inclusion of tankers which have arrived at the end of the previous week in H.X. convoy. In view of importance of quick turn-round for tankers this delay cannot be accepted. 2. There is no Admiralty objection to sailing O.N.S. convoys one day earlier. (D.T.D. 1514B/21 to C. in C. W.A.)
- North Russian Convoys. R.D./F in C.A.M.-Ships. My 1023/10/5 and S.B.N.O. North Russia's 2223/1/6. (a) R.D.F. Policy. (i) Presume you wish S.O. present to order policy according to situation at moment. (ii) Nevertheless request your broad policy may be signalled for transmission to C.A.M. ships, as it is suspected that there may now be a tendency to use R.D.F. too little. (b) R.D.F. Guardships. (i) Request confirmation that A/A ship is normally R.D.F. Guardship. (ii) In order to enable C.A.M. ships to undertake guard duty if required, it is under consideration to increase their personnel. (iii) Request your policy regarding use of convoy R/T wave or other means for passing R.D.F. information, and code to be used between C.A.M. ship and H.M. ships and merchant ships. (Admty. 1811/21 to C. in C. H.F.)
- QUEEN ELIZABETH. Your 2328/17. Check time and date of arrival of W.S.19Y. (D.O.D. F. 2159/21 to N.O.I.C. Greenock) Your 2159B/21. Time and date in my 2328B/17 correct. Speed made good 21. (F.O.I.C. Greenock 0008B/22 to Admty.)



618

21.6.1942.  
Sunday.

War Diary.

HOME COMMANDS.

Shipping and Convoys - Contd.

Mid-Ocean  
Groups  
and  
Russian  
Convoys.

Your 1216/12. Para. 2. It is not desired to raise this point again at present. The harbour time can be profitably used for training.  
Para. 3. Concur in the formation of three groups for the Russian convoys and that these should remain under your command for the present. Additional corvettes cannot be found from other stations. It is suggested that the nucleus of the three groups should be formed by available corvettes and destroyers of special escort divisions. This nucleus must be reinforced whenever possible by temporary attachments.  
(A.C.N.S.(T) 2200/21 to C. in C. W.A.)



619

War Diary.21.6.1942.  
Sunday.FOREIGN STATIONS.North Atlantic.

DROTTNINGHOLM, Following ships carrying American and Axis  
 NYASSA, Diplomats for repatriation are not to be  
 Safe molested.  
 passage.

1. Swedish DROTTNINGHOLM left Lisbon 20/6 for New York. Description.
2. Portuguese NYASSA left New York 14/6 for Lisbon routed 040° (?38') N. 073° 45' W. thence on course 90° true alongside area 040° 10' N. to 030° 00' W. thence course 95° to Lisbon. (F.O.C.N.A. 1057B/21 to S. and A's N.A. Station).

→ SOKOL.

Your 1427/18 and my 1636/20. Unless further instructions are received SOKOL will arrive at daylight 4/7. (F.O.C.N.A. 1138B/21 to F.O.S. (R) SOKOL).

My 1636/20 sailed SOKOL. Only such Q message affecting passage to Port of destination held. (F.O.C.N.A. 1802B/21 to Admty. (R) F.O.S., C. in C. W.A. C. in C. Plymouth, Capt. (S) 5 Capt. (S) 3).

WESTCOTT sailed at 2300B/21 to westward speed 21 knots. *See next page*  
 (F.O.C.N.A. 1936B/21 to SOKOL).

GUILIO  
 CESARE.

Your 1150/20 stores in excess of requirements to NAPLES are to be removed. Stores may be either retained for outward journey of vessels or used as required at Gibraltar. (Admty. 1140Z/21 to S.B.N.O. GUILIO CESARE):

Fuelling  
 Ponta  
 Delgada.  
 (Escorts W.S. 20)

For C.S.A. Request arrangements be made to fuel following H.M. Ships. VIMY 300 tons, BRILLIANT 250 tons, VANSITTART 400 tons, BLACKMORE 220 tons, BEAGLE 320 tons, WOLVERINE 320 tons ST. ALBANS 320 tons. 2 of these should arrive 26/6, 2 on 27/6 and last 3 on 30/6. (F.O.I.C. Greenock 1226B/21 to B.C. Ponta Delgada (R) A.I.G. 190, Lisbon.)

Situation  
 Report.

Situation 2002B/21.

1. P.222 39° 12' 12° 02' through 39° 01' 11° 59' and 36° 32' 10° 01' to Gibraltar 11. On surface
2. P.46, 43° 50' 13° 25' through 43° 01' 13° 30'

thence 163° 8. On the surface.

→ 3. S/M SOKOL sailed 1800/21 escorted by MINNA until 02 (? group omitted) 22/6, through 36° 00' 06° 00' and 225° Cape St. Vincent 15 miles thence 326° diving by day on and after 22/6 9 knots on surface 2 knots diving.

4. KENYA, 4 destroyers 43° 55' 15° 35' 000° 18.

5. O.S.85. 38° 40' 18° 52' through 37° 23' 16° 27' thence 099° 8 S.O. FOWEY.

6. WELSHMAN 37° 50' 12° 21' through 39° 25' 14° 30' thence 000° 19. *See p. 625.*

7. PHYLLISIA 31° 47' 10° 50' through 33° 49' 09° 32' thence 050° 6.

8. LADY HOGARTH, STELLA CARINA escorting tanker MOSLI 35° 12' 11° 08' 260° 10.

9. ST. NECTAN escort cable ship MIRROR vicinity 36° 48' 10° 37'.



War Diary.

21.6.1942.  
Sunday.

FOREIGN STATIONS.

North Atlantic.

Situation Report  
- Contd.

- 10. ALOUETTE patrol Huelva Bight.
- 11. IMPERIALIST patrol off Cape Roca.
- 12. Italian liners GIULIO CESARE, DUILIO  
34° 42' 10" 48' through 35° 01' 10" 30' and 35° 57' 06" 10' to Gibraltar 16½. Save passage.  
(F.O.C.N.A. 1330B/21 to A.I.G. 63.)
- 13. \*WESTCOTT sailing 2300 to R/V O.G. No. 85  
21 knots. (F.O.C.N.A. 2002B/21 to N.A Station.)

*\* See previous page*

AFRICA  
OCCIDENTAL  
(Portuguese)  
Blockade.

My 1914/14 to F.O.C.N.A. Master of AFRICA OCCIDENTAL probably carrying 13 Kilos of gold. Smaller amounts may be carried by other Officers, passengers and crew.  
2. Master strongly suspected of habitually carrying contraband and letters. Wireless operator also involved. (D.E.W.D. 1611B/21 to C.C.S.O. Gib., (R) F.O.C.N.A.)

U/B  
sighted  
by A/C.

My 1826/20. Ship returned from A/S sweep. Negative results. (F.O.C.N.A. 1852B/21 to Admty. (R) C. in C.W.A. C. in C. Med.)

Blenheim  
A/C landed  
Portello  
Aerodrome.

Blenheim A/C landed Portello Aerodrome approx. 039° 20' N. 009° 10' W. 1600B/21 through lack of petrol both crew and A/C unharmed. Crew seized by International Police, A/C by Army. Admty. please pass to Air Min. S.O.(I) Gib. pass to A.O.C. Gib. Further signal will be made by Air Attache, Lisbon. (B.N.A. Lisbon 1935B/21 to Admty. (R) S.O.I. Gib.)

→ WESTCOTT,  
O.G.85.

Sailing WESTCOTT as additional escort to O.G. No. 85. (F.O.C.N.A. 2312B/21 to Admty. (R) C. in C. W.A. Escort O.G. No. 85.) *Sailed - See previous page.*

→ GIULIO  
CESARE.  
DUILIO.

Italian Stores shipped at Port Elizabeth remaining on board are in excess of requirements to enable these ships to reach Italy. Suggest store room should be (corrupt group) at Gibraltar ends. (S.B.N.O. GIULIO CESARE 1130/20 to Admty. (R) F.O.C.N.A.)

South Atlantic.

Flag of  
F.O. Force F.

Flag of F.O. Force 'F' hoisted in CANTON. (C. in C.S.A. 0800B/21 to Admty., R.A.W.A. F.O.C.N.A.)

Situation  
Report.

BRIDGEWATER 011° 20' 026° 45' PRETORIA CASTLE, BOREAS 011° 50' 024° 20' to 014° 01' 026° 59' thence 345° 15 at 2000/21. CORINTHIAN 010° 45' 023° 30' 282° 12. M.L. Flotilla 009° 25' 015° 10' to Kurumba 10½ ASTURIAS off Freetown 294° 15. (R.A.W.A. 1103Z/21 to A.I.G. 149).



621

War Diary.21.6.1942.  
Sunday.FOREIGN STATIONS.South Atlantic-Contd.

ARCHER. R.A.W.A. 1355Z/10/5. Further extensive trials confirm present Radar equipment fitted is quite useless for control of fighters. Request every effort be made to fit British R.D/F equipment instead during forthcoming refit in U.S.A. (ARCHER 1145Z/21 to Adty.)

ALIOTH (torpedoed 10/6 by U/B) Sinking of ALIOTH. Hit by 1 torpedo at 2330/10/6 00° 08' N. 10° 52' W. ship then sunk by gunfire, no casualties, enemy definitely U-Boat, probably had 2 guns, no other details observed, all survivors arrived under sail 4 miles off Freetown A.M. 20/6.

LYLEPARK (sunk by raider 11/6) 2. LYLEPARK sunk by raider in 12° S. 10° W. 1930/11 by 30 rounds gunfire also machine gunned. Master and Naval gunner picked up from rafts by ARCHER landed Freetown. 1 boat with crew last seen heading North from description by Master it is possible raider was raider H. (R.A.W.A. 1313Z/21 to Admty. (R) C. in C.S.A.)

Transport of Troops. Your 0227/15, shews that following ships of W.S.19.P are to turn round at Durban (list).  
2. Convoy C.M.29 will now probably consist of (list).  
3. The problem of arranging on-carriage of 27,000 remains to be solved. (details).  
4. In view therefore of (A) Difficulties of finding escorts, (B) Congestion in camps at Durban and (C) Desirability of getting troops rapidly to destination, strongly recommend all ships mentioned in para. 1 should continue to destinations. If this is impossible it is imperative that at the least VICEROY OF INDIA or ANDES should on-carry their troops to Suez.  
5. Balance of troops awaiting onward passage in South Africa has been steadily rising and if above proposals are approved it should be possible to clear the surplus down to capacity of camps and thereafter maintain onward flow by use of Group A ships. (P.S.T.O. Simonstown 1345B/21 to Admty: for D. of S.T. (R) P.S.T.O. Egypt, P.S.T.O. India, Dep. C. in C. E.F., F.O.R.S. Cdre. Durban, C. in C. M.E.)  
Reply: D.S.T. 0746B/23.

FLOMAR (U.S.) Cancel my 1300Z. FLOMAR is aground. (B.R.O. Bahia 1505Z/21 to Admty. (R) H.N.S. Ottawa S.O.(I) Kingston, C. in C.W.A. S.O.(I) Freetown)

QUEEN MARY. Admty. 0001/11 repeated to C. in C.S.A. QUEEN MARY should be victualled only sufficiently for voyage to U.S.A. Request you will inform M.O.W.T.R. (D. of S.T. 1545B/21 to P.S.T.O. Simonstown.)

Use of Lourenco Marques. Cancel A.M. 1405/20. (D.T.D. 1609B/21 to C. in C. S.A.(R) Cdre Durban).

/VELOX.....



21.6.1942.  
Sunday.

War Diary.

FOREIGN STATIONS.

South Atlantic-Contd.

VELOX. My P.C. and S. at 2000Z was 000° 32' N. 010° 39' W. 323° 14 knots. Will join at daylight. (VELOX, 2005Z/21 to VINDICTIVE (R) R.A.W.A.)

Routeing South America. My 2031Z/20. N.C.S.O. Pernambuco reports that U.S. routeing officer and Staff have not yet arrived and U.S. Naval Observer there states his present Staff definitely unable to undertake routeing duties. N.C.S.O. therefore proposes to carry on routeing as hitherto for the time being. (S.O.I. Montevideo 2140Z/21 to Admty. (R) C. in C.A.W.I. C. in C.S.A. B.A.D.)

Mediterranean.

Movements. 20/6 Port Said arrivals FORTUNE, GRIFFIN, NEWCASTLE, <sup>PAULY</sup> KONDOURIOTIS. Departures 0606 PRINCE DE LIEGE, 0617 SOUTHERN SEA, 0925 FORTUNE, 0930 GRIFFIN, 0940 NEWCASTLE. (N.O.I.C. Port Said 0541C/21 to Admty. C. in C. Med.) Arrival 20/6 TAKU M.T.B. 312, TRITON, PAPANICOLIS, departure 20/6 M.T.B's 266, 268 M/L 348. (S.O.(I) Alexandria 1522/21)

Weekly summary M/S. Famagusta. Daily sweeping carried out to 40 fathom line by single ship LL/SA. Mines believed magnetic detonated 19th one cable outside swept channel. Presumed to be old mines laid in April 1942. Port open from 1000 to 1200 daily. All ships moving at other times are swept in or out. (N.O.I.C. Famagusta 1105C/21 to Admty., (R) C. in C. Med. etc.)

Turkish S/MS and Destroyers. Re return of Key personnel, and efficiency of Turkish crews. (N.A. Ankara, 1125C/21 to Admty.) Reply: Admty. 0115/23.

PORTLAND. German Tanker PORTLAND 53 arrived from Rome for Black Sea. (S.O.I. Istanbul 1200C/21 to S.O.I. Med. (R) D.N.I.)

/Tobruk.....



623

War Diary.21.6.1942.  
Sunday.FOREIGN STATIONS.Mediterranean.-Contd.Tobruk  
Situation.

Tobruk has fallen and situation deteriorated so much that there is a possibility of heavy air attack on Alexandria in near future and in view of approaching full moon period I am sending all Eastern Fleet units south of canal to await events. I hope to get QUEEN ELIZABETH out of dock towards end of this week. (C. in C. Med., 1209C/21 to Admty. (R) C. in C.E.F.)

S/Ms,  
Malta.

Standing instructions for S/Ms entering Marsaxlokk Harbour. (V.A.M. 1246C/21 to C. in C. Med. etc.)  
See Lion Copy.

10th S/M F.

I am anxious to operate 10th S/M F. from Malta as soon as is practicable and would like your view on following points. (A) Whether minesweeping situation is such as affords submarines reasonable immunity. (B) Whether present fuel stocks are sufficient observing Flotilla would use about 120 tons per month. If PORPOISE does not (? line omitted) 50 tons a month to Malta how would it affect situation? (C) State of maintenance facilities including availability of number one dock. (D) (~~corrupt~~ <sup>torpedo</sup> group) situation. (E) Are sulphuric acid supplies adequate. In making calculations allow a Flotilla 7 submarines. (C. in C. Med. 1525C/21 to V.A. Malta)

Black Sea.

Situation report. Sevastopol. (1) After continued fierce fighting throughout 19/6, enemy, in northern sector, were only about half a kilometre from northern shore of northern harbour and small groups had filtered through to shore. Russians cannot hold out in this sector much longer. In southern sector enemy made further slight advance but were still about 9 k.m. from centre of Sevastopol. (2) Consider Russian garrison must be near exhaustion point whereas Germans still drawing up reserves. Situation critical. (N.L.O. Black Sea 1547C/21 to Admty. Adm. Miles.)

Malta Air  
Report.

I. 381 21/6. C.S.R.  
20th. 2 alerts. 1248 hrs., 6 Me. 109s 12 Spitfires up, no combats. 1645 hours 3 Me. 109s 4 Spitfires up, no interceptions. 3 German P/Ws captured from from Ju. 88 shot down 15th. Night 20/21. Alert 1950 hours, 3 raiders, bombs sea, 1 Ju. 88 destroyed by Beaufighter. 21st. 0516 hours, 5 Me. 109s, 4 Spitfires up, no interceptions. (H.Q. R.A.F. Malta 1600/21 G.M.T.) Part. 2 of my I. 381, 21/6. 20th. Photo R/C 1550 hours 4 D/Rs, 2 M/Vs 7000 tons, both carrying deck cargo including M/T, 050° Cape Spartivento, 10 miles, course 220° 15 knots. 12 Beauforts out to attack escorted by 8 Beaufighters failed to find due to bad navigation. 1 Beaufort returned early mechanical trouble. 2 Beauforts lost touch with main formation and were attacked by 4 Ju. 88s. 1 Beaufort shot down. A third lost torpedo mechanical trouble.

/21st.....



# MOST SECRET

MOST SECRET

IN

1246/21st June.

FROM: V.A.M.

Date: 22.6.42.  
Recd: 0230

Naval Cypher X by W/T.

ADDRESSED: C.in C.Mediterranean. F.O.C.N.A. S.1, S.8.  
Repeated Admiralty, F.O.S.

230. C.in C.pass to S.1. F.O.C.N.A. pass to S.8.

Intend following standing instructions for submarines entering Marsaxlokk Harbour

- 2. Route through positions
  - W. 35° 43' North 14° 26' East
  - X. 142° Fort St.Lucian 5.3
  - Y. 142° Fort St.Lucian 2.5
  - Z. 142° Fort St.Lucian 1.

3. Submarine is to proceed at maximum safe depth between positions W and Y relying upon O R and ASDIC bearings for navigation. Submarine is to bottom in position Z on arrival. Just before bottoming she is to indicate her arrival by raising both periscopes and mast. Submarine is to surface and proceed alongside shell pier at time ordered. A fixed white light will be shown from the end of shell pier. Attention is called to QBB 249.

4. 9 ASDIC beacon vessel will be anchored in position 142° Fort St.Lucian 8 cables. She will transmit on S 3 T between the bearings 140° and 180° continuously from one hour before the submarines ordered time of arrival at position X. After this time she will transmit on the bearing 142° continuously until the submarine is sighted or until one hour before sunset. The beacon vessel will not weigh and proceed until 15' after last sighting of periscopes.

5. The following information will be passed to the submarine before arrival.

- A. Time and date to arrive at Position X.
- B. Name and frequency letter of beacon vessel.
- C. Time at which to surface and proceed alongside shell pier. Example PORPOISE from V.A.M. My 1246/21. A. 12140/21. B. BERYL H (R) H. C. (?22050/25). Approximate time and date of arrival at position 2 will be included in inward routeing signal.

6. Permission to enter harbour will be made on (7M.S.) routine the night before the submarine is due to arrive.

If this permission is not (R) not received the submarine is to retire to seaward and repeat the operation 24 hours later at the same time repeat time.

7. Request a copy of this signal be included in submarines sailing orders.

C. in C. pass to S.1. F.O.C.N.A. pass to P.8.

1246C/21

- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F) (2)
- N.A. 1st S.I.
- D.O.D. (F) (2)
- D.O.D. (H) (2)
- Adv. copy D.C., D.O.D. (F), D.D.I.C.
- D.D.O. (M)
- D.C. (2)
- D.D.I.C. (2)
- D. of P. (2)
- D.S.D. D.S.D.9.
- D.N.I. (4)
- D.A./S.W.
- Hd. of M.
- D.T.S.C.
- I.P. (3)
- D.T.M.
- Hyd. (2)
- D. of N. W.D.
- D.M.S.
- D.M.S. Citadel



624

21.6.1942.  
Sunday.War Diary.FOREIGN STATIONS.Mediterranean. contd:-Malta Air  
Report.21st. Baltimore R/C Cape Bon-Kerkenen.  
0407 hours. 3 large M/Vs no escort 180° Cape Bon  
(60 or 68?) miles course 180° 17 knots. 9 Beauforts  
escorted by 6 Beaufighters despatched to attack.

1 Beaufort returned early mechanical trouble.

Found 1 E/V 2 M/Vs 8000 tons. Both M/Vs hit by 2 torpedoes. 1  
left on fire visible 20 miles, E/V also hit. 2 Ju.88's 1 S/M  
79 destroyed. 1 S/M 79 damaged by Beaufighters. 2 Beauforts  
shot down sea. Dinghy with 2 occupants seen near 1 crash. 1  
Beaufort passing. 2 Beauforts damaged by flak, 2 pilots 1 air  
gunner wounded. Baltimore R/C 1200 hours 2 D/Rs 1 M/V 8000 tons  
110° Molita 53 miles course 160° 15 knots. 1 M/V 7000 tons 20  
miles astern course 140° speed 20 knots. No sign of E/V.  
No fire visible on either ship. (H.Q. R.A.F. Malta 1615/21, 1640/  
21)BHUTAN.  
AAGTEKERK.SS. BHUTAN (Br.) was sunk by enemy bombing in  
approx. 34° 0' N. 25° 40' E. about 1800/14/6  
SS. AAGTEKERK (Dutch) was hit by enemy bombs about  
0900/14/6. She eventually grounded off Mingar  
Garab, 32° 01' 30" N. 24° 39' E. and became a  
total wreck. (N.C.S.O. Alexandria 1638C/21 to  
Admty.)PROTEUS  
information.4 M.T.Bs. exercising tonight North of searched  
channel. Unknown number of small ships may be met  
eastbound from Tobruk. (? LA MOQUESE ?ACRE)  
1 Trawler and Greek Destroyer PAUL COUNDOURIOTIS  
due early A.M. with 2 convoys from east. <sup>S. p. 622</sup>  
BOSTON and ZULU on patrol in Sanctuary. All have  
been warned about you. (Capt. S.I., 2015C/21 to  
PROTEUS).Enemy  
Convoys.R/C at 2030C today shows 2 small convoys coast  
eastbound from Tripoli: 1 unknown ship sailed  
escorted by 1 torpedo boat speed 6 knots, another  
in position (10?) mile east, speed 5½. Further  
R/C will be carried out. (Capt. S.I. 2101C/21 to  
TURBULENT, THRASHER).Orders  
to S/MS.Area 033° 47' N. 023° 14' E. 310° 65 miles is not  
to be crossed during night 22nd/23rd. UNA and  
P.31 pass to southward of area. P.34 to south and  
P.35 to north of Gavdo. (Capt. S.10 2135C/21 to  
10 S/M Flot.)Shipping.  
Suez,  
Dispersal.You will no doubt be considering plans for dispersal  
of shipping at Suez during full moon periods as  
was done when bombing was previously expected.  
2. Now that QUEEN MARY is so near she should  
continue her programme, the turn round being  
accelerated in every way possible and maximum  
precautions being taken. (D.O.D.F., 2234B/21  
to C. in C. Med. (R) F.O.R.S.C.A., etc.)

/WELSHMAN.....



625

21.6.1942.  
Sunday.

War Diary.

FOREIGN STATIONS.

Mediterranean-Contd.

WELSHMAN.

If, as is hoped, it is intended that WELSHMAN should run more trips here, request urgent consideration be given to increasing her cargo and fuel carrying capacity. In her present state, the effort and risk entailed and the drain on our small stocks of fuel seem out of proportion to weight of supplies she brings, glad though we are to get it.  
(V.A. Malta, 2247C/21 to Admty., (R) C. in C. Med. F.O.C.N.A.)

P.43.

One U-boat attacked in 038° 01' 003° 24' course 045° speed 5. No hits. E.T.A. Gibraltar proceeding on surface last day 1600/25.  
Weather report. (P.43, 2328Z/21 to C. in C. Med., (R) Capt. S.8.)



626

21.6.1942.  
Sunday.War Diary.FOREIGN STATIONS.East Indies.

S/M Crews. General health of British S/M personnel on station is extremely unsatisfactory, 56% attending sick bay during May. Extreme heat in S/M is a contributory factor. Efficiency of Dehumidifiers deteriorated in high sea temperature and cooling effect of wet temperature in TRUANT control room with Dehumidifiers running during recent patrol average 93 and 89 respectively. Whole question is being investigated urgently. Meanwhile request early approval by signal to expend payment of tropical allowance to whole S/M crews in this theatre, to be retrospective in the case of TRUSTY and TRUANT to date of arrival in station. (2) Conditions in K.R. and A.I. 1642 clause 7 are fully satisfied. (C.in C. E.F., 0336Z/21, to Admty (R) F.O.S., S.4, S.O.(S) Colombo).

C.M. 28. Arrival RESOLUTION, CORFU, with KEREN, KARANJA, and 3 ships of C.M. 28 and (A.M.?) 1. (S.O.I. Bombay, 0426Z/21, to Admty, etc.).

NEWCASTLE. Request repairs port for NEWCASTLE may be communicated observing that Durban, Bombay and Colombo are already congested. NEWCASTLE should arrive Kilindini 1/7. (C.in C. E.F., 0455Z/21, to Admty, (R) D.C.in C.E.F. F.O.C.S.). *See next page*

QUEEN MARY. Admty 0001B/11, following route for QUEEN MARY for end of ? Aden Swept Channel through position N. 013° 00' N. 054° 45' E. O. 005° 35' S. 058° 50' E. P. 024° 10' S. 055° 45' E. Q. 034° 50' S. 039° 00' E. R. 037° 20' S. 019° 30' E., thence to end of Capetown Searched Channel. (D.C.in C. E.F., 0806Z/21, to C.in C. Med., (R) C.in C. S.A., N.O.I.C. Aden).

Kilindini Loops. My 1530/20. Para 1 (E) and A.M. 1432/6. (1) In order to provide Kilindini with defence against midget submarines at an early date I intend to employ MANCHESTER CITY and JAY in laying indicator loops off the entrance when they have completed T.Q. controlled minefields at Diego Suarez. (2) Loops will be laid in the following approx. positions (details) (3) The control station will be sited in the vicinity of the P.W.S.S. at Ras Serani. (4) Information is requested as to whether the performance of indicator loops laid in the above positions will be affected by (A) wash of deep draught ships (B) presence of submarine telegraph cables. (D.C.in C. E.F., 0958Z/21, to Admty (R) C.in C. E.F., etc.).

Guns Ex HECTOR. Your 0658Z/20. Cancel Admty. 1926/17. Guns should be shipped to New Zealand. (D.of L.D., 1423/21, to S.O. Ceylon, (R) D.C.in C., E.F., War Office).

/Movements ...



21.6.1942.  
Sunday.

War Diary.

FOREIGN STATIONS.

East Indies. conts:-

Movements.	Summary No.1 21/6, Ref. F.O. Ceylon summary number 45 (vii) RESOLUTION and CORFU arrived Bombay 21st (viii) DEVONSHIRE arrived Kilindini 20th (ix) REVENGE, DRAGON, ANTHONY, FOXHOUND arrived Durban 19th. Ref. summary number 47 (?ix) WORCESTERSHIRE arrived Aden.				
	Serial Number	Ship	From	To	Remarks
1.		FOXHOUND	Durban 20th.	Diego Suarez.	to escort SS MORETON BAY to Kilindini
2.		ATHENE	Capetown 16th.	Kilindini 24th.	
3.		EMERALD (? MAURITIUS)	Durban 15th.	Bombay.	escorting W S 19 EMERALD to fuel at (?Diego Suarez) thence Durban and Capetown
4.		BELVOIR } HURSLEY }	Durban 15th.	Kilindini.	
5.		RANCHI	Colombo 22nd.	Kilindini.	
6.		* NEWCASTLE } * GRIFFIN } * FORTUNE }	(?Suez) 20th.	Kilindini.	via Aden 24th.
		* SNOWDRIFT } SAHRA } SILHOUETTE }	Colombo 15th.	Seychelles 22nd.	thence Aden and Mediterr- anean
		RAINSTORM, SANTA)			

(D.C.in C., E.F., 1545Z/21, to E.I. Stn. etc.). \* See previous page 7/6/22

O. 23. Your 1031/17. Request S/M O. 23 be sailed for  
O.19. Colombo for (?recommission) when ready about 25/6.  
(2) I would be grateful if today O.19 could be made available for training purposes at Kilindini in mid July if she can be spared before proceeding her refitting port. (3) Request I may be informed in due course name of port at which S/M O. 19 will refit. (4) Admiralty pass to B D Z. (C.in C. E.F., 1550z/21, to B.S.O. (R) S.O. 4th S/M F. C.in C. Ceylon, Admty D. C.in C. E.F.).



628

21.6.1942.  
Sunday.

War Diary.

FOREIGN STATIONS.

America & West Indies.

Mines Chesapeake and Delaware areas. Your 1253/18 and B.A.D. 0211/20. As regards (B) ships were in swept channels but it is doubtful if sweeping that day had been carried out in location in which ships were mined. 2. Type of unit in mines is doubtful. May be magnetic but indications of Sammy are strong. They are not plain acoustic. (B.A.D., 0005Z/21 to Admty).

Shipping Caribbean. Cominch C. and R has made following to U.S. Authorities concerned. "Until further orders hold all U.S. or U.S. controlled or operated ships bound for Tampico or other open Mexican Caribbean Ports. Report to Cominch C and R all ships held". (B.A.D., 0059Z/21 to C. in C. A.W.I., (R) Admty etc). See also 1251/21 et seq.

Navigation Chesapeake. Chesapeake Bay entrance Virginia beach lighted buoy 2 A has been moved to position 600 feet 110° from a wreck and is now located 5 miles 1600 yards 96° from Virginia Beach C.G. Station. (Opnav 0230/21 to Admty).

Portland Head Maine fog signal was temporarily discontinued 20/6. Hereafter the fog signal will be operated only at such times as may be officially directed. (Opnav, 0240/21 to Admty).

WEST IRA torpedoed . Following intercepted (begins) WEST IRA torpedoed 12° 28' N., 57° 05' W., at 0209 G.M.T. (C. in C. A.W.I., 0247Z/21 to Admty). Intercepted at 0410 G.M.T. de Sierra Leone Radio. SSSS following received from WEST IRA 12.08 N., 57.05 W., torpedoed. 0353 G.M.T./21. Controlling station Sierra Leone Radio. (Port Patrick Radio, 0619/21 to Navycharge Greenock).

Estevan W/T shelled by U/B. Report received S/M shelling Estevan W/T now, H.M.C.S. TIMMINS and SANS PEUR proceeding to attack. (C.O. Pacific Coast, 0538Z/21 to N.S.H.Q. Ottawa).

HOEGH GIANT, (torpedoed 3/6.) My 1632/18. Position first attack 6° 52' N., 42° 43' W., amended latitude second attack 7° 52' N., (F.O.I.C. Trinidad, 0822Q/21 to Admty (R) C. in C. A.W.I., S.O.(I) Kingston).

NORSEMAN, Trinidad loop. No. 1 loop relaid cable ship NORSEMAN employed A.M. 15/6 to P.M. 20/6 inclusive. (F.O.I.C. Trinidad, 0932Q/21 to Admty (R) C. in C. A.W.I.)



629

War Diary.21.6.1942.  
Sunday.FOREIGN STATIONS.America & West Indies - contd.

B.5 Refits. Your 1132/18. (Refit of PIMPERNEL) Present indications are that B.5 group may be operating in Caribbean area for an indefinite period. Propose therefore that I should be supplied with all information necessary to enable me to arrange for refits of vessels as they become due. (C. in C. A.W.I., 1002P/21 to Admty (R) B.A.R.M., F.O.I.C. Trinidad). Following received from C. in C. A.W.I. (quotes 1002P/21). Request you will comply. (C. in C. W.A., 1002P/21 (as in signal, but evidently wrong code time) to Capt. D. Liverpool, (R) Admty).

FLORA (sunk 17/6). I.D. for S.A. telegraphic report. (A) FLORA Dutch (B) Sunk (C) Sighted 2040 after ship sunk 17th about 12 miles from shore position approx. 012° N.N.W. La Goajira. (D) same (C) (E) Surfaced, shelling ship, no torpedoes discharged (F) Approx. 1,500 tons, one 5 inch forecandle and one 3, stern near C/T, one M/G on C/T bow rounded, not raised, dark grey waterline, C/T light grey nationality unknown - English spoken. Nothing to assist identification. Incendiary shells both sides of ship indicate presence of 2 S/MS the one seen afterwards using flares. Officer spoke English gave us wrong direction for landing. (R.O. Barranquilla, 1103/21 to Admty).

VANCE. Leave Bermuda at 1400Z/22 through position K. 042° 10' N., 063° 26' W., to Halifax S. of A. 17½ knots  
?VANOC. E.T.A. 1000Z/24.  
*See 20/6-p.606.* (C. in C. A.W.I., 1143P/21 to VANCE (R) N.S.H.Q. etc).

Passengers in Atlantic convoys. Your 1541/11. A.M. 1339/1/12/41 is being amended. Number of passengers who may be carried in ships of less than 12 knots sailing in convoy without special application has been increased to 50. (D.O.D. (H), 1235B/21 to N.S.H.Q. Ottawa).

Shipping, Caribbean. Your 1432Z/20. Request this may also be applied to British-managed shipping except for those ships held temporarily bound to and from Colon. (D.T.D., 1251B/21 to Connav (R) N.S.H.Q. etc).  
Your 1001R/20. Northbound is to be interpreted as meaning shipping bound for all ports to the northward of the Canal. (D.T.D., 1255B/21 to B.R.O. Colon (R) C. in C. A.W.I., etc). Request you will comply with instructions quoted in B.A.D. 0059Z/21 as regards British-managed ships. These instructions are interpreted as referring to open Mexican Gulf Ports. (D.T.D., 1305B/21 to C. in C. A.W.I., N.S.H.Q.). My 1148B/16 is not intended to apply if U.S. Frontier Command is able to provide escort. (D.T.D., 1748B/21 to C. in C. A.W.I., N.S.H.Q.). Your 2347Z/20 para. 1 A.M. 1148B/16 has been passed to N.S.H.Q. Ottawa and has been amended as suggested vide A.M./1748/21. Para. 2 Yes but we cannot guarantee that we shall not hold British-managed shipping temporarily when the risk appears excessive. (D.T.D., 1808B/21 to B.A.D.).

/DIOMEDE...



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Sunday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

DIOMEDE. C. in C. A.W.I. 1032/19. Intend sailing to Pernambuco A.M./25. Opnav pass to all addressees. (DIOMEDE 1331/21 to C. in C. A.W.I. C.T.F.23. (R) Opnav etc.)

P.514 believed sunk by GEORGIAN. At 0530Z/21 H.M.C.S. GEORGIAN escorting C.L.43 in 046° 33' N 053° 39' W, rammed and believe sunk unidentified submarine. Indications strongly point to this being P.514 on passage from Argentia to St. Johns N.F. escorted by PRIMROSE. Convoy approx. 17 miles astern of position broadcast in C.O.A.C. Halifax's situation report. Depth of water 27 fathoms. PRIMROSE, assisted by DIANTHUS from St. Johns N.F. now searching the area, visibility 1. Must hold enquiry not later than 24/6 to release PRIMROSE to escort duties. Would be grateful if B.A.R.M. could send by air experienced S/M officer to sit as member of board. C.O.A.C. Halifax is requested to obtain priority in air passage to St. Johns N.F. N.O.I.C. Sydney C.B. is requested to sail GEORGIAN direct to St. Johns N.F. to arrive not later than 1030Z/24 unless bow damage prevents. (F.O.N.F. 1412Z/21 to F.O.S. C.O.A.C. B.A.R.M. N.O.I.C. Sydney C.B. (R) N.S.H.Q. Admty. B.A.D. C. in C. A.W.I.)

ARKANSAN (sunk 14/6 or 16/6.) U 2 B Article 13 (A) ARKANSAN U.S. (B) OLESI June 0110 D. 12° 07' N 62° 51' W (C) thrown overboard (D) none (E) weighted and eyeletted bag 380 fathoms (F) and (H) blank (G) Master. (F.O.I.C. Trinidad 1517Q/21 to Admty.)

Use of Matanzas Admty. 2200/20. (Use of Matanzas by Molasses vessels.) being passed to you. Request early remarks. (Cdre. Bermuda 1552P/21 to B.R.O. Havana.)

SCAPA FLOW. My 1321/19. SCAPA FLOW (Pan.) arrived Baltimore 18/6. (N.S.H.Q. Ottawa 1612/21.)

Sink-at-sight areas. Your 2209Z/3. Unless you signal to the contrary within 14 days, action will be taken in accordance with Admiral King's view. (A.C.N.S. (F) 1627B/21 to B.A.D.)

Water Curacao, Aruba. Pass to N.C.S.Os and B.R.Os Masters of all ships bound for Curacao and Aruba are to be warned that it is impossible to obtain either drinking or boiler water at those ports due to serious shortage. (D.T.D. 1632/21 to N.S.H.Q. C. in C. S.A. R.A.W.A. S.O.I. Montevideo.)



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21.6.1942.  
Sunday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

U/B. S/M sighted in 059° 00' N 50° 00' W p.m./20.  
(C.O.A.C. 1643Z/21, as amended 1726Z/21 to Admty.  
All ships in Area 7A.)

Cables etc. for Auckland Base. Following is a repetition of my 0003Z/21.  
(Begins) Addressed N.Z.N.B. (R) Admty.  
Your 1646/18. These are not being supplied by  
U.S.A. see my 1539/31/3 T.O.O. 0003Z/21 (Ends.)  
(B.A.D. 1713Z/21 to N.Z.N.B. (R) Admty.)

Navigation New York. Ref. Conhydro 8. Following swept channels now  
maintain communication New York harbour:  
(Details) (Hydro 1715/21 to Conhydro, Atlantic)

Ships with valuable oil refining plant. Your 2045Z/18 para 5. Alternative D is  
preferred.  
(A.C.N.S. (T) 1745B/21 to B.A.D.)

U/B positions. 21/6 submarine estimate. (C. in C. U.S. Fleet  
1748/21 to Admty.)

Ship torpedoed. Following from Resolution Island (Begins)  
0150 G.M.T./21 " SSSS GC 84 torpedoed " no further  
particulars. Signals very strong. Unable to  
take bearing account short transmission. No  
reply to our acknowledgement. (C.O.A.C. 1751Z/21  
to N.S.H.Q. F.O.N.F. Cominch, Admty. C.T.F.24.)

Ice Bulletin 21/6. ? C.O.A.C. 1844/21 to C.E.S.F. Connav, Cominch  
etc.)

FORT CAMOSUN. My 1734/20 not to B.A.D. FORT CAMOSUN now being  
towed towards Esquimalt screened by QUESNEL  
EDMUNDSTON and VANCOUVER. 3 tugs proceeding to  
assist. (N.S.H.Q. 1911Z/21 to Admty. etc.)

Wreck Sunken wreck marked by Buoy located approx. 3.35  
53° from lighted Whistle Buoy 2 CB Chesapeake  
Bay approach 20/6.  
(U.S. Navcom. Washington 2008/21 to all U.S.  
Warships.)

MORDEN defects. E.T.A. St. Johns N.F. 0400/22/6. Boiler hours  
to 0800/22 - 1394 and 1394 and 1394. Urgent  
defects (list) (MORDEN 2045/21 to F.O.N.F.)

/DRUMHELLER...



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War Diary.21.6.1942.  
Sunday.FOREIGN STATIONS.America and West Indies - Contd.

DRUMHELLER. E.T.A. 0600 G.M.T. 22/6. Hours 668 and 676.  
My position 046° 23' N 051° 29' W. Weather  
report. (DRUMHELLER 2100Z/21 to F.O.N.F. (R)  
Capt. D. St. Johns N.F.)

U/B Report. Refer to this as Cominch 2054/21 sub attack and  
sighting summary. NORTIND attacked, 1 torpedo  
hit, 1 miss 28.41 N 89.34 W 0930Z/20.  
WEST IRA torpedoed 12.28 N 57.05 W 0209Z/21.  
HOEGH GIANT later position of sinking given as  
07.32 N 44.36 W 2030Z/3. Torpedoes and shellfire.  
MENTOR, U-88 type, large Swordfish base C/T. SHEHERAZADE U-88  
type. HECTOR U-88 type, black lightning on white circular  
background forepart C/T. Surface craft attack sound contacts 52.  
28 N 29.33 W 0220Z/1/4; 17.43 N 76.41 W 1617Z/2/5; 45.27 N 73.42  
W 1350Z/14/5. Army plane attacks sub on surface, 2 direct hits  
23.51 N 88.19 W 2139Z/20 probably damaged. Plane attacks oil  
slick 27.57 N 79.52 W 1250Z/19. Surface craft sights sub on  
surface 11.20 N 67.39 W 0136Z/20. Moving oil slick of submerged  
sub sighted 29.40 N 79.45 W 1349Z/21. Patrol craft reports  
contact maintained with submerged sub 34.55 N 75.27 W 0200Z/21  
sub has remained submerged for 42 hours. Sub reported 29.15 N  
86.40 W 1510Z/21.  
(Cominch 2100/21 to Admty for O.I.C.)



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21.6.1942.  
Sunday.War Diary.FOREIGN STATIONS.Australia and New Zealand.

Situation. Serial number 150 from C.W.R. 20/6. R/C aircraft Unidentified 5000 tons cargo vessel in 036° 06' S. 111° E. at 0601Z/20. 2. Report 20/6 indicates one enemy submarine off Tuross Inlet (N.S.W.) 3. Ref. serial 149, enemy losses Luderitz Bay 19/6 now claim 1 Zero destroyed, 1 probably, 2 possible destroyed. 4. 2 Catalinas attacked Rabaul Wharf at 1415Z/19 and 1633Z/19. 1 fire observed. 5. 3 Fortresses attacked Lae aerodrome 2358Z/19. 2 enemy bombers probably damaged. 2 Zero unsuccessfully intercepted. 6. Report states Tulagi Harbour used almost nightly as berth for 1 large, 2 small warships. 7. Report 18/6 states Japanese after salvaging 6 guns from grounded cruiser departed Nagotann Island (Solomon Is.) leaving food supplies. 8. One 10,000 ton vessel passenger type observed by air R/C at Lorengau 20/6.  
(A.C.N.B., 0743Z/21 to Admty., etc.)  
Para. 8 cancelled, see 1431/22.

Movements. Arrivals Fremantle 0656Z/20 U.S. Seaplane Tender HERON, U.S. Destroyer PATTERSON escorting tanker A.E. KAY arrived Talara 2315Z/20. H.M.A.S. AUSTRALIA and U.S. Destroyer JARVIS left Sydney (N.S.W.) 0013Z/21 for Moreton Bay.  
(A.C.N.B., 0823Z/21 to Admty., etc.)  
Arrival Albany 0205Z/21, TOOWOOMBA. Arrival Sydney (N.S.W.) 0425Z/21. U.S. Destroyer FLUSSER and H.M.A.S. MORESBY escorting convoy G.P. 2.  
(A.C.N.B., 2254Z/21 to Admty., etc.)

U-BOAT CAMPAIGN.Submarines Reported.

Estimated U/B positions.  
(D.D.I.C., 1439/21, 1440/21.)



22.6.1942.  
Monday.

War Diary.

SITUATION REPORT.

Home Commands.

About 6 E-Boats made a sortie from Boulogne last night and were driven off by M.G.B. S2 (Polish) who sustained only superficial damage.

Enemy Air Operations.

Eastleigh R.A.N.A.S. was attacked at 0200 and incurred damage and casualties.

A tug was sunk in Southampton last night by bombing.

Mining.

47 aircraft laid mines last night in the Frisian Is., Elbe and N.W. France areas.

Several magnetic mines were exploded today near West Sheringham Buoy. (not in the War Channel.)

South Atlantic.

As from 0001 G.M.T. today the U.S. Authorities will assume responsibility for routeing and reporting routes and arrivals and departures of all shipping of the United Nations in South America.

Mediterranean.

Albacores mined Tobruk harbour last night. Nine Liberators and 4 Wellingtons bombed Benghazi harbour installations.

America and West Indies.

Convoy O.N.S.102 was attacked last night by one or two submarines and one or two ships were torpedoed.

/It...



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22.6.1942.  
Monday.

War Diary.

SITUATION REPORT.

America and West Indies - Contd.

It would appear that the U.S. Navy Department, which is not diversion minded, send to sea large and valuable ships which keep "no regular W/T watch". It is, however, uncertain whether the term has the same signification for U.S. as for British managed shipping.



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22.6.42  
Monday.

War Diary.

HOME COMMANDS.

Policy.

Cable Ship in Iceland. It is under consideration to station a cable ship permanently at Iceland (C) for the maintenance of A/S fixed defences. Request your remarks as to possibility of accommodating small vessel of about 500 tons at Reykjavik during bad weather periods with facilities for storing small reserve of cable on shore. (A.C.N.S. T., 1654B/22 to A.C.I.C.)

Pinmill Base. Pinmill base is now completed. 6th M/L Flotilla can be operated there from 25/6. (F.O.I.C. Harwich, 1807B/22).

PINDOS. (ex H.M.S. BOLEBROOK.) On completion of satisfactory trials about 27/6 request you sail PINDOS for Scapa to work up. 2. Vessel is Hunt Class destroyer manned by Royal Hellenic Navy and will subsequently join Mediterranean Fleet. (D.O.D. (H.), 1911B/22 to C. in C. Rosyth).

North Russian Convoys. Soviet Government have intimated their desire to award ten to fifteen decorations to officers and men of Royal Navy and Merchant Navy, and have requested list of individuals selected to be given to them.  
2. Admiralty propose to forward twelve names to Soviet Government, five from Royal Navy and seven from Merchant Navy.  
3. Request you will signal your recommendations for officers and men of Royal Navy. (A.C.N.S. (T.), 2315B/22 to C. in C. H.F.)

Movements.

SOKOL. My 1427/18 para. one for 3rd July read 4th July. Add 24 hours to all times in para 2. (F.O.S., 1004B/22 to SOKOL) *See p. 644 (Sit: R: 4:)*

URSULA. P.614 Sailed URSULA P.614 escorted by WHITE BEAR. (F.O.I.C. Greenock, 1224B/22).

NORFOLK. After unbasining a.m. tomorrow proceed to Scapa by standard route adjusting speed so as to arrive daylight. (C. in C. Rosyth, 1311B/22 to NORFOLK). E.T.A. Scapa 2100/23. (NORFOLK, 1605/22).

MANCHESTER. Scapa departure C.S.18 in MANCHESTER. (A.C.O.S., 1341B/22).



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22.6.1942.  
Monday.War Diary.HOME COMMANDS.Movements. - Contd.

- P.212. (1) Intend sailing P.212 escorted by JAN VAN GELDEREN at 1730B/24 via Sound of Islay and Mull, the Minches and west of Orkneys for Lerwick. E.T.A. 0630B/26.  
(Capt. S.3., 1429B/22).
- DURBAN. Sailed DURBAN, <sup>422</sup>Portsmouth 1430, routed direct Reykjanes to (R) 270° Barra Head 10 miles, thence to entrance to QZ message 259. E.T.A. (R) 0030/24. E.T.A. Portsmouth 0800/25.  
(N.O.I.C. Reykjavik, 1515B/22).  
Your 1311A/22. S. of A. to North Channel 21.8 knots, thence 23 knots.  
(DURBAN, 1721Z/22 to A.C.I.C.)
- SAMPHIRE. C. in C. W.A. 1143B/20. Intend sailing SAMPHIRE with 146 boxes of bullion from Lough Foyle 1000B/23. E.T.A. Greenock 1700B/23. After landing bullion SAMPHIRE proceeds to Liverpool.  
(Cdre. Londonderry, 1642B/22).
- DANAE. Anticipated date of arrival of DANAE. is end of July.  
(D.O.D. (F.), 1649B/22 to F.O.I.C. Tyne).  
*See also p. 655*
- CALEDON. Anticipated date of arrival of CALEDON at Chatham to be taken in hand is mid-August.  
(D.O.D. (F.), 1650B/22 to C. in C. Nore).  
*See also p. 655*
- EMERALD. Anticipated date of arrival of EMERALD at Portsmouth to be taken in hand is end July.  
(D.O.D. (F.), 1651B/22).  
*See also p. 655.*
- N.A. 11. On arrival of convoy N.A. 11 request you will sail U.S. destroyer escorts in accordance with A.M. 2133/8 para 6.  
U.S. Destroyers. (D.O.D. (H.), 1910B/22 to F.O.I.C. Greenock).
- LONDON, KENT. Request you will proceed in LONDON with KENT to arrive Hvalfjord 25/6.  
(C. in C. H.F., 2017B/22 to C.S.1).
- MARTIN. Request you will sail MARTIN to arrive (?Hvalfjord) A.M./25.  
(C. in C. H.F., 2026B/22 to R.A.D.) *See next page*
- ARGUS. Following received from ARGUS. E.T.A. 1415 G.M.T. tomorrow. T.O.O. 0951. Ends.  
(N.O.I.C. Greenock, 2045/22 to Admty).

/HALCYON...



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22.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Movements. - Contd.

HALCYON,  
BRITOMART,  
SALAMANDER.

R.A.D. 1715B/22. HALCYON, BRITOMART, and SALAMANDER are to escort 1 Ranger class oiler to Hvalfiord. (2) A.C.O.S. is requested to sail oiler accordingly.  
(C. in C. H.F., 2204B/22).

HOWE.

HOWE will proceed down the Clyde at about noon 28th, proceeding south of Cumbrae at about 1700 to carry out preliminary sea trials and returning at 2000 to anchor at the Tail of the Bank.

2. C. in C. H.F. is requested to arrange destroyer escort for the sea trial.

3. C. in C. W.A. is requested to arrange special fighter protection, observing that the ship will not be worked up.

(A.C.N.S. (H), 2216B/22).

HOWE's 1619/16 is concurred in. It is requested that special fighter escort may be provided during daylight hours.

(A.C.N.S. (H), 2224B/22). *See next page.*

STURGEON  
P.54

Sailed STURGEON and P.54 escorted by CUTTY SARK in accordance with S.3's 1123B/20.  
(F.O.I.C. Greenock, 2124B/22 to N.O.I.C. Lerwick).

WASHINGTON.

Request you will sail in WASHINGTON screened by 2 U.S. destroyers and MARTIN to arrive Scapa on 27/6.

(C. in C. H.F., 2357B/22 to C.T.F.99).

*\* See previous page*

Operations.

E-boats  
attacked by  
M.G.B.S2,  
and Coastal  
Batteries.

E-boats from Boulogne made another sortie last night 21/22 in moonlight and fair visibility. At 0025 they were detected by R.D.F. 5 miles off Gris Nez steering towards Folkestone at 30 knots. At this time the C.E. Convoy was south of Folkestone and the C.W. Convoy passing South Foreland both with Consular Groups astern. Plots of enemy were broadcast. M.G.B.S2 (Lieut. Weislichi, Polish Navy) on patrol at No. 10 buoy proceeded to intercept, and at 0045 sighted about six E-boats 3 to 4 miles to seaward of our coastal route. Although single handed, because M.G.B.S.3 had engine defects, M.G.B.S2 attacked and after an action of several minutes the E-boats turned away to the south westward foiled in their intention which may have been either to attack the convoys with torpedoes or lay more mines. M.G.Bs. 330, 315, 319 and 329 at long notice in Dover proceeded when ready but were unable to intercept the enemy though they did not retire at high speed. M.G.B.S2 having expended all ready use ammunition had proceeded to N.E. Varne Buoy and when again ready for action joined in the M.G.B. sweep to the south westward. Damage to enemy not observed but there is good reason to believe that one or two E-boats were hit especially as they were observed to fire at each other. M.G.B. S2 suffered only superficial damage. Coastal artillery also engaged the E-boats in their approach.  
(V.A. Dover, 1010B/22).



22.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Operations. - Contd.

- Q.Q.3 My 476 T of 13th June. Operation Q.Q.3 is postponed to 4/7.  
(C. in C. Nore, 1134B/22).
- Encounter with Two Patrol Vessels. My 1114/21. M.T.Bs. report at 0010/22 in 51° 30' N., 03° 03' E., two small patrol vessels were sighted to N.E. These opened fire. Both units of M.T.Bs. investigated but decided not to attack in view of the main target not having been located and returned to patrol positions. Enemy retired to N.E. When approaching patrol positions successions of three red flares were seen to landward. Ostend light was lit for a short period.  
(C. in C. Nore, 1504B/22 to Admty).
- WILPO. 1. My 1131/19 and your 0032/20. Master of WILPO is now willing to make attempt subject to undermentioned air attack being staged.  
2. Having feigned engine trouble Master hopes to be off Borkum midnight 26/27 when a British air attack will be expected. Part deck cargo will then be jettisoned with a view to deceiving Germans that vessel has been sunk.  
3. Vessel then intends proceeding direct to Humber depending upon British air support and later surface craft to protect her. Should there be some unforeseen delay vessel will make R/V following night 27/28.  
4. Description. Master and crew 8 considered reliable.  
(N.A. Stockholm, 1627/22 and 1129/23 to Admty).
- Denmark Straits Patrol. Your 1912B/20. TUSCALOOSA should remain at Hvalfjord and WITCHITA leave patrol without relief on 24/6 and return to Hvalfjord.  
(C.in C. H.F., 2023B/22 to C.T.F. 99).  
Until further orders cruisers on patrol "White" are to maintain their patrol to South Westward Q.Z.X. 363.  
(C. in C. H.F., 2253B/22 to WICHITA, C.T.F.99).
- British Air Operations.
- Bombing operations. On day 21/6, 12 A/C bombed the docks at Dunkirk.  
(H.Q.B.C., 1430/22).
- Bombing restrictions. Request total bombing restrictions 30 miles each side of line joining following positions. Details.  
(A.C.O.S., 1620B/22 to H.Q.C.C.)
- HOWE. Fighter protection. Request confirmation that Admiralty 1305/20 will cover passage down river a.m./28.  
(N.O.I.C. Glasgow, 1819/22 to Admty).  
*See previous page*
- Convoy P.W.175. Expect escort of 2 Hurricanes about 2315. You may have been reported by enemy A/C.  
(C. in C. Plymouth, 2138B/22 to Convoy, P.W.175).



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22.6.42  
Monday.War Diary.HOME COMMANDS.Enemy Air Operations.

Eastleigh Naval Air station bombed. Air attack 0200, dive-bombing 12 plus aircraft. Casualties 2 Ldg. N.A. killed. 1 Ldg. N.A. seriously injured. Wardroom block 3 and 4 damaged (Eastleigh, 0500/22 to R.A. N.A.S.)

Air raid during night 21/22 caused damage at Eastleigh, Naval Air Station, as follows. Details (S.C.E., Portsmouth, 1500/22).

Southampton bombed. Air raid in Southampton area, Warning 0044 all clear 0210. No damage to report Woolston Depot or Southampton Store. Petty Officer injured by shrapnel and sent hospital. (N.S.O. Woolston, 0925/22).

1 unexploded bomb estimated 250 KG dropped 25 yards from No.5 Graving Dock between 0100 and 0200/21. Waiting precautionary safety period. (B.S.O. Southampton, 0950/22).

Denmark Straits. 1 A/C 320° 6 miles, course 270, position 67° 28' N., 19° 49' W. (WICHITA, 0927Z/22).

Murmansk. Approx 1/3 of town burned out, but fire has not spread to harbour. Labour service still disorganised. Hope to complete discharge of all steamers tomorrow. Loaded 900 tons apatite EMPIRE BAFFIN which is still loading. In harbour area there is still about 10 thousand tons but mainly non-inflammable such as metal. Railways also suffered. Seamen's Club, Government bank, Office of Ministry of Foreign Shipping and many other Government Offices burned out. (Cormack, 1310B/22 to Admty).

Mining.

Thames Estuary. One Ground Mine detonated by Sweepers at 2350/21. Details. (Capt. M/S Sheerness, 1145/22).

Skagerrak. Notice to Mariners No. 113T/41. German Government have announced that the Western of limit of the Skagerrak Minefield has been extended westward to a line joining No. 1506 Lister Light and No. 896 Thyboron Light. (Hydrog, 1405B/22).

Enemy Intelligence.

North Norway. Russians report one destroyer 20/6 in vicinity Soroy Island. (Ad. Miles, 1451C/22).



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22.6.1942.  
Monday.War Diary.HOME COMMANDS.Enemy Intelligence. - Contd.

German Main Units. TIRPITZ in Aas Fjord, Trondheim Area, 13/6. Reported exercising in Trondheim Fjord 16/6. (B.2)  
GNEISENAU at Gdynia, 2/6.  
SCHARNHORST alongside at Kiel, 21/6. (Has left Floating Dock since 3/6).  
ADMIRAL SCHEER At Bogen, Narvik Area 11/6.  
LUTZOW at Bogen, Narvik Area 11/6.  
HIPPER in Lo Fjord, Trondheim Area, 16/6. Reported exercising in Trondheim Fjord 18/6. (B.2).  
PRINZ EUGEN in dock at Kiel, 21/6.  
SEYDLITZ at Bremen, 21/6.  
LEIPZIG at Swinemunde 4/6.  
NÜRNBERG alongside at Kiel, 3/6. Probably in Floating Dock at Kiel 21/6. EMDEN At Swinemunde 4/6.  
KÖLN in Wik Commercial Harbour, Kiel, 3/6. Not there 21/6, but probably still in Western or Central Baltic.  
SCHLESIEEN At Gdynia 2/6.  
SCHLESWIG-HOLSTEIN in dock at Wilhelmshaven 21/6.  
GRAF ZEPPELIN at Gdynia 2/6.  
Destroyers. Northern Norway, 6, Trondheim Area 4, Baltic 6. (D.D.I.C., 1614B/22).

U-boats.

U/B Am over enemy S/M in 47° 11' N., 9° 10' W. (A/C L6GV 1405/22 to 19 Group)

U-boat reported. Enemy S/M previously reported was sighted on surface and observed to submerge. Not attacked. (A/C, L6GV, 1540/22)

Navigational.

Q.Z.S. 271, Request Q.Z.S. 271 and 238 be cancelled and the following be issued as A.Q.Z. messages:-  
Q.Z.S. 238, A channel 1 mile wide reduced to ½ mile wide  
Q.Z.S. 224. between Beachy Head and Royal Sovereign Buoy whose centre line joins following positions.

(B) 50.43.00 N., 00° 15.00 E. (180° Beachy Head 1 mile).  
(C) 50.44.00 N., 00° 25.48 E. (Royal Sovereign B.W. Buoy).  
(D) 50.46.30 N., 00° 40.48 E. (Vicinity of C.l. Buoy).  
(E) 50.52.18 N., 00° 49.18 E.  
(F) 50.54.00 N., 01° 00.00 E.  
(G) 51.01.18 N., 01° 09.54 E.

Cdre. Dover is requested to signal if he concurs and state whether Q.Z.S. 224 should also be cancelled.  
(C. in C. Portsmouth, 1743B/22 to Admty).

Casualties & Defects.

JOHN M., My 1736/20. Further small leak exists under cargo  
TITANIA. not yet located. Sailing will be delayed.  
(TITANIA, 0902B/22).  
Sailed R.T. NIMBLE in response to the following signal from TITANIA. Begins.  
Have dragged approximately 140 yards in a N.N.Ely direction and cannot afford to move any more, particularly with JOHN M.,

/alongside...



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22.6.1942.

Monday.War Diary.HOME COMMANDS.Casualties and Defects.

JOHN M.,  
TITANIA.  
(Conf):-  
alongside. Request NIMBLE may stand by as soon as possible in case I drag further. Directly JOHN M. casts off I intend to weigh and remoor and request NIMBLE may assist. 2230B/22. Ends. (N.O.I.C. Stornoway 2313B/22).

STORGATT. Buckie arrival 1455/22 from Inverness BRAES OF BUCKIE towing Nor. M/V STORGATT. (F.O.I.C. Aberdeen 1510/22).

AVENGER. Propose to secure to buoy at Tail of Bank P.M. 24th and remain until completion of emergency steering gear. Request endeavour be made to complete other outstanding defects at same time. (AVENGER 1537B/22).

LASHER. LASHER grounded west of Methil Dock entrance at 0707/22. Vessel seaworthy but has sustained propeller damage. (N.O.I.C. Methil 1556/22)

HAWKWOOD. My 1550B/21. Arrived Wisbech Lye. Will move into River Newn on Sunday. (F.O. Humber 1915/22).

GEO H.  
JONES  
survivors. Sailed ORISSA. All survivors have been landed at Londonderry. (Cdre. Londonderry 2009B/22).

Shipping and Convoys.

P.Q.17. P.Q.17. Destinations. Murmansk. DANIEL MORGAN, JOHN WITHERSPOON, SAMUEL CHASE, RICHARD BLUNT, HONOMA, CARLTON, CHRISTOPHER NEWPORT, FAIRFIELD CITY. Total eight ships. White Sea Ports. OREGONIAN, PAN ATLANTIC, EL CAPITAN, PETER KERR, HARTLEBURY, SILVER SWORD, PAN KRAFT, NAVARINO, EMPIRE BYRON, RIVER AFTON, OCEAN FREEDOM EMPIRE TIDE, BELLINGHAM, BOLTON CASTLE, WINSTON SALEM, EARLSTON, HOOSIER, PAULUS POTTER, ALCOA RANGER, IRONCLAD, EXFORD, DON BASS, AZERBAIJAN, WILLIAM HOOPER, WASHINGTON, OLPANDA, BENJAMIN HARRISON. Total 27 ships. (S.B.N.O. Archangel 1037B/22). S.B.N.O. North Russia's letter No. 656/F dated 21/5. C.A.M. Ship EMPIRE TIDE is to be supplied with one copy of the modified version of C.A.F.O. 1474/41 with list of selected code words, and informed that the frequency to be used for communication with Russian fighter aircraft is 6440 Kilocycles and not 4875 Kilocycles as stated in para. 2 of S.B.N.O. North Russia's letter, as receivers in P.E.3.A/C will be changed where necessary. (D.T.D. 2204B/22 to A.C.I.C.)  
Your 1811/21. (A) Please see Home Fleet charge document H.Y appendix 1. H.Y.4 is being issued before sailing of P.Q.17. (B) (1) Until Convoy is sighted by enemy complete R.D.F. silence on W.A. sets is maintained. On being sighted all restrictions are removed. Detailing of guards is considered unnecessary in these circumstances. (2) Request complement be increased from 6 to 9 to enable continuous watch to be kept in ships fitted with type 79. (3) Please see H.Y. appendix one. Before R/T is permitted information to be passed by V/S then R/T in P/L.

/(C).....



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22.6.1942.  
Monday.War Diary.HOME COMMANDS.Shipping and Convoys.

- P.Q.17. (C) C.A.M. ships attend conference at which the  
- Contd. F.O. cruiser covering force is present.  
(C. in C.H.F. 2234B/22 to Admt.)  
P.Q.17. My 1631B/18 and C. in C.W.A. 1105B/20th.  
Cancel para. 2 and substitute: A.A. ships will arrive Lough  
Foyle about 1600Z/23 on completion of exercises. Cdre. Londonderry is requested to sail A.A. ships and corvettes to R/V with rescue ships in 000° Lough Foyle buoy at 1600Z/24. N.O.I.C. Greenock is requested to sail RATHLIN and ZAMALEK.  
(N.O.I.C. Belfast 1455B/22).  
C. in C.H.F. 1301/11. A/S air escort will be required for this convoy from p.m. 29th for about 3 days. Long-range fighter escort will be required from about p.m. 30th for approx 24 hours. (A.C.O.S. 2358B/22 to C. in C. Rosyth, (R) C. in C.H.F.)
- W.S.20. Following embarked W.S.20 F.7, total 4489.  
F.10, total 2238. F.13, total 2504. F.16, total 2228. (D.S.T.O. Glasgow 1041/22).  
Embarkation of W.S.20. F.11, total 2322. F.19, total 2716.  
F.18, total 2161. F.17, total 2573. (D.S.T.O. Greenock 1845/22.)  
W.S.20. When well clear convoy the S.O. of the last escorts to leave for fuel Ponta Delgada is to report to R.A.W.A.F. the convoy's E.T.A. at 020° N. and S. of A. to assist Freetown escorts to locate convoy. (C. in C.W.A. 2353B/22 to MALAYA, BEAGLE).
- EMPIRE LAWN. A.M. 1618/6 and 2358/16. Route via Q.Z.F. 18 to  
etc. 180° Fastnet Rock 10 miles. B. 049° 30' N.  
015° 02' W. C. 043° 03' N. 025° 01' W., thence  
Horta or Ponta Delgada for fuel.  
(C. in C. W.A. 1157B/22 to N.O.I.C. Milford Haven)
- Iceland. Your 1430/14. The attention of Cominch has been  
Information invited to this matter with a view to the necessary  
of movements information of such movements being passed to  
of U.S. ships. U.S. authorities in Iceland (C). (D.O.D.H. 1252B/22  
to A.C.I.C.)
- O.N.S. 110. O.N.S. 110 will sail on 6th/7 and O.N.S. convoys  
thereafter every seven days. (D.T.D. 1311B/22,  
1313B/22).
- U.R.30. Intend sailing SCIMITAR S.O. & SABRE from Lough  
Foyle 2000B/24 for Loch Ewe. E.T.A. 0800B/25.  
Both for U.R. 30. (N.O.I.C. Londonderry 1844B/22).
- ARCOS. Your Mast 113. ARCOS, REVOLUTIONER arrived.  
REVOLUTIONER. Doubtful if joining Q.P.13. (Archangel  
2147B/22 to Admt.)



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22.6.1942.  
Monday.War Diary.FOREIGN STATIONS.North Atlantic.

Spain and Damaged U/B. (U.105.) N.1.3.24/T.1. Your 1515/18. Art. 17 of 13th Hague Conventions concerning repairs does not deal with this point, but Art. 6 states "the supply in any manner directly or indirectly by a neutral power to a belligerent power of warships, ammunition, or war material of any kind whatever is forbidden."

In our view Art. 6 prohibits use of Government facilities or material for repair of belligerent warships, though perhaps not personnel. Nothing in the Conventions prohibits, however, the supply of materials or labour from private sources and if objection is taken to use of Naval facilities at Ferrol no doubt repairs can be executed by private contractors. Accordingly you should only press Art. 6 immediately upon the attention of the Spaniards if you consider that by so doing you will materially obstruct repairs. If Naval facilities are granted to the enemy we propose to charge Spaniards with breach of neutrality and employ this charge - (a) to press our claims for internment of this and other cases, or (b) as a further justification for any future incident in territorial waters.

(Head of M. Approved by 1st Lord, 1237B/22 to N.A. Madrid.) My 1757/19. M. of M. today showed me his telegrams concerning German S/M at Ferrol. Grave(ly) damaged she appealed for help and Spanish destroyer MELILLA was ordered to sea but recalled as she might become involved in an attack. S/M entered seriously damaged (and even?) claimed to be sinking. She was docked. Experts recommended 10 days from date of report 16/6 making her seaworthy for surface navigation only a minimum of 25 days before she could submerge. As no work except dismantling necessary for inspection had been carried out by 18/6 M. of M. recommended M.F.A. 8 or 12 days from 20/6. Decision signed by Franco himself gave her 12 days from noon 20/6. Minister told me damage pressure hull and all electrical gear so extensive that she could not possibly be in condition to submerge at expiration of period. She will probably try to leave on surface shortly before June is up. Number of submarine not mentioned any telegram or experts' report but Minister has promised to find out for me. (N.A. Madrid, 1919/22 to Admt.)

Situation Area X at 1959B/22.  
Report. S/M P.222, 36.17, 08.35, to Gibraltar, 11 knots.  
(ii) P.46, 40.50 12.40 through 39.01 11.59 thence 136°, 8 knots.  
(iii) O.R.P. SOKOL 36.28 07.58 through 225° St. Vincent 15 and 38.59 11.01, dive by day, 2 knots, surface 9. *See p.636*  
(iv) O.G.85, 37.14 15.24 099°, 8, S.O. FOWEY.  
(v) WELSHMAN 044° 32' (?050°) 30', 000°, 19.  
(vi) PHYLLISIA 33.49 09.22, 050°, 6.  
(vii) SPIREA, COLTSFOOT sailed 2230 through 350° Spartel 5 miles thence 245°, 12.  
(viii) ST. NECTAN escorting Cable ship MIRROR in vicinity of 36.48 10.37.  
(ix) WESTCOTT 037° 04' 014° 10', 280°. 21 to join O.G.85.

/(x) ...



War Diary.

22.6.1942.  
Monday.

FOREIGN STATIONS.

North Atlantic.

Situation Report. (Contd.) (x) ALOUETTE patrol off Huelva Bight. (xi) IMPERIALIST patrol off Lisbon. (xii) SCOTTISH sailing a.m./23 to patrol Huelva Bight. (F.O.C.N.A., 1248B/22 to N.A. Stn.)

Repatriations. Arrival 1350 Italian liners DUILIO and GIULIO CESARE.

(F.O.C.N.A., 1411B/22 to Admty., etc.)

Admty. 1823/11 and 2021/17. Following note has been delivered to Italian Govt. (Begins): H.M.G. have instructed armed forces concerned of following approx. periods during which assumed liners will be in Italian ports with repatriates on board:

VULCANIA and SATURNIA, Naples June 21/22. Leghorn June 23. Genoa June 24/26.

GIULIO CESARE and DUILIO, Naples June 24/26. Leghorn June 26/28. Genoa June 29/July 1.

Should Italian Govt. wish to adjust any of above dates H.M.G. request earliest notification. Allied armed forces have been instructed that vessels concerned are to be accorded immunity from attack during the hours of daylight provided that the distinguishing marks are plainly visible and that the ships are on each occasion berthed well clear of any military objectives. (Ends). 2. Immunity is of course to be accorded during voyages between ports. 3. Request air authorities be informed.

(Hd. of M. Approved A.C.N.S.(F), 2019B/22 to F.O.C.N.A., C. in C. Med., V.A. Malta.)

GIULIO CESARE and DUILIO painted white with Italian flag on side flanked by red cross sail from Gibraltar for Naples during daylight 23rd. These vessels are not to be molested. (F.O.C.N.A., 2208B/22 to 8 S/M Flot.)

U/B. Submarine 038° 13' N. 027° 20' W. at 1610 G.M.T./21 steering 225°. A.1. (N.C.S.O. Ponta Delgada, 1417/22 to S.O.I. Gibraltar, (R) Admty.)

W.S. 20, MALAYA. Convoy W.S.20. A.M. 0039/11. Cancel para. 5. MALAYA is to R/V in position (H) 40° N. 22° W. at 0800Z on 26/6. (D.O.D.(H), 1503B/22 to F.O.C.N.A., MALAYA. As amended 1800B/22.)

Suspicious Ship. Captain of Champion flying boat reported having sighted at 0920 G.M.T. 214° 35 miles from Lisbon ship 6000 or 7000 tons flying Spanish flag proceeding N., heavily laden and had deck cargo of 40 gallon oil drums similar to those used for petrol. (N.A. Lisbon, 1614B/22 to S.O.I. Gibraltar, (R) Admty., N.A. Madrid.)



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22.6.1942.  
Monday.War Diary.FOREIGN STATIONS.North Atlantic.CLYDE,  
PARTHIAN,  
Malta  
Supplies.

Anticipate CLYDE sail 1/7 and PARTHIAN shortly after.  
 (2) Your 0013/20. Cleaning tank impracticable but 14 tons edible oil will be sent in 40 gallon drums. Milk not arrived yet. Soap being sent.  
 (3) Request very early information on matter of white oils and other requirements.  
 (F.O.C.N.A., 1702B/22 to V.A. Malta, (R) Admty., C. in C. Med.)

French  
Shipping.

Gibraltar 1653/21. P.V. ENGAGEANTE, SS. KITA, CHELMA Trawlers HARDI, LOUP DE MER, VOLONTAIRE and one unidentified Trawler eastbound.  
 (S.O.(I.) Gib., 1747B/22 to Admty., C. in C. Med.)

H.D.A.  
defect.

H.D.A. Unit D has been rendered partially inoperative due to grappling by Spanish Naval trawler whilst repairing Algeciras Ceuta telegraph cable in position approximately 060 Carnero 2. No repair measures practicable at present.  
 (F.O.C.N.A., 1820B/22 to Admty., (R) C.A/S.E.E.)

LIVERPOOL.

Your 2347/19. LIVERPOOL docked 21/6. Survey in hand. Time required for temporary repairs will be reported when survey complete.  
 (A.S. Gibraltar, 1858B/22 to Admty.)

South Atlantic.ALIOTH  
(torpedoed  
15/6.)

(A) Dutch ALIOTH. (B) 15/6/1942, 2330, 00° 08' N. 18° 52' W. (C) Thrown overboard in perforated metal box. (D) as in (C). (G) Master. Proceeding singly, sunk by 1 torpedo. All crew landed in Freetown.  
 (R.A.W.A., 0753Z/22 to Admty.)

MAHRONDA  
(torpedoed  
11/6.)

MAHRONDA torpedoed by Japanese S/M in 14° 37' S. 40° 58' E. at 1530 G.M.T. 11/6. Master reports all crew and passengers safe except Sheik Gusuph killed. All C.Bs saved and lodged with N.C.S.O. Durban except chart folio 362 which sank with ship.  
 (N.C.S.O. Durban, 0759Z/22 to Admty., S.O.I. Colombo.)

/Possible ...



War Diary.

22.6.1942.  
Monday.

FOREIGN STATIONS.

South Atlantic - Contd.

Possible  
Blockade  
Runners.

Some of the following ships may attempt to run cargoes between Japan and Bay of Biscay Ports in near future:

(From France) - German ANNELIESE ESSBERGER, ELSA ESSBERGER, BURGENLAND, RIO GRANDE, OSORNO, PORTLAND, URSULA RICKMERS, MUNSTERLAND. Italian HIMALAYA, FUSIJAMA, PIETRO ORSEOLO. French ALABAMA.  
(From Japan) - German (? OLDGENSBURG), DRESDEN, TANNENFELS, ROLAND, MOSEL, RAMSES, RHAKOTIS, KULMERLAND. Italian RAMB II ex (French) and PERSEE ex (PIERRE L.D.)  
(2) KOTA NOPAN ex French Guiana and SILVAPLANA ex Norway prize of German raider, present whereabouts unknown, may be employed on this service.  
(C. in C. S.A., 0840B/22 to S.A. Stn.)

ASTURIAS.

My 1705Z/20/6. W.S. 19Y arrives position (K) about 0100Z/24. You should arrive position (Z) at 2350/23 and then carry out previous orders.  
(R.A.W.A., 1051Z/22 to ASTURIAS, (R) W.S. 19Y.)

*See next page. (Sit. Rep.)*

BRIDGEWATER  
Refit.

My 2359/13 and C. in C. S.A. 1301/18. To ensure completion of defects and sufficient A and As to make BRIDGEWATER an efficient operating unit suggest refit should be carried out in U.K. where presumably gear is available and that ship should sail as fourth escort to S.L. 114 on or about 25/6.  
(R.A.W.A.F., 1055Z/22 to Admty., (R) C. in C. S.A., C. in C. W.A.)  
Concur. (D.O.D. F., 1259B/24.)

Absence  
of C. in C.

Ref. C. in C. S.A. 1201B/18. During the absence of C. in C. S.A., N.O.I.C. Simonstown is requested to operate H.M. Ships and control merchant shipping in area where, under normal conditions, this is done by C. in C. S.A.  
(R.A.W.A., 1121Z/22 to S.A. Stn.)

Flag of  
S.O. Force F.

My 1610/19/6. Unless there is a ship at Freetown to which R.A. Syfret's flag can be transferred intend to route CANTON to U.K. via Gibraltar.  
(C. in C. S.A., 1145B/22 to Admty., (R) R.A.W.A. etc.)

Situation  
Report.

KELT patrolling sector T. TURCOMAN 006° 45' 015° 30', 110°, 8.  
VINDICTIVE, VELOX, 004° 10' 013° 30' to Freetown 14.  
WOODRUFF, 3 escorts, with S.T.26, 003° 25' 005° 10' to Takoradi 8.  
ST. WISTAN 004° 55' 000° 10' to Takoradi 8.  
W.S.19P and escort 001° 10' S. 004° 55', 111°, 14 at 2000/22.  
MILFORD 002° 45' S. 009° 20' E. to Libreville 13.  
ROYAL ULSTERMAN 007° 05' S. 011° 30' E. to Pointe Noire 14.  
(R.A.W.A., 1147Z/22 to Ships in Area P of S.A. Stn. S. of 8° N., Admty., C. in C. S.A., etc.)



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War Diary.22.6.1942.  
Monday.FOREIGN STATIONS.South Atlantic.

Situation Report. (Contd.)  
 PRETORIA CASTLE, BOREAS 016° 030' 027° 040' to 018° 01' 027° 59' thence 010° 15'. *See p. 657.*  
 ABDIEL 015° 035' 019° 25' to Gibraltar 21 knots.  
 CORINTHIAN about 011° 040' 026° 45'.  
 SALTARELO 011° 03' 025° 10' 102° 12 knots.  
 \* ASTURIAS 011° 01' 019° 10' 294° 15 knots at 2000/22.  
 MOONSHINE 010° 05' 016° 05' to Freetown 9 knots.  
 (R.A.W.A., 1153Z/22 to Ships in Area 'P' of S.A. Station N. of 008° N. to Authorities Concerned.) \* *See previous page.*

BACHAQUERO. Simonstown departure 0646/20 BACHAQUERO for Freetown routed -  
 A. 34.30 17.20 E. B. 21.00 S. 09.00 E.  
 C. 02.00 S. 04.00 E. D. 02.00 N. 11.00 W. S. of A. 8.5 knots, E.T.A. 1700/7/7. Shifts to R/T organization for Area P.85 0001/27. S. of A. will be very considerably reduced by bad weather. In view of ships slow speed and lack of armament consideration should be given to escorting her from vicinity of equator.  
 (C. in C. S.A., 1149B/20 to Admty., R.A.W.A.F.)

HIGHLAND Ref. S.T.O. Capetown's 1515/12.  
 MONARCH. HIGHLAND MONARCH should proceed from Buenos Aires to Freetown to pick up and fit essential engine spares.  
 2. Spares are being sent in BATTERY arriving Freetown in W.S.20.  
 3. Owners estimate fitting will require 1 day only.  
 (D.S.T., 1239B/22 to C.S.A. Buenos Aires, (R) C. in C. S.A.)

Ascension Request following may be made general to S.A. Aerodrome. Station. (Begins). Aerodrome has been established at Ascension. 2. Unidentified craft will be fired on by American Coast Batteries on arrival. 3. U.S. Authorities at Ascension will not have recognition codes or key memos, until approx. 1/7. (Ends.) (R.A.W.Af., 1317Z/22 to Admty., (R) C. in C. S.A., B.A.D.)  
 Following received C. in C. S.A. Aircraft approaching Ascension Island to give as much warning of approach as possible by W/T. Authorities do not at present hold recognition signals.  
 (Air Min., 1435/22 G.M.T., to H.Q. R.A.F. M.E., etc.)

Dakar. Air R/C Dakar at 1630/21 shows no change main units. F.S. Ship (Sub Depot) JULES VERNE usual position, 10 submarines present.  
 (? R.A.W.A., 1337Z/22 to Admty., (R) C. in C. S.A., F.O.C.N.A.)

/AQUITANIA ...



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War Diary.22.6.1942.  
Monday.FOREIGN STATIONS.South Atlantic-Contd.

- AQUITANIA. Your 1454/18, (1554/18 intended. D.C. in C. E.F. considers it undesirable W.S.19Q should call anywhere between Capetown and Aden.) Master of W.S.19Q. reports that although he would arrive Aden with 1100 tons fuel this is insufficient for stability reasons and therefore he must fuel en route. If given 4000 tons fuel at Diego Suarez ship can proceed Suez. Water could last from Capetown to Suez but about 2000 tons salt water would be flooded into fresh water tanks. Any water supplied en route at either Diego Suarez or Aden would help this situation. In absence of further instructions ship will be routed to Diego Suarez and Suez. (C. in C.S.A. 1453B/22 to D. C. in C.E.F. (R) N.O.I.C. Diego Suarez etc.)
- FLOMAR. My 2030Z/20 and my 1505Z/21 (Refers to 1300/21 re FLOMAR U.S. aground.) FLOMAR 36 hours late. (B.R.O. Bahia 1455Z/22 to Admty., (R) N.S.H.Q. etc.)
- WEST HONAKER (overdue) My 1220/10, cancel WEST HONAKER, ship in dry dock at Baltimore. (S.O.I. Capetown 1545/22 to Admty. C. in C.S.A. etc.)
- S.L. Convoys. When route south of 20° N. is passed to Admty. request you will include anticipated time and date of sailing. (D.T.D. 1610B/22 to R.A.W.A.)
- ATLANTIC GULF. (Panama). Sunk by gunfire from Japanese U/B. 5/6, 021° 03' S. 038° 36' E. U/B opened fire at 300 yards, was painted black with penants I.52 (See O.U. 6118 (iv) Page 6). All C.Bs. destroyed by fire. (S.O.I. Capetown 1702B/22 to Admty. etc.)
- Vichy shipping. <sup>Aviso</sup> VINDICTIVE sighted ~~AVISO~~ ANNAMITE with unidentified Vichy M/Vs from Dakar to Port Bouet in 4° 19' N. 13° 18' W. steering 140° at 1510/22/6. 2. Air R/C reports 2 Vichy M/Vs of 4000 tons and 1 of 11,000 tons with escort 1,200 tons entering Konakry at 1002/22/6. (S.O.I. Freetown 1730Z/22 to Admty.)
- SHROPSHIRE. W.S.19P. SHROPSHIRE will leave (? Simonstown) at 0700Z/23 to R/V with convoy W.S. (735) P. (W.S.19P intended) in 012° 55' S. 008° 05' E. at 1200Z/26. (C. in C. S.A. 1731B/22 to RODNEY, NELSON (R) SHROPSHIRE, R.A.W.A.F., Admty.)

/VALIANT.....



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War Diary.22.6.1942.  
Monday.FOREIGN STATIONS.South Atlantic-Contd.

VALIANT.

Will be ready for sea 6/7.  
(Cdre I/C Durban 1747B/22 to Admty. etc.)HARPAGON,  
sunk,  
suspected  
sabotage.

RIO DIAMANTE arrived Buenos Aires Sunday with 8 survivors from HARPAGON. With Assistant S.O. (I) have today interrogated survivors. Full report to go air bag 29/6. From interrogation appears all unanimously agreed vessel sunk by internal explosions and sabotage strongly suspected. Can you confirm vessel was on 18/4 ordered to change her route diverting from position L to reference position Z there-after resuming to N? This message was later confirmed that night by G.B.M.S transmission from Ottawa (N.C.S.O. Buenos Aires 2015Z/22 to Admty. (R) C. in C. S.A., S.O.I. Montevideo).  
Reply: Admty. 2123/23.

Oiler for  
Freetown.

Ref. 1715B/22, from R.A.(D) H.F. (N.T. in W.R.) HALCYON, BRITOMART, and SALAMANDER are to escort 1 "Ranger" class oiler to Freetown. *Hva 47018*

2. A.C.O.S. is requested to sail oiler accordingly.
3. HALCYON acknowledge. (C. in C.H.F. 2204B/22 to HALCYON, R.A. (D) H.F., A.C.O.S. (R) BRITOMART, A.S. Orkneys, Admty., SALAMANDER, A.C.I.C., C.S.1.)

*See p. 638.*



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War Diary

22.6.1942  
Monday.

FOREIGN STATIONS.

Mediterranean.

Situation Western Desert. Tobruk Town was unexpectedly  
Report 82. overrun by tanks at 1930/20. Enemy appears to  
have overcome determined defence of batteries  
and to have gained control of harbour area.

All ships and harbour craft were sailed by midnight under  
considerable shell fire from tanks. No news yet received of  
S.N.O.I.C. and N.O.I.C. Tobruk. M.L.1069 was waiting for them  
but is thought to have been blown up alongside.

2. \*ABERDARE with 60 Naval and 50 Army passengers and several  
M.T.Bs. have arrived Alexandria. MAGNET, BEAVER, M.Ls and  
remaining M.T.Bs have arrived Mersa Matruh. M.L.1046 arrived  
with a boat in tow having shot down one He.111. \* See next page

2. A lighter grounded west of Matruh being salvaged.

3. PARKTOWN had P.C.307 in tow and both are missing. A/C  
reported 2 ships, probably these, on fire in 32° 10' N.

25° 05' E. at 0930/21 with 75 men in water. They had  
apparently been attacked by 3 E-boats seen steering westwards.  
Some S.L.Cs and A.L.Cs are also missing. M.Ls, M.T.Bs and  
Yugo Slav M.A.S.Bs are rounding up stragglers and searching  
for missing craft.

4. Demolition is reported to have been carried out effectively,  
all books definitely destroyed, present situation at Tobruk  
uncertain. N.O.I.C. Bardia established at Sollum.

5. Levant. 4 Hunts and 2 Corvettes have been allocated as  
Levant striking force, based on Haifa and Beirut.  
(C. in C. Med. 0346C/22 to Admty.)

Orders to S/Ms. If time permits establish patrol by dawn 23rd  
in the vicinity, THRASHER 032° 39' 014° 34',  
TURBULENT 032° 39' 014° 46'. If not, proceed  
secondary position, THRASHER 031° 55' 019° 21'.

TURBULENT 031° 46' 019° 24'.

(Capt. S.1, 0351C/22 to THRASHER, TURBULENT.)

My 0351/22, act independently. Be prepared to return to one  
of these positions at short notice.

(S.1, 1641C/22 to THRASHER, TURBULENT.)

If A/S activity too great you may proceed 033° 04' 014° 34'  
remaining last till 1201C after dark. You may proceed at  
15 knots.

(Capt. S.1 2351C/22 to THRASHER, TURBULENT.)

Proceed through Q B B 255 as in V.A. Malta's 1150B/29/3 to  
position (d) 037° 10' N. 013° 12' E. thence through 035° 19' N.  
014° 03' E. to pass 034° 50' N. 020° 01' E. about 2000C/30.

Thence as ordered by Capt. (S) 1. (2) Enemy E-boats may be  
encountered in vicinity of Malta.

(V.A. Malta 1436C/22 to TRAVELLER (R) C. in C. Med. etc.)

P.31 patrol between 034° 58' 022° 26' and 035° 16' 021° 56'  
from 0200 to 0500C. Capt.(S)1 1845/27 ?April. A S V M will  
carry out U-boat sweep in area in my 2135/21 which may be entered  
(? if desired) after 0130C/23/6.

(Capt. S.10, 1901C/22 to 10 S/M F. (R) 201 Group, C. in C. Med.)

/Movements ...



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22.6.1942  
Monday.War Diary.FOREIGN STATIONS.Mediterranean - contd.

Movements. Arrival 21/6\* ABERDARE M.T.Bs 262, 268, 309, 311, SOUTHERN SEA, B.S. PRINCE DE LIEGE. Departure 21/6 ZINGARELLA, PAKENHAM, INCONSTANT, PALADIN, NAPIER, NIZAM, BIRMINGHAM, NORMAN, HOTSPUR, M.L.353. Arrival 22/6 PROTEUS. Departure 22/6 ERICA, SNAPDRAGON.  
(S.O.(I) Alexandria 1158C/22.)\* See previous page

Red Sea and Canal Restrictions. At 2244B/1 F.O.R.S.C.A. is re-instituting previous restrictions and arrangements during the full moon period.  
(C. in C. Med. in Cairo 1330C/22 to Admty.  
(R) C. in C. E.F. etc.)

Malta Air Report. I.383 22/6. C.S.R. Malta. Night 21/22. 2 alerts 1933 hours, 20 raiders. Luqa, Spitfire and unserviceable Wellington destroyed. Hal Far, no damage. 2345 hours 8 raiders, targets, aerodromes. No damage. Elsewhere civilian damage.  
(H.Q. R.A.F. Malta 1647/22.)  
Part 2 of C.S.R. I.383 22/6. My I.381, 21/6 Photos reveal 3 Drs, 1 M.V. 7000 tons assumption other M.V.7000 tons sunk. R/C located above Convoy 1540 hrs 323°. Tripoli 48 miles course 150° 17 kts also one Dr.323° Tripoli 38 miles course 323°. Speed fast. 1643 hrs, 1 M.V. 7,000 tons 274° Tripoli 72 miles course 360° 15 kts. R/C Marettimo Cape Bon, 1626 hrs. 2 M.Vs 5000 tons 240° Sottile Point 10 miles course 360° 10 kts. 1644 hrs. 3 Drs, 2 Liners 10,000 tons 270° Cape Grosso 40 miles course 260° 15 kts.  
Night 21/22. Wellington 8 shipping search Cape Bon Marettimo in conjunction with Albacores and Swordfish found 2150 hrs. 3 Drs, 2 M.Vs 10,000 tons 360° (Cape Bon?) 25 miles course 160° 18 kts. Shadowed until 2400 hrs. when lost, continued search unsuccessfully (till?) 0030 hrs.  
(H.Q. R.A.F. Malta 1659/22.)  
1 special Albacore and Albacore and 1 special Swordfish and Swordfish arrived in area after convoy was lost - found nothing. 3 Wellington 8s out to attack same convoy, 1 located 0138, bombed from 3000, hits on 1 M/V, red glow observed.  
(H.Q. R.A.F. Malta 1703/22.)

Malta Stocks. Re stocks of furnace oil, diesel oil and coal. (Govr. Malta 1830/22 to Chiefs of Staff.)  
See Lion Copy. p. 652 A.

REVENGE,  
QUEEN  
ELIZABETH. Re ammunition outfits.  
(A.C.N.S.(F) 1831B/22 to C. in C. Med. (R)  
C. in C. E.F. etc.)  
See Lion Copy. p. 652 B

/THORN ...



**MOST SECRET**

652 A. *had*  
*him.*

MOST SECRET

MESSAGE

IN

1830/22nd June.

FROM: Governor Malta.

Date: 22.6.42.  
Recd: 2327.

CYPHER.

ADDRESSED: Air Ministry (For Chiefs of Staff) Repeated  
Mideast (For Defence Committee) Chaperies.

IMMEDIATE.

HE/2079 (?2071) 22/6. IZ.659.

With reference your OZ.535 19/6.

1. Furnace Oil. Our stock of furnace oil will be 952 tons on Tuesday, June 24th, plus a further 1020 tons held available for BADSWORTH, MATCHLESS and TROILUS. We estimate our future consumption at 65 tons per week chiefly for mine-sweepers but this does not include re-fuelling any ships entering Malta. In addition to the above figure we hold a stock of 516 tons of furnace oil in the Government generating station which we estimate will last 64 days at 8 tons per day which is the daily consumption figure we are aiming at. This quantity will be supplemented by further salvage operations on BRECONSHIRE.

2. Diesel Oil. Our present stock of Diesel Oil is 2620 tons including receipts ex-convoy of 1820 tons but of the total amount 200 tons is of poor quality. We estimate future naval consumption at 40 tons per week and Army, R.A.F. and Civil requirements at 70 tons per week. We propose to reserve 200 tons for shuttle service of submarines.

3. Coal. Our present stocks of coal including receipts ex-convoy are 806 tons Welsh coal 1671 tons domestic coal including 353 tons anthracite. 550 tons gas coal. We are pooling all coal resources and making drastic cuts in consumption of coal to a figure of 215 tons per week for all Service and Civil requirements.

1830/22

Recd in War Reg. at 1110/23.

Air Ministry circulation:

1st Lord  
1st S.L. (2)  
4th S.L. (3)  
V.C.N.S.  
A.C.N.S. (F) (2)  
A.C.N.S. (T)  
A.C.N.S. (W)  
N.A. 1st S.L.  
D.O.D. (F) (2)  
D.D.I.C. (2)  
D.C. (2)  
D. of P. (2)  
D.N.I. (4)  
D. of P. (1)  
D. of L.D.  
Admiral Blake.  
Hd. of A.  
I.P. (2)  
W.D.

Col. Jacob.  
1st Sea Lord.  
C.I.G.S.  
C.A.S.



MOST SECRET

MESSAGE

1831B/22nd June

OUT

**MOST SECRET**

Date 22.6.42

To C. in C. Mediterranean, 20,  
 Repeated C. in C. Eastern Fleet, 598,  
 Deputy C. in C. Eastern Fleet, 264,  
 C. in C. East Indies, 57,  
 C. in C. South Atlantic, 634,  
 Commodore Durban,  
 A.S. Alexandria,  
 F.C. 3rd B.S. 179,  
 QUEEN ELIZABETH  
 REVENGE,  
 R.A. West Africa, 591.

Naval Cypher 0

From Admiralty

IMMEDIATE

Your 0936z/14 not to all addressees.  
 QUEEN ELIZABETH should embark before leaving full  
 outfit of 15 inch 5/10A.P.C. Shell and as much 4.5"  
 as can be carried. On arrival Durban adjust outfit to  
 400 15 inch A.P.C. 4 c.r.h. Shell ex REVENGE and half  
 outfit other natures.

2. REVENGE will embark QUEEN ELIZABETH outfit  
 15 inch 5/10 Shell after refit. REVENGE's 1339z/20  
 to Admiralty not to all addressees refers.

3. Remainder of 15 inch and 4.5 inch ammunition now  
 in Mediterranean reserve is to be disposed of as follows.  
 Retain in Eastern Mediterranean reserve 15 inch all  
 H.E. and C.P. 5/10 Shell and charges to match,  
 800 A.P.C. 5/10 Shell and full charges, 240 C.P.C. Shell.  
 4.5 inch 1000 S.A.P. 10,000 H.E.T.F. Remainder is to  
 be transferred to Eastern Fleet reserve  
 and removed from Egypt by early freight. C. in C.  
 Mediterranean is requested to inform C. in C. Eastern  
 Fleet of quantities for transfer. C. in C. Eastern  
 Fleet is requested to order distribution. Balance of  
 15 inch charges to match shell will be made up from  
 U.K.

4. 4.5 inch ammunition in transit to Eastern  
 Mediterranean from U.K. is to count in part satisfaction  
 of future Eastern Mediterranean reserve.

1831B/22

D.G.D.

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

AFP

1st S.L. (2)	D.G.D.	D.N.O. (W.O.)	Dep. Contr)
Controller	D. of P. (2)	I.P. (2)	D.A.S. ) Bath
Vice Controller	D.O.D. (F) (2)	W.D.	Hd. S.W.R.)
V.C.N.S.	Duty Capt. (2)	Hd. of M.	D.N.O. )
A.C.N.S. (F) (2)	D.D.I.C. (?)	J. of D. London	
A.C.N.S. (W)	D.T.S.D.		
N.A. 1st S.L.	D.A.S. (L)		



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22.6.1942  
Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean - contd.

THORN,  
U/B.

At (?1301) P.C. and S. of U-Boat on surface  
034° 27' 025° 01' 270° (? 10)  $\frac{1}{2}$ .  
(Capt. S.1 1854C/22 to THORN, (R) 10th S/M F.)  
Capt. S.1 1845/22 (1854/22 intended) P.C. and  
S. of U-boat at 2203C/22, 034° 34', 023° 08',  
305° 10 $\frac{1}{2}$  knots.  
(Capt. S.10, 2227C/22 to P.31 (R) 10th S/M F.)

Middle East  
Aircraft.

Your 1233/19. You may retain the 2 Coastal  
Command Liberators temporarily. 2. (a) You  
should now have 9 Wellingtons in Middle  
East for 221 Sqn. (b) 4 were in Malta on 19/6.  
(c) 5 are en route to you now. (d) 16 more  
should have arrived in Middle East by 15/7.  
(A.C.N.S.(F) 2022B/22 to C. in C. Med.,  
A.O.C. in C. M.E.)



22.6.1942  
Monday.

War Diary.

FOREIGN STATIONS.

East Indies.

→ K.14, Dutch S/M K.19 (?14 intended) will be ready to  
 K.15. sail from Bombay on 26/6 and K.15 on 6/7 for  
 U.S.A. (2) Request route. B.S.O. suggests  
 Mediterranean might give opportunities for  
 offensive action on passage.  
 (C. in C. E.F. 0740Z/22 to Admty. (R) B.S.O.etc.)

→ O.19, O.23, Dutch S/Ms should be sailed as follows when  
 K.14, K.15. ready. (A) O.19 for Kilindini. (B) O.23 for  
 Colombo. (C) K.14 and K.15 to U.S.A. My  
 0740Z/22 to D. C. in C. E.F. refers.  
 (C. in C. E.F. 0745Z/22 to Com. R.I.N. (R)  
 F.O.C.R.I.N. etc.)

Stores at (? In view of) changed (? circumstances) since  
 Ceylon. C. in C. E.I. 1720/29/4 was sent and the  
 increased use which I intend Force A. to make  
 of Ceylon it is necessary for Naval stores to be  
 available there to meet requirements of this force as well as  
 of the Ceylon escort group. I have accordingly given directions  
 that no (? more) stores are to be dispersed from Ceylon and  
 that necessary stocks for both Forces are to be maintained,  
 Ceylon obtaining from Durban and latter replenishing from U.K.  
 (C. in C. E.F. 0834Z/22 to Admty.)

M/S groups. Your 2304A/25/11/41. Request dates of sailing  
 from U.K. of 170th, 171st and 173rd M/S Groups.  
 (D. C. in C. E.F. 1000Z/22 to Admty.)

G/R Air Re operational control of all long range G/R  
 Forces. flying boat squadrons on E. African Coast and  
 in Ceylon.  
 (222 Group, A.17, 1113/22 to H.Q. R.A.F. M.E.  
 and A.18, 1115/22 to A.H.Q. India.)  
 See Lion Copy.

Ref. message A.17 22/6 (T.O.O 1113/22) from 222 Group, repeated  
 to Air Ministry. I concur generally but consider it would be  
 preferable for 222 Group to undertake operational control of  
 long range G/R flying boat squadron located at Madras to cover  
 area E. of 060° E. and N. of 010° N. I consider co-ordination  
 of all flying boat operations in East Indies is most desirable.  
 (C. in C. E.F. 1621Z/22 to H.Q. M.E. No 207 Group (R) Admty.  
 etc.)

HOEGH Your 1740/17 (re diversion HOEGH SILVERCLOUD)  
 SILVERCLOUD. Confirmed action taken.  
 (F.O.I.C. Ceylon 1327Z/22 to Admty.)



MESSAGE 1113GMT/22nd June IN  
1115/22nd June

SECRET

From 222 Group.

Date 22.6.42  
Recd. 1843

CYPHER

Addressed: H.Q. R.A.F. Middle East, 207 Group. Repeated  
Air Ministry, C. in C. Eastern Fleet, C. in C.  
Ceylon, A.H.Q. India and A.H.Q. Iraq.

IMMEDIATE

WX.3110 A.17 22/6.

As agreed between Air Ministry H.Q. R.A.F. Middle East and A.H.Q. India in Air Ministry signal AX.536 22/4, A.H.Q. India signal AOC/103 26/4 H.Q.R.A.F. M.E. A.631 30/4, A.O.C. 222 Group will assume general operational control of all long range GR flying boat squadrons on East African coast and in Ceylon W.E.F. 0100 GMT 1/7 in accordance with directive from C. in C. Eastern Fleet.

Group areas to be as follows:

207 group East African coast to 60 degs. east but northern limit to be decided by H.Q. R.A.F. Middle East having regard of area to be covered by short range aircraft in Gulf of Aden and Persian Gulf.

222 Group East of 60 degs. East and as far north as 10 degs. north.

A.H.Q. India is being asked to undertake the area east of 60 degs. east and north of 10 degs. north.

Requirements of C. in C. Eastern Fleet in areas as follows:

207 Group A. Patrols north and south of Seychelles area when specifically asked for.

B. Patrols in west Indian Ocean and Arabian Sea when specifically asked for.

C. Patrols to eastward of Diego Suarez when specifically asked for.

D. Reconnaissance to eastward of Kilindini in connection with Fleet movements and operations.

E. Patrols on East African Coast convoy route in connection with large military convoys moving up that coast.

222 Group A. Routine patrols to cover the approaches to Ceylon to East and southeast.

t. in area  
/B.....



654<sup>B</sup>

2.

B. Patrols to cover approaches to Addu Atoll when specifically asked for.

C. Occasional routine searches of Maldive and Chagos Groups.

Either group may be called upon for anti-submarine duties and for reconnaissance in connection with raiders and supply ship activity. When routine patrols are planned groups are to submit to this H.Q. details of form of patrol and area covered. Patrols within the framework of above requirements are to be carried out as routine where stated.

Special patrols on orders from this H.Q. or on request from C. in C. Eastern Fleet.

The responsibility of this H.Q. outside its own group area which does not repeat not include mainland of India south of 10 degs. north extends to long range GR flying boat operations only.

1113GMP/22  
Received from A.M. 0045/23  
Advance Copies D.C., D.O.D.(F), D.D.I.C.

1115/22nd June

From 222 Group.

Date 22.6.42  
Recd. 1920

CYPHER

Addressed A.H.Q. India. Repeated Air Ministry, H.Q.R.A.F. Middle East, C. in C. Eastern Fleet, C. in C. Ceylon, A.H.Q. Iraq.

IMMEDIATE

A.18 22/6 Secret. WX.3116.

Further to my signal A.17 22/6 request you undertake long GR reconnaissance operations in area east 60 degs. east and north of 10 degs. north if agreed following required by C. in C. Eastern Fleet. Patrols as when required to locate and shadow enemy naval forces operating in Bay of Bengal and seaborne expeditions approaching east coast of India.

1115/22  
Advance Copies D.C., D.O.D.(F), D.D.I.C.  
Received from A.M. AM/23rd June

Long range GR Air Force to be under control of one authority.

/ marking overleaf



## A.M. Circulation:-

D.O. Ops. (2)	C.A.S.
W.O. 3.	V.C.A.S.
W.O. 5.	A.C.A.S. (P)
Admiralty	A.C.A.S. (O)
War Office	D.D. Plans (O) (action) (2 copies)
D.O.N.C.	D.W.C.
	D. of O.
	D.D.C.II

1st Lord  
 1st S.L.  
 5th S.L.  
 V.C.N.S.  
 A.C.N.S. (F)  
 N.A. 1st S.L.  
 Ops. (3)  
 C.D. (5)  
 C.I.C. (2)  
 D.N.A.D.  
 C.C.L.S.  
 Air  
 D.N.I. (4)  
 D. of P. (3)  
 M. (2)  
 D. of L.D. (3)  
 D.S.D. (2)  
 Ad. Bellairs  
 D. of P. (Q)  
 I.P. (3)  
 W.D.



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War Diary.

22.6.1942  
Monday.

FOREIGN STATIONS.

East Indies - Contd.

Independent  
M.T. Ships.

Your 1109/21 (N.T.in W.D.) If mechanical transport ships are unable to join convoy they may proceed independently without escort provided they conform to restrictions as to number of personnel carried.  
(D. C. in C. E.F. 1422Z/22 to P.S.T.O.Bombay.)

121 Force.

M.O.5 from Gen. Platt. Have agreed with Gen. Sturges that 121 Force will come under East Africa Command from 2400 hrs. 30/6/42.  
(203 Mil. Mission, Pretoria, 1501/22 to W.O.)

Cruiser  
Refits.

Your 1542/19 to Admty. and C. in C. E.F. only. Following refit ports have been allocated; EMERALD Portsmouth, DANAE Tyne, and CALEDON Chatham.  
(D.O.D.(F) 1631B/22 to D. C. in C. E.F.)

See p. 637.

ANGLO MAERSK

Have you any news of ANGLO MAERSK due Abadan 18/6 from Geraldton, W.A.  
(D.T.D. 1719B/22 to N.C.S.O. Abadan (R)  
S.O.(I.) Colombo.)

Madagascar.

Re peace overtures.  
(121 Force 1815/22 to W.O.)  
See Lion Copy.



**MOST SECRET**

655 A

el.

MOST SECRET

M E S S A G E

1815/22 June

IN

From 121 Force.

Date 23/6/42.  
Recd. 0200

CYPHER

Addressed The War Office. Repeated 203 Military Mission  
Pretoria (for G.O.C. in C. East Africa or  
G.O.C. 121 Force)

MOST IMMEDIATE

057149. 50226/Political cipher 22 June.

FIRST OF TWO PARTS.

Further overtures made by Tananarive regarding  
modus vivendi through intermediary of Monsieur Millot  
President of Planters Association who arrived here June  
21st. Having obtained Governor General's permission to  
visit Diego Suarez for business reason he was charged by  
Fauche with confidential unofficial mission to fortress  
commander.

2. His message was to following effect:-

(1) All civilian population and officials and  
military with exception of a few hot heads desire  
agreement with British. Present situation must end.

(2) Governor General timid and unwilling to take  
responsibility of initiative. His request for  
instructions from Vichy remains unanswered owing to  
presence there of German Armistice Commission. To  
cover himself and cover Vichy Governor General must  
be confronted with situation of force Majeure.

(3) British should propose negotiation with Governor  
General for modus vivendi permit. There should be  
no (repeat no) explicit ultimatum or threat which  
would only compel Vichy to order resistance, but  
Governor General would be able inform Vichy that  
Colony is not (repeat not) militarily in position  
to resist.

LAST PART.

Message continued that agreement could be reached on  
following general lines from which our occupation to be  
as far as possible invisible.

2. We should not (repeat not) occupy port and aerodrome  
held by French garrisons immediately after agreement but  
gradually.

3/.....



3. French officials to remain in their posts with no (repeat no) undertaking of loyalty to any non-French authority. Terms of Franco-German armistice might be adapted in this particular with facility for departure of elements unwilling to stay.
4. No (repeat no) mention of Free French to be made.
4. Corroborative evidence that sentiment in capital is as suggested above has been supplied by French doctor and a health delegate of French Red Cross who arrived here June 21st. They urge importance of covering Governor General and Vichy and of avoiding affront to French military honour and confirm strong desire for an agreement especially among business and supported by Lunist elements.
5. It seems clear that French desire peaceful and progressive occupation but not (repeat not) open collaboration.
6. Millot like Barnett is convinced of Governor General's cognizance of Fauche's activities. Millot's mission doubtless inspired by anxiety regarding delay in Barnett negotiations.
7. Am taking no (repeat no) action pending instruction from you.

1315/22

Recd. in War Reg. 0845/23.

1st Lord.  
 1st S.L. (2)  
 V.C.N.S.  
 A.C.N.S. (F) (2)  
 Sec.  
 Nav. Sec.  
 N.A. 1st S.L.  
 P.A.S. (S)  
 D.C.D. (F) (2)  
 D.N.I. (4)  
 D. of P. (2)  
 D. of P. (Q)  
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 D.C. (2)  
 Hd. of M. (2)  
 Admiral Blake.  
 I.P. (2)  
 W.D.

War Office circulation:-

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22.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

America and West Indies.

Estevan Shelled  
Enemy Intelligence.  
At 2220Z/20 radio station and lighthouse at Estevan Point, Vancouver Island shelled by unsighted vessel. Bulletin 99. KIYOKAWA MARU possibly ferrying planes and supplies home to Japanese A/C Carrier RYUJO which is in Hor(?m)u(?s) hiro area. (?SEIZAN) MARU estimated to be in vicinity of Kurile Is. Air Reinforcements continuing to Truk and Marshalls Area. (C.in C. U.S. Pacific Fleet, 0145Z/22, to N.S.H.Q., C.in C. E.F.).

BOSILJKA sunk  
(?Mined).  
Following given to us for information addressed Conimch from C.G.S.F. (begins):- S.S.BOSILJKA (Yugoslav) approx. 2,000 tons, speed 8 knots, sank about 0300 on northern edge of mine field near Key West, Florida. 32 survivors, no casualties.

Investigation indicates ship routed from New Orleans by B.R.O. to Panama, routing close inshore and then by Yucatan Channel. Upon arrival Boca Grande ship was diverted by British orders from Bermuda to proceed Key West. Ship then headed south straight toward restricted area. Area patrolled by 4 inshore patrol vessels. Some members of crew state ship was torpedoed. But this is not believed correct. 2040/19 (ends). (B.A.D., 0225Z/22, to Admty, C. in C. A.W.I.).  
Your 0225Z/22. We do not at present receive sufficient information concerning American laid minefields in West Atlantic and Caribbean to enable us to publish this information for the benefit of ships leaving U.K. for American Waters. 2. We are ready to introduce a world wide Q message organisation to include U.S. danger areas, but it is understood that this system has not yet been promulgated to U.S. Commands pending receipt of CB. 01618L/32. 3. It is of utmost importance that pending introduction of above system, all information about danger areas and searched channels in U.S. coastal waters and areas under their strategic control should be signalled to N.S.H.Q. Ottawa or C.in C. A.W.I. for retransmission in their appropriate messages series. 4. Request you will raise this with Navy Dept. as a matter of urgency. (D.T.D., 1826B/22, to B.A.D., (R) N.S.H.Q., C.in C. A.W.I.).

O.N.S.102,  
U/B  
attack 21/6.  
Following from C.T.O. No. 24.1.3 as 2330/21 for passing to A.I.G.301(begins). About 0154Z/21. O.N.S.102 attacked by 2 submarines from port side. No. 13 CANTAL bound Halifax in ballast missing and believed sunk. No information of torpedoing can be gained from convoy or escort vessels. No. 14 reports CANTAL dropped astern at 2100Z/20 during heavy fog and not seen since. Both submarines sighted on the surface and driven down. Visibility poor, sea calm (Ends). (Connav, 0320Z/22, to C.T.F. 24 Admty, etc.).  
Connav 0320Z/22. CANTAL arrived Wabana 1100Z/22. (F.O.N.F., 1334Z/22, to Admty, etc.).  
This is C.T.U. 24.1.3., dispatch 1644/21 for action A.I.G. 302. "Have received no reply to my 1445/20 N.T. in W.R.) Local escorts joined last night during fog and attack. Have retained ocean escorts temporarily due to confusion after attack and difficulty in stationing ships in poor visibility. ROOMAN, detached. Striking force in vicinity. Attacked by 1 or 2 submarines last /night ...



22.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

America and West Indies.

O.N.S. 102, night 1 or 2 ships torpedoed, exact details are U/B lacking, request authority to retain ocean escorts attack 21/6. to prudent limit fuel". (Ends). C.T.F. 24 X Contd: machine temporarily inoperative. Admiralty inform holders. (Opanav, 1010Z/22, to Admty).

Movement Summary.	1800 G.M.T. 22/6			
	Ship	Position	Course	Speed
	W.S. 19Y	25° N. 27½° W.	171°	21
	See p 648 PRETORIA CASTLE	16½° N. 27½° W.	347°	15½
	escorting			
	ORONSAY			
	C.T. 18	43° N. 43° W.	257°	13½
	BARCROSS	40½° N. 26½° W.	217°	8
	BARBOURNE			
	(D.O.D. (F) 0815Z/22, to Opanav (R) Comnav, Cominch).			

WEST IRA N.O.B. reports extensive search by U.S. aircraft (Torpedoed over position revealed oil slick but no wreckage 21/6). or survivors. (F.O.I.C. Trinidad, 0932Q/22, to C.in C. A.W.I. (R) Admty).

Chief Engineer and survivors WEST IRA U.S. arrived in Macuba Dutch 3 other lifeboats got away with remainder of crew understand making for Barbados. Survivors believe no casualties sustained. No information at present available as to disposal of secret documents or description of submarine. Position of attack 012° 28' N. 057° 05' W. at 0209 GMT/21. Struck by 1 torpedo. Vessel sank in 10 minutes. (Barbados, 1545/22, to Admty, (R) C.in C. A.W.I. etc.).

G.C. BROVIG In view of change of convoy assembly port from BENEDICK. Freetown to Halifax should Admiralty Oilers G.C. BROVIG, BENEDICK, with destinations Freetown for orders be sailed in next O.T. convoy about June 24th or 25th? (B.S.N.O. Curacao, 1010QR/22, to Admty).

RAMSAY E.T.A. 0730Z/23. Boiler hours No. 1 1468. No. Survivors. 2 1469. 4 survivors of S.S. RAMSAY. All cot cases. Request ambulances on arrival. (DUNVEGAN, 1100Z/22, to C.O.A.C., (R) Capt.D.).

Dispersal of R.A.W. 1251/20. My 1301/9. Dispersal of KS 505 Ships for there have been no ships for S. Atlantic in later S. Atlantic. K.S. Expected dispersal dates O.T. not passed F.S. individual routes with time of departure Curacao and C D O P have been. In future will pass expected dispersals all ships for S. Atlantic direct. (S.O. (I) Jamaica, 1101R/22, to C.in C. A.W.I.).

/Shipping ...



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Monday.War Diary.FOREIGN STATIONS.America and West Indies. Contd:

- Shipping. My 1202/16. (British ships not to be sailed to Colon) is not intended to apply if U.S. Frontier Command is able to provide escort.  
(C.in C. A.W.I., 1103P/22, to B.R.O. Curacao B.R.O. Aruba (R) Admty, S.O.(I) Jamaica).
- U.S. Dispositions. Atlantic Fleet location Sheet No. 27, received in C.in C. Lant's 1830/21, reads as follows:-  
AUGUSTA, RANGER and 6 destroyers in Narragansett Bay. BROOKLYN at Hampton Roads. NEW YORK and 2 destroyers due Narragansett Bay on 26/6.  
BROOKLYN due Bermuda on 25/6.  
(Connaveu, 1343/22, to Admty).
- HARDWICK GRANGE. Overdue Trinidad British HARDWICK GRANGE B.A.D. pass to Connav.  
(S.O.I. Jamaica, 1344R/22, to Admty etc.).
- Shipping Caribbean. My 1432/20, applies to United Nation shipping except British managed shipping held temporarily bound to and from Colon.  
(Connav, 1416/22, to C.G.S.F. C.P.S.F., Cdr. American Forces Aruba Curacao, (R) C.G.S.F., N.S.H.Q., C.in C. A.W.I., S.O.(I) Kingston (Jamaica) Admty. C. E.S.F.).
- H.X. 195. Amend my 1444Z/17 not to C.T.U. 24.18.6. to read: Task Unit 24.1.11 PRIMROSE (SO). PRIMROSE will sail to overtake. DIANTHUS will be S.O. until PRIMROSE joins.  
(F.O.N.F., 1420Z/22, to C.O.A.C., N.S.H.Q., etc.).
- Mine. Drifting mine 46° 59' 45" N. 52° 45' 45" W. 20/6.  
(Washington, 1537/22, to Admty).
- U/B attacked. Aircraft attacked S/M in 043° 52' N. 063° 48' W. at 1450Z/22.  
(C.O.A.C., 1550Z/22, to Admty).
- O.N.S.102. Task Unit 24.1.3, detached escorting STRATFORD 1200Z/22. All 59 ships present including GC 84 not torpedoed and excluding RADCHURCH straggling 20 miles astern. Adjusting speed to arrive position "L" 0800Z/24.  
(C.T. 24.18.3, 1630Z/22, to C.T.F. 24 (R) Connav, Admty etc.).
- THOMAS STONE "S" Report. Georgetown W/T intercepted SSSS from THOMAS STONE U.S. at 1550 GMT 22/6 in 21° 41' N. 61° 32' W.  
(Navycom Bermuda, 1633P/22, to Admty).



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Monday.War Diary.FOREIGN STATIONS.America and West Indies. Contd:

ESSO  
BELGIUM,  
overdue. Overdue Puerto La Cruz Belgian ESSO BELGIUM B.A.D.  
pass to Connav.  
(S.O.(I) Jamaica, 1647R/22, to Admty etc.).

U/B  
Positions. 22/6. S/M Estimate.  
(C.in C. U.S. Fleet, 1649/22, 1709/22, 1716/22,  
1721/22, 1736/22).

J.C. FREMONT  
U/B. For J.C. FREMONT only. Can you confirm enemy  
submarine report? This is from Combasefront  
(Seafon Balboa 1650/22 to Area 8 WAVT (Signific-  
ation of Signal Letters unknown)).

Bunkers,  
Hampton  
Roads, Your 1143/20. Following is a repetition of A.M.  
1327/13 to same addressees as this message.  
"Your 1723P/10 it is confirmed that restrictions  
apply to Greek ships only. 2. Other ships may  
bunker at Hampton Roads or Halifax irrespective  
of quantity. M.A.R.I. amendment No. 16 refers".  
(D.T.D. 1652B/22, to C.in C. A.W.I. (R) N.S.H.Q.,  
S.O.(I) Jamaica).

HOEGH GIANT  
survivors. Paramaribo reports arrival 20 25 survivors  
Norwegian HOEGH GIANT. B.A.D. pass to Connav.  
(S.O.(I) Jamaica, 1701R/22, to Admty, etc.).

T.O. 9. Sailed WARWICK and PIMPERNEL escort T.O. 9.E.T.A.  
Pedro Bank 1030Z/24, E.T.A. PIMPERNEL via Aruba  
2230Z/24.  
(U.S.S. CHEW, 1702Q/22, to C.A.F.C., (R) Admty  
C.in C. A.W.I. S.O.(I) Kingston, N.C.S.O. Curaçao,  
N.O.B.).

BRITISH  
CONSUL  
SAN ELISEO. B.R.O. Trinidad 1616/18 and your 1112/20. BRITISH  
CONSUL. Also SAN ELISEO understood shortly ready  
to leave Barbados. 2. It is not apparent how  
these ships are to obtain escort to Gulf ports and  
attempt is being made to arrange repairs on  
Atlantic coast. 3. Suggest you endeavour to arrange.  
(a) Escort for SAN ELISEO to Trinidad - (b) Onward escort for  
both ships to Key West. It may be found possible to include them  
by reducing the speed of a TW convoy.  
(D.T.D., 1803B/22, to C.in C. A.W.I. (R) F.O.I.C., Trinidad, B.R.O.  
Trinidad).

Shipping  
Routeing My 1853/20, (Sailing of tankers to Trinidad or  
Aruba for convoy). For Aruba read Curacao.  
(C.in C. A.W.I., 1812P/22, to R.O. Caracas R.O. La  
Guayra, R.O. Las Piedras, R.O. Porto Cabello R.O.  
Cumaribo. (R) Admty, S.N.O. Curacao, S.O.(I)  
Jamaica). Correction made in 20/6.



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22.6.1942.  
Monday.War Diary.FOREIGN STATIONS.America and West Indies. Contd:

- P. 554. H.M. Sub P. 554 on completion of working up practice is expected to be ready to sail from New London on 10/7 in accordance with A/M 1627/23/3 and 2130/28/3 and F.O. (3) (?1127) ? 7/4. Cdr. Subs A.F. Pass to P. 554. (B.A.R.M. 1826Z/22, to Admty).
- Ice Bulletin Halifax, 1830/22.  
22/6.
- W/T Watch in M/Vs. Noted with anxiety that Route Signals of many large U.S. Merchant Ships, including fast tanker OHIO, state "No regular W/T watch". 2. For British Managed Shipping this term signifies that an irregular wireless watch is maintained depending on the other duties of the Dock Officer who operates the wireless installation. Many Norwegian ships have had no proper Radio Officers and a number of these ships have been lost as a direct consequence. 3. If the term has the same signification for U.S. managed shipping, requested that you will represent the matter with all possible force. It is known that Navy Dept. is not diversion-minded, but to send large and valuable ships to sea without sure means of communicating with them would appear to be inviting disaster. (A.C.N.S. (T) 1840B/22, to B.A.D.).
- Convoys. Amendment to his 1842/20. (C.in C. A.W.I., 1843P/22).
- Norwegian Corvettes. Your 2154/16. Admty concurs with C.in C. Western Approaches' 1742/19. (D.O.D. (H), 1905B/22, to N.S.H.Q.).
- H.A. and A.H. Convoys. My 2001/19. Cancel para. 2 and 3. Insert new para. 2 and 3 which read as follows:- 2.H.A. A.H. convoys will be escorted by Halifax force Group X 1. X 2 and X 3. Each consists of 4 corvettes. 3 Request Task unit numerical designation and call sign be assigned to X. 1 X. 2 and X. 3 and promulgated. (C.O.A.C., 1923Z/22, to N.S.H.Q., C.in C. U.S. Fleet, Connav, Admty (R) B.A.D. etc.).
- Ships Torpedoed or Mined. Connav Serial 21 and 22. WEST IRA U.S.A., Torpedoed 21/6 012° 28' N. 057° 05' W. RIO TERCERO, Argentine, torpedoed, 22/6 039° 15' N. 072° 32' W. LINA MATKOVIC Yugoslavian, struck U.S. mine entrance Cristobal sunk 21/6. NORTIND, Nor. damaged by torpedo 20/6 028° 41' N. 089° 34' W. reached New Orleans. (Connav, 2110/22, to C.E.S.F., N.S.H.Q., S.O.(I) Kingston).



22.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

America and West Indies. Contd.

U.S.  
Movements.

U.S. Cruiser MILWAUKEE, U.S. Dest. MOFFETT leave Rio de Janeiro about 23/6 for vicinity of Equator 035° W. U.S. Dest. McDOUGALL en route Recife from Trinidad with PATOKA E.T.A. 3/7. (Cominch, 2131/22, to R.A.W.A.).

HIRYU (sunk  
Midway Is.)  
Enemy  
Intelligence.

34 Japanese survivors picked up N.W. of Midway confirm that HIRYU was one of the carriers sunk. They also confirm information acquired by U.S. Authorities from other sources that RYUJO is in Cardiv 4, that there is no Cardiv 3 and that ZUIHO was converted from former TAKASAKI. In the Coral

Sea engagement they admit the loss of SHOHO formerly TSURUGISAKI and previously wrongly referred to as RYUKAKU.

(B.A.D., 2215Z/22, to Admty). N.I.D. Comment.

(1) The Japanese aircraft carrier strength is now estimated to be:-  
Ready for service. Displacement. No. of aircraft.

ZUIKAKU	16,000	45
RYUJO	7,100	30
HOSHO	7,470	20
NITTA (converted merchant ship)	10,000	42
TAKASAGO (converted merchant ship)	10,000	42
ZUIHO (ex-oiler TAKASAKI)	12,000	42
Damaged & under repair.		
KAGA	28,000	60
SHOKAKU	25,000	60
SORYU	10,050	42

(2) Aircraft carriers believed sunk:-

Coral Sea battle 7/5/42.

SHOHO (ex-oiler  
TSURUGISAKI) 12,000 42  
(previously referred to as RYUKAKU)

Midway Island battle 4/6/42

AKAGI 26,000 48  
HIRYU 5/6/42 10,050 42.

Note, Signal has been repeated to C. in C. E.F., C.O.I.S. Colombo, and A.C. N.B.



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War Diary.22.6.1942.  
Monday.FOREIGN STATIONS.Australia and New Zealand.

Albany. Albany has been established as minor defended port. War Signal Station Stones Hill primarily responsible for recognition except when obscured by cloud when ships may be challenged by gun battery. Responsible Officer N.O.I.C. Albany. (A.C.N.B. 0116Z/22 to R.A.N. etc.)

Situation. Serial 151 from C.W.R. 21/6. My serial number 150, cancel para 8. Reports indicate enemy preparing aerodrome on Grass plains N. coast Guadalcanal Island. My serial number 118, para 4 refers. Frequent use of Lunga harbour 009° 19' S 160° E by enemy shipping reported.  
 (4) Nil report from aircraft on R/C over Kapingamarangi 21/6.  
 (5) Ref. my serial number 148, bombers attacking Port Moresby 18/6 dropped several bombs on Robinson River 100 miles S.E. of Port Moresby. No damage.  
 (6) Aircraft ? R/C show 9 fighters 1 bomber at (Lae 20/6. (A.C.N.B. 1431Z/22 to Admty. etc.)

ORESTES (shelled 8/6.) My 0826/9. Ref. C B 3000 A (38) para 74. ORESTES, Ocean SS. Company. 3 explosions near ship indicate possibility of magnetic torpedoes. 2 hits by 5.5. inch calibre shells. No casualties. (A.C.N.B. 1547Z/22 to Admty.etc.)

Solomon Islands. Report from Resident Commissioner 21/6 (High Commr. Western Pacific, 1754/22 to S of S for Colonies.) See Lion Copy.

Midget S/MS. Your 0800Z/13 reports outer loop in 14 fathoms gave 4 inward crossings. Admty. 817A 1639B/13 stated detection obtained on 6 fathom but not on 15 fathom loops. Advise facts giving operating sensitivity each loop in terms of Maxwells per millimetre deflection. (Buships Washington 1945/22 to A.C.N.B. (R) Admty)

U-BOAT CAMPAIGN.Submarines Reported.

Estimated U/B positions. (D.D.I.C. 1412B/22, 1426B/22.)







(2)

1st Lord  
 1st S.L. (2)  
 4th S.L.  
 5th S.L.  
 V.C.N.S.  
 A.C.N.S. (H)  
 A.C.N.S. (F)(2)  
 A.C.N.S. (T)  
 A.C.N.S. (W)  
 Nav. Sec.  
 N.A. 1st S.L.  
 D.N.I.D.  
 Hd. of M. (2)  
 D.O.D. (H)(2)  
 D.O.D. (F)(2)  
 D.C. (2)  
 D.N.I. (7)  
 D.D.I.C. (2)  
 D.S.D.  
 W.D.  
 D. of P. (Q)  
 Admiral Blake  
 D.T.D. (4)  
 D.T.D. (C)  
 D.T.D. (M)  
 D. of P. (2)  
 D.A/S.W.  
 D.P.D.  
 I.P. (2)  
 Admiral Bellairs.

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 Commander S. Barry (N.I.D)  
 Major T.H. Winterborne.  
 Mr. H.G. Verney

/MC



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23.6.1942.  
Tuesday.War Diary.SITUATION REPORT.British Air Operations.

Bomber Command report a successful raid on Emden last night by 195 aircraft.

Mining.

5 or 6 E-Boats from Boulogne again made a minelaying sortie last night to an area off Hastings; they were driven off by our patrols.

Mining off Tyne.

Three magnetic mines were detonated yesterday off the Tyne and one today.

Mining off Humber.

Several more magnetic mines were detonated today in positions 2 to 4½ miles from West Sheringham Buoy.

Mining in Thames Approaches.

Several ground mines and several magnetic mines were detonated in the Thames Approaches today.

A small ship was sunk off Poole this afternoon and the port was closed.

Mediterranean.

At Hal Far and Luga each one Spitfire was damaged by air attack last night.

Wellingtons last night attacked a convoy of 2 merchant ships and 2 destroyers 33 miles east of Palermo and report hits on one merchant ship. 12 Beauforts escorted by Beaufighters attacked this morning two large merchant vessels escorted by 4 destroyers off Cape Spartivento and torpedoed both merchant ships and one destroyer and left them stopped.

Demolitions at Sollum were completed this morning. "A" Lighters are evacuating surplus stores from Mersa Matruh. Albacores mined Tobruk harbour again last night.

The Admiralty have asked C. in C. Med. to consider reducing to a minimum the amount of United Nations shipping in the Eastern Mediterranean, owing to the increased risk of air attack and probable mining of the Suez Canal.

/BIRMINGHAM...



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23.6.1942.  
Tuesday.

War Diary.

SITUATION REPORT.

Mediterranean - Contd.

BIRMINGHAM, HOTSPUR and INCONSTANT are to rejoin the Eastern Fleet forthwith.

PORPOISE arrived at Alexandria today after a storing trip to Malta and Operation "Vigorous".

America and West Indies.

Enemy minelaying is suspected in Massachusetts Bay.

C. in C. A.W.I. reports that N.C.S.O. Capetown does not so far appear to have routed any ships bound for U.S. or Canadian ports in accordance with Admiralty instructions of 18/6 and 19/6. This will necessitate a number of diversions, and in view of the uncertainty as to whether ships receive those signals unjustifiable risks are being run.

The Admiralty do not receive sufficient information concerning American minefields in the West Atlantic and Caribbean, to enable this information to be published for the benefit of ships leaving the U.K. for American waters.

U.S. Tanker CAMDEN was torpedoed today off Cape Blanco.



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.Policy.

North Atlantic dispositions.	Disposition of operational units in North Atlantic.
	Area North Russia 2 Destroyers
	Area Iceland WASHINGTON TUSCALOOSA WICHITA 4 Destroyers (U.S.)
	Area Scapa DUKE OF YORK RENOWN VICTORIOUS CUMBERLAND KENT LONDON 7 Destroyers
	Area Clyde ARGUS KENYA MANCHESTER NIGERIA 3 Destroyers
	Area Rosyth DELHI NORFOLK
	Area Gibraltar EAGLE CHARYBDIS CAIRO.

(D.O.D.H., 1029Z/23, to C.in C., U.S. Fleet).

North Russia. Proposed W/T Receiving and Jamming Station.	Your 1551/8 para. (iv) and (vi) and A.C.I.C. 1211/12. It is not considered that results would justify a station on Jan Mayen. 2. The possibility of establishing a station in Spitzbergen is being examined. (A.C.N.S.H., 1640B/23, to C.in C., H.F.).
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Movements.

DURBAN. My 1515/22. Amend DURBAN's speed to 21.8 knots and E.T.A. position (R) to 2230/23.  
(A.C.I.C., 0043B/23).  
C.in C. W.A., 1150/23. Route from Q.Z.S. 315 to 180° Lizard 6,180° Start Point 8,050° 27' N. 002° 38' W. and by Q.Z.S. 293 and 284 to Needles. Adjust speed to arrive No. One buoy Needles at 1000/25th when you will be met by sweeper.  
(C.in C. Plymouth, 2155B/23 to DURBAN).

MARTIN. Proceed passing Switha 1600 today to Hvalfjord routed through 058° 50' N. 007° 10' W, thence through Reykjanes passage. On arrival act in accordance with C.in C. H.F., 2357B/22 reporting to Comtask 99.  
(R.A.D., H.F., 1038B/23, to MARTIN).  
Sailed MARTIN for Hvalfjord. E.T.A. 0500B/25.  
(R.A.D., H.F. 1606B/23).



War Diary.23.6.1942.  
Tuesday.HOME COMMANDS.Movements. Contd.

P. 247. Intend to sail P. 247 escorted by LA CAPRICIEUSE at 1300B/24 for Holy Loch. E.T.A. 0630B/25. (F.O.I.C. Liverpool, 1212/23).

ICARUS. E.T.A., 0500B/24. ESCAPADE in company.  
ESCAPADE. (ICARUS, 1250B/23, to A.C.O.S.).

DOUGLAS. C.in C. W.A. 1113B/20. Intend sailing DOUGLAS from Lough Foyle 1900B/24 to Hvalfjord. E.T.A. 0900B/27. (N.O.I.C., Londonderry, 1554B/23).

KEPPEL C.in C. W.A. 1014B/14. Intend sailing KEPPEL and  
LEAMINGTON. LEAMINGTON from Lough Foyle at 1300B/25 to Seidisfjord. E.T.A. 0800B/27. (N.O.I.C., Londonderry, 1617B/23, to C.in C. H.F.).

ARGUS. Arrived ARGUS escorted by Capt. (D) 17 in ONSLOW and PANTHER. (N.O.I.C. Greenock, 1644B/23).

H. 50. Intend sailing H. 50 with W.P. 176 for Portsmouth tomorrow. (F.O.I.C. Falmouth, 1716B/23).

6th M.L. F.O.I.C. Harwich's 1807/22. Request you will  
Flotilla. transfer the 6th M.L. Flotilla to Harwich on 26/6. (C.in C. Nore, 1724B/23, to F.O.I.C., Yarmouth). Request you sail one division of M.Ls. to relieve 6th M.L. Flotilla at Ramsgate on 25/6. Cdre. Dover is requested to sail M.Ls. 148, 149, and 150 to Harwich as convenient after arrival of relief division. (C.in C. Nore, 1726B/23, to F.O.I.C., Yarmouth).

SOKOL. SOKOL arriving Holy Loch 6/7 and, after a stay of about 48 hours, will proceed to Blyth. (F.O.S., 1729B/23). *See p. 672*

SAMPHIRE. Sailed SAMPHIRE for Liverpool in accordance with Comdre Londonderry's 1642/22. E.T.A. 1200B/24. (F.O.I.C., Greenock, 2203B/23).

Escorts Your 3216/22 and 2224/22. Escort from Home Fleet  
for HOWE. is not available for either movements on dates given. (2) Following arrangement is proposed (a) TJERK HIDDES, NEPAL and one other destroyer to arrive Clyde 3/7 to provide escort for preliminary trial and subsequent passage. (b) SIRIUS to provide surface escort for passage. (C.in C. H.F., 1752B/23).



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.Movements. Contd.

LONDON.  
KENT. Scapa departure C.S.1, in LONDON with KENT.  
E.T.A. Hvalfjord 0800/25.  
(A.C.O.S. 1801/23).

GRAY RANGER  
HALCYON Scapa departures GRAY RANGER, HALCYON, BRITOMART,  
BRITOMART SALAMANDER. E.T.A. Hvalfjord 0900B/26.  
SALAMANDER. (A.C.O.S., 1815/23).

NIGERIA. Sailed C.S. 10 in NIGERIA for Scapa to comply with  
C.in C. H.F. 1415B/18. E.T.A. Hoxa Gate 1640B/24.  
(N.O.I.C., Greenock, 2058B/23).

NORFOLK. Scapa arrival NORFOLK.  
(A.C.O.S., 2117B/23).

RENOWN. Your 1754<sup>B</sup>/23. <sup>M.T. & M.D.</sup> SOMALI, WILTON, LEDBURY detailed.  
(R.A.D. H.F., 2359B/23, to C.in C. H.F.).  
*See 24/6. p. 692.*

Operations.

Short engagement with E-Boats. Five or six E-Boats from Boulogne again last night made a minelaying sortie to an area off Hastings. M.Ls. 138 and 141 on patrol at C One Buoy sighted and engaged the enemy about 0115 at 1000 yards range for 2 minutes claiming hits with 0.5" guns. M.G.Bs. 10(SO) 6, S3, and 41 at N E Varne proceeded at full speed to intercept the withdrawal near Bullock Bank but when within four miles on a correct course one engine of Senior Officer's boat broke down. M.G.Bs S3 and 41 closed Boulogne, but were only able to sight the enemy's wakes at 2 miles.  
(V.A. Dover, 0942B/23).

Offensive Patrols. Weather permitting carry out the following offensive Patrols tonight. (1) One Unit M.T.Bs. and one Unit M.G.Bs. vicinity R B 5. (2) One Unit M.T.Bs. and one Unit M.G.Bs. vicinity R B 4. All Units to be 30 miles off shore by daylight. (C.in C. Nore, 1158B/23, to BEEHIVE).  
Departure M.T.Bs. 241, 72, 34, 70, and 32. M.G.Bs 74, 63, 67, 58, 76, and 60.  
(F.O.I.C., Harwich, 2045B/23).

QQ 3. My 476 T of 13th June. Cancel my 1134/22.  
Operation QQ 3 will be carried out on 27/6.  
(C.in C. Nore, 1728B/23).



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.British Air Activity.

KENYA. Fighter protection has been asked from 1800B/23 to Dusk 23rd.  
(C.in C. W.A., 1027B/23, to S.O. Force "T".)

Bombing operations. On day 22/6, 6 A/C bombed the docks at Dunkirk. On night 22/23, 41 A/C bombed Emden, and one A/C dropped one 4000 lb Bomb on Borkum Town.  
(H.Q.B.C. 1300/23).

Enemy Air Activity.

North of Iceland. Enemy A/C believed F.W.200 sighted by Northrop Patrol in 66° 40' N. 17° 40' W. at 1123. Enemy turned back and disappeared in cloud.  
(A.C.I.C., 2014B/23).

Jan Mayen. Following from Jan Mayen. Unidentified A/C observed 0550 over south coast direction east/west and 1406 over North coast disappearing westerly direction. Ends.  
(A.C.I.C., 2355B/23).

Mining.

Humber. Following 9 Magnetic mines exploded by Sweepers at 0827, 1451B, 1450B, 1452B, 1535B, 1536B, 1619B, 1631B, and 1711B on 22/6. Details.  
(F.O. Humber 00157/23).  
8 Magnetic Mines exploded by Sweepers today near West Sheringham Buoy at 0722, 0752, 0909, 0909 $\frac{1}{2}$ , 0926 (two), and 0926 $\frac{1}{2}$  (two) respectively. Details.  
(F.O. Humber, 1920B/23 and 0930/24).

Dover. Mines swept yesterday in Q.Z.X. 740.  
Red - 50° 51' 09" N. 00° 51' 06" E. Acoustic  
50° 51' 15" N. 00° 52' 15" E.  
(V.A. Dover, 1117B/23).  
My 2212/21 and 1117/23. Insert in mines exploded on Q.Z.X. 740 under date of 18th June (26).  
Spontaneous explosion 50° 51' 21" N. 00° 49' 42" E approx.  
(V.A. Dover, 1851B/23).  
Your 1154/20. Concur. There is no objection to minelaying between Gris Nez and Boulogne provided that sterilisers are used. (Forty days).  
(A.C.N.S.H., 1221B/23, to V.A. Dover).

Poole. LENY sunk presumably by mine in position 114°  
Poole Bar Buoy 2 miles. Request approval to close port until further orders. Two survivors, one dead.  
(N.O.I.C. Poole, 1435/23, to Admty).  
Port of Poole is closed to traffic outside North Haven Point until further notice. Movements are not restricted in Poole Harbour itself.  
(N.O.I.C., Poole, 1510/23).

/Port ...



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.Mining.

- Poole. Port of Poole is closed to all shipping.  
LENY (Dutch, Further signal will be made when a channel has  
343 Tons) been swept.  
sunk. (C.in C., Portsmouth, 1545B/23).  
Contd:
- Harwich. 7 ground mines detonated by M M/S at 1032,1217,  
1230, 1650 and 1727 respectively. Details.  
(F.O.I.C. Harwich., 1449B/23, 1746/23).  
My 1449 and 1746. 8 Magnetic Mines exploded  
today by Sweepers at 1028, 1208, 1214, 1226,1648,  
and 1726 respectively. Details.  
(F.O.I.C. Harwich, 2151B/23).
- Off Selsey Admiralty 1829/15 and my 1804/22. At 1045/22  
Bill. one Magnetic Mine exploded by Sweepers. Details.  
(C.in C. Portsmouth, 1733B/23).  
One mine detonated by LL 164° Selsey Bill 2.8  
miles.  
(C.in C. Portsmouth, 1804B/23).
- Tyne. Four magnetic mines detonated during search  
Q.Z.S. 290 at 1148/22, 1245/22, 1352/22, and  
1220/23 respectively. Details.  
(N.O.I.C. North Shields, 1832/23).
- Enemy Intelligence.
- Baltic (a) Recent intensive transport of troops and  
Movements. material from German Baltic ports to southern  
Finland was due to be completed 18/6. B.3.  
(b) Italian E-Boats recently reported in southern  
Finnish ports have now been (?sent to) operate on Lake Ladoga  
against refugees escaping from Leningrad. B.3. (c) Invasian  
craft continue to reach (?convenient) Gulf ports from Germany.  
On (?March 18th) 14 T.L.Cs arrived Helsingfors including following  
(?warship) numbers 291 295 299 320 323 329. (Each number had  
suffix AM). All craft subsequently sailed eastwards. B. 2.  
(N.A. Stockholm, 1116/23).
- Iceland. SAEBOL reports 1 small ship 323° 8 miles from  
Advalik course 235° speed 12 knots at 0740/23, and  
one medium vessel 324° ten miles. Course 260°  
speed 19 knots at 0845/23.  
(A.C.I.C., 1231B/23, to WICHITA).
- ADA GORTON. Press reports: (a) Swedish ADA GORTON 4000 tons  
ORION. torpedoed and sunk off Oland 22/6 by Russian  
EKNO. U-Boat. (b) My 1215/21 Danish ORION has been  
brought into Visby. Swedish EKNO mined and sunk  
off Heligoland.  
(N.A. Stockholm, 1601/23, to Admty).



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.Enemy Intelligence - Contd.

SCHARNHORST. P.R.U. Sortie 1430/23 shows SCHARNHORST remains in former position with her camouflage unchanged.  
 PRINZ EUGEN. PRINZ EUGEN remains in dry dock No. 5 but she now has new stern in position. NÜRNBERG in Southern Floating Dock. Cruiser is without camouflage and still undergoing major refit with her main gun turrets probably dismantled. One destroyer departed since 21/6 and the two completed destroyers in Port now both dry-docked. (P.R.U. Benson 2330/23.)

U-Boats.

U-Boats reported. D/F bearings at 2232/22Z indicate U-Boat in Denmark Strait between 18° and 25° W. (D.D.I.C. 0108B/23.)  
 My 0108/23 and A.C.I.C.'s 0055/23 to WICHITA. Further bearings of this transmission place U-Boat in approx. 67° 45' N 20° 50' W. (D.D.I.C. 1110B/23 to WICHITA.)  
 Am over enemy S/M in 45° 37' N 9° W. When seen was observed to dive on a course 160°, speed 5 knots. (A/C 0902/23 to 19 Group.)

U-Boat attacked. Am over enemy submarine in 46° 59' N 14° 1' W. Enemy previously reported was on surface when first sighted was on course 280°, estimated speed 12 knots. (A/C 5 DNB 1453/23 to 19 Group.)  
 Have attacked enemy with depth charges and estimated no hits. (A/C 5 DNB 1458/23 to 19 Group.)

Navigational.

Denmark Straits. Drift ice seen in 67° 30' N 20° 1' W. (A.C.I.C. 2014B/23.)

Casualties and Defects.

B.P.C.2. B.P.C.2 and B.P.C.6 ashore on Shingles Bank.  
 B.P.C.6. Expect them to float off at daylight. (C. in C. Portsmouth 0030B/23.)  
 My 0030B/23. Vessels proceeded at dawn to join Yukon 2. (C. in C. Portsmouth 0820B/23.)

TJALDUR. Cancel my 1140/22. Vessel unable to sail, burst main steam pipe. (F.O.I.C. Aberdeen 0945/23.)

NORBRIS. Tanker NORBRIS returned to Freetown June 15th with defects. (LEITH 1025/23.)

SPEEDWELL. Proceed passing Switha 1500 today to Rosyth for repairs to port circulating engine. (R.A.D. 1035B/23 to SPEEDWELL.)

See next page  
(P. 17)  
/M.G.B.52...



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23.6.1942.  
Tuesday.War Diary.HOME COMMANDS.Casualties and Defects.- Contd.

M.G.B.52. M.G.B.52 arrived damaged in tow of M.G.B.312 at 1222/23.  
(F.O.I.C. Portland 1240B/23.)

ROCKINGHAM. Departure ROCKINGHAM for London Graving Dock Poplar.  
(Commodore, Sheerness 1439B/23.)  
Arrival ROCKINGHAM. (F.O.I.C. London 1840B/23.)

SJORGATT. Arrival from Buckie LENIVOSE towing Norwegian M/V SJORGATT.  
(N.O.I.C. Peterhead 1805/23.)

JOHN M. My 0902/22. Ship will be sailed A.M. tomorrow.  
(TITANIA 1826B/23.)

Shipping and Convoys.

P.Q.17. Cancel my 1529B/19. Intend sailing RATHLIN and ZAMALEK at 0600B/24 to R/V at 1800B/24 June 000° Lough Foyle Buoys 6 miles.  
(N.C.S.O. Greenock 1012B/23.)

My 1612B/19 para (1) Delete SPEEDWELL. (C. in C. H.F. 1215B/23 to S.B.N.O. North Russia.) *See Medicinal page*  
In view of A.C.I.C.'s 1342/21 request information whether TROUBADOUR may be accepted for P.Q.17.  
(D.T.D. 1306B/23 to C. in C. H.F.)

H.X.194. H.X.194. At daylight 24th detach ships for Clyde and Mersey capable of 12 knots and over escorted by PIORUN.  
(2) On crossing 010° W PIORUN report names of ships in company and E.T.A. Clyde and Bar Light Vessel.  
(3) PIORUN is to proceed Clyde with Clyde ships.  
(4) Fast ships designated H.X.194. F.  
(C. in C. W.A. 1814B/23 to C.T.U. 24-1-17.)

Oil-fuel in North Russia. Your 1625/20. Russians have now received new stocks of Diesel oil and no further supplies are needed at present. Tanker will be used for fuelling escorts as well as for maintaining stocks as Russian fuelling is very slow and draft should not exceed 23 feet 6 inches.  
(S.B.N.O. Archangel 1816B/23.)

Norwegian shipping. Message to Masters, Officers, and Seamen of Norwegian ships from Royal Norwegian Government and Nortraship.  
A Tidningarnes telegram in Stockholm reports that further attempts will probably now be made by the Germans and Quislings to persuade Norwegian vessels to proceed to neutral ports or to surrender to the Axis. Instructions from owners in Norway are sent only at the point of the pistol and you will know how to ignore them as in the past.  
(D.T.D. 2300Z/23 to B.A.M.S. All Norwegian Ships.)



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War Diary.23.6.1942.  
Tuesday.FOREIGN STATIONS.Raiders.

Intelligence. (1) No further reliable indication of present position of the 3 German raiders at sea, or of Japanese raiders.  
(2) Cancel paras. 4 and 5 of my 2313/16. DORNOCH has arrived. ALIOTH was a U-Boat casualty. (D.D.I.C. 1825B/23 to A.I.G.13 etc.)

North Atlantic.

P.44. Do not proceed West of 004° W until 0600B/24. (F.O.C.N.A. 1108B/23 to P.44.)

Situation Area X. Situation 2001B/23.  
Report. 1. P.46, 38.04 10.51 through 225° St. Vincent Po. thence to Gibraltar 8 knots. On the surface throughout.  
2. O.R.P. SOKOL 37.17 09.32 326° diving by day 2 knots, surface by night 9 knots. *See p.666*  
3. O.G.85, 36.47 11.56 through 36.32 10.02 to Gibraltar 7½, S.O. WESTCOTT.  
4. IMPERIALIST patrolling off Lisbon. Leaves patrol p.m./24 to R/V 2 merchant ships off Lisbon and escort coastwise to Gibraltar.  
5. SCOTTISH off Cadiz coastwise 10 knots sweeping patrol off Cape Roca.  
6. ALOUETTE patrolling Huelva Bight.  
7. ST. NECTAN escorting Cable ship MIRROR vicinity 36.48 10.37.  
8. PHYLLISIA 35.23 07.11 to Gibraltar 6.  
9. SPIKEA, COLTSFOOT 34.18 10.08, 245° 12.  
10. Fleet Unit 3 destroyers sailed approx. 0300/24 to Westward 16 knots.  
11. ABDIEL 23.57 17.06 through 24.00 16.30 and 28.00 15.30 thence 31.22. (F.O.C.N.A. 1350B/23 to N.A. Stn.)

Repatriation. Intend to sail Italian Repatriation Liners GIULIO CESARE and DUILIO for Naples at 0800B/24 routed in accordance with A.M. 1823/11 amended by A.M. 2021/13. (F.O.C.N.A. 1529B/23 to C. in C. Med. (R) Admty. etc.)  
My 2208/22. Repatriation Liner now sailing 0800B/24. (F.O.C.N.A. 1538B/23 to 4 S/M F.)

A/C A.O. Aircraft nationality unknown seen passing Funchal. Porto Moniz at 2045 G.M.T./22. Appeared to drop an object in sea off Pargo Point. (N.C.S.O. Funchal 1630/23 to Admty. S.O.I. Gib.)

U/B. 040° 56' N 028° 42' W sighted periscope bearing 145° half mile heading 290° at 1615 G.M.T. (BRISBANE STAR 1700/23.)  
041° 47' N 028° 19' W sighted periscope bearing 140° ¾ mile heading 230° 1953 G.M.T. (BRISBANE STAR 2105/23.)

/B.D.Vs...



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23.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.North Atlantic - Contd.

B.D.Vs. B.D.V. BARCROSS and BARBOURNE arrived bunkered. They have recognition signals up to 3/7 only. (R.O. Fayal 1706/23 to Admty. (R) F.O.C.N.A. N.C.S.O. Ponta Delgada.)

PONTET Arrival 22/6. (N.C.S.O. Lisbon 1814/23 to CANET M.W.T.)  
(French)

U/B Pilot of Pan American Clipper states he saw S/M Azores. just south San Mattheus Point Pico Island 1600 G.M.T./23. Attention is called to 2 boom defence vessels now here for bunkering. (R.O. Fayal 2031/23 to Admty. (R) S.O.I. Gib.)

W.S.20. Admty. 1503/22 and 0039B/11 para 6 and 11. NARKUNDA. Request confirmation that NARKUNDA is to remain with convoy from position (H) to position (X) observing this involves about 100 miles extra steaming. (V.A.C.N.A. 2252B/23 to Admty.)

South Atlantic.

PRETORIA My P.C. and S of A 018° 00' N 028° 00' W 012° 15. CASTLE. Passed by BOREAS. (PRETORIA CASTLE 0400Z/23 to R.A.W.A. (R) C. in C. W.A. F.O.C.N.A.) *See p. 682*

W.S.19P. Your 1345/21. Essential for ANDES, ORCADES and C.M.29. ARAWA to turn round at Durban because ANDES and ORCADES are required for convoy A.T.18, sailing New York 1/8 for U.K., whilst ARAWA is a fully refrigerated ship which cannot be delayed.

2. Agree remainder of ships viz. BRITANNIC, VICEROY OF INDIA and OTRANTO should continue to destination.

3. This will reduce number of personnel ex W.S.19P to be on-carried from South Africa to 9300.

4. Ships you nominate for C.M.29 appear here to have total capacity of 11,000 instead of 9,000 quoted by you. (D.S.T. 0746B/23 to P.S.T.O. Simonstown.)

SHROPSHIRE Simonstown departure SHROPSHIRE in accordance W.S.19P. with my 1731/22. (C. in C. S.A. 0931B/23 to Admty. etc.)

/HOWRA...



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War Diary.23.6.1942.  
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.

HOWRA.

Your 1748/20. HOWRA arrived 7/6 and is still here. (S.O.I. Capetown 1015/23 to Admty.)

Convoy reported by U/B.

At 1300Z/23. A German U/Boat made a first sighting report of a convoy or large unit, probably W.S.19Y. (R.A.W.A. 1425Z/23 to W.S.19Y (R) ASTURIAS.) Request whether U-Boat's first sighting report at 1300Z/23 could have concerned W.S.19Y.

(R.A.W.A. 1801Z/23 to Admty.)

Your 1425/23. This transmission was D/F'd in approx. 28° 00' N 56° 00' W probably reporting convoy T.H.3.

(D.D.I.C. 1956B/23 to R.A.W.A.)

My 1425Z/23. Subsequent information shows that W.S.19Y, ASTURIAS, PRETORIA CASTLE were not affected by this report.

(R.A.W.A. 2145Z/23 to W.S.19Y (R) ASTURIAS, PRETORIA CASTLE.)

Movements Summary 777 Q.

At 2000Z/23/6. BACHA<sup>QUERO</sup>~~23~~ 025° 10' S 011° 20' E 330° 8 knots.

BELLWORT in tow STEYTLER 027° 00' S 014° 41' E to Capetown 6 knots.

EMPIRE LINDEN from Walvis Bay E.T.A. Capetown 24/6.

BUSHWOOD 034° 55' S 020° 18' E to Durban 7 knots.

CHESHIRE patrolling in area 037° S 022° to 024° E.

W.S.19Q. 035° 47' S 018° 42' E 152° 19½ knots.

Netherlands HEEMSKERK from Capetown E.T.A. Simonstown 0600Z/24.

Polish GROM 031° 50' S 015° 05' E 339° 20 knots.

(C. in C. S.A. 1602/23 to S.A. Stn.)

Raiders. Shipping Information for H.M. Ships.

Ref. A.M. 1704/6 para 6. Concur except that maintenance of an accurate shipping plot has in practice proved beyond capacity of many ships. I suggest a card index system would meet all requirements and be (easier?) to keep. For this ship would need to be given general outline of routing policy in force and M/S signals should be (?arranged) as follows. (Details.)

2. Para 7 and 8. Concur that proposed shipping information signals should be sufficient.

3. Para 9 (a) Propose route signals should be given greater priority so that proposed shipping information signals can be sent out in plenty of time. Vesca could then be dispensed with. (C. in C. S.A. 1725B/22 to Admty.)

CARDINA (torpedoed 15/6.)

R.O. Para reports all 34 members of crew of Panamanian CARDINA landed there today 23rd. Ship was torpedoed 15/6. (S.O.I. Montevideo 1846Z/23 to Admty.)

HARPAGON.

Your 2015Z/22. Confirmed that vessel was diverted as stated. (D.T.D. 2123B/23 to N.C.S.O. Buenos Aires.)



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War Diary.23.6.1942.  
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.DAUNTLESS  
(? re  
GENISTA  
aground.)

Your 1412C/23 (N.T. in W.D.) Aircraft leaving base early as possible Hungry Mayotte landing ground 1st light. Then contact you followed by R/C radius 50 miles reporting result to you before returning.  
(R.A.W.A. 2214C/23 to DAUNTLESS (R) D.C. in C. E.F. C. in C. E.F. C. in C. S.A. GUARDIAN.)

*See p. 679*Saldanha  
Bay.

Further to A.M. 1801B/10 it is intended that Boom Carrier FERNMOOR shall sail from U.K. in July with 17 cables A/T single for laying at Saldanha Bay.  
2. Allocation of Boom working vessels for this port will be signalled later.  
(A.C.N.S. (F) 2250B/23 to C. in C. S.A.)

Mediterranean.Turkish  
S/Ms.

Your 1125/21. 1 S.L.'s discussion with Turkish N.A. was solely based on your 1218/26/5 and Admty. 1738/31/5. Turkish N.A. was told that we had found S/Ms we were using efficient with modifications made to them and that as the same modifications had been made to Turkish submarines, 1 S.L. was sure they would find them all right as soon as they got accustomed to them. It seems probable that Turkish N.A.'s mistake arose from a misunderstanding of remarks based on last sentence of para 2 of Admty. 1738/31. No imputation against efficiency of Turkish crews was made. 1 S.L. will see Turkish Ambassador and inform him in this sense. You may use this information as you think fit.  
(1st. S.L. 0115B/23 to N.A. Ankara.)

P.35.

Delayed owing to engine defect partially repaired. My position  $035^{\circ} 36' 022^{\circ} 34' 163^{\circ}$  through position  $034^{\circ} 38' 024^{\circ} 05'$  thence direct Alexandria, my S of A 75 miles per day. Presume you did not receive my 1152/15 (N.T. in W.R.) for which wireless station using call sign GYZ gave receipt at 1542.  
(P.35 0231C/23 to Capt. S.1. Capt. S.10. S/M on Patrol.) *See also next page*

Enemy  
Units.

At 0855 aircraft reported P.C. and S of 1 large merchant ship 2 destroyers  $032^{\circ} 56' 013^{\circ} 48' 078^{\circ} 15$  knots.  
(Capt. S.1. 0931C/23 to THRASHER, TURBULENT.)  
At 0828/23 P.C. and S of 1 motor boat  $033^{\circ} 26' 025^{\circ} 17' 120^{\circ} 7$  knots.  
(Capt. S.1. 0959C/23 to THORN, PORPOISE, 10th S/M F.)

/Orders...



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War Diary.

23.6.1942.  
Tuesday.FOREIGN STATIONS.Mediterranean - Contd.Orders  
to S/Ms.

Proceed to following positions from whence you are expected end of searched channel at approx. C time given but submarines are not to arrive boom after 2030 or before 0730.

P.34 032° 19' 029° 08' 1401/27/6.

UNA 031° 39' 029° 02' 0459/28/6. P.31 031° 53' 028° 55' 0801/28/6. P.35 032° 01' 028° 59' 0501/29/6. *See previous page*

(Capt. S.I. 1117C/23 to S.10 (R) PORPOISE, THORN, C. in C. Med. N.C. Group 201.)

Turkey  
and  
Crimea.

Following is a repetition of my 1157C/23 to C. in C. Med. (Begins) C. in C. Med. (R) Admty. from B.N.A. Ankara.

Following from Admiral Kelly (corrupt group) Assim Gundaz informs me that in view of developments in Crimea Turkish defences and troops

distributions on Turkish Black Sea coast and eastern frontier have been again increased (Ends.)

(Ankara 1159C/23 to Admty.)

QUEEN  
MARY.

Departures 1400 G.M.T. QUEEN MARY E.T.A.

Capetown P.M. 5/7, route:

B 10° 0' N 53° 0' E. D 7° 0' S 51° 0' E.

F 15° 0' S 53° 0' E. H 26° 0' S 48° 30' E.

Route R 5 to Capetown, knots (A) 21½ (B) 22½

days 13. Tables 18-19 Ind 2 one ship 02413.

(N.C.S.O. Suez 1745/23 to Admty. (R) N.O.I.C.

Aden etc.)

BIRMINGHAM.  
HOTSPUR.  
INCONSTANT.

Your 1725/17 para I (to Admty. only.)

BIRMINGHAM, HOTSPUR and INCONSTANT should rejoin Eastern Fleet forthwith.

(D.O.D. (F) for 1 S.L. 1838B/23 to C. in C. Med.

(R) C. in C. E.F. D.C. in C. E.F.)

Situation  
Report 223.Western Desert. Following small craft were lost in Tobruk.

Schooners KHEIR EL DINE and ESKIMO NELL. Salvage Schooner LARS RUSDAHL, Tug ALAISA, 'A' Lighters 119, 150. M.Ls 1039, 1069 as well as about 21 small craft. Some of these may be of early use to

the enemy. PARKTOWN considered sunk and tug C307 has arrived Mersa Matruh. 'A' 100 and 113 both refloated.

2. S.N.O.I.C. and N.O.I.C. Tobruk must be presumed missing. 46 survivors from PARKTOWN but C.O. was killed.

3. Boom Depot, petrol and oil installations at Tobruk are known to have been effectively destroyed. It was intended to lay depth charges alongside the piers but time did not permit. Information is awaited that military demolition of jetties was carried out.

4. Sollum. Demolitions completed 0847/23/6. 'A' Lighters evacuating surplus stores from Mersa Matruh.

5. Malta. Drifter JUSTIFIED mined and sunk 16/6, 3 Maltese missing.



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23.6.1942.

Tuesday.War Diary.FOREIGN STATIONS.Mediterranean. Contd.:

Situation  
Report 223.  
Contd.

6. On 21/6 180° Cape Bon Kerkenah 60 miles, 2 merchant vessels southbound attacked by Beauforts. Both hit and one left on fire.  
7. Submarines. TAKU arrived Alexandria 20/6 reported 31/5 in 33° 34' N 18° 30' E scored one hit on 7,000 ton southbound merchant ship.

Heavy explosions and ship probably sank.

8. Greek submarines PAPANICOLOS and TRITON arrived Alexandria 20/6. Former sank 6 and latter 3 caiques.

9. Suez Bay. COVENTRY being sent to reinforce C.A. defences during full moon period.

(C. in C. Med. 1911C/23 to Admty.)

Increased  
threat to  
Shipping.

Request you will consider reducing to a minimum amount of British and Allied shipping in Eastern Mediterranean, owing to increased risk of air attack and probable mining of Suez Canal.  
(A.C.N.S. (T) 1915B/23 to C. in C. Med.)

GLENROY.

Yard letter dated 8/5/42. No.204, report date GLENROY expected to be ready to proceed to another port for permanent repair and whether she will be in condition to make passage to U.K. or U.S.A.  
(D of D 1940B/23 to C.S. Alexandria (R) C. in C. Med.)

Malta Air  
Report.

I.384 C.S.R. Malta 23/6.  
Night 22/23. 3 alerts 1999?, 27 raiders including Ju.88s and single engined aircraft. Hal Far, Luqa, each one Spitfire damaged, elsewhere 1 soldier 1 K, 1 W. 1 unidentified bomber

destroyed by A/A. 2351 one raider Takali, no damage. 0022, 1 raider, bombs sea.

(H.Q. R.A.F. Malta 2014/23.)

Part 2 my I.384 23/6. Delivery Beaufort sighted 1505 1 aircraft carrier with aircraft taking off 220° Cape Bon 15 miles apparently stationary.

Night 22/23 1 Wellington 8 on blockade of Palermo found 2200, 2 D/Rs 2 large M/Vs 090° Palermo 33 miles course 100° 10 knots. Hit on stern of 1 large M/V, much smoke and red glow.

2 Wellingtons called up to attack, 1 found but ten tenths cloud prevented attack, other attacked 0001, near miss on Dr.

1 Wellington 8 with torpedo Wellingtons on search Naples Palermo found at 0001 2 Dr 2 large M/Vs (065 or 045?)° Ustica 30 miles course 190° 10 knots. Before torpedo attack could be made

Wellington 8 Navigator taken ill and no attack made.

(H.Q. R.A.F. Malta 2021/23.)

23rd. R/C 0500 hrs D/Rs 2 M/Vs 7000 tons 240° Cape Armi 2 miles course 135° or 134° 10 knots. 12 Beauforts escorted by 8

Beaufighters despatched to attack. 1 Beaufighter returned early mechanical trouble. Found 1028 hours 080° Cape Spartivento 51

miles (? 1 mile, see C. in C. Med. 1837/25.) 3 probably 4 torpedo hits 1 M/V seen to go down at stern, 2 probably 3 hits on second M/V, 1 D/R also hit cruising exposition. All ships

/left...



War Diary.

23.6.1942.  
Tuesday.

FOREIGN STATIONS.

Mediterranean. conts.-

Malta Air  
Report.  
Contd.

left stationary. Sevenas CR 42s Cant 501 over  
Convoy no combats. 2 Beauforts shot down in sea  
and 3 damaged, all TT Flak. 1 wounded Beaufort  
pilot crash landed, aircraft destroyed.  
Remainder of crew uninjured.  
(H.Q. R.A.F. Malta 2020/23.)

Sighting  
Reports  
by A/C.

Your 1716/10 Air Ministry have no objection to  
this proposal.  
2.. Suggest you arrange locally with A.O.C. in C.  
ensuring that necessary balance is struck between  
requirements of speed and security.  
3. A.F.O's 85/42 gives guiding principles for  
Coastal Command with regard to the use of P/L or  
Syko. (D.S.D. 2058B/23 to C. in C. Med. (R)  
F.O.S. Capt. S.l.)

Malta  
Minesweeping.

Reply to Admty. 1637/17 as to sweeping on 15/6  
and mining of BADSWORTH, KUJAWIAK, ORARI,  
MATCHLESS and HEBE (technical) (V.A. Malta  
2231C/23 to Admty. (R) C. in C. Med.)  
See Lion Copy.



MOST SECRET

678A

MOSE SECRET

M E S S A G E

2251C/25 June

IN

From. V.A.M.

Date. 24.6.42.

Time. 0955.

NAVAL CIPHER (JED PLUG) BY W/T

Addressed. Admiralty, Rept. C. in C. Mediterranean.

245. Your 1637/17 Para 1.

(A) On 15th June H.M. Trawler BERYL protected against shallow mines by H.L. 126 (the only M/S available) searched about one cable each side of a line running approximately 075 degrees from St. Elmo Breakwater Light which had been danned the previous day. The southern edge of this area was danned with three buoys wearing red flags and one wearing a number three naval code flag was laid approximately 072 degs. St. Elmo Breakwater Light three miles. H.L.126 then searched from approximately 064 degs. St. Elmo Breakwater Light three miles to approxiante position 054 degs. Delimara Light 4.4 miles to seaward of five dan buoys laid the previous day, thence to approximate position 133 degs. Delimara Light 5 miles BERYL and SWONA had proceeded by inshore route to R.V. with H.L.126 in that position and BERYL and H.L.126 with SWONA danning, then swept back to position 064 degs. St. Elmo Breakwater Light three miles by the reverse route. This search was completed only just in time to allow SWONA and H.L. 126 to reach their mark positions 133 degs. Delimara Light five miles and 054 degs. Delimara Light 4.4 miles respectively. H.M. Drifter JUSTIFIED marked position 072 degs. St. Elmo Breakwater Light three miles.

(B) H.L. 126 Mk.V. Oropesa H.M. Trawler BERYL Mk.111. Oropesa. Area as in (A) Swept once. SWONA the only L.L. S/A Sweeper had to be used as a Dan Layer and Mark Vessel.

(C) Entrance to S.E. Channel thence Western limits bounded by positions H.35. 44 N. 14. 43 E. D. 35.51. 45 N. 14.33 E. F. 35. 54.45. N. 14.34.50 E. and extending half mile to eastward. Position H was in error possibly arising out of the position being wrongly signalled initially in CH's 2325C/14. This will be investigated.

(D) SPEEDY, RYE, HEBE, in 'C' formation to starboard with single Oropesa SPEEDY operating S.A. gear. H.L.'s did not sweep.

(E) Mines cut by local sweepers (1) 068 degs. St. Elmo Breakwater Light 2.7 miles.

(2) 066 degs. Delimara Light 4.29 miles.

(3) 064 degs. Delimara Light 4.5 miles.

(4) and (5) 102 degs. St. Elmo Breakwater Light 5 miles.

Type possibly Italian H and German R OR Z. Mines cut by Harpoon sweepers. At least three by SPEEDY and one exploded in sweep. At least three by RYE and one exploded in sweep. Any mines cut by HEBE were not seen. HYTEH reported sweep was cut by an unknown obstruction within five minutes of streaming. All mines cut were unidentified.

(F)/.....



(F) BRYL ten fathoms H.L. 126 eight fathoms. Harpoon sweepers 15 fathoms.

(G) S.O. Minesweepers intended to use L.L. Sweeps and S/A gear and Oropesa as outlined in Art. 53 of the II/S appendix, but due to darkness and Mark Vessels "G" formation to starboard with LL was used instead. LL sweep was later abandoned so as to sweep at maximum speed in order to head the convoy at position "Z". The convoy and escort however got ahead of the sweepers because they took the normal searched channel (QBB/197) whilst the Sweepers passed through the incorrect position M and thence to Z.

(H) Ship	Time	Position
H.M.S. BADSWORTH	0038/16/6	107 degs St Elmo Light 5.5'.
O.R.P. KUJAWIAK	0053/16/6	096 degs St Elmo Light 3.8'?
M/V ORARI	0126/16/6	072 degs Ricasoli Pt, 5,6 cables
H.M.S. MATCHLESS	0135/16/6	086 degs St Elmo Lt 2.5 cables
H.M.S. HEBB	0653/16/5	084 degs Fort Tigne fixed Lt 1.1 miles

KUJAWIAK was sunk remainder damaged.

Para 2. Yes, but no reason to suspect that G mines have been dropped anywhere since 27th April. Although none suspected in channel clearance sweeps have been carried out with negative result subsequent to this date. Reference (C) (D) and (G) above Senior Officer Force X report has not yet been received by me.

2231C/23.

Advance copy sent D.C. D.O.D.(F) D.D.I.C. D.H.S.

1st Lord  
 1st S.L. (2)  
 3rd S.L.  
 Vice Controller  
 V.C.N.S.  
 A.C.H.S.(H)  
 A.C.H.S.(F) (2)  
 A.C.H.S.(W)  
 N.A.1st S.L.  
 D.of P. (2)  
 D.C.D.(H) (2)  
 D.O.D.(F) (2)  
 D.N.I. (4)  
 D.D.I.C. (2)  
 Hd. of H.  
 D.H.S.  
 D.T.H.  
 D.D.O.D.(H)  
 D.S.R.  
 D.of L.D.  
 D.C. (2)  
 I.P. (2)  
 W.D.  
 D.D.T.H.  
 D.H.W.D.  
 D.A/S.W.  
 D.T.S.D.



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War Diary.23.6.1942.  
Tuesday.FOREIGN STATIONS.East Indies.

K. 14, Your 0745/22. Intend sailing K. 14 and K.15  
K. 15. to U.S.A. via Aden and Mediterranean.  
(Cdre. R.I.N., 0557Z/23 to C. in C. E.F., (R)  
Admty., etc.)  
C. in C. E.F. 0740/22 and Cdre. R.I.N. 0557/23.  
Dutch S/Ms. K.14 and K.15 should be routed via the Cape.  
(A.C.N.S.(F), 2323B/23 to C. in C. E.F.)

Trincomalee. N.O.I.C. Trincomalee has been instructed to press  
on with development of berthing facilities as  
follows.  
(F.O. Ceylon, 0658Z/23 to Admty.)  
See Lion Copy.

DAUNTLESS,  
\* DUCHESNE,  
GENISTA.

SS. \* DUCHESNE left Mayotte Island 1500Z/22 with  
armed guard, E.T.A. Diego Suarez 0500Z/24.  
Report on GENISTA follows.  
(DAUNTLESS, 0710Z/23 to Dep. C. in C. E.F., (R)  
N.O.I.C. Diego Suarez, GUARDIAN.)

\* S.S. GENERAL  
DUCHESNE  
See Page 822. 29.6.42.

Your 1253Z/24. Am proceeding towards Diego Suarez with GENISTA  
and SHAPINSAY in company passing through 011° 49' S. 046° 27' E.  
at 0600Z/25 S. of A. 8 knots. GENISTA should return to Diego  
Suarez. (2) My 1128Z/24. Request orders for SHAPINSAY.  
(DAUNTLESS, 1525Z/23 to Dep. C. in C. E.F., (R) C. in C. E.F.,  
C. in C. S.A., N.O.I.C. Diego Suarez, THYME, GENISTA.)  
Your 1458Z/23\*. Following precis of N.O.I.C. Diego Suarez  
2154C/22 and my 0710Z/23 and 1412Z/23. Prize E.T.A. Diego  
Suarez 0500Z/24.

2. GENISTA grounded in 012° 55.5" S. 044° 59.5" E. at 0240Z/22.  
Slight leak asdic compartment otherwise hull undamaged. Hope  
SHAPINSAY tow off noon tomorrow. Failing which tug most  
desirable before spring tide.

3. DAUNTLESS remaining vicinity.  
(DAUNTLESS, 1731Z/23 to Dep. C. in C. E.F.)

\* Not circulated in the Admiralty.

N.I.D. Comment: This ship is \* DUCHESNE, ex Greek MARUSSIO  
LOGOTHETIS (G.T. 4669) which has been at Madagascar since the  
fall of France and employed in coastal and inter-island trade.  
Catalina will reach you 1000Z/24. Signal result of towing off  
effort to him (? as well) by W/T. Tug THAMES can be available  
within one hour if required.

(Dep. C. in C. E.F., 2007Z/23 to DAUNTLESS, (R) C. in C. E.F.,  
C. in C. S.A.) See also South Atlantic 2214/23. p.675.

Ceylon  
Time.

Your telegram No. 740. C. in C. and I are  
convinced that advantages claimed by us for  
retention of Ceylon advanced time are very much  
more important than those claimed by C. in C.

India, for change over to Indian Standard Time. In fact,  
latter are negligible, as they can only affect ships and aircraft  
both of which normally use Z time (Greenwich). We consider that  
very great confusion would ensue if we tried to observe two  
separate times in the Island, one for civil and the other for  
military.

(Govr. Ceylon, Recd. 0730/23, Recd. in W.R. from Colonial Office  
1745/23/6.)

/Movements ...



**MOST SECRET**

679A

MOST SECRET

MESSAGE 0658Z/23rd June.

IN

From F.O.Coylon.

Date 24.6.42.

Recd. 1040

Naval Cypher X. by W/T.

Addressed Admiralty, Rept. C. in C. Eastern Fleet,  
D. C. in C. Eastern Fleet, F.O.C.R.I.N., F.L.O.Delhi,  
N.O.I.C.Trincomalee.

39. N.O.I.C.Trincomalee has been instructed to press on with development of berthing facilities as follows.

(A) Continue clearance of shoals west of Powder Rocks.

(B) Fourth First Class mooring to be laid in Mouth of Malay Cove..

(C) Two buoys suitable as cruiser stern buoys to be laid in positions West South West of Powder Rocks and off M(group missed) Point.

2. This will enable four capital ships or carriers to be berthed at buoys and one at single anchor in middle of harbour also two Cruisers anchored with sterns to buoys and one cruiser moored. Another capital ship berth will be available as soon as clearance mentioned in para 1A is complete. Ten destroyers can be berthed at Trots and others alongside big ships. No further capital ships or carriers can be berthed in inner harbour unless first class moorings can be provided for head and stern moorings. None are available in India or Ceylon.

3. Two capital ships could be moored in outer harbour in Cloffenburg Bay but they would have to rely on Spar defence and the controlled minefield for underwater defence as A/T baffles could not be laid without interfering with minefield in these circumstances it is probable that westerly berth only would be acceptable as it is well protected by land.

4. Two sets of spar protection are at present available and more is expected. In this connection however there are only two tugs at Trincomalee one of which is small and incapable of handling heavy ships. It is considered essential that at least one more powerful tug should be stationed at Trincomalee and suggest that this might be provided from east coast of India.

5. Tracing of berthing plan will be sent by air mail.

0658Z/23.

Advance copy sent D.C. D.O.D.(F) D.D.I.C.

1st Lord

1st S.L. (2)

3rd S.L.

Vice Controller

4th S.L.

5th S.L.

V.C.N.S.

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

A.C.N.S.(T)

A.C.N.S.(W)

N.A.1st S.L.

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

D. of P. (2)

D. O.D.(F) (2)

D.C. (2)

D.D.I.C. (2)

D.A/S.W.

D.T.S.D.

D. of L.D.

D. of P.(Q)

D.G.D.

Hydrog

D. of N.

Staff Charts

D.N.I. (4)

Hd. of M. for action

D. of D.

D. of S.

D.D.O.D.(M)

D.M.S.

D.T.M.

D.G.D.

C.C.R.T.

D.S.D.

D.N.A.D.

I.P. (2)

W.D.

Ad. Bellairs

Ad. Blake

Dept Cont

D. of D.

D.A/S.W.

D. of S.

D.T.M.

Hd. of S.W.R.

} Both



War Diary.23.6.1942.  
Tuesday.FOREIGN STATIONS.East Indies - Contd.

- Movements. Colombo departures 0330Z/23 WARSPITE, FORMIDABLE, GAMBIA, LAFOREY, LIGHTNING, VAN GALEN, 1115Z ILLUSTRIOUS.  
(S.O.I. Colombo, 1144Z/23 to Admty., etc.)
- Burma Air Report. A. 943, 23/6. No. 100 Intelligence Summary on information received up to 1800 hours 23/6, Burma. 3 Wellingtons bombed Akyab town and aerodrome a.m. 22/6. No opposition. 1 Blenheim bombed Akyab town p.m. 22/6. Steamer 2/3000 tons neat jetty, Blenheim attacked Magwe 22/6.  
(A.H.Q. India, 1510/23 G.M.T.)
- Air Forces, Ceylon. Re operational control, ref. C. in C. E.F. 0243/20. Gen. Wavell to C.O.S.  
(Arminia, 1600Z/23 to Air Min.)  
See Lion Copy.
- GLENEARN. Report date GLENEARN expected to be ready to proceed to another port for permanent repair and whether she will be in condition to make passage to U.K. or U.S.A.  
(D. of D., 1939B/23 to F.O. Ceylon.)
- MAURITIUS. Adjust course and speed so as to make R/V at time ordered. DEVONSHIRE cannot reach you before 1400Z/26th. Shift W/T watch to group V at 0600Z/24.  
(Dep. C. in C. E.F., 2005Z/23 to MAURITIUS, (R) CORFU, DEVONSHIRE, F.O.I.C. Ceylon.)
- Madagascar. From Gen. Sturges. Further to my 7335 (2115/21) and in view of 121 Force number 50226/Political of 22/6, I consider nothing but good could come from my writing direct to Governor General suggesting that he should send an official representative to Diego Suarez to discuss basis for a possible settlement, this visit if successful to be followed by visit of our representative to Tananarive.  
(203 M.M. Pretoria, 2103/23 to W.O. (R) 121 Force.)
- Assab, Italian Complaint. Your R/S No. 796 of 19/6/1941 addressed to C. in C. E.I. Italian Govt. protest that following capture of Assab on 11/6/1941 threats of force were used to compel Capt. Bolla, Senior Italian N.O., to disclose minefields; that he was embarked on sloop INDUS with threat that if he did not disclose the minefield she would explore locality until blown up; and that vessel to be used next day for transporting Italian prisoners would follow the same course, contrary to Article 5 of Geneva Convention 1929. Request early report and observations. In particular, was Capt. Bolla embarked voluntarily on INDUS and did he disclose the 3 minefields mentioned by you, voluntarily?  
(Hd. of M. Approved A.C.N.S.(F), 2153B/23 to S.N.O. Red Sea, (R) C. in C. E.F.)



680 A E1

MOST SECRET

**MOST SECRET** MESSAGE IN

1600Z/23 June

From Arminia

Date 23.6.42.

Recd.2215

CYPHER.

Addressed Air Ministry Repeated Comchief pass to C.in C.  
Eastern Fleet and A.O.C. Ceylon.

IMMEDIATE

IZ 662

Personal from General Wavell to C.O.S.

Reference C.in C. Eastern Fleet tel. to Admiralty  
No.0243 dated 20/6.

I do not think A.O.C. Ceylon was placed in  
Colombo to exercise entire control of all air forces  
operating over the sea, especially in the northern part of  
the Bay of Bengal.

2. Problem of defence of India against seaborne  
and land attack is separate from that of sea reconnaissance  
or trade production needs of C.in C. Eastern Fleet and one  
in which I am primarily concerned. I fully recognise  
C.in C. Eastern Fleet requirements but until we are much  
stronger in air forces those available must perforce  
have the dual task of meeting naval needs and those of  
India's defence.

3. My view is therefore that whilst A.O.C. Ceylon can  
properly control operations of all those flying boat units  
whose exclusive role is cooperation with naval forces,  
together with those air forces within Ceylon, any other  
air forces in India which operate over the sea, and in those  
activities both C.in C. Eastern Fleet and myself have  
interest, can best be operated by their respective A.O.Cs.  
working on instructions mutually agreed between us.  
Provision has already been made for direct communication  
between all R.A.F. Group Commanders, including A.O.C. Ceylon  
for this very purpose. I have little doubt that the  
organization now growing up will provide the necessary  
operational flexibility to which C.in C. Eastern Fleet refers  
in his para. 7. It has been designed to this end. Whilst  
I think possibility to which C.in C. Eastern Fleet refers  
in this para.9 remote, I agree that the C.O.S. committee  
provides the remedy.

1600Z/23

Recd from A.M. A.M./24 June.

A.M. Circulation.

First Sea Lord., C.I.G.S., C.A.S., Col Jacob.

1st Lord.  
1st S.L.(2).  
5th S.L.  
V.C.N.S.  
A.C.N.S.(F)(2).  
A.C.N.S.(W).  
N.A.1st S.L.  
D.O.D.(F)(2).  
D.of P.(2).  
D.of P.(Q)

Hd. of M.  
D.N.A.D.  
Hd. of Air.  
C.C.L.S.  
D.C.(2).  
D.D.I.C.(2).  
D.N.I.(4).  
Ad. Bellairs.  
Ad. Blake.  
I.P.(2).

W.D.

Pay Capt. Horsey

IH



23.6.1942  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies.

FORT CAMOSUN Ref. O.R.S. 6, article 632.  
(torpedoed (1) SS FORT CAMOSUN. (2) Brocklebank.  
20/6.) (3) 0700 G.M.T. 20/6 47° 27' N. 125° 30' W.  
(4) (5) and (6) not known. (7) Two holds and  
engine room flooded, ship arrived Neah Bay,  
Washington in tow. (8) nil. (9) Not known. (10) Torpedo  
and gunfire. (11) All C.Bs locked in steel chest and thrown  
overboard in 700 fathoms.  
(C.O.P.C. 0010Z/23 to Admty. (R), N.S.H.Q.)

Mines. Suspected enemy mine laying on Stellwagen Bank,  
Massachusetts Bay. Ships warned to stay clear.  
(C.O.A.C. 0031Z/23 to Admty.)  
C.O.A.C's 0031/23 to Admty. only. Request immediate information.  
(A) If this information has been transmitted as Q.J.A message.  
(B) If C. in C. A.W.I. is in receipt of this information and if  
so has a Q.J.B message been transmitted.  
(C) Source and method by which C.O.A.C. received this  
information.  
(D.M.S. 1235B/23 to N.S.H.Q. (R) C.O.A.C., C. in C. A.W.I.)  
Your 1235/23. (A) Q.J.A message being issued as soon as  
definite information available. (B) C.O.A.C's 0031/23 passed  
to Opnav, Cominch, F.O.N.F., C. in C. A.W.I. also broadcast on  
B.G. 7 A and B.A.M.S. 2 A under T.O.O. 0035Z/23.  
(C) From Commandant 1st Naval District by signal 1510/22.  
(N.S.H.Q. 1745Z/23 to Admty. (R) C. in C. A.W.I., C.O.A.C.)

Task Units. Task numerical designators 24.18.9, 10, 11 are  
hereby assigned to Western local escort units  
W.9, W.10, W.11 respectively. Opnav please  
(?assign) appropriate combined British - U.S. call signs.  
C. in C. W.A., C.O.A.C. Halifax and F.O.N.F. pass to escort  
vessels concerned. Opnav pass to C. in C. U.S. Fleet C and R.  
(C.T.24 0045Z/23 to C.O.A.C., N.S.H.Q. etc.)

Convoys. Part A. 23/6. H.X.195 046° 10' N. 053° 30' W.  
060° 9. S.C.88 050° 20' 046° 20' 041° 6.5.  
O.N.102 (E) 043° 52' 061° 20' 291° 8.  
O.N.103, 043° 25' 059° 30' 265° 9.  
C.T.18, 041° 37' 050° 30' 262° 13.5.  
(Washington 0201/23 to U.S. and Canadian Escort  
Units etc.)

U.S. Serial 27. Changes in locations my 2100/15.  
Dispositions. Atlantic. B.B.S. NEW YORK left Clyde 16/6.  
TEXAS at New York. C.V. RANGER at Newport.  
C.A. AUGUSTA at Newport. C.L.S. OMAHA at St.  
Thomas. MILWAUKEE at Rio de Janeiro. CINCINNATI ready 30/6.  
MEMPHIS on patrol off Recife. JUNEAU at Newport.  
Pacific. B.B.S. NORTH CAROLINA, TENNESSEE, PENNSYLVANIA,  
IDAHO, MISSISSIPPI, NEW MEXICO, COLORADO, MARYLAND at San Pedro.  
C.V.S. WASP, LONG ISLAND, at San Pedro. ENTERPRISE, HORNET at  
Pearl, C.A.S. QUINCY at San Pedro. CHESTER at San Francisco.  
VINCENNES, NORTHAMPTON, PENSACOLA, MINNEAPOLIS, NEW ORLEANS at  
Pearl. C.L.S. SAN JUAN at San Pedro. DETROIT, ATLANTA, at Pearl.  
CONCORD at Valparaiso. TRENTON left Balboa 17/6.  
(C. in C. U.S. Fleet 0221/23 to Admty. (R) Commaveu.) See pp 683  
9688

/E.J. SADLER ...



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War Diary.23.6.1942  
Tuesday.FOREIGN STATIONS.America and West Indies - contd.

E.J.SADLER Intercepted SSSS at 2035 G.M.T./22 from E.J.  
(sunk 23/6) SADLER (U.S) in 15° 36' N. 67° 52' W. 2213P/22.  
Navy Com, Bermuda.  
(St. Lucia Radio 0516/23 to Admty.)

Bauxite Departure U.S.S. TARBELL escorting bauxite  
Convoy. convoy of 5 ships designated special convoy  
number 3 for Key West via Jamaica to refuel.  
S. of A. 5 knots. E.T.A. Kingston (Jamaica)  
1400Z/1. Requirements.  
(N.O.I.C. Trinidad 0952Q/23 to N.O.I.C. Kingston.)

Movement 1800 G.M.T./23/6.  
Summary. Ship Position Course Speed  
W.S.19 Y 16½° N.26° W. 171° 21  
*In p.673* PRETORIA  
CASTLE escort-  
ing ORONSAY. 22½° N.27° W. 013° 15½  
VANOC 40½° N.63½° W. 006° 17½  
Convoy C.T.18 42° N.50° W. 262° 13½  
(D.O.D.(F) 1020Z/23 to Opnav (R) Commaveu.  
Cominch.)

Routeing N.C.S.O. Capetown does not so far appear to have  
of shipping. routed any ships bound for U.S. or Canadian Ports  
either in accordance with A.M.1230/13 (cancelled  
by A.M.1705/19) or in accordance with A.M.1951/18  
(now promulgated in amendment 29 to M.A.R.I.) This will  
necessitate a number of diversions and in view of uncertainty  
as to whether ships receive these signals unjustifiable risks  
are being run.  
(C. in C. A.W.I. 1202P/23 to C. in C. S.A.)

ANTE MATKOVIC Yugo-Slavian ANTE MATKOVIC torpedoed sunk 50  
(torpedoed miles east Rio Hacha 2015/17. 23 survivors at  
17/6.) Rio Hacha, search proceeding for 5 adrift on  
rafts. B.A.D. pass to Connav.  
(S.O.I. Jamaica 1256R/23 to Admty. etc.)

I.D. Form S.A. telegraphic report (A) ANTE MATKOVIC Yugoslav  
(B) sunk by gunfire (C) approx 012° 05' N. 075° 30' W. 19/6  
1530 delivered 1615 sank N.N.W. (D) same as (C), Submerged.  
(E) On the surface (F) U.216 uncertain, probably German.  
1500 tons or more, about 300 feet, one quick firing gun 4 to 5  
inches one aft one to 1½, bow straight no well, paint fresh  
superstructure light grey hull green anti-corrosive. No flares  
used by S/M.  
(R.O. Barranquilla, 1407/23 to Admty.)

/U.S. ...



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23.6.1942  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies - contd.

U.S. Dispositions. My 1240/17. Further dispositions U.S. Forces in Atlantic. RANGER, AUGUSTA, 6 destroyers at Narragansett Bay. NEW YORK and 2 destroyers due Narragansett Bay 26/6. SAVANNAH due Bermuda 25/6.  
(D.O.D.(F) 1312B/23 to C.in C. H.F., C. in C. A.W.I., N.S.H.Q.) *See p. 681.*

U.S. and Shipping Control. Ref. your 1808B/21 para 2. Agreed verbally with Cominch (C and R) that in future when they hold or release U.S. shipping in their strategic area that the directive will include British-managed shipping. Should Admty. not require inclusion in any specific case they will signal to Connav to that effect and also will similarly initiate their requirements at any time.  
2. Also agreed that the directive should always be despatched by Cominch (C and R), but Admty recommendation may include British Addresses as specified in your 1159B/21/5, last sentence, in order that they get earliest information of your intentions.  
3. If you concur we recommend Admty proposal to Cominch (C and R) observing that provisions in your 1159B/21 may have not so far been observed.  
4. The procedure outlined in 1 and 2 above would appear to be particularly desirable to have effect by 1/7 when U.S.A. will be diverting shipping at sea in their strategic area.  
(B.A.D. 1315Z/23 to Admty.)

ROXBOROUGH. Intend ROXBOROUGH to detach to refuel E.T.A. Halifax 0700Z/24. Estimated time to sufficiently refuel 2 hours. Urgently request one valve N.T. 100 for type 271.  
(C.T.U. 24.18.3, 1400Z/23 to A.I.G. 302, C.T.F. 24 (R) Connav, Admty. etc.)

0.15. <sup>INT. L.W.D.</sup> Pass to B.D.Z. Ref N.S.H.Q's 1701/11 and Admty. 1826/20 re temporarily detaining O.15 Halifax. <sup>INT. L.W.D.</sup> All spares already shipped to U.K. except those carried on board essential for ocean crossing. Over here no facilities for proper routine to now wet Dutch torpedoes which will thereby become unreliable after another month with likely damage to their engines. Above reasons make unexpected delay in ocean crossing in my opinion thoroughly inadvisable. Above unknown to local authorities when making first signal. This signal in view of my material responsibility to you and because not sure my opinion did reach you.  
(O.15 1400Z/23 to D.N.L.O. Admty. (R) Admty., F.O.S., B.A.D., N.S.H.Q., C.O.A.C.)

/RAMSAY ...



684

23.6.1942  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - contd.

RAMSAY (survivors) Ref. N.C.S.O. St. Johns N.F. 1601Z/15. Following 4 additional survivors landed Halifax from DUNVEGAN (names). Thirteen died in boat from exposure. (C.O.A.C. 1435Z/23 to Admty.)

St. John Portions of Convoys. The Saint John N.B. portion of XB, BX and O.N convoys when not in company with the main body will be designated by the suffix (J) example XB21(J). (N.S.H.Q. 1502Z/23 to Admty. (R) C.O.A.C., F.O.N.F.) Another letter suggested - see Admty.1954/26. *Letter changed to F (NSHQ, 1604/7/7)*

M.A.R.I. Proposed amendment to Sec II para 14. (D.T.D. 1550Z/23 to Connav (R) B.A.D.) See Lion Copy, p. 687 A. Reply: C. in C. U.S. Fleet (C and R) 2127Z/24. For amendment see 1628B/25.

POSEIDON. Have you any news of POSEIDON (Dutch) due New York 7/6 from Trinidad? (D.T.D. 1606B/23 to D.N.I. Ottawa) Reply: No. (N.S.H.Q. 2149Z/24)

WEST IRA (torpedoed 21/6) One lifeboat in charge of 3rd Officer with 3rd Assistant Engineer and 10 other survivors ex WEST IRA U.S. arrived Barbados 23/6. No information of 2 other lifeboats still missing. (Harbour Master, Barbados 1610/23 to Admty.)

Curacao, Assembly Port. My 2129/12 (circulated under T.O.O.2137/12) Curacao designated assembly port in Aruba Curacao Area for HA - AH and W.A.T - T.A.W. convoys. (C. in C. U.S. Fleet 1620Z/23 to C.C.S.F., C.E.S.F., C.G.S.F.(R) Admty. etc.)

Secret Documents. Re classification and bringing into line with U.S. procedure. Chiefs of Staff (W) 208. (Air Min. 1620Z/23 to Washington.) See Lion Copy.

S/Ms for A/S Training. Your 1826/20. Request approx. date on which P.553 will arrive Halifax. 2. In view of most unfortunate loss of P.514 request the allocation of submarines for A/S Training at Halifax and Newfoundland may be reviewed.



684A

# MOST SECRET

1620Z/23 June

~~MOST SECRET~~

~~M E S S A G E~~

OUT

To Britman Washington.

Date 23.6.42

CIPHER

From Air Ministry.

IMMEDIATE

OZ.555 23/6/42.

Following from Chiefs of Staff No.(W) 208.

We have been considering the classification of secret documents (C.O.S.(42)288 despatched to you by air 19th June refers).

2. The British and American classifications are not parallel nor has the treatment of such documents been the same in the three British Services. We have now agreed that our categories should be:-

- (a) "Most Secret".
- (b) "Secret".
- (c) "Confidential", to include "Security".
- (d) "Restricted", to take the place of "Official use only" and "Not to be published".

You will see that we have brought the last category into line with the American nomenclature. This procedure will come into force at an unspecified date in the future.

3. We suggest that to bring us both into complete alignment Americans might adopt a new category of "Most Secret" which would include documents at present treated as "Registered".

4. Please try to get this proposed agreed. It would entail considerable simplification of procedure.

1620Z/23

- 1st Lord
- 1st S.L. (2)
- V.C.N.S.
- A.C.N.S. (W)
- A.C.N.S. (F) (2)
- N.A. 1st S.L.
- P.A.S. (S)
- D.O.D. (F) (2)
- D. of P. (2)
- D.N.I. (4)
- D. of P. (0)
- Hd. of M. (2)
- I.P. (2)

- Air Ministry Circulation:-
- Col. Jacob.
  - Foreign Secretary
  - H. of W. War Reg. Admiralty
  - H. of W. C.6 Telegrams, War Off.
  - C.A.S.

- W.D.
- D.D.I.C. (2)
- D.C. (2)
- Admiral Blake
- Admiral Cunningham
- Admiral Bellairs
- H.W.R.

Received in War Registry at 2110/23.



685

23.6.1942  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - contd.

S/Ms for  
A/S Training  
contd.

5. There are now 145 R.C.N. Escort vessels of all classes operating on Atlantic coast in addition to R.N. ships in mid-ocean and Western Local Groups and new construction working up at Halifax.  
(N.S.H.Q. 1700Z/23 to Admty. (R) C. in C. U.S. Fleet etc as amended 1940Z/23.)

L.27.

My 1512/12 approx. date now about 7/8 instead of 25/7.  
(B.A.R.M. 1732Z/23 to Admty. F.O.S.)

SEATTLE  
SPIRIT.

Attack by enemy submarine SS SEATTLE SPIRIT U.S. owners Sea Shipping Co. N.Y. 6 survivors landed St Johns 23/6. (list) Believe 4 killed. Understand remainder of ships company on board a rescue ship. No other information obtainable.  
(N.C.S.O. St. Johns N.F. 1735Z/23 to Admty. (R) N.S.H.Q.)

U.S.  
Minefields.

Your 1826/22 (N.T. in W.D.) (American laid minefields in West Atlantic and Caribbean) Key West minefield information was passed to N.S.H.Q. as Conhydro 29 on 5/5. This was promulgated as QJA 596 on 7/5. (2) This was in accordance with procedure previously arranged with Navy Dept. See my 1537/28/12 and N.S.H.Q. 1622/29/12.)  
(B.A.D. 1751Z/23 to Admty. (R) N.S.H.Q. C. in C. A.W.I.)

FLORA  
(sunk 17/6)  
CRIJNSSEN  
(sunk 11/6)  
POSEIDON.

Total loss, FLORA off Barranquilla, one man lost, probably Chief Engineer reporting later. Ref my 17/11 regarding CYNSSSEN (?CRIJNSSEN) and POSEIDON, no word whatsoever either crew or vessel of latter ship.  
(Consul General, New York 1755Z/23.)

U/B.

U-Boat estimated in your vicinity by D/F has made sighting report of a convoy or important unit at 1532Z/23.  
(C. in C. U.S. Fleet 1801/23 to C.T.F. No.24 Admty., N.S.H.Q. C.O.A.C. C.C.S.F. (R) SNOWBERRY, SUDBURY.)

U/B Positions.

23/6 S/M estimate.  
(Cominch 1804/23 to Admty.)

U/B.

U/B. estimated in your vicinity by D/F has made sighting report of a convoy or important unit at 1618Z/23rd.  
(Navcom 1852/23 to C.T.F.35, (R) U.S.S. MANASQUAN, C. in C. Lant, A.I.G.312.)

/U/B ...



686

23.6.1942  
Tuesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - contd.

U/B. S/M sighted by aircraft 047° 54' N. 060° 37' W.  
at 1753Z/23.  
(C.O.A.C. 1929Z/23 to Admty.)

Sub.attack and sighting summary. U.S. A.T. HENRY GIBBONS torpedoed 24.42 N. 87.46 W. 0740Z/23. RAWLEIGH WARNER attacked 28.53 N. 89.15 W. 0410Z/23. Unknown ship reported attacked 30.01 N. 88.15 W. 0423Z/23. RIO TERCERO presumed sunk, U.27 type. E.J. SADLER attacked 15.36 N. 67.52 W. 2035Z/22. CARDINA torpedoed and presumed sunk 6° N. 47° W. 15/6. M.F. ELLIOTT 1 torpedo hit. Surface craft attack oil slicks 28.27 N. 80.07 W. and 28.12 N. 80.07 W. 22/6. Sub sighted on surface 43.40 N. 69.50 W. about 2035Z/22 and attacked by surface craft 43.55 N. 69.35 W. 2145Z/22. Plane sights sub 35.56 N. 74.42 W. 2026Z/22. Planes attack submerged sub 25.06 N. 80.15 W. 1431Z/22. Blimp sights periscope 42.15 N. 70.14 W. 1950Z/22. 2 subs sighted on surface 37.56 N. 75.06 W. 2200Z/21. Surface craft attacked found contact 28.09 N. 80.15 W. 2351Z/4/5.  
(C. in C. U.S. Fleet 2104Z/23 to Admty. for O.I.C.)

HAVELOCK, SYLVAN ARROW, FRANKLIN LANE, BRUXELLES, mines. 1. We have seen a copy of a report from Lieut. Jenner, R.N.V.R. to F.O.I.C. Trinidad dated 23/5 describing action taken by HAVELOCK to destroy or sink the Antennae Float of a moored mine of possible enemy type in 52 fathoms of water in 11° 13.5' N. 62° 15' W. on 20/5. This float was apparently sighted by HAVELOCK while standing by SYLVAN ARROW after presumed torpedoing while in convoy. The presence of a submarine was not confirmed. 2. SS FRANKLIN LANE and BRUXELLES in convoy were sunk in 11° 00' N. 66° 39' W. on 9/6, which position is in approx 200 fathoms and as far as is known here no submarine contact was reported. 3. It is known that a large number of floats off U.S. premises are in that area. For further information of Navy Dept. request answers to following (A) If it has been substantiated that the mine was actually seen below the float, (B) If either A/S vessel obtained contact after the explosion under SYLVAN ARROW. (C) If any depth charges were dropped in the vicinity. (D) Float was marked 8 XC could this correspond to any local U.S. Marking. (E) Was there any evidence of a submarine in the case of FRANKLIN LANE, BRUXELLES. 4. Navy Dept. have asked N.O.B. Trinidad for information in their 2317/17.  
(B.A.D. 2109Z/23 to F.O.I.C. Trinidad (R) Admty., C. in C. A.W.I.)

T.H.3 U/B. T.H.3 probably reported by U-Boat at 1305Z/23.  
(C. in C. A.W.I. 2132P/23 to SNOWBERRY (R)  
C. in C. U.S. Fleet, N.S.H.Q. Admty., HEPATICA.)



~~687A~~  
686A25.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.America and West Indies.-Contd.Amendment  
to M.A.R.I.The following is proposed for your concurrence.  
Section II para. 14, cancel and substitute.

1. North and south bound convoys designated KN and KS respectively are run every 3 days in each direction between Hampton Roads and Key West. Minimum speed for inclusion varies from 10 to 8 knots with individual convoys.
2. East and West bound convoys, designated W.T. and T.W. respectively, will be run every 3 days in each direction between Key West and Trinidad as from 1/7. Minimum speed for inclusion will probably be as in (1) above.
3. All shipping proceeding in either direction between Canadian ports and Gulf of Mexico or Caribbean is to be routed coastwise on the U.S.A. coast in conformity with M.A.C.R.I. and is to sail in KN. or K.S. and T.W. or W.T. Convoy, as appropriate and if of requisite speed.
4. All ships of under 15 knots bound from South American or South or West African ports or ports in F.O.C.N.A.'s area to Caribbean or Gulf of Mexico or U.S. or Canadian Atlantic Seaboard ports are to be routed to Trinidad for onward convoy.
5. Ships of 15 knots and over sailed independently from U.K. or South American or South or West African ports or ports in F.O.C.N.A. area to Caribbean ports may enter Caribbean by any passage between Cuba and Trinidad. Similar ships bound for Gulf of Mexico ports should be routed south of Bermuda and via Florida Strait, using Old Bahama Channel if expedient but otherwise keeping well clear of Bahamas Chain.
6. Ships of 15 knots and over sailed independently from South American or South or West African ports to Atlantic sea-board ports should be routed south of Bermuda and in conformity with sub para. (7) below.
7. As existing sub. para. 9. (Admty. 1550Z/23 to Connav, (R) B.A.D.)



SECRET.

MESSAGE

OUT

1550Z/23rd June.

*America & West Indies 686 B*  
~~687-B~~

To: CONNAV  
Repeated. B.A.D. Washington. 545.

Date: 23.6.42.

U.S. (X)

From: Admiralty.

The following amendment to M.A.R.I. is proposed for your concurrence. Section II para.14, cancel and substitute.

1. North and south bound convoys designated KN and KS respectively are run every 3 days in each direction between Hampton Roads and Key West. Minimum speed for inclusion varies from 10 to 8 knots with individual convoys.

2. East and West bound convoys, designated WT and TW respectively, will be run every 3 days in each direction between Key West and Trinidad as from ~~1st July~~ *1/7*. Minimum speed for inclusion will probably be as in (1) above.

3. All shipping proceeding in either direction between Canadian ports and Gulf of Mexico or Caribbean is to be routed coastwise on the U.S.A. coast in conformity with M.A.C.R.I. and is to sail in KN or KS and TW or WT Convoy, as appropriate and if of requisite speed.

4. All ships of under 15 knots bound from South American or South or West African ports or ports in F.O.C.N.A.'s area to Caribbean or Gulf of Mexico or U.S. or Canadian Atlantic Seaboard ports are to be routed to Trinidad for onward convoy.

5. Ships of 15 knots and over sailed independently from U.K. or South American or South or West African ports or ports in F.O.C.N.A.'s area to Caribbean ports may enter Caribbean by any passage between Cuba and Trinidad. Similar ships bound for Gulf of Mexico ports should be routed south of Bermuda and via Florida Strait, using Old Bahama Channel if expedient but otherwise keeping well clear of Bahamas Chain.

6. Ships of 15 knots and over sailed independently from South American or South or West African ports to Atlantic sea-board ports should be routed south of Bermuda and in conformity with sub para (7) below.

7. As existing sub. para. 9.

*Admiralty* 1550Z/23 to Connav *(R)*  
for D.T.D. (983) *(B.A.D.)*

A.C.N.S. (F) (2)  
A.C.N.S. (T)  
N.A. 1st S.L.  
C.D. (5)  
Ops. (3)  
D.T.D. (4)  
D.T.D. (M)

D.T.D. (C)  
D.A/S.W.  
I.P. (3)  
W.D.  
U.S.N. (3)



687

War Diary.23.6.1942  
Tuesday.FOREIGN STATIONS.America and West Indies - contd.LEBORE  
(sunk 15/6)My 1658/17 (Barranquilla reports 26 survivors U.S. LEBORE) Ship sunk 0650 G.M.T/15 in 012° 53' 060° 40', survivors landed Colon. B.A.D. pass to Connav.  
(S.O.I. Jamaica 2156R/23 to Admty. etc.)ARRIAGA  
LUNA.B.A.D. pass to C. in C. U.S. Fleet. Overdue Aruba, Norwegian ARRIAGA, Dutch LUNA.  
(S.O.I. Jamaica 2216R/23 to Admty. etc.)REGENT  
(torpedoed  
14/6)My 2131R/20. Latvian REGENT torpedoed and sunk 14/6 150 miles N.E. Cape Honduras where 14 survivors arrived 19th Captain and 20 men missing. B.A.D. pass to Connav.  
(S.O.I. Jamaica 2254R/23 to Admty. etc.)

U/B

Following is a repetition of my 1017/23. (N.T.in W.R.) (Begins) GO7A from C.O.A.C. aircraft reports submarine on surface 44.23 N. 62.00 W. at 1010Z/23. 1017Z/23 (Ends)  
(C.O.A.C. 2255Z/23 to Admty.)HARDWICK  
GRANGE.My 1644/22 (1344R/22 intended, British HARDWICK GRANGE overdue at Trinidad) Ship struck U.S. mine off Colon Breakwater 0600 G.M.T/21, survivors landed Colon.  
(S.O.I. Jamaica 2331R/23 to Admty. etc.)Esteban  
(shelled  
by ? U/B)Portion of shell picked up by R.M.C.S. MOOLOCK at Esteban is 5.5 inch calibre. English lettering and figures on base and Japanese lettering on body.  
(C.O.P.C. 2332Z/23 to N.S.H.Q.)Australia and New Zealand.

Dispositions. Main naval units S.W. Pacific, 23/6. Hurd Bank, ALSEY ATREUS U.S. Ship GRIFFIN. Departure Brisbane 22/6 for patrol thence Noumea\* CANBERRA, HOBART, U.S. Cruisers CHICAGO, SALT LAKE CITY, U.S. Destroyers BAGLEY, HENLEY and PATTERSON, for exercise U.S. Gunboat TULSA. Sydney, KANIMBLA, MANOORA, WESTRALIA, MANGROVE (?U.S. Destroyer HELM) Refit. ADELAIDE, French light cruiser LE TRIOMPHANT, U.S. Destroyers HELM, PERKINS U.S. Ship VICTORIA. Departure Sydney 19/6 Netherlands Gunboat BRINIO to escort BUNGAREE to Noumea 21/6 AUSTRALIA. U.S. Destroyer JERVIS to join CANBERRA, 22/6 ?AVIETA for Brisbane, STUART for Melbourne. Due Newcastle 23/6 U.S. Destroyer MUGFORD. Melbourne repairs VANDETTA U.S. Ship GOLDSTAR. Departure Melbourne 23/6 for Newcastle, U.S. Destroyer SELFRIDGE, Fremantle VOYAGER U.S. Cruiser PHOENIX, U.S. Destroyer WILLIAM B. PRESTON, U.S. Aircraft Tender HERON. U.S. Ship (?OMEUS) LANAKA, ERLING (?BROVIG) Albany, U.S. S/M Tender HOLLAND. Exmouth Gulf, U.S. Seaplane Tender CHILDS. This information has been passed to Cominch.  
(A.C.N.B. 0632Z/23 to A.I.G. 114 etc.)

\* For a different list of this force, see 1606/23.)

/"BATHURST". ...



687 A.

# MOST SECRET

MOST SECRET

MESSAGE

III

0632Z/23/June.

From A.C.N.B.

Date 23.6.42.

Naval Cypher M by  
W/T & T/P

Time 2141.

Correction

Addressed A.I.G. 124, N.O. i/c Sydney 556, D.N.O. Port Darwin 68  
D.N.O. Western Australia 229, D.N.O. Victoria 188,  
D.N.O. Queensland N.Z.N.B., C. in C. Eastern Fleet,  
F.O. Ceylon, N.S.H.Q. Ottawa, N.O. i/c Townsville.  
Aust. Ship (L.O. Noumea, Chief of Staff Mombasa.

Disposition main naval units south west Pacific 23rd June.

Brisbane H.M.S. ALSEY, ATRBUS, U.S. ship GRIFFIN. Departure  
Brisbane 22nd June for patrol thence Noumea, H.M.A.S. \*CANBERRA,  
H.M.A.S. \*HOBART, U.S. Cruiser \*CHICAGO, U.S. Cruiser \*SALT LAKE CITY,  
U.S. Destroyer BAGLEY, U.S. Destroyer \*HENLEY, and U.S. Destroyer  
\*PATERSON. For exercise, U.S. gunboat TULSA. \* See next page

Sydney. H.M.A.S. KANIMBLA, H.M.A.S. MANCOORA, H.M.A.S. WESTRALIA,  
H.M.S. \*MANGROVE, (U.S.S. DOBRIH), Refit, H.M.A.S. ADELAIDE,  
French Light Cruiser LE TRIOMPHANT, U.S. Destroyer HELM,  
U.S. Destroyer PERKINS, U.S. Ship VICTORIA. Departure Sydney  
19th June Netherlands Gunboat BRINIO to escort H.M.A.S. BUNGAREE  
to Noumea, 21st June, H.M.A.S. AUSTRALIA, U.S. Destroyer JARVIS  
to join H.M.A.S. CANBERRA, 22nd June, H.M.A.S. TARUNTA for  
Brisbane, H.M.A.S. STUART for Melbourne. Duo Newcastle 23rd June,  
U.S. Destroyer MUGFORD. \* Not in E. Ind - 1/2 - 2/3 Trawler & Home War Line

Melbourne. Repairs. H.M.A.S. VANDITTA, U.S. Ship GOLD STAR.  
Departure Melbourne 23rd June for Newcastle, U.S. Destroyer  
SEMPERDICE.

Fremantle. H.M.A.S. VOYAGER, U.S. Cruiser PHOENIX, U.S. Destroyer  
WILLIAM B. PRESTON, U.S. Aircraft Tender HERON, U.S. Ship OTUS,  
LANAKA, BRLING (\*BROVIG). <sup>Scaplane Tender</sup>

Albany. U.S S/M Tender HOLLAND. Exmouth Gulf U.S. Scaplane  
Tender CHILDS. This information has been passed to COMINCH.

0632Z/23.

1st Lord	
1st S.L. (2)	
3rd S.L.	
Vice Controller	D.D.I.C. (2)
5th S.L.	I.P. (2)
V.C.N.S.	W.D.
A.C.N.S. (H)	D.N.I. (5) & for D.N.L.O.
A.C.N.S. (F) (2)	.id. Blake
N.A. 1st S.L.	U.S.N. (3)
D.O.D. (H) (2)	D. of P. (2)
D.O.D. (F) (2)	D. of D.
D.C. (2)	.id. Bellairs
D.A/S.W.	Dept Cont
Hd. of M. (3)	D. of D. } Bath by
	Hd. of S.W.R. } courier

E.M.



688

23.6.1942  
Tuesday.War Diary.FOREIGN STATIONS.Australia and New Zealand. - Contd.

"BATHURST" Your 1901B/20 and your 1532B/10. State of  
Minesweepers. Imperial account "BATHURSTS".  
(A.C.N.B. 1200/23 to Admty.)  
See Lion Copy.

Situation. Serial number 152 from C.W.R. 22/6. Enemy  
strength Dilli area now reported approx. 2500  
troops. (2) Air R/C 22/6 reports nil sightings  
Faisi Tonolei Buka Island (Solomon Island). Poor visibility  
prevented observation Kessa.  
(3) Aircraft and destroyer reported off North coast Guadal Canal  
Island 0515Z/21.  
(4) Indication of enemy S/M off Stradbroke Island (Queensland)  
at 0123Z/22. (5) Unidentified vessel reported off Cape Leeuwin  
( W A) at 0601Z/20, my serial number 150, para 1, 20th, vessel  
not subsequently located by air patrol. (6) Indication of enemy  
operating A/C warning device at Salamao.  
(A.C.N.B. 1201Z/23 to Admty. etc.)

Suspicious Unidentified vessel sighted by aircraft 0201Z/20  
Ship. in 036° 06' S. 111° E. course 270° speed 12  
knots gave signal letters BPBG. Description.  
(A.C.N.B. 1202Z/23 to Admty., C.O.I.S. Kilindini,  
C. in C. E.F., N.Z.N.B.)  
Your 1202Z/23. BPBG are signal letters of Norwegian ship SKJEL-  
BRED which ship left Port Chalmers for Aden on 8/6. Description  
corresponds with illustration given in Talbot Booth's Merchant  
Ships.  
(D.D.I.C. 2345B/23 to A.C.N.B.)

Movements. AUSTRALIA, CANBERRA, HOBART. U.S. Cruisers  
CHICAGO, SALT LAKE CITY, U.S.Des. HENLEY, SANDS,  
JARVIS and PATTERSON left Brisbane 1525Z/22 for  
patrol, thence Noumea.  
(A.C.N.B. 1606Z/23 to Admty., F.O. Ceylon, etc.)

U.S.Forces. My 1706/17. Changes in disposition of U.S.  
forces. Battleships NORTH CAROLINA, TENNESSEE,  
PENNSYLVANIA, IDAHO, MISSISSIPPI, NEW MEXICO,  
COLORADO. MARYLAND, San Pedro. 8" Cruisers CHESTER at San  
Francisco, VINCENNES, NORTHAMPTON, PENSACOLA, MINNEAPOLIS, NEW  
ORLEANS at Pearl Harbour. 6" Cruisers SAN JUAN San Pedro,  
DETROIT, ATLANTA at Pearl Harbour, CONCORD Valparaiso, TRENTON  
Left Balboa 17/6.  
(D.O.D.(F) 1957B/23 to C. in C. E.F., N.Z.N.B., A.C.N.B.,  
N.S.H.Q.) See p. 681



M E S S A G E. IN.

SECRET. 1200/23rd June.

From Australian Commonwealth Naval Board. Date 24.6.42.  
Rec'd. 1240.

Naval Cypher (C). by Cable.

Addressed Admiralty. Repeated C. in C. Eastern Fleet.  
Deputy C. in C. Eastern Fleet. C. in C. East Indies.  
F.O.C. R.I.N. D.N.O. Western Australia.

807. Your 1901B/20 and your 1532B/10 not to all addressees.  
(1) State of imperial accounts Bathurst's is (a) H.M.A.S. GOULBURN, H.M.A.S. BURNIE, H.M.A.S. BENDIGO, H.M.A.S. MARYBOROUGH, H.M.S. TOOWOOMBA, H.M.A.S. BALLARAT, WHYALLA, and H.M.A.S. KALGOORLIE completed and fitted to sweep moored mines only and A/S. (b) H.M.A.S. WOLLONGONG H.M.S. CESSNOCK, H.M.S. LAUNCESTON and H.M.S. GERALDTON completed and fitted with all 3 sweeps and A/S. (c) H.M.S. CAIRNS and H.M.S. IPSWICH similarly fitted, with complete and start storing and working up end of June. (d) Anticipate H.M.S. TAMWORTH GAWLER, BROOME, PIRIE, will complete July, July, August, September respectively fitted for all 3 sweeps and A/S.

2. In view of S/M activity in Australian waters and requirements for Australia. (a) coastal (b) service between Townsville and Port Moresby and (c) service between East coast and Darwin in addition to local defence of important ports following are proposed dates of R.I.N. and imperial accounts Bathurst's leaving Fremantle for Eastern Fleet in company tanker. FUNJAB 18th June, H.M.S. TOOWOOMBA, H.M.S. GERALDTON 16th July. Bombay, H.M.I.S. MADRAS end of July. H.M.S. CESSNOCK mid August. H.M.S. LAUNCESTON end of August. H.M.A.S. WOLLONGONG, H.M.A.S. MARYBOROUGH, H.M.A.S. BURNIE September. (3) Figures obtained from FUNJAB on passage Sydney to Fremantle give endurance of vessels fitted L L as 26 00 at 10 knots with clean bottom. No other reliable figures to hand. For long passage if forward trim tank is used for oil fuel endurance will be increased by 18%.

1200Z/23.

1st Lord.	M. (4) (P.D. 0126/41.)	
1st S.L.	(M. 03147/42.)	
Controller.	D.T.S.D.	
4th S.L.	N.L.O. Australia House.	
Vice Controller.	D.T.M.	
V.C.N.S.	D.D.T.M.	
A.C.N.S. (F).	D. of V.	
N.A. 1st S.L.	D. of S. (2).	
D. of P. (3).	D.T.D. (4).	
Ops. (3).	D.T.D. (M).	
O.D. (5).	D.T.D. (C).	
O.I.C. (3).	Dep. Contr. (3).	} Bath.
D. of L.D. (3).	D. (4).	
D.A/S.W.	S.W.R.	
D.M.S.		
D.M.S. Citadel.		
O.D. 8.		
I.P. (3).		
W.D.		
D. 57.0.B.1.		



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23.6.1942  
Tuesday

War Diary.

FOREIGN STATIONS.

Australia and New Zealand - contd.

Situation, Maori No.21. (1) Japanese S/Ms placed by D/F  
New Zealand. as follows, all south and east: 29.174, 16/6,  
15.172, 19/6, five between 6.167 and 16.171 E,  
20/6. (2) Air R/C Ocean Island 17/6 and 21/6  
inclusive Nauru 17/6 Nukufetau 18/6. (3) Cdr. Holmes U.S.N.  
has assumed command Fiji, short title Port Director, vice Cdr.  
Critchley R.C.N. who is temporarily New Zealand Naval Liaison  
Officer Fiji short title N.Z.N.L.O.  
(N.Z.N.B. 2306Z/23 to Admty. etc.)

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U-boat positions.  
(D.D.I.C. 1410B/23, 1413B/23.)



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24.6.1942  
Wednesday.

War Diary.

SITUATION REPORT.

There are strong grounds for believing that Germany and Japan have made plans for large scale exchange of vital commodities. If these succeed, Germany's principal deficiencies will largely be made good by Japan. Some nine ships have arrived in Bordeaux from the Far East since Japan's entry into the war and one other came to grief near the Azores. Two are known to have left Bordeaux for Japan in recent months.

Home Commands.

The Flag and Officers of V.A.2 Home Fleet were transferred to ANSON today ~~from~~ KENYA.

British Air Operations.

C. in C. W.A. sends today a message regarding continued failures to establish R/T communication between ships and aircraft owing to the failure to provide a simple but vital article of equipment. He suggests this is due to the failure of those concerned to appreciate fully the vital importance of efficient inter-communication between ships and aircraft engaged in convoy protection.

Enemy Air Operations.

Minesweeper GOSSAMER has been sunk by bombs in Kola Inlet.

Mining.

Aircraft laid mines last night off the Frisian Islands and Gironde.

Poole was opened this evening to controlled traffic.

Further magnetic and acoustic mines were detonated today in the enemy minefields off the East Sussex coast and near West Sheringham Buoy.



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24.6.1942  
Wednesday.

War Diary.

SITUATION REPORT.

Mediterranean.

Luqa was attacked last night and some damage was caused.

Over 80 Wellingtons and Liberators bombed shipping and harbour installations at Benghazi after dark tonight.

East Indies.

GENERAL DUCHESNE (ex Greek MAROUSSIO LOGO<sup>THETI</sup>) was brought into Diego Suarez today after being cut out from Mayotte Island on 22/6. During the operation, GENISTA grounded on a reef, necessitating DAUNTLESS going to her assistance. At 1249Z/24, D. C. in C. E.F. reported that GENISTA had kedged off and had been ordered to fuel at Diego Suarez if necessary and proceed with THYME in company to Durban. (GENISTA and THYME left Diego Suarez for Durban 27/6.)

America and West Indies.

Havana reports that U-boats operating near Cayo Cayetano, off North of Pinar Del Rio, refuelled off Cabanas twice in recent weeks. Several Germans have been seen recently in Cabanas.



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24.6.1942.  
Wednesday.

War Diary.

HOME COMMANDS.

Policy.

Flag of Vice-Ad. Curteis. The flag of Vice Admiral A.T.B. Curteis is to be transferred from KENYA to ANSON at 1400 today. (C. in C. H.F., 0955/24).

Portsmouth combined Headquarters. In view of nature of underground operational H.Q. at Fort Southwick, intend to use the title Portsmouth Combined Headquarters, as from 1/7. (C. in C. Portsmouth, 1617B/24).

KONKAN. Refusal of duty by 17 seamen ratings. Details and proposals. (F.O.I.C. Greenock, 1644/24) See Lion Copy.

Movements.

DURBAN. E.T.A. Bardsey Island 1215. Speed knots 18. (DURBAN, 0920B/24).

→ MINERVE MINERVE sailed for Lerwick and Patrol 2030B/23rd. (Capt. S.9., 0931B/24 to F.N.F.L., London).

HELVIG. Intend sailing HELVIG from Sullom Voe at 1900B/24 for Invergordon passing West of Shetlands and Fair Isle to number 35 buoy and thence by Q.Z.S. 352 and 150. E.T.A., 1900B/25. (N.O.I.C. Lerwick, 1001B/24).

N.O.I.C. Lerwick's 1451B/24. LINNET is being sailed independently. Proceed in accordance with N.O.I.C. Lerwick's 1001/24 at best speed. (A.C.O.S., 1929B/24 to HELVIG).

RENOWN, SOMALI, LEDBURY, WILTON. Capt. (D) 6 in SOMALI with LEDBURY, WILTON proceed passing Switha 2145 today to R/V RENOWN off Hoxa at 2200 and provide escort to Hvalfiord. (2) On arrival SOMALI act as ordered by C.S.1. LEDBURY, WILTON will be required to provide additional escort P.Q.17, S.O.\*KEPPEL. (R.A.D. H.F., 1020B/24). *See p.693. \*See p.694.*

→ TRIBUNE, MINERVE. *N.T.A.W.D.* Your 0851/24. Following is a repetition of my 1737/20 addressed C. in C. Rosyth. (1) Intend sailing\*TRIBUNE and MINERVE escorted by\*LOCH MONTEITH from Dundee 1930B/23 for Lerwick. E.T.A. 0030B/25. (Capt. S.9., 1047B/24 to Admty).

*\* also sailed - (movements of H.M. Ships)*

/HOWE...



SECRET

M E S S A G E

692 A  
1644/24 June

From F.O.I.C. Greenock.

IN

DATE: 24.6.42  
RECD: 1722

P/L BY T/P

Addressed Admiralty Repeated R.I.N. Liaison Officer, Bath,  
C in C Western Approaches.

IMPORTANT.

While H.M.I.S. KONKAN was working up at Tobermory, 17 of the seamen ratings refused duty at the same time without previous warning. Ship was sailed to Greenock, and after consultation with Commander Lawrence R.I.N., it has been decided not to hold a court martial, and the ratings are being dealt with summarily by the Commanding Officer under Section II of the N.D.A. The reasons given after the occurrence by the men are principally dissatisfaction with rations, accommodation and hours of work. In view of previous similar trouble in ORISSA, it is strongly recommended that KONKAN should sail for India in the next available Convoy without further working up at Tobermory or Port Edgar. Relief ratings arrive from Portsmouth tomorrow, Thursday, and the Commanding Officer, who is fully trained in minesweeping, is confident of ability to work up his ship's company. Request early decision.

With regard to the complaints, it is recommended that a full investigation should be held as soon as possible into the conditions for R.I.N. personnel while in this country and it would be appreciated if the R.I.N.L.C. and a representative of the India office could be appointed to carry this out.

As Commander Lawrence has been intimately connected with the arrangements for commissioning these ships and

...../ administration



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-2-

administration of the crews, it is not considered that he should be one of the investigating officers, but that he should give evidence.

There will be three R.I.N. ships in this area until the end of the month. Commander Lawrence is available to report at Admiralty at any time if desired.

1644/24

Advance copy Ops O.D.

1st Lord  
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)  
N.A. 1st S.L.  
D of P (3)  
Ops (3)  
O.D. (5) for action as necessary.  
D.N.I. (5)  
O.I.C. (3)  
D.M.S.  
D.M.S. Citadel  
D.D.T.M.  
D.A/S.W.  
M (6) for action as necessary.  
N  
D.P.S. (2)  
D.T.D. (4)  
D.T.D. (M)  
D.T.D. (C)  
N.L.  
C.W. (2)  
N.A. 2nd S.L. (2)  
I.P. (3)  
W.D.  
R.I.N.L.O. (2) } Bath by  
S.W.R. } courier.

BM



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24.6.1942.  
Wednesday.War Diary.HOME COMMANDS.Movements. - Contd.

- HOWE. C. in C. H.F. 1752/23. HOWE can enter basin and dock provided maximum draught does not exceed 31 feet 6 inches. Pass Beamer Rock 1915/4/7, 0745/5, or 2000/5.  
(A.S. Rosyth, 1050B/24 to Admty).  
Owing to tidal considerations at Rosyth the programme proposed in HOWE's 1619/16 must be adhered to if practicable. The arrangements suggested in C. in C. H.F. 1752/23 are therefore not acceptable.
2. Cancel para. 2 of my 2216/22 and 2224/22.
  3. C. in C. W.A. is requested to (a) Arrange destroyer escort for sea trials; (b) Sail HOWE with 3 destroyers as escort to Rosyth in accordance with HOWE's 1619/16.
  4. C. in C. H.F. is requested to detail a cruiser to provide escort instead of SIRIUS.  
(D.O.D. (H), 1956B/24 to C. in C. H.F.)
- BULOLO. BULOLO sails 0900/25 for gun trials from Sheerness thence northwards escorted by HOLDERNESS, proceeding by Q.Z.S. 287 and 277, speed 14 knots.  
(C. in C. Nore, 1202B/24).
- P.247. My 1212B/23. Sailed P.247 escorted by LA CAPRICIEUSE.  
(F.O.I.C. Liverpool, 1250B/24 to F.O.I.C. Greenock)  
Do not carry out diving trials. Proceed Clyde.  
(N.O.I.C. Liverpool, 1314B/24 to P.247).
- H.50 My 1716/23 sailed.  
(F.O.I.C. Falmouth, 1250B/24 to C. in C. Portsmouth).
- WASHINGTON, MARTIN, MAYRANT, ROWAN. Intend sailing <sup>/Hvalfiord</sup> in WASHINGTON screened by MARTIN, MAYRANT, ROWAN p.m./25 to Scapa Flow. Route through 58° 45' N., 07° 12' W.  
(2) S. of A 18 knots. Request air coverage be arranged.  
(Comtask 99., 1502B/24 to C. in C. H.F.)  
See also C.T.F.99., 1147B/25).
- P.212 Sailed P.212 escorted by JAN VAN GELDER in accordance with S.3's 1429B/22/6.  
(F.O.I.C. Greenock, 1756/24). \* See p. 698.
- P.614 F.O.C.O.S. 1810/21. Sailed. <sup>Hor Svalbard</sup> E.T.A. 0100B/27.  
(S.O. S/M Lerwick, 2004B/24 to N.O.I.C. Iceland).
- RENOWN. Scapa departures for Hvalfiord RENOWN, SOMALI, WILTON, LEDBURY. E.T.A. 1500Z/26.  
(A.C.O.S., 2213B/24 to A.C.I.C.) See p. 692.



24.6.1942.  
Wednesday.

War Diary.

HOME COMMANDS.

Movements. - Contd.

KEPPEL. C. in C. W.A. 1014B/14. Request KEPPEL may proceed Reykjavik to attend convoy conference a.m./27.  
(C.S.I., 2230B/24 to C. in C. H.F.)  
See p. 692.

Operations.

Offensive Arrived M.T.B. 241. 72. 70. 32. M.G.B. 76. 58.  
Patrols. 60. 74. 63.  
(F.O.I.C. Harwich 0634B/24.)

QQ 3. Arrangements in my memorandum 0422/6 of 8/5/42 are to apply to Operations QQ 3 with the following amendments in subject and paras (1) and (3) for Unit 2 read Unit 3. In lines 2 and 3 of para (1) for 0600/16/5 read 0900/27/6.  
(F.O.I.C. London 1240B/24 to C. in C. Nore.)

WILPO Dutch Coaster WILPO at present under German control intends to endeavour to break away from enemy convoy and make for U.K.  
(Operation "Hopalong")  
2. Master intends to feign engine trouble off Borkum at midnight 26/27 when he hopes an air attack will be laid on. He will then slip the convoy.

3. Request you will arrange with 16 Group for such an attack, which need not be heavy, to take place off Borkum at midnight 26/27. Should no convoy be located on that night, attack to be repeated on following night 27/28.

4. If successful in escaping from convoy WILPO will proceed direct to Humber. Request you will arrange air and surface search and escort on the lines of those arranged for operation "Stroke".

5. Description of WILPO.  
(D.O.D.(H.) 1325B/24 to C. in C. Nore. (R) F.O.I.C. Humber. H.Q.C.C.)

Your 1627/22. Every endeavour will be made to stage air attack off Borkum midnight 26/27.

2. Intention to proceed direct to Humber is agreed. Air and surface search will be arranged.

(D.O.D.(H.) 1336B/24 to N.A. Stockholm.)

A.M. 1325/24. Operation "Hopalong".

(D.O.D.(H.) 1402B/24 to C. in C. Nore.)

N.W. Norway URSULA left Lerwick 2002B/24 unescorted and  
S/M Patrol. proceeding on surface at discretion of C.O.  
routed A. 089° Out Skerries 5 miles  
B 068° 59' N 008° 01' E thence patrolling in  
eastern half of Zone K 50.  
(S.O. S/M Lerwick 2009B/24.)



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War Diary.24.6.1942.  
Wednesday.HOME COMMANDS.British Air Activity.

Tanks for Mosquito A/C. Air Ministry's 1920/15. Request that every effort may be made to obtain long range tanks for these extra A/C on the highest priority. (A.C.N.S. H. 0124B/24 to Air Ministry.)

Bombing Operations. On day 23/6, 12 A/C bombed Dunkirk and obtained one direct hit on a 4000 ton ship in dock. On night 23/24, 5 A/C attacked the docks at St. Nazaire. (H. Q. B.C. 1136/24.)

Equipment of Coastal Command A/C. Failures to establish R/T communication between ships and aircraft continue to occur due to aircraft of Coastal Command still not being fitted with S.I. filters. In view of the urgent representations in my 1220/20/9/41 and the simple nature of the equipment required this continued failure to meet a vital requirement suggests that the vital importance of efficient inter communication between ships and aircraft engaged in convoy protection cannot be fully appreciated by those concerned. (C. in C. W.A. 1236B/24 to Admty.)

Convoy A/C Escorts. Aircraft homed on to a convoy by W/T in W.A. Command are to establish R/T communication with S.O. escort on arrival.  
2. S.O. escort of a convoy being shadowed or attacked is to establish R/T communication with aircraft escort re-establishing communication with reliefs on joining.  
3. Little can be gained and much lost by maintaining rigid R/T silence when the position of the convoy is already known to the enemy. (C. in C. W.A. 1241B/24. W.A.G.M. 375N.)

Enemy Air Activity.

GOSSAMER sunk. GOSSAMER sunk by bombs in Kola Inlet. (S.B.N.O. North Russia, 0824B/24).  
My 0824. GOSSAMER was hit by one bomb just before winch and sank in eight minutes. Five Junkers 88 were attacking ships in Kola Inlet, one of which left remainder and made attack unseen with sun behind him. GOSSAMER was firing at remaining four. She sank in 12 fathoms. Three officers killed, 20 ratings missing, 12 wounded only 4 seriously. Other bombs dropped fell on hillside. (S.B.N.O., North Russia, 2033B/24).

Denmark Strait. Position of enemy large bomber A/C 67° 10' N., 23° 20' W. (A/C ?F Sqn. 0840/24).  
Position of large enemy bomber at 1040 was 067° 08' N., 023° 20' W. (A.C.I.C., 1215Z/24 to ships).  
~~Heinkel~~ III sighted in 068° 30' N., 16° W. at 2201/23 steering 140° altered 090° (A.C.I.C., 1152B/24 to Admty).



War Diary.24.6.1942.  
Wednesday.HOME COMMANDS.Mining.

- B.S.82 My 1816/19. Carry out B.S.82 tomorrow.  
(C. in C. Nore, 0934B/24 to PLOVER, ROTHESAY).
- Thames Estuary. 1 ground mine detonated by Sweepers at 1952/23 and one at 2005/23. Details.  
(Capt. M/S Sheerness, 1005/24 and 1105/24).
- Off Beachy Head. (A) At 1930/23 One Mine exploded by Sweepers. Details.  
(N.O.I.C. Newhaven, 1221/24).
- Q.Z.Y.328 Cleared for 2.2 miles from Northermost edge. No mines swept. Intend sailing 0700/25, sweeping from 0930 to 1900, returning Portland at 2200.  
(9th M/S 1920B/24 to C. in C. Portsmouth).
- Humber. 2 Magnetic Mines exploded by Sweepers at 0640B/24 and 1824B/24 respectively. Details.  
(F.O. Humber, 2215B/24).
- Poole. My 1545B/23. Port of Poole is open to controlled traffic by Q.Z.S.364 only.  
3. Re. route.  
(C. in C. Portsmouth, 2333B/24).

Enemy Intelligence.

- SCHARNHORST, PRINZ EUGEN, NÜRNBERG. Photographic R/C Kiel at 1430B/23 SCHARNHORST, PRINZ EUGEN, in former positions. NÜRNBERG in southern floating dock.  
(D.D.I.C., 0229B/24 and 1010B/24).
- North Norway on 22/6. Russians report 22/6. Varanger Fiord one destroyer Off Komagnes one destroyer.  
(Ad. Miles, 1506C/24).
- Japanese Shipping for Europe. My 1758/13. Following for information.  
2. There are strong grounds for believing that plans have been made by Germany and Japan for large scale exchange of vital commodities. If these plans succeed, Germany's principal deficiencies, in particular rubber, tin, wolfram, hemp, hides and vegetable oils will be largely made good by Japan. The latter will obtain in return chemicals, specialized machinery prototypes of naval and military material, blueprints and instructions for plants and processes, and expert technicians. Similar exchanges are believed to be contemplated with Italy.  
3. Some nine ships have arrived in Bordeaux from the Far East since Japan's entry into the war and one other came to grief near the Azores. Two are known to have left Bordeaux for Japan in recent months. There is every indication of greatly increased activity in the near future, and ships in my 1758/13 are those likely to be employed.



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24.6.1942.  
Wednesday.War Diary.HOME COMMANDS.Enemy Intelligence.

Japanese Shipping for Europe. Contd. 4. Earlier ships are thought to have been routed via Cape Horn, but with Japan in control of Sunda Straits they are now likely to be routed by the Cape of Good Hope. Ships selected have sufficient endurance to do whole voyage without refuelling, and rely on our lack of intelligence of their movements and on evasive routing to escape interception (A.C.N.S. (F), 1525B/24).

Jamming of R.D.F. Sets. Abnormal jamming of R.D.F. sets in Eastern Channel in last few days is probably due to testing newly installed jamming apparatus. It is suggested that this jamming may now be used to lull our suspicion prior to an operation. (D.O.D. (H), 1846B/24).

Navigational.

Ice off Jan Mayen. Ice R/C towards Bear Island unsuccessful because of fog. Jan Mayen slight brash ice S.E. coast with close-packed brash on N.W. coast. Small pieces seen along route to Jan Mayen estimated about 150 to the mile. Further R/C being flown when fog permits. (A.C.I.C., 1307B/24).

Technical.

Faeroes R.D.F. station. Your 1531B/19. Type 273 set and hut can only be broken down so that no load exceeds 400 lbs. Further signal will be made regarding power generator. (D.S.D., 1826B/24 to N.O.I.C. Faeroes).

Casualties & Defects.

VIDA P.W. 175. VIDA towed into Penzance with engine defects. (F.O.I.C. Falmouth, 0910B/24).

SOUTHERN SHORE. Your 1455B/19. A/S Whaler SOUTHERN SHORE with R.U.29 can be taken at Aberdeen early July for refit and fitting for cold weather. 2. Do you recommend she be paid off. A.M.2109/26 /2 refers. (D.A/S.W., 1242B/24 to A.C.I.C.)

FOLKESTONE. D.N.C. Bath's 1756B/23. Regarding stability of FOLKESTONE. Arrangements made for removal of topweight and fitting of additional ballast. Work is proceeding and sailing of ship will be delayed two days. (F.O.I.C. Cardiff, 1536B/24).

/PARTRIDGE...



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24.6.1942.  
Wednesday.War Diary.HOME COMMANDS.Casualties & Defects. - Contd.

PARTRIDGE. (D) Greenock's 1154/24. Request you sail PARTRIDGE to Tyne for repairs at Newcastle.  
(C. in C. W.A., 1756B/24 to F.O.I.C. Greenock).

KING GEORGE V. By concentrating on essential items only, work could be completed by 30/6/42 which would enable ammunitions, storing etc. to be started on 1/7/42 Programme is being arranged for sailing on 10/7.  
(F.O.I.C. Liverpool, 1814B/24 to Admty).

JAN VAN GELDER. Main bearing of starboard engine hot. Proceeding at 7 knots on port engine whilst adjustments made. Estimated time for repairs 3½ hours.  
(JAN VAN GELDER, 1835B/24).  
Your 1835B acknowledged. Report your position when repairs are effected and when you can proceed at previous speed.  
(N.O.I.C. Greenock, 2057B/24 to JAN VAN GELDER).

*See p. 693.*Shipping & Convoys.

P.Q. 17 Your 1306B/23. TROUBADOUR can be accepted.  
(C. in C. H.F., 1035B/24 to Admty).  
N.O.I.C. Belfast's 1631/18. Amended route N.U. From 000° Lough Foyle Buoy 6 miles to  
D. 055° 59' N., 007° 08' W. E. 056° 20' N., 008° 18' W., thence to B. S.C. 87 U should cross ahead of your route at 0001B/25.  
(C. in C. W.A., 1050B/24 to PALOMARES, POZARICA).

W.N. 1 As no ships at present for W.N. 1 propose postponing 12 hours so as to include S.C. 87 nine ships & H.X. 194 one ship.  
(N.C.S.O. Loch Ewe, 1046B/24).  
Your 1046B/24. Concur.  
(C. in C. Rosyth, 1220B/24 to N.C.S.O. Loch Ewe).

U.R. 30 Destroyer Escort is not to be sailed with U.R. 30.  
(C. in C. W.A., 1233B/24 to Commdre. Londonderry).

D.S. 29 My 1825B/22. <sup>/N.T. & W.D.</sup> For SALADIN read SABRE.  
(N.O.I.C. Londonderry, 1429B/24).

O.G. 87 C.A.M. Ship EMPIRE CLIVE has been allocated for inclusion in Convoy O.G. 87.  
EMPIRE CLIVE. (D.T.D., 1454B/24).

ST. GEORGE. A.M. 1737/19. Tug ST. GEORGE should be instructed to proceed by most direct route from St. Vincent (C.V.I.) to Para, in view of small margin of fuel endurance.  
(D.T.D., 1833A/24 to F.O.I.C. Milford Haven).



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24.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.North Atlantic.

W.S.20. A.M. 1503/22. Sailed MALAYA, WISHART, VIDETTE, ANTELOPE. MALAYA holds A.M. "QGA" 92 GB 115. (F.O.C.N.A., 0220B/24 to Admty etc).  
Your 2252/23 not to MALAYA. NARKUNDA is to part company when MALAYA joins convoy and proceed to Gibraltar through positions (Y) and (Z). A.M. 1733/14 refers. (D.O.D. (F), 1145B/24 to F.O.C.N.A. (R) MALAYA).  
ST. ALBANS must fuel 27/6. Am therefore sending her to Ponta Delgada with VIMY. BEAGLE and WOLVERINE must arrive Ponta Delgada to fuel 28/6. Am retaining VANSITTART with convoy till prudent limit of endurance, fuelling Ponta Delgada 29/6. Consul Ponta Delgada being informed per BRILLIANT.  
(BEAGLE, 1924Z/24 to C. in C. W.A. (R) Admty, MALAYA).

Repatriations. My 1529B/25 (23 intended) Italian liners GIULIO CESARE and DUILIO sailed 0805. (F.O.C.N.A., 0809B/24 to C. in C. Med).

P.46 information. 1 trawler on patrol off Huelva. 1 B.D.V. may arrive from S.W. 1 corvette will be firing star shells in Western Approaches of Strait at 0200B/25 Your escort will be a corvette. (F.O.C.N.A., 1106B/24 to P.46).

Situation At 1959B/24.  
(1) O.R.P. SOKOL 38.39, 10.42 through 38.59, 11.01 thence 347° diving by day 2 ?knots, surface by night 9. (2) P.46, 36.17, 07.33 to 350° Spartel 5 miles on the surface 8 knots.  
(3) O.G.85, 36.17, 08.15 to Gibraltar 7½, S.O. WESTCOTT.  
(4) SPIREA, COLTSFOOT 32.16, 15.17 245° 12.  
(5) ABDIEL 30.57, 11.24 through 32.40, 10.15 thence Gibraltar 22.  
(6) Fleet Unit 3 destroyers 36.07, 11.12, 294° 16½.  
(7)\*INNISDHU patrol off Cape Roca to R/V 2 Merchant ships off Lisbon at 2200/24 to escort coastwise to Gibraltar 8.  
(8) SCOTTISH Patrol off Lisbon.  
(9) ALOUETTE Patrol Huelva Bight.  
(10) ST. NECTAN escorting MIRROR vicinity 36.48, 10.37. (F.O.C.N.A., 1248B/24 to A.I.G. 63).

\*Not identified - ?IMPERIALIST

M.Ls. 9th and 29th M.L. Flotillas are now 2 M.Ls. short per Flotilla. Shortage of M.Ls. seriously hampers local patrol. Request 4 M.Ls. may be sailed as soon as possible to complete these Flotillas and that they may be fitted with type 286 M U and type 252 before sailing. (F.O.C.N.A., 1804Z/24 to Admty (R) F.O.Coastal Forces).

BARCROSS, R.O. Fayal's 1706/23 is passed to you for information.  
BARBOURNE. (V.A.C.N.A., 1843B/24 to R.A.W.A. (R) Admty).



700

24.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

South Atlantic.

W.S.19 P. Your 1945Z/23 (N.T. in W.R.) Following is a repetition of my 1731/22 (quoted).  
(C. in C. S.A., 0047B/24 to R.A.W.A.)

W.S.19 P. Position 003° 52' S., 002° 01' E., course 111° 14 knots at 1200A/24. N.C.S.O. Freetown 1150A/19 and your 1731/22 not received. SHROPSHIRE R/V at 0800A/26 in 011° 42' S., 007° 54' E. (NELSON, 1254Z/24 to C. in C. S.A. (R) R.A.W.A.F., Admty, SHROPSHIRE).

ALCANTARA W.S.19 Y. ALCANTARA sailed to patrol in area J.36 (D) J.1 (C) and K.1. (A) and to give support to W.S.19 Y. (S.O.(I) Capetown, 0621Z/24 to Admty etc).

Movements. Departure 21/6 ASTURIAS. Departure 23/6, ~~COMMANDANT~~ DETROYAT, QAMA on A/S escort duty and R/V S.L.114 A.D.O.31.  
(S.O.(I) Freetown, 0937Z/24 to Admty).  
*\*not identified.*

AQUITANIA. W.S.19 Q. sailed 23/6. E.T.A. Diego Suarez p.m./29. Requirements.  
(S.S.T.O. Capetown, 0938Z/24 to D.S.T., ST.O. Diego Suarez (R) C. in C. S.A. etc)  
See S.T.O. Diego Suarez, 0740/26.

Situation. CORINTHIAN about 011° 59', 026° 35' 009° 59', 021° 01' to 007° 50', 018° 20' thence 160° 17. W.S.19 Y 010° 01', 020° 05' to Freetown through 008° 45', 018° (?211°) 21.2. \*BRIDGEWATER 009° 05', 016° 10' 100° 12 at 2000/24. VELOX off Freetown 272° 15' \*AMARANTHUS F.S. COMMANDANT DETROYAT 007° 40' 018° 20'.  
(R.A.W.A., 1013Z/24 to A.I.G.149). *\* See next page.*

Shipping Routeing. Your 1022/23. (?1202/23 intended re routeing of ships bound for U.S. or Canadian ports).  
No ships routed U.S. or Canadian Ports from South Africa have been given instructions for entry into Trinidad. (2) To avoid confusion such ships are not being diverted by me.  
(C. in C. S.A., 1201B/24 to C. in C. A.W.I., (R) Admty etc).

Raiders. Request you will reply to A.M. 1704/6 as in view of C. in C. S.A's 1401/17 and my 1011/20 neither to Admty, I consider it doubtful whether H.M. Ships will be in possession of information referred to in para. 9B of A.M.1704B/6.  
Shipping Information for H.M. Ships. (R.A.W.A., 1205Z/24 to C. in C. S.A., (R) Admty).



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24.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

South Atlantic - Contd.

REVENGE. Original estimate of time required for refit was based on renewal of 2025 tubes plus certain headers. Subsequent tube failures and waste tests indicate necessity to renew 3800 tubes. Admty. 0224/17/5 to B.S. 3, not to Durban, requires renewal additional headers. Time required estimated 12 weeks.

(2) Assuming all gear available in cases now being unpacked same period required for completion of R.D.F. types 271 and 284 and progressing 285 but unable to commence until similar work completed in VALIANT 27/6. (3) Estimated date for completion 19/9. (4) Large number of essential machinery and electrical defects which must be made good will also require this period to complete. Other A and AS will be completed or progressed as far as gear and labour are available.

(5) Fitting horizontal armour is not included as date for delivery here not known. Cmdre. Durban, 1357/15/5 not to V.A.3 refers.

(Capt. Supt. Durban, 1230Z/24 to Admty).

BRIDGEWATER. Your 1055/22. Concur. 2. Refitting port will be communicated later. 3. Cancel A.M. 2201/21. (D.O.D. (F), 1259B/24 to R.A.W.A.)

ROYAL  
ULSTERMAN. My 1136/24. ROYAL ULSTERMAN has defects to port main engine. Estimate this can be repaired at Pointe Noire and completed by 28/6. (B.N.L.O. W. Africa, 1629/24 to Admty (R) C. in C. S.A., R.A.W.A.)

REINE MARIE,  
STEWART,  
(attacked  
5/6). R.A. West Africa 1115Z/5 (Sighting of burning vessel by PRETORIA CASTLE) AFGHANISTAN has landed 11 survivors ex REINE MARIESTEWARD (Panama Schooner). Vessel attacked by U-boat and shelled. Further details follow. (S.O.(I) Capetown, 1659C/24 to Admty etc).

Vichy  
Convoy. Report graded C (?3) from Monrovia states convoy left Tabu 22/6 for Casablanca comprised JAMAIQUE, FORT, ARCHAMBAULT, and possibly CONDE and CARBET. Carried 400 Senegalese. (?S.O.(I) Freetown, 1831Z/24 to ?F.O.C.N.A. (R) Admty).

Suspicious  
Ship. R.A.W.A., 1933/24. See B.R.O. New York, 2127/26.



701 A.

MOST SECRET **MOST SECRET** M.F.S. S.A.G.Z. 0510/24th June. IN

From The War Office. ~~Date~~ 24.6.42.

CIPHER.

Addressed C. in C. Middle East.

*Fall of Tobruk: Questions for C. in C. Middle East.*

MOST IMMEDIATE

97079 Cipher (M.O.5) 24/6.

For Commanders in Chief from Chiefs of Staff No. (M.E.) 276.

x  
The action taken in Middle East in releasing the ban on making comments on operations has resulted in a flood of criticism from correspondents in Middle East and published in London newspapers today. Tone is extremely critical and enquiries are demanded both in Press and Parliament.

2. The Government is not in possession of information with which to answer criticisms which have been made, and have delayed a debate, by promising as much information as possible early next week.

3. We are most reluctant to ask for information of past operations when we know you have so many preoccupations, but we feel that we must ask you to provide as an interim measure answers to the following questions which are now being asked in Press and which are most likely to be asked in Parliament. For our own information we should like your replies to be as full and explicit as possible. Matter which it is

undesirable/.....

[Reply to this pp. 728 A & E.]



undesirable to publish will not be quoted here.

4. Questions.

(1) To what extent did the close defence of Tobruk enter into the general scheme of defence when the Army originally stood on the Gazala position.

(2) When was decision to hold Tobruk taken.

(3) Is there any truth in statement that an alleged last-minute decision to throw troops into Tobruk led to disorganization in defence.

(4) In view short resistance Tobruk what were grounds for considering garrison adequate.

(5) How in fact did our equipment, in particular tanks, anti-tank (2-pr and 6-pr) and 25-prs. compare with enemy equivalents. How many of each type were available 25th May in forward area.

(6) Is Grant tank entirely satisfactory.

(7) M.E. 109 alleged superior our fighters. Is this so?

(8) Air co-operation with army is said to have been excellent. But how is it that little interference with major enemy moves or supply seems to have been caused.

(9) Was tank recovery and repair satisfactory and was there difficulty in making right type of spare part available where required.

(10) Was every step taken to supply vital defences Bir Hakeim including strong armoured escort for convoy. Was there 75 m.m. ammunition available to send.



**MOST SECRET**

3.

- (11) Was our armour used in small packets and not in bulk.
- (12) What are facts of our losses in armour on 13th June alleged due to running into enemy anti-tank guns. On face of it appears that there must have been inadequate reconnaissance. This is being quoted in Press as turning point of battle.
- (13) Was our training of staffs and junior commanders satisfactory.
- (14) Was there indecision on the part of higher commanders resulting in loss of opportunity.
- (15) Was there any lack of aggressive spirit.
- (16) Is there any explanation other than of exhaustion of our troops for failure to follow up our initial success.
- (17) Has failure of operation had any adverse effect on morale of Army. If so is this due to any particular cause.

If there is any other important consideration not mentioned we hope you will include it in your reply.

Answers are required by 28 (repeat 28) June.

0310/24

(Rec'd from War Office 1220/24)

Advance copy sent D.C., D.O.D. (F) & D.D.I.C.

War Office circulation: S. of S., C.I.G.S., V.C.I.G.S.,  
 B.M.O., D.P., D.D.M.O. (O), M.O.I.S., D.M.I., D.D.M.I. (I),  
 Col. Jacob., C.N.S. Admiralty., Hd. of War Reg Admiralty.,  
 D. of Plans Admiralty., C.A.S. Air Ministry., A.M.C.S. Air Min.  
 D. of Plans. Air Ministry.

1st Lord.	D.O.D. (F) (2)	D.C. (2)
1st S.L. (2)	D. of P. (2)	D.D.I.C. (2)
V.C.N.S.	D.N.I. (4)	Adm. Blake.
A.C.N.S. (1)	D. of P. (Q)	
A.C.N.S. (F) (2)	Hd. of M. (2)	
N.A. 1st S.L.	I.P. (2)	
P.A.S. (3)	W.D.	



701D. 4

**MOST SECRET** 1906/24th June. IN

FROM: ~~SECRET~~ DATE: 24.6.42. RECD: 1250

CYPHER

ADDRESSED: C. in C. Middle East.

MOST IMMEDIATE.

97165 Cipher (M.O.S.) 24/6.

For Commanders-in-Chief from Chiefs of Staff.

Reference our 97079 of 23/6.

Add question No.18.

What effect on operations caused by shortage of long range bombers in Middle East.

1800/24.  
Advance Copy D.O. D.O.D. (F) D.D.I.C.

- 1st Lord.
- 1st S.L. (2)
- V.C.N.S.
- A.C.N.S. (W)
- A.C.N.S. (F) (2)
- N.A. 1st S.L.
- P.A.S. (S)
- D.O.D. (F) (3)
- D. of P (2)
- D.N.I. (4)
- D. of P (0)
- Hd of M. (2)
- I.P. (2)
- W.D.
- D.C. (2)
- D.D.I.C. (2)
- Ad. Blake.

- War Office circulation.
- S. of S.
- C.I.G.S.
- V.C.I.G.S.
- D.M.O.
- D.P.
- D.D.M.O. (0)
- M.O.I.S.
- D.M.I.
- D.D.M.I. (1)
- Co. Jacobs.
- C.N.S. Admiralty
- Hd of War Registry, Army.
- D. of Plans Admiralty.
- C.A.S. Air Ministry.
- A.M.C.S. Air Ministry.
- D. of Plans Air Ministry.

Recd. from War Office  
1255/24.

maf.



702

24.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.Mediterranean.

M.E. Air Report. A.698 Bi-weekly Opsum 32. Night 19/20, 17 Wellingtons bombed shipping and harbour installations Benghazi, starting small fire at base Juliana Mole.

Night 20/21. 5 Liberators bombed Benghazi harbour bombs bursting between bases of outer and Cathedral Moles and on railway sidings. 21/6. A Ju.88 reconnoitred Alexandria at 38,000 feet, 4 Hurricanes did not sight. Second enemy aircraft attacked ship N.W. of Aboukir, no damage. Night 21/22. 9 Liberators 4 Wellingtons bombed harbour installations Benghazi, large fire started on each of railway sidings and central and Cathedral Moles. Explosions and small fires near Central Mole. 7 Albacores laid 7 mines Tobruk harbour. A Swordfish attacked S/M with 4 depth charges 65 miles N.E. Sidi Barrani, results unobserved. Night 22/23. Albacores mined Tobruk harbour. (H.Q., R.A.F., M.E., 0936/24).

BIRMINGHAM,  
INCONSTANT,  
HOTSPUR.

On completion of repairs BIRMINGHAM request you will sail \*BIRMINGHAM, INCONSTANT and HOTSPUR with all convenient despatch to Aden. After fuelling they are to proceed to Kilindini unless otherwise ordered by C. in C. E.F. Request you will report intended programme. F.O.C. R.S. Force pass to BIRMINGHAM F.O.C. 4th C.S. Capt. (D) 7th D.F. (C. in C. Med., 1246C/24 to F.O.C.R.S. (R) Admty etc). \*See p.704.

NAPIER,  
NORMAN,  
NIZAM,  
PAKENHAM,  
PALADIN,  
BELVOIR,  
HURSLEY.

C. in C. Med., is requested to release NAPIER, NORMAN and NIZAM to Eastern Fleet as soon as possible. Decision as to docking two former to be arranged mutually.

2. PAKENHAM and PALADIN may be retained to assist A/A defence south of canal.

3. C. in C. E.F. is requested to lend BELVOIR and HURSLEY temporarily to C. in C. Med., for the same purpose. See p.706.

(1st S.L., 1633B/24 to C. in C. Med, C. in C. E.F., (R) D.C. in C. E.F.)

THRASHER.

Leave patrol as necessary to surface at dusk 26th in vicinity 032° 59', 022° 01'. Proceed, coasting at your discretion, to 032° 16', 024° 24' and thence through 032° 16', 028° 16' to arrive Alexandria searched channel 0500C/30. Safety area established within 30 miles of coast between 022° and 025° E., from 0001/26 to noon 28. Considerable coastal traffic may be expected between Benghazi and Tobruk. (Capt. S.1., 1645C/24 to THRASHER, (R) TURBULENT 201 N.C. Group etc).

E-boats are known to be operating off Libyan Coast. (Capt. S.1., 1855C/24 to THRASHER).

Your 1645/24. Will be 24 hours late throughout. My position is 032° 45', 015° 02'. Weather report. (THRASHER, 2347C/24 to Capt. S.1).



24.6.1942.  
Wednesday.

War Diary.

FOREIGN STATIONS.

Mediterranean - Contd.

Malta Air Report. I.385. C.S.R. 24/6. 23rd. 1515 hrs. 3 S.M.84s, 11 Macchi 202s, 4 Me. 109s. Takali, no damage, elsewhere (civilian casualties) 1 Re.2001, 1 Macchi 202 destroyed, 2 Re.2001, 1 S.M.84 1 Me.109 damaged by 30 Spitfires. One Spitfire shot down sea, pilot rescued unhurt. One Spitfire damaged landing another damaged by A/A, pilots unhurt.  
Night 23/24 2035 hours, 20 raiders. Luqa 1 Spitfire destroyed another damaged, elsewhere 3 civilian casualties. Ju.88 destroyed by Beaufighters. 24th Luqa DA bomb exploded killing one soldier wounding 2 others. 2 alerts, 0640 hrs. 2 Me. 109s, 4 Spitfires intercepted no claim, one Spitfire damaged landing pilot unhurt. 0912 hrs. 2 fighters. 8 Spitfires up, no combat. One Italian (destroyed?).  
(H.Q., R.A.F., Malta, 1713/24 G.M.T.)  
23/6. Convoy attacked 1028 hrs. ( my I.384) 1135 hrs. one M/V 8,000 tons stationary down by stern, 3 Drs. circling other M/V 7,000 tons 1 Dr. heading north from convoy at 8 knots.  
Night 23/24. Wellington 8 shipping sweep Messina Straits Ionian? sea found nothing. Another Wellington 8 shipping sweep 0035 hrs, 1 G/V 5000 tons one small M/V 064° Cape Bon 50 miles course 030° 15 knots. Bombed from 3000 feet, results unobserved, owing cloud? 24/6. photos 0430 hrs CWSC? 8000 tons previously crippled by Beauforts still stationary, Drs. trying to tow Cotrone.,  
(H.Q., R.A.F., Malta, 1738/24).

CLYDE, PARTHIAN. Cosup 2046 (1) Your 1702/22 to V.A.M. Request kerosene be sent in both CLYDE and PARTHIAN.  
(2) Following stores should be loaded in CLYDE (list). (3) Information received from Colonial Office (Cosup 62 of 21/6) 200 tons powdered milk being sent to Gibraltar by first available means. Half ton milk powder mentioned in Governor Gibraltar's T.O.O. 0120/24 /6 should be sent in CLYDE.  
(Govr. Malta, 1855C/24 to F.O.C.N.A. (R) Admty).

Movements, Mersa Matruh. Arrivals "A" 112 "A" 149 "A" 261 "A" 262 A.L.C. 48. Departures Z 27 (BFWX) ~~EB~~ZINGARELLA, APHIS, "A" 112 "A" 113 "A" 117 M.L. 353, DURMITOR, KAJMAKCALAN, "A" 61. R 65 and S.12 shipped out. (Mersa Matruh C.C.O., 2259C/24).



704

24.6.1942.  
Wednesday.War Diary.FOREIGN STATIONS.East Indies.

F.A.A. Aircraft. C. in C. E.I. 1219Z/26/4 and 0540Z/16/5. No.803 "X" Sqdn. has been disbanded. Sea Hurricanes have been embarked 3 in ILLUSTRIOUS and 3 in ? (FORMIDABLE). Personnel have been or are awaiting transfer to Mombasa or have been absorbed by carriers. Hurricanes have been forwarded to Cde. N.A.S. Eastern Theatre. No.818 Sqdn. has been disbanded. Albacores have been placed in reserve at Coimbatone and Puttalam and for major overhaul and engine change. 7 Taurus engines for these aircraft urgently required, C. in C. E.I. 0844Z/16/5 refers. Personnel have been absorbed or are awaiting transfer Mombasa nominal roll forwarded. No.273 Sqdn is due to disband end of July. No.814 Sqdn will be released by R.A.F. in August and become spare T.B.R. Sqdn. (F.O.I.C. Ceylon 0413Z/24 to Admty. (R) Cdre. N.A.S. Eastern Theatre, R.A.A.)

Madagascar. Re negotiations with French authorities. For G.O.C. 121 Force from Chiefs of Staff (W.O. 0515/24 to 203 M.M. Pretoria) See Lion Copy.

Movements. Ceylon Movement Summary Number 2 of 24/6.  
(1) SHOREHAM leaves Colombo 27/6 escorting M.B.9 to Bombay.  
(2) CLIVE leaves Bombay 24/6 escorting B.M.23 to Colombo.  
(3) SUTLEJ leaves Colombo 25/6 escorting M.B.8 to Bombay.  
(F.O.I.C. Ceylon 0526Z/24 to Admty. D.C. in C. E.F. Cdre. R.I.N.)

B.P.48. My 1221/20 (re troop convoys B.M.24 and B.P.48.) para G. B.P.48 is now cancelled. (P.S.T.O. India 0535Z/24 to D.C. in C. E.F. (R) C. in C. E.F. F.O.C.R.I.N. D.S.T.)

NEWCASTLE. BIRMINGHAM. Following is a repetition of my 1055/19 (Begins) C. in C. E.F. (R) D.C. in C. E.F. From C.S.4. On arrival Kilindini intend transferring flag to such cruiser as you direct. Request repair port to which NEWCASTLE should proceed may be signalled. BIRMINGHAM remaining in Mediterranean for the present. *but see p.702.* (C.S.4 0702Z/24 to Admty.)

Aircraft, Mozambique Channel. Friendly aircraft investigating shipping in Mozambique channel and vicinity will not approach closer than 1500 yards by night and 5000 yards by day. By night they will identify themselves by switching on navigation lights when in vicinity of the ship. Inform merchant shipping accordingly. N.O.I.C. pass to all N.C.S.Os. (D.C. in C. E.F. 0957Z/24 to E.I. Stn. etc.)

/Raiders...



MOST SECRET

**MOST SECRET**

0515/24th June.

MESSAGE

IN

From The War Office.

Date 24.6.42.

CYPLER.

Addressed 203 Mission, Pretoria, Rept. 121 Force, Diego Suarez.

IMMEDIATE.

97060 Cipher (M.O.5) 23/6.

Following for G.O.C. 121 Force from Chiefs of Staff.

Reference 203 Mission No. 7335 of 21/6.

1. Agree first recommendation regarding policy in Madagascar as given in General Smuts telegram to Prime Minister No. 1104 of 21st June, namely:-

"Attempt at negotiations with French authorities should be continued on the lines that present French authorities would continue to represent French Government and retain civil administration of island; but subject for reasons of military security to our control, which should include censorship and control of all external communications"

2. No mention need be made of Free French but it is essential that nothing is agreed to exclude them.

3. Agree that Barnett should return as proposed in paragraph 3 of your No. 7335. Suggest he should be instructed, unless there are serious objections to such a course, to convey impression that we can and shall use overwhelming force if necessary. But there should be no threat or ultimatum as we are particularly anxious to avoid being drawn into further military operations.

4. Instructions follow about what you should say to French representative when he arrives. No formal agreement should be reached without reference to London.

5. Separate telegram is being sent about garrison and scale of attack.

6. Please pass to General Platt for his information.

0515/24.

Rec'd from W.O. 1547/24.

W.O. Circulation:-

S. of S., C.I.G.S., V.C.I.G.S., D.M.O., D.D.M.O.(O), D.P.(2), M.O.1,2,5,11 (6), D.M.I., D.D.M.I.(I), M.I.3, Col. Jacob, For. Sec, C.N.S. Admiralty H.W.R. Admiralty, C.A.S. Air Ministry, A.M.C.S. Air Ministry.

1st Lord	D.O.D. (F) (2)
1st S.L. (2)	D. of P. (Q)
V.C.N.S.	D.N.I. (4)
A.C.N.S. (F) (2)	D.D.I.C. (2)
A.C.N.S. (W)	D.C. (2)
Soc.	D.S.D.
Nav. Sec.	Hd. of M.
N.A. 1st S.L.	I.P. (2)
P.A.S. (S)	W.D.
D. of P. (2)	Admiral Blake

.d.



705

War Diary.24.6.1942.  
Wednesday.FOREIGN STATIONS.East Indies - Contd.

Raiders. Description of 2 raiders which sank ELYSIA both  
 ELYSIA. 7/8000 tons, (details)  
 (2) Aircraft of one raider low wing monoplanes  
 (details)  
 (3) Information supplied by Surg. Lieut. R.

Dunstan R.N.V.R.  
 (4) Description suggests HOKOKU MARU.  
 (N.O.I.C. Colombo 1100Z/24 to C. in C. E.F. (R) Admty. etc.)  
 W.R. Note: N.O.I.C. Colombo's 1100Z/24 has been passed at  
 request of D.D.I.C. to C. in C. S.A. and R.A.W.A. for information.

ENTERPRISE. D.C. in C. E.F.'s 1421Z/20 not to Admty. or Cdre.  
 In C. Aden.  
 ENTERPRISE leaving Colombo 1415F/25 routed  
 through (1) 8° Channel. (2) Position "A" 014°  
 10' N 063° 30' E. (3) Position "B" 013° 50' N 051° 40' E.  
 thence to Aden S of A 13½ knots, E.T.A. 1200Z/2/7.  
 Seafox aircraft may be flown for anti-S/M patrol when approaching  
 Aden and will land in harbour.  
 (F.O.I.C. Ceylon 1101Z/24 to Cdre. I/C Aden (R) C. in C. E.F.  
 etc.)

Suspicious Ship 15/6 Vilanculos. Following received from S.O.I. Capetown (Begins)  
 C. in C. E.F., Cdre. Durban (R) C. in C. S.A.,  
 Consul-Gen. Lourenco Marques, Beira, from S.O.I.  
 Capetown. Consul-Gen. Lourenco Marques 1615/19.  
 Pilot of Portuguese East Africa Air Line also  
 reports sighting suspicious vessel 15/6 about  
 40 miles N Vilanculos. Vessel remained stationary and may have  
 been fuelling S/M alongside. T.O.O. 1116B/20. (Ends.)  
 (S.O.I. Colombo 1158Z/24 to Admty.)

U/Bs using Vilanculos. Following received from C. in C. S.A. (Begins)  
 C. in C. E.F. (R) D.C. in C. E.F. From C. in C.  
 S.A. My 2258/19. Following received from  
 Lourenco Marques (Begins) A Pilot of an  
 aeroplane which arrived from North this Friday  
 afternoon states that he saw a large submarine  
 on Thursday afternoon and from information he gathered this  
 vessel was operating above Burra Falta and between Islands  
 Bazaruto and Vilanculos. 2 more submarines he said were  
 operating alongside this stretch of coast. Pilot was informed  
 that a submarine had been known to put into Moma at night.  
 There are German plantations at this place. (Ends.)  
 (S.O.I. Colombo 1202Z/24 to Admty.)

GENISTA (grounded 22/6.) GENISTA kedged off and has been ordered to fuel  
 at Diego Suarez if necessary and proceed with  
 THYME in company to Durban.  
 (D.C. in C. E.F. 1249Z/24 to Admty. (R) ?C. in C.  
 E.F.)

Aerodromes Ceylon. Re accommodation for disembarked air sqdns. of  
 Eastern Fleet and development of Katakurunda  
 aerodrome to accommodate 3 or more sqdns.  
 (F.O. Ceylon 1312Z/24 to Admty.) See Lion Copy.

/Movements...



SECRET

MESSAGE 1312Z/24 June IN

From F.O. Ceylon

DATE 24.6.42.

REC'D 2346

Naval Cypher X by W/T

Addressed Admiralty Repeated C. in C. Eastern Fleet,  
C. in C. Ceylon, Rear Admiral Aircraft Carriers,  
Commodore Naval Air Stations Air Ministry, A.H.Q.  
India, 222 Group.

IMPORTANT

The problem of providing accommodation for disembarked Naval Air Squadrons of the Eastern Fleet when ships are at Colombo for a period has been receiving urgent consideration.

2. The immediate requirement is for use of Katakurunda which is the only aerodrome available from which re embarkation of Squadrons could be effected at short notice. C. in C. Ceylon cannot accept congestion at Ratmalana or the Race Course when force A is at Colombo and when it is essential that R.A.F. Fighter Squadrons should be fully efficient.

3. Air Officer Commanding 222 Group has agreed to hand over Katakurunda Aerodrome to the Navy for development as an R.N. Air Station to accommodate three or more squadrons.

4. Katakurunda is 2.8 miles south of Colombo, has one metalled runway N.N.E. S.S.W. 1300 yards long and is at present suitable to accommodate 32 aircraft. Existing personnel accommodation is:-

- (A) A school close to the aerodrome capacity 80 which would be suitable for station staff.
- (B) Boy Scout camp two and half miles away on raised ground which can accommodate the personnel of three squadrons the road to this camp will require reconstruction.

5. The C. in C. Eastern Fleet has instructed me to implement the above and the C. in C. Ceylon has given the work equal priority with R.A.F. and agreed to make adequate motor transport which is essential to the scheme available. Request the concurrence of Air Ministry to transfer of the site to Admiralty be obtained and covering approval to following proposals:-

- (A) Work in hand on accommodation at Ratmalana to cease and S.C.E. to commence work on Katakurunda forthwith. To produce night flying and other training and recreational facilities for three disembarked Squadrons in three months time. Design and layout of accommodation to be decided locally and to be on a scale and of a type to ensure health comfort rest and recreation for Squadron Personnel when disembarked.
- (B) Skeleton Staff one Lieut. One C.P.O. Pensioner, one Senior Rating of each trade, two A.B's and one Writer to be appointed now from local resources to live on site and supervise development.
- (C) Staff as follows.- To be provided from the U.K.

and



and arrive in three months time. One Commanding Officer one Lieut. as Executive Officer and in charge of transport one Paymaster Lieut. one Medical Officer one warrant Supply Officer one Master at Arms one Petty Officer Steward in charge of servants one C.P.O. Pensioner four P.O's. or Leading seamen 24 A.B's. one P.O. Air Gunner and two Air Gunners one P.O. Writer one supply Petty Officer one L.S.A two S.A.S. one C.P.O. Cook and four experienced M.T. Drivers suitable to take charge of native drivers one L.S.B.A. one S.B.A.

1312Z/24

1st Lord	Dep. Sec.	P. D.G.
1st S.L.	Ops. (3)	N.
2nd S.L.	O.D. (5)	D.P.S. (2)
3rd S.L.	M. (4)	N.A. 2nd S.L. (2)
Vice Contr.	D. of P. (3)	N.A. 2nd S.L. (Air)
4th S.L.	D.N.I. (5)	W.G.F.
5th S.L.	Admiral Bellairs	D. of S.
V.C.N.S.	I.P. (3)	M.D.G.
A.C.N.S. (F)	W.D.	Dep. Contr. (3) }
Parl. Sec.	Admiral Blake	C.E. in C. } Bath
Fin. Sec.	Air Branch (3) for	P. } by
Civil Lord	action	C.E. in C. (Air) } Courier
Secretary	D.N.A.D.	S.W.R. }
Naval Secy.	D.A.M.	
N.A. 1st S.L.	D.A.M.R.	
P.A.S. (S)	D.T.S.D.	
P.A.S. (O)	D. of P. (Q)	
A.S. (C)	Nav. Asst. to	
P.A.S. (F)	A.C.N.S. (T)	
P.A.S. (PR)	C.W. (2)	



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War Diary.24.6.1942.  
Wednesday.FOREIGN STATIONS.East Indies - Contd.

Movements. Summary number 2, 24/6. Ref. C. in C. E.I. summary number 47, (5) INDOMITABLE, FROBISHER, DUNCAN and ACTIVE arrived Kilindini 16th. (6) GUARDIAN arrived Diego Suarez 15th. Ref. summary number 1, FOXHOUND diverted Diego Suarez, thence proceeding (?Seychelles.)  
 (iii) EMERALD arrived Diego Suarez 24th, thence Durban due 29th.  
 (iv) BELVOIR and HURSLEY diverted Diego Suarez, due 24th, thence escorting MORETON BAY to Kilindini. *See p. 702.*  
 (v) RANCHI sailed Colombo 22nd, due Kilindini 30th.  
 (vi) NEWCASTLE (?GRIFFIN) and FORTUNE (?due) Kilindini 1/7.

Serial No.	Ship.	From.	To.	Remarks.
1	DANAE	Kilindini 23	Durban 28	thence Capetown and U.K.
2	CYCLAMEN	Diego Suarez 23	Durban	escorting DEEBANK.
3	DAUNTLESS GENISTA SHAPINSAY	Diego Suarez 20	Comoro Island	returning Diego Suarez.
4	ALAUNIA	Addu Atoll arrived 21	Diego Garcia 22 Bombay 23	thence Seychelles.
5	JUMNA	Colombo 19	Bombay 23	escorting M.B.7.
6	FALMOUTH	Addu Atoll 18	Colombo	escorting SINGU.
7	CHESHIRE	Durban 20	Capetown 23	
8	CORFU	Bombay 22		R/V with W.S.19
9	DEVONSHIRE	Kilindini (?25)		R/V with W.S.19
10	BARRIER BARRICADE BARSTOKE	Seychelles 14		arrived Kilindini 22.

(D.C. in C. E.F. 1448Z/24 to E.I. Stn.)

Burma  
Air  
Report.

A.948 24/6. Intelligence summary No.101 on information received up to 1800 hours 24/6. Burma. 4 Blenheims attacked Akyab from low level 23/6. Buildings in town on wharf and near main jetty hit. Wireless building on aerodrome machine gunned. No shipping seen. Return M/G fire from aerodrome. 4 Blenheims bombed Kalewa and made photo R/C. of Chindwind River 23/6. Considerable A.A. fire. Two steamers and several barges Kalewa area. No movement Homacin. (A.H.Q. India 1550/24 G.M.T.)



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Wednesday.War Diary.FOREIGN STATIONS.America and West Indies.

U/Bs. B.A.D. 1921/19. Havana reports B.O. U-Boats  
fuelling refuel off Cabanas. Further details awaited.  
Cabanas. (S.O.I. Jamaica, 0856R/24 to B.A.D., C. in C.  
A.W.I., Admty.)  
See also 0929/26.

Air Report, Part 2 my A. 278, 23/6.  
U/B attacked. At 1000 Hudson 653 attacked U-Boat on surface at  
44.10 N. 63.05 W. with 4 250 GB/Depth charges  
just aft C/T. Good attack but no wreckage  
visible except  $\frac{3}{4}$  mile square oil patch. 500 rounds machine  
gun fired into U-Boat as well after attack before it sank.  
(A.O.C. E.A.C., 0900/24.)

S/Ms for A/S N.S.H.Q. Ottawa's 1700/23 para. 2.  
Training. Propose following revised arrangements for A/S  
training. Paras. 2 (B), (C), (D) of Admty.  
1826/20 to stand. Para. 2 (A) P.554 to replace  
P.514 thus accepting only two S/Ms P.556 and P.555 on African  
Station. P.554 is expected to be available 10/7. B.A.R.M's  
1826/22. L.27 is required in U.K. to meet commitments for A/S  
training of 7th S/M Flotilla (para. 2 of my S.M. 00355 of 13/5  
on A/S.W 1091/42 refers.) If however a reduction of one S/M  
in 7th S/M Flotilla is preferred to a reduction of S/Ms on  
African Station, L.27 would still be required to proceed to  
U.K. but P.511 or P.552 both now in 7th S/M Flotilla could  
proceed to St. Johns N.F.  
(F.O.S., 1054B/24 to Admty.)

Use of Your 2200/20. Concur. Essential for Matanzas  
Matanzas. to be used as Port of call in view of U.S.  
instructions that ships should proceed on this  
coast in daylight only. Time in there could be  
usefully employed in loading.  
(Bermuda, 1132P/24 to Admty. (R) B.A.D. etc.)

U.S. A.M. 1312B/23/6. Further dispositions U.S.  
Dispositions. Forces in Atlantic:-  
Battleships - TEXAS at New York.  
Aircraft Carriers - RANGER at Newport.  
8" Cruisers - AUGUSTA at Newport.  
6" Cruisers - OMAHA at St. Thomas. MILWAUKEE at Rio de Janeiro.  
CINCINNATI ready 30/6. MEMPHIS on patrol off Pernambuco.  
JUNEAU at Newport.  
(D.O.D.(F), 1144B/24 to C. in C. H.F., C. in C. A.W.I., N.S.H.Q.)

/U.S. ...



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War Diary.24.6.1942.  
Wednesday.FOREIGN STATIONS.America and West Indies - Contd.

U.S. Control of Bermuda & Trinidad, Shipping Routeing. B.A.D. 2212/12 (2221/12 intended). I have now received copies of correspondence referred to. 2. My views on this question have already been stated in latter part of para. 4 of my 2231/9/5. Recent reports from B.R.Os in Ports where U.S. are nominally in control amply confirm this opinion. I therefore consider that in coming to a decision you should have before you following extracts from these reports.

3. Colon, 22/6. All officers still far from safe in routeing or reliable in reporting, but readily meet our wishes in former and not only accept but frequently invite our advice without which many serious errors would have occurred. Estimate reporting work not more than 60% or 70% reliable chiefly through errors and omissions from lack of co-ordination between routeing and communication sections.

Curacao 15/6. British Navy Office at present still routeing all ships. This office has also organised and run the O.T. convoys entirely. No competent U.S. routeing officers have arrived here yet.

Aruba, 19/6. U.S. Officers still lack necessary knowledge although full facilities offered them here.

4. From my personal experience of U.S. officers at Bermuda, I can state definitely that they have not at present the faintest conception of the intricacies of control of shipping in spite of presence of a Liaison Officer in B.R.Os Office, and I have no reason to suppose that the same does not largely apply elsewhere.

5. I am apprehensive in any case about reducing our Staffs at non-British Ports, in accordance with Busra, and I strongly deprecate any further unnecessary dislocation in this vital machinery of control at British Ports. I feel sure that this was never originally intended and I can see no justification for Adm. King's insistence that British Officers at Bermuda and Trinidad should be replaced. I am positive that they will co-operate loyally as agents of U.S. I wonder if Adm. King is fully aware of the deficiencies of his Routeing Officers. All ranks of U.S. Navy are notoriously afraid of reprobation from above and it may well be that Officers more immediately concerned with routeing organisation are not explaining their difficulties to higher grade. In other words, the whole matter has been entered into in a rather light-hearted manner without knowledge of the difficulties. I strongly recommend that we insist on the retention of our routeing staffs at British Ports, but that we might give way to the extent of placing them under the U.S. N.O.B. Commandant.

(C. in C. A.W.I., 1201P/24 to Admty., (R) B.A.D.)

Attacks on Shipping. Serial 23. HOEGH GIANT, Norwegian, confirmed sunk 3/6 corrected position 07.32 N. 44.36 W. CORNOSUN (? FORT CAMOSUN intended) towed to Neah Bay. ROBERT C. TUTTLE salvaged towed Hampton Roads. WEST IRA U.S.A. and RIO TERCERO both sunk. CARDINA Pan. torpedoed sunk 15/6 approx. 06° N. 47° W. Entire crew saved. CAMDEN U.S.A. tanker torpedoed 23/6 43.30 N. 125.18 W. E.J. SADLER U.S.A. tanker attacked by submarine 22/6 15.36 N. 67.52 W. MAJOR GENERAL HENRY GIBBINS U.S.A. T., torpedoed 23/6 24.42 N. 87.46 W.

(Connav to Comnav No T.O.O. Recd. 1315/24.)

/Serial ...



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War Diary.24.6.1942.  
Wednesday.FOREIGN STATIONS.America and West Indies. *contd.*

Attacks on Shipping. (Contd.) Serial No. 24. GENERAL N.C. GORGAS shelled 19/6 arrived Puget Sound. CAMDEN reported torpedoed 23/6 arrived Columbia River. E.J.SADLER U.S.A. Tanker sunk by torpedo 22/6 015° 36' N. 067° 52' W. Magdalen Is. MAJOR GEN. HENRY GIBBINS U.S.A. T. torpedoed 23/6 024° 42' N. 087° 46' W. now confirmed sunk. LJUBICA MATKOVIC Yugoslav, sunk by torpedo 24/6 034° 30' N. 075° 40' W. at 0344. 30 survivors picked up. RAWLEIGH WARNER U.S.A. Tanker reports submarine attack 23/6 028° 53' N. 089° 15' W. (Connav, 2102Z/24 to Comnav.)

E.H. BLUM, ROBERT C. TUTTLE. Previously reported sunk, have been salvaged. E.H. BLUM was mined off Cape Hatteras in February, and ROBERT C. TUTTLE at entrance to Chesapeake Bay early in June. (D.S., 1024.)

U/B. Shore-watcher reports S/M in 047° 42' N. 050° 40' W. at 1030Z/24. (C.O.A.C., 1342Z/24.)

Curacao - Halifax Convoys. Since sending my 1010/22 information received that first Curacao - Halifax convoy will not sail from Curacao until 14/7. Proposed to sail final O.T. convoy about 1/7 and first W.A.T. convoy passing Curacao about 7/7 for tankers with destination U.K. and route via Freetown as before. After convoy on 7/7 U.K. tankers to be held until first Halifax Convoy on 14th. In view of above G.C. BROVIG and BENEDICK have been sailed in O.T. 11 with route via Freetown. (S.B.N.O. Curacao, 1433QR/24 to Admty., (R) C. in C. A.W.I.)

Information of U.S. minefields. Admty. 1826/22 it is suggested that the failure of receipt by Admiralty of sufficient information regarding minefields and dangerous areas along U.S. Coasts is due to information contained in W.S. Daily memoranda and U.D. (? U.S.) notice to mariners not being passed to Admty., for example, details of Cape Fear and Cape Hatteras danger areas were published in U.S. notice to mariners NR. 1533 and 1309 respectively. Suggest that important information be taken from these publications at Washington and cables to London and that copies of complete publications be sent to Admty. by bomber mail if this is not already being done. All conhydro messages received here are either promulgated as QJA or QIQ messages or are passed to originator of 'O' messages to whose area they refer. For promulgation of U.S. restricted repetition restricted Notice to Mariners see my 1346/24. (N.S.H.Q. Ottawa, 1440Z/24 to Admty.)

/M/Vs. ...



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Wednesday.FOREIGN STATIONS.America and West Indies - Contd.

M/Vs W/T.           Routeing Officer New York has instructed WASHINGTON, EXPRESS and WAIMARAMA to listen to one radio station only throughout voyage. Although possible to communicate through station named, such an arrangement compels ships concerned to ignore B.A.M.S. organisation and creates possibility of confusion as to which stations should be read. As this might cause non-receipt of messages, recommend all ships should be instructed to adhere to B.A.M.S. (D.T.D., 1447B/24 to Connav, (R) N.S.H.Q.)  
Reply: C. in C. U.S. Fleet 1846/25.

Repatriations. Arrival 24th TAIGETE, ARCOLA.  
(Wilhelmstad, 1532/24 to M.W.T.)  
Hold ARCOLA and TAIGETE until further instruction.  
(Connav, 1854/24 to Com. U.S. Force Aruba, Curacao, (R) C.G.S.F., N.O.B. Trinidad, Admty., C.T.F.23, C.C.S.F., C. in C. A.W.I.)

Shipping           Propose that provisions of A.M. 1159B/21/5  
Control.           should now become effective and that in future, should it be desired by us temporarily to hold or release British managed shipping anywhere in these areas, a request should be made by Admty. to Cominch (C and R) repeated to British Authorities concerned and that the directive should be made by Cominch (C and R).  
(A.C.N.S.(T), 1611B/24 to Connav, (R) N.S.H.Q., C. in C. A.W.I., B.A.D.)  
Concur.           (Connav, 1551/26.)

Re mines or           Your 2109/23 para. 3.  
S/M in                (A) Yes. Observed by Lieut. Jenner. (B) No.  
connection           (C) No. (D) Probably no and not of U.S. origin,  
with sinking         question referred to Comcarib 23/5 and again 22/6  
of FRANKLIN         awaiting reply. (E) Yes. CHURCHILL made  
LANE, BRUXELLES     contact and carried out 5 attacks, results  
and damaging         inconclusive. Also 3 torpedo tracks observed by  
of SYLVAN            JAN VAN BRAKEL.  
ARROW.               (2) Further to your para. 1. 2 officers and 4  
                          men in lifeboat state they saw second torpedo pass  
                          under stern of SYLVAN ARROW. Strong U-Boat  
signals heard by HAVELOCK and later in day.     Damage consistent  
with torpedo hit.  
(2) Area of 36 square miles with mine position as centre swept  
without result 30/5.  
(F.O.I.C. Trinidad, 1612Q/24 to B.A.D., (R) Admty., C. in C.  
A.W.I.)

WEST IRA            Third lifeboat in charge of second officer ex  
survivors.           WEST IRA U.S. with 13 survivors in all arrived  
Barbados 24/6. No information whereabouts of  
fourth lifeboat.  
(Harbour Master, Barbados, 1615/24 to Admty.,  
(R) C. in C. A.W.I., etc.)

/B.5 ...



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Wednesday.FOREIGN STATIONS.America and West Indies - Contd.

- B.5 Escort Group. Your 1002B/21, concur. Capt. D. Liverpool has been asked to comply with your proposal. (D.O.D.(H), 1709B/24 to C. in C. A.W.I.)
- GUNVOR. 2 days overdue Trinidad, Norwegian GUNVOR. C. in C. A.W.I. 1609/19. B.A.D. pass to Connav. (S.O.I. Jamaica, 1709R/24 to Admty., etc.) W.D. Note - Was sunk 15/6 see C. in C. A.W.I. 1842/25.
- U/B. U-Boat estimated in your vicinity by D/F has made sighting report of a convoy or important unit at 1622Z/24. (C. in C. U.S. Fleet, 1710/24 to C.T.F.35, (R) Admty., etc.)
- M.A.R.I. Amendment No. 31. (D.T.D., 1711B/24 to C. in C. A.W.I., etc.)
- Overdue Ships. Overdue Cape Haitien British TURQUINO, Balboa U.S. WALT WHITMAN. B.A.D. pass to Connav. (S.O.I. Jamaica, 1751R/24 to Admty., etc.)
- U/B Positions. 24/6. Submarine estimates. (Cominch, 1758/24.)
- U.S. Minefields. Your 1751/23. Q.J.A. 596 does not give any information of a minefield and it is considered C. in C. A.W.I. should have had information which would have enabled him to promulgate the limits of this dangerous area by Q.J.B. message. (D.M.S., 1815B/24 to B.A.D., (R) N.S.H.Q., C. in C. A.W.I.) Reply from C. in C. A.W.I. 1042/25 and N.S.H.Q. 1545/25.
- U/B. My 1302Z/24 (Sighting of submarine, N.T. in W.D.) Amend position to read 047° 42' N. 052° 40' W. (C.O.A.C., 1822Z/24 to Admty.)
- U.S. Publication of Shipping Losses. Personal for Seal from Markham. My 1228/2/2/42 and your 2053/5/2/42. Can it be stated whether policy of U.S. Govt. is still the same regarding publication of merchant shipping losses, i.e. that they are still endeavouring to follow British policy of non-publication? This is difficult to believe in view of repeated Navy Dept. announcements of losses. These announcements now seem to be more frequent. An early reply is requested as there is shortly to be a debate on shipping losses in House of Commons, and policy

/of ...



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U.S. of H.M.G. is being strongly questioned on the  
Publication ground that losses are published officially  
of Shipping in America.  
Losses. (Secretary 1938B/24 to B.A.D.)  
(Contd.) Reply: 2225/26.

Ice 24/6. (Halifax, 2015/24 to Opanav, etc.)

BROADWAY. My 1356/16. Provisionally intend to sail  
BROADWAY from St. Johns 26/6 to reinforce  
Western Local Escort of O.N. 104 from Westomp  
to Boston. This will entail ship not arriving Boston until 3/7.  
Hoped delay not too inconvenient.  
(F.O.N.F., 2016Z/24 to B.A.R.M.)  
Dates acceptable.  
(B.A.R.M. 1938Z/25.)

P. 514 My 1412/21. Board of Inquiry leaves no reasonable  
(sunk doubt that S/M P.514 was sunk by GEORGIAN while  
21/6.) on passage from Argentia at about 0530/21. There  
were no survivors. Following list of those on  
board at the time includes spare crew who had  
embarked and one R.C.N.R. Officer who was taking  
passage to St. Johns.  
(F.O.N.F., 2021/24 to Admty.)

ROXBOROUGH. ROXBOROUGH grounded in position 216° 1.8 miles  
from Chebogue Head Light at 0745Z/24. Ship  
refloated 2035Z/24, under-water damage, being  
towed into harbour.  
(C.O.A.C., 2054Z/24 to Admty., etc.)

Sub. attack LJUBICA MATKOVIC torpedoed 34.30 N. 75.40 W.  
and sighting 0740Z/24. Surface craft attacks sound contact  
summary. 12.05 N. 68.54 W. 0907Z/2/4. Planes attack  
subs. on surface vicinity attack on COMMANDANTE  
LYRA 22 and 25/5. Plane reports attacking  
submerged sub. 39.15 N. 72.15 W. 1205Z/22. Plane bombs oil  
bubbles 39.22 N. 74.10 W. 1735Z/22. Plane attacks sub. 12.28  
N. 80.11 W. 1700Z/23. Plane sights sub. 47.54 N. 60.37 W.  
1753Z/23. Surface craft attacks sub. contact 35.07 N. 75.36  
W. 0945Z/24.  
(C. in C. U.S. Fleet, 2108/24 to Admty. for O.I.C.)

M.A.R.I. Your 1550Z/23. Concur in general. Suggest all  
Amendment. coastal convoys be enumerated instead coastwise  
accordance M.A.C.R.I. i.e. B.X., K.N., T.A.W.  
and H.A. if in operation. Note designation

Trinidad, Aruba, Key West convoy as T.A.W.  
(C. in C. U.S. Fleet (Convoying and Routeing), 2127Z/24 to Adty.)  
Your 1550Z/23 to Connnav. Para. 2 and 3 designation should read  
W.A.T. and T.A.W. Para. 3. Makes no allowance for tankers  
sailing in H.A. - A.H. convoys.  
(B.A.D., 2209Z/24 to Admty.)

/Publication ...



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Wednesday.FOREIGN STATIONS.America and West Indies - Contd.

Publication of Shipping Losses. Canadian censorship authorities are embarrassed by U.S.N. policy of announcing to Press attacks on shipping whilst in line with Admty. policy we endeavour to suppress this information. Suggested that R.C.N. should formulate a common and agreed policy with U.S.N. regarding attacks in North American waters generally. Request your views, particularly on situation which will exist when U.S. take control of all shipping in their strategical area. (N.S.H.Q., 2138Z/24 to Admty.)

POSEIDON. Your 1606/23. Regret we have no news of POSEIDON (Dutch). (N.S.H.Q., 2149Z/24 to Admty.)

Sink-at-Sight Areas. Your 1627/21. Navy Dept. confirms views reported in my 2009/3 (2209/3/6 intended? re notification to neutrals of areas dangerous to shipping.) which are now amplified to include the view that similar action by the U.S. in areas of (W5S) (as received) responsibility is not contemplated for the present. (B.A.D., 2155Z/24 to Admty.)

Escort Vessel Construction. Your 1919/23 (N.T. in W.D.) Although target figures are subject to review the important point that today we are desperately short of escorts is now fully appreciated on all sides here.

2. In view of great current interest report must go forward to C.C.O.S. but I intend to make clear that we reserve comment on top figures. U.S. Chiefs of Staff will then get full authority to give first priority to escort vessel production. Matter is being examined by Navy Dept. and W.S.A. now with our representatives included.

3. Ref. B.A.D. 1959Q/6/3 and Admty. 1608A/22/3, re-allocation of Canadian built Corvettes is in danger of being forgotten in this discussion. If any are to change Flag decision is required now so that U.S. Equipment can be fitted and vessels adapted for tropical use.

4. I strongly advise handing over the 15 single-screw Corvettes now building in Canada for U.S. and am sure an immediate decision free of conditions would pay a handsome dividend, both operationally and in future discussions on allocations of new construction.

(B.A.D., 2319Z/24 to Admty.)

R.18. Following is N.O.B. Bermuda 1938/24, addressed Cominch, Cinclant, C.T.F.25. U.S. submarine notice. R.18 departing patrol station 150 miles bearing 160° from Bermuda 25/6 to arrive between 1200Z and 1500Z/27/6. Surface darkness submerged daylight. S. of A. 90 miles daily. Bombing restrictions established with local forces. (Cominch, 2350/24 to Admty., etc.)



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War Diary.24.6.1942.  
Wednesday.FOREIGN STATIONS.Australia and New Zealand.

Movements. U.S. Destroyer SELFRIDGE and ROCKHAMPTON arrived Port Phillip 0843Z/22 escorting Convoy C.O.4. Departures Port Phillip 0208Z/23 U.S. Destroyer SELFRIDGE and ROCKHAMPTON for Newcastle escorting convoy O.C.5 and 0639Z/23rd H.M.A.S. CASTLEMAINE to join escort. Arrival Sydney N.S.W. from escort duty 0645Z/23 U.S. Destroyer MUGFORD. (A.C.N.B., 1034Z/24 to Admty., etc.)

Situation. Serial No. 153 from C.W.R. 23/6. Aerial R/C 23/6 report 1 light cruiser or destroyer, 3 medium M/Vs, 3 smaller vessels, in Rabaul harbour, and 1 10,000 ton M/V escorted by 1 light cruiser or destroyer 003° 05' S. 149° 20' E. course 330° at 0027Z/23. (2) One unidentified aircraft heard over Nauru noon 23/6. (3) Aircraft on R/C 23/6 reported 3 large bombers 8 fighters on Kupang aerodrome, 1 large transport, 1 small ship Kupang area. 1 fighter intercept probably shot down. (4) Destroyer reported operating in Guada Lcanar Tulagi Gavutu area 22/6. Enemy reported completed construction wharf Lunga refer my serial No. 151. (A.C.N.B., 1144Z/24 to Admty., etc.)

Movements. Departure Auckland H.M.S. LEANDER, U.S. Destroyer CUMMINGS, U.S. Destroyer TUCKER escorting U.S. PRESIDENT COOLIDGE, E.T.A. Suva 2030Z/27. (N.O. Wellington, 2012Z/24 to Admty.)

ATREUS. Your 0423/24 (N.T. in W.D.) Material from Admiralty already received but it would be appreciated if ATREUS could bring all available prepared material to N.Z. in order that laying operation can commence on arrival. This will be replaced from N.Z. stock as soon as practicable. Survey for first field already completed and personnel entered. 2. Request ship may be sailed for Auckland and date of arrival signalled, as soon as known. 3. 11 controlled minefields are required to be laid. Programme will be available for ATREUS on arrival. (N.Z.N.B., 2151Z/24 to A.C.N.B., (R) ATREUS, Admty.)

U-BOAT CAMPAIGN.Submarines Reported.

Estimated U/B positions.  
(D.D.I.C., 1415B/24, 1419B/24.)



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25.6.1942.  
Thursday.

War Diary.

SITUATION REPORT.

Mining.

Further mines were detonated today off the Tyne, near West Sheringham Buoy and off the Norfolk coast.

Mediterranean.

All craft have been safely withdrawn from Sollum. Port facilities and personnel not required are being evacuated from Mersa Matruh.

17 Liberators and 60 Wellingtons bombed shipping and harbour installations at Benghazi last night.

East Indies.

2 Blenheims made a low level attack on Akyab today and hit a large building. No important shipping was seen.



25.6.1942.  
Thursday.

War Diary.

HOME COMMANDS.

Policy.

KONKAN. Pass to Military Secretary India Office from Commander Lawrence R.I.N. begins:-  
While H.M.I.S. KONKAN was working up at Tobermory seventeen seamen ratings refused duty without previous warning. Ship was sailed for Greenock same day. F.O.I.C. Greenock is taking action vide his 1644/24.  
2. At 1130/24 I was informed by C.O. that ratings were on hunger strike. The seventeen prisoners were landed at Greenock p.m. 23rd to avoid trouble in the ship.  
3. P.m. 24th eight ratings were sent to hospital due to weakness from hunger, remainder will be sent to detention a.m. today if medically fit.  
4. The reasons given after the occurrence by men are principally dissatisfaction with rations and sleeping accommodation.  
5. Strongly recommend that investigation suggested by F.O.I.C. Greenock be carried out as soon as possible. Ends.  
Request my 1644/24 be passed to Military Secretary, India Office. (F.O.I.C. Greenock, 1013/25 to Admty.)  
F.O.I.C. Greenock's 1644/24.  
C. in C. W.A. is requested to sail KONKAN for India leaving U.K. with next O.S. convoy.  
F.O.I.C. Greenock's 1644/24 is passed to F.O.C.R.I.N. with the information that KONKAN has completed only 3 days A/S and no M/S working up.  
(D.O.D. (H.), 1530B/25.)

/N.T.A. W.D.

KENYA. Your 0048B/19. Cancel my 1823B/12. KENYA cannot be spared until after SHEFFIELD has worked up.  
(C. in C. H.F., 1021B/25 to Admty.)

North Atlantic dispositions.	Dispositions of operational units in N. Atlantic.
	Area North Russia - 2 Destroyers.
	Area Iceland (C) - RENOWN, TUSCALOOSA, WICHITA, KENT, LONDON, 1 Destroyer.
	Area Scapa - 2 Destroyers (U.S.)
	DUKE OF YORK, WASHINGTON, VICTORIOUS, CUMBERLAND, NORFOLK, KENYA, NIGERIA, 8 Destroyers.
	Area Clyde - ARGUS, MANCHESTER, ORION.
	Area Rosyth - DELHI.
	Area Gibraltar - EAGLE, CHARYBDIS, CAIRO.
	(D.O.D. H., 1212B/25 to C. in C. U.S. Fleet.)

Admiral Stark. Admiral Stark and R.A. Kirk U.S. Navy will visit Portsmouth 30/6 to witness demonstration by <sup>Chariot</sup> CHARIOT at Horsea and to inspect X.3 on slipway at Varley Marine if she is available by then. I and my Chief Staff Officer will come also.\*  
(F.O.S., 1306B/25 to Capt. S.5.)  
\* Request you arrange detailed programme.

/Flag ...



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25.6.1942.  
Thursday.War Diary.HOME COMMANDS.Policy - Contd.

Flag of C. in C. H.F. 1938B/2.  
V.A. 2. Flag and offices of V.A. (2) were transferred to ANSON ? yesterday.  
(V.A. 2, 1907B/25 to Admty.)

Movements.

MANCHESTER. Intend to sail F.O. 18 C.S. in MANCHESTER at 2030B/25. E.T.A. Hoxa Gate 1600B/26.  
(N.O.I.C. Greenock, 0034B/25.)

Sailed C.S.18 in MANCHESTER in accordance with my 0034B/25.  
(N.O.I.C. Greenock, 2154B/25 to C. in C. H.F.)

Z. 5. My 1945/24. <sup>/N.T. W.D.</sup> Sailed.  
(F.O.I.C. Falmouth, 0820B/25.)

TARTAR. Anticipate TARTAR ready to sail a.m. 29th.  
(F.O.I.C. Humber, 0921B/25 to R.A.D.)  
Your 0921B/25.  
Request TARTAR may be sailed for Scapa when ready.  
(R.A.D., 1045B/25 to F.O.I.C. Humber.)

HOWE. A.S. Rosyth 1050B/24. Draught will not exceed 31 feet 6 inches. C. in C. H.F. 1752/23.  
Shipbuilders attach importance to short unofficial steaming trials on 28/6, requiring about 3 hours outside Clyde boom. Ship (? would) remain north of 055° 25' N. I consider this trial very necessary.  
(HOWE, 1021B/25.)

BOADICEA. My P.C.S. at 1000B, 044° 55' N. 022° 10' W., 038° 19 knots.  
(BOADICEA, 1040B/25.)

KEPPEL. C.S.I's 2230B/24. Request this may be arranged.  
(C. in C. H.F., 1101B/25 to C. in C. W.A.)  
C.S.1 2230B/24. Intend to comply with this request.  
(KEPPEL, 1317B/25 to C. in C. H.F.)

ONSLow. Intend to sail D.17 in ONSLOW for Scapa at 1130B/26. E.T.A. 0600B/27.  
(F.O.I.C. Greenock, 1133B/25.)

WASHINGTON. My 1502B/24. <sup>/p.693.</sup> Change to read WASHINGTON screened by MARTIN, MAYRANT, and RHIND.  
(C.T.F.99, 1147B/25 to C. in C. H.F.)

PRETORIA CASTLE. Destination of PRETORIA CASTLE is Clyde.  
(C. in C. W.A., 1235B/25 to PRETORIA CASTLE.)



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25.6.1942  
Thursday.War Diary.HOME COMMANDS.Operations.

N.W. Norway S/M Patrol. TRIBUNE left Lerwick unescorted and on the surface at discretion of C.O. routed as follows.  
A. 092° Out Skerries 6 miles.  
B. 069° 10' N. 007° 40' E. to patrol in western half of Zone K.50.  
(S.O. S/M Lerwick 0406B/25.)

P.54 left Lerwick 0559B/25 proceeding on surface at discretion of C.O. and unescorted routed (a) 087° Out Skerries 5 miles.  
(b) 068° 48' N. 008° 24' E. thence zone K.44.  
(S.O. S/M Lerwick 0602B/25.)

Departure Lerwick P.45 0903B/25 proceeding unescorted and on the surface at C.O.'s discretion through position (a) 094° Out Skerries 6 miles (b) 068° 59' N. 008° 01' E. thence to Zone K.43.  
(S.O. S/M Lerwick 0905B/25.)

MINERVE sailed for patrol.  
(S.O. S/M Lerwick 1243B/25.)

Russian S/Ms will occupy following patrol areas during passage of convoys: K.22 in 10 B, S H C H A 403 in 12 B, K.2 in area 2, K.21 in area 2 A. 2 and 2 A are coastal areas.  
(S.B.N.O. North Russia 1935B/25 to Admty. F.O.S.)

RUBIS Patrol. My 1104/25. (b) On completion of laying F.D.40, RUBIS is to patrol in an area bounded by latitudes 045° 40' and 044° 20' and longitude 002° 08' W. and 003° 25' W.  
(c) Patrol is to be concentrated principally along parallel of 045° N.  
(d) RUBIS is to leave patrol so as to pass through position T at 0200/11/7, returning to vicinity of Lizard Head by her outward route. If unable to conform within 4 hours F.S. RUBIS is to report her P.C.S. as soon as practicable.  
(F.O.S. 1108B/25 to Capt. S.5.) *S. p. 720.*

Operation "Hopalong". Admiralty's 1325/24. Operation "Hopalong" on 27/6.  
(1) 5 M.Ls from Humber convoy Flotillas to be used and 3 M.G.B.(L) from Yarmouth. (2) Method of execution (A) 2 M.Ls are to lay Dan buoy at eastern end of Gap D and remain in its vicinity (B) 3 M.Ls to patrol meridian 02° 40' E. between 53° 45' N. and 54° N. 3 M.G.B. (L) are to patrol meridian 03° E. between 53° 25' N. and 53° 40' N. Forces to be on patrol by 1300/27. (C) A/C of 16 group will try to locate WILPO with available resources. C. in C. Nore will pass on any aircraft sighting reports to C/F units. If such reports are received C/F units are to close the position but are not to go east of 03° 30' E. C/F units are to be on the look out for aircraft trying to lead them in the direction of the WILPO. (D) When located C/F units are to escort WILPO through Gap D and inspect her when west of the Barrier. If satisfactory M.Ls are to escort her to the Humber, M.G.Bs returning to Yarmouth unless fuel shortage necessitates proceeding to the Humber. (E) If WILPO is not located C/F units will be recalled by C. in C. and operation will be repeated on 28/6.  
(C. in C. Nore 1310B/25.)

/Patrol 1 ...



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War Diary.

25.6.1942  
Thursday.

HOME COMMANDS.

Operations - contd.

Patrol 1. In view of present moon and sea conditions propose to remain as A/A escort to convoy in lieu of proceeding to patrol one. Position 3 A buoy.  
(GUILLEMOT 1916B/25.)

SOKOL Patrol. C. in C. Plymouth 1330B/25. <sup>/INT. W.D.</sup> Proceed forthwith dived by day through position X. 042° 59', 010° 01'. Y. 043° 42', 009° 01' to vicinity position Z. 043° 50', 008° 15' W.  
(F.O.S. 2146B/25 to SOKOL.)

British Air Activity.

A/C in distress. Request you will search for A/C in distress 10 miles North true from Skagi at 0040/25.  
(N.O.I.C. Iceland 0055Z/25 to MARTIN.)  
My 0055. Crew now in dinghy and Whitley is circling over them.  
(N.O.I.C. Iceland 0125Z/25 to MARTIN.)

RENOWN. Expect U.S. PBV aircraft at 2000.  
(A.C.I.C. 1402B/25 to RENOWN.)

WASHINGTON. Cdr. Task Force 99's 1502/24, para 2. Request A/S air escort may be arranged.  
(2) Cdr. Task Force 99's 1502/24 has been passed to C. in C. Rosyth.  
(C. in C. H.F. 1436B/25 to A.C.I.C, C. in C. W.A., C. in C. Rosyth.)

Bombing Restrictions. Total bombing restrictions in force for 35 miles either side of line joining 065° 35' N. 004° 10' E. and 069° 09' N. 008° 10' E. from 0800/26 to 2359/29.  
(Capt. S.9 1645B/25 to S/Ms.)

Enemy Air Activity.

Humber Area. Between 0030 and 0215/25 a number of enemy A/C approached the Lincolnshire coast and proceeded inland. Several bombs and incendiaries reported on the Norfolk coast. Minelaying not suspected.  
(F.O. Humber 0220B/25.)

/Yarmouth ...



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25.6.1942  
Thursday.War Diary.HOME COMMANDS.Enemy Air Activity - contd.

Yarmouth bombed. Gt. Yarmouth bombed night 24/25. No Naval damage or casualties.  
(F.O.I.C. Gt. Yarmouth 0302B/25 and 0755/25.)

Scapa Flow. At 1411 Heinkel III passed over Flow from N.W. to S.E. and R/C would have been successful.  
(A.C.O.S. 1454/25.)  
My 1454. Enemy A/C first plotted heights 24000 feet, 325° A buoy 144 miles. 6 fighters took off between 1346 and 1400 but failed to contact. Ground defences engaged.  
(A.C.O.S. 2341B/25.)

Mining.

Bristol Channel. At 1120/24 one Magnetic Mine exploded by Sweepers. Details.  
(Capt. M/S Bristol Channel 0333B/25 and 1613B/25.)

Q.Z.X. 750. On 24/6 in Q.Z.X.750, two spontaneous explosions, two Red Mines and one Acoustic Mine detonated by Sweepers. Details. A Fishing boat picked up in trawl a German trolley known to have been used on previous occasion with T mine.  
(V.A. Dover 1016B/25.)  
One Acoustic Mine (35) swept today in Q Z X 750. Position.  
(V.A. Dover 2326B/25.)

F.D.40. F.S.D.2 para 4. F.D.40.  
(A) F.S. RUBIS. (B) About 7th July.  
(C) Laid in groups of 2 or 3 between 045° 09' N. 001° 19' W. and 044° 34' N. 001° 25' W.  
(F.O.S. 1104B/25 to Capt. S.5.)  
My 1104/25. Request you sail RUBIS 30/6 escorted to vicinity of Lizard Head, thence carry out F.D.40, routed as in my 1629/27/5.  
(F.O.S. 1108B/25 to Capt. S.5.) See p.718.

Thames Estuary. One ground mine detonated by Sweepers at 1033/24 and one at 1308/24. Details.  
(Capt. M/S Sheerness 1350/25 and 1405/25.)

Tyne. Two mines detonated simultaneously by Sweepers at 1208/25. Details.  
(N.O.I.C. North Shields 1503/25.)



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25.6.1942  
Thursday.

War Diary.

HOME COMMANDS.

Mining - contd.

S.N.4 A. 1. R.A.(M) has proposed that on conclusion of his present programme an additional line of mines S.N.4A should be laid extending for 32 miles in a direction 082° from 61° 28' N. 8° 06' W.  
2. This proposal is agreed to in principle but it would be preferred that the gap off Sydero should be at least four miles to facilitate movement of local craft.  
3. Your remarks are requested.  
(A.C.N.S. H. 1514B/25 to C. in C. H.F.)

Yarmouth. LL Sweepers detonated one Blue Magnetic Mine at 1445, and one at 1550 today. Details.  
(F.O.I.C. Gt. Yarmouth 1543B/25, 1643B/25, 1629B/27, 1850B/27.)

Off West Sheringham Buoy. 3 mines exploded by Sweepers at 0634/25, 0724/25, and 0900/25 respectively. Details.  
(F.O. Humber 1832B/25.)

Portsmouth. My 1920B/24. Area (3?) clear to depth of 4.2 miles. No mines swept.  
(M/S 9 1950B/25 to C. in C. Portsmouth.)  
Sailed PORT QUEBEC, ST. MARYS.  
(N.O.I.C. Port Z.A. 2354B/25.)

Enemy Intelligence.

Trondheim. Today R/C of Trondheim no good owing to cloud.  
(D.D.I.C. 2357B/25.)

U-Boats.

Possible periscope. Am investigating suspicious object, possible periscope.  
(A/C 6LVZ 0720/25 to 19 Group.)

Casualties and Defects.

YEWKYLE. YEWKYLE left in tow 0640/25th.  
(Salvage Officer, Gt. Yarmouth 0920B/25.)

<sup>H</sup>  
TACHEE.  
^ Arrived Scrabster at 0920 CAPE PALISBER escorting TACHEE in tow of JAUNTY and sailed for Tyne direct at 0935 routed Search Channel E.T.A p.m./27.  
(N.C.S.O. Thurso 0950/25.)

/NAGINA ...



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25.6.1942  
Thursday.

War Diary.

HOME COMMANDS.

Casualties and Defects - contd.

- NAGINA. Fire on SS NAGINA extinguished at 1100 a.m. today. Vessel afloat fore and aft and now has steam on own boiler. Commence discharging damaged cargo lower holds Nos.1, 2 and 3 today. (Salvage Officer, Hull 1554/25.)
- KING GEORGE V. F.O.I.C. Liverpool's 1814B/24. Concur. (C. in C. H.F. 1625B/25 to Admty.)
- M.G.B.55. <sup>/NT & W.D.</sup> Your 0959B/25. Request M.G.B.55 be sailed Portsmouth as soon as convenient. (R.A.C.O. 1856B/25 to F.O.I.C. Portland.)

Shipping and Convoys.

- P.Q.17. P.Q.17. After passing position S (?request) escort movements section may be (a) one British and 3 Russian (?destroyers), only one of latter has (?Asdic). (b) HALCYON and SALAMANDER. (c) P.614 and P.615 who will fuel and remain Polyarno. (d) One or 2 rescue ships. If however latter have hospital cases and injured on board they should proceed Archangel direct to land them, as hospitals in Kola inlet area are full. Later 2 rescue ships will be required at Murmansk to convey cot cases to England. (S.B.N.O. North Russia 0824B/25 to C. in C. H.F., KEPPEL.) FURY and OFFA proceed passing Switha 1030 tomorrow to Seidisfiord. Route. (2) On arrival complete with fuel. You will be required to provide additional escort to P.Q.17 acting under orders of KEPPEL's S.O. (R.A.D. H.F. 1130B/25 to FURY, OFFA.)
- ST, GEORGE. My 1157/22. Following from Admiralty. Repeats D.T.D. 1833A/24. Request you will give the necessary instructions for route and arrange fuel at St. Vincent and Para. (C. in C. W.A. 1140B/25 to V.A.C. N.A.)
- Q.P.13. Intend sailing Archangel section of Q.P.13 at 2100C/26, R/V with ship 8 knots.  
2. For (? U.K) (British) EMPIRE MAVIS (section Commodore) EMPIRE STEVENSON (section vice-Commodore and M/F) EMPIRE METEOR (M/F) SAINT CLEARS (M/F) CHULMLEIGH (Panamanian) MOUNT EVANS (Russian) PETROVSKY, ALMA ATA, BUDENNI, ARCHANGEL's K, meaning K 0 miles. 3. For U.S.A. (U.S.S.R.) RODINA. (N.C.S.O. Archangel 1146B/25 to Admty.)

/JAMAICA ...



723

25.6.1942  
Thursday.

War Diary.

HOME COMMANDS.

Shipping and Convoys - contd

- JAMAICA PRODUCER. Intend sailing SS JAMAICA PRODUCER at 2100B/25 independently for Cardiff unescorted. Speed 15 knots. Route "K". E.T.A. Barry Roads 1800B/26. (N.C.S.O. Belfast 1505B/25.)
- EMPIRE MORN. My 1242B/11. EMPIRE MORN is to carry out four days working up of R.D.F. at Belfast before sailing to Loch Ewe for U.R. convoy. (D.T.D. 1547B/25 to C. in C. W.A.)
- C.E.93. Convoy C.E.93 completed passage without incident. (C. in C. Nore 1609B/25.)
- BEACON HILL. In order to join Convoy at sea steer forthwith for new position S which has one minute of latitude less than E and two degrees of longitude more than F. On reaching S steer for your destination during daylight hours reversing course at night. If not met by nightfall 27th proceed to destination. (D.T.D. 1800Z/25 to BEACON HILL.)
- O.N.S.106. O.N.S.J 106. Your 1340/25. Report position and time you expect to join O.N.S.106. (C. in C. W.A. 2021Z/25 to C.T.U. 24.6.6.)
- R.U.29. SKJOLD. Have detached KING SOL, SOUTHERN SHORE to escort SKJOLD sailing 3 $\frac{1}{2}$  hours late. R.U.29 proceeding 8 knots. (SARDONYX 2031B/25 to A.C.I.C.)



# MOST SECRET

MOST SECRET M E S S A G E 1817B/25th June OUT

To R.A. West Africa 653. Date 25.6.42.  
 C. in C. South Atlantic 726.  
 D. C. in C. Eastern Fleet 302.  
 Repeated C. in C. Mediterranean 98.  
 F.O.C. North Atlantic 122.  
 F.O.R.S.C.A. 613.  
 C. in C. Eastern Fleet 668.  
 F.O.C. India.  
 N.O.I.C. Durban.  
 A.C.N.B. 309.

Naval Cypher Flag Out & (A)3

From Admiralty.

IMPORTANT. to R.A. West Africa.

Following transports sailed United Kingdom  
21st June in convoy W S 20.

<u>Code No.</u>	<u>Ship</u>	<u>Speed</u>	<u>Destination</u>	<u>Nos. on Board</u>	<u>Fendant No.</u>
F.1.	ARNDT CASTLE	18.7	West Africa South Africa East Africa Middle East India	102 4 323 2442 88	63
F.2.	CUBA	15	Middle East India Undecided	2 67 2044	72
F.3.	DURBAN CASTLE	17	West Africa Middle East India	11 442 1827	12
F.4	EMPRESS OF AUSTRALIA	16½	Middle East India Undecided	2 28 3738	32
F.5.	ORION	19	West Africa South Africa Aden Middle East India Ceylon	3 103 2 64 4937 176	22
F.6.	STERLING CASTLE	18½	West Africa South Africa East Africa Middle East Iraq India Ceylon Australia New Zealand	40 873 267 785 27 1138 7 867 6	23
F.7.	STRATHEDEN	19	Middle East India Undecided	36 75 4359	41



723<sup>B</sup>

- 2 -

<u>Code No.</u>	<u>Ship.</u>	<u>Speed.</u>	<u>Destination</u>	<u>Nos. on Board.</u>	<u>Pendant No.</u>
F.8.	STRATHMORE	17	West Africa South Africa East Africa Aden Middle East India Undecided	35 5 45 15 4352 273 1	33
F.9.	ESPERANCE BAY	14.5	West Africa Falkland Islands	137 1643	61
F.10.	LYOPOLVILLE	15	Middle East Undecided	18 2198	62
F.11.	BANFORA	14	Undecided	2303	51
F.12.	DUCHESS OF RICHMOND	17½	Middle East India Undecided	1 3 4034	21
F.13.	AWATEA	20	West Africa Middle East India Undecided	137 2313 34 1	52
F.14.	EMPRESS OF RUSSIA	17	West Africa South Africa Middle East Iraq India Ceylon	26 2 7 345 2146 104	31
F.15	ABOSSO	14.5	South Africa Middle East India Undecided	244 195 118 1482	11
F.16.	EMPIRE PRIDE	16	South Africa Aden Middle East India Ceylon Undecided	8 3 36 1892 566 1	73
F.17	BERGENSFJORD	17	West Africa Middle East India Undecided	6 30 208 2315	42
F.18	BATORY	16½	West Africa Middle East India	2006 95 41	43

2. NARKUNDA also sailed with Convoy for Gibraltar. Details have been communicated separately to F.O.C.N.A.



# MOST SECRET

3. Following Guns M.T., Stores, etc. were shipped in transports:-

<u>Ship</u>	<u>Contents</u>	<u>Destination</u>
ARUNDIL CASTLE	M.T. Stores	Middle East. Durban.
DURBAN CASTLE	M.T. Stores, Motor cycles.	Madagascar.
ORION	Stores,	Madagascar.
STRATHEDEN	M.T. Stores	Undecided.
STRATHMORE	Stores, ammunition.	Madagascar.
ESPERANCE BAY	M.T. Stores, ammunition, guns, motor cycles.	Falkland Islands.
STIRLING CASTLE	Stores 6 Spitfires.	Australia.

4. Following M.T. ships also sailed in Convoy W.S.20.

<u>Code No.</u>	<u>Ship</u>	<u>Speed</u>	<u>Contents.</u>	<u>No. of Personnel on Board.</u>	<u>Destina- tion.</u>	<u>Pen- dant No.</u>
R. 530	PALIA	15	Stores, tanks, ammunition, M.T., guns.	27	Middle East.	13.
R. 531	ADRASTUS	14.5	Stores, tanks, ammunition, M.T., guns.	50	India.	71.

5. NIGERSTROOM, Speed 14½ knots Pendant Number 44, also sailed in Convoy with 42 Spitfires M.T. and Stores on board for Australia.

6. Separate signal has been made regarding on-carriage of personnel for West Africa from Freetown. BATORY is to be used for this purpose.

7. Admiralty messages 1823/17 and 2351/19 neither to all addressees refer regarding STIRLING CASTLE and NIGERSTROOM proceeding direct from South Africa to Australia.

8. A.M. 1547/28 April to C. in C. South Atlantic and R.A. W. Af. only refers regarding ESPERANCE BAY being detached from Convoy to proceed to Falkland Islands.

9. S.T.O. Freetown should arrange for distribution over remaining ships of Convoy of personnel for Middle East and India ex BATORY. Arrangements made should be reported.



10. P.S.T.O. Simonstown should arrange for on-carriage of personnel from South Africa as follows:-

- (a) For East Africa ex ARUNDEL CASTLE STIRLING CASTLE and STRATHMORE.
- (b) For Aden and Middle East ex CUBA DURBAN CASTLE EMPRESS OF AUSTRALIA ORION STIRLING CASTLE STRATHEDEN LEOPOLDVILLE DUCHESS OF RICHMOND EXPRESS OF RUSSIA ABOSSO EMPIRE PRIDE and BERGENSFJORD.
- (c) For India, Ceylon and Iraq ex ARUNDEL CASTLE CUBA EMPRESS OF AUSTRALIA STIRLING CASTLE STRATHEDEN STRATHMORE DUCHESS OF RICHMOND AWATEA ABOSSO and BERGENSFJORD.

11. Further signal will be made regarding on-carriage arrangements from South Africa for personnel for destination undecided ex STRATHMORE AWATEA and EMPIRE PRIDE.

12. P.S.T.O. India should arrange for on-carriage from Bombay for all personnel for Ceylon and Iraq.

13. ESPERANCE BAY on completion of discharge in Falkland Islands should proceed to Plate to load for U.K. Further signal will follow giving future service of BATTERY from West Africa. EMPIRE PRIDE will proceed from South Africa to India and then return to U.K.

14. Proposals for

- (a) release of other troopships in South Africa and on-carriage arrangements,
  - (b) disposal of all troopships after disembarkation,
  - (c) allocation of ships as between Capetown and Durban for replenishment and
  - (d) destination of ships with personnel for destination undecided
- will be notified later.

15. Commodore of Convoy is Commodore B.W.L.Nicholson.R.N.R. in STRATHEDEN, Vice-Commodore Captain L.J.Vestey in ORION.

16. Addressees pass to S.T.O.'s and Military Authorities concerned.

1817B/25

Director of Sea Transport.  
M.W.T. - Extn. 2187.

- 1st S.L. (2)
- V.C.N.S.
- A.C.N.S. (F) (2)
- A.C.N.S. (T)
- N.A. 1st S.L.
- D.O.D. (F) (2)
- Hd. of M. (13)
- D.N.I.C. (2)
- D. of P. (2)
- D. of S.T.
- D.T.D.
- D.T.D. (M)
- D.C. (2)
- I.P. (2)

W.D.  
D.N.I. (5)  
Admiral Blake.

723<sup>D</sup>



724

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.North Atlantic.

- U/B. Civil A/C reported sighting at 2104Z/24 a S/M on surface in 035° 56' N. 012° 13' E. S/M was seen to submerge. Neither course nor speed observed. (F.O.C.N.A. 0756B/25 to C. in C. Med. V.A. Malta, (R) Admty.)
- Damaged U/B, Santander. ~~U.S. 24~~ Latest report states damage to S/M is so serious that repairs cannot give her seagoing and fighting efficiency. Repairs will not be completed before 1/7. (Santander 1040/25 to Admty., (R) Gib., Madrid).
- ST. GEORGE. My 1157/22. Following from Admty. Tug ST. GEORGE should be instructed to proceed by most direct route from St. Vincent (C.V.) to Para, in view of small margin of fuel endurance. (Ends). Request you will give necessary instructions for route and arrange fuel at St. Vincent and Para. (C. in C. W.A. 1140B/25 to F.O.C.N.A. (R) Admty. F.O. Milford Haven.)
- Italian M/V, Bougie. Americans report Italian (?8000) ton merchant ship without name painted grey, armed 2 - 75 m.m. and 1 - 20 m.m. gun arrive Bougie 23/6 to load iron ore. Departure expected today or tomorrow. From Greenleaves. (Tangier 1301/25 to Admty., S.O.I. Gib.)
- BARCROSS. BARBOURNE. Sailed 1430 G.M.T. in accordance with routeing instructions in F.O.C.N.A. 1216/16. (R.O. Fayal 1520C/25 to Admty. (R) F.O.C.N.A., N.C.S.O. Ponta Delgada.)
- Axis Ships, Las Palmas. In order to berth Italian repatriation liner, Italian CHERCA berthed alongside German KERSTEN MILES. German ship CORRIENTES same position as before but now stern towards point of breakwater. (Las Palmas 1600/25 to Admty., (R) Gib., Madrid).
- CLYDE damage. During harbour movements today CLYDE sustained damage to after (?trimming) flooding space and oil fuel (corrupt group) necessitating docking. (2) Estimated time for repairs 14 days. (3) My 1702/22. CLYDE sailing date postponed accordingly. (F.O.C.N.A. 1624B/25 to Admty. (R) Malta, C. in C. Med.)
- ABDIEL. Intend to sail ABDIEL at 2359B/25 routed through (A) 036° 30' N. 010° 01' W. (B) 040° 01' N. 015° 59' W. (C) 043° 02' N. 015° 59' W. S. of A. 20 knots. (2) C. in C.W.A. is requested to issue onward routeing instructions from position (C) to Clyde. (F.O.C.N.A. 1852B/25 to Admty. C. in C. W.A. (R) ABDIEL).



725

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.South Atlantic.

Force F. Rear-Adm. Syfret is to transfer his flag from CANTON to NELSON at Freetown as S.O. Force "F".  
2. From that date NELSON, RODNEY, QUENTIN, PATHFINDER, PENN and DERWENT will form Force "F" until further orders. (1st S.L., 0052B/25 to R.A.W.A., S.O. Force F.)

MALAYA. My 1744/27/5. Cancel para. 3C.  
W.S.20. 2. MALAYA is to continue as Ocean Escort of W.S. 20 to Capetown or Durban as required by C. in C. S.A. R.A.W.A. pass to MALAYA on arrival. (1st S.L. 0054B/25 to R.A.W.A. (R) F.O.C.N.A. etc.)

Following personnel arriving Freetown in W.S.20 will require onward conveyance.  
2. Request you arrange accordingly. (D.S.T. 0856B/25 to S.T.O. Freetown (R) R.A.W.A.)  
Following transports and M.T. ships sailed U.K. 21/6 in W.S.20. List and arrangements. (D.S.T. 1817B/25 to R.A.W.A., C. in C.S.A. D. C. in C.E.F.) See Lion Copy.

HELLENIC Overdue shipping. HELLENIC TRADER due Lourenco  
TRADER. Marques 18/6 from Kilindini and SARONIKOS due  
SARONIKOS. Durban from Aden not arrived. (S.O.I. Capetown 0920B/25 to Admty., C. in C.S.A. etc.)  
Cancelled, see 1652/26.

CLAN Empty life boats from SS. CLAN MACQUARRIE sighted  
MACQUARRIE. in a position to 007° 39' N. 017° 51' W. at 1800Z/  
24. (R.A.W.A., 0959Z/25 to Admty., (R) C. in C. W.A. C. in C.S.A.)

REINE MARIE My 1659B/24. REINE MARIE STEWART survivors  
STEWART. represent entire crew. They were rescued 8/6  
in 008° 20' N. 020° 05' W. Schooner was attacked  
by gunfire from Italian U-boat 2/6 in 007° 16' N. 023° 20' W. (S.O.I. Capetown 1003B/25 to Admty. etc.)

Situation. CANNA 007° 20', 013° 25', to Robertport 8.  
2 M.L.s 006° 50' 012° 59' to Robertport 11.  
KELT patrolling sector T.  
ASTURIAS 005° 55' 017° 35' 155° 15.  
LARGS 002° 35', 014° 59', to 005° 28', 016° 34'. CARNARVON CASTLE  
002° 35', 015° 01' 140° 15. SUNBURST, STORMCENTRE 003° 45',  
009° 30' to 002° 40', 007° 46' thence 074° 8.  
WOODRUFF with L.S.9, 002° 54', 008° 25', 289°, 7 at 2000/25.  
TURCOMAN 003° 45', 006° 20', 075° 8. MORRIS DANCE with S.T.26,  
005° 25', 003° 01', to Lagos 7½. ROYAL ULSTERMAN 001° 40' S.  
000° 30' E. 285° 14. MILFORD off Libreville to Freetown 13.  
W.S.19P and escorts 009° 10' S. 007° 01' E. to 009° 42' S. 007°  
25' E. thence to ultimate destination 14. (R.A.W.A. 1215Z/25  
to Ships in Area P. of S.A.S. South of 8° N. Admty., N.O.I.C.  
Takoradi, R.N.O. Lagos, C. in C.S.A.)

/Movements.....



726

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.South Atlantic. contd.:-

- Situation Movements summary 2000Z/25 ALCANTARA about 027°  
- Contd. 00' S. (7007°) 00' E. to J.36.  
BACHAQUERO 019° 20' S. 008° 30' E. 346° 8.  
BUSHWOOD 034° 00' S. 026° 54' E. to Durban 7.  
CHESHIRE 037° 00' S. 021° 07' E. to Capetown 13, E.T.A. 0600Z/26.  
SHROPSHIRE 017° 05' S. 009° 20' E. 345° 20 knots to R/V with  
W.S.19P. BELLWORT in tow (7S) TEYTLER 030° 40' S. 016° 30' E.  
→ to Durban 5. ENGADINE off Cape Point to eastward 13. NIEUW  
AMSTERDAM leaves Port Elizabeth 1400Z/25 for Durban.  
(C. in C.S.A. 1645B/25 to S.A. Stn. (R) Admty.)
- CORINTHIAN. On completion of operation escort JOHN<sup>w</sup> MACKAY  
to Freetown. (R.A.W.A. 1313Z/25 to CORINTHIAN).
- M/S for Seaward Defence Force requires 4 additional M/S  
S.D.F. vessels and Chief of General Staff asks that 4  
'Romney' or 'Algerine' Class may be allocated for  
manning by S.D.F. and service in Union Waters.  
In view of increasing commitments of S.D.F. at Saldanha Bay and  
elsewhere strongly recommend that 4 Vessels be provided if  
possible. Motor minesweepers not considered suitable owing to  
heavy seas experienced in S.A. waters. (C. in C.S.A. 1455B/25  
to Admty.)
- U/Bs, 1745 G.M.T./24 Captain of Ports received report  
Curuca. from Curuca that 2 U-boats stranded on sand in the  
by. 1800 G.M.T. Brazil B.25 bombers followed  
by U.S.A. Douglas left Para to investigate.  
Careful search failed to discover any U-boats,  
but as tide had risen if U-boats had been stranded  
they may have floated off.  
(R.O. Para, 1516/25 to S.O.I. Montevideo).
- ENGADINE. Departure ENGADINE for Mombasa (? S.O.A.) 13 knots  
transfer V W/T Organisation at 1400Z/2. E.T.A.  
0600Z/4. (S.O.I. Capetown 1749Z/25 to Admty.  
etc.)
- Enemy Unit. D/F Bearing of previous Unit M.U.K.I. at 1815Z/25  
indicates approx. position 039° S. 031° E.  
(C. in C.S.A. 2032Z/25 to C.O.S. Kilindini (R)  
C. in C.E.F., Admty.)
- Naval Re.. provision of guards. (A) Wingfield Aerodrome.  
Establishments (B) Central ammunition depot Ganspan.  
in Union. (C) Umbogintwini Magazine and Mine Depot. Proposals  
Royal Marines are considered best for (A) and  
military guards for (B) and (C). (C. in C.S.A.  
2050/25 to Admty.)
- S.S. QUEEN Arrival 25/6. W.S.19Y. (S.O.I. Freetown 2201Z/25  
ELIZABETH. to Admty. etc.)



727

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.Mediterranean.

NORMAN.  
NIZAM.  
NAPIER. Ref. A.M. 1633/24 being passed to F.O.R.S. NORMAN and NIZAM will leave Suez probably p.m. 25/6 on completion docking NORMAN. NAPIER has numerous hull defects and oil fuel leaks docking duration 3 or 4 days desirable but not essential. Propose sailing NAPIER on completion docking about 29th unless you wish otherwise. (C. in C. Med. 0337C/25 to C. in C.E.F. (R) D. C. in C. E.F. F.O.R.S.)

M.L.1069  
C.Bs.  
compromised. C.A.F.O. 1178/40. M.L. 1069 believed captured by enemy afloat at Tobruk. Following S.Ps and C.Bs may have been compromised. (list). Rept. follows (R.A.(D) Med., 1045C/25 to Admty. (R) C. in C. Med., etc.)

Benghazi  
bombed. Night 24/6 over eighty Wellingtons and Liberators bombed shipping and harbour installations Benghazi. (C. in C.M.E. 1115/25).

PHOEBE.  
SIRIUS. PHOEBE and SIRIUS are each being supplied with 700 rounds of 5.25" flashless propellant before leaving U.K.  
2. Approved proportion is 20% outfit but it is requested that you will re-distribute this propellant among 5.25" cruisers in your Command as you desire. (D.G.D. 1146/B/25 to C. in C. Med. etc.)

ALBARO.  
CELENO. A.  
My 1111C/15 ALBARO and CELENO taken clearance papers expected sail South tonight. B.3.  
(S.O.(I) Istanbul 1223C/25 to S.O.(I) Med.)  
My 1223C/25 tankers ALBARO and CELENO sailed Southwards 1320 G.M.T. both fully laden for Trieste speed 8/9 knots. Reported C.3.  
vessels calling Piraeus. (S.O.(I) Istanbul 1637C/25 to S.O.(I) Med. and S.(1) (R) D.N.I.)

Situation,  
Sevastopol. During 24/6 much less important changes took place. Enemy trying to force his way down Eastern shore of Northern Harbour to Inkerman. Otherwise enemy infantry comparatively inactive although artillery and air activity continues on massive scale. Enemy aircraft keeping continuous air blockade of Sevastopol Harbour. (N.L.O. Black Sea 1348C/25 to Admty., Adm. Miles).

Enemy Units. At 1445/25 position of one merchant ship, 2 torpedo boats 032° 01' 018° 59'. Anticipate convoy will pass through (? 033°) 04' 014° 36' about 1031/26. (Capt. S.I. 1525C/25 to TURBULENT (R) THRASHER).

/Malta.....



War Diary.

25.6.1942.  
Thursday.

FOREIGN STATIONS.

Mediterranean-Contd.

Malta Air Report. I.340 25/6/42. C.S.R. Malta 24/6.  
Night 24/25. 4 Alerts. 2028 hrs., 2 Ju.87s bombs land sea. One Ju.87 destroyed by Beaufighter the other by A/A. 2212 hrs., 3 raiders, coast not crossed, Beaufighter up, no interceptions.  
Night 24/25. 2 Wellington 8s with 2 Torpedo Wellingtons on search Gulf of Taranto. 1 Aircraft found 2315 1 D.R, 2 M.Vs. 10,000, 212° Taranto 50 miles course 36 05° 5 kts. Bombed from 5000 ft., smoke screen obscured results.  
(H.Q. R.A.F. Malta 1622/25).

Situation report No. 224. Western Desert. Land situation not yet stabilised. Sollom. Depth charges laid in unloading berths. All craft safely withdrawn. Merse Matruh. Port facilities and personnel not required being evacuated. APHS being held in readiness at Alexandria.

2. Submarines. PROTEUS arrived Alexandria 22/6. On 30/5 in 31.51 N. 19.26 E. scored hit on heavily laden merchant ship of 2500 tons. Ship considered sunk. (BRAVO sunk. Torpedo attack report)  
On 31/5 in 32.28 N. 18.52 E. sank 6000 tons heavily laden ammunition ship. All above publicity A.2. PORPOISE arrived Alexandria 25/6 after storing trip to Malta and operation "Vigorous"  
3. Malta, night 22/23. Wellingtons claim hit on large merchant vessel 090° Palermo 33 miles. On 23/6 Beauforts attacked convoy 4 destroyers and 2 M.Vs in 080° Cape Spartivento 1 mile. 1 destroyer and 2 M/Vs hit and all left stationary. 1 M/V and 1 destroyer retired N.W.  
Malta aircraft 0200/25 in Gulf of Taranto attacked M/V in tow scoring one hit, probably same party.  
4. Operation "Vigorous" aircraft to date shot down now 20.  
5. PEONY transferred to Greek Flag 24/6 and renamed SAKTOURIS. (C. in C.Med., 1837C/25 to Admty.)

Force X awards. Request you send in recommendations for awards for Force X who are at Malta also Liaison Officer and Merchant Service personnel. Before parting company, TROILUS and ORARI were particularly good in convoy, but consider all Masters should have some recognition. (V.A. 2 1847B/25 to V.A. Malta (R) Admty.)

AND ALLEGRI  
not attack  
(2-10-42)



MOST SECRET

**MOST SECRET**

MESSAGE

1922Z 25th June

IN

From Mideast.

Date 26.6.42.

Recd. 0900.

CIPHER

Addressed Air Ministry.

MOST IMMEDIATE

IZ 680. CC/71. 25.6.42. Reference C.O.S. (M.E.) 276 24/6.

Following for Chiefs of Staff from Commanders-in-Chief.

Answers to your questions are as follows:-

1. The positions of 8 Army covering Tobruk comprised the Gazala defences, Bir Hechem and an intervening position occupied by 5(?)th Infantry Brigade. This was extended in depth by the defences of Tobruk and prepared positions of El Adem and Acroma, so that whole area Gazala Tobruk Bir Hechem formed one defensive system. Throughout operations Tobruk was garrisoned by approximately one division, whose task was to defend the perimeter against an enemy thrust which might penetrate the forward positions, and also to defend the port and base against seaborne or airborne attack.

2. The defences of Tobruk with El Adem and Bel Hamed formed a defensive position which General Ritchie was ordered to hold should evacuation of the Gazala position become necessary. Although the possibility of the temporary isolation of Tobruk had to be accepted, it was intended to prevent its investment and attack by operation of our armoured and mobile forces from South and South East. The rapid attrition of our armoured forces, however, necessitated the evacuation of El Adem and Bel Hamed and enabled the enemy to establish himself on the escarpment and hold off our mobile forces, which were then too weak to interfere seriously with attack on Tobruk. The garrison of Tobruk synchronised position to meet attack before the evacuation of El Adem L(?), and Bel Hamed. The prolonged investment of Tobruk by enemy was not contemplated as it was considered that with our main forces holding the Sidi Rezegh - Bel Hamed area, and also prepared positions in Selum Maddalcha area, it would be possible rapidly to reorganize and rebuild our armoured forces so as to resume the offensive without appreciable delay, while our mobile forces prevented enemy staging a strong attack on Tobruk.

3. No, since main part of garrison of Tobruk was 2nd S.A. division and 11 Indian Infantry Brigade, both formations having been in Tobruk since battle began. Other formations entered Tobruk, having withdrawn from fighting at El Adem L and Knightsbridge in understandable disorganisation, but these should have occasioned no difficulty to garrison Commander.

4. The garrison which remained in Tobruk was practically the same strength in men and weapons and tanks as that which held Tobruk during greater part of last year, and they had supplies

and/.....



and stocks adequate for 90 days resistance. This was the largest garrison which could be spared without unduly weakening the main body of the 8th Army. The defences were as strong, if not stronger, than last year, and there was every reason to suppose at the time that our general defensive position would hold and play its part in defence of the fortress. The reasons why garrison was not able to hold out are not yet known.

5. Equipment. In terms of equipment, the only tank capable of meeting German tanks on anything approaching equal terms is Grant. We deployed 133 Grant against 320 Mark (iii) and (iv) German tanks. All other tanks, Crusader, Stuart, Valentine, Matilda, now hardly count in armoured battle, for lack of a more powerful weapon than the 2-pounder. The 2-pounder anti-tank gun does not penetrate German frontal armour, and the German tactics ensure that their A.F.Vs. did not present their vulnerable flanks and rear. The 2-pounder is therefore of doubtful value except in large numbers at short range. The 6-pounder did well. The 25-pounder in its proper role remains a first class weapon. At beginning of battle 8th Army deployed 516 2-pounders, 112 6-pounders, and 464 25-pounders, and 138 Grant tanks.

6. 823 Grant tanks is a fine fighting army, which stands up to heavy punishment: its main defect is that its 75 mm. gun has a very limited traverse. To that extent it is not entirely satisfactory. This defect is remedied in later models not yet available in Middle East.

7. The M.E. 109 is superior in all round performance to our Hurricanes, Kittyhawks and Tomahawks. The Spitfire is generally equal in performance at most altitudes, but only 6 were available for battle. [addition, see 0931/26]

8. Air co-operation throughout action was admirable, and we know the enemy suffered heavy casualties through our confirmed action. But troops moving dispersed in open desert do not present decisive targets to air action however powerful, and are unlikely ever to do so. The enemy Naval Liaison Officers act as well as we do.

9. Until 13th June 1942, tank recovery very satisfactory - 460 recovered, 200 repaired in field, 130 evacuated, 130 under repair in forward workshops. After this date, through battle field, recovery was impossible in most cases. Since commencement battle 250 have been evacuated from workshops and 153 have been written off destroyed. Spare part situation was reported to be at forward workshops throughout (?) as result special air and road delivery to field positions. Notable exception was spares and assembly for Grant tanks, of which none had been received prior to battle, and only 22 and 30 cases engine spares received during battle. You will appreciate this necessitates cannibalisation. Result is today, 40 tanks are without engines, and a further 15 tanks are stripped of guns, suspensions and engines.

10. The full story of Bir Hachem is not very well known. It is however clear that garrison was fully supported by every

means/.....



# MOST SECRET

means which military situation permitted, and in spite of hostile investment, supplies and water entered Bir Hechem. Supplies were also flown in by air. There was sufficient 75 mm. ammunition. When garrison was withdrawn there were still supplies and ammunition available in post. The withdrawal from Hechem was supported by mobile troops including tank units.

11. The organisation of armoured regiments included squadrons of Crusaders of Stuarts and squadrons Grants on basis one Grant squadron to 2 squadrons of Crusader type. It was hoped this would strengthen fighting power of all armoured units engaged. In retrospect, the Crusader type tanks showed such low fighting value that burden of battle in all units was borne by Grants. To that extent, therefore, Grants were not used in mass. This lesson has been learned particularly since Crusader mounting a 2-pounder is no longer fit to face the modern German tank. It is noteworthy that practically all armoured fighting took place in triangle Acrome-El Adem-Knightsbridge, and main struggle was on South of Trigh Capuzzo near Knightsbridge. Our armoured Divisions do not appear to have been unduly dispersed in this fighting.

12. We have not yet been able to examine facts armoured action of 13th June and it is possible crucial (corrupt group) counter-stroke on enemy's Northern flank met powerful anti-tank flank guards which he used with considerable skill. It cannot be said there was inadequate tactical reconnaissance particularly under abnormal condition armoured (?) fighting was in barren and very dusty area where at an early date moves look very much alike at even 476 yards and it is almost impossible to distinguish friend from enemy. This condition is seldom understood by critics. It is quite possible that much of the damage was done by powerful self propelled 88 mm. anti-tank dome anti-aircraft gun which German alone possess and which we badly need ourselves. It is probable our armoured defeat on 13th June was turning point of a long passing through battle since (corrupt group) the enemy secured an armoured superiority in open country it was also clearly necessary to withdraw infantry of Eight Army from a dangerous position.

13. It is possible to train Staff Officers, as such in wartime quickly and thoroughly and there had been no complaint about staff working which appears to be very satisfactory. It is impossible to train junior commanders so quickly and a tactical sense is sometimes long development particularly in quick mobile armoured action. Training of commanders has been continuous even in foremost area but we are still largely an amateur army fighting professionals.

14. So recent is battle and so much to be done since, that there has not been time to review little evidence we possess. Certain phase commanders have been replaced and this must be regarded as normal in any long passing through battle. We find no indications of indecision on part highest command on available evidence.

15. None. Men fought to end and continued attack in full realization/.....



realization of disparity in equipment between ourself and enemy.

16. Our initial success was in fact a repulse of enemy's massed attack. The enemy was by no means beaten and drew off from battle in good order covered skilfully by powerful anti-tank weapons to which we have referred to in para. 12 above. Definite attack on these weapons by tanks failed. An infantry counter stroke designed to clear aside this anti-tank screen and make way for an (corrupt group) penetration of Cauldron began well but petered out owing enemy's disposition in depth and eventual succumbed to heavy intervening counter attacks, significant our own armour was inadequate to protect flank of infantry. The major fact of battle is that though on first day the 8th Army checked and threw back enemy's massed armoured assault, its own armour suffered so seriously in that encounter as to make it impossible for General Ritchie both to contain enemy in area to which he had recoiled and to develop a counter offensive against his rear. A little better fortune on this first day might have left us with a margin superiority sufficient both to contain enemy and to counter attack. The exhaustion was British material rather than physical or moral exhaustion since it was clearly evident that greater part of our tanks had very low fighting value. This fact has prevented (?) subsequent operations and will continue to do so until we attain equality in Grants or re-arm Crusaders with 6 pounders.

17. There is no indication that our failure has had any adverse effect on the 8th Army. All formations and units fought tenaciously even when (corrupt group) run and may be expected to continue to fight in that way. We would like to stress that this battle was won by a small but very well armed and well organized body of German troops, the equivalent of 2 armoured and 1 mechanized division. Their victory is due to better equipment in hand of highly trained troops. Undoubtedly the day of large infantry formation in Western Desert is past. It is perfectly possible to re-organise our forces on an armed and mobilized basis which should be at least as effective as the German desert(?) battle(?) we are engaged in now, but it will mean considerable modification of the replenishment organisation which so far has restricted the development of a suitable striking force in Western Desert. The basis of this must be suitable armoured fighting material and tank weapons. Reinforcements by major formation (such as 8th Armoured Division) equipped with tanks of obsolete armament is of little value. Once fully reorganised rearmed we do not doubt our ability to avenge this reverse. All efforts are being devoted to this object now. It must always be realised that all three fighting services in Middle East suffer from a chronic shortage of material and personnel, in fact we live from hand to mouth at critical periods, are expected to reinforce other theatres. Regarding our deficiencies we wish to refer you to Minister of State's telegram MS/12.

18. A strong force heavy bombers would have been some compensation for inability of Malta to operate air force

submarines/.....



# MOST SECRET

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- 5 -

submarines offensively against the enemy lines of supply, and would also have enabled us to bring on advantageous (corrupt group) air attack against their communications and bases. With such a force therefore we should have been able to do something to prevent him building up his supplies in Tripolitania and Cyrenia might have been able to null his attack. Once the battle was joined a heavy bomber force, although it would have been very useful, would not have had decisive effect on operations. x

1922Z/25.

Received from Air Ministry at 2130/26.

1st Lord  
 1st S.L. (2)  
 5th S.L.  
 V.C.N.S.  
 A.C.N.S. (W)  
 A.C.N.S. (F) (2)  
 N.A. 1st S.L.  
 P.A.S. (S)  
 D.O.D. (F) (2)  
 D. of P. (2)  
 D.N.I. (4)  
 D. of P. (Q)  
 Head of M. (2)  
 I.P. (2)  
 W.D.  
 Duty Capt. (2)  
 D.D.I.C. (2)  
 Admiral Blake  
 D.N.I.D.  
 Head of Air.

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 C.A.S.



# MOST SECRET

MOST SECRET

MESSAGE

0931/26th June IN

From: Middle East

Date 26.6.42.

Recd: 1035.

Cypher

Addressed: Air Ministry.

IZ 681

CC/73. 26.6.42.

Following for Chiefs of Staff from Commanders-in-Chief

Please add following sentence to para.7 of our CC/71 of 25/6.

The superior comparative? performance undergone by the M.E. 109 did not affect the operations of our Air Forces nor prevent us establishing air superiority in the battle.

0931/26

Recd. from Air Ministry 2130/26

Air Ministry circulation Col. Jacobs

War Reg. Admiralty

C.6 Telegrams War Office

C.A.S.

- 1st Lord
- 1st S.L. (2)
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (F) (2)
- A.C.N.S. (W)
- N.A. 1st S.L.
- D.O.D. (F) (2)
- D.N.I. (4)
- D. of P. (2)
- Duty Capt. (2)
- D.D.I.C. (2)
- D. of P. (Q)
- Hd. of M.
- I.P. (2)
- V.D.
- P.A.S. (S)
- D.N.A.D.
- Hd. of Air.
- Ad. Blake.



# MOST SECRET

MOST SECRET MESSAGE IN

FROM: The War Office. 1530/27th June.  
Date: 27.6.42.

CYPHER.

ADDRESSED: C.in C.Middle East.

MOST IMMEDIATE.

97965 cipher (M.O.5) 27/6.

Your CC/71 25/6 received mutilated in several places. Request repetition following portions:

Para Two. "The garrison of Tobruk synchronised position to meet attack before the evacuation of El Adem and Bel Hamed".

Para Eight. Last Sentence. "The enemy Naval Liaison Officers act as well as we do".

Para seventeen. "It is perfectly possible to re-organize our forces on an armed and mobilized basis which should be at least as effective as the German desert battle we are engaged in now, but it will mean considerable modification of the replenishment organization which has so far restricted the development of a suitable striking force in Western Desert."

Please give further information your line of thought regarding present unsatisfactory "replenishment organization".

1530/27.  
Recd in War Reg. at 0100/28.  
/ T.O.O.1922/25.

War Office circulation:

- |                  |                           |
|------------------|---------------------------|
| 1st Lord.        | S. of S.                  |
| 1st S.L. (2)     | C.I.G.S.                  |
| 5th S.L.         | V.C.I.G.S.                |
| Sec.             | D.M.O.                    |
| V.C.N.S.         | D.P. (2)                  |
| A.C.N.S. (W)     | D.D.M.O. (0)              |
| A.C.N.S. (F) (2) | D.A.F.V.                  |
| N.A. 1st S.L.    | M.O.1.5.                  |
| F.A.S. (3)       | D.M.I.                    |
| D.O.D. (F) (2)   | D.D.M.I. (1)              |
| D. of P. (2)     | Col. Jacob.               |
| D.N.I. (4)       | M.I.3.14.                 |
| D. of P. (0)     | Hd. of War Reg. Admiralty |
| Hd. of M. (2)    | C.A.S. Air Min.           |
| I.P. (2)         |                           |
| W.D.             |                           |
| D.C. (2)         |                           |
| D.D.I.C. (2)     |                           |
| Admiral Blake.   |                           |
| D.N.A.D.         |                           |
| Hd. of Air.      |                           |



# MOST SECRET

MOST SECRET MESSAGE

From : War Registry

Date: 18.7.42.

Correction to Most Secret signal  
0432/25 from H.M.S. LUCIA.

In paragraph (b)(2) line seven please  
amend to read "The number of skilled fitters and"

For H.W.R.

- 1st Lord.
- 1st S.L. (2).
- 2nd S.L.
- 3rd S.L.
- Vice Controller.
- 4th S.L.
- V.C.N.S.
- A.C.N.S. (F) (2).
- A.C.N.S. (W).
- Civil Lord.
- Sec.
- Fin. Sec.
- P.A.S. (S).
- P.A.S. (F).
- P.A.S. (P.R.).
- N.A. 1st S.L.
- D. of P. (2).
- D.A./S.W.
- D.D.I.C. (2).
- Ad. Blake.
- D. of P. (Q).
- D.O.D. (F) (2).
- D.N.I. (4).
- D.D.O.D. (M).
- D. of L.D. (3).
- D.G.D.
- D.T.S.D.
- D.N.C.
- D.N.O.
- D.T.M.
- E. in C.
- D.E.E.
- D. of D.
- D. of S.
- C.E. in C.
- Chief Registrar re letter.

- I.P. (2)
- W.D.
- D.C.L.
- Hd. of C.E.
- Hd. of M.F. (2).
- Hd. of P. (Liaison)
- Deputy Controller
- D.N.C.
- D.T.M.
- E. in C.
- D.E.E.
- D. of D.
- D. of S.
- C.E. in C.
- D.C.L.
- Hd. of C.E.
- Hd. of M.F.
- Hd. of P.
- Hd. of L.Br.
- Hd. of S.W.R.

Bath.  
by  
Courier

P.



MOST SECRET **MOST SECRET** 0432Z/25th June IN

From H.M.S. LUCIA.

Date 2.7.42.

Recd 1255.

Naval Cypher (C) by W/T

Addressed F.O.S., repeated Capt.(S)4,

AIDAC.

From Commander Contraman.

(A) F.O.S. Number 304/SM 04325 of 12th February paragraph 7.

(B) Bombay and instructions from Capt. (S) 4th S.F.

- 1. Can be made available.
- 2. Bombay has more work in hand than its facilities can cope with and indications are that this state will continue indefinitely. 2 docks are suitable for submarines, one at Spring tide only. D.S.R. Bombay does not wish to spare either of these docks (?for) the length of time required for submarines refit. The number of skilled (?workshop) and fitters (corrupt groups) Overseer is very limited and is insufficient to provide the large number required for a submarine refit without very seriously interfering with other commitments.

3. Battery Shed will be completed early September, stowage for 3 batteries.

4. Storage space is extremely limited in dockyard and cannot be increased. Stowage arrangements can be made within 5 miles radius.

5. Accommodation available within 2 miles but none near (? Royal Navy) berths.

(B) A torpedo depot for M.T.B.'s is under construction and facilities could be made available.

(C) Bombay is not repetition not considered suitable for long submarine refits and cannot be made suitable except at the (?expense) of surface ships refitting.

(D) D.S.R. Bombay's letter to D. of D. of 18th June 1941 gives greater details.

0432Z/25.

1st Lord	P.A.S. (S)	D.D.C.D. (M)	C.E. in C.	Dep. Cont.
1st S.L. (2)	P.A.S. (F)	D. of L.D. (3)	I.P. (2)	D.N.C.
2nd S.L.	P.A.S. (PR)	D.G.D.	W.D.	D.N.O.
3rd S.L.	N.A. 1st S.L.	D.T.S.D.	D.C.L.	D.T.M.
Vice Cont.	D. of P. (2)	D.N.C.	Hd. of CE	D. in C.
4th S.L.	D.A/S.W.	D.N.O.	Hd. of MF (2)	D. of D. (Hash)
Civil Lord	D.D.I.C. (2)	D.T.M.	Hd. of P. (Liaison)	CE in C.
Sec.	Ad. Blake	E. in C.	C.R. re letter.	D.C.L.
V.C.N.S.	D. of P. (2)	D.E.E.		Hd. of C.E.
A.C.N.S. (F) (2)	D.O.D. (F) (2)	D. of D.		Hd. of M.F.
A.C.N.S. (W)	D.N.I. (4)	D. of S.		Hd. of P.
Fin. Sec.				Hd. of S.W.R.



War Diary

25.6.1942.  
Thursday.

FOREIGN STATIONS.

East Indies.

Operation "Schooner". Ref. S.T.O. Colombo's 1207/22 and your 1135/23. Admty are most anxious that if possible speed of ships in operation "Schooner" should be higher than 13 knots. (Remarks)  
4. Request your views. If no improvement possible RAJULA will have to remain in "Schooner" from Colombo.  
(D.S.T., 0855B/25 to P.S.T.O. India, amended 2150B/25).

S/M crews. Your 0336/21. Payment tropical allowance approved as a temporary measure as proposed by you with retrospective effect. Full report to be forwarded in due course.  
(4th S.L., 1050B/25 to C. in C. E.F.)

B.A.26 B.A.26 consisting of ETHIOPIA and EL MADINA with troops and stores for Suez sailed 1100Z/23rd escorted by HINDUSTAN to position E. (2) Route. (3) S. of A 11 knots. E.T.A. ETHIOPIA 0400Z/30, EL MADINA 0400Z/29.  
(N.C.S.O. Bombay, 1115Z/23 to Admty).

\*See Next Page.

M.B.8 Convoy sailing telegram. Escort SUTLEJ.  
(N.C.S.O. Colombo, 1135Z/25 1137Z/25 to Admty).

Use of Diego Suarez. A.M.2352/3. Consider Diego Suarez would be a convenient holding port when present A/S defences are completed about 10/7 and subject to addition of (a) A collier and lighter with towage until reconstruction of work on wharves etc. has been completed. (b) An organization for supply of fresh provisions with necessary water transport. (c) Provision of N.C.S.O. and (?B) with necessary boats. (d) A small combined A/S mine sweeper maintenance base and staff. (e) An E.D.O. organization. (f) Sufficient pilots and pilot vessels to meet expected commitments.  
2. It appears that all other necessary facilities are available except as (?regards) (corrupt group) (?water) when position is not satisfactory.  
(D.C. in C. E.F., 1146Z/25 to Admty (R) C. in C. E.F. etc).

BULAN Request report whether BULAN is suitable to make passage to U.K. and whether M.W.T. can load cargo for the voyage.  
(Hd. of M., 1315B/25 to F.O. Ceylon).

Coal, Kilindini. Coal situation in Kilindini is acute and a Fleet collier is essential.  
(2) In view of small offtake at Trincomalee the retention there of a Fleet collier seems uneconomical and it is under consideration to move MARIT MAERSK to Kilindini. (3) Request your views.  
(D.C. in C. E.F., 1426Z/25 to F. O. Ceylon).



724<sup>A</sup>

1105Z/25th June  
IN

CONFIDENTIAL MESSAGE

Date 14.7.42

From: C. in C. Eastern Fleet

Recd. 1850

NAVAL CODE (J. old) BY W/T

Addressed: East Indies Station 711C.

C. in C. East Indies 0707 4th July 1940  
is cancelled.

It is not necessary for ships bound for  
Australia to call Fremantle for orders.

1105Z/25  
Advance Copy Ops., O.D., Trade.

A.C.N.S. (T)  
A.C.N.S. (F)  
N.A. 1st S.L.  
Ops. (3)  
O.D. (5)

O.I.C. (3)  
M. (2)  
D.A./S.W.  
D.T.D. (4)  
D.T.D. (C)

D.T.D. (M)  
D. of S.T. (2)  
I.P. (3)  
W.D.

M.



730

25.6.1942.  
Thursday.War Diary.FOREIGN STATIONS.East Indies. - Contd

Stocks, C. in C. E.F. 0834/22. Consider that minimum  
Ceylon, stock of provisions in Ceylon, Bombay and 1  
Bombay. victualling store issuing ship should together  
be not less than 8 months for 20,000. Australian  
items for increase ordered in Admty. 1537/23/10  
took 6 months to accumulate. Same or longer time probably be  
required to raise stock directed by Admty 2135/13/6 to any new  
level required. Propose mess gear and clothing on same basis  
as provisions plus kits for 5,000 survivors Colombo and  
2,000 Bombay. Latter will be stores from Colombo. Staff  
asked in Naval Supt. Ceylon 1106/17 is minimum for present  
responsibilities.  
(F.O.I.C. Ceylon, 1502Z/25 to Admty (R) C. in C. E.F. etc).

AQUITANIA. W.S.19 Q E.T.A. Diego Suarez p.m./29. DUNCAN  
and ACTIVE will be sent to arrive 28/6 and after  
fuelling will meet convoy. Navigating officer of  
DAUNTLESS to meet and pilot into harbour. All possible assistance  
for fuelling and watering with utmost despatch to be given.  
(D.C. in C. E.F., 1612Z/25 to N.O.I.C. Diego Suarez Admty etc).

Carriers, Your 0859/24/5. Para. 2 (a) Approved. This  
Disclosure should be arranged locally through N.C.S.Os.  
by M/Vs. Attention of Masters of Merchant Ships is being  
called to C.A.M.S.I. 81/42.  
2. Para. 2 (b), (c) and (d) not approved. These  
proposals do not allow for cruisers operating single aircraft,  
and are considered to introduce undesirable complications.  
3. It is hoped that the new method of recognition promulgated in  
A.G.M. 779 A of 6/6 para. 4 will assist.  
(D.O.D. (F) 1853B/25 to C. in C. E.F.)

Mining Your 0958Z/21. On completion of Diego Suarez  
Defences. Controlled Minefield MANCHESTER CITY will have  
remaining on board one control station which was  
earmarked for Manza, A.M. 1432B/6/25 refers.  
Confirmation is requested that JAY will lay 3. legged indicator  
loops referred to in C.B. 1996/41 and not controlled mining  
guard loop at Kilindini. Important that MANCHESTER CITY should  
not be unduly delayed at Kilindini and Manza as she is required  
to store at Durban and lay Saldanha Bay field with SPINDRIFT  
leaving England on 27/6. When MANCHESTER CITY proceeds to Durban  
JAY will be available for care and maintenance duties as  
required.  
(D.T.M., 2148B/25 to D.C. in C. E.F., (R) C. in C. E.F.)

\* M.T.B. My 0433/6/5. Para. one in view of the change in  
Bases. the strategical situation it has now been  
decided to develop full M.T.B. bases at Madras  
Vizagapatam, Masdapam, Cochin and Bombay. Slip-  
ping facilities are being developed at Calcutta para. two your  
1925/28/5 Govt. of India agree to conditions in regard to  
HEINRICH JESSEN. Work of conversion is now in hand.  
(F.O.C.R.I.N., 1135Z/25 to Admty).



731

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies.

ESSO B.A.D. pass to C. in C. U.S. Fleet.  
 BELGIUM My 1647/22, ESSO BELGIUM arrived. My 2216/23,  
 LUNA. LUNA arrived.  
 (S.O.I. Jamaica 0847R/25 to Admty. etc.)

Movement 1800 G.M.T./25. Convoy C.T.18. P.C. and S 39 $\frac{1}{2}$ <sup>o</sup>  
 Summary. N 62<sup>o</sup> W 277<sup>o</sup> 13 $\frac{1}{2}$  knots.  
 (D.O.D.(F) 0910Z/25 to Opnav (R) Comnav, Cominch.)

ANDREA ANDREA BROVIG (Norway) torpedoed and sunk 0530Z/23  
 BROVIG. 012<sup>o</sup> 10' N 059<sup>o</sup> 10' W. 34 survivors landed Port  
 of Spain. Master and 5 others landed Tobago.  
 No casualties.  
 (N.O.I.C. Trinidad 1012Q/25 to Admty.)

U.S. Your 1815/24. QJS 596 was received by me and  
 Minefields. promulgated to all concerned but I was not aware  
 (A) that any Minefield existed or (B) that QJA  
 596 was the same as Co-Hydrolant 29.  
 (2) Steps are being taken to ensure that  
 information similar to (B) is available to me in  
 future. With regard to (A) consider that when a dangerous Area  
 consists of a Minefield this fact should be specifically  
 mentioned in the relevant message and the limit of sea defined  
 in detail.  
 (3) Reference promulgation of QJY messages, your 1815/24 is not  
 understood as KDB test is in QJA Area and QJA 596 had been  
 promulgated.  
 (C. in C. A.W.I. 1042P/25 to Admty. (R) B.A.D. N.S.H.Q.)

NANUKTUT. British NANUKTUT ashore near Neuvitas, crew safe  
 B.A.D. pass to Connv.  
 (S.O.I. Jamaica 1301R/25 to Admty. etc.)

Suspected Your 1235/23 and my 1745/23. Following additional  
 minelaying. information received from COM. 1, BODOON (as  
 received) "Actual minelaying not determined.  
 U-Boat twice sighted south end Stellwagen Bank  
 suspected. Delayed due to failure make attack  
 under favourable conditions."  
 (N.S.H.Q. 1408Z/25 to Admty. (R) C. in C. A.W.I.  
 C.O.A.C.)

M.A.R.I. Your 2209/24, first sentence, presume proposal in  
 proposed A.M. 1611/17 para 2 is not concurred with by  
 amendment. Connv; A.M. 1550/23 will therefore be amended.  
 (2) Ref. to H.A. - A.H. convoys was purposely  
 omitted on account of lack of precise information.  
 This will now be included in proposed amendment.  
 (3) Presume speed of W.A.T. - T.A.W. convoys will vary  
 similarly to K.N. - K.S. Request confirmation.  
 (D.T.D. 1513B/25 to B.A.D.)

/Harbour...



732

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Harbour defence asdics. Your 1215/18 para 2. Confirmed that 2 type 135 asdic installations are required from U.K. (B.A.D. 1535Z/25 to Admty. (R) N.Z.N.B.)

Key West (U.S.) Minefield. Your 1815B/24 my 1440Z/24. All confidential information issued regarding Key West danger area and safe anchorage was contained in (? QJA 196, 5 90) and 611. Limits of dangerous area were published in U.S. notices to mariners number 1173 of 11/4. (N.S.H.Q. 1545Z/25 to Admty. (R) C. in C. A.W.I.)

SEATTLE SPIRIT. N.C.S.O. St. Johns N.F. 1735/23. SEATTLE SPIRIT torpedoed and completely immobilised 0430 G.M.T./18. Position 50° 23' N 42° 25' W. Sunk by escort at 0730/18, 45 survivors landed from rescue ship PERTH. Usnob have advised of all C.Bs in possession of master. (C.O.A.C. 1550Z/25 to Admty. (R) N.S.H.Q.)

UXMAL ANDREW JACKSON. Overdue Colon UXMAL Mexican, ANDREW JACKSON U.S. B.A.D. pass to Connav. (S.O.I. Jamaica 1554R/25 to Admty. etc.)

H.A. and O.N. Convoys. H.A.1. Your 1702Z/24. Propose to put in 8 tankers from O.N.105 bound for West Indies. If Category A not full and Category C not required would like to change destinations of other tankers in same convoy to take advantage of number of vacancies available. Necessary diversion to Halifax will be made on receipt of your reply. In order to secure greatest benefit from future H.A. Convoys request you will advise Admiralty of anticipated vacancies if possible not less than 4 days before arrival of O.N. Convoy. Suggest that H.A. Convoys might be delayed for a short period on those occasions when such a delay would enable ships from O.N. Convoys to join. (D.T.D. 1626B/25 to N.S.H.Q.) Reply N.S.H.Q. 1513/26.

M.A.R.I. amendments. A.M. 1550/23 amend as follows. Paras 2 and 3 throughout text, for "TW" substitute "TAW" and for "WT" substitute "WAT".  
(2) Para 6 for "sub-para.(7) below" substitute "sub-para.(8) below".  
(3) Add one to numbering of paras 3 to 7 inclusive.  
(4) After para 2 insert new para 3 "North and South bound convoys, designated A.H. and H.A. and starting on 14/7 and 4/7 respectively, will be run on a 10 day cycle between Curacao and Halifax. Minimum speed for inclusion is 10 knots. Present maximum number of ships to be included is 16 which may be reduced depending on strength of escort available for individual convoys. Priority for inclusion (A) Tankers controlled by Oil Controller of Canada, up to 6. (B) Tankers from and to U.K. (C) Any other ships with important cargoes such as bauxite. (D.T.D. 1628B/25 to Connav. (R) B.A.D.)

/Shipping...



733

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Shipping  
Trinidad. My 1842/20 para 4. British Managed shipping now at Trinidad or arriving hereafter which can take advantage of TAW convoy should be held for first available of these convoys.  
(C. in C. A.W.I. 1642P/25 to B.R.O. Trinidad.  
(R) Admty. etc.)

Dispositions. Section N.W. Q.S.12 CHEDABUCTO 048° 40' 063° 55' 7.5 U.S.M/S RAVEN 046° 10' 059° 20' 145° 15, altering in 046° 02' N to 232° and in 044° 34' N to 242° (S?) B.9 ELK 046° 50' 060° 10' 8.  
(C.O.A.C. 1652Z/25 to N.A. Escort Force, Admty.)

Ottawa  
Conference  
20/7. At conference in Washington on 8/6 there seemed general agreement that definite value would be gained from frequent meetings of American British and Canadian Officers to review escort and trade problems.  
(2) Anticipated representatives of C.O.A.C. Halifax and F.O.N.F. will be meeting in Ottawa on 20/7. N.S.H.Q. would be pleased if you and B.A.D. would care to send representatives and in addition representatives from C. in C Atlantic Fleet (U.S.) C.T.24. C.E.S.F. or C.C.S.F. if this can be arranged.  
(N.S.H.Q. 1656Z/25 to C. in C. U.S. Fleet (R) B.A.D. etc.)  
Reply: C. in C. U.S. Fleet 2038/26.

ARCHER. ARCHER's destination New York. Request route from Freetown may be signalled now so U.S. Authorities may inform ARCHER of approach route to destination.  
(B.A.D. 1721Z/25 to R.A.W.A. (R) Admty. etc.)

PASTEUR. Your 2346/24, not to Cominch (N.T. in W.D.) PASTEUR for N.A.12 due Freetown 29/6 will not arrive Halifax in time to sail with A.T.17 on 4/7.  
(N.S.H.Q. 1722Z/25 to Cinclant (R) Admty. C.O.A.C. Cominch.)

W.A.T. and  
T.A.W.  
Convoys. My 1842/20. Para 1 and 2, for Aruba read Curacao.  
(C. in C. A.W.I. 1733P/25 to B.R.Os. Trinidad, Jamaica, Curacao, Cristobal, Colon, Aruba (R) Admty. B.A.D. etc.)  
W.D. Note - Refers to starting point.

U/B  
Positions. 25/6 S/M estimates. (C. in C. U.S. Fleet 1743/25, 1751/25, 1758/25, 1803/25, 1809/25.)

/Diversion...



734

War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Diversions  
Signals. All diversion signals made to ships at sea should include complete instructions to enable the ship to proceed to her ultimate destination. 2. Under no circumstances should diversion signals re-route the vessel to a point in mid-ocean coupled with such phrases as "a further signal will be made" as subsequent signals may not be received by the ship. (D.T.D. 1842B/25 to C. in C. A.W.I. C. in C. S.A. F.O.C.N.A. F.O.I.C. Simonstown, R.A. W.Africa, N.S.H.Q. C. in C. E.I. F.O.C.R.I.N. (R) B.A.D. Connav.)

GUNVOR. S.O.I. Jamaica 1709/24. C. in C. 1609/19 referred to distress message from HANLEY (U.S.). GUNVOR (Nor) was sunk 15/6 vide N.S.H.Q. 2242/16 addressed S.O.I. Jamaica and B.R.O. Trinidad only. (C. in C. A.W.I. 1842C/25 to Admty. B.A.D. N.S.H.Q. Connav, F.O.I.C. Trinidad, (R) S.O.I. Jamaica.)

Sugar ships  
Caribbean. In present conditions anxiety has been expressed regarding the number of ports visited by liners loading sugar in Caribbean Area. 2. The term liner includes certain tramps temporarily employed on liner service, for example SPAR, now in area, also DALEMOOR and GEORGIOS P, due shortly. 3. Naval authorities referred to in my 1916/16/A paras 4 and 5 are requested to watch carefully the movements of these ships having regard to latest intelligence of position of U-Boats received. (D.T.D. 1846/25 to F.O.I.C. Trinidad, Capt. I/C Kingston.)

M/Vs  
W/T. Ref. your 1447/24 information must be in error as complete instructions were issued to these ships regarding B.A.M.S. and explained to masters by your B.R.O. New York. (C. in C. U.S. Fleet 1846Z/25 to Admty. (R) N.S.H.Q. Ottawa.)

KELVINBANK. O.N.100. Request any news of KELVINBANK. (D.T.D. 1851B/25 to N.S.H.Q.)

BROADWAY. Your 2016/24, dates acceptable. (B.A.R.M. 1938Z/25 to F.O.N.F.)

Unit  
dispositions. At request of C.O.A.C. Halifax escort units W 9 W 10, W 11 are renamed X 1, X 2, X 3 respectively. Latter will take task numerical designators originally assigned to former by my 0045Z/23 namely 24.18.9, 10, 11. Opnav please substitute these X units for corresponding W units in combined British - U.S. call sign recently promulgated. F.O.N.F. C.O.A.C. C. in C. W.A. inform all escort vessels concerned. Opnav pass to C. in C. U.S. Fleet (C and R.) (C.T.24 1945/25 to Opnav, C.O.A.C. Halifax (R) Connav, Cinclant, C.E.S.F. C.G.S.F. C.C.S.F. F.O.N.F. N.S.H.Q. C. in C. W.A. Admty.)

/Combined...



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War Diary.25.6.1942.  
Thursday.FOREIGN STATIONS.America and West Indies - Contd.Combined  
Operations,  
Material.From C.O.L.O. to C.C.O. Following is present  
forecast of availability at U.S. and Canadian  
Ports of shipment, subject to satisfactory  
provision of certain components and material.2. Impossible at this stage to forecast  
sufficiently accurately availability of shipping  
but generally speaking arrival at U.K. Ports may be estimated as  
one month after these dates.3. L.C.P.(R) (As received /?4 intended.) All by early September.  
L.C.V. - All by Mid August. L.C.M.(3) - British order of 150  
by end of August. First 350 of U.S. order by end of September.  
L.C.T.(5) - 60 by end of September.  
(B.A.D. 1955Z/25 to Admty.)

U/B.

S/MS sighted by aircraft in 043° 40' N 066° 40'  
342° 1920Z/25.  
(C.O.A.C. 2024Z/25 to Admty.)GOVERNOR  
JOHN LIND.GOVERNOR JOHN LIND U.S. from St. Thomas 11/6 due  
Norfolk 18/6 for New York has not arrived Norfolk.  
(N.S.H.Q. 2042Z/25 to Admty. etc.)Sub.  
attack  
and  
sighting  
summary.NORDAL and MANUELA attacked and presumed sunk  
34.20 N 75.40 W 2350Z/24 in local convoy from  
Lookout to Hampton Roads. AMERICAN probably sunk  
by Italian sub. oval device in red white and green  
on C/T. HALO 2 subs. participating. SIXAOLA  
apparently white circle 2 feet in diameter 1½ inch  
stripe on C/T. BRITISH WORKMAN 3 torpedo hits.  
TELA 2 torpedo hits. CARDINA reported SettemBrini Class Tug sights sub on surface 25.56 N 90.16 W 0418Z/22.  
Surface craft attacks sub. 24.51 N 82.10 W 0658Z/24. Brazilian  
Navy Dept. reports 2 subs. ashore 00.30 S 47.50 W 1900Z/24  
doubtful. Surface craft attacks sound contact 26.35 N 79.38 W  
1510Z/24. Plane reports sighting sub. 27.49 N 80.22 W 2145Z/24.  
Plane sights possible C/T 42.39 N 69.03 W 1610Z/24. Plane  
attacks possible submerged sub. 42.32 N 69° W 1645Z/24. Patrol  
craft attacks surfacing sub. 34.41 N 75.33 W 0045Z/25. M/Vs  
sight possible subs. one 14.34 N 76.18 W 0400Z/25. One vicinity  
24.38 N 82.55 W 0810Z/25. Plane attacks submerged sub. 34.46 N  
75.56 W 1325Z/25.

(C. in C. U.S. Fleet 2059Z/25 to Admty. for O.I.C.)

HARDWICKE  
GRANGE.Second mate and 22 ex HARDWICKE GRANGE (Br.)  
landed Neuvitas, 16 ex same ship at Mole Saint  
Nicholas, ship torpedoed, accounts vary, details  
awaited. B.A.D. pass to Connav.  
(S.O.I. Jamaica (?2111Z/25) to Admty. C. in C.  
A.W.I. etc.)Ships  
Attacked.Serial No. 25. RAWLEIGH WARNER U.S.A. Serial No.  
24 sunk. ANTE MATKOVIC Yugoslav sunk by torpedo  
17/6 approx. 012° 00' N 072° 30' W. NORDAL  
Panamanian and MANUELA U.S.A. both sunk by  
torpedo in convoy 2350Z/24 034° 31' N 075° 42' W  
Life raft marked ROYAL DAFFODIL British ashore at

/Port...



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25.6.1942.  
Thursday.War Diary.FOREIGN STATIONS.America and West Indies.Ships  
Attacked.  
Contd.Port Limon. No information here re ship movements.  
N.S.H.Q. Ottawa advise present position if known.  
(Connav 2122Z/25 to Comnav (R) N.S.H.Q. etc.)

RESOLUTE.

Cartegena reports Colombian motor boat RESOLUTE  
sunk by M/G fire near Providence Isle, details  
awaited. May be same as SE JIM 5 Colombo. No.74.  
B.A.D. pass to Security Co-ordination.  
(S.O.I. Jamaica 2151R/25 to Admty. etc.)Special  
Movements  
Forecasts.Your 1750B/8 Para 2. Special Movements Forecast.  
(a) Navy Dept. would like to be included in  
existing circulation.  
(b) They intend to reciprocate in due course after  
deciding on best method of co-ordination.  
(B.A.D. 2219Z/25 to Admty. (R) N.S.H.Q.)U/B  
SNOWBERRY  
HEPATICAD/F indicates U-Boat within 100 miles radius  
(?035) 00' N 064° 15' W at 2019Z/25. Alter for  
new position KK 041° 01' N 060° 59' (?West)  
thence to destination.  
(N.S.H.Q. 2325Z/25 to SNOWBERRY, HEPATICA (R)  
Admty. C. in C. A.W.I. C.O.A.C. C. in C. U.S.  
Fleet.)



25.6.1942.  
Thursday.

War Diary.

FOREIGN STATIONS.

Australia & New Zealand.

S.W. Pacific Reports. (Air). Starting from 26/6 it is proposed to despatch daily Intelligence Signal based on information to 1400/Z. Signals will be designated "Airintel" consecutively numbered and will be supplementary to daily situation reviews already being sent by C.W.R. through Naval Channels to various addressees. Section A will contain observed enemy scale of effort based on individual Fighter Bomber and R/C Sorties West Sector West of 138° E. East Sector East of 138° E. Section B estimated enemy aircraft strength or variations thereto subdivided into Fighters, Bombers, R/C, latter to include floatplanes and Flying Boats. Section C identification of enemy air units. Section D enemy aircraft equipment and tactics. Section E General Signal will also be passed to U.S. Authorities.  
(Allied Air H.Q. S.W. Pacific, 0301/25 to Air Min, etc).

Situation. Serial number 154 from C.W.R. 24/6. Unidentified vessel reported in my 150 para 1 now established as friendly.

(ii) Ref. my 153 para. 1 photographs show 1 cruiser, 1 destroyer, 1 converted seaplane tender 1 medium cargo vessel, 1 tanker, 2 smaller vessels, 15 float planes, 4 flying boats, in Rabaul harbour 23/6 also 5 bombers 2 fighters on Lakunai aerodrome, 3 zero fighters in air.

(iii) Enemy detachment reported at Talasea Ulamona (75 miles S.W. Rabaul) Pondo (42 miles W.S.W. Rabaul) troops and A/A batteries at Vunapope (12 miles S.S.E. Rabaul).

(iv) Air R/C 24/6 reports 6 medium transports approx. 45 single engined 25 twin engined aircraft at Kendari (Celebes).

(v) Air R/C Ambon 24/6 reports 15 aircraft on aerodrome 3 merchant ships 500 to 3,000 tons in harbour.

(vi) Small enemy submarines reported in 24° 25' S., 152° 20' E. at 0140Z/24.  
(A.C.N.B., 1034Z/25 to Admty etc).

Port Defence against S/Ms and Midgets. My 0605Z/10 and Admty. 0013B/19. Doubt has arisen as to whether installation of A/S A/B Boom across 3 miles of deep water channel together with anti-midget obstruction across remaining 8 miles of lesser depth should be proceeded with in view of magnitude of project and time required to complete which will be not less than 18 months.

2. View here which is concurred in by Comsouwespac is that scale of attack for Boom Defences is primarily midget S/M. Protection against large S/M is afforded by 2 separate controlled minefields, indicator loops and harbour defence asdics.

3. Consideration of threat of boat attack leads to conclusion that as these must be carried in surface parent ship herself liable to detection this form of attack although not impossible, is unlikely. Fact that enemy has fitted out special S/M parent ships for midget craft supports this theory. In addition protection will be afforded by motor patrol boats which can be supported by destroyers and anti-boat gun defences although latter will not be completed for some months.



War Diary.

25.6.1942.  
Thursday.

FOREIGN STATIONS.

Australia & New Zealand.

Port  
Defence  
against S/MS  
and Midgets.  
Contd.

4. 3 Fairmiles and 6 80-foot 12 knot boats are allocated for Moreton Bay but this number would be increased if important Fleet units were present.
5. It would greatly assist us in preparing request for U.S. Authorities for allocation of material required if Admty could advise on points outlined above and answer following questions. (a) In view of scale of attack and lay-out of defences is the substitution of indicator nets and patrol craft for A/S A/B Boom recommended? (b) If so (1) is the line indicated in my 0605/10 (South Point Bribie Island to Sholl Bank) considered the most suitable? (2) What type of net is recommended and what are endurance and maintenance requirements? (3) What arrangement is recommended for Gate? (c) What is function of A/T Baffles referred to in Admty 0013/19 and what lay out is proposed?
6. Remaining installations listed in my 0605/10 are being proceeded with and in addition an A/S Boom is being installed in Brisbane River opposite Bulwer Island. Estimated completion date is August 1942 and of similar obstruction in South Channel Oct. 1942. Scale of attack of both of these installations midget S/M and small motor boat.  
(A.C.N.B., 1100Z/25 to Admty (R) B.A.D., C. in C. E.F.)  
As amended 0156Z/26. *Reply: Admty 1747 B/5/7.*

Movements.

Departure Newcastle 0510Z/25 U.S. destroyer FLUSSER and H.M.A.S. WHYALLA escorting convoy C.O.6 for R/V thence Melbourne.  
(A.C.N.B., 2359Z/25 to Admty etc).

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B positions.  
(D.D.I.C., 1342B/25, 1343B/25).



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War Diary.

26.6.1942.  
Friday.

SITUATION REPORT.

Home Commands.

U.105. SOKOL is proceeding to patrol off Ferrol where a  
(N.I.D.24(r.)) badly damaged U-Boat must leave before 1200/2/7.

Convoy Q.P.13 (Archangel section) sailed at 2100 today.

British Air Operations.

Over 1000 aircraft of Bomber and Coastal Commands took off to attack Bremen last night; 813 aircraft report that they bombed the primary target.

Mining.

Several mines were exploded off West Sheringham Buoy and Spurn Point today.

Foreign Stations.

Merchant ships, unless attacked are not to open fire on aircraft in the Atlantic when westward of 36° W and North of the Equator or within 500 miles of the South American coast north of 40° S and in the Pacific when within 200 miles of the North American continent.

North Atlantic.

The German Consul at Lisbon today notified masters of Greek vessels chartered by Switzerland that the German Govt. give no guarantee for their safety in future.

The Vice Commodore of H.G.84 considers that the danger of being shadowed by enemy aircraft is increased by ships leaving Lisbon in daylight. Admty. ask F.O.C.N.A. to consider sailing ships from Iberian Atlantic Ports in hours of darkness.

South Atlantic.

The Union Govt. approve in principle of an Inter-Station Training Depot and Drafting Pool being established in South Africa.



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26.6.1942.  
Friday.

War Diary.

SITUATION REPORT.

Mediterranean.

An area with a 2 mile radius centred 290° Sidi Barrani 19 miles may be dangerous due to mines.

7 Liberators bombed Tobruk harbour last night.

1 Italian torpedo bomber was shot down off Port Said.

America and West Indies.

C. in C. U.S. Fleet today ordered all sailings of unescorted ships of less than 15 knots between Aruba - Curacao - Trinidad area and Panama, except local coastal traffic, to stop.

Australia.

7 Beauforts which attacked Salamoia and Lae last night obtained 2 possible hits and some near misses on a 4000 ton cargo vessel off Lae.



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26.6.1942.  
Friday.War Diary.HOME COMMANDS.Policy.SVEAJARL  
(Swedish)

Cleared and sailed for Gothenburg at 2300/25 routed as in S.I.S. part 3 section 2 and should not be molested if encountered on this route. (F.O.(S), 0838B/26 to S/Ms operating N. of 51° N.)

N. Atlantic  
Dispositions.

My 1212/25.  
Area Clyde delete MANCHESTER.  
Area Scapa add MANCHESTER, 2 destroyers (U.S.) (D.O.D.(H), 1019Z/26 to Cominch.)

H.M.I.S.

→ KONKAN.

My 1644/24 and 1013/25 position now is that 8 ratings have been sentenced to 90 days detention and transferred to R.N.H. Port Edgar being medically unfit to undergo sentence. The other 9 ratings were not fit to attend summary investigation and were transferred to Military Hospital Drymen before being sentenced. All 17 ratings are suffering from inanition due to hunger strike which has now lasted six days and they assert that refusal to eat will be maintained until grievances are rectified. Consider investigation referred to in my 1644/24 should commence not later than a.m./29. Request immediate reply. (F.O.I.C. Greenock, 1604B/26 to Admty.)

Movements.

KEPPEL.

KEPPEL 0600B/27. Propose to proceed Seidisfjord for fuel and meeting of escort C.O. on completion of convoy conference at Reykjavik. (KEPPEL, 1015B/26 to A.C.I.C., F.O.C. 1 C.S., (R) C. in C. H.F.)

→ ORISSA,  
KONKAN,  
RAJPUTANA.

A.M. 1100A/12/4 and 1530B/25. Intend sail ORISSA, KONKAN and RAJPUTANA as additional escort Clyde portion O.S. 33 break off at position (R) and proceed Ponta Delgada for fuel subsequent rejoining. E.T.A. Freetown 22/7. (N.O.I.C. Greenock, 1104B/26.)

P. 212.

Sailed in accordance with S.9's 1205/23. (S.O.S. Lerwick, 1502B/26 to S/Ms. N. of 51° N.)

S/Ms.

Positions at 0800B/27 and movements for following 24 hours. (F.O.S., 1746B/26.)

RORQUAL.

Intend to sail RORQUAL escorted by Z.5 to Holy Loch, leaving Plymouth about 1700/27. Code word "Wheel". Communications etc. (C. in C. Plymouth, 1844B/26 to F.O.I.Cs. Falmouth, Cardiff, Milford, Liverpool, Belfast, Greenock. F.O.S., Capt. S.3, Capt. S.7, (R) Admty.)

/HAWKINS ...



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26.6.1942.  
Friday.War Diary.HOME COMMANDS.Movements - Contd.

HAWKINS. HAWKINS will be required to leave Clyde on 15/7 to join the Eastern Fleet.  
2. Request you will sail HAWKINS for Clyde as convenient.  
(D.O.D.(H), 2130B/26 to C. in C. H.F.)

MANCHESTER, E.T.A. Seidisfjord 1500Z/28. ECLIPSE in  
ECLIPSE. company.  
(C.S. 18, 2202B/26.)

Operations.

ALERT. /N.T. W.D.  
Cable- Your 0228/26. Following from Capt. M/S  
laying. Sheerness. Begins.  
Channel for telephone cable has been swept passing through following positions.  
Anticipate sufficient sweeping will have been carried out to enable telephone cable to be laid on 28/6.  
Request I may be informed when this operation will take place in order that sweeping ahead of cable-laying ship can be arranged.  
1027/25. Ends.  
(C. in C. Nore, 0758B/26 to Admty.)

Q.Q.3. Last sentence of my 1240B/24. For 0900/27 read 0515/27.  
(F.O.I.C. London, 1015B/26 to as former.)

SEAWOLF. Sailed Kola Inlet for patrol.  
(S.B.N.O. North Russia, 1100B/26.)

SOKOL. My 2146/25.  
(A) Amend to read from position Y proceed to patrol -  
043° 37' 008° 25' and 043° 41' 008° 32'.  
(B) A badly damaged German U-Boat is at Ferrol and must leave before 1200/2/7. It is expected U-Boat will attempt leave a day or 2 before limit expires probably at dusk or later. Your object is to destroy her after leaving but if sighted and you are unable to attack she is to be reported immediately.  
Own aircraft will also probably attack and it is therefore essential for you to remain within your bombing restrictions.  
(C) There are no Spanish S/Ms at Ferrol or in northern Spanish waters.  
(D) H.Q.C.C. is requested to arrange submerged bombing restrictions 20 miles either side line joining positions X, Y and Z line from 0400B/27th to 0800B/28th and within 20 miles 043° 40' 008° 30' from 0001B/28th until further notice.  
(E) Shift to H.S. routine at 0800B/27th.  
(F.O.S., 1119B/26 to SOKOL, (R) Admty., H.Q.C.C., C. in C. Plymouth, F.O.C.N.A.)  
My 1729/23. Arrival of SOKOL is delayed.  
(F.O.S., 1157B/26 to Admty.)

U.105.  
(N.13447.1)

/ W/T ...



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War Diary.26.6.1942.  
Friday.HOME COMMANDS.Operations - Contd.

W/T Silence. Request all ships approaching or at Seidisfjord be instructed to maintain strictest W/T silence. (C.S.1, 1207B/26 to C. in C. H.F., (R) A.C.I.C.) It is important that ships at or approaching Seidisfjord during next few days should maintain W/T silence. (C. in C. H.F., 2112B/26 to Home Fleet (except ships refitting or temporarily detached to another command or station, but including vessels temporarily attached to H.F for operation or escorting convoys), KEPPEL, PALOMARES, LEAMINGTON, LOTUS, POPPY, LA MALOUINE, DOUGLAS, POZARICA, Admty., C. in C. W.A., A.C.I.C., A.C.O.S., C. in C. Rosyth, F.O.[S])

Operation "Hopalong". Your 1310/25. M.G.B. 320 (S.O.) (Type 252) 321, 327 E.T.D. 0800. (F.O.I.C. Gt. Yarmouth, 1551/26 to C. in C. Nore, (R) F.O.I.C. Humber, Admty., 16 Group, H.Q.C.C.)  
*(Escape of Dutch WILPO to U.K.)*

Operation "Knocker". Proceed to carry out operation "Knocker". Patrol position to be filled in following order of priority A.A. - C.C - G.G - E.E. Report names of ships filling patrol position and E.T.A. on patrol. My memorandum 0281/2 3rd June 1942 refers. (A.C.O.S., 1920/26 to S.O.N.P. Trawlers, (R) Admty., A.C.I.C., N.O.I.C. Faroes, N.O.I.C. Lerwick, C. in C. H.F., C. in C. Rosyth, R.A.(M), C. in C. W.A., Dir. Air/Sea Rescue, T.A.C. Prestwick.)

British Air Operations.

Communication between ships and aircraft. C. in C. W.A. 1236B/24: a considerable number of S.1 filters of the three types have just been received and are now available to Coastal Command who have been instructed to demand and fit immediately. (Air Min., 1845/26 to Admty.)

Mining.

Explosion off Lowestoft. Following from M/S 4. Begins. While exercising a sweep today a small underwater explosion similar to explosive cutter was detonated in 52° 27' N. 002° 06' 30" E. Intend carrying out 62 - 1/2 per cent search over area joining following position. 1349B/25. Ends. (C. in C. Nore, 0951B/26.)

B.S. 83. Following is proposed programme for B.S. 83. Sail from Harwich 0500/27, arriving No. 3 "B" Buoy 0915 R.D.V. Fleet Sweepers. Depart "Q" buoy 1110, lay 1230, arriving 55A buoy 1445. Pass Harwich Boom 2030. (PLOVER, 1026B/26.)

/My ...



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War Diary.26.6.1942.  
Friday.HOME COMMANDS.Mining - Contd.

- B.S. 83. My 1816/19th. Carry out B.S.83 27/6. Departure  
(Contd.) from Q Buoy returning via No. 2 Buoy.  
(C. in C. Nore, 1026B/26 to PLOVER, S.O. M/S.F.13,  
(R) N.O.I.C. Harwich, N.O.I.C. Yarmouth, Admty.)
- M.S. 9. Intend sailing 0700/27 sweeping till 1730  
returning to Portland at 2100. Only one Danlayer  
available.  
(M.S.9, 1435B/26 to C. in C. Portsmouth.)
- Yarmouth LL Sweepers detonated red magnetic mine 102°  
area. 3.25 miles from 54D Buoy at 1410.  
(F.O.I.C. Gt. Yarmouth, 1435B/26, 1222B/29.)
- Dover area, Mines swept today in Q.Z.X. 750. 36 red 50°  
Q.Z.X.750. 49'07" N. 00° 51'12" E.  
(V.A. Dover, 2213B/26.)

Enemy Intelligence.

- Suspicious (Corrupt group) at 0215/26 in 270°, Sole Buoy 3  
lights. miles signal lights closely resembling E.S. 5 as  
described in C.B. 04102 (5) were observed bearing  
050° about 10 miles. Signal was repeated at 0230.  
No surface craft observed from star-shell search or located by  
R.D.F.  
(MONTROSE, 1114/26 to C. in C. Nore, Admty., (R) Capt. (D) 16.)
- Baltic Your 1509B/23 para. one.  
movements. D.C.N.S. confirms that Russian submarines have been  
operating with success in Gulf of Finland and in  
southern Baltic. Surface ships (probably only  
small craft) are confined to Gulf of Finland by many minefields.  
Enemy have air superiority in this area.  
2. He had no confirmation of your para. two.  
(Ad. Miles, 1224C/26 to Admty.)

- Trondheim. R/C unsuccessful 26/6 B.2 report dated 26/6  
states TIRPITZ and HIPPER still present in usual  
berths.  
(D.D.I.C., 1826B/26.)

Navigational

- Ice, Iceland A/C report.  
to Greenland. (P. of 210 Sqdn., 0730B/26.)

/Ice ...



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War Diary.26.6.1942.  
Friday.HOME COMMANDS.Navigational - Contd.

Ice, Barents Sea. Ice R/C on 25/6 failed at midday due thick weather. Second flight reports ice edge through (A) 75.20 19.00 (B) 75.15 20.35 (C) 76.05 26.40. Icebergs to South of this line but clear water South of line joining 74.55 20.30 and 76.05 26.40. (S.B.N.O. North Russia, 1456B/26 to Admty., (R) S.B.N.O. Archangel, C. in C. H.F., C.S.1, KEPPEL, INGLEFIELD.)

57G Buoy. Trawler's reports vary in positions but confirm 57G buoy out of position approx. 53° 02'24" N. 01° 23'06" E. (F.O.I.C. Gt. Yarmouth, 2243B/26.)

Casualties and Defects.

SS. GARESFIELD. SS. GARESFIELD with collapsed (6) boiler tubes diverted Tyne from Flamborough Head escorted by NORTHERN SKY. E.T.A. T.2 buoy 2300. (WOLSEY, 1035B/26.)

POSTBOY. During full-power trial POSTBOY developed critical period involving clutch slip giving excessive vibration with engines running at 400 revolutions. Up to these revolutions ship is perfectly steady. As 400 revolutions give a speed of 12 knots intend sailing vessel tomorrow, instructing C.O. not to exceed 390 revolutions except in urgent necessity. (F.O.I.C. Milford Haven, 1101B/26 to Admty.)

CAMPANULA. Arrived MIGNONETTE, CAMPANULA, latter with A/S defects. (Cdre. Londonderry, 1115B/26.)

Shipping and Convoys.

Q.P. 13. Q.P. 13. Murmansk section 23 ships. For U.K. EMPIRE SELWYN Commodore, EMPIRE BAFFIN Vice-Commodore, ILMEN.

For U.S. AMERICAN ROBIN, AMERICAN PRESS, CITY OF OMAHA, HEFFRON, HEGIRA, HYBERT, JOHN WINGE, RANDOLPH LANCASTER, MASSMAR, MAUNAKEA, MORMACREY, NEMAHA, RICHARD H. LEE, YAKA, CAPIRA, EXTERMINATOR, MICHIGAN, PIETER DE HOOGH, STARI BOLSHIEV.

3. Route in accordance with Admty. 1138/23 and my 1812/23.

Q.P. 13 escort from Murmansk. Ocean escort: INGLEFIELD (S.O.), ACHATES, VOLUNTEER, NIGER, HUSSAR, HYDERABAD, ROSELYS, LADY MADELINE, SAINT ELSTAN.

(2) To 30° E. GROZNI (S.O.), SOKRUSHITELNI, GREMYASCHI, KUIBYSHEV. (3) S/M TRIDENT. (S.B.N.O. North Russia, 1025B/26.)



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26.6.1942.  
Friday.War Diary.HOME COMMANDS.Shipping and Convoys - Contd.

- A.T. 17. Your 1902/18.  
Concur in proposed route SS. LEINSTER and destroyer escort will be sailed to R/V with SIBONEY for Reykjavik in 56.54 N. 19.45 W. at 0915Z/10.  
(D.O.D.(H), 1109Z/26 to Connnav.)
- E.N. 4. A.M. 1849/2 and C. in C. Rosyth 1145/15. In view of E.N. 3 and E.N. 4 both being slow convoys and the necessity of sailing special ship No. 181 propose E.N. 4 sails at 0300/30 as a medium convoy.  
(D.T.D., 1310B/26 to C. in C. Rosyth.)  
Your 1310B/26/6 concur. N.C.S.O. Methil is requested to adjust.  
(C. in C. Rosyth, 1656/26 to Admty.)
- N.A. 13. Convoy N.A.13 will comprise SS. LETITIA carrying service personnel from Halifax to Clyde.  
2. She will be ready to leave Halifax 18/7.  
3. Speed 15½ knots.  
4. C.O.A.C. Halifax is requested to provide destroyer escort and sail convoy to position "X" in 48.00 N. 51.00 W.  
5. C. in C. W.A. is requested to provide escort to U.K. of 2 destroyers who are to R/V with convoy in position X after fuelling at St. Johns, N.F. and sail ships as requisite to St. Johns, N.F.  
6. F.O.N.F. is requested to sail destroyers to R/V as directed by C.O.A.C.  
7. Admiralty will promulgate route from position "X".  
(D.O.D.(H), 1845B/26 to C. in C. W.A., C.O.A.C. Halifax, F.O.N.F., (R) F.O.I.C. Greenock, N.S.H.Q. Ottawa, C. in C. A.W.I., Cominch. B.A.D., Cinclant, C.T.F. 24.)
- C.T. 19. Convoy C.T.19 will consist of SS. LETITIA carrying 2464 service personnel.  
2. She will be ready to leave Clyde for Halifax 3/7.  
3. Speed 15½ knots.  
4. Escort will be provided by U.S. destroyers ROE, EBERLE and ERICSSON designated Task Unit 21.6.2.  
5. Route will be promulgated by Admiralty.  
6. C.T.G. 24.7 is requested to sail destroyers to join convoy at Clyde as ordered by C. in C. W.A.  
7. F.O.I.C. Greenock is requested to arrange conference and to sail ships as requisite.  
(D.O.D.(H), 1942B/26 to C. in C. W.A., C.T.U. 21.6.2, F.O.I.C. Greenock, C.T.G. 24.7, N.C.S.O. Clyde, (R) Cominch, Cinclant, C.T.F.24, Connnav, N.S.H.Q. Ottawa, C.O.A.C. Halifax, F.O.N.F., C. in C. A.W.I., C. in C. H.F., H.Q.C.C., H.Q.F.C.)



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War Diary.

26.6.1942  
Friday.

FOREIGN STATIONS.

Aircraft and Merchant Ships.

Admiralty Lettered Message "I.R" In Atlantic when westward of 36° W. and north of Equator or within 500 miles of South American coast north of 40° S. and in Pacific when within 200 miles of North American continent, friendly aircraft may approach merchant ships closer than 1500 yards for purposes of identification. They will not fly directly at merchant ships, but will close by circling. In these areas merchant ships are not to open fire on aircraft unless actually attacked. 2. A.M.S.I. 191/42, para 1 (C) and C.A.M.S.I. 47/42 will be amended.  
(D.T.D. 1612Z/26 to B.A.M.S. in all areas except A.I.G.12 (R) B.A.D.)

North Atlantic.

U/Bs.

Bearings at 2214/25Z of Italian U-Boat 32 U.  
(D.D.I.C. 0051B/26 to F.O.C.N.A.)  
Bearings at 2254/25Z of Italian U-Boat 31 A.  
(D.D.I.C. 0141B/26 to F.O.C.N.A.)  
At 1100B/26 U-Boat in approx. 043° 00' 010° 01'  
course S. to S.W.  
(F.O.C.N.A. 1110B/26 to SOKOL.)

Swiss  
Shipping.

German Consul today notified masters of Greek vessels chartered by Switzerland that German Govt. give no guarantee for their safety in future.  
(N.C.S.O. Lisbon 1646/26 to D.N.I.)

GUECHO  
intercepted.

Arfar 294, N.A. Madrid 1252/21, to Admty, Spanish GUECHO, Barcelona Aviles in ballast, sent in and detained.  
(C.S.O. Gib., 1715/26 to M.E.W.)

Daylight  
Sailings,  
Lisbon.

Vice-Commodore of H.G.84 has expressed opinion that danger of being shadowed by enemy aircraft is increased by ships leaving Lisbon in daylight and that this added risk extends not only to ships themselves but also to a convoy they may join at sea  
2. Request consideration may be given to sailing ships from Iberian Atlantic Ports in hours of darkness.  
(D.T.D. 1717B/26 to F.O.C.N.A. (R) C.S.A. Lisbon.) *Reply: 1900/11/7.*

CAIRO  
Op "Harpoon"

Request CAIRO's report on Fighter Control in operation "Harpoon" may be forwarded by quickest possible means.  
(D.O.D.(F) 1948B/26 to F.O.C.N.A.)  
Reply: 2034/27.

/ABDIEL ...



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26.6.1942  
Friday.

War Diary.

FOREIGN STATIONS.

North Atlantic - contd.

ABDIEL. F.O.C.N.A. 1852/25. From (C) proceed through  
(D) 053° 20' N. 015° 10' W. (E) 55.19 10.01.  
(F) 55.34 07.00, thence to Clyde.  
(C. in C. W.A. 2154B/26 to ABDIEL (R) F.O.C.N.A.  
etc.)

South Atlantic.

ARCHER (i) Sailed 0700Z/26 for New York routed A.  
012° 00' N. 024° 00' W. B. 019° 00' N. 035°  
00' W. C. 024° 30' N. 045° 00' W. D. 029°  
00' N. 035° 00' W. E. 033° 00' N. 065° 00' W. S. of A. 12½  
knots. (ii) Request orders and onward route from position E  
may be passed direct to ARCHER and necessary U.S. Authorities  
informed.  
(R.A.W.Af. 0715Z/26 to B.A.D. Washington.)

WEST KEENE. Following is a repetition of my 0212/26  
(Received undecypherable) (begins) Request  
further information concerning U.S. ship WEST  
KEENE last reported dispersed from convoy 31/5 proceeding  
Capetown via Trinidad. (ends).  
(C. in C. S.A. 0931B/26 to C.in C. A.W.I.)

U-Boats R.O. Para's 1516/25 is being passed to you.  
reported (S.O.I. Montevideo 1301Z/26 to Admty., B.A.D.  
stranded etc.)  
Curuca.

S.L.112. Successful.  
(D.T.D. 1308B/26 to R.A.W.A.)

SARONIKOS. Cancel my 0920/25. Ship arrived at Kilindini.  
(S.O.I. Capetown 1652B/26 to Admty. etc.)  
Amended 1102B/27.

NELSON A.T.1241/18 para 2. Best speed not now  
RODNEY necessary. Force may operate as required  
W.S.19 P. by you.  
(A.C.N.S.(F) 2238B/26 to R.A.W.A.)

/DIOMEDE ...



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War Diary.

26.6.1942  
Friday.

FOREIGN STATIONS.

South Atlantic - contd.

DIOMEDE. This is our 2258/26 to Alusna Rio de Janeiro. DIOMEDE now en route Pernambuco probable arrival 3/7. MERRIMAC now carrying 6 bags of confidential mails and 14 ordinary for DIOMEDE. If allied ship available which will reach Pernambuco 3/7 suggest mail be removed tomorrow, if not suggest early transfer to ship proceeding Freetown. If neither transfer feasible permit MERRIMAC to carry mail to Montevideo where it will be forwarded. (Alusnob Montevideo 2258/26 to Alusna Rio de Janeiro)

Training Depot. My 1242/23. Union Govt. approve in principle of Inter-Station Training Depot and Drafting Pool being established in South Africa. (2) Admty. approval is requested to proceed with Durban project. (C. in C. S.A. 2334B/26 to Admty. (R) C. in C. Med. etc.)

Mediterranean.

P.34. E.T.A. searched channel 0500C/28. (P.34 0209C/26 to Capt. S. 10.)

ARETUSA seized. ARETUSA ex Italian motor fishing vessel seized in prize 25/6. Affidavit (?traffic) and relevant correspondence being forwarded by air. (C.C.O. Massawa 0529Z/26 to Admty. (R) F.O.C. Red Sea Force.)

THRASHER TURBULENT. Proceed with all despatch diving by day to patrol in vicinity (?032°) 55' 023°. Important you should remain unseen in this area. (Capt. S.1 0701C/26 to THRASHER.)

Proceed position in my 0701/26th to THRASHER if you can reach it by dawn 28th diving by day.

→ (Capt. S.1 1053C/26 to TURBULENT (R) THRASHER.)

At 1001 today P.C. and S. of one submarine sighted by aircraft 035° 03' 018° 09' 172° 10 knots. Anticipate she may alter S.E. about 2101.

(Capt. S.1 1159C/26 to TURBULENT, THRASHER.)

→ Cancel my 1053/26 to TURBULENT who will now be required to operate north of Benghazi on 29th. THRASHER will be required to operate in the vicinity of position in my 0701/26 from dawn 28th till p.m. 29th.

(Capt. S.1 1805C/26 to TURBULENT, THRASHER.)

My 1805/26. TURBULENT only, for 29th read 30th.

(Capt. S.1 2331C/26 to TURBULENT (R) THRASHER.)

/BIRMINGHAM.



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26.6.1942  
Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean - contd.

BIRMINGHAM,  
INCONSTANT,  
HOTSPUR.

My 1246/24. Repairs to BIRMINGHAM slightly delayed. Intend following programme for BIRMINGHAM, INCONSTANT and HOTSPUR: Leave Suez p.m./28, Aden a.m./2 - p.m./2, Kilindini arrive a.m./8. 2. F.O.C. R.S.F. is requested to sail ships in company and to sail NAPIER in company if ready.  
(C. in C. Med. 0712Z/26 to C. in C. E.F., C.S.4, (R) Admty. etc.)

Cositrep  
No.423.

Air. 24/6. After nightfall, over 80 Wellingtons and Liberators bombed Benghazi, causing fires and explosions. 2 Wellingtons missing.

6. Night 25/26. Liberators attack Tobruk Harbour. Strong Wellington formations operated against land targets. No details yet.  
(C. in C. M.E. 1025/26.)

Mining.

Q B.C.449. Area in a position 2 mile radius centred 290° Sidi Barrani 19 miles may be dangerous due to mines.  
(Alexandria 1211C/26 to Admty.)

Malta Air  
Attacks.

Repetition of V.A. Malta's 1640/4/6 (N.T. in W.D.) dealing with recent air attacks on Malta.  
(D.T.S.D. 1224/26 to Cs in C. etc.)  
See Lion Copy.

ALBARO  
CELENO.

My 1637C/25. ALBARO and CELENO entered Aegean 930, June 26th.  
(S.O.(I) Istanbul 1228C/26 to S.O.(I) Mediterranean and S.1 (R) D.N.I.)

PEONY  
SAKTOURIS.

PEONY has been transferred to Royal Hellenic Navy and renamed H.H.M.S. SAKTOURIS.  
(ii) Wireless call sign delivery group distinguishing signal and groups in codes and cyphers for PEONY will continue to be used until amended by Admiralty.  
(C. in C. Med. 1257C/26 to S. & A. Med.)

Sevastopol.

Situation report.

1. By end 23/6 Line ran approx. N. and S. from Inkerman to Balacalava except for bulge about 5 km. deep held by Russians to S. of Inkerman.
2. Northward of harbour cannot be used but supplies are being landed at N.W. Bays S.W. (?Sevastopol).
3. Black Sea Fleet assisting by night bombardment.  
(N.L.O. Black Sea 1347C/26 to Admty., Adm. Miles.)



750A-6

MOST SECRET **MOST SECRET** 221/23 June OUT

To C.'s in C. Home & Abroad. Date 26/6/42.  
F.O.C.R.A.  
R.A. West Africa.  
A.C.N.B.  
N.Z.N.B.  
C.N.S. Ottawa.  
F.O.C.R.I.N.

NAVAL CYPHER XD

From Admiralty.

BASEGRAM NILE

The following is a repetition of V.A. Malta's 1640/4th June, dealing with recent air attacks on Malta.

A. Type of enemy planes used. JU 88 and JU 87 escorted by large numbers of fighters in proportion about 3, 1, 2.

B. Tactics of enemy. Attacking force normally approached target from direction when cloud cover could be used or out of the sun, making visual pick up difficult. Mass attacks on one target area in waves of 12 to 15 bombers at about 5 minute intervals or similar waves attacking different objectives simultaneously. Bombers average height of approach 14,000. JU 88 shallow dived to 5000 to 8000 for bomb release. JU 87 dived steeply but generally released at about 6000 due to barrage. Exceptions dived as low as 2000 feet. Enemy fighters patrolled Island at 18,000 some accompanied bombers, and others remained off coast to rejoin bombers on way out.

C. Method of engagement. In good visibility, engaged by control methods until commencement of dive. In poor visibility or with good cloud cover enemy engaged by predicted barrage as at night, a point in the sky being predicted in path of attackers. Prediction and order to fire given from R.O.R. to ensure all rounds bursting simultaneously. Dive once commenced engaged by geographical barrage, guns firing in preselected co-ordinates and at a predetermined height. Most effective heights found to be 5500-6000 feet.

D. Lessons.

- (1) Dispersion of ships in Harbour essential but only to the point that allows adequate density of barrage to be maintained over them. Disperse small craft lighters and boats. Select berths in shallow water and where ground contours and colour aid protection.
- (2) Make full use of camouflage nets and scrim.
- (3) Deceive with dummy gun positions, flare paths and other bombing objectives.
- (4) Deploy guns away from vulnerable areas as dust raised by first bombs makes visual control impossible.

(5)/.....



750<sup>B</sup>

(5) Keep one gun in each position to engage single aircraft breaking formation to attack them.

(6) Disperse (underground if possible) essential stores and machines.

E. Aerodromes. Harbour has priority when ships are present and in heavy simultaneous attacks has 70% A/A protection to aerodromes 30%. Dispersal of aircraft and their protection in single pens of stored or earth-filled petrol tins. During period of heavy raids large number Military and Civilian personnel were continuously employed filling in craters and picking up shrapnel on runways and dispersal tracks.

F. Use of smoke. Useful for protecting valuable individual targets but guns in area are blinded. If whole target area cannot be covered whole weight of attack may be concentrated on uncovered area. About 2 tons of containers required to cover 1000 yards front for 30 minutes under ideal conditions (wind 5 M.P.H.) i.e. 2 containers number 24 joined in series every 15 yards. One man to operate every 4 positions. Smoke would probably be effective in rain but useless with wind over 20 M.P.H. Screen takes about 6 minutes to become effective.

C. Miscellaneous.

(1) Submarines bottom in suitable berths in not less than 10 fathoms during the day.

(2) Minesweeping done at night when enemy fighters are active and adequate fighter protection is not available.

(3) U.P. Equipments are of value against low dive bombers when wind is suitable they get entangled in telegraph wires etc. when descending.

(4) A/A fire from ship in Harbour - Ships are connected to G.O.R. by telephone, but are completely independent of shore A/A control except under special circumstances or for blind barrage at night. G.O.R. also broadcast plots and information by W/T in special code. M/Vs in harbour use their short range weapons.

(5) Communications. All possible alternative means of communication should be available as buried and under-water lines get damaged.

(6) Warnings. Usual civilian syren and (later) red flag hoisted to indicate heavy raid approaching Harbour area and to authorise service and dockyard personnel taking over. Careful and discreet use of red flag saves many man hours.

1224/26  
for D.T.S.D. (Tel. 127)  
Approved by Controller.

- |                  |                      |              |          |
|------------------|----------------------|--------------|----------|
| 1st Lord.        | A.C.N.S. (T)         | D.D.I.C. (2) |          |
| 1st S.L. (2)     | Nav. Sec.            | Hd. of M.    | D.M.S.   |
| 3rd S.L.         | N.A. 1st S.L.        | D. of L.D.   | D.S.D.   |
| 4th S.L.         | N.A. to A.C.N.S. (T) | D.T.S.D.     | D.T.M.   |
| 5th S.L.         | D.O.D. (F) (2)       | Hd. of Air   | Admiral  |
| V.C.N.S.         | D.O.D. (H) (2)       | D.N.A.D.     | Blake.   |
| A.C.N.S. (F) (2) | D. of P. (2)         | D.C. (2)     | I.P. (2) |
| A.C.N.S. (H)     | D.N.I. (4)           | D.A./S.W.    | V.D.     |
| A.C.N.S. (W)     |                      |              |          |



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War Diary.

26.6.1942  
Friday.

FOREIGN STATIONS.

Mediterranean - contd.

U-Boat  
Tactics.

There is a growing opinion in the Mediterranean chiefly as a result of (?crew) interrogations that U-boats escape depth charge attack by diving to depth below 500 feet. Request information whether steps are being taken to provide deeper patterns to counter this.

(C. in C. Med. 1652C/26 to Admty.) Reply: Admty 2136/8/7.

Malta  
Air  
Report.

Night 25/26. Alert 0017 hours, 10 raiders. Luqa, 1 Wellington 8 damaged. UXBS. Elsewhere several buildings damaged. Beaufighters up, no interceptions.

(H.Q. R.A.F. Malta 1730/26.)

Beaufighters.

Night 25/26 Wellingtons escorted till dusk by 3 1 Wellington 8 shipping search S.E. of Gulf of Taranto found 0012 hours 1 D/R, 1 M/V 6,000 tons, 1 M/V 2,000 tons 120° Santa Maria Di Leuca 40 miles course 150° 6 knots. Bombs from 3000 feet, near misses.

(H.Q. R.A.F. Malta 1745/26.)

Malta  
Minesweeping.

Summary of minesweeping operations at Malta since 8/5, signalled for information.

(V.A. Malta 2330C/26 to C. in C. Med. Admty. F.O.C.N.A.) See Lion Copy.



**MOST SECRET**

23300/26th June.

~~MOST SECRET~~~~MESSAGE~~

IN

From V.A. Malta.

Date 27.6.42.  
Recd. 1204Naval Cypher X.D. Plug by W/T.Addressed C. in C. Mediterranean, 293, Admiralty,  
F.O.C.N.A.

259. Following summary of minesweeping operations at Malta since 8th May is signalled for information:-

1. As soon as the weather moderated and the two small sweepers harbour tugs ST.ANGELO and C.308 left afloat after the blitz could be repaired search was begun on the 8th May of the approach channel to Grand Harbour.
2. A/S Trawler BERYL and Tug ROBUST were in hand to fit Mark III gear concurrently with repairs to bomb damage.
3. At the start all sweeping had to be carried out at night owing to enemy air action. As a result the cause of loss of C.308 on 11th May was uncertain, and it was not until the air situation allowed daylight sweeping to be resumed on the 26th May that sightings of mines and the sinking of EDDY and subsequently ST.ANGELO confirmed that shallow mines were the rule and not the exception.
4. M.L.126 was immediately fitted with Mark V gear and thereafter preceded BERYL who was now our only proper sweeper on all operations. Two harbour launches and two picket boats were also fitted out but they were so old and slow they were of little use.
5. Many days were lost owing to weather. BERYL (group missing) sweeping speed four and half knots. Her enforced absence to search a channel for and sweep in PORPOISE and the continuous delays from losing sweeps due to mine detonations and explosive and static cutters make progress desperately slow.
6. By the 12th June a narrow channel to the junction off Grand harbour had been frequently traversed without encountering mines. There was however no certainty that it was clear as mines had been seen appearing in water just swept giving rise to suspicions of soluble plugs and other devices.
7. From the 8th May to 12th June 46 mines were accounted for in the approach to Grand Harbour alone. Manufacture and recovery from the demolished stores of sweep gear scarcely kept pace with losses from the innumerable obstructions.
8. With the near approach of the arrival date for the convoys it was essential to go further afield and search the channel from the Grand Harbour junction down to the

/portion



- 2 -

portion South of M.K. which had already been searched by BIRML with negative results when bringing in PORPOISE. The effort to establish a wider and more secure final approach to the Grand Harbour entrance had in consequence to be abandoned.

9. Unfortunately on the 13th June a nest of mines and obstructions was found in the channel short of Zonker Corner and this part of the channel could not be considered better than thinned.

10. On the 15th June the log from the Zonker Corner down to the latitude of M.K. had still not been swept but this was done during the day - several mines being cut - and completed only just in time for the sweepers to take up their positions to mark the channel for the arrival of HARPOON.

11. During their night passage the sweepers accompanying the convoy cut at least 8 mines near Zonker Corner.

12. BEDSWORTH and KUJAWIAK struck mines in positions not definitely known but probably just on the edges of the searched channel and MATCHLESS and ORARI just outside the breakwaters in an area which had been repeatedly swept and traversed. HEBE was mined in a suspect but not definitely declared area.

13. Present operations of Fleet Sweepers are limited by the weather capabilities of the M.L.S. but so far a one mile wide channel has been cleared from Grand Harbour to Zonker Corner.

14. Since 8th May, 65 mines have been accounted for in the S.E. searched channel by the local sweepers, 42 by Fleet sweepers and 7 by other ships.

15. The area outside the channel has not been explored nor with the limited fuel available will it be possible to do more than attempt to keep the channel clear.

16. Our means for preventing a recurrence of such intensive minelaying are very inadequate and reliance must mainly be placed on R.D.F. set 271 (which it is hoped will be in operation on 29th June), the shore defences and a much greater use of searchlights than in the past.

2330C/26.

Advance copy 1st Lord, N.A. 1st S.L., D.C.,  
D.O.D. (F), D.D.I.C., D.M.S.

1st Lord	D. of P. (2)	W.D.
1st S.L. (2)	D.O.P. (F) (2)	D.M.S.
4th S.L.	D.N.I. (4)	D.D.O.D. (C)
V.C.N.S.	D.D.I.C. (2)	D.T.M.
A.C.N.S. (F) (2)	D.A/S.W. (2)	D.D.T.M.
A.C.N.S. (V)	Hd. of M.	D. of L.D.
A.C.N.S. (T)	D.C. (2)	D.S.D.
N.A. 1st S.L.	I.P. (2)	D. of N.
		D. of P. (Q)

e.d.



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War Diary.26.6.1942.  
Friday.FOREIGN STATIONS.East Indies.

AQUITANIA. S.S.T.O. Capetown's 0958/24. This water cannot be supplied. Have repeatedly urged maximum usage of tonnage 450 tons and this quantity is fully required by vessel(s) now here. Water cannot be delivered to outer harbour even where heavy draught vessels must anchor. (S.T.O. Diego Suarez 0740C/26 to D.S.T.)  
Your 1612/25. Quite impossible to supply more than 100 tons (?water) daily (?also) due to weather conditions this can only be done during dark hours. Only oiler in harbour has approx. 9000 tons oil fuel. This demand will consume half available stocks. (N.O.I.C. Diego Suarez 2130C/26 to DC in C. E.F. (R) C. in C. S.A. etc.)

B.M.23. Transports DEVONSHIRE and KUTSANG sailed from Bombay 26th for Colombo. E.T.A. 0600Z/1/7. KUTSANG thereafter proceeds Addu Atoll. Numbers and Requirements. (P.S.T.O. India 0941Z/26 to S.T.O. Colombo.)

Ammunition for Bases. C.G.S. India, considers initial scale of ammunition for coast defence guns at island bases in Indian Ocean are inadequate for anything in the nature of sustained action and recommends increase forthwith to following totals.  
2. India cannot meet this commitment and naval stocks in Ceylon are also too small for full increase.  
3. Propose therefore to increase Addu Atoll and Cocos to following totals forthwith. (F.O. Ceylon 1112/26 to Admty.)

B.A.27. My 1221/20 and 1309/22. Following extra urgent move is being arranged Bombay Suez, B.A.27, One personnel ship TALMA and probably one or two store ships. Sailing 3/7. Can escort be arranged? (P.S.T.O.I., 1131Z/26 to D.C. in C. E.F., (R) C. in C.E.F., etc.)

Madagascar negotiations. Ref. your 97060 (M.O.5) of 23/6. Are we to convey to Tananarive Govt. by Barnet substance of your para. 1 and of para 3 203 Mil. Mission 7335 of 21/6 as a (?normal) precedent to opening of negotiations here? (121 Force, 1145/26 to W.O.)

Minesweepers. Your 1000/22. 170th Group less MAGNOLIA sail from U.K. 29/6. MAGNOLIA is delayed sailing until about end of August. 171st Group. SUNBURST left Freetown 23/6 DUSK arrived Cape Town 17/6, HATSUSE arrived Cape Town 21/6, MOONSHINE arrived Freetown 24/6.  
173rd Group as in my 1607B/22.  
(D.M.S. 1322B/26 to D.C. in C.E.F. (R) F.O. Ceylon)

/Diego.....



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War Diary.

26.6.1942.  
Friday.

FOREIGN STATIONS.

East Indies-Contd.

Diego  
Suarez  
Command.

Further to our 91289 (M.O.5) of 28/5 (from Chiefs of Staff) and 203 M.M. No. 7338 of 22/6 (from Gen. Platt). Command Diego Suarez area will pass to G.O.C. in C. East Africa with effect from 0001 hours 1/7 1942. (W.O. 1450/26 to G.O.C. in C. E.A.)

Burma Air  
Report.

Intelligence summary IJP103 on information received up to 1800 hours 26/6. Burma. Akyab bombed from low level by 2 Blenheims 25/6, direct hit large building. Town machine gunned. No opposition, no movement seen. Photographs show no important shipping. (A.H.Q. India 1620/26)

WINCHESTER  
CASTLE.  
SOBIESKI.

WINCHESTER CASTLE and SOBIESKI are to be sailed independently from Bombay for Durban and Freetown. 2. From Freetown they will be either diverted to New York or ordered direct to U.K. 3. Personnel up to unescorted numbers may be embarked for Durban only. (D.O.D.(F) 1803B/26 to F.O.C.R.I.N. (R) D.C. in C.E.F. etc.)

KEREN.  
KARANJA.

KEREN and KARANJA are to be retained for the present. 2. Hoped it will be possible to leave these ships in India for training now and for operations in Autumn. (D.O.D.(F) 1804B/26 to F.O.C. India (R) D.C. in C.E.F., etc.)



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26.6.1942.  
Friday.

War Diary.

FOREIGN STATIONS.

America & West Indies.

- L.J. DRAKE. U.S. tanker, reported lost, probably torpedoed (no details). Sailed from Aruba 4/6 for San Juan P.R. (D.S.1026).
- HALIBUT. This is 1857/25 from C.T.F. 25 (Route unescorted, Base Q to Coco Solo). (Cominch, 0259/26).
- JAGERSFONTEIN Dutch ship JAGERSFONTEIN torpedoed in 032° 02' N., 054° 53' W., at 0835 G.M.T./26. Sinking slowly. (C. in C. A.W.I., 0617P/26 to Admty etc).
- U/Bs My 0856/24. Havana reports source Legation Staff refuelling details as follows submarines operating near Havana. Cayo Cayetano off North of Pinar Del Rio refuelled at least twice recent weeks. Involved are two Italians Balaveche Marini (no records here). Several Germans recently seen Cabanas. B.A.D. pass to Security Co. (S.O.(I) Jamaica, 0929R/26 to B.A.D.)
- Wreckage. Greek SS. MOUNT AETNA reports that a.m./23 in 32.45 N., 59.30 W., passed quantity of general case cargo floating and about 200 bales cotton spread over about 20 miles east and west. (C. in C. A.W.I., 1029P/26 to Admty etc).
- Shipping My 1148B/16 and 1611B/24 request that British-managed shipping that can be ready to sail from Caribbean. Colon or for Colon from Kingston, Curacao or Aruba by 29/6 may be sailed as soon as ready. In view of present estimated U-boat disposition suggest ships from each of the above named ports should be sailed on a single route and that ships from Colon should be sailed through Windward Passage and Old Bahama Channel for Key West. (A.C.N.S. (T) 1113Z/26 to Connav (R) C. in C. A.W.I., etc). Following is Connav 1915/26 (begins) Action C.P.S.F., C.C.S.F., Com. All Forces Aruba, Curacao, for Information Admty. N.S.H.Q. S.O.(I) Kingston, C. in C. A.W.I. British managed shipping that can be ready to sail from Colon or for Colon from Kingston Curacao, or Aruba by 29/6 shall be sailed. British managed vessels for Key West shall be routed via Windward Passage and Old Bahamas Channel (Ends). (Opnav, 1950/26 to Admty etc).
- Caribbean Stop all sailings of unescorted United Nations Shipping vessels of less than 15 knots between Aruba, - Suspended. Curacao - Trinidad area and Panama except local coastal traffic. (C. in C. U.S. Fleet, 1147/26 to Com. Panama Gulf, C.C.S.F., Com. American Force, Aruba, Curacao, Admty, N.S.H.Q., S.O.(I) Kingston C. in C. W.A. C.E.S.F.) Following is Connav 2110/26 (begins). Action C.P.S.F., C.C.S.F. C.A.F.A.C., information Admty. N.S.H.Q., S.O.(I) Kingston, C.in C. A.W.I., Modify my 1915/26 to conform with my 1147/26 (Ends). (U.S.C.N.O., 2114/26 to Admty etc).



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Friday.FOREIGN STATIONS.America & West Indies. - Contd.

SAXIFRAGE. SAXIFRAGE departed U.S. N.O.B. Argentinia at 1330Z/26 proceeding Trinidad (?via) Bermuda following direct route, speed 13. Upon arrival Bermuda report by despatch to C.T.F. 92 for duty. Guard normal British communication channel. (C.T.24., 1225/26 to SAXIFRAGE (R) N.S.H.Q. etc).

Shipping from S. Africa. Your 1458/22. A number of ships from South Africa bound for U.S. and Canadian East Coast Ports will now cross  $40^{\circ}$  W., into my area to Northward of  $15^{\circ}$  N., and will require diversion either (A) to Trinidad for convoy or (B) to Chesapeake for

Coastal convoy.

2. Request decision whether (A) or (B) should be carried out if (A) propose diversion by Admty. from well to Eastward of  $40^{\circ}$  W. in order to shorten voyage. If (B) propose to divert to Bermuda for re-routeing.

3. As none of these ships have instructions for entry into Trinidad, vide C. in C. S.A. 1201/24 suggest alternative B. If, however, A is decided upon request ships be instructed to contact patrol vessel in position 5 miles  $000^{\circ}$  from Chycachare Light before entering Trinidad.

(C. in C. A.W.I., 1232/26 to Admty (R) C. in C. S.A. etc).

Redhead P.W.S.S. 1. A Naval Port war signal station has commenced operation at Redhead in  $048^{\circ} 39' 51''$  N.,  $064^{\circ} 13' 15''$  W. Arc of view to seaward is  $025^{\circ}$  through  $090^{\circ}$  to  $127^{\circ}$ .

2. Warships must identify themselves through P.W.S.S. at Redhead before passing between Cap Brule and Cape Haldimand. If this is impossible owing to thick weather, examination vessel is supplied with identification signal and will pass warships into harbour.

3. Request C.B.01618 (Q) (41) may be amended accordingly. (N.O.I.C. Gaspe, 1305Z/26 to C.O.A.C. (R) Admty etc).

Shipping Curacao. Your 1433/24. All Shipping concerned should be held until appropriate date for sailing to join first available T.A.W. Convoy. Such ships for U.K. should continue in K.N. Convoy for Halifax. No tankers or other shipping bound from Caribbean ports to U.K. are in future to be sailed to Freetown. My 1953/18 and 1959/18 to C. in C. A.W.I. and S.O.(I) Jamaica refer. All such shipping is to continue to be sailed as above until A.H. convoys are in operation, when advantage should be taken of these latter convoys to fullest extent possible. N.S.H.Q. Ottawa's 1914/17 to F.O.I.C. Trinidad refers. (D.T.D., 1316B/26 to S.B.N.O. Curacao, (R) C. in C. A.W.I., S.O.(I) Jamaica).

/PENTLAND...



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Friday.War Diary.FOREIGN STATIONS.America & West Indies - Contd.

- PENTLAND  
FIRTH. Your 0620/24. Temporary repairs PENTLAND FIRTH have been completed as outlined in my 1215/26/5 approved in your 1158/4/6 (exception). Work completed today. B.A.R.M. informed by letter of work necessary to effect permanent repairs in accordance with your 1351/3/4. Propose to sail ship to New York. (F.O.N.F., 1357Z/26 to Admty (R) B.A.T.M.)
- GREER  
S O S. Following from Resolution Island (begins) 0730 G.M.T./26 " S O S GREER 65.45 N., 53.45 W. later reports grounded. Bearing from Resolution 42 approx." (Ends). (N.S.H.Q., 1408Z/26 to Admty etc).  
My 1408Z/26. Following from Resolution Island (begins) further re GREER all information passed to Godthaab Radio, who advised at 1430 assistance being rendered (ends). (N.S.H.Q., 1900Z/26 to Admty, etc.)
- HEPATICA. In view of your 1901Z/25 (N.T. in W.D.) (?cancel) N.S.H.Q. Ottawa 2325Z/25.  
(2) Estimate your position at 1300Z/26 is 039° 35' N., 058° 25' W., Alter course on receipt of this signal to pass through new position H H (?A) 043° N., (?059°) W. thence direct to Halifax.  
(N.S.H.Q., 1409Z/26 to HEPATICA., (R) C.O.A.C., SNOWBERRY, C. in C. A.W.I., RIMOUSKI, C. in C. Home Fleet, Admty).
- JUNO. B.A.D. pass to C. in C. U.S. Fleet. Dutch JUNO Overdue Curacao.  
(S.O.(I) Jamaica, 1449R/26 to Admty etc).
- ACONITZ,  
EMPIRE  
CLOUGH. Please inform us of ships and convoys likely to be met during search for EMPIRE CLOUGH.  
(ACONITZ, 1452Z/26 to F.O.N.F. (R) Admty).
- KONNINGIN EMMA. My 1759/20 B.A.D. pass to C. in C. U.S. Fleet. aground. Ship refloated proceeding La Guaira.  
(S.O.(I) Jamaica, 1457R/26 to Admty etc).
- HARDWICKE  
GRANGE. My 2111/25 B.A.D. pass to C. in C. U.S. Fleet. Master and 19 landed Monte Cristi 25th.  
(S.O.(I) Jamaica, 1503R/26 to Admty etc).
- H.A. and  
O.N. Convoys. Your 1626/25. 6 Canadian Oil Controller Tankers allocated for category A. No ships allocated for B and C, therefore total of 10 ships from O.N.105 can be included in H.A.1.  
(2) Further signal will be made regarding vacancies in future H.A. Convoys.  
(N.S.H.Q., 1513Z/26 to Admty (R) C.O.A.C. B.A.D. etc).



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Friday.

FOREIGN STATIONS.

America & West Indies. - Contd.

- O.N.111           Your 1116B/18 para.1. (Part One of 1119/18 re escorting of O.N.111 by B.6 and not B.4) affirmative.  
(C.T.24., 1521/26 to C. in C. W.A.)
- U/B               S/M reported by Master of sailing vessel half mile south Johnson Point Antigua (2200?) 25/6. (R.N.O. Antigua, 1530/26 to Admty etc).
- CELANDINE.       Cancel previous routeing. Sail CELANDINE Norfolk to Halifax via Points (Q) 37.30 N., 72.37 W., (R) 41.44 N., 63.25 W., thence to destination. S. of A. 12 knots.  
(Connav, 1542/26 to Com 5 (R) C.E.S.F., Cinclant, etc).
- Shipping Control.   Your 1611B/24. Concur.  
(Connav, 1551/26 to Admty (R) N.S.H.Q., C. in C. A.W.I.)
- O.15.             Your 1400/23. Admty is of opinion that presence of O.15 at Halifax until August is of major importance. Request therefore you investigate (1) If maintenance torpedoes ashore by British personnel under Dutch supervision possible. (2) If available spares sufficient for remaining in Halifax until August.  
(B.D.Z., 1610/26 to S/M O.15 (R) Admty etc).
- N.A.12,  
A.T.17.           Movement control informed by British Army Staff Washington that N.A.12 is cancelled and that 1000 Canadian service personnel to arrive New York 30/6 can be accommodated in A.T.17. Request immediate confirmation and further instructions for Movement control.  
(N.S.H.Q., 1611Z/26 to B.A.D. (R) Admty etc).  
Your 1611/26. D. of S.T., and War Office are issuing necessary instructions. Admty pass to W.O.  
(B.A.D., 2003Z/26 to N.S.H.Q. (R) Admty etc).
- Transport of M.N. Personnel.       For Midship. Your 1235/21 Ministry request permission to embark Merchant Navy personnel to capacity in HEKTORIA accommodating 129, SOUTHERN PRINCESS 100, SOUTHERN EMPRESS 229, SOURABAYA 100 SUDEROY 89.  
(N.S.H.Q., 1632Z/26 to Admty (R) C.O.A.C. C.S.A. New York).  
Approved as special case, see Admty 2242/27.



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Friday.War Diary.FOREIGN STATIONS.America & West Indies. - Contd.

Trinidad Shipping Route. Pass to F.O.s. I/C and N.C.S.Os. Section II, between Para. 14 and Para. 15 insert Para. 14A reading:-  
 "(1) In order to facilitate maximum air cover, a single line of approach from Eastward to Trinidad from a radius of 300 miles is to be used by all shipping.  
 (2) Accordingly all ships concerned are to be given one of the following 3 positions as last position on their routes. All positions N. and W.  
 (1) 08° 00', 57° 30'. (2) 13° 50', 57° 20'. (3) 11° 00', 56° 30'.  
 (3) The position used is to be appropriate to E.T.A. and is to be lettered as usual. In the case of a ship whose estimated date of arrival at the final position falls within 48 hours of a change of approach, the Master is to be given as an alternative final position the appropriate position for the changed line of approach, and is to be warned that, if, during the voyage it appears that he will be 48 hours late or early, as the case may be, he should shape course for the alternative final position.  
 (4) The three positions in para. (2) above from which to approach Trinidad will be in force as follows:-  
 (1) from 12/7 to 21/7 (2) from 22/7 to 31/7. (3) from 1/8 to 10/8. all dates inclusive, and so on repeating the cycle.  
 (5) Ships sailing from Trinidad are to be sailed on a route parallel to the approach route in force at the time but 30 miles to the southward thereof.  
 (6) Route to be followed from final position to Port of Spain is to be as directed as navigation permits.  
 (D.T.D., 1704B/26 to C. in C. A.W.I. etc).

U/B Positions. 26/6 S/M estimate.  
 (C. in C. U.S. Fleet, 1742/26).

ATHELKNIGHT (Tanker). Captain and 22 survivors from Guayamas ATHELKNIGHT sank by S/M 2215/26/5 in 28° N., 46° W., were landed here today from St. Bartholomew by sailing vessel, condition fair, accommodation provided, names of survivors will be sent no information of second lifeboat with 25 men last seen 28/5.  
 (R.O. St. Kitts & Nevis, 1755/26).

Ice bulletin 26/6. (Halifax W/T, 1815/26 to Opnav etc).

FORT CAMOSUN My 1911/21 FORT CAMOSUN arrived Esquimalt 25/6 (N.S.H.Q., 1832Z/26 to Admty etc).

/A.T.17...



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FOREIGN STATIONS.

America & West Indies - Contd.

A.T.17, Convoy A.T.17 ready sail New York 1/7 for U.K.  
T.A.17, direct. A.Ps. BARRY SCOTT, ARGENTINA, MONTEREY  
N.A.12. AORANGI, MALOJA, DUCHESS OF BEDFORD, or SIBONEY  
for Iceland (C) will accompany to M.O.M.P. and  
British will escort thence to Iceland (C) and  
latter port to U.K. All ships at least 15 knots. U.S. ships  
return New York in Convoy T.A.17. British ships probably join  
W.S. convoys. N.A.12 cancelled. Opnav informed.  
(C. in C. U.S. Fleet, 1948/26 to Cinclant (R) Admty etc).

St. John Your 1502/23. As the suffix J is already employed  
Portion of to denote ships joining ocean convoy from Iceland  
Convoys. (C) request a suffix other than J.L., M. C, U, O, B  
be employed.  
(D.T.D., 1954P/26 to N.S.H.Q. (R) C.O.A.C., F.O.N.F)

Ottawa Your 1656Z/25. Regret no U.S. representatives can  
Conference be spared to attend meeting. After T.A.W. -  
20/7. W.A.T., H.A. - A.H. convoys have been operated  
sufficient time a conference in Washington is  
contemplated for review of same and other escort  
matters.  
(C. in C. U.S. Fleet, 2038/26 to N.S.H.Q, (R)  
B.A.D., Admty etc).

Sub attack HARDWICK GRANGE torpedoed and presumed sunk near  
and sighting 26.30 N., 64.40 W., probably 10/6. Schooner  
summary. RESOLUTE attacked and sunk vicinity 13.15 N., 80.  
\* by U.S.G 30 W., 1400Z/23. ARRIAGE shelled and sunk near  
12.15 N., 72.10 W., 1730Z/24. \*E.J. SADLER sunk  
by shellfire. LARORE 3 torpedo hits 15 shells.

SOLON TURMAN two torpedo hits. DARINA 12 shells. GEORGE CALVERT  
skull and cross bones painted in white on side of C/T. NORMAN  
PRINCE two torpedo hits. ISABELA U.88 type. SILJESTAD U.88  
type. CITIES SERVICE TOLEDO, four torpedo hits, two rounds,  
ship fired three rounds. BENBRUSH one torpedo hit 30 rounds.  
TROISDOC man's profile after part C/T with "Holzague" below.  
Contacts 0658/24, 0810/25, 1510/24, 2145/24. All unsatisfactory  
and not reliable. However, subsequent to making sub estimate  
today received information of plane sighting and attacking  
sub. 29.32 N., 79.45 W., 1330Z/26 with surface craft attacking  
sound contact same time and position. Tomorrows estimate will  
be changed to take this situation into consideration. Plane  
sight subs. 29.40 N., 87.20 W. 2310Z/24. 43.30 N., 66 W 1920Z/25  
16.20 N., 65.30 W., 1359Z/25 12.12 N., 80 W. 2035Z/25.  
Subs reported 39.46 N., 73.55 W., 1606Z/25 39.23 N., 74.22 W.  
approximately 0407Z/26. Surface craft attack sound contacts  
37.04 N. 74.51 W., 1736Z/25. 35.08 N., 75.59 W., 1700Z/25  
37.04 N., 75.15 W., approx. 2300Z/25 Plane and surface  
craft attack sub. and sound contact 29.32 N., 79.45 W., 1330Z/26.  
Plane attacks sub. on surface 34.55 N., 75.05 W., 2043Z/25  
D.D. carries out heavy attacks on sound contact 34.46 N., 75. 56  
W. 1827Z/25 with possible damage resulting. M.Vs. sight subs.  
on surface 29.40 N., 85.34 W., approx. 0535Z/26 30.13 N., 87.10  
W., 1530Z/26. Fishermen report sighting periscope 44.18 N., 67.  
30 W., 1345Z/26. M/V sighting reported about 0916Z/02 now reported  
sub. was on surface and machine gunned vessel which registered  
one possible hit on sub. (C.in C. U.S. Fleet, 2101/26 to  
Admty for O.I.C.) /Reporting...



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- Reporting. Following is a repetition of C. in C. A.W.I. 1913/24 addressed S.O.(I) Jamaica repeated Admty. Begins. Cancel my 1842/7/5 on 30th June. Ends. (Bermuda C.C.I., 2118P/26 to Jamaica, Admty, C.C.O.)
- Suspicious Ship, 11/6. Your 0646/26 Master of MALOJA reported about 0035/11 in approx. 008° 18' N., 019° 10' W. was challenged in P/L "What ship" by what appeared to be small patrol vessel. He replied in accordance with Admty instructions which challenging as he continued signalling "what ship". MALOJA became suspicious turned away and went full speed, then challenging ship fired a star shell. Master stated if challenging vessel was patrolling she should have challenged properly and understood his reply. (B.R.O. New York, 2127Z/26 to Admty.)  
Note by W.R. This signal is a reply to R.A.W.A. 1933/24. A.M. 0646/26 was originated by War Registry and was a repetition of R.A.W.A.F. 1933/24 original version of which could not be decyphered by New York.
- KELVINBANK. Your 1851/25. KELVINBANK arrived New York 22nd. (N.S.H.Q., 2154Z/26 to Admty).
- UNGAVA, NIPIGON. E.T.A. 0300Z/27. Boiler hours. In company NIPIGON. Q.0 63 U.S.S. TAHOMA. NIPIGON A/S recorder out of action and telemotor system defective. (UNGAVA, 2203Z/26 to C.O.A.C. Halifax, (R) Capt. (D) Halifax).
- GUARDFISH. U.S. S/M notice. Unescorted GUARDFISH proceeds from New London to Coco Solo. Route. (C.T.F., 25., 2213Z/26 to Admty etc).
- U.S. publication of Shipping Losses. Your 1938/24. Personal for Markham from Seal. U.S. policy is to publish merchant shipping sinkings in those cases where survivors are landed on American Continent. In other cases nothing is published. Publication takes place shortly after landing of survivors. No information is given as to tonnage or name of ship, although locality is frequently specified.  
2. For example, on 23/6 Navy Dept. gave out that 14 more ships had been sunk on this side of the Atlantic, 13 of them being in Caribbean, between 3/6 and 14/6.  
3. Secretary Knox tells me there is no prospect of changing this policy. Fact is that the administration are under fire in this matter and they cannot afford to give impression of hushing up seriousness of sinkings. This is the basis of their policy of announcing as soon as survivors have been landed and the Press therefore have cognisance that the sinking has taken place.  
4. I explained fully the difficulties arising from the difference in policy, but I fear there is no hope of persuading the U.S. to change.  
(B.A.D., 2225Z/26 to Admty).

/U.S...



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Friday.

War Diary.

FOREIGN STATIONS.

America & West Indies - Contd.

U.S. Your 1826/22. Proof copy of C.B.01618L/42 is  
Minefields. being studied by Navy Dept. They intend to amend  
somewhat areas in the Pacific proposed in Art.5.  
These amendments will be signalled in the course  
of the next few days.

(2) In Art.5 2nd sub. para. Present wording commencing "Mine  
warnings" is liable to give the impression that red series and  
blue series messages refer to mine warnings only. Suggest  
amendment to read "these warning messages".

(3) In Art. 111 and 126 the words G.B.M.S. should read B.A.M.S.

(4) Presume map showing geographical limits of areas will be  
inserted in published copies.

(B.A.D., 2321Z/26 to Admty) Reply: Admty, 1743/28.



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War Diary.26.6.1942.  
Friday.FOREIGN STATIONS.Australia and New Zealand.Coral  
Sea  
Battle.

The following preliminary report has been received from semi-official sources. (Repeats B.A.D. Washington 2135Z/18) (Admty. 1528B/26 to Cs in C. Home and Abroad. F.O.C.N.A. R.A.W.A. A.C.N.B. N.Z.N.B. C.N.S. Ottawa. F.O.C.R.I.N.)

Situation.

Serial No. 155 from C.W.R. 25/6. Vunakanau Aerodrome attacked by 9 Fortresses 1150Z/24. Fierce fires and explosions observed. Inaccurate light A.A. fire encountered.

2. Ref. my Serial 154, para 2, photographs taken 24/6 show 9 ships in harbour including seaplane tender destroyer tanker possibly minelayer 5 small merchant ships and reveals 6 new jetties in harbour. Intensive constructional activity on Vunakanau Aerodrome.

3. Photographs show 77 fighters 38 bombers Kendari Aerodrome, my Serial No. 154 para 4 refers.

4. 6 Hudsons attacking Dilli 0850Z/25 scored direct hits on buildings started many large fires. Light A.A. and M/G fire encountered.

5. Buildings and installations at Salamoia attacked by 5 B.25s at 1110Z/25, results unknown. Light M/G fire only encountered.

6. Ref. Serial numbers 151 and 153, air R/C 24/6 Florida Guadal Canal Island Area reports no unusual activity.

7. 28 Aircobras intercepted 17 Zero fighters 25 miles north Port Moresby 0228Z/25. 3 Aircobras 4 Zeros damaged. (A.C.N.B. 1601Z/26 to Admty. etc.)

Air Intelligence. Airintel Number 1 25/6.  
(Air H.Q. S.W. Pacific 1658/26.)

U-BOAT CAMPAIGN.Submarines Reported.

Approximate U-Boat positions.  
(D.D.I.C. 1448B/26, 1455B/26.)



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27.6.1942.  
Saturday.War Diary.SITUATION REPORT.Home Commands.Convoys  
P.Q.17,  
and  
Q.P.13.

Convoy Q.P.13 (Murmansk Section) sailed at 2010 today. Convoy Q.P.13 is being escorted by INGLEFIELD (S.O.) ACHATES, GARLAND, INTREPID, VOLUNTEER, ALYNBANK, HONEYSUCKLE, HYDERABAD, ROSELYS and STARWORT, with 3 Russian destroyers and TRIDENT to 30° E.

Convoy P.Q.17 left Hvalfiord at 2353 today. S/Ms P.614 and P.615 will escort the convoy, in addition to KEPPEL, DOUGLAS, LEAMINGTON, FURY, LEDBURY, OFFA, WILTON, LOTUS, LA MALOUINE, DIANELLA, POPPY, 4 A/S trawlers, 3 minesweepers, and A/A ships PALOMARES and POZARICA.

Force Q (GRAY RANGER) sailed with P.Q.17: DOUGLAS will break off as escort.

During the passage of the convoys URSULA, TRIBUNE, P.54, SEAWOLF, TRIDENT, P.45, MINERVE, STURGEON, and P.212 will patrol off N.W. Norway and 4 Russian S/Ms will be on patrol.

C. in C. H.F. in DUKE OF YORK with WASHINGTON, NIGERIA, VICTORIOUS (with Flag of V.A.2), CUMBERLAND, FAULKNER, ONSLAUGHT, ESCAPADE, MARTIN and MARNE (sailed from Scapa 1745/29) and ONSLOW, ASHANTI, MAYRANT, and RHIND from Seidisfiord, will cover the convoys.

LONDON (Flag of C.S.1) NORFOLK U.S. Cruisers WICHITA, TUSCALOOSA with SOMALI and U.S. destroyers ROWAN and WAINWRIGHT will form the cruiser covering force for P.Q.17.

Mining.

Further magnetic mines were detonated today in the Humber area and magnetic and ground mines in the Thames approaches.

36 aircraft of Bomber Command laid mines last night off the Frisian Is., St. Nazaire and Lorient.

South Atlantic.

Admty. views on the use of Lourenco Marques by southbound ships and coal loaders are given in a signal to C. in C. S.A. today.

Mediterranean.

Malta.

V.A. Malta reports that minesweeping situation is not yet satisfactory but should be so in a few days, given good weather. It is essential a one mile channel should be clear 100% before submarines of 10th Flotilla return. Security from bombing cannot be guaranteed, but enemy form at present is to drop very few bombs from a very great height.

/H.M.S...



27.6.1942.  
Saturday.

War Diary.

SITUATION REPORT.

Mediterranean - Contd.

H.M.S. QUEEN ELIZABETH has been temporarily repaired and left Alexandria today for Suez and the south.

China.

U.S. Army bombers attacked the aerodrome on Wake Island today. Many aircraft which were poorly dispersed were hit.

America & West Indies.

Cdr. Panama Sea Frontier was ordered by Connav today to hold all United Nations ships under 15 knots bound for ports in Key West, Caribbean Sea, Gulf and East Sea Frontiers at Key West Canal unless escorts are available. He is to sail these ships whenever possible under escort to Key West or to join W.A.T. or T.A.W. convoys en route.



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27.6.1942.  
Saturday.War Diary.HOME COMMANDS.Policy.

Flag of V.A.2. The Flag of Vice Admiral Sir Bruce Fraser K.B.E. C.B. as Vice Admiral Commanding 2nd Battle Squadron and 2nd in Command Home Fleet, is to be hoisted in KENYA at 0800/28. The Flag of Vice Admiral A.T.B. Curteis K.C.B. is to be struck at 2100 on the same day. The Flag of V.A.2 is to be transferred to ANSON at 0800/29. (C. in C. H.F. 0942B/27.)

North Atlantic dispositions. A.M. 1019B/26. Area Iceland (C) add two destroyers Area Scapa: for eight read six destroyers, add ORION. Area Clyde: delete ORION. (D.O.D. (H.) 1008Z/27 to C. in C. U.S. Fleet.)

Small craft for U.S.A. in Iceland. <sup>/N.T. & W.D.</sup> A.M. 1146/23/4. U.S. authorities have requested that following small craft be turned over to them JOKUL now and KORALEN, GAAPAA, and BRATHOLM when British Troops have been relieved. 2. Instead of dealing with similar requests individually as they arise, it is under consideration to turn over all small craft in Iceland (C) to the U.S. authorities who cannot be expected to provide American craft in relief. 3. Request your remarks. (A.C.N.S. (H.) 1024B/27 to A.C.I.C.)

Russian decorations. My 1508/20. Request early decision whether this is approved in principle so that Russians can be informed. (Ad. Miles 1152C/27 to Admty.)

M.T.B. organisation. The following re-organisation of M.T.Bs. is to be brought into force forthwith. (a) M.T.Bs. 24, 25, 42 and 43 to form the 5th M.T.B. Flotilla allocated to Dover. R.A.C.F. is requested to arrange for these boats to be sailed to Dover when ready. (b) M.T.Bs. 44, 45, 46 and 48 are re-allocated to ST.CHRISTOPHER for training duties. V.A. Dover is requested to sail 44, 45 and 48 to ST.CHRISTOPHER as soon as the first three boats of the new 5th Flotilla have arrived at Dover. (D.D.O.D. (C.) 1411B/27.)

28th. M.L.F. for Gibraltar. The 28th M.L. Flotilla consisting of M.Ls. 307, 341, 443 and 493 is re-allocated to Gibraltar. C. in C. Plymouth is requested to regard this flotilla as non-operational from 28/6 to enable R.A.C.F. to arrange for the necessary work to be carried out at Falmouth to prepare boats for ocean passage. Admiralty will arrange for Type 286 M.U. and Type 252 to be fitted in each of the 4 boats. Types 252 are to be provided from Devonport Pool. R.A.C.F. is to report as soon as possible date when it is expected flotilla will be ready to commence passage from Milford Haven to Gibraltar. (D.D.O.D. (C.) 1414B/27.)

/Sloops...



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27.6.1942.  
Saturday.

War Diary.

HOME COMMANDS.

Policy - Contd.

Sloops  
and  
Corvettes  
in W.A.  
Command.  
Situation.

Admiralty M/DO 11194/42 of 22/6.

(1) Request PINK and MEADOWSWEET may be Arctic-fitted before joining my Command.

(2) Nomination of remaining Corvettes is affected by question of further new construction, and I request information whether any more new Corvettes will be allocated to my command.

(3) (a) Following is my present allocation of Sloops and Corvettes, the term "Sloops" including cutters and converted "Towns":-

Sloops 34, TS Corvettes 4, Flower-Class Corvettes 64,  
Total 102.

(b) These figures do not include the further 8 TS Corvettes allocated but not yet completed. Since, however, I have to give up 8 Flower-Class as these arrive, the total is unaltered.

(4) (a) B Groups have to be maintained at a working strength of 6 escorts, and as only 3 destroyers are available per group, 6 Corvettes per group must be allocated.

(b) It is very desirable to raise paper strength of Sierra Leone Groups to 6 escorts per group.

(5) The following is summary of the minimum paper strengths for Atlantic Trade convoys:-

7B Groups of 6 Corvettes each, 42; 2 Gibraltar Groups of 2 Sloops and 6 Corvettes each, 16; 6 Sierra Leone Groups of 6 sloops or TS Corvettes each, 36. Total 94.

(6) The remainder left for Russian convoys is therefore 8, and if no more reinforcements are to be expected the only course appears to be to reduce the paper strength of Gibraltar Groups to 2 Sloops and 4 Corvettes each, thus releasing a further 4 Corvettes for Russian convoys. I am however anxious not to disturb these well-established groups if further reinforcement is forthcoming.

(7) Further signal will be made as to nominating destroyers for Arctic fitting.

(C. in C. W.A. 1509B/27 to Admty.)

Movements.

HOWE.

Admiralty's 1956B/24. 2 destroyers to be detailed by Capt. D.Greenock are to escort HOWE for sea trials 28/6.

(C. in C. W.A. 1009B/27.)

PINDOS.

If trials are satisfactory sail from Methil at 0600/28 and proceed by standard route to Scapa.

2. Keep steam at short notice and assume 3rd degree of A.A. readiness tonight.

(C. in C. Rosyth 1211B/27 to PINDOS.)

AVENGER.

<sup>INT. W.D.</sup>  
Your 1142/26 and F.O.I.C. Greenock's 1408/25. <sup>INT. W.D.</sup>  
Approved provided ship is in all respects ready for service by 12/7.

(D.O.D.(H.) 1310B/27 to F.O.I.C. Glasgow.)



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War Diary.27.6.1942.  
Saturday.HOME COMMANDS.Movements - Contd.

POSTBOY  
EARL  
KITCHENER  
etc.  
("Bucket")

C. in C. W.A. 1157B/22. Sailed 1730B/27 as group codeword "Bucket".  
Minesweeping trawlers POSTBOY, EARL KITCHENER, TEWERA, SPINDRIFT, Tug EMPIRE LAWN, EMPIRE FAIRY, EMPIRE GOBLIN, and Steam Yacht FOINAVEN.  
E.T.A. Horta 5/7. Also Tug ST. GEORGE and Motor Yacht AARLA, E.T.A. Ponta Delgada 5/7.  
(N.O.I.C. Milford Haven 1759B/27.) *See p 770*

NORFOLK. Proceed from Scapa to arrive Seidisflord a.m./30.  
(C. in C. H.F. 1852B/27 and 2337B/27 to NORFOLK.)

TARTAR. Intend to sail TARTAR at 1400/29 proceeding by searched Channels to Scapa speed 20 knots carrying out one hour full speed trial on passage.  
E.T.A. 0900B/30.  
(F.O. Humber 2130B/27.)

HAWKINS. Proceed tomorrow to Clyde.  
(C. in C. H.F. 2349B/27 to HAWKINS.)

Operations.

N.W.  
Norway  
S/M  
Patrol.

Following is a repetition of my 0034/27 begins. Following additions to submarine patrol zones are established.

A. The area enclosed by parallels 073° 10' and 072° 50' N and meridians 018° and 024° E is divided into 4 equal zones numbered K 52 to K 55 from West to East.

B. The area enclosed by parallels 072° 40' and 072° 20' N and meridians 016° and 023° 20' E is divided into 5 equal zones numbered K 56 to K 60. from West to East.

A.C.I.C. pass to P.614 and P.615. Ends.  
(F.O.S. 0038B/27 to S/MS.)

Cancel my 2104/15 and 1208/13. My 0034/27. S/MS are now allocated to zones as follows. URSULA K 52, TRIBUNE K 53, SEAWOLF K 54, TRIDENT K 55, P.212 K 56, STURGEON K 57, MINERVE K 58, P.45 K 59, P.54 K 60.

(2) S.B.N.O. North Russia is requested to route SEAWOLF accordingly and sail TRIDENT with Q.P.13 as far as longitude 023° E, thence zone K 55.

(3) S/MS except TRIDENT and P.212 will arrive in patrol zone about 0800B/30. P.212 will arrive in zone K 56 about 0800B/1.

A.C.I.C. pass to P.614 and P.615.  
(F.O.S. 0208B/27.)

F.O.S. 0208B/27. Sailing orders para 2. Your area is now K 52, following same route.  
(S.B.N.O. North Russia 0850B/27 to SEAWOLF.)

Your 0850/27. My 0208/27 was not sent to S/MS North of 051° N and gave SEAWOLF zone as K 54. My 1154/27 refers.  
(F.O.S. 1152B/27 to S.B.N.O. North Russia.)



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Saturday.War Diary.HOME COMMANDS.Operations.

N.W. (A) On reaching patrol zone ordered in sailing  
Norway S/Ms. are to proceed direct to the  
S/M following new zones given in my 0038/27. Keep  
Patrol. to northward of Russian zone 10 B. URSULA to  
Contd. 2K52 K 53, TRIBUNE to K 53, P.212 to K 56, STURGEON to  
K 57, MINERVE to K 58, P.45 to K 59, P.54 to K 60.  
(B) SEAWOLF will occupy K 54 routed a ordered by  
S.B.N.O. North Russia and TRIDENT will proceed

K 55 after leaving Q.P.13 in vicinity 23° E.  
(F.O.S. 1154B/27.)

My 0038/27 and 1154/27.

A. It is appreciated that German main units may R/V near  
longitude Bear Island to southward of your patrol lines prior  
to attacking P.Q. and Q.P. convoys.

B. Ice conditions may necessitate convoys passing south of Bear  
Island, it is therefore of utmost importance S/Ms keep accurate  
positions particularly as regards latitude.

C. Enemy reports by W/T are vital. In addition submarines  
should endeavour to pass them to adjacent S/M on Super Sonic  
telegraphy.

D. S/Ms are not to be attacked in area between latitudes 71° and  
74° N and longitudes 13° and 30° E.

E. Economy in fuel is essential. S/Ms are to allow an ample  
margin of fuel to return to Lerwick at economical speed. S/Ms  
forced to leave patrol prematurely are to report their P.C. and S  
when west of 13° E.

(F.O.S. 1158B/27 to S/Ms.)

My 0850/27. Correct area to read K 54.

(S.B.N.O. North Russia 1551B/27 to SEAWOLF.)

Positions of S/Ms at 0800B/28 and movements for following 24  
hours.

(A) SEAWOLF left Kola Inlet 1100/26 probably on surface for  
Zone K 54.

(B) TRIDENT with Q.P.13.

(C) P.615 with P.Q.17.

(D) P.614 leaves Seidisfiord with escort for P.Q.17.

(E) URSULA 70° 09' N 11° 02' E for Zone K 52.

(F) TRIBUNE 69° 55' N 09° 55' E for Zone K 53.

(G) P.54, 69° 10' N 09° 20' E for Zone K 60.

(H) P.45, 69° N 08° E for Zone K 59.

(J) MINERVE 68° 30' N 06° 58' E through 69° 10' N 07° 40' E  
for Zone K 58.

(K) STURGEON 68° 02' N 07° 20' E through 68° 50' N 08° 15' E  
for Zone K 57.

(L) P.212, 64° 55' N 03° 50' E, course 025°.

Submarines in (E) to (L) inclusive are proceeding to their Zones  
probably on the surface speed 8 knots passing to Northward of  
Russian Zone 10 B.

(F.O.S. 1721B/27 and 2104B/27.)

Operation Your 1310B/25. M.Ls. 456, 299, 478, 340 and 185  
"Hopalong". sailed at 0230B/27.

(Escape of DUKEL (F.O. Humber 0246B/27 to C. in C. Nore.)

WILPO to U.K.) M.L. 185 returned at 0715B/27 with engine trouble.

(F.O. Humber 0814B/27.) *See p. 772*

/Your...



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War Diary.27.6.1942.  
Saturday.HOME COMMANDS.Operations.

Operation "Hopalong". Contd. (Escape of Dutch WILPO to U.K.)  
 Your 1310/25..M.G.Bs. 320, 321 and 327 sailed. (F.O.I.C. Yarmouth 0819B/27 to C. in C. Nore.)  
 My 1310/25 para 2 E. Repeat operation "Hopalong" tomorrow with following modifications. Para 2 A to be done by two M.L.Cs. from Yarmouth. Para 2 B to be done by two units of M.G.B. (L)  
 Para 2 D one unit M.G.B. (L) escort WILPO to Humber, remaining units return to Yarmouth. (C. in C. Nore 1854B/27.)  
 Your 1854. Para 2 (A) M.Ls. 206 (S.O.) 339. E.T.D. 0630.  
 Para 2 (B) M.G.Bs. (L) 334 (S.O.) Type 252, 335, 331. M.G.Bs (L) 320 (S.O.) type 252, 327, 321. E.T.D. 0800.  
 → Para 2 (D) M.G.Bs. 320, 327, 321. (F.O.I.C. Gt. Yarmouth 2347B/27 to C. in C. Nore.)

Brush with E-Boats. At 0157/27 M.Ls. 138 and 139 on patrol six miles South of Hastings sighted 3 E-Boats to the Westward at 2500 yards range in the moonlight. They opened fire with 3 pdr., and enemy retired immediately behind smoke screen and were probably interrupted in their minelaying. The R.D.F. plot did not give as good warning as usual. Fighter A/C of No. 11 Group were despatched to intercept enemy withdrawal but could not be under ground control owing to jamming of the C H L Stations and did not locate the enemy. Other Fighter A/C had previously attacked enemy patrol vessels off Gris Nez with bomb and machine gun fire claiming hits with the latter. (V.A. Dover 0943B/27.)

SOKOL Patrol. My 1119/26 para (C). One Spanish B-Class S/M is in Ferrol. If she proceeds outside territorial waters she will do so only on the surface accompanied by a surface vessel and her movements will be notified in advance. (F.O.S. 1632B/27 to SOKOL.)

Tongue Sand Fort. Tongue Sand Fort grounded 2056/27. (C. in C. Nore 2304B/27.)

British Air Activity.

Bombing Operations. On day 24/6 no operations. On night 24/25, 16 A/C bombed St. Nazaire. (H.Q.B.C. 0945/27.)  
 On day 26/6, 11 A/C attacked the power-station at Havre. (H.Q.B.C. 1230/27.)

Russian Fighter A/C. Admiralty 2204/22. Soviet P E 3 fighters now equipped with receiver capable of receiving on 6440 kc/s. KEPPEL pass to EMPIRE TIDE. (S.B.N.O. North Russia 0954B/27 to KEPPEL.)

/POSTBOY...



War Diary.

27.6.1942.  
Saturday.

HOME COMMANDS.

British Air Activity - Contd.

POSTBOY,  
EARL  
KITCHENER.  
SPINDRIFT.  
etc.

N.O.I.C. Milford Haven 1207B/21.  
One Sunderland A/C only is available as air protection for this force during 28/6. This is not considered adequate. Since removal operational squadrons from Carew Cheriton it appears there are no long-range fighters available for the protection of units routed south of Ireland. The arrangements for temporarily attaching long-range fighters when required to 19 Grp., vide C. in C's. postagram 1716B/16, are not considered satisfactory.  
(C. in C. W.A. 1212B/27 to Admty.) *See p. 767*

Static Area.

Request static area may be established from 0001/29 between following limits.  
Northern - the coast. Eastern - long. 0° 06' E.  
Southern - lat. 50° 40' N. Western - long. 0° 18' W.  
(C. in C. Portsmouth 1237/27 to H.Q.F.C.)  
Your 1237/27. Concur. Propose category III.  
(H.Q.F.C. 1540/27 to C. in C. Portsmouth.)

Escort for WASHINGTON on 26/6.

Following extract from report of Hudson A/C detailed to escort WASHINGTON Force on 26/6 is forwarded for your information:-  
1852. Met Force IC 55° 39' N 9° 48' W, zigzagging, course mean 122°, speed 20, composition as given. Carried out identification procedure. No reply obtained from Force IC. Carried out search 20 miles ahead and 6 miles astern 2120. No relief A/C. Left Force IC 59° 15' N 8° 41' W. Tried to call up Force IC for 20 mins. with Aldis lamp. No acknowledgment.  
(C. in C. W.A. 1248B/27 to C. in C. H.F.)

Operation "Knocker".

Disposition of N P trawlers at 2000 tonight..  
(A.C.O.S. 1622B/27 to H.Q.C.C.)

Bombing restrictions.

Total bombing restrictions are in force in area between 072° 01' N and 073° 20' N and 016° E and 025° E.  
(F.O.S. 1634B/27 to S/MS.)

Enemy Air Activity.

Jan Mayen.

Jan Mayen reported hearing A/C at 0145, 0205 and 0710/27. Weather foggy.  
(A.C.I.C. 2109B/27.)

Mining.

Humber.

Nine magnetic mines exploded by sweepers at 1131B/26, 1653B/26, 1702B/26 (two), 1743B/26, 1754B/26, 1757B/26, 1854/26 (two)  
(F.O. Hhumber 0121B/27.)  
5 mines detonated today by sweepers. Details.  
(F.O. Humber 1944B/27.)



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27.6.1942.  
Saturday.War Diary.HOME COMMANDS.Mining - Contd.

B.S. operation. (B.S. 63. (See P. 744))  
S.N.4 A. Departures PLOVER, KITTIWAKE. (F.O.I.C. Harwich 0516B/27.)

Admiralty 1514/25. Concur in R.A.M's proposal, modified to leave four mile gap at Eastern end. (C. in C. H.F. 0957/27 to Admty.)

Harwich. 5 ground mines detonated by M.M/S today. Details. (F.O.I.C. Harwich 1454B/27 and 1841B/27.)

Enemy Intelligence.

Baltic. 1. In consequence of Soviet U-Boat activity Swedish Navy on 24/6 again started convoy system along their Baltic Sea Board and to Gotland under same conditions as last year.

2. German Merchantmen, both those carrying supplies to Finland and those bringing ore from Lulea, will thus benefit by this protection.

3. Ferry service Sassnitz-Trelleborg is suspended and not likely to be resumed for a while.

4. It is believed that four U-Boats are now operating. (N.A. Stockholm 1257/27.)

Trondheim. P.R.U. Trondheim reported 1 battleship, 1 cruiser, and 4 destroyers anchored in Aasfiord at 1230. (C. in C. Rosyth 1431B/27 to C. in C. H.F.) Visual R/C Trondheim at 1135/27 shows TIRPITZ and HIPPER in usual positions. 4 destroyers in Hopleelven Fiord. (D.D.I.C. 2041B/27.)

U-Boats.

U-Boat attacked. Am over enemy S/M in 45° 52' N 11° 29' W. Enemy was sighted on surface and observed to submerge. When first sighted was on course 140°, estimated speed 8 knots. (A/C 8WVO 1442/27 to 19 Group.)

Have attacked enemy with depth charges and estimate 2 hits. (A/C. 1500/27 to 19 Group.)

Estimate one Italian U-Boat homeward bound in 044°, 011°. (F.O.S. 1501B/27 to SOKOL.)

Navigational.

Solent Bank Buoy. Request check position of Solent Bank Buoy given in your 1825B/17. Position received from Trinity House is 070° 400 feet from charted position. (C. in C. Portsmouth 1042B/27 to Admty.)



War Diary.27.6.1942.  
Saturday.HOME COMMANDS.Casualties and Defects.

- M.L.185. My 0246B/27. M.L.185 returned at 0715B/27 owing to engine trouble.  
(F.O. Humber 0814B/27.) *See p. 768.*
- AZALEA. AZALEA has returned to Liverpool as unseaworthy owing to heavy knock in H.P. crank head brasses. Defects will be completed by 1700/30.  
(F.O.I.C. Liverpool 1301B/27.)
- CAPE PALLISER. H.M.T. CAPE PALLISER arrived with defects necessitating dry-docking. Estimated date of completion 3/7.  
(F.O.I.C. Tyne 1310/27.)
- ULSTER MONARCH. My 1804B/25. Sailing of ULSTER MONARCH delayed 24 hours. Engine defects. Intend to sail her 1700B/28.  
(F.O.I.C. Liverpool 1535B/27.)
- HOWE. S 3 hoist compartment. Two bolts were found in the kicker chain of shell-hoist either side of the sprocket wheel in positions in which they were unlikely to have fallen accidentally. No damage resulted and immediate investigation was undertaken by Yard Detective.  
(HOWE 1703B/27 to D.N.I.)
- RORQUAL. <sup>/N.T.W.D.</sup> Cancel my 1705. RORQUAL delayed by defects.  
(C. in C. Plymouth 1905B/27.)
- STROMBUS. Position of STROMBUS wreck after end now beached 51° 34' 33" N 3° 58' 21" W.  
(N.O.I.C. Swansea 2322B/27.)
- Shipping and Convoys.
- ORONSAY. ORONSAY due Glasgow about 1/7 has following personnel on board. Total 1413. Details.  
2. Total cargo 1055 tons deadweight. Details.  
(D.S.T. 0439B/27.)
- EL NIL. EL NIL is due Liverpool about 4/7 with passengers and cargo.  
2. She is to be used for exchange of Japanese and British Diplomatic and Consular Officials.  
3. Japanese personnel totalling about 185 will embark on 14/7. Vessel will sail Liverpool 15/7 under "Safe Conduct".  
5.. EL NIL will require to be marked as follows. Details.  
(D.S.T. 0521B/27.)

/LADY ...



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War Diary.27.6.1942.  
Saturday.HOME COMMANDS.Shipping and Convoys - Contd.

LADY OF MANN. PRAGUE. Intend sailing LADY OF MAN and PRAGUE at 2359/30. Route. LADY OF MANN proceed Long Hope, E.T.A. 0530/1. PRAGUE proceed Lerwick passing 2 miles east Fair Isle, E.T.A. 1145/1. Request escort and fighter protection.  
(N.O.I.C. Invergordon 1155/27 to C. in C. Rosyth.)  
Your 1155/27. CHIDDINGFOLD will provide this escort and will be sailed to arrive Invergordon 1700/30.  
(A.C.O.S. 1626/27 to N.O.I.C. Invergordon.)

BUXTON RAMSEY. BUXTON's endurance is insufficient for a mid-ocean group and C.T.F.24 suggests exchange with RAMSEY now in Western local escort pool. Request approval.  
(C. in C. W.A. 1406Z/27 to Admty.)

P.Q.17. In order not to increase traffic on H.F. Operational wave, special weather forecasts for the areas traversed by P.Q.17 will not be made in separate signals but will be included in the

Northern Collective Message broadcast twice daily.

(A.C.N.S. H. 1635B/27.)

C.S. 1 in LONDON with KEPPEL, LEDBURY, WILTON sailed 1610B/27.

(A.C.I.C. 2011B/27 to C. in C. H.F.)

Request you will sail 4 destroyers for Seidisfiord. After fuelling they are to R/V with Battle Fleet in position  
Z. 065° 56' N 010° 30' W at 0730B/1st.

2. Battle Fleet will approach position (Z) on a course 315°, thence proceeding course 20°.

(C. in C. H.F. 2151B/27 to R.A.D.)

P.Q.17 and Force Q sailed. (A.C.I.C. 2353B/27.)

S.L.113. S.L.113. As soon as all 3 destroyers have joined ships capable of 11 knots and over are to be detached escorted by BEAGLE, ST. ALBANS and VIOLET. WOLVERINE remaining with slow portion until P.L.E. then proceed Liverpool. Fast portion designated S.L.113 F.  
(C. in C. W.A. 1848B/27 to LEITH.)

Q.P.13. If fuelling from Force Q is impracticable, destroyers of Q.P.13 are to remain with convoy for as long as endurance permits subject to refuelling at Seidisfiord.  
(C. in C. H.F. 1856B/27.)  
My 1025/26. Q.P.13 sailed. Negative U.S.S.R. destroyer SOKRUSHITELI.  
(S.B.N.O. North Russia 2010B/27.)



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27.6.1942.  
Saturday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

- VILLA REAL DE ALAVA. Propose to send in Spanish VILLA REAL DE ALAVA, Casablanca to Lisbon, Phosphates, unnavicerted. (SCOTTISH, 0642B/27 to F.O.C.N.A. (R) Trawlers Western Patrol).
- H.G. 85 Proposed date of sailing 30/6. (F.O.C.N.A. 1002B/27 to C. in C. W.A., (R) Admty). Concur. (C. in C. W.A., 1751B/27).
- P. 37 (1) Intend P.37 to pass through 043° 02' N., 012° 20' W., at 0030B/10/7 proceed thence as ordered by F.O.C.N.A. to Gibraltar.  
(4) P.37 is painted dark grey with pendant in light grey on conning tower.  
(Capt. S.9., 1047B/27 to F.O.C.N.A. (R) F.O.S., Admty. C. in C. Med. Capt. (S)8, Capt. (S) 10, P.37) Amended 1857B/27, 2143B/27).
- PARTHIAN. My 1624/25. Anticipate PARTHIAN sailing 7/7 with cargo of Kerosene, edible oil, small amount of powdered milk and a selection of items from Governor Malta's 1855/24. (F.O.C.N.A., 1052B/27 to V.A. Malta).
- BEAGLE, raft report. Following received from BEAGLE (Begins) for information. At 1603Z/23 observed derelict raft marked "SAMA OSLO 15 men" floating in 051° 46' N., 020° 00' W. 1930Z derelict carley float dark gray with yellow band and figure 2 in 051° 10' N., 020° 00' W. Both had several weeks Barnacles. T.O.O. 2044/23 (ends). (N.C.S.O. Ponta Delgada, 1445/27 to Admty).
- Swiss Shipping (EIGER, MARPESSA) My 1646/26. Swiss shipping authorities passengers through their agent approached me and requested that they may be informed of the route given to Master of EIGER and MARPESSA bound for South Africa. If this could not be permitted could ships signal their routes after leaving Lisbon as Berne required this information. I informed them that both suggestions were unacceptable and further that if masters broke their undertaking and divulged their sailing directions that they would have to take the consequences of such an action. Requested that a look out should be kept of signals from Swiss ships.  
(N.C.S.O. Lisbon, 1504/27 to Admty (for D.N.I.) (R) S.O.(I) Gibraltar).

/French...



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27.6.1942  
Saturday.

War Diary.

FOREIGN STATIONS.

North Atlantic - contd.

French Shipping. Gibraltar 1200 Hospital Ship CANADA Westbound for Dakar, SR Konakri. Gibraltar 1825 Armed Trawler LA SETOISE, SS TOURS, full deck cargo logs and Bastpaper, MARECHAL LYAUTEY, full passenger, VILLE D'ORAN loaded, Eastbound. (S.O.(I.) Gib. 2011B/27 to Admty. etc.)

Op. "Harpoon". Your 1948/26. Report contained in my 7261/401 of 23/6 forwarded by Air 23/6. (F.O.C.N.A. 2034B/27 to Admty.)

U/B Ferrol. P.R.U. Ferrol 1145/27 shows a submarine possibly German U-Boat lying at buoy to west of breakwater. (F.O.S. 2351B/27 to SOKOL (R) C. in C. Plymouth.)

South Atlantic.

St. Helena Cable. Your 1639/26 (Request LADY DENISON PENDER be sailed to repair St. Helena - Capetown cable and that anti-raider escort be arranged throughout operation. N.T.in W.D.) This will be arranged. (R.A.W.A. 0851Z/27 to Admty.)

A.M.1639B/26. LADY DENISON PENDER escorted by LARGS and ASTURIAS will be in approx 000° 30' S. 008° 32' W. at 1200Z/30 Saldanha Bay direct to 020° 17' S. 006° 39' E. S. of A. 8½ knots. You are to detail an A.M.C. to take over escort by 1200Z/4/7. A/S protection is desirable during operation of repairing cable. Report your proposals. (R.A.W.A. 1543Z/27 to Cmdre i/c Simonstown (R) Admty., ASTURIAS, LARGS.)

Convoy W.S.19 Y. Sailed 26th E.T.A. 1600/2nd. (S.S.T.O. Freetown 1057Z/27.)

Dispositions. Weekly state of S.A. Station 27/6 Area Q. Cape to Takoradi. CANTON. J.36 (D?)\*ALCANTARA. K.1 B SHROPSHIRE. Cape Area\*ENGADINE, HEEMSKERCK. Capetown. HATSUSE, BARRYMORE, BELLWORT, CHESHIRE, AIGLON, BARFOUNT, STEYTLER, EMPIRE BIRCH, BRITTANY, DUSK, EMPIRE LINDEN, DRAGON, SOUTHERN GEM, SOUTHERN PRIDE. Simonstown. HECLA, EXPRESS, CILICIA, MEAD, ETHIOPIAN. Port Elizabeth PHILOMEL, KHETI, EMILE BAUDOT. East London SIMBRA, SIGFRA. Durban. RAMILLIES, VALIANT, REVENGE, ANTHONY, ARROW, FRITILLARY. JASMINE, BUSHWOOD, KELANTAN. (C. in C. S.A. 1228B/27 to C. in C. E.F. etc.)



War Diary.

27.6.1942  
Saturday.

FOREIGN STATIONS.

South Atlantic - contd.

Use of Your 1223B/18.  
Lourenco 1. In Admty. view capacity of Lourenco Marques and Beira could be saturated with southbound ships and coal loaders.  
Marques. 2. Inadvisable for northbound ships which are obviously carrying cargoes of description set out in para 3 of M.A.S.T.4281 to Campbell, to be sent there except in emergency, but foregoing does not mean that reasonable use may not be made of these ports by ships not obviously carrying such cargoes.  
3. Objections are mainly on ground of security, observing that all arrivals and departures at ports in Portuguese territory are probably reported by enemy agents, thus laying ships carrying valuable cargoes open to attack by S/M and Raider.  
4. There is also some risk, if abnormal number of ships carrying war material put in at Portuguese ports, of embarrassment being caused to Portuguese authorities and resulting Axis pressure to deny all port facilities.  
5. M.A.S.T.4281 to Campbell and Admty. 0037B/13 to S.T.O. Durban should be treated as modified in light of foregoing. Please repeat to Campbell Capetown and Movement Control. Agreed with S.T. and W.O.  
(A.C.N.S.(T) 1316B/27 to C. in C. S.A.)

GENISTA GENISTA with THYME in company left Diego Suarez  
THYME. 1300Z/27 for Durban. S. of A. 13 knots. Route  
A. 00° (Corrupt Group) 5 miles.  
B. 012° 12' S. 047° 30' E.  
C. 016° 20' S. 041° 10' E. D. 025° 00' S. 035° 50' E.  
E. 029° 20' S. 032° 10' E. (2) E.T.A. Durban 1300(?Z)/(?8)  
(DAUNTLESS 1331Z/27 to Cdre. Durban etc.) *5-1780*

Dispositions. Weekly state 27/6. Freetown - EDINBURGH CASTLE, PHILOCTETES, VINDICTIVE, \*BRIDGEWATER 3 Corvettes.  
Freetown Area - WIVERN, PHILANTE, BANFF, FISHGUARD, LONDONDERRY, LULWORTH, HASTINGS, \*BIDEFORD, ARCHER, CORINTHIAN, VELOX, ROYAL ULSTERMAN, 7 Corvettes. Bathurst - BOREAS.  
Lagos - 2 Corvettes. Ascension Area - LARGS, ASTURIAS, CARNARVON CASTLE. Takoradi Area - MILFORD, U.K. 2 Corvettes. Freetown to U.K. 1 Corvette. U.K. to Freetown - VIMY, BRILLIANT, 1 Corvette. Gibraltar Area - VANSITTART. Cape - 1 Corvette.  
(R.A. West Africa 1531Z/27 to Admty., C. in C. S.A., C. in C. A.W.I., F.O.C.N.A., B.A.D.) *\* See next page -*

Movements 2000Z/27. Area Q \*ALCANTARA patrol area J.36 D.  
Summary. *4150* \*SHROPSHIRE with W.S.19 P 020° 12' S. 009° 50' E. *next page*  
*167°* 14 knots. \*ENGADINE 032° 26' S. 029° 19' E. to Kilindini 13 knots. \*CANTON with THYSVILLE 028° 15' S. 015° 00' E. to Takoradi 10 knots. Neth. Light Cruiser with SCYTHIA leave Capetown 27th for Durban by route R.6.  
(C. in C. S.A. 1549B/27 to S.A. Stn. (R) Admty.)  
*\* See previous page*

/SHROPSHIRE ...



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War Diary.

27.6.1942

Saturday.FOREIGN STATIONS.South Atlantic - contd.

- SHROPSHIRE. Your 1632/18. Request early information of your intentions for SHROPSHIRE's repairs in order that escorts for future convoys may be planned.  
(D.O.D.(F) 1735B/27 to C. in C. S.A.)
- BRIDGEWATER, S.L.114. Sailed BRIDGEWATER 1800Z/27 to overtake S.L.114. (R.A. West Africa 1801Z/28 to Admty., (R) Escort S.L.114, C. in C. W.A., BRIDGEWATER.)
- CARDINA. My 1846Z/23. Para reports CARDINA was torpedoed (torpedoed 15/6) without warning 1500 G.M.T/15 400 miles N.E. Salinas (Brazil). Crew attempted to return to vessel 3 hours later but S/M surfaced and spoke to crew. Master reports S/M was Italian and believes of Italian Luigi Settembrini type: she fired second torpedo and vessel last seen 2200 G.M.T. far down astern and sinking. Master also states all Con. documents were locked in his safe at time of sinking and he apparently held no Con. books.  
(S.O.I. Montevideo 1841Z/27 to Admty.)
- Suspicious Ship. Off Ascension Island, 25/6. See Connav 1846/27.
- BIDEFORD mishap. My 2102Z/27th (casualties from explosion of hand grenade, N.T. in W.D.) Detached and proceeding to Freetown. My P.C. and S. at 2000Z 011° 55' N. 018° 12' W. 130° 14½ knots. E.T.A. 2030Z/28. Request Gate, also transport, 2 seriously injured cot cases from ship to hospital on arrival. Service of eye specialist at hospital urgently required.  
(BIDEFORD 2105Z/27 to R.A.W.A. (R) Admty. etc.)
- Re 2 U-boats reported stranded Curuca. My 1301Z/26. R.O. Para, now informs me it seems likely objects reported as U-Boats were in fact Peruvian Naval Tug and barge in tow which were off Curuca 23rd and 24th at anchor awaiting pilot.  
(S.O.(I) Montevideo 2143Z/27 to Admty., for D.N.I., B.A.D. Washington, C. in C. S.A., S.O.(I) Freetown.)
- Shipping Diversion. General diversion of shipping in South Atlantic. In view of present routing policy in South Atlantic request that extension of alarm and southern scheme to all shipping bound to Cape Ports may be reconsidered and promulgated as an amendment to M.A.R.I.  
(C. in C. S.A. 2214B/27 to Admty. (R) R.A.W.A.)



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27.6.1942  
Saturday.War Diary.FOREIGN STATIONS.Mediterranean.

Malta  
Minesweeping  
situation. Your 1525/21. Is not yet satisfactory but should be so in a few days given good weather. It is essential a one mile channel should be clear 100% before S/Ms return. My 2330/26 refers. (B) Defence committee have agreed to set aside fuel to operate the flotilla and finally PORPOISE should bring 50 tons diesel instead of other fuels. (C) Maintenance and base facilities satisfactory but strictest economy in use of power, foods and stores essential. Number one dock service must be allotted to MATCHLESS, BADSWORTH and HEBE for next month or so. No other dock service. (D) Torpedoes. Mark VIII 20 Mark VIII star E 2 Mark IV 19 Mark II 17. Overhaul facilities satisfactory but restriction for power. (E) Battery situation satisfactory. Cell-exide ex O.R.P. SOKOL 98 TUDOR ex P.39 generated ready for use. Surplus pattern two 178 gallon pattern three 52 gallons. (2) (A) As soon as I can report satisfactorily on mine clearance we shall be delighted to welcome the 10th Flotilla back. (B) All supplies in island are now to all intents and purposes pooled and it must be appreciated that in event of an unexpected deterioration in fuel situation it might be necessary to send the Flotilla away again. (C) Security from bombing cannot be guaranteed but enemy form at present is to drop very few bombs from a very great height. (V.A. Malta 0012C/27 to C. in C. Med. (R) Admty., Capt. (S) 1, Capt.(S) 10, F.O.C.N.A.)

S.S.

GLOUCESTER. Diversion to M.E. has been cancelled. Column J. of our 97846 should be deleted. (W.O. 0800/27 to C. in C. M.E.)

Air Reports.

Night 25/26. 7 Liberators bombed Tobruk harbour hitting jetties. (H.Q. R.A.F. M.E. 1034/27 to Air Min.) 26/6. One Italian Torpedo bomber shot down off Port Said. (C. in C. M.E. 1040/27.) C.S.R.27/6 part 1.

My I 392 25th alert 1710 hours amend to read 1 Me.109 destroyed 1 Me.109 probably destroyed 1 Me.109 damaged. 26th alert 1525 hours 27 fighters 5 Cant 1007s Grand Harbour and Luqa. Casualties. 1 Me.109 1 Re 2001 2 Macchi 202s destroyed 2 Cant 1007s 2 Me.109s damaged by 34 Spitfires. 2 Spitfires damaged in combat. Luqa U.X.B. exploded killing 1 airman. (H.Q. R.A.F. Malta 1436/27 to Air Min.)

U/B.

P.C. and S. 1 U/B 032° 32' 028° 27' 090° 10 knots. (P.34 1501C/27 to Capt. (S) 10, (R) Capt.(S) 1, C. in C. Med., Subs on Patrol.) A/C reported S/M at 1702C/27 in 031° 25' 028° 53'. (Capt.(S)10 1851C/27 to 10th S/M Flot.)



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War Diary.

27.6.1942  
Saturday.

FOREIGN STATIONS.

Mediterranean - Contd.

Enemy  
Units.

At 1615 Liberator reported P.C. and S. of 2  
small ships with one destroyer 032° 57' 013°  
24' 087° 8 knots.  
(Capt. S.1 1754C/27 to TURBULENT.)



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War Diary.27.6.1942  
Saturday.FOREIGN STATIONS.East Indies.

Situation 22/6 naval operation to cut out GENERAL DUCHESNE  
 Madagascar. ex Greek MAROUSSIO LOGOTHETI from Mayotta Island.  
 Op: "Cut" Operation successful but GENISTA grounding on  
 reef necessitated DAUNTLESS going to assistance  
 DUCHESNE arrived Diego Suarez 24th, GENISTA and DAUNTLESS 26th.  
 South Africa Air Force provided air co-operation. R.426 sailed  
 20/6 with original cargo less 40 tons ammunition 3.7 inch  
 A.A. and 40 m.m A.A. and 2 tons ordnance stores. Hospital  
 ship DORSETSHIRE (?delaying) (?departure) standing by.  
 (At present) no casualties all (?convalescent).  
 (121 Force 0002/27 to War Office.)

Operation "Throat" DAUNTLESS 2000Z/26 propose operation "Throat"  
 for night 1/2 July when destroyers detailed for  
 W.S. 19 Q would assist. Duty of operation to  
 be adjusted for moonlight, without which I  
 consider navigational risk too great.  
 (Dep. C. in C. E.F. 0007Z/27 to C. in C. E.F.)

BENGLOE Due Aden 14/6 from Durban not arrived. In  
 (sunk 5/6) view of reported attack by S/M at 2032Z/5/6 in  
 011° 19' S. 042° 02' E. (C/S Colombo 1440Z/6  
 (? 1430Z/6 intended SS BENGLOE attacked by  
 submarine) ship must be presumed lost by enemy  
 action.  
 (S.O.I. Colombo 0419Z/27 to Admty., S.O.(I)  
 Capetown, S.O.(I) Aden, Deputy C. in C. Eastern  
 Fleet.)

V.S.I.S. Additional V.S.I.S. urgently required on station  
 as Taiping unable to meet requirements of Ceylon  
 area and essential DEMODOCUS and RELIANT remain  
 East African Ports. Unless CRANGTE can be released from  
 Mediterranean. Request despatch of another ship be hastened.  
 (Dep. C. in C. E.F. 0717Z/27 to Admty.)  
 Reply from C..in C. Med. 1234/28.

B.M.24. My 1309/22 para E. B.M.24 now consists of 1  
 B.M.25. personnel ship only ATHLONE CASTLE with approx.  
 1300 troops. Revised date of sailing 6/7.  
 Para D. and my 1221/20 para D. B.M.24 will  
 now consist of 3 personnel ships NEURALIS, ERINPURA and VARELA  
 and probably 3 M.T. ships names to be given later. Revised  
 date of sailing 9/7.  
 (P.S.T.O. Bombay 0741Z/27 to Dep. C. in C. E.F.)

B.A.27. Your 1131/26. Escort can be arranged but  
 sailing 4/7.  
 (Dep. C. in C. E.F. 0842Z/27 to P.S.T.O. India.)



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27.6.1942.  
Saturday.

War Diary.

FOREIGN STATIONS.

America and West Indies.

Aruba, B.R.O. Aruba reports that U.S. Officers have not, yet taken over responsibility for routeing. The Senior U.S. Officer, Cdr. Shastok, has informed B.R.O. that he, personally, is far too busy to pay attention to any routeing. His Staff consists of 1 Lieut. and 3 Ensigns, none of whom has any naval or mercantile marine experience. Besides carrying all routeing duties himself B.R.O. is doing his best to instruct 2 of the Ensigns, but at present situation is obviously quite impossible. Request you will represent this matter urgently, observing that U.S. were supposed to have assumed responsibility for routeing on 1/6. This report confirms opinion expressed in para. 4 and 5 of my 1201/24th. (C. in C.A.W.I. 222/27 to B.A.D. (R) Admty. etc.)

Routeing Admty. 1229/16 para. 4. Propose that C. in C. arrangements. A.W.I. should cease responsibility for diversion of merchant vessels as from 0001Z on 1/7. My 1502/27/5 para. 3 (A) route signals and vescal in British code from non British ports. Intend that route signals for British ships should continue to be sent in British code to C. in C.A.W.I. for a short period longer S.O.(I) Jamaica will be omitted from addressees of these signals as soon as he reports that Mercos are in every respect satisfactory. Request Admty. and N.S.H.Q. will inform me whether they can be omitted from addressees as from 1/7. I intend to cease promulgation of amendments to Mari, Macri, Giro and other routeing instructions and directives issued by Admiralty and Connav as from 1/7. (C. in C.A.W.I. 1202P/27 to Admty. (R) B.A.D. N.S.H.Q. S.O.(I) Jamaica.) Reply: D.T.D. 1911/28.

Shipping Your 1316B/26. Should Admiralty chartered oilers Curacao. with destination Freetown for orders continue to be sailed for that port. (B.S.N.O. Curacao 1025QR/27 to Admty.) Reply: 1749/28.

TOLOA. 27/6 U.S. Army Transport TOLOA. Movements. (B.R.O. Trinidad 1102Q/27.)

U/B. Barbados reports 1010/27 S/M 013° 18 N. 059° 57' W. (S.O.(I) Jamaica 1232R/27 to Admty., C. in C. A.W.I., N.S.H.Q., B.A.D., Connav, F.O.I.C. Trinidad)

RESOLUTE. My 2151/25. Casualties. (S.O.(I) Jamaica 1239R/27 to Admty., N.S.H.Q., C. in C.A.W.I. B.A.D. for Sec. Co-ord.) *See next page - (U/S Campaign)*

LEIV 42 survivors ex LEIV EIRIKSSON Norwegian picked up by M.T.B. 336 landed at Barbados. Casualties. EIRIKSSON. Vessel sank by 2 torpedoes in approx. 013° 18' N. 059° 57' W. at 1010 G.M.T. 1st torpedo struck at about 0920 G.M.T. (Harbour Master, Barbados 1300/27 as amended 1615/27).

/My....



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War Diary.27.6.1942.  
Saturday.FOREIGN STATIONS.America and West Indies - contd.LEIV  
EIRIKSSON.  
- Contd.

My 1300/27 further details. Owing to engine defects vessel stopped at 0800 G.M.T. to effect repairs. Second torpedo, very heavy explosion starboard 4 and 5 tanks setting fire to bridge. confidential documents believed destroyed. Vessel sank in 15 minutes. S/M large vessel, new paint light grey, crew believed Italian, wearing forage caps, spoke to Master lifeboats in broken English. Master and second Officer in hospital. (Harbour Master, Barbados 1515/27 to C. in C.A.W.I.)

Shipping  
from S.  
Africa.

Your 1232/26. Alternative A is preferred. Admty. will divert ships accordingly and will instruct them to obtain directions from patrol vessel as you suggest. (D.T.D. 1304B/27 to C. in C.A.W.I.)

U/B  
campaign.

Connav Serial 26. TAMESIS Nor. torpedoed 26/6 off Cape Hatteras. JOHN R WILLIAMS U.S. Tug mined and sunk 24/6 038° 45' N 074° 56' W. ANDREA BROVIG Nor.(Tanker) torpedoed sunk 23/6 012° 10' N. 059° 10' W. HARDWICKE GRANGE Brit. Torpedoed sunk 026° 00' N 065° 00' W. estimated date 10/6. 36 survivors now landed. JAGERSFONTEIN Dutch torpedoed reported sinking 26/6 032° 02' N 054° 52' W. RESOLUTE Chesapeake Schooner shelled sunk 23/6 013° 30' N. 082° 00' W. ARRIAGA Panama shelled sunk 24/6 Cape De Veto 24 Survivors 1 body(?) landed Rio Hacha. ( Connav No.T.O.O./27 to Connaveu).

U.S.  
Minefields

Ref C. in C's 1042P/25.  
(A) It appears that C. in C. is not receiving U.S. notices to Mariners and other non-confidential publications as stated in para. 6 of the meeting held on 23/12/41, between U.S. and British navy authorities. It has been the practice to include in Q.J.A. message only such information as is contained in the relevant Conhydro message from which it is originated. It has been considered contrary to Admiralty policy to issue Q.J.A. messages to cover the purport of U.S. notices to Mariners which relate to minefields and which have already been publicized in plain language. (N.S.H.Q. Ottawa, 1349Z/27 to Admty.)

ACONIT.

Your 1452Z/26 none at present in vicinity. Will keep you informed. (F.O.N.F. 1407Z/27 to ACONIT).

U/B  
sighted.

Report from Master IRISH POPLAR that enemy S/M painted light silver grey 106 miles 112° from Saal Island surfaced and examined him carefully at 2200Z/25. Did not molest him but was evidently on patrol thereabouts. Appeared large 740 ton class. IRISH POPLAR passed convoy bound out at approx 1300Z/26 escorted by Corvette. (N.C.S.O. St. John N.B. 1522Z/27 to N.S.H.Q. Ottawa.)

/A.T.17.....



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War Diary.27.6.1942.  
Saturday.FOREIGN STATIONS.America and West Indies-Contd.

A.T.17. Sailing 1/7 New York to U.K. direct proposed new route and M.O.M.P. at 2000Z/9/7. (C. in C.U.S.F. 1530/27 to Admty.) Reply: Admty. 1610Z/28.

Sugar ships. Bermuda 1132/24. Restrictions imposed here on loading molasses at Matanzas now removed. (D.T.D. 1531B/27 to C. in C.A.W.I.)

EGYPTIAN PRINCE. LIGHTNING. *(not destroyed)* H.X. 194. Average speed 9.1 knots. Considerable amount of fog during voyage. EGYPTIAN PRINCE and LIGHTNING damaged in collision at 0115Z/17 S. of Cape Race when small convoy was met unexpectedly. Should be grateful for any information N.S.H.Q. can give regarding this. No stragglers, all ships now reported. (D.T.D. 1532B/27 to Connav.)

N.A.12 and other Troop Convoys. Difficulties caused by cancellation of N.A.12 at short notice. (N.S.H.Q. Ottawa 1715Z/27 to Adty.)

U/B Positions. 27/6 S/M estimate. (Cominch 1759/27 to Admty.)

British M/V Lifeboat Markings. The Chief Officer of the EMPIRE DRUM reports that whilst in lifeboat after being torpedoed he sighted many U.S. planes, but they apparently mistook the lifeboat for a fishing boat this may be due to the pilots being unfamiliar with the distinctive markings of British Merchant Vessels Lifeboats, which are:- (Details). Request the above markings may be promulgated as widely as possible, especially amongst U.S. pilots. (D.T.D 1807B/27 amended 1142B/29, to B.A.D. Washington.)

Suspicious Ascension Island reports sighted 20 miles S.W. on 25/6. Crows Nests on two booms forward and one aft. Single vertical stack. Bridge well aft. (Connav 1846/27 to C.T.F. 23, Cinclant, B.A.D. Wash. R.A. W.A.)

ROYAL DAFFODIL. Connav reports life raft marked ROYAL DAFFODIL ashore at Port Limon. Request present whereabouts. (N.S.H.Q. Ottawa 1902Z/27 to Admty.)

W.A.T. Convoys. Expected date 1st W.A.T. Convoy from Key West 1/7 p.m. anticipated 8 knots. (B.R.O. Keywest 1942Z/27 to N.S.H.Q., as amended 2019Z/30).

/Routeing.....



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War Diary.27.6.1942.  
Saturday.FOREIGN STATIONS.America and West Indies-Contd.

## Routeing.

Until otherwise instructed hold all United Nation ships under 15 knots bound for Ports in Caribbean Sea Gulf and East Sea Frontiers at the Canal unless escorts are available. Sail these ships whenever possible under escort to Key West or to join W.A.T. or T.A.W. convoys on route. (Connav 2027/27 to Companama Sea Frontier (R) Com. Caribbean Sea Frontier Com. Gulf Sea Frontier Com. All Forces ? Aruba Curacao A.C.N.B. Admty. C. in C.A.W.I. S.O.(I) Kingston)

ARRIAGA  
(2345 Tons).

Now reported sunk 23/6 13° 05' N. 72° 16'.  
(Connav 2035/27 to Comnav).

Transport of  
M.N. Personnel.

Your 1632/26. (Embarking M.N. Personnel in HEKTORIA). Approved as a special case in view of large numbers awaiting passage and present conditions in North Atlantic. (A.C.N.S.(H) 2242B/27 to N.S.H.Q.)

M.A.R.I.

Amendments. (N.S.H.Q. Ottawa, 1642Z/27 to Admty.)

SIXAOLA  
Sunk 13/6.

My 1158/15 time 0215 G.M.T./13. Position 60 miles E.N.E. Bocas Del Toro. (S.O.(I) Jamaica 1646R/27).

WALT  
WHITMAN.

My 1751/24. U.S. WALT WHITMAN arrived Amapala 24/6. (S.O.(I) Jamaica 1648R/27).

S/M attack  
and sighting  
summary.

BRITISH FREEDOM torpedoed 34.32 N. 75.28 W. 1506Z/27  
ARDENVHOR U.88 type. SURREY 3 torpedo hits.  
WESTMORELAND one torpedo hit one miss 50 rounds  
U 88 type. TRITON 40 rounds U 45 type ship fired  
one shell. WEST NOTUS possibly U 45 type.  
HENRY GIBBINS two torpedo hits. GEORGE W MCKNIGHT  
one torpedo hit two misses two shells ship fired three shells.  
ROSENBERG 50 shells two possible torpedo misses. YORKMOOR ship  
fired 18 rounds. LEBORE possibly two subs at scene of attack.  
Master of RIO TERCERO taken aboard sub reports INNSBRUCH on  
foreport conning tower and white porcupine starboard side of  
conning tower. BLAKELEY one torpedo hit possibly one miss.  
Surface craft attack sound contacts 52.28 N 29.33 W 0420Z/1/4.  
17.43 N 76.41 W 1617Z/2/5. 27.25 N 80.03 W 2003Z/6/5. 50.13 N  
50.28 W 1920Z/10/5. 40.27 N 73.42 W 1350Z/14/5. 34.32 N 76.06 W  
1733Z/19/5. 42.30 N 67.48 W 2030Z/15/6. Plane sights submerged  
sub 40.20 73.50 W 1040Z/26. Plane reports attacking sub contact  
40.15 N 73.45 W 1342Z/26 M/V reports suspicious vessel 27.32 N  
68 W 1930Z/26 M/V reports sighting sub 07.04 N 57.44 W 2145Z/26  
Surface craft reports positive sub sound contact 26.11 N 80 W  
0045Z/27. Patrol craft sights periscope at 43.38 N 69.46 W  
0032Z/27. Sub reported 13.18 N 59.57 W 1010Z/27. Attack on sub  
reported 1250Z/23/5. Sub remained on surface 13 minutes from  
time of sighting until submerging meanwhile firing on plane.  
Submerged sub was visible when DCs dropped approx. 20 feet

/forward...



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War Diary.

27.6.1942.  
Saturday.

FOREIGN STATIONS.

America and West Indies.

S/M  
attack and  
sighting  
summary.  
Contd.

forward of conning tower. Schooner reports crew of apparently damaged sub demanded medicine and bandages for wounded crew members at 21.35 N 86.34 W 1630Z/17/5. B.A.D. and Opnav informed. (C. in C. U.S. Fleet 2330/27.)

Australia and New Zealand.

Raiders  
ruse to  
avoid  
H.M. Ships.

Your 1704B/6 para 9.A Yes. B Yes. C Sub paras A B C D concur. (A.C.N.B. 0652Z/27 to Admty.)

Situation.

Serial 156 from C.W.R. 26/6. 18 heavy bombers 11 Zero fighters attacked 7 mile aerodrome Port Moresby 0315Z/26 no damage. Intercepted by 13 allied fighters, 4 missing.

(2) 7 Beauforts attacked Talamoa and Lae night 25-26/6. 2 possible hits some near misses on 4,000 ton cargo vessel off Lae, last seen escaping 25 miles E of Lae. Vessel returned accurate heavy A/A and M/G fire. 2 Beauforts damaged. Buildings at Talamoa and Lae bombed, results unknown. 1 Beaufort missing.

(3) R/C A/C reports enemy destroyer en route Lae to Talamoa at 0116Z/26.

(A.C.N.B. 1206Z/27 to Admty. etc.)

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U/B positions.  
(D.D.I.C. 1347B/27, 1355B/27.)



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28.6.1942.  
Sunday.

War Diary.

SITUATION REPORT.

Home Commands.

V.A. Sir Bruce Fraser, K.B.E., C.B hoisted his flag today as V.A. Commanding 2nd B.S. and 2nd H.F. in succession to V.A. Sir A.T.B. Curteis K.C.B. *KENYA (3... p.765)* *1/10*

Operation "Knocker" commenced from U.S.A. today.

British Air Operations.

118 aircraft bombed Bremen last night.

Mining.

Barry and Bristol Channel ports were closed from 0235B to 1129B today, on account of suspected enemy minelaying.

North Atlantic.

U/B Ferrol.  
(U.105)

Amty. today notified the conditions under which the damaged U/Boat at Ferrol may if necessary be attacked in Spanish territorial waters.

Mediterranean.

Damage was caused to aircraft at Luqa by air attack early this morning.

The withdrawal of our troops from the Matruh area began today. Mersa Matruh W/T closed down 2003C today.

/H.M.S.....



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28.6.1942.  
Sunday.

War Diary.

SITUATION REPORT.

Mediterranean - Contd.

H.M.S. QUEEN ELIZABETH arrived at Port Said from Alexandria today and left again for Suez.

There is increased enemy Submarine activity in the Levant, SS MEMAS (Greek) and ZEALAND were torpedoed and sunk this afternoon whilst carrying cased petrol to Famagusta.

Swedish relief ship STUREBORG on passage from Piraeus to Haifa is reported to have been bombed and sunk on 9/6. The ship, which was carrying supplies for the Greeks from Haifa to the Piraeus had been guaranteed a free passage by both the Germans and the Italians.

East Indies.

Owing to the monsoon NEWCASTLE has had to turn back to Aden (arrived 1/7).

Australia.

An Allied land force successfully raided Salamaua last night, capturing equipment and documents.



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Sunday.

War Diary.

HOME COMMANDS.

Policy.

- Russian decorations. Your 1152/27. See F.O. tel. No. 85 of 26/6 to Moscow, repeated to Kuibyshev No. 951 accepting Russian proposal. List of names will be submitted very shortly.  
(A.C.N.S. T., 1904B/28 to Ad. Miles).
- Spanish Territorial Waters. (U.105.) My 0654/28. <sup>INT. K.D.</sup> Correct first sentence to read begins: If U-boat now at Ferrol sails she may be attacked in Spanish territorial waters if necessary provided ends.  
(F.O.S., 2011B/28 to SOKOL)
- Cable-Ship for Reykjavik. Your 1654B/22. Unlikely that cable vessel can be berthed inside Reykjavik Harbour but she can be given a sheltered anchorage in vicinity. Reserve of cable can be stored ashore in the open.  
(A.C.I.C., 2019B/28 to Admty).

Movements.

- HOWE Your 1009B/27. BOADICEA and GEORGETOWN detailed. (Capt. D. Greenock, 0931B/28 to C. in C. W.A.) VENOMOUS and 2 destroyers of 21st Escort Group are to be sailed to R/V as required by N.O.I.C. Greenock with HOWE early a.m./1st and escort to Rosyth, subsequently returning to Londonderry.  
(C. in C. W.A., 1227B/28 to N.O.I.C. Londonderry).
- NORFOLK. C. in C. H.F's 1852/27. Intend to pass Hoxa Gate at 0500B/29 proceeding East of Faeroes to arrive Seidisfjord 0900Z/30.  
(NORFOLK, 1026B/28).
- HAWKINS. Scapa departure HAWKINS. E.T.A. 0930/29.  
(A.C.O.S., 1250/28 to F.O.I.C. Greenock).
- WICHITA, TUSCALOOSA. Intend proceeding northabout with TUSCALOOSA, WAINWRIGHT, ROWAN, SOMALI passing Hvalfjord Gate at 0715Z/29. E.T.A. Seidisfjord Gate 1200Z/30.  
(WICHITA, 1445Z/28 to A.C.I.C.)
- AVON VALE. AVON VALE's 1810/26. When ready about 7/7 request you sail AVON VALE for Scapa to work up.  
2. Ship will be required to leave U.K. to rejoin Mediterranean Fleet about 28/7.  
(D.O.D. (H.), 1448B/28 to C. in C. Plymouth).



War Diary.

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HOME COMMANDS.

Operations.

Operation  
"Hopalong".  
(Escort of WILPO  
to U.K.)

Your 1635B/27. All Humber M.Ls. returned.  
Your 1310B/25 refers.  
(F.O. Humber, 0150B/28 to C. in C. Nore).  
My 2347/27 para. 2 (A) and (B) returned to  
harbour.  
(F.O.I.C. Gt. Yarmouth, 2251B/28).

RUBIS  
patrol.

Your 1108/25 para. (E). E.T.A. position T 0200/6.  
(Capt. S.5., 1035B/28 to F.O.S.) See p. 791.

Denmark  
Strait  
Patrol.  
KENT.

Patrol "White" need not maintain KENT unless  
enemy intelligence renders it desirable.  
(C. in C. H.F., 1947B/28 to RENOWN).

Iceland-  
Faeroes  
Patrol  
KENYA.

Patrol "Black" need not maintain KENYA unless  
enemy intelligence renders it desirable.  
(C. in C. H.F., 1952B/28 to R.A.D. H.F.)

Operation  
"Gear Box".

Intend postponing departure MANCHESTER and  
ECLIPSE until a.m./30.  
(18th C.S., 2148B/28 to C. in C. H.F.)

British Air Activity.

Bombing  
restrictions.

Institute total submarine bombing restriction from  
0800B/29 until further orders in following zones.  
(A) K.35 to K.44 inclusive. (B) K.50 and K.51.  
(C) Area between 072° 01', and 073° 20' N.,  
and 016° and 025° E.  
(C. in C. H.F., 1026B/28 to H.F., etc).

Archangel.  
A/C landing  
conditions.

In the event of flying boats being unable to use  
Murmansk owing to fog, are the sea and ice  
conditions at Archangel now suitable for the  
operation of flying boats.  
(Air Ministry, 1100G.M.T./28 to 30 Mission).

River Archangel now suitable for flying boats to alight (O.N.X.?)  
location alighting area will be signalled 29/6.  
(30 Mission, 1700/28 to Air Ministry).

Operation  
"Knocker".  
(N/C from U.S.A.  
to Prestwick)

Operation "Knocker" commenced 28/6.  
(Air Ministry, 1215/28 to Admty).  
It is understood that operation "Knocker" commenced  
from U.S.A. on 28/6.

2. A.C.I.C. is requested to inform Naval Authorities concerned  
of arrival in Iceland (C) and proposed time of departure.  
(D.O.D. H., 1909B/28).



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War Diary.

HOME COMMANDS.

British Air Activity - Contd.

Air Force  
in North  
Russia.

Your Air. 919 26/6. (No trace in War Registry).  
1. No question of altering composition of force.  
Beaufighter Squadrons are not repeat not available.  
2. The idea of sending those squadrons was that  
they should operate offensively against the German

Air Force in Northern Norway with the object of covering  
Murmansk and enabling the Russians to release their own squadrons  
in that area to send them to other parts of the front. We  
included Hurribomber squadrons to beat up aerodromes and enemy  
naval forces in the Petsamo - Kirkenes area and the Spitfires  
to co-operate with them in shooting down enemy fighters. We  
should be very reluctant to see Spitfire squadrons sitting back  
covering Archangel which we consider could be perfectly well done  
by Russian Hurricanes.

3. We therefore would much prefer that the force should remain  
together in the Murmansk Area operating offensively. We  
do not consider that one Spitfire squadron can adequately support  
the Hurribombers in the offensive role.

4. Unless therefore there are strong reasons of which we  
are unaware for the recommendation in your Air. 919 the force  
should be kept concentrated in forward area and used offensively.  
If you in consultation with Russian Air Staff and S.B.N.O. North  
Russia still feel strongly that proportion of force should be  
retained at Archangel let us know immediately with reasons.  
It is important to know very early for administrative reasons  
whether the Force is to be together or whether it is to be split  
as suggested in your telegram.

(Air Ministry, 1531 G.M.T./28 to 30 Mission).

It was never desired to split force except to enable Wing to  
fulfill role outlined in your A.X.530 23/6 which specifically  
included Archangel. S.S.Fs. operating from Murmansk cannot cover  
convoys approaching and unloading at Archangel.

2. In view of more limited role now proposed in your 1531/28 it  
is agreed that Wing should be concentrated in Murmansk area.

3. Head of Mission agrees.

(30 Mission, 2040/28 to Air Ministry).

Bombing  
operations.

On day 27/6 no operations. On night 27/28, 118  
A/C bombed Bremen, and the Texel aerodrome was  
also attacked.

(H.Q.B.C., 1545/28).

A/C for  
Gibraltar.

Two Liberator 3 A/C of 120 Squadron are to move to  
Gibraltar tomorrow to arrive in daylight 30/6.  
Duration of detachment not known.

(H.Q.C.C., 2346/28 to 15 Group).

Mining.

Bristol  
Channel.

Barry and Bristol Channel ports to East closed on  
account of suspected enemy minelaying.

(F.O.I.C. Cardiff, 0235B/28).

Cancel my 0235/28. Ports now open.

(F.O.I.C. Cardiff, 1129B/28).

Port of Watchet is closed owing to suspicion of mine-laying by  
enemy aircraft.

(N.O.I.C. Appledore, 1255/28).

My 1255/28 cancelled. Port of Watchet now open.

(N.O.I.C. Appledore, 1700B/28).

/F.D....



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HOME COMMANDS.

Mining - Contd.

F.D.40. (1) Intend sailing RUBIS escorted by RYSA at 2200/  
(RUBIS). 30 for (A) 180° Lizard Head 10 miles routed as  
in D C (?I) 33. E.T.A. 1400/1st. Thence RUBIS  
unescorted diving by day to carry out operation  
F.D.40 routed as in F.O.S.1629.  
(2) After parting company RYSA return to Portsmouth  
E.T.A. 1000/2. (4) C. in C. Portsmouth is  
requested to arrange fighter protection to cover  
passage (A) and return.  
(Capt. S.5., 1037B/28).

Yarmouth. LL Sweepers detonated Red Magnetic mine at 1040  
in 282° 57 Buoy 3 miles.  
(F.O.I.C. Gt. Yarmouth, 1123B/28).

Clearance Sweep. Seven cables from Southern Edge of Area cleared.  
No mines swept. Sweeping abandoned after two  
laps as Dan buoys did not watch due to abnormal  
spring tide. Intend sailing 0900/29th sweeping  
one hour either side of slack water returning to Portland at  
1730. If Dan buoys do not watch at slack water intend post-  
poning clearance till 4/7, employing intervening days in  
carrying out "A" sweeping vide Admiralty letter M/M/S. 0289/42 of  
14/5/42.  
(9 M/S, 1630B/28 to C. in C. Portsmouth).

Liverpool. N.O.I.C. Londonderry, 1714/28. Ports include  
Q.Z.S. 298 closed until 0600B/29.  
(N.O.I.C. Liverpool, 1923B/28 to DEPTFORD).

Enemy Intelligence

Trondheim R/C of Trondheim failed today owing to weather.  
(D.D.I.C., 1834B/28).

Lights seen in North Sea. At 0228/28 returning Bomber Aircraft M.78 Squadron  
sighted red pyrotechnics at 54°12' N., 04° 43' E.  
Also aircraft T.78 saw pyrotechnics in 54° 14' N.  
04° 22' N., at 0301 hours. Also 3 group report  
flashing white light in 53° 42' N., 03° 30' E. Aircraft B.405  
saw steady white light from 5,000 feet at 0242 hours in 54° 16' N.  
04° 30' E. Aircraft M.58 saw several red stars at 0218 hours  
from 1200 feet in 54° 12' N., 04° 42' E. Aircraft S.102 saw at  
0322 hours from 15,000 feet in 54° 20' N., 03° 18' E., white  
lights. Aircraft M.102 saw at 0245 hours in 54° 13' N., 04° 00'  
E., steady white light. 1 group aircraft from 3,000 feet at  
0248 hours saw white light at irregular intervals at 54° 08' N.  
04° 37' E. 5 Group aircraft at 0239 hours from 4,000 feet in  
54° 13' N., 04° 32' E. (I) Search was closed at 2000 hours  
after consultation with all Bomber groups concerned as area had  
been thoroughly searched and available information was of an  
indefinite character.  
(H.Q. 16 Group 2100/28 to Air Ministry).



War Diary.

28.6.1942.  
Sunday.

HOME COMMANDS.

U-boats.

U-boat reported. Spitfire reported sighting possible U-boat in 050° 18' N., 001° 56' W., on westerly course at 2205. 2 M.Ls. and A/S Yacht from Portland proceeding to search.  
(C. in C. Plymouth, 2327/28).

Navigational.

No. 3 Buoy. Number 3 buoy rammed by merchant ship, light extinguished.  
(WOLSEY, 1628B/28 to C. in C. Nore).

Casualties & Defects.

FALCONET. My 1914/24. <sup>/N.T.M.W.D.</sup> Vessel may be delayed up to one week.  
(V.A. Dover, 1714B/28 to F.O.I.C. Humber).

DURHAM. A.M. 1612/13. SS. DURHAM will be taken in hand at Falmouth.  
(D.O.D.(F), 2315B/28).

Shipping & Convoys.

S.D.29. S.D.29. Intend sailing LLANSTEPHAN CASTLE, CASTLETON, SABRE at 1430. Route C. in C. W.A. 1148/27.  
(A.C.I.C., 0514B/28).  
My 0514. Sailed 1512B/28. E.T.A. Greenock 0300B/28.  
(A.C.I.C., 1720B/28).

P.Q.17. Your 2151B/27. ONSLOW, ASHANTI, MAYRANT, RHIND detailed.  
(R.A.D. H.F., 0932B/28 to C. in C. H.F.)

Sailed ONSLOW, ASHANTI, MAYRANT, RHIND for Seidisfjord. E.T.A. 2300B/29.  
(R.A.D., 1931B/28).

You were probably reported by F.W. aircraft at 1440.  
(D.D.I.C., 1727/28 to C.S.1. (R) C. in C. H.F.)

Intend proceeding in DUKE OF YORK with WASHINGTON, NIGERIA, VICTORIOUS, CUMBERLAND, 5 Fleet destroyers and 3 Hunts passing Hoxa at 1700/29. Route through position (all following positions are north and west).

(a) 62.08, 05.03., 6237 02.50 to pass through position  
(z) 65.56 10.30, at 0730B/1.

2. After 4 destroyers have joined from Seidisfjord and remainder of fleet destroyers have fuelled Hunts will be detached to Seidisfjord and Force will proceed covering North Russia convoy.

3. C. in C. Rosyth is requested to arrange A/S air escort and long-range fighter escort for as far as possible to the Northward. S. of A. 16 knots.

(C. in C. H.F., 1921B/28).



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War Diary.

HOME COMMANDS.

Shipping & Convoys. - Contd.

BUXTON, Your 1406/27. Approved.  
RAMSEY. (D.O.D. (H.), 1240B/28 to C. in C. W.A.)

W.S.21 P. Convoy W.S.21 P carrying military personnel for  
Suez will leave U.K. on 15/7 as follows.  
Clyde EMPRESS OF JAPAN, DUCHESS OF ATHOLL, ORONSAY  
Liverpool WINDSOR CASTLE, DUCHESS OF YORK.  
2. Speed of slowest ship 17 knots.  
3. Escort will be provided (A) by HAWKINS, NEPAL, and TJERK  
HIDDES to the Cape and (B) two destroyers to return from the  
limit of prudent endurance.  
4. NEPAL and TJERK HIDDES are to fuel alternately at Ponta  
Delgada, or as arranged by HAWKINS.  
7. C. in C. W.A. is requested:- to provide destroyers mentioned  
in para 3 (B) and to arrange for sailing of both portions of convoys  
to R/V off Oversay Light.  
(D.O.D. (H.), 1751B/28).

D.S.30 D.S.30 will consist of SS. LEINSTER, speed 16 kts.  
SIBONEY, She will be ready to leave Clyde p.m./7th with  
A.T.17. service personnel for Reykjavik.  
2. F.O.I.C. Greenock is requested to sail D.S.30  
as requisite to R/V with A.T.17 at 2000Z/9/7 in

M.O.M.P. 57.44 N., 19.45 W.  
3. U.S.S. SIBONEY carrying troops for Reykjavik will be detached  
from A.T.17 after meeting and proceed with D.S.30 to  
destination.  
5. SIBONEY will after disembarkation return to Clyde with  
LEINSTER as S.D.30. A.C.I.C. is requested to expedite sailing  
of S.D.30 as far as possible.  
(D.O.D. (H.), 1819B/28).

Q.P.13 You have been reported by German aircraft at 1825C  
(S.B.N.O. North Russia, 1912B/28 to Escorts  
Q.P.13).

Following received from S.B.N.O. North Russia, addressed to  
escort of Convoy Q.P.13. Begins: You have been reported by  
German aircraft at 1825C, 1919B/28. Ends.  
(D.D.I.C., 2228B/28 to C. in C. H.F., C.S.1. C.S.10, C.S.18,  
F.O.S.)

CLYDE COAST My 1107/28. Sailed.  
etc. (N.O.I.C. Faeroes, 2159B/28 to A.C.O.S.)



War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.North Atlantic.U/B at  
Ferrol.  
(U.105)

D.N.I's 1900/27. Now known that Spanish "B" Class submarine entered Ferrol 22/6. To avoid possibility of confusion with U-Boat it is most desirable that Spanish submarines should not leave Ferrol while U-Boat is there. Request you approach M of M accordingly being careful, of course, to avoid suggestion that we intend to attack in territorial waters. (Hd. of M. Approved V.C.N.S. 0104/28 to N.A. Madrid (R) F.O.S. H.Q.C.C. etc.)

If the U-Boat now at Ferrol sails she may if necessary be attacked in Spanish territorial waters provided

(a) care is taken to avoid damage to neutral persons and property ashore.

(b) attack is not made in harbour or in the approaches to Ferrol. H.M. Ships or Aircraft are not to patrol inside territorial waters.

By night, H.M. Ships only (not aircraft) may if necessary enter territorial waters in areas where their presence is unlikely to be observed.

(Hd. of M. Approved V.C.N.S. 0105B/28 as amended 1318/28 to F.O.S. (R) F.O.C.N.A. etc.) (F.O.S. 0654B/28 to SOKOL.)

W.D. Note: U-Boat sailed 0450/28, see N.A. Madrid 2007/29.

French  
Shipping.

Passings 27/6 eastbound 1825 MARECHAL LYAUTEY full passengers, VILLE DI ORAN laden, TOURS laden, westbound 1930 BOLERMARIA laden.  
(F.O.C.N.A. 1047B/28 to Admty for M.E.W.)  
Gibraltar 1930/27. Armed Tug TOURTERELLE towing Moroccan Yacht SPACENA ONE, Trawler KERMARIA full, westbound. 1122/28, Armed Trawler ALGEROISE, OUED-TIFLET laden, ST-BASILE full, GABRIEL-GUIST-HAU full, all deck cargo lorries, PORTHOS laden large number of troops and civilians, westbound.  
(S.O.I. Gib. 1835B/28 to Admty. etc.)

U/B.

029° 15' N 031° 15' W periscope of S/M travelling through water 500 yards from ships sighted by 3 naval ratings at 0940 G.M.T.  
(WINDSOR CASTLE 1105Z/28 to Adm. Liverpool.)

H.G.85.

Your 1002B/27. Request you will sail to prudent limit of endurance such additional escorts as can be made available. Additional escorts will be sailed from U.K. to join convoy in about 45° N. 2. Probable that efforts will be made for a determined attack on H.G.85.  
(A.C.N.S.(T) 1201B/28 to F.O.C.N.A.)

WISHART. *W*

Arrival WISHART, VIDETTE, ANTELOPE British SS. NARKUNDA.  
(F.O.C.N.A. 1834B/28 to Admty.)

Swiss  
Shipping.

Following received from N.C.S.O. Lisbon (Begins) German Consul today has notified masters of all Greek vessels chartered by Switzerland that German Gov. gives no guarantee for their safety in future.  
(S.O.I. Gib. 1245B/28 to Admty.)

/LOCH...



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War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.North Atlantic - Contd.

LOCH  
OSKAIG  
A/C. 1 A/C 090° 2 miles. Course 160° in position 230  
Espichel 5.  
(LOCH OSKAIG 1349B/28 to Gibraltar.)

SCOTTISH  
A/C. 1 A/C unknown 010° 4 miles course 100°, 112  
St. Vincent 24.  
(SCOTTISH 1443B/28 to Gibraltar.)

SANTI  
intercepted. Ref. N.A. Madrid's 1252/21 to Admty. Spanish  
SANTI, owner Amaya, Barcelona Lisbon in ballast  
with ballast Navicert issued by British Consul,  
Barcelona, dated 22/6. Sent in and detained.  
(C.C.S.O. Gib. 1530/28 to M.E.W.)

South Atlantic.

REINA DEL  
PACIFICO. H.M.T. REINA DEL PACIFICO sailed for U.K. direct  
27/6 E.T.A. Clyde 15/7. Numbers.  
(S.S.T.O. Capetown 0903Z/28 to D.S.T. etc.)

NIEUW  
AMSTERDAM. NIEUW AMSTERDAM sailed 27/6 for Suez. Personnel  
on board for Middle East. E.T.A. 9/7.  
(D.S.T.O. Durban 0935B/28 to D.S.T.O. Suez (R)  
P.S.T.O. Egypt, etc.)

U/B. At 0950Z/28 German U-Boat made first sighting  
report of convoy, possibly O.S.31, S.L.114 or  
O.S.(S) 31.  
(R.A.W.A. 1037Z/28 to Escorts of S.L.114 and  
O.S.31, F.S. COMMANDANT DETROYAT, AMARANTHUS.)  
Your 1037Z/28 not to Admty. Further bearings indicate that  
transmission was from Eastern Caribbean.  
(D.D.I.C. 1726B/28 to R.A.W.A.)

ST.  
ESSYLT. Overdue ships. ST. ESSYLT sailed Napier N.Z.  
22/5 due 25/6 not arrived.  
(S.O.I. Freetown 1154Z/28 to Admty. (R) C. in C.  
S.A. etc.)

BIDEFORD. BIDEFORD is to leave Freetown as soon as casualties  
have been landed and rejoin O.S.31.  
(R.A.W.A.F. 1159Z/28 to BIDEFORD (R) Capt. D. 18,  
Escort O.S.31.)

/Transports...



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War Diary.

28.6.1942.  
Sunday.

FOREIGN STATIONS.

South Atlantic - Contd.

Transports for M.E. EMPIRE PEACOCK broken down at Durban had on board medium tanks and ammunition urgently required Mid East. These all now being transferred to DIOMED which will be then included in C.M.29 sailing 1/7. In view of urgency of this cargo it is for consideration whether this convoy should proceed via Mozambique Channel. \*

2. Balance of cargo in EMPIRE PEACOCK will be loaded in CAPO OLMO and DUNDRUM CASTLE which will sail for Suez independently.

3. DALIA with 1206 Union personnel and M.T. for Diego Suarez will be sailed independently when ready via Mozambique Channel.

4. D of S.T's 0146/27 refers.  
(P.S.T.O. Simonstown 1323B/28 to D.C. in C. E.I. (sic) (R) Admty. etc.)

\* Ordered to proceed outside Madagascar. (D.C. in C. E.F. 1535Z/30. q.v.)

VALIANT. My 0815/27 (N.T. in W.D) confirmed that dockyard work will be completed 2359/7/7.  
(Capt. Supt. Durban 1725/28 to Admty. (R) C. in C. S.A. C. in C. E.F. etc.)

Enemy Unit. At 1850Z/28 Japanese unit MUKI bearing from Simonstown 131B, Bulawayo 180A, Milnerton 133A.  
(C. in C. S.A. 2104B/28 to Admty.)

BRIDGEWATER, A/C. In position 011° 17' N 017° 57' W at 2015Z/28 aircraft dropped 2 calcium candles and then switched on navigation lights. Nothing seen in vicinity and aircraft immediately left without making or receiving a signal.

Am proceeding to position (a) in accordance with your 2027Z/28\* and your 2043Z/28 (N.T. in W.R.) just received.

Weather report.  
(BRIDGEWATER 2109Z/28 to R.A.W.A.) \* No trace.

Mediterranean.

Enemy Units, THRASHER. At 0210 P.C. and S of 2 small ships 035° 45' 023° 49' 270° 6½ knots.  
(Capt. S.1. 0249C/28 to THRASHER.)

At 0605/28. Aircraft report P.C. and S of (A) one 3,000 ton ship 034° 48' 022° 39' 180° 20 knots.  
(B) two small vessels escorted by two torpedo boats 035° 18' 023° 21' 184° 6½ knots, my 0249/28 refers.  
(Capt. S.1. 0647C/28 to THRASHER.)

/If...



796A

# MOST SECRET

MOST SECRET

MESSAGE

IN

0830/28/June.

From Governor Malta.

Date 28.6.42.

Interservice Special X  
by Cable

Time 1735.

Addressed C. in C. Middle East repeated Admiralty, F.O.C.N.A.

COSUP No. 2060 of 28/6. My COSUP 1985 not to Admiralty or F.O.C.N.A. Para 4. Submarine shipment. It has not been possible owing to preoccupation of all concerned with preparations for convoy and unloading, to despatch first submarine list, arrangements have now been further examined and we propose to proceed as follows

(A) List covering all Naval Army R.A.F. and Civil requirements for submarine shipment will be sent to Malta representative in Cairo and to Governor Gibraltar and Admiralty so that arrangements can be made at each end for goods required to be available when submarine sailing takes place. List will not indicate order of priority as this is considered impracticable owing to changing requirements.

(B) Any amendments to lists will be sent once a month or more frequently in case of urgent amendments

(C) All communications on subject will pass between Governor Malta and Malta representative Egypt or Governor Gibraltar and Admiralty.

(D) Naval authorities are being asked to give earliest possible information of future submarine sailings.

(E) As soon as sailing of each submarine is notified co-ordinated telegram will be sent by Governor Malta indicating requirements for loading

(F) Arrangements have been made or are being made for shipment to Gibraltar of urgently required civil supplies, and where these are not available at Gibraltar, for army and R.A.F. supplies. Presume that Naval supplies already available there.

2. Shipments by air. Priorities for shipment of goods to Malta by air will be determined by Malta air priorities committee, to whom all requests in Malta for air freight will be referred. Ordering authority in Malta, whether Government or service, will then refer order to their opposite number in U.K. or Egypt, and Malta air priorities committee will notify priority to Air Ministry or air priorities committee Middle East. Requested that all departments concerned with air shipment, both in Middle East and U.K. may be informed this arrangement if agreed.

3. Mideast please pass to A.O.C. in C Mideast, P.S.T.O. Egypt and Malta representative.

0830/28

1st Lord

1st S.L. (2)

4th S.L. (3)

5th S.L.

V.C.N.S.

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

A.C.N.S. (T)

A.C.N.S. (W)

Sec.

Nav. Sec.

N.A. 1st S.L.

D. of P. (3)

D.O.D. (F) (2)

D.N.I. (4)

D.D.I.C. (2)

D.C. (2)

I.P. (2)

W.D.

D.A/S.W.

D. of P. (2)

D. of L.D. (2)

Hd. of M. (13) (& for W.O., A.M & C.O.)

D.S.D.

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

D.G.D.

D.N.A.D.

Hd. of Air

F.O.S. by Courier.



War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.Mediterranean. conts.:

Enemy Units, THRASHER. If nothing sighted by dusk today proceed position 033° 08' 023° S to intercept ships in my 0249/28, one of which is a small but valuable tanker. Proceed thence to Alexandria as routed in my 1645/24 to arrive dawn 2/7. (Capt. S.l. 1245C/28 to THRASHER.)

Patrol position in my 1245/28 until after attack or 0401C/29 then if possible arrive position in my 2221/27 by 1030C same day. My 0647/28 para A refers. (Capt. S.l. 1833C/28 to THRASHER (R) C. in C. Med. etc.)

Malta supplies. Cosup 2060. (Govr. Malta 0830/28 to C. in C. M.E. (R) Admty. F.O.C.N.A.) See Lion Copy.

TRAVELLER. V.A. Malta's 1436/22. Proceed through 032° 18' 028° 52' (?proceeding direct to) arrive Alexandria searched channel 0500C/5. (Capt. S.l. 1125C/28 to TRAVELLER (R) C. in C. Med. V.A. Malta. etc.)

10th S/M Flot. V.A. Malta 0012/27. Request you will arrange early quick docking of U Class submarine in anticipation of favourable minesweeping report V.A. Malta and return of 10th S/M Flotilla to Malta after present rest period. F.O.C.N.A. pass to Capt. S.8. (C. in C. Med. 1232C/28 to F.O.C.N.A. (R) V.A. Malta. etc.) Reply: F.O.C.N.A. 1034B/29.

CHANGTE. Your 0717/27. Regret CHANGTE cannot be spared from Mediterranean. (C. in C. Med. 1234C/28 to D.C. in C. E.F. (R) Admty. F.O. Ceylon.)

Malta Air Report. I.400 C.S.R. Malta 28/6 Part 1. Night 27/28. Alert 0213 hours, 4 raiders Luqa. 1 Baltimore, 1 Beaufort and 1 torpedo destroyed. Hal Far no damage. Beaufighter up. No interception. (H.Q. R.A.F. Malta 1535/28, 1636/28, 1705/28.)

Stores for M.E. in SS.GLOUCESTER. 270931 SD/17456 cipher 28/6 (W.O. 0800/27 refers) Your 97846 (Q(M)3) 26/6.  
1. Diversion Middle East ship H due Aden 30/6.  
2. Most stores required except 25 pr. guns and trailers, 5.5 inch guns, carriers S and C R.A.F. stores and vehicles.  
3. Request permission carry out complete discharge which appears essential. Will re-consign stores not immediately required and inform you full details earliest. (C. in C. M.E. 1540/28 to W.O.)

/German...



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28.6.1942.  
Sunday.

War Diary.

FOREIGN STATIONS.

Mediterranean. - Contd.

German Mine Type R. Admty. 1347B/23/5. Further details.  
(D.T.M. 1625B/28 to C. in C. Med. etc.)

War material for M.E. in SANTA CRUZ etc. B.A.D. Washington 1831Z/28 see A. & W.I.

A/S Trawlers Alexandretta (1) Consider if Turkey enters war, 2 groups of A/S trawlers will be required for protection of Alexandretta and Mersina.  
(2) As demand on escorts will increase at this time it is unlikely that A/S craft can be spared from Med. Fleet.  
(C. in C. Med. 2006C/28 to Admty.)

PARTHIAN, CLYDE, Malta supplies, MATCHLESS. Your 1052/27 and 1624/25.  
(1) It is not desired that PARTHIAN and CLYDE should be at Malta at the same time.  
(2) First submarine to arrive at Malta should bring cartridges and shells (62 pounds) for 4.7 inch Q F Mark XI guns as specified in Cosup 2046 (Governor of Malta 1855/24.) These are for MATCHLESS who can not be sailed without them.  
(3) Bulk of oil to be carried depends on decision on my 1312/28.  
(V.A. Malta 2230C/28 to F.O.C.N.A. (R) Admty.)



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War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.East Indies.

KING LUD Overdue shipping. KING LUD left Capetown 31/5 due Bombay not arrived. (S.O.I. Colombo, (70200Z/28), to Admty D/C.in C., E.F., S.O.I. Capetown, S.O.I. Bombay).

Navigation. Your 1503/20. P.B. DYRSSYA and BRITISH SOVEREIGN struck submerged object). It appears that neither of these ships paid attention to the warning contained in WC 25 (S.O.(I) Colombo's 0702/7/12/40) (F.O. Ceylon, 0231Z/28, to S.N.O.P.G.). W C 135 Persian Gulf - Oais Island. Attention is called to W C 25. ships should not approach within 3 miles of the coast of this island. (Colombo W/T, 0545Z/28, to E.I.Stn.).

Diego Garcia. My 169 X (T.O.O.0845/10/6) para. 5 and 6. F.O.C. Ceylon will also be responsible for Diego Garcia. (C.in C., E.F., 0331Z/28, to E.I. Stn etc.).

HOPECREST 1st. Instructions received from D.S.T. to despatch BARON HOPECREST direct Middle East without unloading BELHAVEN, Bombay. This diversion presumably to provide Supplies for Middle East with 24 3.7 inch mobile heavy A.A. guns on board. Your 97717 (M.O.7) dated 26/6 refers. This ship carries vehicles for 20 units arrived in India with W.S. 19 and Ordnance stores etc., which we urgently require. Ship must in any case be delayed for bunkering. Can we be permitted to ship 24 mobile A.A. guns from stock, utilising vessel now loading for Middle East, stowed clear for discharge on arrival at Suez, and retain HOPECREST complete? 2nd. Similar orders received to divert BARON BELHAVEN presumably on account 8 medium tanks. This ship carries (details) urgently required India. Diversion of ship may also result in stoppage of work in General Motors plant with all attendant repercussions. Request we may be permitted to ship tanks from stocks as proposed in 1st. 3rd. Realise urgency of these stores reaching Middle East early as possible but considered proposal to substitute from Indian stocks will not cause delay over D.S.T. proposals and has many advantages for India. (C.in C. India., 0420/28, to W.O.).

Ref: your 15430/N. 1. Object is to get 24 x 3.7 inch A.A.guns and 8 x M.3 Medium Tanks to M.E. by quickest possible means. We cannot assess relative merits of your proposals to issue from stock in India as against our proposal to divert complete ships and must leave decision to you in consultation with P.S.T.O.India, as to best method of getting tanks and guns to M.E. without delay. 2. It appears to us that considerable proportion of cargo in HOPECREST will be required Middle East and it may therefore be best to send ship on complete. C.in C. M.E. should inform C.in C. India repeated Troopers. 3. Requirements of Middle East must for the present take priority over yours, but we do not wish to send HOPECREST and BELHAVEN on to M.E. if M.E. can accept delay in transshipping in India that part of cargo in these two ships which M.E. requires. (W.O., 1510/28, to C.in C. India).

/C.S. 4. ...



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War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.East Indies - Contd.

C.S.4. My 2137/27. (N.T. in W.D.). The monsoon has won.  
NEWCASTLE Only making 3 knots.  
BIRMINGHAM. Returning to Aden. There is no alternative.

Request BIRMINGHAM and destroyers join me in  
case assistance required. My destroyer can

remain in company for 4 days.

Request salvage plant be sent to next port.

My position 08° 17' N. 50° 28' E.

(C.S.4 0502Z/28 to C. in C.E.F. (R) D.C. in C.E.F., N.O.I.C. Aden.  
BIRMINGHAM.).

Proceed to Aden at best speed and after fuelling with all  
despatch proceed to assistance of NEWCASTLE, position at 0500Z/28  
008° 17' N. 050° 28' E. steering for Aden probably at 8 knots.

Report E.T.A. forthwith.

(D. C. in C.E. 0956Z/28 to NORMAN, NIZAM, (R) C.S.4. N.O.I.C. Aden,  
C. in C.E.F.).

Monsoon has caused NEWCASTLE to turn back to Aden, probable  
speed 8 knots, E.T.A. 1/7. Can you send salvage plant to Aden?

(D.C. in C.E.F., 1228Z/28 to F.O. Red Sea Force).

Your 1701/28 (N.T. in W.D.) NEWCASTLE unable to weather heavy  
monsoon and reported at 0502Z/28 in position indicated in my  
0956, speed 3 knots and decided to return to Aden.

GRIFFIN and FORTUNE escorting her have another 4 days endurance.

NORMAN and NIZAM nearest destroyer available leave Aden 1330C/28  
to make Guardafui daylight 29/6 and R/V as ordered by C.S.4.

Have requested salvage plant to Aden from F.O.R.S.C.A.

(D.C. in C.E.F. 1821Z/28, to Admty. (R) C. in C.E.F.).

*See next page. (Movements  
Summary.)*

Ceylon Summary No.3 of 28/6. Ref. Summary No.2.

Movements.

- (1) SHOREHAM due Bombay 1/7.
- (2) CLIVE departure from Bombay cancelled.
- (3) SUTLEJ due Bombay 29/6.

Summary No.3.

(1) SCOUT left Colombo 28/6 to R/V and relieve JUMNA in 10°  
53' N. 75° 20' E. at 0600Z/29 and escort convoy B M 2 to Colombo,  
SPRINGTIDE for Cochin, India, B M 23.

(2) JUMNA return Bombay from R/V off Cochin 29 /6.

(3) SONAVATI leaves Colombo 30/6 on special duty.

(4) LISMORE leaves Colombo 29/6 with D.S. WILLEM VAN DER ZAAAN  
escorting convoy C 20 to Cochin thence returning Colombo and  
WILLEM VAN DER ZAAAN to Galle.

(5) Mine destructor BUSHWOOD arrived Durban 27/6 for Persian  
Gulf.

(6) INVESTIGATOR left Bombay 25/6 escorting VARELA due Karachi  
27/6.

(F.O.I.C. Ceylon. 0906Z/28 to Admty (R) D.C. in C.E.F. Cdre R.I.N.).

/AGIOS.



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War Diary.

28.6.1942.  
Sunday.

FOREIGN STATIONS.

East Indies Contd.

AGIOS Sunk Mozambique Channel 8/6.  
GEORGIOS. (S.O.I.Colombo 1010Z/28 to Admty etc).  
IV.

WILFORD. Sunk Mozambique Channel 6/6.  
(Norwegian). (S.O.I.Colombo 1011Z/28 to Admty etc).

C. in C. Intend sending HURSLEY and BELVOIR to meet your  
HURSLEY at 1300Z/30.No destroyers available for NEWCASTLE  
BELVOIR. from here. See my 0956/28.  
(D.C. in C.E.F. 1107Z/28 to C. in C.E.F.).  
Your 1007/28 (1107/28 intended?), these destroyers  
are not required.  
(C. in C.E.F. 1717Z/28 to D.C. in C.E.F.).

Movements Ref.Summary No.1.  
Summary 1.FOXHOUND arrived Seychelles 26th.  
No.522.28/6. 2.ATHENE arrived (?Kilindini) 24th.  
3.EMERALD left Diego Suarez 24th for Simonstown.  
4.HURSLEY (?\*LAFOREY, BELVOIR) arrived \*17.7.42

Kilindini 27th. *GRiffin in Home Waters (P.L.D)*  
6.NEWCASTLE, ~~TYNEDALE~~, FORTUNE returning to Aden E.T.A. 1/7.  
7.SAHARA, SILHOUETTE, SNOWDROFT, LIGHTNING STORM, SANTA arrived  
Seychelles 24th. *See 21/6 - p.627.*

Ref Summary No.2.  
→ 3. DAUNTLESS, GENISTA, SHAPINSAY arrived Diego Suarez 26th.

Serial No.	Ship.	From	To	Remarks.
1.	RESOLUTION	Bombay 24th	Seychelles 2/7.	thence Kilindini
2.	ALAUNIA	Seychelles 29th	Kilindini 2/7	Nil.
→ 3.	GENISTA } THYME }	Diego Suarez 27th	Durban 4th	Nil.
4.	ENGADINE	Capetown 25th	Kilindini 4th	Nil.
5.	BIRMINGHAM } INCONSTANT }	Suez 28th	Aden 2nd	Nil.
6.	NORMAN } NIZAM }	Aden 28th	Nil.	To R/V and escort C.S.4 to Aden.
7.	ENTERPRISE	Colombo 25th	Aden 2/7	To escort SS. STRATHNAVER to Durban.
8.	LOOKOUT	Colombo 27th	Seychelles 1/7	To escort RESOLUTION to Kilindini.
9.	DUNCAN } ACTIVE }	Kilindini 26th	Diego Suarez 28th	To escort W.S. 19Q to 005° S.thence Kilindini.



War Diary.

28.6.1942.  
Sunday.

FOREIGN STATIONS.

East Indies.

Movements  
summary No. Ref. Summary No. 1 (Contd.)  
522, 28/6.  
(Contd.)

Serial No.	Ship	From	To	Remarks.
10.	D.S. HEEMSKERCK	Capetown 27th	Durban 30th	Escorting SS. SCYTHIA thence Capetown for W.S. 19P.
11.	FROBISHER	Kilindini 25th	Durban 29th	For C.M. 29.
12.	SHAPINSAY	Diego Suarez	Kilindini 27th	Nil.

(Dep. C. in C. E.F., 1235/28.)

M.Ls. C. in C. E.I. 1222/11/5. 2 H.D.M.Ls are now urgently required at Colombo for anti-midget boom patrol which has been established. Request M.Ls 1080 and 1082 may be sent to Colombo for above duty as soon as possible.  
(F.O. Ceylon, 1537Z/28 to F.O.C.R.I.N., (R) Com. R.I.N., Dep. C. in C. E.F., Admty.)

DUNCAN,  
ACTIVE. Diego Suarez arrival 28/6 DUNCAN, ACTIVE, sailed 1500Z in accordance with Dep. C. in C. E.F. 0835Z/26.  
(N.O.I.C. Diego Suarez, 1631Z/28 to Admty., etc.)

*See previous page - (Movement Summary)*



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War Diary.28.6.1942  
Sunday.FOREIGN STATIONS.America and West Indies.Movement  
Summary.

1800 G.M.T. 28/6.			
Ship	Position	Course	Speed
DIOMEDE	25 $\frac{1}{2}$ ° S. 42 $\frac{1}{2}$ ° W.	045°	12
SAXIFRAGE	37 $\frac{1}{2}$ ° N. 61° W.	210°.	13
(D.O.D.(F) 0820Z/28 to Opanav (R) Connaveu.)			

U/B.

R.A.W.A. 1037Z/28, D.D.I.C. 1726B/28.  
See South Atlantic.MILLINOCKET  
(U.S)  
torpedoed.My 2149/18, B.A.D. pass to Connav, ship's time  
not G.M.T.  
(S.O.I. Jamaica 1117/28 to Admty. etc.)PORJUS,  
GRIFFCO.

Your 1148B/16. Have 2 problem ships. PORJUS Swedish only 7 knots cargo nitrate for New Orleans and GRIFFCO British only 8 knots cargo timber for Barbados held since 16th. May they sail Newfoundland independently hugging respective coasts as far as Cape Catoche and Trinidad? If so should former proceed New Orleans direct or via Key West?. Reason is that when any escort becomes available it will be required for fast group. (B.R.O. Cristobal 1122R/28 to Admty. (R) C. in C. A.W.I) See also Connav 1649/28.  
Reply: Admty. 1655/29 C. in C. A.W.I. 1802P/29.

HARDWICKE  
GRANGE.

My 2111/25. Sunk 0630 G.M.T. 12/6 in 025.45 N. 065.45 W. 4th boat with 1st Officer, 2nd engineer and 14 arrived JEAN REBEL. Believed killed 3rd engineer and (2) greasers. Total complete 78 now accounted for B.A.D. pass to Connav. (S.O.I. Jamaica 1133R/28 to Admty etc.)

BRITISH  
TURQUINO.  
(overdue)

My 1551/24. B.A.D. pass to C. in C. U.S. Fleet, BRITISH TURQUINO arrived Miami 25/6. (S.O.I. Jamaica 1201R/28 to Admty. etc.)

Overdue  
Ships.

Overdue San Juan TILLIE LYKES, GERTRUDE KELLOGG, INTERNATIONAL, all from Gulf Ports, were they diverted please? B.A.D. pass to C. in C. U.S. Fleet. (S.O.I. Jamaica 1203R/28 to N.S.H.Q. Ottawa (R) Admty. C. in C. A.W.I., B.A.D., C. in C. U.S. Fleet.)

BRITISH  
CONSUL,  
T.A.W.  
Convoys.

Your 1122/26th not to S.O.(I) Kingston Jamaica BRITISH CONSUL (British) unable to sail T.A.W. Convoy account speed estimated 7 knots. No escort at present available. Letter of instruction regarding W.A.T. - T.A.W. Convoys from Comcarib, not to any British Authorities, orders minimum speed 8 knots with normal speed of 10. (F.O.I.C. Trinidad 1212Q/28 to C. in C. A.W.I. (R) Admty. etc.

/Ships ...



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War Diary.28.6.1942  
Sunday.FOREIGN STATIONS.America and West Indies - contd.

Ships for Wabana. Your 2245Z/27. Detach Wabana ships at Halifax to proceed to Wabana as directed by C.O.A.C. Halifax.  
(Connav 1317Z/28 to WETASKIWIN (R) F.O.N.F., C.O.A.C. C.T.24, Admty., N.S.H.Q.)  
See N.S.H.Q. 1558/29.

TUXPAM (sunk 27/6) B.A.D. pass to C. in C. U.S. Fleet. Mexican Tanker TUGG PAN (?TUXPAM) sunk between Vera Cruz and Tuxpan 27/6 0400 G.M.T.  
(S.O.I. Jamaica 1431R/28 to Admty. etc.)

Routeing of Shipping. Supplementing my 1356/27 British routeing officers Trinidad, Kingston, Bermuda, Georgetown, St. Lucia shall route all United Nations shipping from these 5 ports. These British routeing officers will obtain their routeing directives as contained in M.A.R.I., M.A.C.R.I. through you. This applies for time being regardless of Giro, chapter 2 para 2.  
(Connav 1522Z/28 to N.O.B. Trinidad, N.O.B. Bermuda, Liaison Officer Kingston, Jamaica, Liaison Officer, St. Lucia, Naval Observer, Georgetown (R) C.C.S.F., C. in C. A.W.I., N.S.H.Q. S.O.(I) Kingston, Admty.)

A.T.17. Your 1530/27. Concur in proposed new route. Cancel A.M.1109/26. SS LEINSTER and destroyer escort will be sailed to R/V with SIBONEY for Reykjavik in 57.44 N. 19.45 W. at 2000Z/9/7.  
(D.O.D.(H) 1610Z/28 to Cominch (R) Connav.)

LAS CHOAPAS (sunk 27/6) My 1431/28. Mexican LAS CHOAPAS sunk 0600 G.M.T. 27/6 same vicinity (B.A.D. pass to Connav.)  
(S.O.I. Jamaica 1624R/28 to Admty. etc.)

Caribbean Shipping to be escorted. Instructions have been issued for all United Nations ships between 8 and 15 knots to be escorted between Panama and Navassa, is R/V for W.A.T., T.A.W. convoys.  
(Connav 1649Z/28 to Admty. (R) C. in C. A.W.I. etc.)

EMPIRE CLOUGH. (search) Your 2345B/17. If EMPIRE CLOUGH not found by 5/7 propose search be abandoned, order ACONITE and ZWARTE ZEE to join H.X. 196 in 035° 00' W. FRISKY either proceed independently to St. Johns N.F. or join O.N. 108 if up to time. Request concurrence. 2. There is no other suitable escort now available at St. Johns N.F. 3. ACONITE pass to rescue tugs.  
(F.O.N.F. 1705Z/28 to Admty. (R) C. in C. W.A., C. in C. A.W.I. etc.)

/BRITISH ...



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War Diary.

28.6.1942  
Sunday.

FOREIGN STATIONS.

America and West Indies - contd.

BRITISH  
FREEDOM.  
(convoy  
K.S.514.)

My 1436/26 BRITISH FREEDOM returning to Norfolk (Va) under own steam due 2100Z/28 as result of enemy action. (C.S.A. Norfolk Va, 1742Z/28 to Admty. (R) N.S.H.Q. etc.)

U.S.  
Minefields.

Your 2321Z/26. Para (1) noted. Paras (2) and (3) concur. Para (4) confirmed. 2. It is presumed that any amendments to this book should be promulgated initially by Admty "A" message rebroadcast by U.S. Authorities and subsequently by Admty "P" series corrections printed in sufficient numbers by Admty. (D.M.S. 1743B/28 to B.A.D. (R) C. in C. A.W.I., N.S.H.Q.)

Shipping  
Curacao.

Your 1025/27 Yes. A small proportion of tankers are being ordered to Freetown in excess of requirements as insurance against casualties. If over a period all arrive safely the surplus will have to be disposed of and may be ordered elsewhere. A destination "Freetown for orders" need not therefore be questioned. 2. Ref. 1554/15 from Trinidad, COWRIE destination changed to U.K. (D.T.D. 1749/28 to S.B.N.O. Curacao (R) C. in C. A.W.I., B.R.O. Trinidad, S.O.(I) Jamaica.)

CARITAS  
(Swiss)

(1) Is operated by the International Red Cross to carry medical supplies for the relief of Belgium and other nationals. Vessel, formerly Belgian SS FREDERICK 5650 tons, will fly Swiss maritime flag and marking of International Red Cross, and should not be stopped or interfered with. C.N.O. informed. (C.T.24 1750/28 to F.O.N.F., C.O.A.C., C. in C. W.A.)

Shipping  
Route  
Signals.

Your 1202/27 para 2. Arrangements have been made for Connav to pass route signals and Vescas from Jamaica area to Ottawa commencing 1/7 but it is suggested that reports from Jamaica area may be continued as at present until information from Washington proves satisfactory. (N.S.H.Q. 1821Z/28 to C. in C. A.W.I. (R) B.A.D. S.O.I. Jamaica, Admty.)

/Convoy ...



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War Diary.28.6.1942  
Sunday.FOREIGN STATIONS.America and West Indies - contd.

Convoy Your 1513B/25. Para 1. Your proposed convoy  
Speeds, titles were supported but no definite decision  
Titles. was made in time give you earlier information.  
Para 3. W.A.T. T.A.W. convoys will include  
ships of 8 to 15 knots. It is thought they  
may conform to K.N. - K.S. speed procedure  
but C.C.S.F. will decide this later in light  
of experience gained.  
(B.A.D. 1827Z/28 to Admty.)

U/B 28/6 S/M estimate.  
Positions (C. in C. U.S. Fleet 1831/28 to Admty.)

SANTA CRUZ. SANTA CRUZ with urgently needed war material  
specially allotted on request of Gen. MacReady  
ready to sail on 1/7 for Middle East, speed  
14½ knots unescorted. Some additional 50,000  
rounds special tank ammunition and 100 anti-tank guns of  
these specially allocated stores are also being sent in cargo  
vessels carrying U.S.A. tanks and guns, vide B.A.D. 1711/26.  
(hush circulation) Arrangements are being made to sail her  
independently.  
(B.A.D. 1831Z/28 to Admty.)

Ice bulletin C.T.24, 1833/28 to Admty.  
28/6.

ARCHER. Request reply my 1721/25.  
(B.A.D. 1833Z/28 to R.A. West Africa Force,  
(R) ARCHER.)

Escort Your 1545Z/21 and 2319Z/24. Target figures  
Vessels, for escort vessels in J.P.(42)488 and Red 28 were  
Atlantic. calculated to give a considerable degree of  
security in areas where shipping is now in  
convoy and in areas where the future scale of  
attack may necessitate convoy.

2. Any proposal to build this figure must be weighed against  
other urgent requirements and we agree that the total figures  
of requirements given in your 1545Z/21 are an acceptable basis  
for planning production for the present.

3. Although the statement of requirements, availability and  
production differ from our own ideas in some respects, it is  
considered that it represents a fair picture of the situation.  
30 sloops and corvettes will however be the maximum number we  
expect to complete in British yards including Canada by April '45.

4. We are anxious to apply the policy that, after a review of  
the situation, ships should be allocated in accordance with  
strategical needs and we therefore agree that the next  
completions of single screw corvettes from United Nations  
resources should be allocated to U.S. Navy.

5. Only two of these vessels complete in U.K. before April  
1943. Admty therefore propose to recommend to Munition

/Assignments ...



War Diary.

28.6.1942  
Sunday.

FOREIGN STATIONS.

America and West Indies.

Escort Vessels, Atlantic contd. Assignments Board that the 15 single screw Corvettes building in Canada should be allocated to U.S. Navy.  
6. In making this decision known to Combined Chiefs of Staff please indicate clearly the principles underlying it and emphasize our view that, whatever flag these corvettes wear, the United Nations must regard the defence of trade in the whole Atlantic as a common problem and station their combined forces accordingly. It is desirable that this view should be recorded in the minutes of the meeting as the decision in this telegram might otherwise have to be amended if the enemy change the emphasis of their attack from the western to the eastern Atlantic. (Hd. of M. Appvd. by 1st Lord 1837B/28 to B.A.D.)

STEEL ENGINEER U/B. Following from Demerara Radio at 2058Z/28 SSSS STEEL ENGINEER (U.S) 11° 38' N. 54° 41' W. attacked by submarine. (Bermuda 1843P/28 to Admty.)

Routeing Arrangements. Your 1202P/27, para 1, concur. 2. Para 2. Admty wish to continue receiving Vesca and British Route signals until at least 15/7. Further signal will be sent. 3. Para 3. Concur, providing that you are satisfied that the B.R.Os concerned will receive amendments to M.A.R.I. without undue delay. (D.T.D. 1911B/28 to C. in C. A.W.I. (R) N.S.H.Q. etc.)

Sub attack and sighting summary. TUXPAM and LAS CHOAPAS torpedoed at 20° 10' N. 95° 57' W. 0330Z/27. WILLIAM ROCKEFELLER torpedoed 35° 07' N. 75° 07' W. 1645Z/28. Subsequent information indicates following changes in attack data: NIDARNES 2110Z/3. REGENT 17° 50' N. 84° 10' W., 1715Z/14. MANAGUA, 24° 05' N. 81° 40' W. 0150Z/16. ARRIAGA 13° 08' N. 72° 16' W. 1230Z/23. HARDWICKE GRANGE 24° 25' N. 65° 45' W. approx. 0230Z/12. MERRIWEATHER LEWIS, sub fired 1 round, ship 3 rounds, of which 1 possible hit. Schooner E.P. THERIAULT 30 rounds 3 scuttling charges. MOIRA possibly U-88 type. SOLON TURMAN, detailed survivor report indicates U-88 type, circular orange insignia cross at centre letters R and M triangle and arrow in centre. M/V shells sub on surface 52° N. 32° 32' W. 0021Z/13/5. Surface craft attack sound contacts at 30° 10' N. 70° 54' W. 1313Z/22/4; 24° 56' N. 80° 24' W. 0316Z/1/5 52° 12' N. 50° 35' W. 0554Z/3/6. Patrol craft sights sub on surface 40° 20' N. 72° 50' W. 0810Z/28. Sub on surface reported 29° 39' N. 87° 03' W. approx 0930Z/28. Sub reported probably on surface headed S. 25° 30' N. 80° 06' W. 0610Z/28. Sub reported 16° 56' N. 71° 35' W. 0109Z/28. (C. in C. U.S. Fleet 2123/28 to Admty. for O.I.C.)



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War Diary.28.6.1942.  
Sunday.FOREIGN STATIONS.Australia and New Zealand.HERBORG,  
OLIVIA.

Overdue ships. HERBORG and OLIVIA due Fremantle 21st and 22/6 respectively from Abadan have not arrived.  
(A.C.N.B., 0643Z/28 to Admty., etc.)

Situation.

Serial number 157 from C.W.R. 27/6.  
(1) Raid on Tulagi night 25/6 by 3 Navy Catalinas in severe weather probably ineffective. One Catalina attacked Tulagi 1554Z/26, heavy A/A fire, no damage caused.  
(2) Photographs taken 26/6 show 43 fighters, one bomber, 2 new taxiways on Lae aerodrome, probably new wireless station  $\frac{3}{4}$  mile N.E. of aerodrome. 2 Marauders attacked Lae aerodrome 0910Z/27, result not observed. A/A and M/G fire from several unidentified positions.  
(4) 3 Marauders raided Salamoia 0904Z/27. Result unknown.  
(5) Reliable report states 5 ships expected soon at Dilli.  
(? starting preparing at Liquica (15 miles W. of Dilli) for troops aboard.  
(6) Ref. serial 155, para. 4, fires reported still burning 16 hours after attack including probable fuel dump.  
(A.C.N.B., 0841Z/28 to Admty., etc.)

U-BOAT CAMPAIGN.Submarines Reported.

Estimated U/B positions.  
(D.D.I.C., 1453B/28, 1457/28.)



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29.6.1942  
Monday.

War Diary.

SITUATION REPORT.

Home Commands.

Operation  
E.S.

Force X. (diversion for Convoy P.Q.17) sailed from Scapa at 0400 today; C..in C. Home Fleet and covering force for P.Q.17 sailed at 1745.

Enemy Air Operations.

S.B.N.O. North Russia reports today on the grave risk to any ships coming to Murmansk from enemy air attack. Experience shows that A.A. defences and fighters cannot prevent all attacks developing. He proposes that if possible deep draught ships should be discharged outside Dvina Bar into lighters until they are lightened sufficiently to enable them to proceed to Archangel or Molotovsk, where air attacks may be expected to be less frequent, the resulting delay being accepted. At American instigation the advisability of sending all ships of P.Q.17 to Archangel owing to the shortage of labour at Murmansk, is being considered.

Mining.

Q.Z.X.  
750.

Several more magnetic and an acoustic mine were swept today off the East Sussex coast. Forty six mines have been swept in this minefield up to date.

North Atlantic.

Three aircraft attacked Gibraltar in the early hours of today; two naval aircraft were damaged on North Front Aerodrome. A.A. guns fired 835 rounds.

N.A. Madrid reported this evening that he was informed that the German U-boat sailed from Ferrol at 0450/28.



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29.6.1942  
Monday.

War Diary.

SITUATION REPORT.

Mediterranean.

Damage was caused to aircraft at Hal Far by enemy air attack in the early hours of today.

Wellingtons mined the entrance to Tobruk harbour last night.

N.O.I.C. Mersa Matruh has returned to Alexandria by sea and reports that the demolitions were successfully carried out in the harbour area.

H.M.S. QUEEN ELIZABETH with 2 destroyers left Suez for the south this afternoon.

Destroyer Depot ship WOOLWICH and repair ship RESOURCE have left Alexandria and are being sent south of the Canal.

Mines were dropped at Alexandria at dawn today and a tug was mined off the harbour entrance this evening.

It is reported that P.34 probably torpedoed and sank a German U-boat on 24/6 in 34° 22' N. 24° 8' E. (60 miles South of Crete).

~~Information~~  
~~source.~~  
~~4/2/42~~

America and West Indies.

The first convoy to St. Johns N.F. (H.J.1) sailed from Halifax today escorted by H.M.C.S. COWICHAN.



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War Diary.29.6.1942.  
Monday.HOME COMMANDS.Policy.

Flag of V.A.2. The flag of V.A.2nd in Command Home Fleet will be transferred to VICTORIOUS this afternoon. (C. in C.H.F.0827B/29).

WELSHMAN. Your 0916/19. Approved to remove false funnel (Disguise). tops. (D.O.D.(F) 1510B/29 to WELSHMAN). *See next page.*

Tyne Plotting Room. Combined plotting room "Gosforth" was brought into operation at noon today. (F.O.I.C.Tyne 1536/29).

PINK. MEADOWSWEET. Your 1509/27. It is considered that PINK and MEADOWSWEET are too far progressed at their building yards to be taken in hand for Arctic fitting. (D.O.D.(H) 1616B/29 to C. in C.W.A.).

M.T.B. 344. After working up, the 60-foot experimental MTB 344 armed with two 18-inch torpedo tubes will be attached to the 11th, M.T.B. Flotilla. She is to be available for use of C.C.O. when required by him, otherwise to be operated by C. in C.Portsmouth. (D.D.O.D.(C) 1732B/29).

Movements.

ADVENTURE SIRIUS CURACOA. Scapa departures ADVENTURE, SIRIUS, CURACOA. (A.C.O.S.0806/29).

P.51. Intend to sail P.51 escorted by CUTTY SARK 1515B/1 Northabout for Clyde. E.T.A.0800B/2. (N.O.I.C.Barrow 1046B/29).

HOWE. KENYA. C. in C.W.A. 1227B/28 Request you will sail these destroyers to R/V HOWE in 143° Garroch Head 1.6 miles at 0515B/1/7. (N.O.I.C. Greenock 1124B/29 to N.O.I.C.Londonderry)

HOWE 1619/16 and Admiralty 1956/24. Request you sail KENYA to R/V HOWE in 315° Cape Wrath 15 miles and provide escort to Rosyth.

(2) When released by HOWE, KENYA should return to Scapa. (C. in C.H.F. 1144B/29 to R.A.D.).

Proceed as necessary to join HOWE in 315° Cape Wrath 15 at 0001/2. 2.HOWE escorted by 3 destroyers from Western Approaches is on passage from Clyde to Rosyth. When met provide additional escort to Rosyth.

3.When released by HOWE return to Scapa. (R.A.D.2211B/29 to KENYA).

/BUXTON. ....



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29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Movements. - Contd.

BUXTON.

Cancel my 1023/29. <sup>/N.T. - W.D.</sup> Proceed Liverpool.  
(C. in C.W.A. 1150B/29 to BUXTON.).  
Your 1023B/29 E.T.A. 1700D/29.  
(BUXTON 1201B/29 to C. in C.W.A.).

FURIOUS.

On completion of refit FURIOUS should carry out flying training for 14 days in Clyde area, afterwards proceeding to Scapa for remainder of working up.  
(C. in C.H.F. 1156B/29).

WELSHMAN.

WELSHMAN will be required to leave U.K. as soon as loaded about 9/7.  
2. Further signal will be made as to cargo which will consist mainly of edible oils, powdered milk, kerosene, and vitamin concentrates.  
(D.O.D. (F) 1259B/29 to F.O.I.C. Glasgow).  
*See previous page.*

P.37.  
O.24.

My 1045B/27. <sup>/N.T. - W.D.</sup> Sailed P.37, O.24 and LOCH MONTEITH from Dundee passing Bell Rock 2100B/29.  
(Capt.S.9. 1701B/29).

LÉOPARD  
COMMANDANT  
DUBOC.

LÉOPARD and COMMANDANT DUBOC are to be routed from Freetown as follows:-  
A. In company to the Cape visiting Douala and Pointe Noire, and other ports as required for fuel. C.O. LÉOPARD will carry out inspections of the Free French bases.  
B. From the Cape. (i) COMMANDANT DUBOC to join Free French Forces in Mediterranean. (ii) LÉOPARD to Pacific via Australia.  
(A.C.N.S. (F) 1815B/29 to C. in C.S. A., etc).  
Sailed COMMANDANT DUBOC in accordance with Capt.D.Greenock's 0954/29. <sup>N.T. - W.D.</sup>  
(F.O.I.C.Greenock 2229B/29 to Cdre.Londonderry). *See p. 817*

Operations.

MANCHESTER  
ECLIPSE.  
(Operation  
"Gear-Box")

Your 0931B/27. Arrived.  
(A.C.I.C.0031B/29 to A.C.O.S.).  
MANCHESTER and ECLIPSE leave Seidis Fjord 0200B/30 passing through (a) 065° 20' N. 013° 30' W.  
(b) 069° 02' N. 013° 30' W. (c) 070° 28' N. 006° 00' W. (d) 073° 18' N. 000° 50' E. (e) 076° 30' N. 005° 20' E.  
Speed of advance 17 knots. E.T.A.1200B/2.  
(18.C.S. 2015B/29 to Admty. C. in C.H.F.).  
MANCHESTER and ECLIPSE will leave Seidis Fjord at 0200B/30 and will be in the vicinity of P.Q.17 between 1600B/30, and 0300B/1st.  
(C.S.18. 2040B/29).

/Operation....



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29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Operations. - Contd.

Operation "Hopalong." Your 1325/24. WILPO was identified by Beaufighters with two other vessels in convoy in 53° 48' N. 6° 27' E. course West, at 2155/26. Hampdens despatched to make dummy attacks on convoy failed to make contact but dropped bombs off Borkum. Daylight searches by coastal Forces and aircraft on 27 and 28/6 failed to locate WILPO. Consider it probable that convoy was early and WILPO was forced to enter the Ems as she could not hope to break away in daylight (C. in C.Nore 1150B/29 to Admty.) (D.O.D.(H) 2149B/29 to N.A.Stockholm).

British Air Activity.

Air Protection Particulars. for HOWE. (F.O.I.C.Greenock 1258B/29 to H.Q.F.C., etc).

Bombing Operations. On 28/6, no operations. On night 28/29, 13 A/C bombed St.Nazaire. (H.Q.B.C. 1500/29).

Archangel. A/C landing places. Russians have agreed Catalinas if necessary to land Archangel at either of following places (1) Lake called Lakhta or Kholmskoe, in 64° 23' N. 40° 40' E. (2) River Yagodqik in 64° 23' N, 40° 58' E. (30 Mission 1740/29 to Air Ministry). Owing presence logs in river consider lake Lakhta more suitable. 2. Party "A" your ARC 595 29/6 refers. Go ahead and make arrangements with Russians for use of lake. (30 Mission 2030/29 to Air Ministry. (R) Party "A").

Fleet R/C. Enemy activity may develop in Northern Waters. Special Fleet R/C must now take precedence over trade protection. (D.O.D.(H) 2257B/29 to A.O.C. in C, C.C.).

Enemy Air Activity.

Jan Mayen. Jan Mayen reports A/C seen over North coast at 1551B/28. (A.C.I.C.1215B/29.

Mining.

B.S.84. My 1816/19. Carry out B.S.84 tomorrow. Departure from and return to Q buoy. (C. in C.Nore 0950B/29 to PLOVER, 13 M/S F).



29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Mining - Contd.

NU. My 1154/20, para one. Operation N U was commenced on night 28/29 by a lay of obstructors mark I.  
Request Q.Z.X. 578 be reissued to enclose area bounded by line joining positions:- A. 51° 25' 36" N. 02° 29' 48" E. B. 51° 25' 36", 02° 32' 36". C. 51° 23' 24", 02° 32' 36" D. 51° 23' 24", 02° 35' 00". E. 51° 21' 24" 02° 35' 00". F. 51° 21' 24", 02° 29' 48".  
(V.A.Dover 1206B/29).

Clearance Sweep. Intend sailing 0930/50, sweeping from 1245 to 1500, weighing all duns if area is finished and return to Portland at 1830.  
2. My 1415B/28. Intend detaching BANGOR to make N.I. buoy at 1700 and enter by Needles Channel (M/S 9 1751B/29 to C. in C. Portsmouth).

Humber. One magnetic mine detonated by Sweepers at 1356/29 Details.  
(F.O.Humber 1920B/29).

Yarmouth Mine Group. Cancel my 1226B/21. Mine group in vicinity of L.2. buoy satisfactorily relaid & proposed movement of L.2. not now considered necessary.  
(F.O.I.C.Gt.Yarmouth 2202B/29).

Enemy Intelligence.

Ofothiord. Report graded B2 states one pocket battleship and one heavy cruiser were lying in Ofothiord 20/6.  
Comment. Vessels are presumed to have been ADMIRAL SCHEER and LUTZOW.  
(D.D.I.C.1721B/29).

U-Boats.

U-Boat reported. An over enemy S/M in 56° 51' N, 15° 15' W. Enemy S/M previously reported was submerged.  
(A.O.C.15 Group 2115/29).  
No attack. Submerged when sighted. Course 272°  
(A/C 2215/29 to 15 Group).

Navigational.

Rudh Uisenish. Rudh Uisenish light and fog signal out of order.  
(N.L.B.Edinburgh 1735/29).

Casualties & Defects.

Unknown Vessel. Following has been received addressed Op rooms.R.A.F.Wick Lyness.

/Received.....



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29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Casualties & Defects.

Unknown Vessel Contd. Received at 0335 G.M.T 375 K/cs DE GNE/Golonhead radio at 0327 CHD1 DE 174 bow pierced by iceberg request further orders. (Ends) Wick Radio. (Lyness 0538/29 to Admty.).

SKATE. Your 2224B/27. Vessel delayed until 3/7 approx. owing further defects revealed after power trial. (N.O.I.C. Middlesbrough 0945B/29 to C. in C.W.A.).

SIDMOUTH. My 1603B/28. SIDMOUTH's steering engine broken down. Returning to Portland. (M/S 0958B/29 to C. in C. Portsmouth).

ZETLAND. ZETLAND commenced working up 29/6, but R.D.F. installations will not be complete until P.M. 3rd. (Capt.D. Greenock, 1142/29/6 to Admty.).

DUCHESS OF FIFE. (Paddle Minesweeper) MARQUIS. SS MARQUIS collided with DUCHESS OF FIFE moored in Albert Dock, Leith, 28/6. DUCHESS OF FIFE received damage to bows above water-line. MARQUIS will be surveyed on return to Leith. (N.O.I.C. Leith & Granton 1618/29).

OPHELIA. <sup>/N.T. N.D.</sup> Cancel my 1634B/27. OPHELIA delayed by defects (F.O.I.C. Liverpool 1730B/29 to C. in C.H.F.).

CHARLESTOWN. CHARLESTOWN returned with defects. (F.O.I.C. Greenock 1743B/29 to R.A.M.).

ABDIEL. Intend sailing ABDIEL for the Tyne for repairs passing Clyde Boom 1000B/30. E.T.A. 1000B/1st. (N.O.I.C. Greenock 1838B/29).

VOCO. SS VOCO tanker is anchored with eight B buoy foul of her screw. H.M. Trawler FOULA standing by. Request fighter protection. (WINCHESTER 2208B/29 to C. in C. Nore).  
2 Tugs from Yarmouth proceeding to assist VOCO at 8 B buoy now. Remain as escort. Report situation after tugs arrive. Ship is to proceed to Southend if practicable. (C. in C. Nore 2245B/29 to FOULA).  
Departure Tug SUPERMAN and Tug KROOMAN to assist VOCO. (F.O.I.C. Gt. Yarmouth 2321B/29.).



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29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Shipping & Convoys.

P.Q.17. My 2011B/27. Arrival Seidis Fjord. (LONDON, KEPPEL, LEDBURY, WILTON).  
(A.C.I.C. 0033D/29 to C. in C.H.F.).  
Sailed Force X.  
(A.C.O.S.0400/29).

My 1859B/28. A/S escort delayed approx. one hour, due to crashed A/C fouling runway aerodrome.  
(C. in C.Rosyth 0441B/29 to S.O.Force X).  
Scapa departure NORFOLK.  
(A.C.O.S. 0455B/29).

My 1859B/28 and my 0441B/29. A/S escort now postponed on account of weather.

(C. in C. Rosyth 0541B/29 to S.O. Force X).  
The following 35 ships for North Russia sailed Reykjavik 27/6 in P.Q.17:-

CHRISTOPHER NEWPORT, EXFORD, ALCOA RANGER, WASHINGTON, WINSTON SALEM, RICHARD BLAND, WILLIAM HOOPER, FAIRFIELD CITY, SAMUEL CHASE, SILVER SWORD, TROUBADOUR, BELLINGHAM, BENJAMIN HARRISON, CARLTON, HONONU, DANIEL MORGAN, HOOSIER. IRONCLAD, EL CAPITAN, JOHN WITHERSPOON, OLOPANA, PAN ATLANTIC, PAN KRAFT, PETER KERR, RIVER AFTON, OCEAN FREEDOM, NAVARINO, PAULUS POTTER, BOLTON CASTLE, EARLSTON, EMPIRE TIDE, EMPIRE BYRON, HARTLEBURY, DON BASS, AZERBAIDJAN.

(D.T. D.1041Z/29 to Cominch).

→ DIANELLA and P.614 sailed 0800B/29 from Seidis Fjord.  
(A.C.I.C.1208B/29 to C. in C.H.F.).

→ Sailed WICHITA, TUSCALOOSA, WAINWRIGHT, ROWAN, SOMALI, 0915B/29.  
(A.C.I.C.1209B/29 to C. in C.H.F.,C.S.1).

Failing further orders on completion of present operations forces are to proceed as follows:-

(a) Cruiser covering force to Hvalfjord.

(b) C.T.F. 99 in WASHINGTON will be detached to Hvalfjord and remainder of battle fleet return to Scapa.

(C. in C.H.F. 1212B/29).

→ WICHITA, TUSCALOOSA, WAINWRIGHT and ROWAN were heard on fleet wave from 0642Z to 0752Z today. Strength 6.

(C.S.1 1605B/29 to WICHITA).

Scapa departures C. in C.H.F. in DUKE OF YORK with VICTORIOUS, WASHINGTON, CUMBERLAND, NIGERIA, FAULINOR, ONSLAUGHT, MIDDLETON, ESCAPADE, BLANKNEY, MARTIN, MARNE, WHEATLAND.

(A.C.O.S.1745/29):

→ Seidis Fjord departures DIANELLA and P.614.0800.

PALOMARES, POZARICA, KEPPEL, LEDBURY, WILTON, LEAMINGTON, OFFA, FURY, LOTUS, POPPY, LA MALOUINE, RATHLIN, ZAMALEK 1450.

→ (2) RICHARD BLAND reported on rocks off N.W.Iceland.

(A.C.I.C. 1757B/29).

American Shipping Representative in London requests through Ministry of War Transport that consideration be given to advisability of sending all ships of P.Q.17 to Archangel owing to shortage of labour at Murmansk reported by Franckel.

(D.T.D. 2141B/29 to S.B.N.O. North Russia).

About one third Murmansk is burnt down and other buildings gutted. British naval and military headquarters with W/T station have removed to outskirts of town. It seems likely during fine weather of July and August heavy attacks, will continue and concentrate more on shipping. We have been fortunate in sailing both Q.P.12 and Q.P.13, in overcast weather when there has been no air activity. I consider there is a grave risk of any ships coming to Murmansk being damaged, not only when approaching and leaving but in Kola Inlet.

/Experience.....



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War Diary.29.6.1942.  
Monday.HOME COMMANDS.Shipping & Convoys - conts. -

P.Q.17. Experience shows A.A.defences and fighters cannot  
Contd. prevent all attacks developing. Possibly deep  
draught ships could be discharged outside Dvina  
Bar into lighters until of sufficient draught to  
enable them to proceed Archangel or Molotovsk. Frequent air  
attacks in White Sea should be less and additional delay must be  
accepted.  
(S.B.N.O.North Russia 2306B/29 to Admty. (R) Ad.Miles. C. in C.  
H.F.).

Q.P.13. Q.P.13 consisting of 35 ships for Iceland (C)  
sailed from Archangel and Murmansk as follows:-  
From Archangel 26/6:-  
EMPIRE MAVIS, EMPIRE STEVENSON, EMPIRE METEOR, ST CLEARS,  
CHUMLEIGH, MOUNT EVANS, PETROVSKY, ALMA ATA, BUDENNI,  
ARCHANGELESK, KOMILES, RODINA.  
From Murmansk 27/6:-  
AMERICAN ROBIN, AMERICAN PRESS, CITY OF OMAHA, HEEFRON, HEGIRA,  
HYBERT, JOHN RANDOLPH, LANCASTER, MASSMAR, MAUNA KEA, NORMACREY,  
NEMAHA, RICHARD H.LEE, MICHIGAN, YAKA, EXTERMINATOR, CAPIRA,  
EMPIRE SELWYN, EMPIRE BAFFIN, ATLANTIC, PIETER DE HOOGH,  
ILMEN, STARI BOLSHEVIK.  
2. Convoy sailed from R/V position 28/6.  
(D.T.D.0907Z/29 to Cominch).

BLACK RANGER. In future aviation fuel should not be carried  
GRAY RANGER. in BLACK RANGER OR GRAY RANGER.  
(C. in C.H.F. 1350B/29 to A.S.Orkney).

NEMAHA. Admiralty's 1831C/19. Master NEMAHA handed over  
to me envelope C.D.prior to sailing from here.  
(N.C.S.O. Murmansk 1514B/29 to S.B.N.O. North  
Russia).

O.S.33. Request you sail LÉOPARD and COMMANDANT  
DUBOC in company for Freetown.  
Ships may be used as extra escorts for convoy O.S.  
33 sailing on 1/7.  
4 necessary ships may be detached to Bathurst for fuel.  
(D.O.D.(H) 1555B/29 to C. in C.W.A.). *See p. 812.*

U.R.30. Position U.R.30 at 1700Z. 062° 18' N.  
018° 05' W, average speed of five knots, course  
292°. All present.  
(BLACKFLY 1700Z/29, to C. in C.W.A.).

S.C.88. S.C.88.Your 1923Z/27.  
PORTSEA, MAYCREST, and TILEMACHOS have returned  
Sydney C.B.  
(C. in C.W.A. 1833B/29 to Escorts S.C.88.).

/Passenger...



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29.6.1942.  
Monday.

War Diary.

HOME COMMANDS.

Shipping & Convoys - Contd.

Passenger  
Ships for  
Bristol  
Channel.

A.L. M/T.D. 2086/42 dated 17th June.  
TAMAROA reports that passengers were disembarked  
successfully on Loch Ryan on 18th the ship being  
detained less than 3 hours.

As the result of experience gained from ARUNDEI  
CASTLE, and TAMAROA following procedure is  
proposed for independant ships bound to Bristol Channel if  
carrying a considerable number of passengers. Details.  
Request your early remarks.  
(D.T.D.2107B/29 to F.O.I.C.Greenock).

PQ. and  
U.R.  
Convoys.

On the presumption that North Russian convoys  
sail from Iceland(C) on a 20 day cycle the  
following are the last sailings from Loch Ewe to  
assure inclusion:-

UR.32 9th July, for PQ18; UR.35 30th July, for  
PQ 19; UR.38. 20th August for PQ 20; UR 41. 10th September,  
for PQ 21.

(2) As the three rescue ships with PQ 17 returning with QP14  
will not arrive in U.K. before 30th July, a fifth rescue ship  
will be required to fit and sail by this date and it is requested  
that arrangements be made accordingly.

(3) It is to be understood that the foregoing is subject to  
modification dependent upon the actual sailing dates of PQ  
convoys.

(D.T.D.2140B/29 to C. in C.W.A.).



29.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

Shipping

Diversions. Pass to N.C.S.Os., B.R.Os. As from 1/7 the date on which Busra is to be fully implemented, Admty. will divert United Nations managed shipping in Home Station and North Atlantic Station areas except as in (a) below. In other British Strategic Areas authority to divert such shipping is delegated to the undermentioned commands as follows:- (a) F.O.C.N.A. - North Atlantic Station for ships proceeding to and from Gibraltar only. (b) R.A.W.A. - South Atlantic Station north of 08° S. (c) C. in C. S.A. - South Atlantic Station south of 08° S. (d) C. in C. E.F. - East Indies Station.  
(D.T.D., 1232B/29 to F.Os. mentioned).

North Atlantic.

U/B Bearing at 0150Z of Italian U-boat 87 N.  
(D.D.I.C., 0432/29 to F.O.C.N.A.)

French Shipping. Passings 28/6. Westward 1120 OUED TIFLET, ST. BASILE, GABRIEL GUIST'HAU, TORTHOS, all full. (F.O.C.N.A., 0931/29 to Admty for M.E.W.) Gibraltar 1205. Armed trawler L'AJACCIENNE, ships FORT DE SOUVILLE, laden, AISNE, full, both deck cargoes cork etc., eastbound.  
(S.O.(I) Gib. 1901B/29 to Admty).

S/MS Your 1232/28. <sup>/p. 757.</sup> P.42 and 44 were docked in May and UTMOST in June.  
2. U-class can be sailed as follows:  
P.42 on 5/7. P. 44 on 8/7. P.43 about 10/7. \*UTMOST mid-July and P.46 late July.  
3. An endeavour will be made to dock P.43 and \*P.46 before sailing.  
(F.O.C.N.A., 1034B/29 to C. in C. Med., V.A. Malta, Admty, Cpts.S.1. and 10).  
*\* See next page.*

P.37 My 1047/27 as amended by my 1857/27. Intend to transfer control of P.37 as follows: Operational control to F.O.C.N.A. 0030B/10/7. Administration to Capt. (S) 10 1/7.  
(Capt. S.9., 1101B/29 to F.O.C.N.A., Capt. S.10).

Air Raid Gibraltar. At least 6 aircraft believed Italian picked up bearing 050° 60 miles at 0113B/29, one believed P.108. Aircraft approached in westerly course, crossed Spanish territory and approached Gibraltar from N.W. Alert at 0120.  
(2) First wave six aircraft at about 12,000 feet. No bombs dropped. Second wave one aircraft at about 12,000 feet bombs dropped in harbour area. Third wave one aircraft at about 5,000 feet, bombs dropped north front aerodrome appeared to be anti-personnel.



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29.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

North Atlantic.

Air Raid, Gibraltar. Contd. (3) Harbour Area. 3 small bombs on North Mole, 1 direct hit on Pillbox unexploded, 2 on coal dump Slight Damage. Objects fell in sea near North entrance believed not mines; mine sweep proceeding.

(4) North Front Aerodrome. One Fulmar badly damaged. One Swordfish slightly damaged. No other naval damage.

(5) All clear 0224B/29. No naval casualties. (F.O.C.N.A., 1140B/29 to Admty (R) V.A.M. C. in C Med., passed to H.Q.C.C.) See also 1842B/2/7.

My 1140/29. Now established only 3 aircraft approached Gib. (F.O.C.N.A., 1602B/29).

15165 Cypher 29th June. 058366. Sitrep. Short air raid on Gibraltar 0140 to 0205/29. Probably about 3 Italian P.108s. Bombs dropped in aerodrome area. Mostly small A.Ps. 1 Hudson burnt out. Larger bombs dropped on north mole and in sea. No damage to harbour or town area. Casualties A.A. expended 835 rounds. (Govr. Gib. 1445/29 to W.O.)

CLYDE. Your 1624/25. Request report of how damage occurred. (A.C.N.S. (F) 1249B/29 to F.O.C.N.A.)

Your 1249/29. Damage caused to stern by collision with south mole due to repeated failure of rating working main motor to obey telegraph. (F.O.C.N.A., 1934B/29 to Admty (R) Capt. S.8).

S/Ms to Work Up. Intend sailing P.222 and <sup>\*</sup>UTMOST p.m./2nd and <sup>\*</sup>P.46 p.m./4 for working up patrol in vicinity Alboran Island. (F.O.C.N.A., 1638B/29 to C. in C. Med., (R) Admty, etc). *\* See Medicines Page*

Spain and Damaged U/B. (U.105) Your 1327B/22. (1237/22 intended, re supply of war materials by a neutral power to a belligerent power) Ambassador asks if expression "Naval facilities" could be further explained him. (?Example) does it include use of naval dry dock to prevent vessel sinking? (N.A. Madrid, 1719/29 to Admty). *Reply: Admty 2359/4/7. See next page*

*/N.T. & W.D.*  
Italian U/B at Santander. (LUIGI TORELLI) Your 1718B/26 Minister of Marine states sub. is interned. M.F.A. has not replied to our request for confirmation or communicated in any way with M. of M. on subject. Repairs referred to by R.O. Santander are merely those necessary to prevent her sinking at mooring. (N.A. Madrid, 1759/29 to Admty).

N.I.D. Comment. N.A. Madrid reported 1703/13/6 that M. of M. had stated S/M was interned. No confirmation had, however, been received from M.F.A. N.A.'s 1715/22 stated that M. of M. had informed him that S/M was interned, that M.F.A. had not rescinded this decision, and that M. of M. would fight it if he did. N.A. had seen orders issued respecting housing and treatment of interned ship's company who were not on board. Admty\*asked "Is S/M interned or not?" \*(?1718B/26).



29.6.1942.  
Monday.

War Diary.

FOREIGN STATIONS.

North Atlantic - Contd.

CAIRO  
ammunition  
accident.

Enquiry into fatal accident in CAIRO elucidated fact that throughout her commission as A/A cruiser except during original working up practice procedure had been to remove base clips from rounds of 4" ammunition before sending them to hand up contrary to C.B. 3063 article 362. If as stated this materially increases efficiency in action suggest accenting slight risk involved and that regulations be amended accordingly. (F.O.C.N.A. 1904B/29 to Admty.).

U/B Ferrol.  
(U.105)

Your 1900B/27. M.F.A. inform us that German U-Boat sailed from Ferrol at 0450/28. (N.A.Madrid, 2007/29 to Admty (R) F.O.C.N.A., C. in C.Plymouth). *See previous page.*

SPINDRIFT  
ST GEORGE.

Ref. Admty 1618/6., 2358/16., C. in C.W.A. 1157/22, 1140/25.  
1. Onward route from Horta and Ponta Delgada. On completion of fuelling ships R/V in position D. 036° 01' N. 026° 59' W. and proceed in company through positions E.29.01 25.59. F.20.59, 24.55, G.10.45. 17.30 thence Freetown unless otherwise ordered by R.A.W.A.  
2. Tug ST GEORGE parts company in position F and proceeds direct to St. Vincent.  
3. British Consul Ponta Delgada is requested to arrange time of R/V in position D.  
4. R.A.W.A. is requested to onward route ST GEORGE from St. Vincent to Para. Brazil by most direct route in view of small margin of endurance and to arrange fuel in accordance with Admty. message (time of origin omitted) 27/6. (Gibraltar 2252B/29 to R.A.W.A. B.C.Ponta Delgada Horta, (R) Admty, C. in C.S.A., C. in C.W.A., C. in C.A.W.I. B.N.A.Lisbon.).

South Atlantic.

Troopships,  
W.Africa.

For your information, following is now the position regarding troopships for West Africa coast service.  
2. Request confirmation that with these resources position will be satisfactory, or do you think further assistance for the time being is essential.  
3. Request report in particular of your proposals to cope with following requirements.  
(D.S.T. 0521B/29 to S.T.O.Freetown)

/S.D.F.....



822

29.6.1942.  
Monday.War Diary.FOREIGN STATIONS.South Atlantic. - Contd.

S.D.F.

Re decision to combine Seaward Defence Force and R.N.V.R., (South Africa) from 1.8.1942. Arrangements.  
(C. in C S.A., 0853B/29 to Secty. for Defence (R) High Comr. Pretoria, Dir. of S.D., Admty)  
See Lion Copy.

Repair of St. Helena cable. by LADY DENISON PENDER. An E. - 12124 1200. (See p. 775)

Your 1543Z/27. ALCANTARA will be detailed for this duty. In view of undertaking of W.S.19 P. W and Y at Capetown and Simonstown about 1/7 to 5/7 regret no A/S escort available.  
2. Request confirmation of latitude of operation A, ref. A.M. 1639B/26 stating 026° 17' S., and your 1543Z/27, 020° 17' S.  
(C.S., Simonstown, 0957B/29 to R.A.W.A. (R) Admty. ALCANTARA).  
Latitude is 300 (sic) in Cdre. Supt. Simonstown's 0957B/29 para. 2.  
(R.A.W.A., 1816Z/29 to C. in C. S.A. (R) Admty ALCANTARA)

CHESHIRE  
W.S.19 P.

Departure CHESHIRE to meet Capetown portion of W.S.19 P.  
(S.O.(I) Capetown, 1155Z/29 to Admty C. in C. S.A.)

Saldanha Bay.

Discussion with Union Authorities re facilities.  
(C. in C. S.A., 1201B/29 to Admty) See Lion Copy.

BIDEFORD.

Arrival and departure 28/6 BIDEFORD landed casualties and rejoined O.S. 31.  
(S.O.(I) Freetown, 1301Z/29 to Admty F.O.C.N.A., C. in C. W.A. S.O.W.P.).

DIOMEDE.

My position at noon G.M.T./29 020° 10' S., 037° 08' W., E.T.A. Pernambuco 1930 G.M.T./1 640 tons of fuel required. Opanav pass to Alusnob Pernambuco.  
(?DIOMEDE 1325 /29 to Opanav, C.T.F. 23 (R) C. in C. A.W.I., R.A.W.A.) *See p. 831*

?W.S.20.

Not met. Patrolling about position 022° 04' N., 020° 51' W., visibility 6 miles  
(BOREAS, 1401Z/29 to R.A.W.A. (R) MALAYA).

Operation  
"Cut".

Following is report of operation "Cut" carried out by (?my) instructions.  
(2) On 16/6 N.O.I.C. Diego Suarez reported French SS. \*DUSQUESNE (Greek SS. MAROUSSIO LOGOTHETI) lying in Baie Snulon Mayotta Island (12° 50' S. 45° E). French Master of ship at Diego Suarez anxious to get ship back.  
(3) 17/6 instructed DAUNTLESS to bring ship into Diego Suarez unless any opposition expected.

\* SS GENERAL DUCHESNE (MC 12907/42)  
R.O. 8114.

/(4)...



CONFIDENTIAL

MESSAGE

0853E/29th June.

From: C. in C. South Atlantic.

Date: 30/6/42  
Recd. 2151

IN

822A SA

Naval Code (X) By W/T

Addressed: Secretary for Defence. Repeated: High Comr.,  
Pretoria; Director of Seaward Defence; Admiralty.

849. Reference decision in CGS 1503 of 19th June, 1942 to combine Seaward Defence Force and Royal Naval Volunteer Reserve (South Africa) from 1st August, 1942. As matter is presumably no longer secret it is desirable to make an official announcement to personnel concerned.

(2) Unless Union Government have any objection intend asking Admiralty to make following signal to H.M. Ships and Establishments - begins - Union Government have decided to combine S.D.F. and R.N.V.R. (S.A.) with effect from 1st August, 1942 into a new unit to be known as Union Naval Service (U.N.S.) from that date all members of S.D.F. and R.N.V.R. (S.A.) will become members of U.N.S. and both original units will cease to exist. (3) Union Government have also decided that R.N.V.R. (S.A.) at present serving with Royal Navy will from 1st August be seconded to R.N. from U.N.S. (C) Union Government accepts financial liability for difference between R.N. and South African rates of pay with effect from 1st June 1942. (D) All R.N.V.R. (S.A.) personnel are to continue their present engagements beyond 1st August if necessary until details of conditions of service particularly promotion and advancement and of attachment to R.N. or R.N.V.R. are decided by Union Government and promulgated. (E). All R.N.V.R. (S.A.) personnel from 1st June are to be paid at South African rates in Admiralty Fleet Order 4910/41.

/3. Please



822<sup>B</sup>

3. Please confirm that paragraph (C) is correct and signal early convenience.

4. Letter follows dealing with points regarding conditions of service which need to be decided by Union Government and which it seems unlikely can be settled before 1st August.

0853B/29

- 1st Lord
- 1st S.L.
- 2nd S.L.
- Controller
- Vice Controller
- Deputy Controller
- 4th S.L.
- 5th S.L.
- V.C.N.S.
- A.C.N.S. (W)
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (T)
- Parl. Sec.
- Civil Lord
- Controller (M.S.R.) (London)
- Secretary
- Nav. Sec.
- N.A. 1st S.L.
- P.A.S. (S)
- Financial Sec.
- Dep. Sec.
- P.A.S. (O)
- Ops. (3)
- C.D. (5)
- M. (4)
- D.N.I. (5)
- D. of P. (3)
- C.W. (2)
- N.
- D.P.S. (2)
- N.A. 2nd S.L. (2)
- N.A. 2nd S.L. (Air)
- A.C.R.
- D. of E.
- P.D.G.
- D.N.R.
- C. of F.
- E.A.P.
- D.E.D.
- M.D.G.

- A.G.R.M.
- N.L.
- P.M.
- Press
- I.P. (3)
- W.D.
- D.N.A.)
- S.W.R.) Bath by courier



~~822B~~  
822<sup>c</sup>

# MOST SECRET

MOST SECRET MESSAGE 1201B/29th June IN

From C. in C. South Atlantic. Date 30.6.42.  
Recd 1140.

Naval Cypher (X) Plug by W/T

Addressed Admiralty.

854

A.M. 1539/3/5 and M.O.W.T.'s message 3270 of 17th March refers future use of Saldanha Bay has been further discussed with Union Authorities and M.W.T.

2. Although fuelling facilities will be available at East London in October 1942 and Port Elizabeth in January 1943 and congestion at Durban and Capetown will be helped to some extent by this, it will still be necessary to use Saldanha. Fifty two ships were anchored in Table Bay on 25th June. I do not concur in proposal in DS 3270 to divert any of the tonnage from Port Elizabeth and East London to Saldanha. The latter must however have some facilities for bunkering and watering as stated in 4270.

3. Pumping plant for the old whale oil tanks is lacking nor is there any berth at which an ocean going ship could lie while discharging or bunkering. The only alternative therefore is the provision of a tanker to fill up at Capetown and discharge at Saldanha. BENAKA now at East London has been mentioned as a suitable ship for this service.

4. A self propelled oil barge as tender to the above would speed up the turn round of ships which will require topping up.

5. Railways could not complete with adequate coal deliveries and two colliers are required to run a service to coal at Durban and discharge at Saldanha.

6. One large tug will be required presumably EMPIRE HOBSON would do. A.M. 1158/24 refers.

7. Two smaller tugs would be required for working lighters. Union Government can probably provide about 10 lighters average capacity 100 tons but double that number will eventually be required.

8. A self propelled water boat will be required.

9. All the above except as stated in paragraph 7 will be required from overseas and Union Government share will then be as follows.

10. The hulk president will be enclosed in piles and form a lighter pier on which will be installed cranes for working cargoes.

11 Water.....



11. Water will be laid on from the Berg River. Provisions will be sent from Capetown by train.

12. Requisite shore facilities will be provided and Saldanha would be declared a Union Port and Port Captain pilots etc., would be appointed.

13. The above proposals are the minimum necessary to make Saldanha of any real use and if implemented will enable many ships to avoid calling at Capetown or other Union Ports except to work cargo.

14. The separation of the work into stages is neither easy nor economical and it would very greatly assist matters if approval was given to proceed with stage three now. The work in any case will take two years.

1201B/29.

1st Lord.	D. of V.	
1st S.L. (2)	Hd of W.G.F.	
3rd S.L.	Hd of M.F. (L)	
Vice Controller.	Hd of P (Liaison)	
V.C.N.S.	Dep Contr.	
A.C.N.S. (F) (2)	A.U.S.	
A.C.N.S. (T)	D.A/S.W.	
Sec.	D. of S.	Bath.
Fin. Sec.	C.E. in C.	
N.A. 1st S.L.	D. of D.	
P.A.S. (PR)	D. of V.	
P.A.S. (S)	Hd of M.F.	
N.A. to A.C.N.S. (T)	Hd of P	
D.O.D. (F) (2)	Hd of S.W.R.	
A.S. (C)		
D.D.I.C. (2)		
D. of P (2)		
D.T.D. (5)		
D.T.D. (M)		
D.T.D. (C)		
I.P. (2)		
W.D.		
D. of P (Q)		
D.N.I. (4)		
D. of L.D. (3)		
D.A/S.W.		
D.M.S.		
D.B.D.		
D. of S.		
D. of S.T.		
C.E. in C.		
D.S.V.P.		
D. of D.		
Hd of M. (10) (M050955/42) for action & for		
D.O. & M. of War Transport (Port Control)		



823

War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.South Atlantic. contd.

Operation (4) 20/6 DAUNTLESS ordered GENISTA, SHAPINSAY and "Cut" - Contd. one R-boat with armed guard from DAUNTLESS to carry out operation. (B5) times for 0245Z/22. DAUNTLESS left for Mayotta Island at 1100Z/22.

(5) Operation was carried out by R-boat a.m./20/6. No opposition encountered, and ship left under armed guard for Diego Suarez.

(D. C. in C. E.F., 1532Z/29 to Admty. (R) C. in C. E.F., C. in C. S.A.)

Movement 2000/29/6/1942. Area Q. ALCANTARA in area J.I.C. summary. supporting W.S. 19Y.

SHROPSHIRE with W.S. 19P. 028° 38' S., 013° 38' W. 151° 14 knots.

CANTON with THYSVILLE 020° 15' S., 011° 00' E., to Takoradi.

N.C. HEEMSKERCK with SCYTHIA 032° 54' S., 029° 47' E., to Durban.

EMERALD from Kilindini E.T.A. Simonstown 30/6.

DANAE from Durban E.T.A. Simonstown 30/6.

ETHIOPIAN leaves Simonstown p.m./29 for Kilindini.

EMILE BAUDOT from Port Elizabeth E.T.A. Capetown a.m./30.

(C. in C. S.A., 1544B/29 to S.A. Station.)

ETHIOPIAN. Simonstown departure ETHIOPIAN for Mombasa by route R.6 to position (7) thence through E. 025° 40' S., 038° 30' E. F. 016° 00' S., 042° 30' E. G. 011° 00' S., 042° 30' S. of A. 7.7 knots, E.T.A. am./14/7 (2) W/T watch and S.P.s held. (C. in C. S.A., 1756B/29 to Admty. D.C. in C. E.F. etc.) See also East Indies, 1532/29. *See p. 624.*

Shipping Your 1741B/27. (1) Proposed dividing line will Routes, route all northbound traffic within 200 miles of W. Africa and Cape Palmas and 300 miles of Freetown. This S. Atlantic. combined with Coastal traffic will create a focal area which is considered undesirable. My 1313/1/4 refers. (2) Present Admty. routeing policy is liable to alteration and it is not considered that extensive alteration to Kaprut system and Mari are justified. (R.A.W.A., 1921Z/29 amended 2045Z/29 to C. in C. S.A. (R) Admty.) Reply: Admty. 1455/1/7. Your 2214B/27. Concur generally with proposal and necessary action will be taken. 2. Do you wish to amend positions in your 1211/11/1 para. 2? 3. Proposed to cancel M.A.R.I. Sec. IV para. 11 as being no longer applicable in view of present routeing policy (D.T.D., 2301B/29 to C. in C. S.A. (R) R.A.W.A.) Reply, C. in C. S.A. 2223/1.

BRIDGEWATER My P.C. and S. 012° 56' N., 017° 53' W 323° 13 knots at 2000Z/29. On reaching 017° 38' N., 021° 45' W., course will be altered and speed reduced so as to join convoy daylight 1/7. Speed had to be reduced for 4 hours today to (? repair) leak (?found) in tiller flat. Weather report. (BRIDGEWATER, 2134Z/29 to R.A.W.A. (R) N.O.I.C. Bathurst Capt. (D) 18, PHILANTE).



824

29.6.1942  
Monday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

THRASHER,  
enemy units.

Cancel second position in my 1833/28 and patrol on line  $01^{\circ}/181^{\circ}$  through  $33^{\circ} 18' 23^{\circ} 20'$  from 0801C. Vitally important to intercept ship in para A of my 0647/28.

(Capt. S.1 0055C/29 to THRASHER (R) C. in C. Med. 201 N.C. Group)

At 0626 aircraft reports P.C. and S. 1 merchant ship  $035^{\circ} 10' 023^{\circ} 03' 170^{\circ} 7$  knots, speed is probably greater.

(Capt. S.1 0735C/29 to THRASHER) *See 12/826*

H.M.S.QUEEN  
ELIZABETH.

28/6 Port Said arrived and left.

(N.O.I.C. Port Said 0902C/29 to Admty., C. in C. Med.) *See p.787*

HOPECREST  
BARON  
BELHAVEN.

Ref. Troopers 98166 (C.O.M) (1510/28) and Armindia 15430/N (0420/28) 1. We are prepared for HOPECREST and BARON BELHAVEN to continue to India to discharge completely provided India can ensure that 24 3.7 A.A guns mobile and 8 M.3

medium tanks are delivered to Egypt by 20/7.

2. Will Armindia confirm most immediate to all addressees that this can be guaranteed? If it is not practicable must insist that vessels are diverted Suez.

3. In meantime am taking over 18 A.A guns mobile in transit to Turkey and will replace from shipment in para 1. (C. in C. M.E. 0940/29 to W.O.)

TURBULENT,  
enemy ship  
aground.

A/C reported 2000 (?heavily) laden ship aground in approx.  $032^{\circ} 20' 020^{\circ} 17'$ . Attention is called to Q.B message No.19.

(Capt. S.1 1135C/29 to TURBULENT.)

Cancel my 1135/29.

(Capt. S.1 1406C/29 to TURBULENT.)

My 1805/26 and 2331/26 postponed indefinitely, operate at your discretion.

(Capt. S.1 1431C/29 to TURBULENT.)

Alexandria  
Movements.

Arrival 28/6 ALDENHAM, ZULU, JAVELIN, EXMOOR, EURYALUS, HERO, JERVIS, ERIDGE, SIKH, M.L. 1083 M.T.B. 308, M.L. 1007. P.34, KLO. Departure 28/6 BEAUFORT, ALDENHAM, RESOURCE, JERVIS, DULVERTON, TETCOTT, EURYALUS, JAVELIN, CROOME, WOOLWICH, ERIDGE, EXMOOR, FALK, BULLFINCH, M.L. 348, 353, 1046.

(S.O.I.) Alexandria 1159C/29 to Admty. etc.)



825

29.6.1942  
Monday.War Diary.FOREIGN STATIONS.Mediterranean - contd.

OTUS. Return to harbour passing boom at 1900 keeping to centre of searched channel. Various submarines will be leaving harbour from 1815 onwards.  
(Capt. S.10. 1231C/29 to OTUS (R) N.O.I.C. Alexandria.)

My 1231C/29. Berth alongside MEDWAY on arrival. You will have 30 minutes to pack and embark all personal gear required in absence of MEDWAY. Officers gear is being packed now. 24 hours provisions will be embarked on arrival.  
(Capt. S.1 1423C/29 to OTUS.)

NEWCASTLE. Deputy C. in C. E.F. 1228/28. Suggest ship be sent to Massawa where experts and plant are available.  
(C. in C. Med. 1301C/29 to F.O.C.R.S. (R) D. C. in C. E.F., 4th C.S. N.O.I.C. Aden, NEWCASTLE, C. in C. E.F., BIRMINGHAM.)

Situation Mersa Matruh W/T closed down 2003C/28.  
Report 226. 2. WOOLWICH and RESOURCE have left Alexandria and are being sent South of the canal. Further moves intended. R.A.(D) remains at Alexandria.

3. Alexandria. Dawn 29/6 mines were dropped between harbour entrance and vicinity of the Passes. From mine spotting channel clear. Sweeping in progress.

4. Levant. Increased S/M activity. Greek ship MEMAS and SS ZEALAND torpedoed and sunk by U-boat 1505/28 in 32° 38' N. 34° 40' E. Both ships bound Famagusta and carrying cased petrol. 6 survivors landed so far.

5. Swedish relief ship STUREBORG on passage from Piraeus to Haifa reported by sole survivor to have been bombed and sunk on 9/6. Her last reported position to Rhodes W/T at 0900C 9/6 was 34° N. 31° 14' E. Further details awaited.

6. Submarines. P.35 returned from Patrol 27/6. At 0646/15 in 36.00 N. 19.06 E. estimates one hit on LITTORIO<sup>W</sup> battleship<sup>W</sup>. At 1006/15 fired 2 torpedoes at cruiser stopped and damaged, both of which hit. Ship sank in 3 minutes, incident witnessed by P.34. (TRENTO)

7. P.34 arrived Alexandria 28/6. At 0750/24 in 34.22 N. 24.08 E. probably torpedoed and sank German U-Boat.

8. N.O.I.C. Mersa Matruh returned Alexandria by sea and reports demolitions in harbour area successful.  
(C. in C. Med. 1329C/29, 1747C/29 to Admty. (R) V.A.M. etc.)

LISBOA Arrival 28/6/42 LISBOA.  
(German.) (Cartagena T.H.I. 1340/29 to M.W.T.)

/Black ...



826

War Diary.29.6.1942  
Monday.FOREIGN STATIONS.Mediterranean - contd.

Black Sea.

Situation report.

1. Sevastopol. After continued fighting 27/6 in Eastern sector bulge mentioned in my 1347C/25 flattened out. Problem of supplying Sevastopol extremely acute. Merchant vessels no longer used. Main supply route at night by submarine. 2. Small number of Italian M.T.Bs believed to be operating in Black Sea. 3. Considerable traffic now on the Danube. Down traffic munitions, up traffic food and Bulgarian workmen.  
(N.L.O. Black Sea 1357C/29 to Admty., Adm. Miles.)

Movements.

<sup>/See 3 for</sup>  
Departures south PAKENHAM, QUEEN ELIZABETH, PALADIN.  
(F.O. Red Sea 1400C/29 to Admty.) ~~See~~ p 810.

\* THRASHER  
TRAVELLER.\* ~~See~~ p. 824

Proceed through 032° 57' 034° 58' to Haifa as follows:- TRAVELLER from 034° 15' 022° 02'. THRASHER leaves present position at dusk 29th coast at discretion to 032° 16' 024° 24' thence direct, to arrive dawn 7th and 5th respectively.  
(Capt. S.1, 1515C/29 to THRASHER, TRAVELLER, (R) C. in C. Med. N.O.I.C. Alexandria, 201 N.C. Group, N.O.I.C. Palestine Ports, TURBULENT.)

GLENROY.

Your 1940/23. GLENROY considered structurally fit for passage to U.K. or U.S.A. Estimated time required to prepare one main engine for steaming 3½ months, for both main engines 8 months from now.  
(A.S. Alexandria 1659C/29 to Admty.)

Malta Air  
Report.

I.403. C.S.R. 29/6. Part 1.  
28th. 2 Alerts, 1512 hours, 1 unidentified aircraft 8 Spitfires up, no interceptions. 1744 hours, 6 Me.109s minesweepers attacked, no damage, 12 Spitfires up, no interceptions.  
Night 28/29. 2 Alerts, 2133 hours, 2 Ju.87s, bombs land. 1 Ju.87 destroyed by Beaufighter. 0205 hours, 14 raiders including Ju.88s, Hal Far, 1 soldier wounded, 1 Swordfish destroyed, 4 Spitfires slight damage, craters on runway, unserviceable, U.X.Bs. Luqa, no damage, 2 Beaufighters, 2 Spitfires up, 2 Ju.88s destroyed by Beaufighter which was damaged in combat. Crew safe.  
29th. 3 alerts. 0417 hours, 1 unidentified aircraft, coast not crossed. 2 Spitfires up, no interceptions. 0612 hours, 6 Me.109s. 8 Spitfires up, no claims, 1 Spitfire shot down sea. Pilot rescued. 1134 hours, 6 unidentified aircraft. Coast not crossed. 8 Spitfires up, no combats.  
(H.Q. R.A.F. Malta 1703/29.)



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War Diary29.6.1942  
Monday.FOREIGN STATIONS.Mediterranean - contd.

P.35 C.A.F.O.1278/41. (a) 15/6/42. (b) Rear ship of 2  
 Attacks on battleships in line ahead in 35.47 N. 19.03E.  
 battleship (c) P.35 (g) 4 Mk.VIII A A 1658, 1780 1906 AW 430.  
 and cruiser (j) Range about 5000, T A 140, dispersed salvo,  
 15/6. (VITTORIO enemy speed 24 knots. 3 heavy explosions at  
 VENETO TRENTO.) 99 10" 5'5 5" from firing estimate hit. (a)  
 15/6/42. (b) TRENTO, stopped with slight fire  
 foreward funnel in 35.47 N. 19.01 E. (c) P.35  
 (g) Mk. VIII 2 AW 440, 562. (j) Both hit, cruiser sank in 3 mins.  
 Counter attack with 7 depth charges for half hour ineffective.  
 (S.10, 1915C/29 to Admty). See p.825.

Malta Your 2330/26. Request you will convey to all  
 Minesweeping concerned T.L.'s appreciation of the ingenuity and  
 pertinacity displayed. 2. Intended to send out at  
 an early date a Commander M/S to assist and so  
 ease the strain on your M/S Officer, who it is  
 realised has been about 3 years on the station and whose actual  
 relief, though he left England in May, may be some time joining.  
 (1st S.L., 1937/29 to V.A. Malta (R) C. in C. Med.)

Port Said Re dredging. Repetition of my 1658C/26.  
 (C. in C. Med., 1950C/29 to Admty (R) F.O.R.S. and  
 Canal Area) See Lion Copy.

Malta Military Situation Report for week ending 27/6.  
 1. Air. No attempt to bomb M/Vs in harbour.  
 Enemy activity over Island by day only strong  
 fighter patrols and 8 Italian bombers. At night  
 total of approx. 90 raiders some identified as JU.87s and JU.88s.  
 Main target Luqa and many A/P incendiaries and H.E. bombs dropped  
 by aid of flares. Military damage very slight. Enemy aircraft  
 casualties 15 fighters destroyed. Two fighters probably  
 destroyed 5 bombers, 7 fighters damaged by R.A.F. during daylight  
 for loss 2 Spitfires destroyed 4 damaged. Night Beaufighters  
 destroyed 4 bombers (word corrupt) at night destroyed 2 bombers.  
 One Italian prisoner taken confirms other evidence that Italians  
 now flying JU.87s. 35 sorties by Malta-based torpedo aircraft.  
 At least 4 M/Vs 1 D/R hit for loss of 5 Beauforts and 5 damaged.  
 (Govnr., Malta, 2330/29 to C. in C. M.E. (R) W.O.)



1950C/29 June

SECRET

MESSAGE

IN

From C. in C. Mediterranean

DATE 2/7/42

RECD 1515

PL V L CY HER X EY W/T

Addressed Admiralty repeated F.O. Red Sea and Canal Area 254

794 Following is repetition of my 1658C/26 begins. Your 0015/17/6/42. Restrictions at ACHIOS GEORGIOS wreck are due to tidal conditions only and not to silting. There is therefore no deterioration in this position since the ship sank in 1941.

2. Silting of Port Said roads was first reported by Agent Superieur in May 1942 but the serious situation must have been apparent much earlier. Dredging had not taken place for a long time due primarily to canal company crews being employed in dredgers working on urgent projects in Suez area. These dredgers are not suitable for work at Port Said. Meanwhile work of maintenance of Port Said dredgers and hoppers had been suspended due to heavy Naval repair commitments.

3. The matter is now being tackled by (A) refitting dredger plant which is absorbing 50 per cent of Port Said repair output (B) taking crews from Suez dredgers and elsewhere (C) use of PATUNGA after slight modification until she can be sailed to Lagos.

4. First Port Said dredger (Peluse) will be in operation in early July and to that extent Agent Superieur is co-operating. But the canal company's requirements for refit of plant are out of all proportion to wartime conditions although stated to be the irreducible minimum for example Dredger PELELOPE six months for general overhaul including six weeks in dock. One hopper seven days docking for bottom cleaning only. Each large tug six weeks for normal 7-14 day refit.

5. Canal company co-operate well in other matters and cannot definitely be accused of obstructivism in this. If pressure can be applied to force a change of this peace time attitude it would certainly help but it is doubtful if proper efficiency can be achieved without British control of the whole repair and dredging organisation.

6. I strongly recommend that dredger PATUNGA if found suitable for Port Said Sand after modification should be retained in the canal area until a 200 yard channel has been dredged to 41 feet. It is estimated that these requirements can







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29.6.1942  
Monday.War Diary.FOREIGN STATIONS.East Indies.

CARADOC, My 1542/19. In view of delay to CARADOC intend  
CALEDON. to hold CALEDON for the present.  
(D. C. in C. E.F. 0549Z/29 to Admty. (R) C. in C.  
E.F., C. in C. S.A. CALEDON.)

Tug for F.O. Ceylon's 0658/23. Para.4. There is no  
Trincomalee. likelihood of a tug being available from east  
coast ports of India.  
2. As long as these ports? are open tugs which  
remain are essential for handling shipping.  
(F.O.C.R.I.N. 0631Z/29 to Admty. etc.)

Troop Following is a revised and up to date programme  
Convoys. of proposed troop movements.

(A) B.A.27. Bombay-Suez one personnel ship,  
TALMA and 3 M.T. ships, MANCHESTER PROGRESS,  
LARCHBANK, EMPIRE LIVINGSTONE. Sailing 4/7.  
(B) B.M.24 1 personnel ship, ATHLONE CASTLE, sails 6/7.  
(C) B.P.48 2 personnel ships, VARSOVA, MAHARAJA, sails 6/7.  
(D) B.M.25 3 personnel ships OPHIR, NEVASA, ERINPURA and 4  
M.T. ships JALAYAMUNA, CATHERIN (corrupt group), MEEKERK,  
Norwegian, sails 9/7.  
(E) B.A.28 1 personnel ship, name to be given later, (?) sails  
12/7.  
(P.S.T.O. India 0929Z/29 to C. in C. E.F.)

Raiders Your 2039/25 (Originated by W.R. calling for  
Appreciation. missing originators' numbers not previously  
received) Following are messages quoted.  
(Begins) C. in C. E.F. (R) Admty. D. C. in C.  
E.F. from B.S.3. Your 1255/7. Northerly dispositions in D.  
C. in C. E.F. 1742/7 with which I am associated are based  
rather on another force attacking trade north of Mombasa than  
original raider. Come to that (? however) it appears we may be  
confronted with concerted plan first phase of which was designed  
partly to draw our forces South and next will take place further  
South and/or north of Mombasa some days hence.  
2. In view of submarine activity Mozambique Channel consider  
independent shipping should be routed East of Madagascar by Pig  
and Whistle method for which owners of shipping carry sealed  
envelope. Intend leaving Kilindini in REVENGE for Durban  
Area as soon as 2 destroyers can be collected, and with DRAGON  
will act as enlarged hunt group on passage. T.O.O. 0623Z/8. (Ends)  
(R.A.3 B.S. 1231Z/29 to Admty.)

/ETHIOPIAN ...



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29.6.1942  
Monday.

War Diary.

FOREIGN STATIONS.

East Indies - contd.

ETHIOPIAN,  
boom laying.

A.M. 1918/20/6. <sup>(4.592)</sup> Request you will instruct ETHIOPIAN to load to capacity with nets and stores for A/T baffles from those now stored at Durban (ex CLAN MACINDOE) before sailing for Kilindini.

(2) I intend her to lay A/T booms in the two southern entrances to Port Victoria, Seychelles.

(3) Please pass to ETHIOPIAN with instructions to report (a) If the stores available are sufficient for this requirement.

(b) Full details of CLAN MACINDOE stores remaining of Durban after ETHIOPIAN has loaded Simonstown to ETHIOPIAN.

(D. C. in C. E.F. 1532Z/29 to C. in C. S.A.) *See p. 823.*

Mayotte  
Island,  
proposed  
operation.

Following from Chiefs of Staff No. (E.A.) 1. On 5/6 Gen. Smuts recommended that possibility of finding an intermediate landing ground in Comoro Islands should be investigated with a view to getting fighter aircraft across from Tanganyika to Madagascar. A landing ground in this area might also be useful for A/S operations.

2. Now understood that landing and refuelling could be organised on Mayotte Island. General Smuts agrees to provide air force section for maintenance and also small garrison on scale to secure station against say raiding party landed from S/M.

3. Will C. in C. E.F. give views on forces required for capture of Mayotte Island.

4. Will G.O.C. in C. East Africa say (a) what garrison he considers would be necessary (b) approx date by which landing ground could be used.

Presume detachment would be under command 121 Force. Please confirm.

(Air Min. 1815Z/29 to G.O.C. in C. E.A., C. in C. E.F. (R)  
D. C. in C. E.F.)

M.T.Bs.

A.M.1341/30/3. U.S. Navy have now agreed to take over provision of M.T.Bs for Australia.  
2. Subject to concurrence of C. in C. E.F. 17th M.T.B. Flotilla is re-allocated to India as required by F.O.C.R.I.N. and should be shipped to Bombay vide F.O.C.R.I.N's 1015/18/4.  
(D.D.O.D.(C) 2114B/29 to C. in C. E.F.,  
F.O.C.R.I.N., A.C.N.B., B.A.D.)



830

29.6.1942.  
Monday.War Diary.FOREIGN STATIONS.America and West Indies.Search for  
EMPIRE  
CLOUGH.

Search started 27th at daylight in poor visibility in company with FRISKY. ZWARTE ZEE joins (? joined) 0600/28. We are investigating area bounded by 052° 30' N. 035° 20' W. 055° 30' N. 034° 15' W. 052° 40' N. 030° 00' W. 051° 30' N. 034° 00' W. Our position course and speed at 0100Z/29 052° 12' N. 031° 55' W. 310° 10. On 2/7 at 0001Z my fuel stock remaining will be 4 days at 10 knots. If wreck is located before that date intend to screen tugs and will ask relief. If wreck not located before that date request order for tugs. Intend proceed Greenock after fuelling at Moville. Suggest air search. Weather report. (ACONITE, 0215Z/29 to Admty., (R) C. in C. W.A., N.O.I.C. Greenock. N.O.I.C. St Johns.) See p. 837

WAIWERA  
torpedoed.

Received 0430 G.M.T. SSSS 45.56 N. 34.23 W. WAIWERA torpedoed. (Burnham on Sea Radio, 0436/29 to Admty., Adm. Liverpool.)

Intercepted at 0544 G.M.T. de Valentia Radio. SSSS 45.56 N. 34.23 W. WAIWERA torpedoed, disabled and taking to boats shortly 0539/29.

(Port Patrick Radio, 0744/29 to Navycharge, Greenock.) Detach one sloop to proceed to assistance of WAIWERA torpedoed at 0436/29 in 45° 56' N. 34° 23' W. and later reported taking to boats. If weather suitable sloop should top up first. Ship detailed report to me when clear of convoy.

(C. in C. W.A., 0952B/29 to LEITH, (R) Escorts of S.L.113 Fast and Slow, F.O.N.F., Admty., F.O.C.N.A.)

Your 1705/28 request you will instruct ACONITE, FRISKY, and ZWARTE ZEE to proceed to assistance of WAIWERA torpedoed and abandoned in 45° 56' N. 34° 23' W. at 0436B/29.

(D.T.D., 1032B/29 to F.O.N.F., (R) C. in C. A.W.I., C.T.F.24 etc.) Comply with Admty. 1032B/29th. Take FRISKY and ZWARTE ZEE and proceed to assistance of WAIWERA (position). Tow to westward if weather permits. Air search will be (? provided) if possible.

(F.O.N.F., 1134Z/29, 1234Z/29 to ACONITE, (R) C. in C. A.W.I., N.S.H.Q., Admty., C. in C. W.A., C.T.U.24, C. in C. U.S. Fleet.)

Your 1003Z/29 and ACONITE's 0215Z/29 (N.T. in W.D.) Propose ACONITE remain with tow to prudent limit and then detach for Londonderry.

(C.C.N.F., 1619Z/29 to C. in C. W.A., (R) ACONITE, Admty., N.S.H.Q., C. in C. A.W.I.)

Your 1619Z/29 concur.

(C. in C. W.A., 2111Z/29 to F.O.N.F.)

My 1003/29 SANDWICH detailed. Her P.C. and S. at 1900Z/29 044° 34' N. 024° 21' W. 281° 14½ knots.

(C. in C. W.A., 2242Z/29 to ACONITE, (R) Cominch, C.T.F. 24, Admty., N.S.H.Q., F.O.N.F., C.O.A.C., Cinclant, C.T.G. 24.7, F.O.C.N.A., C. in C. A.W.I., Escort of S.L. 113.)

Your 1900Z/29 (N.T. in W.D.) ACONITE, ZWARTE ZEE, FRISKY have been ordered to proceed to assistance of WAIWERA. Their position at 2200Z/29 051° 53' N. 034° 05' W. Air search will be provided if possible.

(C. in C. W.A., 2247Z/29 to SANDWICH, (R) ACONITE.)

/Movement ...



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War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.America and West Indies - Contd.

Movement Summary. 1800 G.M.T. 29/6.

Ship	Position	Course	Speed
SAXIFRAGE	Arriving Bermuda	210°	13
See p. 822 DIOMEDE	22° S. 39° W.	043°	12

(D.O.D.(F), 0848Z/29 to Opnav, (R) Comnav.)

LINA S.O.(I) Kingston (Jam.) 2331/23. B.R.O. Cristobal reports that LINA MATKOVIC entered minefield while standing off awaiting daylight as ordered by Guard Ship. Suggest most advisable that special warning be issued by Routeing Officers to Masters to adjust speed so as to approach Port in daylight only.  
(C. in C. A.W.I., 1022P/29 to B.A.D., (R) Admty., B.R.O. Cristobal.)  
Reply: B.A.D., 2159Z/1/7.

Shipping, Unless such arrangements are already being made, Trinidad. suggest that N.C.S.Os. at ports from which ships are being sailed to Trinidad for convoy should be instructed to pass to B.R.O. Trinidad information similar to that mentioned in N.S.H.Q. memorandum N.S. 1013/11/27 dated (?12)12/41 short title C.M.S.A. page 12 under heading 'Intended sailing telegram' (not issued to B.R.O. Trinidad).  
(C. in C. A.W.I., 1042P/29 to Admty., (R) B.A.D., N.S.H.Q., S.O.(I) Jamaica, B.R.O. Trinidad.)  
See Admty: 1916/30.

Ship Demerara Radio received following from KEWO at torpedoed. 1200 G.M.T. 29/6 S S S S 23° 33' N. 060° W. torpedoed.  
(Bermuda, 1053P/29 to Admty.)

PENNYWORT. B.R.O. Boston's 1548Z/28 to N.S.H.Q. Ottawa only. In view of the blocking of Cape Cod Canal PENNYWORT is being diverted to Boston. Request you will inform necessary authorities in Boston what further arrangements should be made for repairs to this ship.  
(N.S.H.Q., ?1141Z/29 to B.A.R.M. (R) Admty., B.A.D., C.S.A. Boston, etc.)

RUSSELL. Commodore i/c Bermuda's 1039/28 (Proposal to refit RUSSELL at Bermuda instead of in U.S.A. - N.T. in W.D.)

Whilst fully appreciating difficulties involved in sending RUSSELL to U.S.A. I do not recommend that she should be taken in hand for refit at Bermuda for following reasons.  
(A) Refits of H.M. ships including possibly ships of B.5 escort group would be seriously affected.  
(B) Length of time floating dock would be occupied and notice for emergency docking is unacceptable.  
(C) Inability of Eng. Dept. to undertake engineering items without serious delay to other work for a prolonged period.  
(C. in C. A.W.I., 1222P/29 to Admty.)

/LIGHTNING ...



War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.America and West Indies - Contd.

- \* LIGHTNING, EGYPTIAN PRINCE, Collision. *\*not destroyed*  
N.S.H.Q. 1623/28 and 1640/28 (request information re collision of LIGHTNING and EGYPTIAN PRINCE - N.T. in W.D.) Presume H.X. 194 encountered southbound Greenland convoy referred to in C.O.A.C's situation report of 1601/16. None of our coastal convoys were in vicinity. Greenland convoy believed to consist of merchant ships DORCHESTER, BENCAS, NORTH STAR, BISCAYA escorted by MODOC and MOJAVE. Should have passed at least 18 miles to northward of H.X. 194. Further signal follows after interviewing Master EGYPTIAN PRINCE. (F.O.N.F., 1254Z/29 to N.S.H.Q., (R) Admty., etc.)
- BRITISH FREEDOM (torpedoed 27/6.)  
My 1742/28. BRITISH FREEDOM torpedoed starboard side No. 3 hold at 1507Z/27 in 034° 45' N. 075° 22' W. No. 2 and 4 holds also flooded by explosion. No casualties, C.Bs remain on board. (B.R.O. Norfolk Va., 1402Z/29 to Admty., N.S.H.Q.)
- N.A. 13,  
N.A. 14,  
C.N.A.13.  
On account of cancellation of N.A.12 additional accommodation for total of 3200 Navy, Army, Air Force and Miscellaneous personnel will be required to be divided between N.A.13 and N.A.14, or if possible all to be accommodated in additional ships C.N.A.13. My 1715/27 not to all addressees refers. 2. Troopers London 955(?16)/16/6 states LETITIA and DOMINION MONARCH allocated for N.A.13. Admty. 1845/26 states LETITIA only allocated for this movement. My 2121/19 not to all addressees also refers. 2. Movement Control urgently requests early advice as to ships which will be allocated to N.A.13 and N.A.14 and number which can be carried with full details of how accommodation is divided. 4. Ref. B.A.D. 2003/26. No instructions have been received. (N.S.H.Q., 1530Z/29 to D.S.T., B.A.D., etc.)  
Reply: D.S.T. 1843/2/7.
- Ships for Wabana.  
Your 1317Z/28. Recommend that in future ships for Wabana in O.N. Convoys break off with Ocean escort and be escorted direct to Wabana by one or two corvettes of ocean escort. 2. This procedure recommended by F.O.N.F. It will save considerable ship days and necessity for escort from Halifax to Wabana which is most difficult to arrange. 3. Corvettes of (B) groups could refuel at St. John's N.F. if necessary before rejoining group at Argentia. (N.S.H.Q., 1558Z/29 to Connav, (R) Admty., etc.)  
Concur. (C. in C. W.A., 1350Z/30.)



War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.America and West Indies - Contd.

A.T. 17. Modify my 1948/26. A.T.17 proceed U.K. via Halifax. Cancel sailing SCOTT. Opnav and B.A.D. Washington informed.  
(Cominch, 1625/29 to C. in C. Atlantic Fleet (U.S.), (R) Admty., N.S.H.Q., C.O.A.C., C.T.F.24, Cmdr.3, Connaveu, C.E.S.F.)  
Convoy N.A.12 is cancelled and personnel will be embarked in A.T.17. Following ships comprising A.T.17 will leave New York 1/7 direct for U.K. U.S. Army transport BARRY, SS. MALOJA and SS. DUCHESS OF BEDFORD destination Liverpool. U.S. Army transports MONTEREY, ARGENTINA, SCOTT and SS. AORANGI destination Clyde. U.S. Army transport SIBONEY, destination Reykjavik.  
Speed of slowest ship is 15 knots.  
Escort will be provided by Task Force 37 composed of U.S.S. PHILADELPHIA, TEXAS, TRIPPE and Desron 13.  
SIBONEY will part company at M.O.M.P. where she will R/V with Convoy D.S.30 for escort to Reykjavik.  
(D.O.D.(H), 1833B/29 to C. in C. W.A., (R) Various.)

PORJUS, Your 1122/28. PORJUS should be sailed via Key  
GRIFFCO. West hugging coast where possible. GRIFFCO should be sailed with other escorted ships to R/V with W.A.T. Convoy at Navassa. Connav's 1649/28 to C. in C. A.W.I. and N.O.I.C. Kingston refers.  
(D.T.D., 1655B/29 to B.R.O. Cristobal, (R) C. in C. A.W.I.)  
Your 1122/28. As U.S. have assumed control of shipping, these problems should be raised with Connav by U.S. Routeing Officer. When a British managed ship is concerned you should keep Admty. informed.

(C. in C. A.W.I., 1802P/29 to B.R.O. Cristobal, (R) Admty.)

PENTLAND My 1357/26.  
FIRTH. PENTLAND FIRTH sails St. Johns N.F. 1300Z/30 for Halifax to discharge spare boiler tubes and for onward routeing to New York.  
(F.O.N.F., 1707Z/29 to Admty., (R) B.A.R.M., C.O.A.C., N.S.H.Q.)

U.S. and Shipping It is proposed to instruct N.C.S.Os and B.R.Os  
Diversions. that on U.S. taking over diversion on 1/7 Chop dates will only then be that date of crossing 26° W. Is this correct?  
(N.S.H.Q., 1708Z/29 to Admty.)  
Reply: Admty. 1214B/2/7.

ARRIAGA My 2216/23. Mutilated signal reports Norwegian  
(sunk 23/6.) ARRIAGA sunk 24/6 off Cabo Dela Velaguajira. Details awaited. B.A.D. pass to Connav.  
(S.O.I. Jamaica, 1744R/29 to Admty., etc.)

/I.D. ...



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29.6.1942.  
Monday.War Diary.FOREIGN STATIONS.America and West Indies. contd.

ARRIAGA I.D. Form S.A. Telegraphic Report (A) ARRIAGA  
(sunk 23/6.) Panamanian, was (ex) PETROHEAT American (B) Sunk  
(Contd.) (C) 150 miles W. of Aruba, 50 miles N. of  
Colombian Coast 23/6 1735 due S. (D) same as  
(C), 1800 course unknown (E) torpedoed whilst  
submerged, afterwards surfaced (F) about 300 feet long approx.  
1500 tons, 4 guns 1 5-inch forward 1 1½-inch aft, 1 55 mm. M/G  
at either side of C/T none fired during attack, bow straight,  
no well, all painted medium grey about a month old, Nationality  
German, no flares. Information about sinkings occurring in  
La Guajira not available for telegraphing under three days  
after sinking.  
(R.O. Barranquilla, 1830/29 to Admty. (R) S.O.I. Jamaica.)

U/B 29/6 submarine estimates.  
Positions. (C. in C. U.S. Fleet, 1758/29 to Admty.)

Vichy Aruba 28/6 B.O. Pro Ally radio operator in  
Instruction SS. ARAGAZ now at Aruba reports that should  
to Shipping. Vichy plan closer approach to Axis following  
signal will be made by radio Saint Maries  
Delamer (Call sign FFS) for ARAGAZ (Special call  
sign FPZY) and SS. FRIMAIRE (Special call sign FPZX) now at  
Cobinas. "Proceed immediately to Saint Francois" (Code word  
for Martinique) or to Saint Casimir (Code word for Casablanca).  
(B.A.D., 1817Z/29 to Admty.)

POLYBIUS. POLYBIUS (U.S.) Capetown to Norfolk via Trinidad  
torpedoed and sunk 1355/27/6, position will follow.  
One lifeboat with 12 survivors picked up by  
CLARONA 0001/29/6 in 11° 33' N. 59° 33' W. 3 other boats  
containing about 16 men expected shortly. Total crew 37,  
passengers 7, casualties about 12.  
(F.O.I.C. Trinidad, 1902Q/29 to Admty., (R) C. in C. A.W.I.,  
S.O.I. Kingston.)

CLAN CLAN MACQUARRIE Durban to New York torpedoed and  
MACQUARRIE. sunk 0630Z/13/6 005° 30' N. 023° 30' W. Chief  
Officer and 27 others landed Port of Spain by  
CLARONA (Norway). Chief Engineer died at sea.  
Total crew 90, no casualties. Remaining 61 in 2 boats last  
seen 0900Z/13/6.  
(F.O. Trinidad, 1912Q/29 to Admty., (R) C. in C. A.W.I., etc.)

U/B. Received from TIMMINS. R.C.A.F. Patrol reports  
TIMMINS. at 0918P/ D T S/M sighted 52° 03' N. 130° 06'  
W. TIMMINS proceeded to attack from position  
14 miles to S.E. SANS PEUR proceeded to  
assist.  
(C.O.P.C., 1929Z/29 to Admty., N.S.H.Q., C. in C.  
A.W.I., Opnav, C.P.N.N.C.F., (R) G.O.C. in C. &  
A.O.C. W.A.C.)

/M.A.R.I. ...



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War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.America and West Indies - Contd.

M.A.R.I. Amendment No. 35.  
(D.T.D., 1932B/29.)

PASTEUR, (?Transport) PASTEUR speed 22 carrying about 4000 U.S. troops expected to be ready to sail New York 12/7 for Middle East. Provide the same protection for this ship as required by my 1837/18 for "Queens". Ship will proceed remainder of voyage without escort.  
(C. in C. U.S. Fleet, 2001/29 to C.E.S.F., (R) Admty., etc.)

Overdue Ships. Request you will reply to S.O.(I) Jamaica's 1203/28.  
(N.S.H.Q., 2011Z/29 to Connav, (R) Admty., etc.)

ARCHER. From route position (e) proceed direct to New York.  
(Connav, 2021/29 to ARCHER, (R) Admty., C. in C. A.W.I., R.A.W.A.)

Positions. In view of changes in U.S. Sea Frontiers contained in Cominch's Serial 01158 dated 19/6 the following changes are to be made to N.S.H.Q.'s 1555/16. Position D 042° N. 065° W. Position E 043° N. 067° W. All other positions and the dividing line between C.O.A.C. and F.O.N.F. commands remain unchanged.  
(N.S.H.Q., 2044Z/29 to Cominch, (R) Admty., Opnav, etc.)

S/M attack and sighting summary. EMPIRE MICA torpedoed and sunk 29.32 N. 85.21 W. 0545Z/29. Schooner NUEVA ALTA GRACIA reported attacked and sunk near 13.27 N. 67.35 W. 0900Z/16. CARDINA and JAGERSFONTEIN, two torpedo hits each. Surface craft attacks sound contact 59.40 N. 25.53 W. 0335Z/6/3. M/V fired at submarine on surface 30.18 N. 87.50 W. 0225Z/1/6. Plane sights submarine 28.30 N. 80.30 W. 2305Z/28 and planes bomb oil slick same vicinity 2400Z/29. Planes sight submarines, one on surface 35.33 N. 74.57 W. 0704Z/29, reported losing oil. One 18° 45' N. 63.52 W. 1230Z/29, apparently on surface, headed south. S/M reported sighted from beach proceeding north 30.20 N. 81.22 W. 0233Z/29. M/V sights S/M on surface 26.01 N. 82.20 W. 0400Z/29. S/M reported 34.16 N. 77.02 W. 0156Z/29. Surface craft attacks 38.11 N. 75.01 W. approx. 1830Z/29.  
(C. in C. U.S. Fleet, 2101Z/29 to Admty. for O.I.C.)

U/B Campaign. Serial 28 and 29. WILLIAM ROCKFELLER U.S. tanker torpedoed sunk 28/6 035.07 N. 075.07 W. LEIV ERIKSSON Norwegian tanker torpedoed sunk 27/6 013.18 N. 059.57 W. BRITISH FREEDOM British tanker torpedoed 27/6 034.32 N. 075.28 W. reached

/Norfolk ...



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War Diary.29.6.1942.  
Monday.FOREIGN STATIONS.America and West Indies. con'td.

U/B Campaign. (Contd.) Norfolk. STEPHEN R. JONES U.S. capsized 28/6 in Cape Cod Canal. Canal closing. TUXPAM and LAS CHOAPAS Mexican tankers both torpedoed sunk 27/6 020.10 N. 095.57 W. AIWERE British torpedoed 26/6 45.56 N. 034.23 W. STEEL ENGINEER U.S. attacked by S/M 28/6 010.15 N. 053.41 W. (Connav, 2108/29 to Comnav, (R) N.S.H.Q., etc.)

U.S. Dispositions. Serial 28. Changes in locations my 0221/23. Atlantic. B.B.S. NEW YORK at Norfolk. WASHINGTON at Scapa. C.A. AUGUSTA at New York. C.L.S. OMAHA at San Juan. MILWAUKEE on patrol off Recife. BROOKLYN at Bermuda. PHILADELPHIA at New York. JUNEAU at Boston. Pacific. C.V.S. WASP, LONG ISLAND at San Diego. C.A. QUINCY at San Diego. C.L.S. DETROIT at San Francisco. CONCORD left Valparaiso 25/6. BOISE left San Francisco 23/6. SAN JUAN at San Diego. Soupac. C.A.S. CHICAGO, SALT LAKE CITY, AUSTRALIA, CANBERRA at Noumea. C.L.S. HOBART, TROMP at Noumea. Admty. pass to Comnav. (Cominch, 2115/29 to Admty.)

RIO BRANCO. Barbados Radio received SSSS from RIO BRANCO at 2330Z/29 13° 22' N. 63° 00' W. requires urgent assistance. (Bermuda, 2119P/29 to Admty.)

Convoy Proposal. Your 1642Z/27 (N.T. in W.D.) Appreciated that proposal would assist speedy turn round but the collection of information from all ships would appear likely to interfere with primary duty of escort to protect convoy. (D.T.D., 2142B/29 to N.S.H.Q.)

STANVAC CALCUTTA. STANVAC CALCUTTA Panamanian, due Caripito 12/6 has not (? arrived). (N.S.H.Q., 2152Z/29 to Admty., etc.)

Washops 94. Aleutian Islands. Cruiser reported to be abandoned and sinking in Washops 93 has been shown by further photographic R/C to have been a transport. Fog is hindering U.S. bombing operations. Wake Island. On 27/6 U.S. Army bombers attacked aerodrome on Wake Island. Many planes which were poorly dispersed were hit. (J.S.M., 2205Z/29 to Admty., etc.)

GLASGOW. B.A.R.M. 2208/29 (N.T. in W.D.) See Admty. 1837/30.

/Ships ...



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War Diary.

29.6.1942.

Monday.FOREIGN STATIONS.America & West Indies. contd.

Ships Building in Canada. Your 1749/10. After consultation with B.A.T.M and N.S.H.Q. consider it would be better for the craft mentioned to be administered by N.S.H.Q. with assistance from B.A.T.M. Distance and the presence of a local Canadian Naval Authority would make effective administration from Washington complicated and difficult and more so as the crews will be under R.C.N. discipline (B.A.R.M. 2210Z/29 to Admty (R) B.A.T.M, N.S.H.Q. C. in C. A.W.I.) (as amended 1522Z/30).

EMPIRE CLOUGH. Following is paraphrase of message received from Resolution Island 29/6. (Begins) Received from GSGV this morning "Portuguese Trawler on 26/6 picked up lifeboat with crew of EMPIRE CLOUGH in 50.20.N. 50.30 W. Portuguese Trawler will arrive Great Hellefiske Bank Thursday 2/7. Portuguese Trawler has radio telephone on 175." (Ends). (2) Position of Great Hellefiske Bank is approx. 67.35 N. 54.35. W. Canadian Consul at Greenland also being informed. (N.S.H.Q. Ottawa 2226Z/29 to C. in C.U.S.Fleet (R) F.O.N.F. etc). See p. 830.

Areas Limits. My 2321/26. Navy Dept. approve of organisation set out in C.B. 01618L/42 with following amendments to areas in Art.5. S.W.Pacific area. Q.F. Commander Southwest Pacific Force. Q.F.A. Melbourne. Q.F.B. Fremantle. South Pacific area. Q.M. Commander South Pacific Force (Auckland) Q.M.A., Wellington. Central and North Pacific area Q.P. C. in C.U.S. Pacific Fleet (Honolulu) Q.P.A. Alaskan Sector (Kodiak) Q.P.B. N.W. Sea Frontier (Seattle). Q.P.C. Canadian Coastal Zone, Pacific (Ottawa) Q.P.D. Western Sea Frontier (San Francisco). Q.P.E. Hawaiian Sea Frontier. S.W. Pacific Area. Q.S. Commander S.E. Pacific Force. Q.S.A. Panama Sea Frontier (Pacific) Western Atlantic area. Against Q.J.A. amend to read "Canadian Coastal Zone, Atlantic (Ottawa)" add "Q.J.C. - Southwest Atlantic Sub-area". 2. S.W. Atlantic sub-area is defined for the purpose of Q messages as follows. All waters of the Atlantic Ocean and its tributaries to S. and W. of lines along the parallel of 4° 20' N. and 26° W. 3. Request confirmation that Admty Concur. (B.A.D. 2237Z/29 to Admty (R) C. in C.A.W.I., N.S.H.Q.) Reply; Admty 1852/30.

Barbados Re defence measures, and position in relation to general defence of Carriibbean. (Govr. Barbados, No. T.O.O./29, (No. 255) to S. of S. for Colonies) See Lion Copy.

GEMSTONE. GEMSTONE due Baltimore 21/6 from Capetown not arrived. Admty 1716/9 refers. (N.S.H.Q. 2301Z/29 to Admty. etc).



# MOST SECRET

MOST SECRET

MESSAGE

IN

No T. of O./29th June.

From Governor of  
Barbados (Sir G. Bushe)

Date 30.6.42.

Time 0315.

CYPHER

To:- Secretary of State for the Colonies.

No.255 Most Secret and Personal.

Please see my most secret telegram No.254.

(corrupt group) settlement by correspondence ending in your secret telegram No.134 of the specific matters arising from enclosure in my secret despatch of 12th March. I have received no evidence, and can feel no assurance, ~~that~~ the position of Barbados in relation to the general defence of the Caribbean, has received adequate consideration by the United States Defence authorities and, although with some hesitation in the absence of complete information regarding United States plans and dispositions, I feel bound to emphasise the following considerations:-

(1) Protection of shipping. Four schooners trading to Barbados have been lost by enemy action in recent weeks. If the sinkings continue, maintenance of vital imports will be impossible. Plans for the establishment of ships detection nets, with one terminal in Barbados, have been discussed informally with Chester but promised proposals not yet received. There is no air or sea craft in Barbados, except locally manned harbour launch, for protection or reconnaissance purposes.

(2) Protection of aerodrome. Special vulnerability and strategic importance of Barbados were recognised. Vide paragraphs 2(b) and 4(a) of enclosure to my despatch noted above. I have been informally notified that in the event of change in the strategic situation presegging early attack on this area, United States force of about 500 men would be despatched from Trinidad. I await detailed proposals. I am of the opinion, which is strongly shared by the Commandant of the Local Forces, that anti-aircraft weapons and trained crews should be provided without awaiting further developments, and that this should not be a local responsibility. I feel the greatest concern about the lack of defence for this important aerodrome.

N.T of O./29.

Recd from C.O. 1900/1/July

1st Lord  
1st S.L.(2)  
3rd S.L.  
Vice Controller  
4th S.L.  
5th S.L.  
V.C.N.S.

### Circulation

War Cabinet Offices - Lt Col W.G. Stirling  
Air Ministry - Wing Commander Stowell  
Admiralty - Commander Oliver  
War Office (M.O.4.) - Major H.A.R. Powell

A.C.N.S.(F) (2)	D.A/S.W.	
A.C.N.S.(T)	D.of L.D.	Hd. of M.
A.C.N.S.(W)	D.N.I. (4)	D.of P.(Q)
Sec.	D.T.D. (3)	Ad. Bellairs
N.A.1st S.L.	D.T.D. (M)	Ad. Blake
P.A.S.(O)	D.S.D.	D.T.M.
P.A.S.(S)	D.N.A.D.	N.A. to A.C.N.S.(T)
D.of P.(2)	D.G.D.	D.B.D.
D.O.D.(F) (2)	D.T.S.D.	
D.C. (2)	I.P. (2)	
D.D.I.C. (2)	W.D.	



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29.6.1942  
Monday.

War Diary.

FOREIGN STATIONS.

Australia and New Zealand.

Unsuccessful  
attack.

Ref. C.B. 3000A (38) BARWON HUDDART PARKER  
1931Z/5 038° 05' S. 150° 14' E. S/M, latest  
track of torpedo sighted 4 points abaft port  
beam. Small explosion beneath ship followed  
by violent explosion 200 (? yards) from ship  
before starboard beam. No damage or casualties.  
(A.C.N.B. 0301Z/29 to Admty.)

ATREUS  
Minefields.

Ref. your 2151/24. Consider this course  
undesirable as it involves leaving Australian  
minefields without replacement. In view of  
shortage of shipping facilities propose therefore  
retaining spare mine loop supplied for  
Australian fields.  
(A.C.N.B. 0534Z/29 to N.Z.N.B., Navy Office,  
Wellington (R) Admty., ATREUS.)

Movements.

U.S.S. HELM escorting tanker H. BLISS left  
Brisbane 2208Z/28. U.S.S. WINSLOW arrived  
Sydney N.S.W. 0056Z/29.  
(A.C.N.B. 1314Z/29 to Admty. etc.)

Situation.

Serial number 158 from C.W.R. 28/6.  
Attack on Tulagi by one Catalina at 1610Z/26  
and 1600Z/27. Visibility very poor results  
not observed.  
(2) Lae Salamoia each attacked by one Catalina night 27/28.  
Results unknown.  
(3) Constructional activity with native labour reported at  
Buka aerodrome 27/6.  
(A.C.N.B. 1318Z/29 to Admty. etc.)

MATAGALPA  
(sunk 27/6)

On 27/6 when lying alongside Glebe Island wharf  
Sydney N.S.W. MATAGALPA caught fire, was burnt  
out and sank. Present indication salvage  
possible.  
(A.C.N.B. 1627Z/29 to Admty.)

M.T.Bs.

U.S. to provide for Australia.  
(Admty. 2114B/29) See East Indies.

U-BOAT CAMPAIGN.

Submarines Reported.

Estimated U-Boat positions.  
(D.D.I.C. 1447B/29, 1453B/29.)



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30.6.1942.  
Tuesday.

War Diary.

SITUATION REPORT.

Home Commands.

Operation "Gear Box". MANCHESTER (C.S.18) and ECLIPSE left Seidisfjord at 0210B today.

Operation E.S. Force X abandoned the operation at 1131B at 1° E. having been unobserved as far as is known. At 2159 C. in C. Home Fleet ordered S.O. Force X to repeat the operation.

The Admiralty have adopted the suggestion of S.B.N.O. North Russia and have ordered all ships of P.Q.17 to proceed to Archangel, deep draught ships being partially discharged outside Dvina Bar.

SOKOL was ordered to return from patrol off Ferrol after dark today (cf. North Atlantic 29/6.)

British Air Operations.

Air R/C of Trondheim failed today.

Russian aircraft bombed Luosari and Banak aerodromes today.

206 aircraft of Bomber Command were despatched to attack Bremen last night.

Enemy Air Operations.

There were further heavy air raids on Murmansk today and further large areas of the town are burnt out. The quays and dry dock were not affected.

Mining.

MENDIP reported probably enemy aircraft mining off Lowestoft in the early hours of today. Two mines were detonated off the Norfolk coast and several in the Humber area and off the East Sussex coast today.

/Operation ...



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30.6.1942.  
Tuesday.War Diary.SITUATION REPORT.Mining - Contd.Operation  
F.D. 40.

RUBIS sailed today to lay mines in the Bay of Biscay about 7/7.

Mediterranean.

Egypt.

The army are back at the El Alamein line (Arabs Gulf) and C. in C. Mediterranean is withdrawing ships, stores and spare personnel from Alexandria. A Nile Flotilla has been formed and Naval and Royal Marine units are co-operating with the army in the defence of Alexandria. Sea bombardment is likely to be of little use, owing to the dispersed nature of the fighting and distance from the coast, but the C. in C. has formed two cruiser and destroyer bombardment forces dispersed to Port Said (S.O. R.A.D. Med. in DIDO) and Haifa (S.O. C.S.15 in CLEOPATRA with ARETHUSA, JERVIS, ERIDGE and BEAUFORT). The demolition of Alexandria is ready if required; it is hoped to block the entrance and wreck everything else. MEDWAY (Base Depot ship) was delayed, in order to get as many submarines as possible operational, and was torpedoed and sunk by a U-Boat this morning whilst on passage to Haifa. SS. AIRCREST was torpedoed by aircraft in the Levant this evening and went ashore in 31° 25' N. 34° 39' E.

\* U. 372. (Cdr. T. Horton)  
1st of the 3rd Casuarina Flotilla

Liberators bombed harbour facilities at Tobruk last night and Wellingtons torpedoed a 5000 ton merchant ship east of Tobruk.

East Indies.

Three Japanese submarines commenced operating in the Mozambique Channel today and D/F indicates that a further flotilla of probably 2 or 3 submarines is proceeding to an area south of Capetown. SS. ROOKLEY reported being shelled by a submarine at 0215 G.M.T. today, north of the Mozambique Channel, but was apparently undamaged. SS. DALLINGTON COURT, reported being unsuccessfully attacked by a U-Boat in the Mozambique Channel this afternoon. An unknown ship picked up 6 survivors from SS. GOVIKEN at 0645 today in 13° 0' S. 41° 45' E.



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30.6.1942.  
Tuesday.

War Diary.

SITUATION REPORT.

America and West Indies.

One hundred and fifteen ships totalling over 600,000 tons have so far been reported sunk during June by U-Boats (including mines laid by U-Boats) in American Atlantic waters. Twelve of these were in convoy. Included in the total are 30 tankers. Ten ships which were torpedoed or shelled reached harbour. The fate of some 20 other ships which were attacked is not yet known; and 9 ships are overdue.



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30.6.1942  
Tuesday.War Diary.HOME COMMANDS.Policy.

PINK. A.M. 1616B/29/6. I still consider that less operational time will be wasted if PINK is fitted for the Arctic now.  
(Capt. D. Liverpool 1550/30 to C. in C. W.A.)

CONQUEROR. <sup>/INT. W.D.</sup> After completion of trials referred to in my 1739/14 CONQUEROR is allocated for duty in C. in C. Plymouth's command. When she is ready for sea F.O.I.C. Aberdeen is requested to sail her for Scapa.  
(D.O.D. (H.) 1653B/30.)

Plymouth  
Air/Sea  
Rescue craft. Your 1414B/27. In view of withdrawal of remainder of 28th M.L.F. and small proportion of 7th and 10th M.L.F. now serviceable the number of craft available for air/sea rescue is insufficient. 2. Request early allocation of an R.M.L. Flotilla to Plymouth Command.  
(C. in C. Plymouth 1854/30 to Admty.)

Movements.

BRAMBLE.  
SEAGULL. Arrived BRAMBLE, SEAGULL.  
(S.N.O. Archangel 0654B/30.)

SOKOL. (A) U-Boat believed to have left Ferrol 28/6. (U.105)  
(B) Leave patrol after dark 30th and proceed diving by day through (V) 44° 40', 12° 15' positions (X) (Y) and (Z) given in my 1427/18 to R/V vicinity Trevoise Head with escort as ordered by S.3 at daylight 8th for onward passage to Holy Loch.  
(F.O.S. 1236B/30 to SOKOL.)

ICARUS. Proceed passing Switha 1900/1st to Seidisfiord. Route. (2) On arrival complete with fuel and await further orders.  
(R.A.D. 1720B/30 to ICARUS.)

M.M.S.185. Your 1500/29. M.M.S.185 is not to be sailed until S.A. gear is fitted.  
(D.M.S. 1928B/30 to N.O.I.C. Peterhead.)

VENOMOUS.  
SHIKARI. <sup>/INT. W.D.</sup> N.O.I.C. Greenock 1124B/29. Sailing VENOMOUS,  
(HOWE) SHIKARI. SARDONYX delayed.  
(N.O.I.C. Londonderry 2316B/30.)

See p. 788



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30.6.1942  
Tuesday.

War Diary.

HOME COMMANDS.

Operations.

Operation Seidisfiord (? departed) MANCHESTER and  
"Gear-Box" ECLIPSE at 0210B/30.  
(A.C.I.C. 0646B/30 to C. in C. H.F. (R) C.S.1,  
C.S.18, Escort P.Q.17.)

British Air Activity.

A/C Landing Your 1740/29. Cannot trace position of Lake  
places at Lakhta on map. Please give accurate position.  
Archangel. (Air Ministry 1130/30 to 30 Mission.)  
Position as given accurate. Lake is 64° 23' N.  
40° 40' E. On some maps Lake may be called  
Kholm. On Russian 500,000 scale map 1932 edition lake shown  
20 kilometres south of Archangel and one kilometre East of  
railway line. Signal title map you are using.  
2. Russians have now offered further possible emergency  
alighting area. This is Lake Lovozero, position 67° 50' N.  
35° 10' E.  
(30 Mission 2000/30 to Air Ministry.)

Fleet Admiralty have assumed responsibility for  
Air R/C. ordering and keeping C. in C. H.F. informed  
of further air R/C in connection with Fleet  
movements.  
(D.O.D. H. 1154B/30.)

Bombing Institute following submerged bombing  
restrictions. restrictions (A) from 1800/30 to 2000/2 35 miles  
either side of a line joining 43° 40' N. 08° 28' W.  
and 44° 40' N. 12° 15' W. (B) from 1100/1 to  
1300/2, 25 miles either side of a line joining 180° Lizard  
Head 10 miles and 48° 52' N. 06° 28' W.  
(H.Q.C.C. 1400/30 to R.A.F. Gibraltar.)  
At 2359B/30 cancel submerged bombing restrictions within 20  
miles of 43° 40' N. 08° 30' W. as requested in my 1119/26  
para (D).  
(F.O.S. 1653B/30 to H.Q.C.C.)

Enemy Air Activity.

M.L.140 At 2145/29 M.Ls. 140 and 141 at Dungeness on  
M.L.141 Air Sea Rescue patrol were attacked by two enemy  
attacked fighter aircraft. One officer and five ratings  
on 29/6. wounded, two of them seriously. New Bofors  
Battery on the point was in action.  
(V.A. Dover 0926B/30.)

Murmansk. Further heavy incendiary and H.E. raid today,  
burning out further large areas.  
(Cormack 2112/30) See Shipping and Convoys.



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War Diary.30.6.1942  
Tuesday.HOME COMMANDS.Mining.

Off Lowestoft. Probable aircraft mining to Southward of 55A buoy and to Westward of number four buoy. My position 52° 35' N. 2° 7' E. (MENDIP 0331B/30 to C. in C. Nore.)

Dover. 9 Red Mines (37 to 41 and 43 to 46 inclusive) and 1 acoustic mine (42) swept yesterday in Q.Z.X. 750. Positions. (V.A. Dover 0843B/30 and 0758B/1.)

F.D.40 (RUBIS) Cancel my 1108/25 and substitute (A) Request you will sail RUBIS 30/6 escorted to vicinity Lizard Head thence to carry out F.D.40 routed as in my 1629/27/5 not to C. in C. Portsmouth. (B) If unable to carry out lay ordered in my 1104/25 in time to comply with para (D) below, RUBIS is to carry out an alternative lay as follows, half outfit scattered in groups within 2 miles of position DD. 45° 12', 02° 13', and half outfit scattered in groups within 2 miles of position EE 45° 05', 02° 24'. (C) On completion of either lay RUBIS is to proceed to an area bounded by parallels of 45° 20' and 44° 40' and meridians of 02° 08' and 03° 25', paying particular attention along the parallel of 45°. (D) In any event RUBIS is to pass through position T. on her homeward route at 0200B/10. (E) RUBIS is to be warned to keep carefully within the bombing restrictions owing to probability of own air A/S activity. (F.O.S. 1023B/30 to Capt. S.5.) RUBIS escorted by RYSA sailed Needles 2230. (C. in C. Portsmouth 2317B/30.)

Thames Estuary. At 1459/28 one ground mine detonated by Sweepers. Details. (Capt. M/S Sheerness 1105/30.) At 1015/29 one ground mine detonated by Sweepers. Details. (Capt. M/S Sheerness 1107/30.)

Norway. Bodo Area. The Norwegian Press has announced that the following area is dangerous to shipping due to minefields. (A) 67° 35.4' N. 15° 01.8' E. (B) 67° 36.2' N. 15° 01.8' E. (C) 67° 37.0' N. 15° 05.0' E. (D) 67° 37.0' N. 15° 09.8' E. (E) 67° 36.0' N. 15° 12.3' E. (F) 67° 34.7' N. 15° 07.7' E. (Hydrog 1512B/30.)

B.S.84. Operation B.S.84 completed. (M/S 13 1540B/30.)

/Harwich ...



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30.6.1942  
Tuesday.

War Diary.

HOME COMMANDS.

Mining - contd.

- Harwich. At 1302/30 one Magnetic mine exploded by Sweepers. Details.  
(F.O.I.C. Harwich 1758B/30.)
- Yarmouth. At 1805/30 one red Magnetic mine exploded by Sweepers. Details.  
(F.O.I.C. Gt. Yarmouth 1841B/30, and 1845B/2)  
At 1902/30 one red Magnetic mine exploded by Sweepers. Position.  
(F.O.I.C. Gt. Yarmouth 1930B/30 and 1845B/2)
- Off East and West Sheringham Buoy. 6 Magnetic Mines exploded by Sweepers at 0731/30, 1314/30, 1315/30, 1316/30, 1817/30, and 1641/30 respectively. Details.  
(F.O.Humber 2340/30.)

Enemy Intelligence.

- Trondheim. R/C Trondheim failed this morning. Further attempt being made this afternoon.  
(D.D.I.C. 1344B/30.)  
Second and last R/C of Trondheim 30/6 failed.  
(D.D.I.C. 1955B/30.)

U-Boats.

- U-Boat reported. By D/F at 2307Z/29 U-boat was in the vicinity of 46° N. 21° W. Unreliable fix. The message was probably not a sighting report.  
(D.D.I.C. 0213B/30 to Escorts S.L.113 and S.L.F.113)

Navigational.

- Rudh Uisenish. Rudh Uisenish (057° 56' N. 006° 28' W) light and fog signal out of action.  
(Capt. D.9 0941B/30 to P.37 and O.24.)
- Fog off N.W. Norway. Air R/C on 30/6 reports fog 60 miles from (?Murman) Coast. Fails to reach vicinity of Bear Island.  
(S.B.N.O. North Russia 2000B/30.)
- Drifting spar. Heavy spar dangerous to navigation 070° 1½ miles Holy Island Castle, drifting north at 2310.  
(C. in C. Rosyth 2350B/30 to VICEROY, LAUDERDALE)



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War Diary.

30.6.1942  
Tuesday.

HOME COMMANDS

Technical.

Smoke-  
making  
Trials. Sailed BRAMHAM for Londonderry to comply with  
C. in C. W.A. 1523/23. E.T.A. 1145.  
(F.O.I.C. Greenock 0655B/30.)  
Following is a repetition of C. in C. W.A.  
1523/23. Begins. MALCOLM, BICESTER, BRAMHAM  
are to arrive Londonderry a.m. 30th and will be required for  
smoke making trials p.m. July 1st and a.m. July 2nd with B.1  
Group, escorting O.N.S.108. Ends.  
(F.O.I.C. Greenock 1406B/30 to Admty.)

Casualties and Defects.

RICHARD  
BLAND.  
(P.Q.17.) Sailed tug <sup>/Reynard</sup> ADHERENT with NORTHERN PRIDE 2100/29  
to assist RICHARD BLAND ashore off N.W. Iceland.  
(N.O.I.C. Iceland 1134B/30)

Shipping and Convoys.

EL NIL. Further to my 0521/27. Total cargo 2572 tons.  
MARGOT, Details. Personnel. Details.  
DARINA, MENTOR, Survivors:- 19 ex MARGOT, 11 ex DARINA, 33 MENTOR,  
CLAN SKENE, 14 CLAN SKENE, 1 ex EMPIRE THRUSH, 15 ex  
EMPIRE THRUSH, PEISANDER, 4 ex WESTMORLAND, 15 ex YORKMOOR, 10  
PEISANDER, ex ATHELEMPRESS, 10 ex MARRAWIN, 2 ex EMPIRE  
WESTMORLAND, STOREY, 1 ex BRITISH SPLENDOUR, 1 ex SAN DELFINE,  
YORKMOOR, 1 ex BRITISH WORKMAN.  
ATHEL- (D.S.T. 0159B/30.)  
EMPRESS, My 0521/27. Personnel will now embark on 13/7,  
MARRAWIN, but vessel will still sail Liverpool 15/7.  
EMPIRE (D.S.T. 0441B/30.)  
STOREY,  
BRITISH  
SPLENDOUR,  
SAN DELFINE,  
BRITISH  
WORKMAN.

P.Q.17. Your 1931B/28. Arrived. (ONSLOW, ASHANTI,  
MAYRANT, RHIND.)  
(A.C.I.C. 0203B/30 to R.A.D.)

Plot indicates enemy A/C may have passed in your vicinity,  
course East, at 0930.

(A.C.O.S. 1014B/30 to Force "X".)

Your 0329/28, your 1103/28, and your 1017/29. Please confirm  
36 Merchant ship sailed. If so, signal bunker particulars  
GREY MALER.

(S.B.N.O. Archangel 1022B/30 to A.C.I.C.)

Operation abandoned at longitude 001° East. Unobserved as far  
as is known. Returning.

(S.O. Force "X" 1131B/30 to C. in C. H.F.)

NORFOLK arrived Seidisfiord.

(A.C.I.C. 1400B/30.)

/Position ...



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Tuesday.HOME COMMANDS.Shipping and Convoys.

P.Q.17  
contd. Position at 2000/30. 3 Fleet Units, NIGERIA, CUMBERLAND, FAULKNER, ONSLAUGHT, MIDDLETON, ESCAPADE, BLANKNEY, MARTIN, MARNE, WHEATLAND. (All following positions are North and West unless otherwise indicated) 64.05, 06.00 to N.W. Force "X" 60° 58', 00° 50', South Westwards. (A.C.O.S. 1558B/30.)

My 1209B/29. Arrived Seidisfiord. (WICHITA, TUSCALOOSA, ROWAN, WAINWRIGHT, SOMALI). (A.C.I.C. 1703B/30 to C. in C. H.F., C.S.1.)

Your 2306B/29. Concur. All ships of P.Q.17 should proceed to Archangel, deep draught ships being partially discharged as suggested outside Dvina Bar. (D.T.D. 1918B/30 to S.B.N.O. North Russia.)

S.O. Force "X" 1131B/30.

A. As Force "X" was apparently not sighted it cannot have diversionary effect.

B. If it will not conflict with your plans it appears desirable that Force "X" should turn to the eastward so as to reach longitude 1° E. at about noon/1st and then return to base.

C. If you wish Operation E.S. repeated, request you will make the one word "Repeat" to S.O. Force "X".

D. If S.O. Force "X" does not get the order "Repeat" from you he is to return to base. (1st S.L. 1934B/30 to C. in C. H.F., (R) Force "X", A.C.O.S., C. in C. Rosyth.)

Further heavy incendiary and high explosives raid today burning out further large areas. Fear labour question will be difficult any ship of P.W.17 coming to Murmansk. (Cormack 2112/30 to Admty.)

Repeat.  
(C. in C. H.F. 2159/30 to S.O. Force "X".)

LLANSTEPHAN CASTLE. NARKUNDA. LLANSTEPHAN CASTLE due Clyde a.m. 1/7 is required to be ready to sail p.m. 5/7. Approx. 1,000 personnel will embark. Code number G.5. Voyage will be approx. one weeks duration in each direction. (D.S.T. 0421B/30.)

SS LLANSTEPHAN CASTLE speed 13½ knots carrying military personnel for Gibraltar will be ready to leave Clyde p.m. 5th.

2. C. in C. W.A. is requested to provide two destroyers as escort.
3. LLANSTEPHAN CASTLE is to R/V with NARKUNDA at M.O.M.P. in 45° N. 19° W. at 0700Z/9 where ships will exchange escorts.
4. F.O.I.C. Greenock is requested to sail LLANSTEPHAN CASTLE as requisite by route to be promulgated by Admiralty.
5. F.O.C.N.A. is requested to sail NARKUNDA to M.O.M.P. as requisite and to provide 2 destroyers as escort.
6. Destination of NARKUNDA on arrival is Clyde.
7. F.O.C.N.A. is requested to signal estimated speed of advance of NARKUNDA. (D.O.D. (H.) 1838B/30.)

D.S.30. My 0354. Convoy D.S.30. Embarkation will now take place at tail of bank on 7/7. (D.S.T. 0422B/30.)

/Convoy ...



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HOME COMMANDS.

Shipping and Convoys - contd.

Convoy "Banter" "Banter" "Banter" near 18A buoy proceeding in fog. Ships joined 4 at 20C buoy and 1 from Middlesbrough. (VALOROUS 0755B/30.) "Banter" anchored in fog near H.3 buoy. 13 ships. Visibility 1 cable. (VALOROUS 1739B/30.)

RAMSEY. BUXTON. Your 1507Z/26th. Thank you. If convenient may RAMSEY join B.6 escorting H.X.200. I will sail BUXTON for St. Johns N.F. about mid July. (C. in C. W.A. 0938Z/30 to C.T.F. 24.)

O.G.M.86 O.N.M.109. Intend sailing O.G.M.86 and O.N.M.109 to Belfast, E.T.A. 1830B/2 and 1230B/3. Leave Belfast 0230B/3 and 0215B/4 to R/V with Liverpool Sections at B(2) in N.C.S.O. Mersey's 1540B/25 and 1655B/26. (N.C.S.O. Milford Haven 0948B/30.)

O.S.34. ORISSA. My 1104B/26. ORISSA delayed by defects. Expect to sail 11/7 with O.S.34. (N.O.I.C. Greenock 1004B/30.)

Convoy "Stencil" Intend sailing "Stencil" at 1200/30. (R.N.O. Scillies 1120B/30 to F.O.I.C. Falmouth)

O.S.33. LEOPARD. COMMANDANT DUBOC. Admiralty 1555B/29. Request you sail LEOPARD from Greenock and COMMANDANT DUBOC from Londonderry as additional escort to O.S.33. S.O. of escort PELICAN. Ships are not to fuel at Azores but oiler LAURELWOOD in convoy is available for fuelling at sea. (C. in C. W.A. 1145B/30.)

S.C.88. S.C.88. Expected to arrive splitting position 1500B/1st. (C.T.U. 24.106.4. 1401B/30.)

Passenger. Ships for Bristol Channel. AM 2107B/29/6. It is considered undesirable for deep-draught ships to disembark passengers in Loch Ryan as they have to lie at the entrance of the loch where there is no shelter from the weather or protection by A/S vessels or A/A guns. 2. If, however, these risks must be accepted it is important that E.T.A. and draught of ship be known as early as possible and that stay in Loch Ryan should be as short as possible.



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Tuesday.

War Diary.

HOME COMMANDS.

Shipping and Convoys - contd.

Passenger  
Ships for  
Bristol  
Channel -  
contd.

3. To facilitate the operation of disembarkation it is requested (A) One large tug, one passenger tender and one fast motor boat and (B) 1 Lieutenant as assistant to Admiralty Berthing Officer, 1 Writer W.R.N.S., and 3 naval ratings as crew of motor boat may be allocated to Stranraer as soon as possible.  
(F.O.I.C. Greenock 1738B/30 to Admty.)

Q.P.13.

You were probably reported by enemy A/C at 1650B/30.  
(D.D.I.C. 1848B/30 to Escorts Q.P.13.)

P.S.1  
S.P.1.

P.S.1 Nil. S.P. 1 N.A.T.S. 58 and 39 for Shoreham for Portsmouth. From Shoreham to Littlehampton unescorted. M.V. ATLAS for Cowes Roads from Littlehampton. Escort CHASSEUR 41.  
(C. in C. Portsmouth 1856B/30 to N.O.I.C. Newhaven.)



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FOREIGN STATIONS.

Raiders.

Intelligence. A.M. 1825B/23/6. No new information, but two tankers overdue at Fremantle from Abadan may be victims of Raider E. (D.D.I.C. 1959B/30 to A.I.G.13 etc).

North Atlantic.

A/S Sweep. WESTCOTT, WRESTLER, ANTELOPE, ITHURIEL, sailed 0600 for A/S sweep westward. (F.O.C.N.A. 0624B/30 to Admty.).

Axis Shipping. 30/6. Enemy ships 53(LESSEE) and 54(DREPANUM) Bilbao 28/6 to load iron ore. (Consul Bilbao, 1203/30 to Admty.).

U/B N.A. Madrid 1313/30. See Mediterranean.  
Cartagena

CARADOC. Intend to sail CARADOC at 2300B/1/7. routed through positions;  
A. 35° 50' N. 06° 28' W. B. 32° 40' 10° 10'  
C. 28° 01' 13° 30'. D. 25° 02' 16° 28'  
E. 20° 49' 18° 50'. F. 14° 10' 18° 50'  
G. 10° 45' 17° 30'.  
thence Freetown. S. of A. 16½ knots. E.T.A. 0900H/7th.  
(F.O.C.N.A. 1622B/30 to R.A.W.A.(R) Admty etc).

BURDOCK. Admty. 1812/18/6. Request permission be obtained for BURDOCK to visit St. Vincent about 4/7 for purposes of delivering diplomatic mail. A small quantity of fuel may be required. (Head of M. 1656B/30 to N.A. Lisbon).

Spanish S/M. Ferrol. Your 0104B/28 Spanish S/M B.2. which cannot submerge leaves Ferrol (?occasionally) for engineering instruction. She has not been hitherto included in agreement by which movements of Spanish submarines are previously notified but this will do (as received ? "will be done" intended) in her case (? in future). (N.A. Madrid 1717/30 to Admty.).

U/B Admty pass to C. in C. Plymouth and H.Q.C.C.  
Ferrol. Minister Marine today told me German S/M  
U.105. at Ferrol to be number 425 but this cannot be  
/(?guaranteed)



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30.6.1942.  
Tuesday.War Diary.FOREIGN STATIONS.North Atlantic. contd:-

U/B ( ?guaranteed) as was only from conversation  
 Ferrol. with ship's company and was nowhere on  
 Contd. board.  
 U.105. S/M left 0450/28/6 S/M condition ( ?seagoing)  
 on ( ?surface). She was reported at 1600 /28  
 passing Cape Penas 2 miles out ( corrupt group) ( ?doing)  
 10 knots with 1 German aircraft in attendance slightly  
 further to seaward.  
 Minister expected report attack by our aircraft later but  
 has received ( ?none).  
 (N.A.Madrid 1730/30 to Admty (R) F.O.Gib).

PONTET (French) ? arrived.  
 CANET. (Lisbon 1819/30 to M.W.T.).

H.G. 85. Sailed convoy H.G.85 escorted by FOWEY,  
 CARNATION, STONECROP, CAMPION, local  
 escort VIDETTE, COLTSFOOT SPIRDA, JONQUIL.  
 GERANIUM sailed later to overtake.  
 (F.O.C.N.A.1852B/30 to Admty. C. in C.W.A.).  
 My 1852/30 GERANIUM sailed as additional local escort.  
 (F.O.C.N.A. 2101B/30).

VANSITTART My 1831/18/6. If VANSITTART will be an  
 WISHART. adequate temporary substitute, WISHART can be  
 taken in hand by Messrs. Grayson Rolls &  
 Clover at Liverpool about 11/7 for fitting Type  
 271.

2. Request early report of your intentions.  
 3. She must be ready to leave U.K. by 1/8 and no defects will  
 be undertaken which cannot be completed within this period.  
 (A.C.N.S.(F) 2122B/30 to F.O.C.N.A.).



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FOREIGN STATIONS.

South Atlantic.

DIO MEDE.

Intend to sail from Pernambuco 1900 G.M.T./2 arriving Freetown a.m./7. On leaving Pernambuco intend to maintain W/T watch. (Details).  
(DIO MEDE 0216/30 to Opnav, C.T.F.23 (R) Admty. etc).

Transport of Air Pilots.

My 0447/18 para 1 (b). Request what arrangements you propose for movement of 300 R.A.F. pilots ex W.S.19 W. from S.Africa to U.K. These personnel are very urgently required here.  
(D. of S.T.0420B/30 to P.S.T.O.Simonstown).

CHITRAL.

Sailed CHITRAL for Mauritius routed through position (A) 027° S. 050° E. S. of A 13.5 knots. E.T.A. 0600Z/5, changing to W/T organizations NU at 1600Z/2  
(?N.O.I.C.Durban 0738Z/30 to Admty etc).

→ MALAYA  
W.S.20.

My P.C. and S. 0800Z 016° 02' N. 020° 33' W. 177° 14.3. knots. Weather report (MALAYA 0801Z/30 to R.A.W.A.(R) WIVERN, VELOX BOREAS). *See next page - (Dispositions)*

Not met. My P.C.S. 017° (?14') N 020° 31' W. 177° 14 knots based on fix at 0600. BOREAS, VELOX in company. Weather report.

(WIVERN 1001Z/30 to R.A.W.A.(R) MALAYA).  
My P.C. and S. 15° 48' N. 20° 24' W. 167° 14. Expect to reach position 10° 59', 19° 17' at 0803/1.  
(WIVERN, 1602Z/30 to MALAYA (R) R.A.W.A.).  
My 1247Z/30. (Proposed route for PASTEUR -(N.T. in W.D.)).  
Report earliest time of joining convoy. 2. Report earliest time 1 destroyer if ordered could be in 011° 03' N. 018° 24' W, where there is dinghy with 6 survivors.  
(.R.A.W.A.1643Z/30 to WIVERN (R) MALAYA).

U/B.

Following received. SSSS DE WMRD (?)  
S/M sighted in 33.39 S. 13.30 E. at 0830 G.M.T.  
(Simonstown W/T T.O.R. 0833 G.M.T./30 to Admty)

Search for Dinghy.

Proceed forthwith to locate dinghy with ten men in 011° 03' N. 018° 24' W. Sunderland will co-operate.  
(R.A.W.A. 1142/30 to M.L.278, M.L.296. (R) Capt. -A.P.MALAYA A.O.C. West Africa. N.O.I.C. Bathurst).

Dinghy with 10 men believed to be missing crew of Sunderland aircraft has been located in 011° 03' N. 018° 24' W. Destroyer should be detached to arrive in position at daylight 1/7 and join search. Aircraft will co-operate.  
(R.A.W.A. 1153Z/30 to MALAYA, (R) N.O.I.C. Bathurst, Escort W.S.20, Capt. D.18. A.O.C. West Africa).

/My.....



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South Atlantic.

Search for My 1153Z/30. Destroyers should not be  
 Dinghy. detached until WIVERN, BOREAS, VELOX have joined.  
 Contd. (R.A.W.A. 1647Z/30 to MALAYA).  
 Report when your Motor Launches are likely  
 to be in 11° 3' N. 18° 24' W, where dinghy  
 with 10 men has been located.  
 (R.A.W.A. 1157Z/30 to N.O.I.C. Bathurst (R) MALAYA, A.O.C.  
 West Africa).  
 W.D.Note. Dinghy and crew apparently recovered, see  
 A.H.Q. West Africa. 0700/2.

Dispositions. (?BARCROSS) BAR(?BORNE) 019° 15'. 021° 30'  
 153° 8.  
 PHILANTE with S.L. 114 017° 55' 021° 50'  
 348° one at 2000/30.  
 BRIDGEWATER 016° 59' 021° 01' to join S.L.114.  
 CORINTHIAN about 012° 55' 025° 59' 200° 10.  
 (?W) S.20 and escort 013° 20' 020° 25' to 011° 40' 020° 20'  
 thence 123° 13 $\frac{3}{4}$   
 (R.A. W.A.1152Z/30 to A.I.G.149).

*See previous  
page.*

B.D.Vs. Capetown departures BRITTANY, BARFOUNT,  
 BARRYMORE, and BELLWORT last being in tow.  
 S. of A. approx. 5 knots route R.8.  
 E.T.A. Durban approx. 6th.  
 (S.O.I. Capetown 1432Z/30 to Admty. etc).

EMPIRE Departure 30/6 EMPIRE PINTAIL, for Trinidad.  
 PINTAIL. E.T.A. 2000Z/12/7, S. of A. 15 $\frac{1}{2}$  knots. Shift w/A  
 organization from 3.A. to 2.B. 1400Z/6.  
 (B.N.L.O. W.Africa. 1645/30 to Admty.).

HEEMSKERCK. Arrived fuelled and sailed Netherlands light  
 cruiser HEEMSKERCK for Capetown routed R.9.  
 S. of A. 20 knots. E.T.A. 1600Z/2.  
 (N.O.I.C. Durban 1910Z/30 to Admty etc).



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Tuesday.FOREIGN STATIONS.Mediterranean.

- P.S.T.O. Egypt. As from 2100/30/6 the office of P.S.T.O. Egypt will be at Suez. All signals to be addressed Printrans Suez and mail to S.T.O. Egypt, Suez. Request addressees give wide distribution. Mombasa pass to Deputy C.in C. E.F. (P.S.T.O. Egypt, 0105C/30, to C.in C. Med., Admty etc).
- Cositrep No. 430. (4) Air. Night 29/30. Liberators bombed harbour facilities Tobruk, starting large fires on jetties. Wellingtons torpedoed a 5000 ton merchant vessel east of Tobruk, claiming two hits amidships. (C.in C., M.E., 1009/30).
- Beirut Movements. 29th arrivals 0050 ERICA, \*HYACINTH, SNAPDRAGON, BURRA. Departures 0530 \*LA MOQUEUSE, 1030 ERICA, \*HYACINTH, BURRA. 30th. Departures 1030 AETOS, SNAPDRAGON. (S.O.I. Beirut, 1029C/30, to Admty (R) C.in C. Med.)  
\* See p. 856
- Port Said. Movements. 29/6 Port Said arrivals, PRIMULA H.M.M/L 1046 and 348, BULLFINCH, \*JERVIS, JAVELIN, \*BEAUFORT, EURYALUS, EXMOOR, \*ERIDGE, WOOLWICH, RESOURCE, CROOME, ALDENHAM, TETCOTT. Departures, SOUTHERN SEA, WOOLWICH, RESOURCE, \*JERVIS, JAVELIN, \*BEAUFORT, ALDENHAM, EXMOOR, TETCOTT, CROOME, \*ERIDGE. (N.O.I.C. Port Said, 1102C/30, to Admty, C.in C. Med:)\* See next page.
- Situation Egypt. (a) Army back to Alamein line. Am withdrawing ships and spare personnel from Alexandria. Naval ratings remaining man Nile Flotilla, internal security, anti tank parties, demolitions, Royal Marines, M.N.B.D.O. guns and pill boxes. (b) APHIS, FLAMINGO, bombardment from harbour, 15th C.S. and destroyers bombardment from sea when required. (C.in C. Med., 1126C/30, to Admty).
- U/B Cartagena U.573. R.O. Cartagena reports all hope of repairing U-Boat there has been abandoned. C.2. (N.A. Madrid, 1513/30, to Admty). O.I.C. Comment.. On the basis of previous reports of extent of damage to this U/B the report may be correct, but should be treated with reserve, as it may have been planted.
- PAKENHAM 4 hours early on my 1243C/29 (N.T.in W.R.) (PAKENHAM, 1330Z/30, to N.O.i/c Port Sudan, (R) S.B.N.O. Suez Canal Area).

/Sevastopol ...



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FOREIGN STATIONS.

Mediterranean.

- Sevastopol. Situation report. Position seriously deteriorated during 29/6. Inkerman Balaclava line broken through in at least two places. If this line has to be abandoned there is no further natural defence line. Under cover of intense air and artillery bombardment groups of enemy infantry also landed on southern shore of northern harbour. (2) Consider unlikely that Sevastopol can hold out now for more than a few days.  
(N.L.O. Black Sea, 1441C/30, to Admty, Adm.Miles.).
- Taranto Photographs 0815/30. Taranto. Inner harbour Intelligence. 1 LITTORIO in dry dock. One 8 and 2 6-inch Cruisers, 23 Destroyers and 7 S/Ms of which 1 is in dock and 1 under repairs. Outer harbour. 1 LITTORIO and 3 CAVOUR battleships. 1 CAVOUR is in process of being towed out of its net. 2 Merchant ships of 6,000 to 7,000 tons and 1 6 ton all laden. 4 Tankers 1 10,000 tons and 3 about 6,000 tons. C.in C. Med: pass to S.O.(I) Alexandria.  
(V.A. Malta, 1526C/30, to C.in C. Med. (R) Admty, etc.).
- CLEOPATRA (Corrupt group) F.O. 15 C.S. in CLEOPATRA with  
ARETHUSA ARETHUSA, JERVIS, ERIDGE, BEAUFORT, left Alex. 1530/30  
Destroyers. for Haifa through 031° 47' N. 030° 00' E. 033° 10' N. 029° 30' E. 033° 30' N. 034° 00' E.  
Probable S. of A. 20 knots.  
(C.in C. Med: 1550C/30, to S/Ms on Patrol (R)  
F.O. 15 C.S., 201 Group). *arrived 6 30 (0955/47)*
- R.A.T.E., R.A.(?Training) Establishments with 2 staff  
for officers leaves by air for Durban on 1/7 to  
South Africa. consult Cmdre. Durban in regard to arrangements  
for accommodation of 100 Officers and 2,500  
Ratings of training establishments who are being  
evacuated in view of present situation. Anticipate (?Ratings)  
will leave by sea about 6/7. R.A.T.E. is subsequently to  
proceed Simonstown to report to you. Cmdr. Robinson will  
proceed to Durban shortly to commence controlling personnel under  
R.A.T.E.(?vide) my 1135/25/5 and D.C.in C. E.F.'s, 0917/4/6.  
(C.in C.Med., 1552C/30 to C.in C. S.A., (R) C.in C. E.F. etc.).
- Malta I 406 30/6. C.S.R. Part I. Night 29/30. Alert  
Air Report. 1945 hours, 8 raiders. Luqa M/T damaged Hal Far  
DA bombs exploded wounding two soldiers, 1 JU.88  
destroyed by Beaufighter.  
(H.Q. R.A.F., Malta, 1600/30).
- TASSOS My 1312B/4/3 (N.T.in W.R.) Greek TASSOS 143  
G.R.T. arrived p.m./29/6 from Piraeus flying  
(corrupt gp.) flag. Declared general cargo; large  
demi johns on decks, (possibly acid). She is  
being kept under observation.  
(S.O.I. Istanbul, 1650C/30, to S.O.I.Med:(R) D.N.I.)

/Enemy ...



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Enemy Intelligence. Following from S.O.(I) source graded D.3. Afternoon 25/6 cargo vessels CALINO and SANTA FE left St. George's Bay escorted by one destroyer loaded with Italian and German troops. (S.O.I., Istanbul, 1701C/30, to S.O.I. Med.(R) D.N.I.).

Situation Report 227. Egyptian tug PHAROS mined and sunk off harbour entrance but outside swept channel 2045/29/6. Mines laid inside and in approaches to Alexandria harbour night of 29/30. 2. MEDWAY torpedoed and sunk by \*U-Boat in 31° 3' N. 30° 35' E at 0925/30, whilst on passage to Haifa. 1105 survivors picked up by HERO and ZULU. Ship sunk in 13 minutes. 3. Majority of ships being sailed from Alexandria. Naval and Royal Marine units assisting military to man Alexandria defences. 4. Levant. British S.S. AIRCREST sunk by torpedo aircraft 0910/30, no further details known. \*U. 372. (Or: Titterton's list of Med: casualties) (C.in C. Med., 1826C/30, to Admty. (R) V.A. Malta, etc.). My 1126/30. A. MEDWAY sunk but hope QUEEN ELIZABETH, RESOURCE and WOOLWICH are south of canal. B. Plain facts now are enemy can mine and blitz Alexandria at will. C. Have evacuated W.R.N.S. and official women who will go south of canal, also all higher ratings and training establishments sent off with (?ratings) to S. Africa. Remainder naval personnel usefully employed as my 1126/30. D. Have seen N.L.O. who came here from General. Sea bombardment now little use due to dispersion and distance from coast but General will give me 12 hours notice of any request. Have formed two cruiser destroyer bombardment forces dispersed to Port Said and Haifa. R.A.D.Med. in DIDO at former, C.S.15 in CLEOPATRA at latter. APHIS and FLAMINGO remaining at Alexandria. E. Am thinning out shipping which is taking away stores and dockyard workers, and moving as much shipping south from Port Said as practicable. F. MEDWAY had to be delayed to get as many as possible S/Ms operational. They will now work from Haifa. G. Have installed my operational H.Q. with No.201 Naval Co-op.Group at Alexandria and every endeavour being made to attack enemy supply lines. When expedient intend to establish my operational H.Q. with 201 at Ismailia. Administrative staff now established Port Said. H. Demolition of Alexandria ready if required and hope to block entrance and wreck everything else. I. Greek IONIA and torpedo boat en route Port Said and South. Greek CORINTHIA and submarine en route Haifa. Hope to tow QUEEN OLGA to Port Said. Other Greek units employed as escorts. (C.in C. Med., 2046C/30, to Admty).

Haifa Arrivals \*LA MOQUEUSE, \*HYACINTH, WOLBOROUGH, FALK, Movements, M.L. 353. Departures HYACINTH, LA MOQUEUSE. (N.O.I.C. Palestinian Ports (Haifa), 1941C/30 to Admty, C.in C. Med.). \* See p. 854.

\* correct pos<sup>n</sup> believed

/TAKU ...

32° 03' N 30° 35' E (see War Diary Card 3 (note on back) and Search No. 7673 (Vol 46) 31° 03' N is on dry land in this longitude!

11/5/77



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War Diary.

FOREIGN STATIONS.

Mediterranean.

TAKU  
OTUS

TAKU sailed at 1930/30 through 32° 00' 27° 28' and 32° 20' 25° 00' to patrol between 022° 20' and 025° E. South of 033° 20' N. OTUS sailed 1930/30 through 032° 31' 030° 02' and 033° 03' 034° 21' to arrive Haifa 0530/5/7.  
(C.in C. Med., 2228C/30, to S/Ms on Patrol).

Alexandria  
Movements.

Departure 29/6 KLO, BURGOMET, ZAHRA, DELPHINIUM, DIDO  
MEDWAY, SIKH, ZULU, HERO, \*CLIPLAY PRINCE, DE LIEGE,  
M.T.Bs. 260, 262, THORN, P. 31, P. 34 Greek <sup>PALE</sup> KONDOURIOTIS,  
ASPIS, NIKI, IONIA, CORINTHIA, Greek Subs. PAPANICOLIS  
NEREUS, TRITON.  
(S.O.(I) Alexandria, 2350/30). \*CLEOPATRA *ntend*



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ROOKLEY  
shelled. Received 0215 G.M.T. De DROD. SSSS position  
13.00 S., 41.45 E. ROOKLEY being shelled.  
(Portishead Radio, 0115/30 to Admty).

Seychelles  
defence. 98376 (M.O.12a) 29/6. Our 72693 (M.O.12a) of 24/2  
(A.M. 2321/25/2 - Defence of Seychelles).  
Add para. 10, Naval Defences. 2 A/T Baffles to  
protect ships fuelling at Floating Pipelines  
(St. Anne's Island).  
(W.O. 0200/30 to C. in C. India).

C.S.4  
BIRMINGHAM. Intend transferring flag and staff to BIRMINGHAM  
2/7 and sailing that day for Kilindini with all  
available Eastern Fleet destroyers E.T.A. Kilin-  
dini 0600Z/8.  
(C.S.4 0337Z/30 to C. in C. E.F., (R) D. C. in C  
E.F. N.O.I.C. Aden, C. in C. Med., BIRMINGHAM,  
Admty).

Your 1545, not to all addressees.  
E.T.A. 0830C 1/7 with NORMAN and NIZAM.  
(C.S.4., 1737Z/30 to N.O.I.C. Aden, (R) C. in C. E.F.,  
C. in C. Med., D.C. in C. E.F.)

FANEROMENI Overdue Shipping. FANEROMENI (GK) left Calcutta  
6/6 due Aden 23/6 not arrived.  
(S.O.(I) Colombo, 0445Z/30 to Admty etc).

Diversion of  
Ships to  
Middle East. Com/686. 15536/Q cipher 29/6. Ref. War Office  
97846 (Q.(M) 3) 26/6. 98166 (C.O.M.) 28/6.  
(1510/28).  
(1) Diversion of ALASKA, FRANKA, NARVIK,  
IMPERIAL MONARCH, BARONJEDBURGH and DIOMED which  
means delay in arrival these ships in India by some 2 or 3 months  
will, since they contain imports largely from U.S.A. vital to  
Indian munition industries, have such a serious effect on our  
production of war supplies, amounting in certain cases (e.g. if  
IMPERIAL MONARCH is diverted) to cessation of production as well  
as on activities of defence services that we cannot contemplate  
agreement to proposals in toto.  
(2) In view of shipping congestion which must now be arising  
in Red Sea ports, sorting of these ships, which contain large  
quantities of stores such as steel ingots and C.K.D. vehicles  
etc. of no value to Mideast, will throw heavy burden on these  
port facilities.  
(3) While realising urgency of Middle East needs, suggest that  
it would be of advantage both to M.E. and India if  
(a) IMPERIAL MONARCH, NARVIK, ALASKA, FRANKA, DIOMED were  
rediverted to India, leaving BARONJEDBURGH to continue direct to  
M.E. (b) M.E. informs us most immediate requirements from  
cargoes of above named 5 ships (c) We ship from stock direct  
to Middle East what is required stowed for rapid disembarkation.  
(C. in C. India, 0500/30 to C. in C. M.E. (R) W.O.)



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Diversion of Ships to Middle East. Contd.      Second Part. Presume M.E. will require largely tanks, A/A guns and ammunition. We can ship equivalent full amount of these stores loaded in above named ships direct from stock loading to commence at once.

(4) M.E. should note (a) that (details) are Naval Stores. (b) Cargo for India stowed in EMPIRE LIVINGSTONE and LARCHBANK are being left on board and will be at M.E.'s disposal against requirements. These ships bring in addition wheeled carriers and vehicles 13 anti-tank regiment and sail about 4/7. (c) Tanks sent from Indian stock will arrive serviced and as far as possible ready for action.

(5) Subject to Mideast's reply to Troopers 98166 (C.O.M.) of 28/6 we propose to retain BARON BELHAVEN and HOPECREST now in Bombay and will arrange to ship forthwith from Indian stocks M.3 tanks and 24 mobile 3.7 inch A/A guns. Awaiting Mideast reply regarding other requirements from these ships.

(6) We assume from Troopers 98166 (C.O.M.) of 28/6 intention is that details all ships should be settled between India and Mideast. Will Mideast therefore signify direct to us agreement to above proposals which we consider are in best interests of all concerned and arrange rediversions in accordance with (3) (a) above.

(C. in C. India, 0845/30 to C. in C. ME. (R) W.O.)

Air Sqdns. Ceylon.      Your 2012B/24 and my 1312Z/24. Consider Katukarunda can be developed to take 6 Squadrons by end of September. R.A.F. have agreed to accommodate 3 squadrons at China Bay which is only aerodrome suitable or equipped for torpedo bomber training. Provided one A/C carrier goes to Trincomalee, 9 squadrons could be disembarked and able to re-embark at 4 hours notice by day and 6 by night provided adequate road and boat transport exist (F.O. Ceylon, 0547Z/30 to Admty. (R) C. in C. E.F., D.C. in C. E.F., Comdre. N.A.S.E.T., C. in C. Ceylon, R.A.(A) E.F.)

NUBIAN.      Expected to complete end of August but final date depends on (?shaft) alignment.  
(A.S. Bombay, 0601Z/30 to C. in C. Med).

C. in C. Ceylon,      Ref. C. in C. Eastern Fleet 0845Z/10.  
C. in C. E.F.      Some confusion has arisen over division of responsibility between C. in C. E.F. and myself with regard to Ceylon. As I see situation, I am responsible for security of Ceylon, and G.O.C., A.O.C., and F.O. Ceylon must act under my directions in accordance with Chiefs of Staff's telegram 0159A of 5/3. I assume that I am therefore responsible for security of ports in Ceylon.  
2. As an example, to implement my directive both I and my 3 Commanders of Services require a Combined Intelligence Centre here and I have the necessary Army and Air Force Officers for it. C. in C. E.F. agreed to leave behind 3 Naval Officers to work under F.O. Ceylon on Intelligence, but he has given orders to the latter that they are to work under his (C. in C. E.F.'s) instructions, that they will not form part of the C.I.C. and that they will only supply me with such Intelligence as F.O. Ceylon

/sees...



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East Indies. Contd.:-

C. in C. sees fit to pass on. This is most unsatisfactory  
Ceylon, to me, and unless they can form part of the C.I.C.  
C. in C E.F. I shall be forced to ask for other officers to be  
division of sent out.  
responsibility. 3. I regard situation here as analogous to that  
Contd. at one of the home ports, with C. in C. E.F.  
taking same position as C. in C. Home Fleet.  
Naturally C. in C. E.F. would be given fullest  
facilities when he visits Ceylon, including accommodation for  
whatever staff he might want to put ashore, and also fullest use  
of any Base organisation, intelligence or otherwise, but I  
cannot reconcile with the terms of my directive that he should  
take under his direct orders F.O. Ceylon, or any part of the  
Base organisations in Ceylon.  
(C. in C. Ceylon, 1009Z/30 to C.O.S. (R) C. in C. E.F.)

Kilindini A.M. 2148Z/25/6. (1) Confirmed that it is  
Loops. intended to lay three legged indicator loops.  
Loops will be four in number 500 yards in length  
legs will be not more than 20 yards apart in  
accordance with latest instructions  
(2) Ref. A.M. 1432/6/6, A.L., T.05835/42 dated 1/6/42 not yet  
received.  
(3) Early reply is requested to para.4 of my 0950/21/6. (0958/21/  
6 intended)  
(D.C. in C. E.F., 1303Z/30 as amended 1044/2 to Admty (R) C. in C  
E.F., F.O.E.A.)

CLAN DESIRADE landed Capetown 63 survivors including  
MACQUARIE. Master of CLAN MACQUARIE torpedoed by U-boat  
13/6 in 5° 19' N., 23° 24' W. Chief Officer's  
boat containing 8 Europeans and 21 Lascars still  
unaccounted for.  
(S.O.(I) Colombo, 1306B/30 to Admty etc).

AQUITANIA. Diego Suarez departure 30/6 at 1330Z, W.S.19 Q.  
*See next page* escorted by DUNCAN.  
(N.O.I.C. Diego Suarez, 1331Z/30 to Admty etc).

DALLINGTON Following has been read. SSSS 12.25 S., 41.58 E.  
COURT, DALLINGTON COURT gunned. Abortive torpedo attack.  
unsuccessful (DALLINGTON COURT, 1359 G.M.T./30, T.O.R., 1415Z  
attack. /30).

Bombay F.O.C.R.I.N. 1146/12/6 and Admty 0107/26/6.  
Defence, For information HARPAGON is reported to have  
HARPAGON. sailed New York 22/4/42 with 400 Yanks cartridges  
4", .C.P. for D.E.M.S. Bombay.  
(F.O. Ceylon, 1425Z/30 to F.O.C.R.I.N. (R)  
Admty, B.A.D.) Cancelled, See 0930/1.



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East Indies. - Contd.

C.M. 29

Your 1323/28. In view of renewed U-boat activity (?C) M.29 must proceed outside Madagascar as routed.

(D. C. in C. E.F., 1535Z/30 to P.S.T.O. Simonstown (R) C. in C. S.A., D. of S.T., N.C.S.O. Durban, FROBISHER (?P.S.T.O. Egypt), C. in C. Durban, D.S.T.O. Durban).

BENGLOE  
fire

Your 0419Z/27. SS. BENGLOE now in Kilindini Harbour has been delayed by bunker fire which necessitated flooding. Repairs now in progress. (C. in C. E.F., 1846Z/30 to S.O.(I) Colombo, (R) Admty. S.O.(I) Capetown, S.O.(I) Aden).

AQUITANIA,  
Water Supply,  
Diego Suarez.

Ref. S.S.T.O. Capetown's 0938Z/24 and C. in C. S.A. 1453B/22. My 0740/26 states water could not be supplied. Master informed by S.S.T.O. Simonstown all water requirements could be met at Diego Suarez. Signal was (?passed between) P.S.T.O. Bombay and D.S.T.O. Aden through S.N.O. afloat (?not to) D. of S.T. stating that unless 1500 tons water supplied on arrival Aden W.S.19 Q would be immobilised. Request water situation Diego Suarez be communicated again to all authorities. My several signals refer. (S.T.O. Diego Suarez, 1935Z/30 to D.S.T. (R) C. in C. S.A., F.O.C.R.S., etc). *See previous page.*



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Search for WAIWERA (torpedoed 29/6.) Am complying with your 1134Z/29. My P.C. and S at 0100Z/30 052° 40' N 033° 31' W 182° 11 knots. (?N.P.) Your 1619Z/29 not received. (ACONIT# 0020Z/30 to N.O.I.C. St. Johns N.F. (R) Admty. C. in C. W.A. SANDWICH, C. in C. A.W.I.) When you contact SANDWICH place yourself under his orders. WAIWERA is using signal letters GWTZ uncode.

SANDWICH will discontinue search as requisite to arrive U.K. on 10/7.

(F.O.N.F. 1747Z/30 to ACONIT# (R) SANDWICH, C. in C. W.A. Admty.)

To make for Londonderry my prudent limit will be reached at 0100Z/1. Intend to proceed there unless further orders are received from you. Tugs will reach position of wreck at 1100Z/1.

Position 1735Z/30 048° 08' N 034° 03' W. Weather report. (ACONIT# 1832Z/30 to N.O.I.C. St. Johns N.F. (R) Admty. C. in C. W.A. N.S.H.Q. C. in C. A.W.I. SANDWICH.) Approved (F.O.N.F. 0140Z/1)

(1) F.F.S. ACONIT# reports on 2/7 she will have 4 days fuel remaining. Desirable to detach her with sufficient fuel for Londonderry.

(2) SANDWICH is required to arrive at U.K. by 10/7.

(3) Your object is to salvage WAIWERA and get her in tow to nearest repair port taking weather into consideration.

(4) Take ACONIT#, ZWARTE/ZEE, FRISKY under your orders and use your own discretion. Escort the tow to the prudent limit of escort's endurance to eastwards or westwards depending on weather. Escorting ship to relieve you may be available at St. Johns N.F. within next few days.

Keep me informed of situation and action taken.

(F.O.N.F. 1946Z/30 to SANDWICH (R) C. in C. W.A. Admty. F.F.S. ACONIT#.)

U/Bs. This is Alusna Guatemala 2100/29. Captain of boat DELHI reports S/M between Bonacca and Roatan Island early today. S/M submerged on sighting DELHI. (C. in C. U.S. Fleet 0545/30 to Opnav (R) C.P.S.F. C.C.S.F. etc.)

C.G.S.F. reports U/B position by D/F at 0257Z/30 in vicinity 24.34 N 81.25 W. Another at 0258Z/30 in vicinity 28.48 N (?78) 48 W.

(Cominch 0618/30 to U.S. Destroyer BROOME, Cinclant, C.O.A.C. F.O.N.F. Admty.)

A.T.17. Your 1625/29 not to Connav. In view of call at Halifax request you will indicate M.O.M.P. for escorts of Iceland (C) portion. Connav's 1902/8 and your 1530/27 refer.

(D.O.D.(H) 0956Z/30 to Cominch (R) Cinclant, Connav.)

Your 0956Z/30. My 2117/27 repeated "Route at 17 U.K. via Halifax and ocean route J. 44.35 N 61.15 W. K. 46.30 52.30 52.35. L. 51.20 46.30. M. 54.40 38.45. N. 56.35 29.45 O. 56.55 18.50. P. 56.05 08.02. M.O.M.P. 56.54 N 19.45 W time 0915Z/10".

2046/27 repeated "Cancel my 1530/27 A.T.17 routed NC 1A Halifax and my 1902/18".

(Connav 2003/30 to Admty.)

/DOMINION...



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DOMINION MONARCH. My 1154/20. Request very early decision regarding diversion of DOMINION MONARCH to Jamaica and Bermuda. Apart from troop movements which have been delayed for several months there are 29 Officers and 51 sailors of British Mercantile Marine awaiting passage in Bermuda whose services are being wasted at a time when they must be of the utmost value. If ship diverted request information whether or not she is running as a troop transport for purposes of fares. (C. in C. A.W.I. 1014Z/30 to D.S.T.)

Overdue ships. B.A.D. pass to Connav. Overdue Trinidad, Pan. EL ESTERO, U.S. POTLATCH. (S.O.I. Jamaica 1121R/30 to Admty. C. in C. A.W.I. N.S.H.Q. B.A.D.)

POLYBIUS (sunk 27/6.) Georgetown reports arrival 7 survivors U.S. POLYBIUS sunk 1000/26 11.00 N 57.30 W. 3 other boats making for Trinidad. Trinidad informed. (S.O.I. Jamaica 1212R/30 to Admty. C. in C. A.W.I. B.A.D. N.S.H.Q. Connav.) My 1902/29. POLYBIUS torpedoed and sunk 1355Z/27 010° 55' N 057° 40' W. Master and 26 survivors landed here, 7 landed Georgetown, one casualty buried at sea from life boat, 9 men missing. No other boats expected. (F.O. Trinidad 1402Q/30 to Admty. (R) C. in C. A.W.I. etc.)

Ships for Wabana. N.S.H.Q. Ottawa's 1558Z/29, concur. (C. in C. W.A. 1350Z/30 to Connav (R) Admty. N.S.H.Q. C.O.A.C. C.T.F.24. F.O.N.F.) In order to give effect to N.S.H.Q. 1558/29 request that C.T.F.24 be informed regarding Wabana and St. Johns shipping sailed in Westbound Trade Convoys. (C.T.F. 24 1545/30 to C. in C. W.A. (R) N.S.H.Q. C.O.A.C. Admty. Cominch.)

Task Unit. C.T.U. 21.6.2. in ERICSSON plus ROE and EBERLE sailed in accordance with Admty. 1942B/26. (C.T.G. 24.7. 1505B/30 to Cinclant (R) C.T.F. 24. Admty. etc.)

Suspicious Ship. Master GLARONA (on board) reported sighting at 1900 G.M.T./28 in 011° 13' N 058° 10' W (?large) motor vessel about 8000 tons painted black with white deck house, Spanish flag painted at bows and stern. Straight stem, cruiser stern, low funnel. German type, appeared capable 18 to 20 knots. Vessel course southerly. (N.O.I.C. Trinidad 1522Q/30 to Admty. (R) C. in C. A.W.I. etc.)

U.S. Destroyer Divisions. Desdiv 19 has been substituted for Desdiv 26 of Desron 13. My 2346Z/24. Admty. pass to C. in C. W.A. and inform Comnav. Comnav inform N.O.B. Londonderry and N.O.B. Iceland (C) (C. in C. Atlantic Fleet 1609Z/30 to Admty. C.O.A.C. N.S.H.Q.)

/Conference...



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Conference on Trade Problems. Ref. N.S.H.Q.'s 1656Z/25. Should proposed meeting notwithstanding Cominch 2038/26 take place on Monday 20/7, B.A.D. would like to send a representative.  
2. If para. 1 confirmed, will N.S.H.Q. Ottawa please dispatch agenda by Wednesday 15/7. (B.A.D. 1701Z/30 to Admty. N.S.H.Q.)

U/B Positions. 30/6 S/M estimate. (C. in C. U.S. Fleet 1730/30 to Admty.)

BARFLEUR (French) French X.C.L. BARFLEUR is scheduled to depart Fort de France today. Casablanca with warship parts. This voyage and the return trip is approved. Ship should not be molested. Opanav and B.A.D. Washington informed. (Cominch 1739/30 to Cinclant, R.A.W.A. C. in C. A.W.I. C.T.F.23, C.C.S.F.)

O.15. Your 1610/26. (1) This can be arranged. (2) Sufficient spares available for remaining until August. (D.S. O.15 1800Z/30, 1806Z/30 to BDZ (R) Admty. F.O.S. B.A.D. N.S.H.Q. C.O.A.C. Capt. (D) Halifax.)

Ice Bulletin 30/6. C.O.A.C. Halifax 1801/30 to Admty.

ARRIAGA. My 1744/29. Ship torpedoed 1735/23 in 012° 30' N 072° 40' W 24 survivors. (S.O.I. Jamaica 1806R/30 to Admty. etc.)

Shipping Control. Your 1054/29 not to all addressees (N.T. in W.D.) Now that Mercos are satisfactory B.R.Os and Reporting Officers at non-British ports are being instructed to omit you from address of Vesca and route signals.  
(2) Procedure at non-British ports where there is no U.S.R.O. or Consul is covered by my 1502/27/5 para.4 and my 1122/19/6 para.1.  
(3) (A) Convoy signals from Trinidad, Curacao and Aruba will be continued.  
(B) According to N.S.H.Q. 1628/27/5 para. (D) existing arrangements for route convoy and other shipping signals from Norfolk and ports south of Norfolk will continue until other suitable arrangements are made.  
(4) Ref. B.A.D. 2221/9/6, this is interpreted as meaning that Connav will pass information regarding movements of transports and Trans-Atlantic convoys only to British authorities in contiguous stations (see my 1702/30) You will remain responsible for passing to contiguous areas information regarding all ships dispersed from convoys in your area as at present. (C. in C. A.W.I. 1833/30 to S.O.I. Jamaica (R) Admty. etc.)

/GLASGOW...



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GLASGOW. Your 2208/29. Destination for GLASGOW is U.K.  
2. Port will be signalled later.  
(D.O.D.(F) 1837B/30 to B.A.R.M.)

Area Limits. ✓ Your 2237Z/29. Concur generally.  
2. Consider S.W. Atlantic Sub Area should extend only to 40° S whilst this remains the Southern boundary of U.S. Strategic Control.  
3. Request you will indicate intended division between QFA and QFB sub areas.  
(D.M.S. 1852B/30 to B.A.D. (R) C. in C. A.W.I. N.S.H.Q.)  
Reply: B.A.D. 2231Z/1.

Shipping Caribbean. Continue to send convoy sailing telegram for all Mercantile convoys to all British authorities concerned until further orders. Connav should also be included if similar signals are not being made by U.S. authorities at your ports.  
(C. in C. W.A. 1853P/30 to B.R.O. Trinidad, Curacao, Aruba (R) Admty. B.A.D. N.S.H.Q. S.O.I. Jamaica.) *Cancelled, see 1043P/13/7.*

N.A.13. Your 1845B/26 para 4. Regret unable to provide Destroyer escorts for N.A.13 to position X as all Western Local Destroyers are employed to maximum capacity on H.X., S.C., O.N., X.B., and B.X. Convoys.  
(C.O.A.C. Halifax 1908Z/30 to Admty. (R) C.T.F. 24. etc.)

Shipping Trinidad. C. in C. A.W.I. 1042/29. Request you will enquire whether Connav considers it desirable for B.R.O. Trinidad to have this advance information as regards (a) ships sailing from Caribbean and West Indies ports to assemble at Trinidad, or to join TAW Convoys at sea, and (b) ships from overseas.  
2. If desired, Admty. will issue instructions as regards ships under para (1) (b) above.  
(D.T.D. 1916B/30 to B.A.D.)  
Reply: B.A.D. 2141Z/1.

W.A.T. Convoy. My 1942Z/27 (Expected date of 1st. W.A.T. Convoy) Amend to read 1/7. p.m.  
(B.R.O. Key West 2019Z/30 to N.S.H.Q. (R) Admty. etc.) (Amendment made.)

PENELOPE. Request destination of PENELOPE on completion of refit.  
(B.A.M.R. 2026Z/30 to Admty.)

/ U/B...



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U/B Campaign. WILLIAM ROCKEFELLER presumed sunk. SAN BLAS, 1 torpedo hit, 1 miss, sunk 25.26 N 95.33 W 0250Z/17. DELFINA, 1 torpedo hit. CITY OF ALMA 1 torpedo hit. USAT JACK 1 torpedo hit, Type U.88. BRABANT 1 torpedo hit. Subs sighted from shore 39.21 N 74.25 W 0345Z/30. 27.50 N 97.05 W 2030Z/29. Plane sights two subs attacks one 38.20 N 68.38 W 1000Z/30. Planes attack sub 39.05 N 74.29 W 1805Z/29. Planes attack oil slick 39.05 N 74.20 W 1935Z/29. Plane attacks sub on surface 35.30 N 74.58 W 0555Z/29. Plane sights sub 28.22 N 96.22 W 1750Z/29. Surface vessel sights sub 16.30 N 86.05W early 29/6. (Cominch 2043/30 to Admty. for O.I.C.)

Midway Island Battle.

1. Preliminary report part played by Marine Corps in Midway Is. battle has been received and will be forwarded. Squadrons concerned were V M F 221 consisting of 17 Brewster F 2 A-3s and 5 Grumman F 4 F-3s; and V M S B 241 consisting of 16 S B Ds and 11 S B 2 U-3s.
2. 11 P B Y 5 - As. 14 B - 17s, and 6 T B F 1s also took part, shore based, but reports on their activities are not yet available.
3. U.S. fighters were out-classed by Japanese Zeros in speed, climbing and manoeuvrability, nevertheless they pressed home their attack on Japanese bombers with great courage and claimed to have destroyed between 40 and 50 of them. Surviving pilots claim approx. 20 Japanese aircraft shot down and U.S. Marine Commandant bases his figures of between 40 and 50 on number seen by fighter pilots compared with number who actually attacked Midway Is. group.
4. Japanese dive bombers (Aichi type 99) kept good formation during U.S. fighter attack, and only way U.S. fighter could get away from Zeros was by a vertical dive at more than 400 knots pulling out as close to sea as possible. V M F 221 lost 14 pilots killed or missing in engagement.
5. V M S B 241 were ordered to attack an enemy carrier approx. 185 miles away on 4/6. The 16 S.B.Ds located and attacked a carrier. They were intercepted before attack but claim 3 hits and 2 near misses, the carrier was observed, as they were leaving to be burning fiercely. The 11 S.B.2 U-3s were also intercepted before attacking and finally attacked a battleship and 3 direct hits are claimed. 6 certain and 4 possible Japanese 3s were shot down.
6. In evening those left of V M S B 241 searched for a burning carrier but failed to find it in bad weather condition.
7. On 5/6 the Squadron were ordered to attack 2 battleships 1 of which had previously been damaged. After 45 minutes on intercepting course squadron observed a large oil slick and followed it for 50 miles to battleship. 2 direct hits are claimed and several near misses. One U.S. aircraft was shot down by H.A. fire which is described as intense and accurate but there is no mention of fighter interception.
8. All squadrons' air gunners speak highly of armour protection in S.B.Ds. and S.B.2 U-3. The great majority of those wounded were, in fact, hit either in arms or legs.



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Island  
Battle.  
Contd.

9. All survivors U.S. fighter pilots emphasized superiority of Japanese fighters in all aspects except protection. The fighter squadrons commander comments that Japanese aircraft burst into flames very easily and recommends an increased percentage of incendiary bullets. His guns were loaded 1 incendiary in 6. All survivors rear gunners report Japanese fighters kept at long range and would not press attack home as long as they were being fired at. Even very short bursts from rear guns sufficed to keep them at distance but they closed in air gunners if rear guns jammed, ran out of ammunition or otherwise failed to fire.

10. Please pass to Air Ministry.  
(B.A.D. 2045Z/30 to Admty. C. in C. E.F.)

H.A.1.  
A.H.1.  
escorts.

3 Corvettes only will be available to escort H.A.1. and A.H.1. Therefore H.A.1. and A.H.1. will consist 12 tankers only.  
(C.O.A.C. 2105Z/30 to N.S.H.Q. Admty. etc.)

Movements.

30/6. Bermuda arrivals H.M. S/M P.556, departures U.S.S. BERNADON.  
(C. in C. A.W.I. 2227P/30 to Admty.)



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FOREIGN STATIONS.

Australia & New Zealand.

M.T.Bs. In view of para. 1 of A.M. 2114/29/6.  
Your 1828/29/5 (not to B.A.D.) should  
be referred to Comsouwespac. 2. Admty assume  
that Comsouwespac will arrange for all  
necessary M.T.B base facilities to be provided by U.S.Navy Dept.  
(D.D.O.D.(C) 1205B/30 to A.C.N.B.).

Situation. 158 from C.W.R. 29/6.  
Allied Air R/C report 2 medium transports, 2  
flying boats in Amboina Harbour 29/6. 15 ace  
fighters took off but failed to intercept. Light A/A fire  
encountered.  
2. 2 T 95 float planes made close R/C 29/6 of country surrounding  
Salamoa.  
3. Ace R/C aircraft over Nauru 0145Z/29th.  
(A.C.N.B. 1246Z/30 to Admty.etc).

"BATHURST"  
Minesweepers. Your 1200Z/23/6 para. 2. concur with proposed  
movements. 2. It is presumed remaining 5 vessels  
will also be sailed when ready.  
(D.M.S. 1257B/30 to A.C.N.B.(R) C. in C.E.F.etc).

U.S. Dispositions. My 1957/23. Change in disposition of U.S.Forces.  
Aircraft Carriers:- WASP, LONG ISLAND. At San  
Diego. 8" Cruisers:- QUINCY at San Diego.  
*See below* CHICAGO, SALT LAKE CITY, AUSTRALIA, CANBERRA. At Noumea.  
6" Cruisers:- DETROIT At San Francisco, CONCORD Left Valparaiso  
25/6. BOISE, Left San Francisco 23/6. SAN JUAN At San Diego.  
*See below* HOBART and TROMP. At Noumea. *all these*  
(D.O.D.(F) 1318B/30 to C. in C.E.F., N.Z.N.B., A.C.N.B. N.S.H.Q.)

Dispostions S.W.Pacific. Disposition of main Naval units S.W.Pacific  
30/6. Brisbane ALSEY, ATREUS. U.S.S GRIFFIN  
U.S.S.TULSA, Due Brisbane 1/7 from Noumea.  
AUSTRALIA, CANBERRA, HOBART, U.S.S.CHICAGO.  
U.S.S.SALT LAKE CITY. U.S.S.BAGLEY, U.S.S.HENLEY, U.S.S.  
JARVIS and U.S.S.PATTERSON. Departures Brisbane 29/6.  
on escort duty thence (?Sydney N.S.W.)(corrupt group), Sydney  
MANOORA, WESTRALIA, U.S.S.SELFRIDGE, U.S.S.DOBBIN, Refitting  
ADELAIDE, F.S.LE TRIOMPHANT, ARUNTA, U.S.S.VICTORIA, Due  
Sydney 2/7 Neth.Cruiser TROMP and (corrupt group) from Noumea.  
Departure Sydney 27/6 for Fremantle KANIMBLA, 29/6 for Brisbane.  
U.S.S.PERKINS. Departures Newcastle 29/6 for Melbourne U.S.S.  
MUGFORD. Melbourne, U.S.S.\*FLUSSER. Repairing, VENDETTA U.S.S.  
GOLD STAR. Departures Melbourne 27/6 for Newcastle STUART.  
Fremantle, VOYAGER U.S.S.PHOENIX. U.S.S.HERON,\*COTTONTUS,  
LANAKIA, ERLING BROVIG, ALBANY, U.S.S.HOLLAND, (?U.S.S.FENSACCLA  
or U.S.S.TREVOR) U.S.S.\*CHILDS, U.S.S.\*PRESTON.  
(.A.C.N.B.1846Z/13). \*\* *See next page.* \* *not identified.*

/Movements.



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FOREIGN STATIONS.

Australia & New Zealand.

Movements.

*Fremantle - In the 3000 & 4000*  
Arrival (?Adelaide) 2301Z/29 U.S. Seaplane Tender  
CHILDS. Departure Port Phillip 0213Z/30 for Sydney  
U.S. Destroyer FLUSSER and H.M.A.S. WEYALLA (?escort-  
ing) convoy O.C.7.  
(.A.C.N.B. 2326Z/30 to Admty etc).

U-Boat Campaign.

S/MS Reported.

Estimated U/B positions.  
(D.D.I.C.1406B/30, 1407B/30).