

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

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

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

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

- (a) Movements of H.M. Ships (prepared by Operations Division, Naval Staff) (23 February 1940).
- (b) Western Approaches (daily) Situation Reports (1 September 1943).
- (c) Dispositions and Movements (Foreign Stations) (1 September 1943).
- (d) Convoy Returns (Positions of convoys and composition of escorts, positions of independent ships and H.M. ships: from Combined Plot (1 March 1941).
- (e) Daily Convoy Summary (Report made by Admiralty to Connav, giving arrivals and departures, with composition of convoy) (21 June 1943).
- (f) Air Staff Operational Summary (prepared by Air -Ministry War Room) (1 July 1941, No.222)
- (g) Daily Operations Report for First Lord (prepared by Operations Division, Naval Staff) (13 September 1939).
- (h) List of abbreviations.
- (i) List of Convoy letters.

War Diary.

1.10.1942.
Thursday.

SITUATION REPORT.

Home Commands.

Admiral Sir Charles Little today succeeded Admiral Sir William James as C. in C. Portsmouth.

TIRPITZ was seen by photographic R/C of Bogen at 1445 today, in her usual position inside the boom. The other booms were empty.

M.T.Bs and M.G.Bs of the Nore Command last night engaged an escorted enemy convoy steering east in $55^{\circ} 30' N 5^{\circ} 8' E$ (off Terschelling). A 2500 ton merchant ship is reported to have been torpedoed. M.G.B.18 was damaged and had to be abandoned under the enemy's shellfire; all our vessels were hit though no serious damage was caused and many hits were made on the enemy escorting Flak and E/R boats. The only serious casualty was the C.O. of M.G.B.86, Lieut. M.T.C. Sadler R.N.V.R. who was killed.

A good attack on a U-Boat was carried out by a Whitley at 1415 in the Bay, but it is doubtful whether the S/M was destroyed.

South Atlantic.

R.A.W.A. at 1051 G.M.T. ordered an M.L. to patrol about $12.08 N 17.06 W$ from 1600Z/3 to intercept Portuguese MELLO, Bissao for Lisbon, and take off crew of a force-landed Hudson A/C on passage to be interned.

At 1807A/2, however, Admty. requested the abandonment of this operation, as Ambassador Lisbon, considered the removal on the high seas would provoke a serious diplomatic incident, whereas if the airmen reached Portugal there should be no difficulty in arranging their departure.

At 1050 and again at 1540 a Hudson aircraft attacked and damaged an Italian U-Boat 40 miles S of Cape Palmas. (Liberia)

Mediterranean.

3 enemy fighter bombers attacked the south side of the harbour at Alexandria from 1825 to 1849, each dropping one bomb from 11 to 12,000 ft., without damage.

/American...

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Thursday.

SITUATION REPORT.

Mediterranean - Contd.

American B.24 aircraft bombed shipping in Navarino and claim 2 hits on 1 ship.

Liberators attacked this evening a southbound convoy reported by R/C south west of Crete and claim near misses on 1 M/V.

East Indies.

SS. POINT CLEAR was attacked by a submarine at 0728 G.M.T. today in $7^{\circ} 34' N$ $75^{\circ} 52' E$ and again from 1527 F.G. to 1550 about 100 miles S.W. of Cape Comorin, but arrived Colombo p.m. 2/10 without damage, 2 torpedoes having missed. The U-Boat followed on the surface for $1\frac{1}{2}$ hours but did not reply to POINT CLEAR's fire and remained outside range.

Catalinas were sent to make an A/S patrol in the Cape Pesaro area, and located the ship but did not sight the U/B after searching for $3\frac{1}{2}$ hours. MADRAS, which left Colombo at 0630Z/1 for Cape Comorin area, was instructed to intercept POINT CLEAR, but returned at 1230Z/2 with a negative report.

America and West Indies.

Aleutians.

Attu and Agatu Islands have been abandoned by the enemy.

Latest intelligence indicates that the depot ship which is supplying U-Boats in mid-Atlantic is a 1600 ton submarine with maximum surface speed of 15 knots, possibly carrying one aircraft, and torpedoes, fuel and provisions for 10 U-Boats. The U.S. authorities suggest that a surface patrol would be more valuable than a patrol by REGENT.

EMPIRE TENNYSON, Demerara for Trinidad, was torpedoed and sunk at 0740 G.M.T. in $09.27 N$ $60.05 W$. 36 have been landed Trinidad, but the Master and 3 men are missing.

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SITUATION REPORT.

America and West Indies - Contd.

ACHILLES, Dutch, was torpedoed at 2100 G.M.T. in 09.06 N 59.48 W. Master and 34 survivors were landed at Trinidad on 2/10.

19 men of U.S. WEST CHETAC (sunk at 0730/24 in 08.45 N 57.00 W.) were picked up today by U.S. destroyer ROE. Master and 31 men are missing.

War Diary.1.10.1942
Thursday.HOME COMMANDS.Policy.

Canadian A.M. 1157/21. N.S.H.Q. Ottawa 1836/25.
Corvettes. 1. Propose that the 17 R.C.N. Corvettes (A) be based at Londonderry and be administered by NIOBE in conjunction with N.O.I.C. Londonderry.
(B) Be organised in three groups corresponding to T.O.A. in U.K.
2. Concur an S.O. should be nominated for each group.
3. If para 1 (A) is approved Commodore Londonderry is requested to report - (a) Whether a Combined Base Staff for the three Groups is required (b) If so, what its composition should be.
(C. in C. W.A. 1022Z/1.)

ONSLOW F.O.I.C. Glasgow's 1209A/29. No objection.
visit. (C. in C. W.A. 1230A/1 to Admty.)

Z.7. Your 1817A/16. Z.7 and Z.8 have been trans-
Z.8. ferred from Royal Netherlands Navy to R.N. as from today.
(F.O. Humber 1614A/1 to Admty.)

L.C.As from On completion BROADWAY 5 on 4/10 it will be
Rosneath. necessary to withdraw L.C.A. 252, 263, 238, 257, 249 from training at Rosneath for Operational purposes. U.S. Base 2 is requested to bring these crafts to Operational standard by October 10th.
(S.O.A.S. Craft 1758/1 to C.C.T.C. Inverary.)

C. in C. Admiral Sir Charles Little has succeeded Admiral
Portsmouth. Sir William James in the Portsmouth Command today.
(C. in C. Portsmouth 2114/1)

Defence of U.K.

Seidisfiord Your 1415/29. Urgency of defence requirement
defences. of Seidisfiord is fully realised and difficulties appreciated.
2. Installation of controlled minefield depends on shore facilities and the laying craft available.
3. Facilities on shore depend on arrangements made locally with U.S. Army, and there appears to have been some difficulty in finding suitable sites.
4. Employment of laying craft has been at the discretion of A.C.I.C. who has had important work to perform elsewhere and there is no other suitable craft in the United Kingdom.
5. Every assistance will be given in this matter but, in view of the last sentence of A.C.I.C. 1744/27, no action other than that requested in his 1809/13 is now being taken unless a further request is made by A.C.I.C.
(A.C.N.S.(H.) 1234A/1 to C. in C. H.F.)

War Diary.1.10.1942.
Thursday.HOME COMMANDS.Movements.

MALCOLM. Departure MALCOLM and ACHATES for Kola Inlet,
 ACHATES. E.T.A. 0100A/2. S.B.N.O. North Russia and staff
 in ACHATES. Both ships sail (corrupt group)
 after fuelling.
 (S.B.N.O. Archangel 0745A/1.)

PENELOPE. "Wheel" sailing delayed till visibility improves.
 ASCANIA. (C. in C. Plymouth 0755/1 to KRAKOWIAK, M/S 4.)
 TYNEDEALE. Proceed in accordance with sailing orders as
 ALBRIGHTON. soon as fog clears. After leaving Sweeper
 PENELOPE and TYNEDEALE proceed independently
 to Portsmouth, ASCANIA and ALBRIGHTON proceed to
 Portland. KRAKOWIAK to take over escort in W.226 relieving
 ALBRIGHTON.
 (C. in C. Plymouth 1031A/1 to PENELOPE.)
 PENELOPE and ASCANIA proceeding now. Meet them 180°
 Start Point 10.
 (C. in C. Plymouth 1131A/1 to KRAKOWIAK, M/S 4, SALTASH,
 ASCANIA.)
 Sailing PENELOPE and ASCANIA 1133 escorted by TYNEDEALE in
 accordance with my 1639/30.
 (C. in C. Plymouth 1135A/1 to C. in C. Portsmouth.)
 Intend sailing ASCANIA and ALBRIGHTON tomorrow, E.T.D.
 Portland 0845/2, E.T.A. Needles 1100/2. Codeword "Jovial".
 (N.O.I.C. Portland 1612/1 to C. in C. Portsmouth.)
 Arrival (?PENELOPE) and TYNEDEALE.
 (C. in C. Portsmouth 2127A/1.)
 ASCANIA and ALBRIGHTON arrived 2109A/1st.
 (N.O.I.C. Portland 2158A/1.)

H.28. Intend to sail H.28 escorted by PAUL RYKENS from
 Rothesay at 2000/1st to arrive off Lough Foyle
 Buoy at 0800/2. S.O.A. 8 knots. Thence H.28
 to proceed as ordered by N.O.I.C. Londonderry.
 (Capt. S.7 0904A/1.)

MALAYA. F.O.C.N.A. 1304/30. Destination for MALAYA is
 Clyde in first instance to disembark passengers.
 (C. in C. H.F. 1030A/1 to C. in C. W.A.)

SELKIRK. Intend to sail SELKIRK in tow of SEA GIANT at
 1100/1/10 escorted by M.L.195 to Plymouth.
 Routed inshore keeping outside 25 fathom line.
 (N.O.I.C. Dartmouth 1039/1.)

LONDON. C.S.1 is requested to sail for Scapa in LONDON
 CUMBERLAND. with CUMBERLAND in company p.m. 3rd.
 (2) N.O.I.C. Greenock is requested to arrange A/S
 air escort and fighter protection.
 (C. in C. H.F. 1119A/1 to C.S.1, N.O.I.C. Greenock.)

/GARLAND

War Diary.1.10.1942
Thursday.HOME COMMANDS.Movements - contd.

GARLAND visit. Admty. 2159/28. (1) Arrangements are being made for GARLAND to visit Boston during next lay over period in America. (2) GARLAND is to proceed Argentia on completion escort of O.N.S. 136 and Comtask 24 is requested to sail her to Boston. (C. in C. W.A. 1705Z/1.)

OFFA. Proceed passing Switha at 0600A tomorrow Friday to Rosyth via Swept Channels for boiler cleaning. (R.A.D.1800A/1.)

TIGRIS. TIGRIS arrived. (S.O. S/M Lerwick 1859A/1.)
 ** TRIBUNE. My 1003/30. Sailed. (S.O. S/M Lerwick 2013A/1.)
 * 30/9 - p.264.
 ** *See p.9.*

ARGUS. Request ARGUS may be instructed to continue D.L.T. and working up in Clyde until 17/10. (D.N.A.D. 2126A/1 to C. in C. W.A.)

Operations.

Interception of Enemy Vessel. Hudson aircraft will be patrolling in Denmark Straits from dawn to dusk today. (A.C.I.C. 0420A/1 to SUFFOLK.) Merchantmen endeavouring to return to Germany via Denmark Straits in early part of the war almost invariably hugged the ice edge. There are some evidences that faster ships making this passage have done likewise. (C. in C. H.F. 1109A/1 to V.A.2.) My 0420/1. A/C withdrawn owing to iceing conditions. (A.C.I.C. 1131A/1 to SUFFOLK.)

Patrols. Patrol tonight. 1 A, SHELDRAKE. 1 B MALLARD. 2 WORCESTER. 3* HAMBLEDON. 4 MACKAY. 5 BLENCATHRA. 6 CATTISTOCK. * *See next page.* (C. in C. Nore 0942A/1.)
 Tonight M.T.Bs 49, 52, 50 patrolling 050° 15' N. 000° 20' W. (C. in C. Portsmouth 1330A/1 and 1553/1.)
 M.L.181 is to R/V M.L.186 and 488 at 1900/1 in 050° 14' N. 004° 00' W. The 3 M.Ls are then to proceed to patrol between 049° 58' N. 003° 10' W. and 040° 03' N. 002° 47' W., leaving patrol at first light and proceed to Falmouth.
 (2) Object to cover P.W.226 and to intercept E-boats minelaying in Lyme Bay.
 (3) Approximate position P.W.226 at 2100/1st will be 140° Start Point 10 miles, speed 7 knots, 1 mile to Westward. (C. in C. Plymouth 1421/1.)

/Sheerness ...

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HOME COMMANDS.

Operations - contd.

Patrols
(contd.)

Sheerness departure at 1318 HAMBLEDON for patrol, thence to Harwich. *See previous page.*
(C. in C. Nore 1428A/1.)

Available M.T.Bs are to sail at 1900 today and patrol between Sept Iles and Ile de Bas. While on the patrol line they are to remain stopped consistent with navigational safety. They are to proceed to the patrol line at such a speed that engines will not strain. They are to return so as to be within 20 miles of Dartmouth at 1st light.

2. 3 M.Ls will be patrolling near 130° Start Point 30 miles from 2200/1 till 1st light 2nd.

3. Object to attack enemy ships with torpedoes.

4. Codeword "Stencil".

(C. in C. Plymouth 1505/1 to N.O.I.C. Dartmouth.)

3 M.T.Bs patrolling S.E. of E.A.5 Buoy. 2 Trawlers patrolling near E.A.5 Buoy. 6 Coastal Craft exercising between Portland Bill and St. Albans between 1915/1 and 2130/1.

(C. in C. Portsmouth 1702A/1.)

M.Ls 148 and 150 from Ramsgate patrolling between Dumpton North East Spit Buoys, E.T.D. 1935, E.T.R. 0630/2. M.G.Bs 331 and 324 from Dover patrolling between D. and No.10 Buoys, E.T.D. 2000, E.T.R. 0330/2.

(V.A. Dover 1812A/1.)

Attack on
Enemy Convoy.
One M/V
torpedoed.
M.G.B.18
sunk.

Following is preliminary report of Coastal Forces Operations on night 30th/1st. A combined unit of M.G.Bs and M.T.Bs from Mantis were ordered to sweep along believed German convoy route between Texel and Terschelling. R/C by a Beaufighter of 16 Group reported an enemy convoy, northbound, off Egmond at 1535 approx. It was hoped that

the combined unit would overtake this convoy. At 2333/30 M.G.Bs 21, 86, and 82 with M.T.Bs 234 and 230 were illuminated by continuous starshell fire and at 2338 a convoy of about 6 M/Vs with numerous escort of Flak and E/R Boats was sighted in 53° 30' N. 05° 08' E, steering East. Both units attacked, M.G.Bs scoring many hits on escorts. M.T.B.234 fired two torpedoes but claims no hit. M.T.B.230 fired two torpedoes and claims one hit on 2,500 ton M/V, a heavy explosion amidships and clouds of smoke being observed. In the meantime M.G.B. 18 had been heavily damaged by shell fire and losing control collided with M.G.B.82. Her Mess Deck and Wheelhouse were flooded and she was unable to move, propeller being out of water. 4 R-Boats were attacking her. Whilst disengaging M.T.B.234 sighted her and went alongside, the entire crew being removed without casualties. C.Bs were removed, I.F.F. destroyed, and boat was set on fire by C.O. Later the enemy were seen to be still engaging her and the fire was still visible 15 miles off.

Action was broken off at 0010/1 and remainder of force returned. M.G.Bs 605, 606, and 610 on Z.22 were sent to R.N.23 in case assistance was required.

M 013848/42

/C.O. ...

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Thursday.HOME COMMANDS.Operations--contd.

Attack on Enemy Convoy. One M/V torpedoed. M.G.B.18 sunk. (contd.)

C.O. of M.G.B. 86 was killed in action. No other serious casualties reported. No serious damage reported as yet to remaining ships but all were hit. Combined unit of M.G.Bs and M.T.Bs operating off the Hook of Holland sighted nothing and no activity was reported from Z line. (C. in C. Nore 1450A/1.)

Norwegian Coast. Proposed anti-
shipping S/M Patrol.

1. Recent reports of enemy mining indicate that the only remaining areas of open water available for attack on the enemy's supply routes off Norwegian coast is probably closed for effective submarine operations. Admiralty 1533/26th September refers.

2. This supply line is vital to the enemy, and I am considering the possibility of attacking shipping in the inner leads in the very near future. The type of operation envisaged is a patrol in selected areas off coast with occasional incursions into leads themselves, acting if possible on air R/C and other intelligence.

3. Request you will examine possibilities of such operations consulting as necessary with C.Os of JUNON and UREDD who are to be sent to Northways within next few days with your recommendations. (F.O.S. 2236A/1 to Capt. S.9.)

Allied Air Activity.

R/C of Biscay Ports. Your 2150A/29. Action taken in terms thereof. It is hoped the requirement will be of short duration. In due course please signal cancellation. (A.D.I. P.H. C.C. 1441A/1 to Admty.)

Request surface bombing restrictions from 2000/1 until daylight/2 in an area enclosed by Start Point, Roches Douvres, and Heaux.

(C. in C. Plymouth 1801A/1 and 0255/2 to H.Q.C.C.)

A/C from Iceland. Approx. 50 aircraft taking off tomorrow. E.T.D. 0900A, weather permitting. (N.O.I.C. Iceland 2015A/1 to C. in C. W.A.)

Enemy Air Activity.

Shetlands. At 1500/30 hostile A/C proceeded at 25000 feet to Sumburgh and thence over Lerwick at 15000 feet turning East when over Fetlar and apparently returning to base. A/C was twice sighted over Shetland but visibility was poor and photography, though possible, was not probable. (A.C.O.S. 1040A/1.)

Convoy P.W. You have been reported by hostile aircraft. (C. in C. Plymouth 1849A/1 to Escorts P.W.)

War Diary.1.10.1942.
Thursday.HOME COMMANDS.Mining.

S.N.3 E. My 1906/29. Take DUNBAR under your orders and proceed at 1200 tomorrow as necessary to locate and mark wreck and for S.N.3 E. Opportunity permitting it is desired to sweep and examine the sand filled mark XXII. One star mine previously laid south of S.N.3. If possible SCOTT is to recover this mine. If search is not successful by sunset 6th it is to be abandoned. (R.A.M. 1208A/1 to SCOTT.)

Milford Haven. Port of Milford Haven will be closed for sweeping from 0400 to 0700 daily during the month of October. Request a message. (F.O.I.C. Milford Haven 1245A/1.)

Yarmouth. LL Sweeper detonated 1 red magnetic mine at 1255 in 188° less 30 cables from 3 B Buoy. Details. (F.O.I.C. Gt. Yarmouth 1421A/1 and 1515/2.)

15th M/S F. In order to carry out a search for moored mines in the vicinity of Iceland the 15th M.S.F. are to be made available if required by C. in C. H.F. M.S.15's 1803/30 shows that the flotilla will be ready to sail 6/10. If the 15th M.S.F. is required for this duty the sweeping of S.N.3 will have to be postponed until 1943. Half the 15th M.S.F. will be required for another operation about 15/10. The other half will be required about 30/10. (A.C.N.S.(H) 1937A/1 to C. in C. H.F., R.A.M.)

Enemy Intelligence.

N.W.Norway on 10/9 and 20/9. *TRIBUNE report. * *Imp. 6.* TRIBUNE reports as follows begins:
(A) 0700A/10 2 M.Class minesweepers going from Vesteraals Fiord to Gimsostrommen.
(B) In 068° 27' N. 014° 00' E. sighted foretop and funnel of warship and tops of 2 other main units bearing 100° 10 miles, course 050°. Most noticeable feature was relatively big (?cruiser) screen so ship was thought to be TIRPITZ.
(C) At 0713A/20 sighted S/M bearing 217° from 072° 00' N. 017° 52' E. S/M disappeared at high speed on the surface, course 195°. (F.O.S. 1226A/1.)

U-Boats.

U-Boats reported. D/F bearings at 0352Z/1 suggest that U-boat is in vicinity of S.L.122 and may have reported it. (D.D.I.C. 0832A/1 to Escorts S.L.122.)
Am over enemy S/M in 45° 58' N. 11° 15' W. Enemy S/M was on surface, course 270°, estimated speed 10 knots. (A/C GIWQ 1415/1 to 19 Group.)

/Am ...

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HOME COMMANDS.

U-Boats - contd.

U-Boats
reported
(contd.)

Am over enemy S/M in 46° 45' N. 07° 20' W.
Enemy was sighted on surface, course 080°
estimated speed 10 knots.
(A/C GJIW 1510/1 to 19 Group.)

U-Boat
attacked
on 30/9.

On day 30/9, 8 Whitleys carried out A/S patrol
in the Bay of Biscay. A U-Boat was sighted
and attacked about 190 miles N.N.W. of Cape
Ortegal. The U-Boat was again seen on the
surface about an hour after the attack but
unfortunately the fourth D.C. had been released in error with
the others so nothing could be done about it. No claim is
made although the act of resurfacing in the presence of A/C
points to some damage.
(H.Q.B.C. 1201A/1.)

Navigational.

Iceland.

Akranes MF/DF Beacon out of action for several
days.
(A.C.I.C. 1200A/1.)

Casualties and Defects.

TANATSIDE.
WHEATLAND.

On undocking about 1215 today take WHEATLAND
under your orders as escort, and proceed passing
Switha via Swept Channels to Newcastle for
repairs.

2. Speed to be 10 knots or such that there is no risk of
damage to temporary repairs to bow. Should weather show signs
of deteriorating proceed to nearest shelter until it has
improved.

6. On arrival WHEATLAND is to remain at Newcastle and give
one nights leave to each watch returning to Scapa on completion
of this.

(R.A.D. 0925/1 to TANATSIDE.)

MONA'S ISLE
LEVINIA.

MONA'S ISLE entered Tyne at 1045 having been
in collision with Fishing Trawler LEVINIA at
0555 between 20A and 20C Buoys. LEVINIA entered
Hartlepool at 1001. Both ships sustained damage.
(F.O.I.C. Tyne 1201/1.)

FIDELITY.

FIDELITY grounded at 1130/30 and has sustained
hull damage - including loss of A/S dome and
oscillator, and sand in main and auxiliary
condensers. Ship is being sailed for Southampton at 0800/2
and you are requested to arrange for repairs to be carried
out as soon as possible. Tug is to be sent to Spithead by
0800/2 to attend movement.

(C. in C. Portsmouth 1904A/1 to F.O.I.C. Southampton.)

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Thursday.HOME COMMANDS.Shipping and Convoys.

- W.S.23. N.O.I.C. Liverpool 1150A/29. On reaching R/V indicated in para (d) convoy and cruisers will return to Belfast. E.T.A. 1500A/1 approx.
(C. in C. W.A. 0405A/1.)
Escorts and convoy are to be at four hours notice on arrival in harbour.
(C. in C. W.A. 0941A/1 to F.O.I.C. Belfast.)
- W.N.43. ^{from W.D.} Your 0030A/1 approved.
(A.C.O.S. 0501/1 to HORNPIPE.)
- D.S.33. Admiralty 2250/30. As far as can at present be foreseen 2 Destroyers can be made available as screen.
(R.A.M. 0909/1 to C. in C. W.A.)
- Route "O". Correct my 1701A/10/9. In last para word after Q.Z.S. 293 route "O" for all shipping.
(C. in C. Plymouth 1219A/1.)
- A.T.24. My 1209Z/29. Sailed CURACOA.
(N.O.I.C. Belfast 1220A/1.)
F.O.I.C. Belfast 1209Z/29. Sailed SKATE, SALADIN, COWDRAY, BRAMHAM.
(Cdre. Londonderry 1710A/1.)
- BRAZIL. Intend sailing BRAZIL in accordance with Admiralty 1313/25 at 0900/2. Routed on normal route to Belfast, speed 15 knots, E.T.A. 1500/2. Request cover.
(N.C.S.O. Clyde 1542A/1 to N.O.I.C. Greenock.)
My 1542A/1. Sailed.
(N.C.S.O. Clyde 1855/1)
Cancelled by N.C.S.O. Clyde 0924/2.
Your 0909/1. Many thanks.
(C. in C. W.A. 1802A/1 to R.A.M.)
- K.X.1. My 1156/30. JURA will not sail.
JURA. (N.O.I.C. Greenock 1558A/1.)
- Convoy R.B.1. If nothing sighted by dusk/1 carry out sweep
VETERAN. at twice visual distance between 52° 30' N. and 53° 00' N. till arrival in 19° 00' W, thence by direct route to respective bases.
(C. in C. W.A. 1610A/1 to EXE, GENTIAN.)
- Route "N". Cancel my 1855A/29.
(C. in C. Plymouth 1655/1.)

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.North Atlantic.

P.228. P.228 and P.217 pass Bishop Rock at 0200A/5
P.217. and will cross 043° N as follows-
(A) P.228 in $012^{\circ} 15' 02''$ at 0200A/9.
(B) P.217 in $013^{\circ} 01' W$ at 0800A/9. Surface
S of A 10 knots.
2. Wireless watch.
3. Both are painted grey with white figure on C/T.
4. Only S.P.02573 02574 and 02519 (30) and (31) are carried.
(Capt. S.3. 0253A/1 to F.O.C.N.A. (R) Admt. F.O.S. C. in C.
Plymouth. C. in C. Med. Capt. S.8. Capt. S.5.)

CANADA Your 1823/23. French N.A. should be informed
(French) that we are not prepared to allow SS. CANADA to
proceed to Jibuti except in connection with
exchange of British and French personnel already
proposed to Vichy or in connection with repatriation of British
and Allied personnel recently landed at Casablanca and Dakar.
These last are survivors from British ship sunk south of
Freetown and brought into French ports by cruiser GLOIRE. We
are gravely concerned that Vichy authorities are at present
refusing permission to U.S. Consul to visit survivors or to
provide for their welfare.
SS. CANADA would in any event be required to call at British
controlled port for examination.
(Head of M. 0342A/1 to N.A. Madrid.)

Bombing Cancel my 1406/26. Request total bombing
restrictions. restrictions in area G.16 G.15 and G.14 until
further notice.
(F.O.C.N.A. 0910A/1 to Admt. H.Q.C.C. (R) F.O.S.)

LOBITO, Following received from N.C.S.O. Lisbon timed
U/B. 1930/30. (Begins) Portuguese ship LOBITO was
stopped by German S/M on 17/9 in $024^{\circ} 07' N 021^{\circ}$
 $51' W$. Captain reports S/M was absolutely freshly
painted and could not have been at sea more than
5 days at the most.
(S.O.I. Gib. 0922/1 to Admt.)

CHARYBDIS. Hove to in $(038^{\circ} ?) 06' 015^{\circ} 50'$. Request
weather forecast. W/T receiver out of action
from 0300 to 0520.
Boat damaged and 2 casualties. Weather report.
(CHARYBDIS 1000/1 to F.O.C.N.A. (R) Admt.)
My P.C.S. $038^{\circ} 05' 016^{\circ} 04' 270^{\circ} 20$. Weather moderated. As I
have no further information of enemy merchant ship am proceeding
to patrol north of tanker convoy. Weather report.
(CHARYBDIS 1500A/1 to F.O.C.N.A. (R) Admt.)

Enemy Attack by German aircraft reported on H.M. Patrol
A/C attack Boat off Cape Espichel 1700A to 1715A 30/9.
on P/B. After action which was without result aircraft
flew off south. B.5.
(N.A. Lisbon 1130A/1 to S.O.I. Gibraltar. (R)
Admt.)

/QUENTIN...

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.North Atlantic - Contd.

QUENTIN Intend to sail QUENTIN, PATHFINDER for Clyde at
 PATHFINDER 2000/1 routed through (P) 35.50 06.01 (Q) 36.38
 08.58 (R) 40.22 15.32 (S) 44.59 15.32.
 S of A 18 knots.

(2) C. in C. W.A. is requested to signal onward route from
 position (S).

(F.O.C.N.A. 1320A/1 to Admty. etc.)

My 1320/1 sailed PATHFINDER, QUENTIN.

(F.O.C.N.A. 2012A/1.)

French
 shipping.

Gibraltar 0820. Armed trawler LA SERVANNAISE.
 Ships CHATEAU YQUEM, FORT ARCHAMBAULT both light
 latter deck cargo one cased aeroplane one steam
 boat one motor lorry two motor boats, ARCTURUS
 laden deck cargo three railway engines one tractor engine,
 SAINTE MAXIME laden deck cargo six motor lorries one motor boat
 one large surf boat trawlers MONT CASSEL, JOSEPH ELISE,
 westbound. 1110 Armed trawler L'ALGEROISE ships OUED TIFLET,
 SAINT AMBROISE 0-4-3 all laden last one deck cargo cork eastbound.
 L'ALGEROISE has additional gun between bridge and foremast.
 (S.O.I. Gib. 1829A/1 to Admty. etc.)

ST. NECTAN.

Your 1902A/1 ^{/N.T. in W.R.} acknowledged. Your 1758A/30 does not
 instruct regarding PHILLIP M. Weather report.
 (ST. NECTAN 2015A/1 to F.O.C.N.A.)

P.51.

Your 1406/1 (N.T. in W.R.) Gale moderating.
 My P.C.S. 039° 15' N 011° 41' W 141° 7 knots,
 E.T.A. position B, 2359/2. Weather report.
 (P.51 2103A/1 to F.O.C.N.A. (R) F.O.S. Capt. S.8.)

South Atlantic.

U/B.

Report from R.O. Bissau Grade C.2. by him, states
 S/M entered Bolor River, Portuguese Guinea, on
 night of 27/28.

(S.O.I. Freetown 0523Z/1 to Admty. (R) C. in C.
 S.A.)

M.L. patrol
 MELLO.

An M.L. is to be sailed to patrol about 012° 08' N
 017° 06' W from 1600Z/3/10.

M.L. is to intercept Portuguese steamer MELLO
 sailing from Bissau 3/10 for Lisbon and is to

take (?away) from her crew of force-landed Hudson aircraft, on
 passage to be interned at Lisbon.

This is only to be done if Master of ship co-operates.

(R.A.W.A. 1051Z/1 to N.O.I.C. Bathurst. (R) Admty. C. in C.

S.A.) Admty. Reply: 1807/2.

Your 1051/1. If interception unsuccessful request you will pass
 all necessary information to F.O.C.N.A.

(D.O.D. (F.) 1600A/1 to R.A.W.A.)

/South...

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.South Atlantic - Contd.South
African
Naval
Forces.

Request promulgation of my 1141/1/9 as an "A" message may be expedited. As Union Govt. has already promulgated new arrangements I have found it necessary to issue local orders to ships and establishments in South Africa.
(C. in C. S.A., 1743C/1 to Admty.)

TRUANT,
O.19.

C. in C. E.F.'s 1521/21.
TRUANT and O.19 are to be sailed in company direct to U.K. from Freetown.
(D.O.D.(F), 1849A/1 to R.A.W.A., (R) C. in C. S.A., F.O.S.)
Amended by 1245A/2, q.v.

U/Bs.

Following aircraft reports.
(1) 1300/30 American aircraft sighted surfaced U-Boat in 1.06 N. 4.53 W. assessed probable.
(2) 1315/30 same aircraft sighted another, 1.41 N. 4.53 W. Assessed doubtful.
(3) 1050/1 Hudson sighted and attacked U-Boat in 3.43 N. 7.34 W. This U-Boat dived 15 minutes after attack. Assessed uncertain.
(4) 1240/1 American aircraft sighted 2 surfaced U-Boats in 0.45 N. 3.55 W. course N.N.W. Assessed reliable.
(R.A.W.A., 1855Z/1 to Admty.)

TREVILLEY.

Sunk 12/9. Re survivors.
(B.A.D., 1959Z/1.)
See America and West Indies.

STEPHEN
HOPKINS
"S" Report.

Following received from SDLS (POELAN ROEBIAH) Very much regret omission of report from KEWH (STEPHEN HOPKINS). SSSS 1108/27 24.55 S. 21.51 W. at 1100 G.M.T. No particulars.
(Burnham Radio 2100/1 to C. in C. W.A., (R) Admty.)

NARKUNDA.

No objection to Swiss Delegate transmitting official message which will be passed to Special Division Swiss Legation.
(M. Branch, 2138Z/1 to SS. NARKUNDA.)

MARECHAL
GALLIENI,
AMIRAL
PIERRE.

Your 1547/30. Request you will issue following statements, (begins) H.M. Ships, co-operating with units of South African Air Force and South African Naval Force, have intercepted 2 Vichy French ships escaping from Madagascar. These were SS. MARECHAL GALLIENI, which has been escorted to a South African port, and SS. AMIRAL

/PIERRE ...

War Diary.

1.10.1942.
Thursday.

FOREIGN STATIONS.

South Atlantic - ~~...~~

MARECHAL
GALLIENI,
AMIRAL
PIERRE.
(Contd.)

PIERRE, formerly Greek Ship YIANNIS, which had been seized by the Vichy French authorities in Madagascar. On being intercepted this ship was scuttled by her crew, and sunk. Officers and crew were rescued by one of H.M. Ships. (Ends.) (D.P.D., Approved by 1st Lord, 2225A/1 to C. in C. S.A., (R) C. in C. E.F.)

Transport
of Personnel.

Your 1335/30 (N.T. in W.D.)
Personnel should not proceed in ANDES unescorted.
2. They should be embarked in HIGHLAND BRIGADE which should be ready to sail Capetown from about 10/10 and should take the place of WESTERNLAND in escorted move.
3. Your para. 3. D. of S.T. wishes WESTERNLAND to continue to U.K.
(D.O.D.(F), 2255A/1 to C. in C. S.A., (R) A.C.N.B., D.S.T.O. Durban.)

ORISSA.

Departure for Durban (? route) R.6, S. of A. 9 knots, E.T.A. 0600C/3.
(N.O.I.C. East London, 2317C/1 to Admty., C. in C. S.A., Cdre. i/c Durban, (R) S.O.(I) Bombay.)

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean.

Enemy Units. Following read by Malta W/T. 2 enemy M/Vs, 2 destroyers 33.58 N 23.49 E. (A/C C/S X60Q 0045C/1.)

Hospital ship Malta. It does not appear desirable to send a hospital ship to Malta under present conditions. G.H.Q. Middle East agree. (C. in C. Med. 0051C/1 to Adnty.)

Cositrep No.534. Part 2. Air.
1. Night 29/30. Tobruk Harbour bombed. Results obscured by low cloud. 1 Wellington missing.
3. Enemy aircraft operated over Red Sea and attacked 1 ship. Night fighters up, but no contacts. (C. in C. M.E. 0915 G.M.T./1.)

P.43. My 1145/29. P.43 is returning to Malta and will probably operate in Ionian Sea area C, L and Z from about 8/10. (Capt. S.10 1036B/1 to 10th S/M Fl. (R) C. in C. Med. Capt. S.1.)
See next page

UNA P.42. UNA and P.42 leave patrols as necessary to make usual R/V 1100B/4 former through 035° 23' 015° 15' latter through 035° 01' 014° 11'. Attempt supersonic telegraphy communication on entering Sanctuary. UNA keep N.W. and P.42 S.E. of line 250° from end of searched channel until surface by sweeper switching on S.A. gear. (Capt. S.10 1037B/1 to 10 S/M.F. (R) PARTHIAN. C. in C. Med. Capt. S.1.)

PORPOISE * TURBULENT restrictions. From 0001C/2 until further notice submarines are not to be attacked in area B and T unless identified as enemy. (Capt. S.1. 1051C/1 to PORPOISE.*TURBULENT. (R) C. in C. Med. Capt. S.10.) *Cancelled 5/10-p.130
** See next page*

MANXMAN. Your 0621/30. Please confirm quickly docking only is required. This can be arranged. (C. in C. Med. 1113C/1 to C. in C. E.F. (R) Adnty.)
See p. 18
Confirmed. (C. in C. E.F. 2031Z/1.)

MAURITIUS. U.S.16. E.T.A. 1100Z tomorrow Friday. Request gate 1200Z. Expect 1 Walrus 0900Z. (MAURITIUS 1132Z/1 to Cdre. Aden.)

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean - Contd.

Situation Report No. 271. Here is repetition of my 1512C/30. NEREUS M/V was sunk at 1404/24 in 130° Cape Alupo 6 miles. Caique sunk 1835/25 between Yisero and Tilo. In attack on Swedish ship torpedo failed to explode and temporary repairs were effected by ship's staff. Four A/C raided Suez Bay night 21st. 1 circling torpedo hit SS. TREVALGAN without exploding. No damage. (C. in C. Med. 1500C/1 to Admty.)

→TURBULENT. *See previous page.* Unless in pursuit of enemy patrol area B. You are on no account to approach within 30 miles of Tobruk until further orders. (Capt. S.1. 1550C/1 to TURBULENT. (R) C. in C. Med. Capt. S.10. PORPOISE.)

P.46. Sailed H.M. Sub. P.46. (V.A. Malta 1555B/1 to Admty. C. in C. Med. Capt. S.1.) Report your position. (Capt. S.10. 1955B/1 to P.46.)

Malta Air Report. I.16 1/10. C.S.R. 30th. 0607 hours and 0642 hours, 2 sections of Spitfires up for raids which did not materialise. 1340 hours, 4 Spitfires made R/C patrol south Sicily.

Night 30/1. No activity. 1st. 0720 hours, 2 Spitfires on R/C patrol south Sicily intercepted 5 Re.200ls, damaged one and forced remainder to return home. 0805 hours, 8 plus Me.109s approached Malta at height. Partial R.D.F. interference. 8 Spitfires up but raiders turned back when 20 miles north of Island. (H.Q. R.A.F. Malta 1615/1.)

Enemy Units, →TURBULENT. At 1612C today aircraft reported 1 tanker 2 motor vessels 3 destroyers P.C.S 034° 04' 025° 32' 175° 6½. If within striking distance endeavour to intercept, but return to area B on completion in accordance with my 1550/1. (Capt. S.1. 1635C/1 to TURBULENT. (R) C. in C. Med. Capt. S.10. PORPOISE.)

Air attack on Alexandria. Air raid 1825/1849/1. Three fighter bombers attacked south side of harbour one bomb each 11 to 12,000 feet, no damage. (R.A. Alexandria 1919C/1 to Admty.)

*P.45 PARTHIAN ** See previous page.* P.45 E.T.A. 1101/3 acknowledged. PARTHIAN keep N.W. of P.45, S.E. of line 245 from end of searched channel. S.S.T. 338 to be maintained from entering Sanctuary until submarines are surfaced by sweeper. (Capt. S.10. 2222B/1 to P.45. PARTHIAN. (R) 10th. S.F.)

1.10.1942.
Thursday.

War Diary.

FOREIGN STATIONS.

East Indies.

- U/B attack. Following has been read. SSSS De. S W B I
7° 34' (?N) 75.52 E. Attacked by submarine.
(?T.O.R., 0358/1).
- B.P.56. Karachi portion sailed for Basra 1st. Require-
ments.
(S.T.O. Karachi, 0531Z/1 to D.S.T.O. Persian Gulf,
N.C.S.O. Karachi, 0752Z/1 to Admty).
- Shipping,
Scuttling. Following instructions have been issued as
B.A.M.S. lettered message J.C. (Begins). In
order to prevent shipping from falling into
enemy hands British Merchant Ships in Atlantic
Ocean south of Equator, or in Indian Ocean, are
to scuttle themselves if attacked by Surface Raiders and if it
is clear beyond reasonable doubt that they are about to be
captured by enemy or if crew have been ordered to abandon ship.
(Ends).
(C. in C. E.F., 0735Z/1 to E.I. Stn).
- Liberator
Aircraft. A.M. 1701/27/9. I had not wished to reply
without consulting (?A.O.C. in C) India and
referred your 1332/3/9 to him. I suggested to
him that 4 should be sent without fitting A.S.V.
and have now asked him for a very early reply.
(C. in C. E.F., 0816Z/1 to Admty).
- Shipping,
Route. Your 1352/14/9 not fully understood. No
instructions are held here concerning stragglers
routes.
2. Are instructions for standard route given in
C.B., 04024 41 Article 83 C to be considered
superseded?
3. Request confirmation also that practice of
issuing reference positions is still in force.
(C. in C. E.F., 0911Z/1 to Admty).
- A.F.
Message. Ref. Admty message A.F. Position 007° 32' N.,
076° 11' E.
(Admiral, Mombasa, 0930/1 to B.A.M.S. 7 A).
- MANXMAN
*See p. 16.9
next page.* Your 1929/30. Yes.
(D.O.D. (F)1040A/1 to C. in C. E.F., (R) C. in C.
Med).
- Landing
Craft for
India. D. of S.T's 0010/1 (N.T. in W.D.) EMPIRE WOODLARK
is suitable for personnel but requirements for
shipping landing craft to India will remain as in
my 1141/30.
(C. in C. E.F., 1321Z/1 to Admty).

/MANXMAN...

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.East Indies - Contd.

MANXMAN.

Sum p/16 & 18.

Arrival Tamatave 1st.
(ALBATROSS, 1501Z/1 to Admty C. in C. E.F.,
S.O. Force M., N.O.I.C. Diego Suarez).
Your 1113/1 (docking of MANXMAN) Confirmed.
(C. in C. E.F., 2031Z/1 to C. in C. Med).

U/Bs Gulf
of Oman,
Catalina
patrol.

A.285. Ref. C. in C. E.F. T.O.O.1535/29.
These flying boats will be under your operational
control (presumably by 215 group) and operate
to meet requirements of S.N.O. Persian Gulf.
Presume A.O.C. 222 Group will issue general
direction to A.O.C. Iraq.
(H.Q., R.A.F., M.E., 1514Z/1 to A.H.Q. Iraq (R)
222 Grp. C. in C. E.F., S.N.O.P.G., 225 Grp.
Admty).

POINT CLEAR
attacked by
U/B.

Following has been read SSSS 7.32 N., 76.11 E.
Followed by enemy submarine.
(SWBI (?POINT CLEAR) T.O.R., 1527FG/1)
Our course 080° Try to send help. Master.
Colombo Radio, 0901 G.M.T./1.
(T.O.R., 1110/1).
7.32 N., 76.11 E. Attacked again by torpedo S/M.
(T.O.R., 1550/1).

Ref. submarine attack on POINT CLEAR (S W B I) at 0728Z/1,
Catalina carrying out A/S patrol in Cape Pesaro area following
suspected submarine attack on CAMILA (N.O.I.C. Cochin 0556/1
N.T. in W.D. refers) diverted to locate POINT CLEAR. Relief
Catalina fitted with A.S.V. being sent search area now. No
report yet received from first Catalina. MADRAS left Colombo
0630Z/1st for Cape Comorin area now proceeding to intercept
POINT CLEAR.
(N.O.I.C. Colombo, 1216Z/1 to C. in C. E.F., (R) F.O.C.R.I.N.,
Com. R.I.N.)

CAMILA
(attacked
30/9).

Master CAMILA sighted Sweden type ship at 0100/30
approx. position 35 miles W.N.W. Aleppi.
(?Allepey 9° 30' N., 76° 19' E) (Description)
CAMILA proceeding Colombo. Ship approached from
S.E. then turned away easterly direction then
altered course back to ahead of CAMILA and zig-
zagged 3 times 3 miles ahead CAMILA. CAMILA suspected mines
altered course to westward whereupon ship increased speed and
was out of sight in 15 minutes at about 0200Z/30 course approx.
S.E. She committed no hostile acts. CAMILA proceeded on course.
At 1530Z in darkness fire was opened from eastwards at fixed
range and continued till S/M was within 100 yards of ship. Ship
abandoned on fire fore and aft at 1630Z. S/M passed within
30 yards of master's boat but no communication was passed. S/M
large type with gun forward of conning tower hatch also fired
at ship. Ship not fitted with W/T.
(N.O.I.C. Cochin, 1542Z/1 to C. in C. E.F., F.O.I.C. Ceylon,
etc).

/Madagascar...

War Diary.

1.10.1942.
Thursday.

FOREIGN STATIONS.

East Indies. - Contd.

Madagascar.
Situation
Report.

075958 00078/G cipher 1 Oct.

3. Tulear, 29/9 local command accepted wireless ultimatum 0713 hours (?white) Flag 0730 hours landing one company Pretoria Regt. and (?detachment) Royal Marines 0750 hours, wireless station intact town occupied 0930 hours Chef D'Administration and (?local) police co-operative. No trickery, no opposition.

(H.Q., Buttermere, T.O.O., 2300C/1 to W.O.)

War Diary.

1.10.1942.
Thursday.

FOREIGN STATIONS.

America & West Indies.

ALCOA
MARINER
(torpedoed
28/9).

Following is my 1154R/30. (N.T. in W.R. but Georgetown 0735/30 refers) (begins) Admty, B.A.D. S.B.N.O. W.A. from S.O.(I) Kingston, U.S. ALCOA MARINER torpedoed 0935 G.M.T/28. 008° 57' N. 060° 08' W. All saved landed Georgetown. S.B.N.O. Trinidad informed. (Ends). (S.O.(I) Kingston 0115R/1 to Admty B.A.D. S.B.N.O. W.A.

PICTOU.

Your 2152/30 (N.T. in W.R.) P.C. and S. 053° 20' N. 039° 52' W. 159 (??) knots. Intend searching area until 1630/1, thence to overtake S.(?C) 102. Weather report. (PICTOU, 0329Z/1 to F.O.N.F.(R) C.O.A.C. N.S.H.Q.).

PAVLA
aground.

My 1022/30. ZWARTE ZEE and *escort returned with total crew SS.PAVLA, ship on rocks with holds flooded. Possibility of salvage being investigated. No enemy action involved. (S.B.N.O. Trinidad 0952Q/1 to Admty). *P.C. Sr. (11/10/1942 - p. 249)

THUNDER.

N.O.I.C. Sydney (Cape Breton) 2410Z/1 (re escort) complied with. P.C. and S. 047° 18' 059° 12' 192° 14' (THUNDER 1002Z/1 to 2 groups missing) N.S.H.Q. Ottawa. ?WASAGA).

U/B
Campaign.

CR No.16. Comnav's 2150/30 (Serial No.30), addressed to Comnav for action etc., informs as follows: OCEAN VANGUARD detached from H.X. 209 was torpedoed 29/9 at 47.32 N. 52.38 W, reached

St. Johns
(Comnav 1121/21 to Admty).

Movements
Summary.

1800 G.M.T./1.
Ship. Position. Course. Speed.
CARNARVON 04° S. 25° W. Patrol Blank.
CASTLE.
MILFORD. 16° S, 33° W. 030° 11
A.T.23 46½° N. 45° W. 078° 14 kts.
(D.O.D.(F) 1152A/1 to Opnav Comnav).

U.S.M.A.D.
Equipment.

Your 1645/8 para.1. Request further details of this attack. (a) Length of time contact was held by M.A.D. with submarine submerged.

(b) Movement of submarine during this time.
(c) Depth of Water.

Please investigate possibility of obtaining 200 M.A.D. sets for fitting here and expected rate of delivery.

Understand a set weighing about 90 pounds is about to be put into production. What is the position about this which would be preferable to earlier heavier set if its performance is as good? (D.A.C.D. Approved A.C.N.S.(W). 1253A/1 to B.A.D).

Reply: B.A.D. 19312/15/10/1942.

/ARENA....

War Diary.1.10.42.
Thursday.FOREIGN STATIONS.America & West Indies - Contd.

ARENA. Your 1128Z/30.
ARENA arrived New York 29/9.
(C. in C.U.S.Fleet C and R. 1354/1 to Admty).

REGENT Your 2122/29. Your para.6 not confirmed.
Search for 2. Latest Intelligence indicates that depot
U/B Depot ship is a 1600 ton S/M of maximum surface speed
Ship. 13 knots possibly carrying 1 aircraft and
torpedoes, fuel and provisions for 10 U-Boats.
3. No change in area given in my 1517/24
up to present.
4. U.S.Authorities suggest surface patrol more valuable
and that greater area should be covered than that mentioned
in your para.3.
(B.A.D. 1401Z/1 to S.B.N.O.W.A.(R) Admty etc).

STEEL STEEL VOYAGER U.S. due Baltimore 24/9 from
VOYAGER. Capetown has not arrived.
(N.S.H.Q. 1412Z/1 to Admty etc)

O.N.S. 132. When relieved by Western Local Escort proceed
with your unit to Argentina.
(C.T.24 1421Z/1 to C.T.U. 24.1.4. (R) C. in C.U.S.
Fleet C.R. N.S.H.Q. C.O.A.C. F.O.N.F. C.T.U.
24.18.6).

U/B. U-Boat estimated in your vicinity by D/F has
H.X.209 made first sighting report of a convoy or
O.N.133. important unit at 1350Z/1
ENIGMA 11068 K/Cs.
(Cominch 1426/1 to HIGHLANDER, CHAMBLEY, (R)
U.S.C.G. MONOMOY C.T.24.).
By D/F at 1350Z/1. U/Boat in immediate vicinity O.N.133
possibly reporting it.
(D.D.I.C. 1547A/1 to Escorts O.N.133.)

U/B. Fishermen sighted S/M 051° (?22') N. 055° 24' W.
heading south west at 2130Z/30.
(C.O.A.C. 1457Z/1 to (?C.T.G. 24.7, C. in C.W.A.
Admty))

U/B Positions. S/M Estimate 1/10 and U.S.S/M Notice.
(C. in C.U.S.Fleet 1555/1 to Admty).

Escort of Your 2147/30. Suggestion of Puerto La Cruz
Tankers. Tankers making junction with Tag-Gat Convoys
has been negatived by Comcaribsea Fron on
grounds of impracticability of daylight junction (2) It has now
been arranged to escort Tanker Groups monthly from Curacao
to Puerto La Cruz returning with same escort on completion

/of....

War Diary.1.10.1942.
Thursday.FOREIGN STATIONS.America & West Indies. - Contd.

Escort of Tankers. Contd. of loading. Effective date 12/10 (3) above information was not previously signalled as Amast 3280 refers. (4) Your paras 2 and 3 it is presumed loading programme will be adjusted accordingly. (B.A.D. 1831Z/1 to Admty (R) S.B.N.O.W.A.).

A.T.25. Sailed to arrive 56.16 N. 10.01 W. at 0700Z/10 through points. (J) 38.05, 66.55 (K) 40.05 49.55. (L) 50.30 35.10 (M) 56.55 19.55 (N) 56.15 10.01. Chop 1200Z/9. C. in C.W.A. will provide onward route. Commandant 3rd U.S.Naval district (NY) pass to Port Director New York. (Connav 1947/1 to P.D.New York).

TREVILLEY (Sunk 12/9) Dakar 30/9. Ungraded U.S.Consul informed by Admiral that ANNAMITE sighted lifeboat from TREVILLEY with Chief Officer and 13 survivors on 17/9 in 2.07 S. 7.06 W. Chief Officer stated ship torpedoed by German U-Boat on night of 12th 4.40 S. 7.53.W. Master taken prisoner. Survivors are now at Sebikotane, Senegal. Search for other life boats unsuccessful. (B.A.D. 1959Z/1 to Admty).

Sub attack and sighting Summary. Para.B. Unidentified torpedoed 09.20 N. 59.50 W. on 000Z/01. WEST CELINA two torpedo hits. STANVAC / MELBOURNE 3 torpedo hits. Navy transport plane sights sub 19.25 N. 74.20 W. 1655Z/30. P.C. 1177 attacks submerged sub 10.04 N. 78.52.W. 0840Z/01. British plane sights sub on surface 35.22 N. 74.15 W. 1415Z/01. U.S.S.SCHENCK attacks sound contact 55.27 N. 25.18 W. 0218Z/15 August. Cuban trawler sights sub on surface 23.52 N. 80.29 W. 27th August and 23.16 N. 81.05 W. 28th August, U.S.S.TATTNALL and U.S.S.ERIE attack sound contact about 12.30 N. 77.50 W. 2100Z/29 September. Sub sights 10.50 N. 60.00 W. 1340Z/1 October. D. U.S.S. BABBITT attacks sound contact 47.40 N. 37.50 W. 0504Z/05 September. Plane sights sub course East 24.58 N. 80.20 W. 1925Z/30. Sub sighted 10.11 N. 30.00 W. about 1817Z/30. (Cominch 2131/1 to Admty for O.I.C.).

Washops 100. Aleutians. 27/9. 6 heavy bombers attacked Kiska Harbour. One enemy seaplane fighter shot down. 28/9. 8 Heavy bombers escorted by 17 fighters one of which is missing attacked Kiska Harbour. 5 enemy seaplane fighters shot down. One S/M and one transport reported sunk. Attu and Agatu Islands have been abandoned by enemy. (J.S.M. 2141Z/1 to Admty etc).

/U/B.....

War Diary.

1.10.1942.
Thursday.

FOREIGN STATIONS.

America & West Indies - Contd.

- U/B. Coast watcher report S/M in vicinity 048° 00' N. 052° 56' W. between 1830 and 1930/1st. (C.O.A.C. 2229Z/1 to G.B.7.A. (R) C.T.24, etc).
- U/B. O.N.133. U-Boat estimated in your vicinity by D/F at 2241Z/1st has made sighting report of a convoy or important unit. 7645 K/Cs ENIGMA 28 groups. (Cominch 2257/1 to CHAMBLY, (R) C.T.F.24)
- STEEL VOYAGER. Cancel my 1412/1. Ship now reported due Valparaiso 3/10. (N.S.H.Q. Ottawa 2309Z/1 to Admty,Connav, S.B.N.O. W.A. S.O.(I) Kingston, C.O.A.C.).

Australia & New Zealand.

- Situation. Digest Serial No.252. 30/9.
3 Catalinas attacked Buin Aerodrome night 29/30.
5 direct hits scored on runway and 3 along dispersal lane. Other reports indicate increasing enemy activity this aerodrome.
(2) Reports from Shortlands Buin Tonolei Harbour area 30/9 again obscure due poor visibility. At least 9 merchant ships including 1 tanker reported this area evening 30/9 also several warships but number and details obscure.
(3) One Catalina attacked Buka Aerodrome night 29/30 scoring 8 hits dispersal bays other bombs on stores area. 4,000 ton vessel observed same time Buka Passage. Later R/C this area morning 30/9 reported 2 enemy destroyers, 1 damaged cruiser.
(4) Further analysis photographs Rabaul Harbour 28/9 indicates shipping included 7 S/Ms.
(5) Air R/C 30/9 reports considerable enemy supplies Mubo Area. No change Buna Aerodrome, 17 barges Buna Gosp Area, 10 apparently damaged.
(6) 1 fortress attacked Buna 30/9. 2 Fortresses attacked Waoropa Bridge noon same day scoring hits both approaches to bridge which observed sagging. Nil activity observed Buna Kokoda Track.
(7) 4 Aircobras 6 Bostons bombed and strafed huts Menari (Efogi Area) 30/9.
(8) Allied forward patrols reached Nauro without contacting main enemy force. Additional enemy equipment.
(9) Approx. 450 enemy troops reported arrived Maobisse Area (Timor) night 28/9.
(10) Betano area machine-gunned by 2 enemy A/C afternoon/28/9. Nil casualties.
(G.H.Q. S.W.P.A. 0730Z/1 to Admty,etc).

/Vladivostock...

War Diary.

1.10.1942.
Thursday.

FOREIGN STATIONS.

Australia & New Zealand. *cont.*

Vladivostock Report. Following points from conversation by Mr. Ward American Consul General, Vladivostock, reported by Embassy.

- (1) Vladivostock nearly 100" Russian, all Orientals having been evicted.
- (2) Railway from Khabarovsk reached Komsomolsk but unlikely to continue to Nikolaevsk yet.
- (3) Recruiting only partial but army strong and probably no tanks or aircraft moved west.
- (4) Ships arriving Vladivostock now use La Petrouse Straits and are all hailed and usually boarded by Japanese who do not further interfere since case in April of ANGARSTRBI and probably one coasting vessel sunk.
- (5) Considered that no ships have plied between Vladivostock and Japan since 3/8/41.
- (6) Japanese apparently determined to avoid friction.
- (30 Mission 1659C/1 to Admty).

H.T.WAHINE.

Arrival Noumea 30th.
(S.O.(I) Wellington 2036Z/1 to Admty).

U-BOAT CAMPAIGN.

Submarines Reported.

Positions of U/Bs estimated 1200Z/1.
(D.D.I.C. 1402A/1, 1440A/1).

War Diary.

2.10.1942.
Friday.

SITUATION REPORT.

Home Commands.

From 4/10 the 18th C.S. will cease to exist, and all H.F.6-inch Cruisers will form the 10th C.S., the flag of Rear-Admiral C.H.J.Harcourt being hoisted as that of C.S.10 in DUNLUCE CASTLE at 0900/4 and transferred to SHEFFIELD at 0900/5.

On 16/10 the flag of Vice-Admiral Sir Neville Syfret will be transferred from NELSON to DUKE OF YORK, and thereafter Admiral Syfret will be known as F.O. Force H.

P.W.226.

At 2030/1 KRAKOWIAK, escorting convoy P.W. 226 off Start Point engaged M.Ls 181, 186, and 488 on patrol from Plymouth in the belief that they were E-Boats and slightly damaged M.Ls.181 and 186. And, at about 0030/2 the convoy was attacked off the Eddystone by one or more E-Boats who caused slight damage to KRAKOWIAK and sank the escort vessel LORD STONEHAVEN. The convoy proceeded into Plymouth.

The operation of sweeping S.N.3 has been abandoned until next year, and the 15th M/S Flotilla is to be employed instead in searching-sweeps for moored mines in the approaches to Seidisfiord and Reydarfiord.

One ground mine was exploded by sweepers today off Harwich, and another off the Needles; and a spontaneous explosion was observed today off Culver

*Convoy K XI (5 ships) sailed for Gibraltar today from Granville.
SS QUEEN MARY rammed and sank CURACOA this afternoon in 55°58' N 8°38' W.*

North Atlantic.

At 1500/2 a medium M/V was reported by A/C in 44.10 N. 06.40 W. and at 1600/2 in 44.08 N. 06.39 W., course 250°. CHARYBDIS and P.552 were ordered to intercept.F.O.C.N.A. suggested at 1924A that Spanish SS. MONTE AMBOTO was probably within about 60 miles to southward of position given.

Spanish MONTE GURUGU, estimated in 03° N. 29° W. at noon today, is suspected of carrying contraband from Rosario. JULIET has been ordered to try and intercept.

German SPICA at Ayamonte is believed to be preparing to leave with a Spanish crew. Transfer of flag is not recognised.

War Diary.

2.10.1942.
Friday.

SITUATION REPORT.

South Atlantic.

S/Ms TRUANT and O.19 are to be sailed independently direct to U.K. from Freetown.

Mediterranean.

TAKU reports having sunk a medium sized southbound M/V in 32.29 N. 23.34 E at 0300/18/9.

The flag of F.O. 15th C.S. was transferred from EURYALUS to CLEOPATRA at Port Said p.m. today.

3 M.T.Bs from Paphos, Cyprus, sailed last night to attack shipping in the vicinity of Rhodes. Nothing was found, but torpedoes were fired into the target area and 5 explosions caused.

S/M RORQUAL arrived at Malta today with petrol and aircraft torpedoes.

3 Torpedo Wellingtons attacked last night a southbound convoy N.E. of Derna and set a tanker on fire.

East Indies.

U/Boats.

Japanese U/Boats have been reported in the Gulf of Oman, one probably in vicinity of 26° N. 57° E, and one possibly off Ras Al Hadd, both on 29/9. In the Indian Ocean, one is possibly in 19° N, 69° E. (reported 27/9) and one definite in 8° N 77° E. on 30/9.

CAMILA.

SS.CAMILA, abandoned after U/B attack on 30/9 (q.v.) in 08.01 N. 77.07 E, was reported today ashore in 08.10 N. 77.41.E. (Gulf of Mannar) completely burnt out and salvage impracticable.

FRANS
HALS.

SS.FRANS HALS, Dutch, sent out an "S" report at 2043 G.M.T. in 02.03 S. 46.26 E. (500 miles E by N of Mombasa).

War Diary.

2.10.1942.
Friday.

SITUATION REPORT.

America & West Indies.

ALCOA TRANSPORT (U.S.) was torpedoed and sunk at 0635 G.M.T. in 09.03 N. 60.10 W.

ANEROID, Panamanian, was torpedoed and sunk at 0845 G.M.T. in 08.24 N. 59.12 W.

An unidentified ship was attacked and sunk today in 08.48 N. 60.12.W.

SS.MARPESIA (Norwegian) reported being attacked by U/B at 0800 G.M.T. in 08.53 N. 60.20 W.

B.R.O. Paramaribo reports that 2 U/Bs are apparently operating between the mouth of Marowynne River and Cayenne. U.S. Air Force claims to have sunk one at 1150 G.M.T. in 05.50 N, 52.25 W. (off the Surinam Estuary, Dutch Guinea). The Dutch are searching for survivors reported on a raft. Another Army aircraft attacked a submarine with decks awash near Trinidad, lifted it out of the water with depth bombs and turned it on its side. A second attack was made, and 20 minutes later there was a big swirl and turbulence.

(V. 512, details in
A/S Report, May,
1942, page 17)

F.O.(S) is strongly averse from the American proposal that S/M REGENT should maintain a surface patrol by day against enemy U/Boats. All experience shows that this method is least likely to be successful and entails heavy and unjustifiable risk of the hunter becoming the hunted. Admiralty on 3/10 informed B.A.D. accordingly.

Australia.

In an attack on Rabaul harbour today, 6 Fortress aircraft claim direct hits on 2 large transports which were later observed burning, and also possible hits on a cruiser and 1 unidentified vessel.

War Diary.2.10.1942.
Friday.HOME COMMANDS.Policy.→ EVY.
TINNY.

Your 1520/29, Greenock's 1041/29, and previous signals. Danish M.F.Vs EVY and TINNY should be handed over to F.O.I.C. Greenock's representative on completion.
(D.S.V.P. 0116A/2 to N.O.I.C. Leith.)

C.S.10.
C.S.18.
C.S.1.

1. Rear Admiral Cecil H.J. Harcourt C.B.E. has been appointed C.S.10. His flag will be hoisted in DUNLUCE CASTLE at 0900/4 and transferred to SHEFFIELD at 0900/5. From 4/10 all 6" cruisers of Home Fleet will form 10th C.S.
2. Flag of C.S.18 will be struck at sunset 4th October when 18th C.S. will cease to exist.
3. Flag of C.S.1 is being transferred to H.M.S. LONDON at 0900/3/10. *See next page*
(C. in C. H.F. 0907A/2.)

ONSLOW
visit.

ONSLOW proceed passing Switha at 1130 tomorrow to Clyde via Minches to comply with F.O.I.C. Glasgow 1209A/29/9 and 1856/1/10.
ONSLOW is to leave for Scapa p.m./7.
(R.A.D. 1850A/2 to D.17.)

F.O. Force
H.

Flag of Vice Admiral Sir Neville Syfret will be transferred from NELSON to DUKE OF YORK on 16/10. Admiral Syfret will be known as F.O. Force H and the title F.O. Force F will lapse as from that

date.

C. in C. Rosyth is requested to arrange if necessary for Flag to be transferred to another ship between departure of NELSON and arrival of DUKE OF YORK at Rosyth.
(A.C.N.S.(H.) 1939A/2 to C. in C. H.F.)

GARLAND
visit.

Please advise if Polish Destroyer GARLAND will be assigned next westbound and eastbound trips of B.3. Attention invited if answer affirmative stay in Boston will be maximum 4 days and probably less.
(C.T.F.24. 2015/2 to C. in C. W.A.)

Clyde.
Vessels
for
Greenock
Pool.

To meet special urgent temporary requirement the following 9 small craft are ordered to join Greenock Pool additional temporarily. Steam drifters OUR KATE and TRIUMPH and M.F.V. HAPPY ESCAPE from Brightlingsea, Admty. M.F.V.5 from Humber (these 4 vessels have already sailed for Greenock), Danish M.F.Vs. CHR. S.MED, GURLIE,

→ EVY and TINNY from Leith and STAUSHOLM from Aberdeen. 4 vessels at Leith are to be made ready for sea at earliest possible date and not later than 7/10. Leith is to inform Admty. and Greenock earliest possible expected dates of completion. Greenock will then send runner crews. STAUSHOLM at Aberdeen still in prize is to be kept ready for sea pending release and arrival of runner crew from Greenock.
2. In addition to foregoing C. in C. Rosyth is to sail 2 efficient steam drifters to Greenock Pool for the period 4th to 18th October inclusive.
(D.S.V.P. 2121A/2.)

/MASTADONTE...

War Diary.

2.10.1942.

Friday.HOME COMMANDS.Policy - Contd.

MASTADONTE. H.M. Rescue Tug MASTADONTE has been allocated to C. in C. Plymouth after completion of boiler cleaning at Holyhead. Request that she be sailed to Falmouth or Plymouth as decided by C. in C. Plymouth.
(C.C.R.T. 2234A/2.)

Corvette Escort Groups. Corvettes are to be organised as follows:-
22nd. Escort Group (Liverpool) : BRYONY, BLUEBELL, CAMELIA, BERGAMOT.
23rd. Escort Group (Greenock) : RHODODENDRON, HYDERABAD, HONEYSUCKLE, OXLIP.
24th. Escort Group. (Londonderry) : STARWORT, POPPY, DIANELLA, LOTUS.
2. Ships of 22nd. Group and HYDERABAD, HONEYSUCKLE and STARWORT are not to be addressed by their group numbers until return to U.K.
(C. in C. W.A. 2245A/2.)

King Peter of Yugoslavia. Visit to Scapa. H.M. King Peter of Yugoslavia accompanied by Capt. R.P. Pim R.N.V.R. and Lieut. Cdr. Georgevitch, Royal Yugoslav Navy, will visit Scapa and Fort William as follows. Programme.
(Hd. of M. 2252A/2 to C. in C. H.F.)

Movements.

TRIBUNE S.O.S/M Lerwick's 1003A/30. Sailed from Pentland Firth WHITE BEAR, TRIBUNE to Holy Loch, LOCH MONTEITH and TIGRIS to Methil.
(A.C.O.S. 0740/2.)

Following from TIGRIS. Begins. TIGRIS escorted by LOCH MONTEITH E.T.A. Methil 0759A/3. T.O.O. 0752A/2. Ends.
(LOCH MONTEITH 0815A/2 to A.C.O.S.)

UNST will be required to act as surface escort for TIGRIS within convoy F.S. 25 for passage to the Nore.
2. This convoy leaves Methil at 1330/4 and UNST is to report to TIGRIS on arrival at Methil p.m./5.
(C. in C. Rosyth 1158A/2 to UNST.)

ASCANIA. My 1612/1. Sailed.
ALBRIGHTON. (F.O.I.C. Portland 0859A/2.)

* LONDON Intend sailing in LONDON with CUMBERLAND in company passing Clyde Boom at 1400/3. E.T.A. Scapa 1015/4.
* *See previous page* CUMBERLAND (C.S.1. 0931A/2.)

MALAYA. F.O.C.N.A. 1304/30. Onward route from (K) to (L) all positions N and W. 050° 30' 018° 30' (M) 54° 01' 13° 25' (N) 55° 25' 08° 30' thence Clyde.
(C. in C. W.A. 1029A/2 to MALAYA.)

War Diary.2.10.1942.
Friday.HOME COMMANDS.Movements - Contd.

KEFLAVIK. My 1513/1. Anchored KEFLAVIK 064° 00' N 022° 30' W on account of weather.
(A.C.I.C. 1037A/2 to N.O.I.C. Faroes.)

QUENTIN
PATHFINDER F.O.C.N.A.'s 1520/1. Onward route from (S) to (T) 052° 01' N 015° 30' W (U) 055° 25' 008° 30', thence to Clyde.
(C. in C. W.A. 1043A/2 to QUENTIN.)

T.L.Cs
for
Liverpool. N.O.I.C. Liverpool 1602A/29. Intend sailing first flight of 11 T.L.Cs escorted by BIRDLIP at 1700A/3. E.T.A. Bar Ship 0900A/4.
Codeword "Loose".
(N.O.I.C. Belfast 1235A/2.)

KRAKOWIAK. Sailed KRAKOWIAK.
See pp 33 + 39
(C. in C. Plymouth 1411A/2 to F.O.I.C. Falmouth.)
Leave convoy to arrive Plymouth 0800/3.
Codeword "Cloak 4".
(C. in C. Plymouth 1553A/2 to KRAKOWIAK.)

INTREPID. On being detailed by DUKE OF YORK about 1000 tomorrow proceed to Rosyth via swept channels for boiler cleaning.
(R.A.D. 1432/2 to INTREPID.)

PRINCE CHARLES. C.C.O's 1955/30. Intend to sail PRINCE CHARLES from Needles 0730/3 for Greenock.
2. Route. E.T.A. 1730/4.
3. Air escort has been arranged in daylight 3rd, protection on 4th. Codeword "Match".
(C. in C. Portsmouth 1435A/2.)

MALCOLM
ACHATES Sailed MALCOLM, ACHATES for Seidisfiord routed as in C. in C. H.F. 1419A/29. E.T.A. 11 A/6th (sic)
(S.B.N.O. North Russia 1445A/2.)

A.F.D. ~~N. XIX~~ Weather permitting intend sailing A.F.D. XIX in tow of EMPIRE LARCH, EMPIRE BASCOBEL and ABEILLE IV, for Corpach on 6/10.
(2) Escort from Sheerness to Spithead KITTIWAKE (S.O.) and ATHERSTONE. KITTIWAKE is available to continue as far as Lands End if C. in C. Plymouth so desires.
(3) Tow will be sailed from Chatham to pass Medway Gate at 1100 and Sand Sandhead Buoy 1900/6. E.T.A. E.A.5 float under favourable conditions 1400/7.
(4) Tow will be routed C.H.5 to Spithead thence standard route to Bristol Channel, thence in accordance with West Coast standard coastal route (corrupt 9P) inside the Smalls and Tod Head Sound Islay with alternative route outside both if condition necessitates.
(5) Fighter protection for whole passage arranged. Codeword "Waiter". C. in C's concerned are requested to keep fighter groups informed of progress of tow.
(C. in C. Nore 1454A/2.)

/UNBEATEN...

War Diary.2.10.1942.
Friday.HOME COMMANDS.Movements - Contd.

- UNBEATEN. ^{N.T. 2.10.2.} Your 1009/2. Owing to suspected minelaying in vicinity Eddystone, R.D.F. trials cannot be carried out for at least 4 days. UNBEATEN will therefore R/V with LA CAPRICIEUSE as suggested escorted to Trevoise Head by H.M.S. CAMBRIDGESHIRE. (C. in C. Plymouth 1541A/2 to Capt. S.3.)
- 9th M/S Flotilla. Intend to sail 9th M/S (S.O. M/S 9 in SIDMOUTH) at 1000/3 for Newhaven. Routed inshore route A, speed 12 knots. E.T.A. 1400/3. Codeword "Artful" (C. in C. Portsmouth 1900A/2.)
- Minesweepers for Milford Haven. Your 1854/29. POLRUAN and CLACTON detailed. (C. in C. Plymouth 1951A/2 to Admty.)
- ROYAL EAGLE. ARISTOCRAT. C. in C. Nore's 1444A/29. Intend to sail ROYAL EAGLE and ARISTOCRAT in convoy P.W.227 to Milford Haven for fuel and onward routeing to Oban. (C. in C. Portsmouth 2245A/2.)
- RODNEY. It is intended that RODNEY should proceed to Gibraltar, when you consider that she is sufficiently worked up.
2. LOOKOUT, PANTHER and PENN will be available as screen.
3. Request you will report expected date on which she will be ready to sail.
- (D.O.D. (H.) 2342A/2 to C. in C. H.F.)

Operations.

- E-Boats. Engage E-Boats returning to Guernsey from position 165° Rame Head 11 miles. (C. in C. Plymouth 0111A/2 to ESKDALE.)
- Patrols. Patrols tonight. 1A MALLARD. 1B GUILLEMOT. 2 EGLINTON. 3 ATHERSTONE. 4 BLENCATHRA. 5 PYTCHLEY. 6 VESPER. (C. in C. Nore 0924A/2.)
- Tonight. M.T.Bs 85, 86, 84 patrol 050° 20' N between 002° 00' W and 001° 30' W. (C. in C. Portsmouth 1030A/2.)
- 3 M.T.Bs patrolling S.W. of Needles.
 - 3 A/S trawlers patrolling in vicinity of E.A.5 Buoy.
 - 4 coastal craft exercising in Weymouth Bay from 1930/2 until 2130/2. (C. in C. Portsmouth 1507A/2.)
- Available M.Ls are to sail at 1830 today and proceed to patrol 10 miles 070° and 250° either side of 135° Start Point 20 miles. *See next page*
- M.Ls are to leave patrol at daylight/3 and return to Dartmouth
 - Should either boat break down both are to return to harbour.
 - Object to intercept E-Boats minelaying in Lyme Bay.
 - Codeword "Obstacle".
- (C. in C. Plymouth 1607A/2 to N.O.I.C. Dartmouth.)

/Your...

War Diary.2.10.1942.
Friday.HOME COMMANDS.Operations - contd.

Patrols Your 1607/2. Intend to sail M.Ls. 491 and 153
Contd. at 1830/2.
(N.O.I.C. Dartmouth 1709/2.) *See previous page.*
M.Ls. 106, 100, 110. M.G.Bs. 77, 81, 78, 60.
M.T.Bs. 34, 69, 70, 29, 30. *Sailed - (Movements of H.M. Ships)*
(F.O.I.C. Harwich 1800A/2.)
M.Ls. 148 and 149 from Ramsgate patrolling between Dumpton
and N.E. Spit Buoys, E.T.D. 1935, E.T.R. 0635/3.
M.Ls. 141 and 142 near C. One Buoy.
Force A.M.G.B. 107 (S.O.) and M.T.Bs. 38 and 219 from Ramsgate
patrolling near Nieuport Bank and M.G.Bs 13, 7, 6 and 10 at 'V'
Buoy, E.T.D. 1930, E.T.R. 0515/3.
(V.A. Dover 1811A/2.)

20th. 20th Escort Group STORK, DEPTFORD, TAY, SPEY
E.G. reinforcing S.C.102.
(C. in C. W.A. 1355A/2.)
Have detached SPEY to return Londonderry owing to
condenseritis. Speed 10 knots. S.C.102 P.C.S.
at 1300Z/2 056° 47' N 022° 50' W, 071° 8.
(STORK 1729Z/2 to C. in C. W.A.)

Convoy Enter Plymouth unless engaged with enemy.
P.W.226. (C. in C. Plymouth 0221A/2 to KRAKOWIAK.)
*KRAKOWIAK At 2030/1, convoy P.W.226, S.O. of escort
engagement KRAKOWIAK engaged what were thought to be E-Boats
with own in 135° Start Point 12'. KRAKOWIAK appeared to
M.Ls. have become engaged with M.Ls 181, 186 and 488
LORD proceeding to patrol from Plymouth. M.Ls 181 and
STONEHAVEN 186 report slight damage. It is uncertain at
sunk. present whether E-Boats were present or not. At
* *See pp 31-42-9.* about 0030/2 convoy was attacked by E-Boat in
090° Eddystone 6, when LORD STONEHAVEN was sunk.
1 Officer and 17 ratings are missing. No other ships were hit.
It is not yet certain whether this loss was by mines or torpedo
but the latter is considered most likely as tracks were seen by
several ships and torpedoes appeared to detonate at end of run.
The convoy proceeded into Plymouth. Slight damage was sustained
by KRAKOWIAK who thinks that one E-Boat was sunk or damaged.
Enemy aircraft dropped red flares ahead of convoy at time of
2nd. attack.
(C. in C. Plymouth 1513A/2 to Admty.)

Search Medium sized merchant vessel in 044° 08' N 006°
for M/V. 40' W at 1500, course 250° at 1900.
See next page ?
p. 42 Surface and proceed with despatch to patrol
vicinity 043° 11' N 012° 20' W. Bombing
restrictions will be arranged. Remain on H.S. routine until
further notice.
(F.O.S. 1711A/2 to P.552.)
My 1711/2. CHARYBDIS may be operating in your vicinity.
(F.O.S. 1729A/2 to P.552.)
At 1600A/2 aircraft reported medium M/V 44° 08' N 6° 39' W.
course 250°. P.552 will be patrolling in vicinity of 43° 11' N
12° 20' W from 0300A/3. This amends my 1820/2.
(D.O.D. (H.) 1959A/2 to F.O.C.N.A.)

/A.M. 1959/2...

War Diary.2.10.1942.
Friday.HOME COMMANDS.Operations - contd.

Search for M/V Contd. A.M. 1959/2. Vessel is reported to be about 4,000 tons, armed, speed 10 knots, similar to Italian Ramb Class. Description may fit Italian PIETRO ORSEOLO.
(D.D.I.C. 2106A/2 to CHARYBDIS.)

My 1711/2. Description of vessel as follows.
(A) Similar to Italian Ramb Class, about 4,000 tons.
(B) Definitely armed.
(C) Colour grey. No marking.
(F.O.S. 2346A/2 to P.552.)

A.M. 2106A/2. Description of vessel confirmed. No markings. Definitely armed. Position at 1600/2 was 44° 08' N 6° 39' W. If PIETRO ORSEOLO maximum speed - 16 knots.
(D.D.I.C. 2358A/2 to CHARYBDIS.)

Allied Air Activity.

"Knocker" My 2015/1. First plane airborne 0952Z/2.
(A.C.I.C. 1230A/2.)
Last plane airborne 1041Z/2.
(A.C.I.C. 1500A/2.)

Bomber Command Operations. On night 1/2, 26 A/C bombed S/M Yards North of Lubeck, and 11 A/C attacked the S/M Yards at Flensburg.
(H.Q.B.C. 1700A/2.)

Bombing restrictions. Request total bombing restrictions in area between 042° 30' N and 045° N and longitude 011° 30' and 013° 20' W from 1900/2 until further notice.
(F.O.S. 1738A/2 to H.Q.C.C.)

Enemy Air Activity.

Iceland. Received at 0945 G.M.T. 375 K/cs de Gallon Head Radio begins:-
Heard at 0936 EMPIRE FISHER position 40 miles east of Cape Langaness enemy (unread) A/C in (unread) North (unread) 0934.
(A.C.O.S. 1048/2.)
One aircraft believed F.W. sighted from Vattarnes 064° 56' N 013° 40' W at 1107A/2, course south at 1500 feet. At 1225A one F.W. over Vattarnes proceeding south at 2000 feet after being fired on.
(N.O.I.C. Iceland 1316A/2.)

Mining.

S.N.3. Search off Iceland (Operation E Y) C. in C. H.F. 1510/1 and Admty. 1937 (?1st). Operation of sweeping S.N.3. is abandoned until 1943. 15th M/S.F. except PETERHEAD and DUNBAR will be ready to leave Port Z.A. a.m./6, but at the moment have no supply of dan buoys for this operation.
(R.A.M. 0936A/2 to Admty.)

/Your 2005/16...

War Diary.2.10.1942.
Friday.HOME COMMANDS.Mining - conts:-

S.N.3. Your 2005/16. DUNBAR will be at sea for
Search operation completing either 5th or 6th/10.
off After which it is proposed to sail her to
Iceland Liverpool.
(Operation (R.A.M. 1206/2 to Admty.)
E Y) Admty. 1937/1. Operation E Y. Searching sweeps
Contd. for moored mines in approaches to Seidisfiord
(Iceland) in area enclosed by (A) 065° 40' N
013° 21' W. (B) 64° 36' 13° 02'. (C) 64° 36'
13° 14'. (D) 64° 53' 13° 21'. (E) 65° 39' 13° 35'.
Approaches to Reydarfiord also to be searched if time permits.
(2) 15th. M/S.F. based on Seidisfiord where fuel is available.
(3) Half of M/S.F. 15 will be required back in U.K. by 15/10.
Remainder on completion of operation E Y will be available for
sweeping in Icelandic waters as required by A.C.I.C., returning
U.K. by 30/10.
(4) A.C.I.C. is requested to conduct operation E Y and to
arrange fighter protection.

(C. in C. H.F. 1306A/2.)

Your 1937/1 and my 0936/2. From the commencement of the
operation of clearing S.N.3 the work of laying and maintaining
the necessary beacon has been rendered almost impossible by a
succession of gales. Consequently only about 18 hours actual
sweeping has been carried out and the mined area not yet been
entered. So late in the year better weather conditions cannot
be expected and I therefore decided to abandon the operation as
in the limited time remaining it would at the best only have
been possible to sweep the eastern 14 miles of S.N.3 thereby
leaving a gap which I should have been unable to cover or close
until early January on the return of the converted minelayer
from refit.

(R.A.M. 1618/2 to Admty.)

Your 1306A/2. Ships available *FRASERBURGH, *LYME REGIS,
*BEAUMARIS, *ARDROSSAN, WORTHING, *LLANDUDNO, *BOOTLE.
*Intend to sail 1000/6, E.T.A. 1700/8.

(15 M/S.F. 1920/2 to C. in C. H.F.) * from Lochalsh. (2000/6)

C. in C. H.F. 1306/2 and R.A.M.'s 0936/2. One ship is to be
sailed to Scapa to embark necessary dan buoys and moorings,
subsequently rejoining Flotilla on passage.

2. DUNBAR is to accompany first four ships of Flotilla in
accordance with para three of C. in C. H.F. 1306/2 after forming
part of those taking part in para one of same signal.

(D.M.S. 2310A/2 to R.A.M.)

Harwich.

One ground mine detonated by LL Drifters at
0815 in 51° 54.4' N 01° 23.4' E.
(F.O.I.C. Harwich 1001A/2.)

Sweep off
Ardnamurchan
Point.

Your 1514/30. Expect complete at 1400/2.
(N.O.I.C. Stornoway 1026A/2 to F.O.I.C. Greenock.)
Your 1514/30. Completed.
(N.O.I.C. Stornoway 1414A/2 to F.O.I.C. Greenock.)

War Diary.

2.10.1942.
Friday.

HOME COMMANDS.

Mining - Contd.

Q.L.8. (1) Weather permitting carry out operation Q.L.8. tonight.
(2) Supporting Force 8th M.G.B. Flotilla first proceeding to vicinity R.B.28, subsequently covering 51st. Flotilla until completion of operation.
(3) 4th M.T.B. Flotilla to operate in vicinity of Hook of Holland and to attack any torpedo target sighted by 8th and 51st Flotillas.
(C. in C. Nore 1046A/2 to BEEHIVE.)

Rosyth Rosyth Approach Channels searched as follows. Details.
(C. in C. Rosyth 1457/2.)

Sweep of Route "P" Intend to sail NIGHT HAWK and SADDON at 0630/3 sweeping route P to Dartmouth, E.T.A. Dart Buoy 1500/3. RYSA in company as far as Dart Buoy. Request air protection.
(F.O.I.C. Portland 1735/2 to N.O.I.C. Dartmouth.)

Portsmouth. Ground mine detonated by sweepers at 1052/2. Details. Also one spontaneous explosion app. 80° 2 miles from Culver.
(C. in C. Portsmouth 1814A/2.)

Enemy Intelligence.

TIRPITZ. Photographic R/C of Bogen at 1445/1 shows TIRPITZ in usual position inside boom. Other booms empty.
(D.D.I.C. 0040A/2.)

U-Boats.

U-Boats reported. Your 1534A/1. Intercepted U-Boat P.C.S. 045° 56' 012° 36' 270° 14, which dived before director angle came on.
(P.552 0020A/2.)

By D/F at 2242Z/1, U-Boat in immediate vicinity S.L.122 possibly reporting it.

(D.D.I.C. 0021A/2 to Escorts S.L.122.)

Am over enemy submarine in 46° 58' N 12° 57' W. S/M on surface and observed to submerge, course 090° speed 8 knots.
(A/C GC8F 1125/2 to Plymouth.)

Am over enemy S/M in 44° 38' N 6° 38' W. Was on surface and observed to submerge, course 080° speed 8 knots.

(A/C GL7X 1253/2.)

Submarine sighted in 064° 46' N 007° 54' W course 250°.
(C. in C. Rosyth 1502A/2.)

War Diary.2.10.1942.
Friday.HOME COMMANDS.Technical.

Oiling at sea. Following is a paraphrase of C.T.U. 24.1.5. 1030/2 to Cdre. Londonderry (R) C. in C. W.A. C.T.G. 24. C.T.G. 24.7. Admty. 1230A to C. in C. W.A.

A. W.P. to 27 tons fuel delivered to each of six escorts.
 B. Temperature about 60° F.
 C. 12 to 20 tons per hour.
 D. Oilers were EMPIRE OPAL and ESTURIA both British.
 E. Trough method of fuelling used.
 F. Corvette towed from alongside tanker on her quarter by 8" or 10" manila towline from well forward on tanker to corvettes bow. Also bow breast of 6" or 8" manila as distance line. Tanker maintained convoy course and speed. Corvette maintained position about 15 feet from tanker using same speed or half knot less than tanker and averaged about 15° outboard rudder in maintaining position.
 (C.T.G. 24.7. 1545/2 to C. in C. W.A.)

Casualties and Defects.

A.F.D.17. Following is a repetition of NIMBLE's 2310/1 to A.C.I.C. A.F.D.17 adrift in 63° 15' N 21° 55' W at 2030 G.M.T. Am trying to make contact.
 (A.C.I.C. 0105Z/ 2.)
 → Reykjavik departure ADHERENT at 1415/2 to assist A.F.D.17. (A.C.I.C. 1514A/2.)
 Following is a repetition of NIMBLE 1410/2 to A.C.I.C. A.F.D. X again adrift. Endeavouring to make fast using last rope. Have only wire hawsers left approx. position west of Vest Maner Island.
 (A.C.I.C. 1516Z/2.)

M.T.B.90. Your 1830/30 and HORNET's 1105A/1. Request you will arrange for M.T.B.90 to be towed to HORNET. (R.A.C.P. 1131A/2 to N.O.I.C. Poole.)

R.A.C.F's 1131A/2. Intend M.T.B.90 to HORNET in tow of tug BASING by North Needles Channel 0900/3. E.T.A. 1500/3, speed 5½ knots. Codeword "Chain". (N.O.I.C. Poole 1745/2.)

M.T.B.48. ^(N.T.A.S.) My 1600A/1. M.T.B.48 delayed 24 hours due to sheering of oil-pump shaft. (N.O.I.C. Holyhead 1140A/2.)

→ADHERENT. ADHERENT has excessive leaks in her living accomodation, requires to be fit for cold weather, and also has certain engine defects. Propose she returns to U.K. for refit at an early date on relief by another Rescue Tug. (A.C.I.C. 1158A/2 to Admty.)

/TANATSIDE...

War Diary.

2.10.1942.
Friday.

HOME COMMANDS.

Casualties and Defects - Contd.

TANATSIDE.

Your 1510A/1. Arrived.
(F.O.I.C. Tyne 1249/2 to R.A.D.)

M.G.B.326.

My 0930/2. ^{N.T. & W.D.} Delete M.G.B.326 owing to gun defect.
(HORNET 1552/2.)

SOUTHERN
PRINCE,
PORT
QUEBEC,
AGAMEMNON.
MENESTHEUS.

Your 2140/29. It is not possible to place the
1st Minelaying Squadron on the West Coast for
refitting.
2. Arrangements can be made for these ships to be
taken in hand during the first week of November
as follows. Details.
(D.D.O.D. (M.) 1714A/2.)

MOST SECRET

WARNING : This is an unparaphrased version of a secret cypher or confidential code message, and the text must first be paraphrased* if it is essential to communicate it to persons outside British or Allied Government Services.

(*NOTE : Messages shown as having been sent in a One-Time Pad :
"O.T.P." are excepted from this rule.)

MOST SECRET

MESSAGE

1420A/2 October.

From H. M. S. BULLDOG.

Date 2. 10. 42.

Recd. 1520.

Naval Cypher (A.1) by W/T

Addressed Admiralty. C. in C. Western Approaches.

EMERGENCY.

H. M. S. CURACOA rammed and sunk by QUEEN MARY in position 055 degs. 50' north 008 degs 38' west. QUEEN MARY damaged forward. Speed 10 knots.

1420A/2.

Advance copy sent 1st Lord. 1st S.L. V.C.N.S.
A.C.N.S. (H). N.A. 1st S.L. D.O.D. (H). D.T.D.
D.P.D. Duty Capt. Cdr. Holbrook.

1st Lord.
1st S.L. (2).
2nd S.L.
3rd S.L.
4th 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.
PARL. SEC.
FIN. SEC.
SEC.
N.A. 1st S.L.
D. of P. (2).
D. of P. (Q).
D.O.D. (H) (2).
D.O.D. (F) (2).
Duty Capt.
D.N.I. (5).
D.D.I.C.
D.A/S.W.
D.P.D.
Hydrog.

Head of M.
I.P. (2).
W.D.
Mr. Broughton (C.W.Br.(C))
N.I.D.10.
D.T.S.D.
Ad. Blake.
D.T.D. (3).
D.T.D. (M).
D.T.D. (C).
D.M.R.
Hd. of N.L.
C.C.R.T.
D. of S.T.
D. of Salvage.
D.G.D.
Cdr. Holbrook.
Hd. of F. } Bath.
Hd. of S.W.R. }

MOST SECRET

38B

WARNING : This is an unparaphrased version of a secret cypher or confidential code message, and the text must first be paraphrased* if it is essential to communicate it to persons outside British or Allied Government Services.

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"O.T.P." are excepted from this rule.)

MOST SECRET MESSAGE 1422A/2 October, IN

From QUEEN MARY, Date 2.10.42.

Received 1350.

Naval Code K.1 (Secret) by W/T

Addressed C. in C. Western Approaches.

EMERGENCY

H.M.S. CURACOA sunk in collision with QUEEN MARY 1312Z

Destroyers picking up survivors.

1422A/2.

Advance copies sent 1st Lord, 1st S.L.
A.C.N.S. (F), A.C.N.S. (H), N.A. 1st S.L.
Duty Capt. D.O.D. (H), D.D.I.C. D.P.D. D.T.D.,
Cdr. Holbrook.

1st Lord.
1st S.L. (2).
2nd S.L.
3rd S.L.
4th 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).
Parl. Sec.
Fin. Sec.
Sec.
Nav. Sec.
N.A. 1st S.L.
D. of P. (2).
D. of P. (Q).
D.O.D. (H) (2).
D.O.D. (F) (2).
Duty Capt.
D.N.I. (5).
D.D.I.C.
D.A/S.W.
D.P.D.
Hydrog.

Hd. of M.
I.P. (2).
W.D. _____
Mr. Broughton (C.W.Br. (C))
N.I.D. 10.
D.T.S.D.
Ad. Blake.
D.T.D. (3).
D.T.D. (M).
D.T.D. (C).
Hd. of N.L.
C.C.R.T.
D. of Salvage.
Cdr. Holbrook.
D.G.D.
Hd. of P.)
Hd. of S.W.R.) } Bath.

MOST SECRET

38C

WARNING: This is an unparaphrased version of a secret cypher or confidential code message, and the text must first be paraphrased* if it is essential to communicate it to persons outside British or Allied Government Services.

(*NOTE: Messages shown as having been sent in a One-Time Pad:
"O.T.P." are excepted from this rule.)

MOST SECRET MESSAGE 1930A/2nd October. IN
From BALLYKELLY. Date 2. 10. 42.
Received 2347.
Int. Gen. X by T/P

Addressed 15 Group, H.Q.C.C., O.I.C. Admiralty.

FORM ORANGE IMMEDIATE

A. 1. BAL/03/10.
2. LV/G1/2/10.
3. Fortress N220 Capt. F.Lt. Edser Nav. P.O. Grundy
6X250TPKDCS 2X250 A/S bombs.

B. 1540/2/10 A/B BALLYKELLY on A/S escort SKUNK 1556 /
(1546) INISTRAHULL 1600 sighted M.V. QUEEN MARY and 3 Dr
SLHY3701 1605 signalled Dr "Have you any message for me" Dr
replied "Drs searching for survivors 35 M. astern" 1621 sighted
1 Dr SLAF 4237 A/C signalled "Is QUEEN MARY damaged" Dr replied
"No report escort proceeding very slowly" A/C signalled "Have you
any instructions for me" Dr replied "Suggest you join Drs 292 - 9
U-boat probably still there" 1650 sighted 2 Drs near large oil
patch SLAF 5004/(5504) Carley floats upturned boat and much
wreckage sighted. A/C signalled "Have you anything to report" Dr
replied "Am returning Londonderry with survivors Captain of CIRACOA
on board" A/C asked "Do you think any more survivors in water"
Dr replied "No". 1727/(1717) signalled QUEEN MARY "Are you damaged"
reply "Slight damage to bows" signalled escort "Have you anything
to communicate" reply "No"/S C Base 1809 landed base 1 S/E
carried 2 BAL signal A1/2/10 refers.

H. 1. 55 50 north 09 00 west.
2. 1700
3. Ten M.
4. 10/10 ST CU 2000 feet.
5. 250/20
6. Moderate.
7. Good
8. Similar.

1930A/2.

1st Lord.
1st S.L. (2).
2nd S.L.
3rd S.L. Nav. Sec.
4th S.L. N.A. 1st S.L.
V.C.N.S. D. of P. (2).
A.C.N.S. (H). D.O.D. (H) (2).
A.C.N.S. (F) (2). D.O.D. (F) (2).
A.C.N.S. (T). Duty Capt.
A.C.N.S. (W). D.N.I. (5).
Parl. Sec. D.D.I.C.
Fin. Sec. D.A/S.W.
Sec. D.P.D.
Hd. of M.

/ As received.
Advance copies 1st Lord. N.A. 1st S.L.
Duty Capt. D.O.D. (H).

War Diary.

2.10.42.
Friday.

HOME COMMANDS.

Shipping & Convoys.

- EL NIL. Diplomatic steam EL NIL 34.52 N. 25.52.W.
at 1330 G.M.T.
(Burnham Radio No.T.O.O./2).
- P.W.226. Take KINGSTON ANDALUSITE and VICTRIX under
your order and proceed at 0630 to D1 Buoy
escort P.W.226.
(C. in C. Plymouth 0225A/2 to KRAKOWIAK).
C. in C. Portsmouth's 1531A/30. Intend to sail P.W.226 at
0640/2.
(N.C.S.O.Plymouth 0415A/2).
P.W. 226 now at Plymouth. Not sailing for present.
(C. in C.Plymouth 0637A/2 to F.O.I.C.Falmouth).
My 0415/2. Sailed by inshore route. * *see pp 31 + 33*
(N.C.S.O. Plymouth 1225/2).
- BRAZIL. Cancel my 1855/1.
My 1542A/1 sailed 0900/2.
(N.C.S.O.Clyde 0924/2).
- W.N.
Programme. Your 1030/1 approved.
(C. in C. Rosyth 1225A/2 to N.C.S.O. Loch Ewe).
- W.P.227. Intend sailing M/L 1035 at requisite time to R/V
with W.P. 227 at Eddystone and return to Plymouth
as escort to four merchant ships.
(Cdre.A.P. 1229A/2 to C. in C.Plymouth).
- Convoy
R.B.1.
*VETERAN. Search of Area 53.30 N. to 54.30 N. 21.01 W. to
22.40 W. completed by dusk yesterday without
result. Now complying with your 1610A/1. P.C.S.
at 1500Z/2, 052.50 N. 020.07 W. 090°. 13 knots.
GENTIAN in Company. My Asdic set out of action.
Overcast with drizzle, poor visibility.
(~~EL~~ 1501Z/2 to C. in C.W.A.) * *R by U.404 at 1036/26/4 - between 15.54°51'N. 23°51'W. (F.S.S. 14/1/50.)*
- P.W. and
W.P.
Convoys. My 1951A/30. Continued enemy activity necessitates
both P.W. and W.P.convoys spending a night at
Dartmouth and Portland.
2. C. in C. Portsmouth is requested to sail
P.W.227 with Plymouth Trawler escort to Portland tomorrow
and F.O.I.C.Portland to sail this convoy 4th to Dartmouth.
N.O.I.C.Dartmouth to sail convoy on 5th. Plymouth ships will
join off Eddystone and Falmouth ships at D 1 Buoy. Thereafter
C. in C. Portsmouth is requested to provide escort for both P.W.
and W.P.Convoys between Portland and Portsmouth.
3.F.O.I.C.Cardiff and F.O.I.C.Milford Haven are requested to sail
W.P. convoys so that they arrive Dartmouth before dark. N.O.I.C.
Dartmouth to sail W.P. convoys to Portland to arrive before dark.
(C. in C. Plymouth 1543A/2).

/C. in C...

War Diary.

2.10.1942.
Friday.

HOME COMMANDS.

Shipping & Convoys. - Contd.

P.W. and
W.P.
Convoys.
Contd.

C. in C. Plymouth 1951A/30, para; 3.
If it is decided to take P.W. convoys into
Portland for the night and, it is presumed,
W.P. convoys as well when short days prevent
daylight arrival Needles, it would be possible

to supply 2 armoured trawlers for escort between Needles and
Portland and Portland and Needles.

As regards destroyers, it is understood that it is intended that
Portsmouth destroyers should continue to escort convoys to
vicinity of The Start or Dartmouth.

It is estimated 2 destroyers would (allowing for stops at
Portland) be employed continuously on 3 days (or 4 days if W.P.
convoys also stopped a night at Portland) schedule.

This can be accepted if it is understood that C. in C. Nore
will continue to provide destroyer escort for C.E. and C.W.
convoys and that available operative destroyer force at
Portsmouth is thereby reduced by one destroyer.

(C. in C. Portsmouth 1605A/2 to Admty). *Reply: 2000A/3. para 70*

K.X.1.

My 1156/30. Less JURA sailed.
(N.O.I.C.Greenock 1624A/2).
My 1624A/2. PACIFIC did not sail.
(N.O.I.C.Greenock 1754A/2).

H.X.211.

Cominch 2140/30.

H.X.212.

(1) If October 15th is approximate date for

S.C.105.

changing cycles (a) H.X. 211 sails October 5th,

S.C.106.

H.X. 212 sails October 18th then on 8 days cycle.

O.N.143.

(b) S.C.105 sails October 10th. S.C.106 sails

O.N.S. 142.

October 16th then on 8 day cycle.

(2) Westbound - Sailings should then be as

follows: (a) O.N. 143 sails October 30th then on

8 days cycle.

(b) O.N.S. 142 sails October 24th then on 8 days cycle.

(3) If another date is selected for Eastbound changing of

cycle Westbound change of cycle to be altered to conform.

(C. in C.W.A. 1639A/2 to Admty).

AMSTELSTOOM.

Am routeing AMSTELSTOOM independently to Methil
as she is unable maintain a slow enough speed
for convoy.
(WHADDON 1735A/2).

S.C.101.

S.C.101 estimate you may meet CALIFORNIA EXPRESS
and MOSDALE outward bound independents tonight.
(C. in C.W.A. 1856A/2 to C.T.U. 24.1.14).

S.L.122.

Estimate you may meet WIAPAWA and AZTEC homeward
bound independents during dark hours tonight.
(C. in C.W.A. 2054A/2 to Escorts S.L.122).

War Diary.

2.10.1942.
Friday.

FOREIGN STATIONS.

North Atlantic.

P.51. Your 2102/1 (2103 intended) acknowledged.
 (ii) From B proceed diving by day through C at 0001/4th thence on surface at C.O.'s discretion to D at 0800/4th.
 (F.O.C.N.A. 0006A/2 to P.51.)
 My 0006. From position D proceed on surface at discretion of C.O. unescorted to arrive 1200.
 (F.O.C.N.A. 1210A/2 to P.51.)

P.552. Your 1206A/29th. Intend to pass positions A at 0100A/4th, B at 0600/5th, diving past Cape Vincent C at 0600/6th and D at 1300/6th.
 (P.552 0405A/2 to F.O.C.N.A. (R) Capt. (S) 7, Capt. (S) 8.)

BELLE ISLE (French). American reports BELLE ISLE recently arrived from Dahomey at Casablanca will leave Casablanca today for Marseilles with 4,000 tons cotton 1500 tons copper and some French Airmen.
 (Amended 1358/8) copra. (Consul Gen. Tangier 0944/2 to S.O.(I) Gibraltar, (R) Admty. for D.N.I.)

P.212. S/M P.212 leaves Gibraltar 1930/2nd, dive by day through 037° 12' N. 002° 12' E. to pass 038° 01' 009° 00' at 0330/7th.
 (F.O.C.N.A. 1208A/2 to 8 S.F.)
 My 1540/30. Sailed P.212.
 (F.O.C.N.A. 1932A/2 to V.A. Malta (R) Admty. etc.)

French S/Ms. 5 French S/Ms escorted by surface vessels will pass through Straits of Gibraltar eastbound in daytime 6/10.
 (N.A. Madrid, 1320/2 to F.O.C.N.A. (R) Admty.)

SPICA (German) Your 26. Following is (corrupt group) (?all) information. SS SPICA lying Ayamonte now has hull painted black, upper works buff and funnel black waterline. Spanish crew are waiting to take her out and expect to sail in about 9 days to Cadiz for examination there. Cadiz possibly bluff and intention is to go elsewhere.
 2- p. 43 (Consul Huelva 1345/2 to Admty.)

Bombing Restrictions. Cancel my 0910/1 and my 2140/29. Request total bombing restrictions in following areas.

War Diary.

2.10.1942.
Friday.

FOREIGN STATIONS.

North Atlantic - contd.

Bombing Restrictions. (contd.)	Area	From	Until
	G.16	1000/2	1900/2
	G.15	1100/2	0200/3
	G.14	1800/2	2200/3
	G.26	0100/3	0500/4
	G.17	2100/3	0900/4
	G.16	0100/4	0130/5
	G.15	1730/4	0730/5
	G.14	2330/4	0400/6

All of the times zone minus 1.
(F.O.C.N.A. 1502A/2 to Admty., H.Q.C.C., (R) F.O.(S).)

My 1140 and F.O.S's 1738. Cancel bombing restrictions in Area C.16, G.17 and G.26.

(2) Cancel bombing restrictions in G.15 from 1730/4th to 0730/5th and in G.14 from 2330/4th until 0400/6th.

(F.O.C.N.A. 1938A/2 to Admty., H.Q.C.C. (R) F.O.(S))

Suspicious Ship. A/C reports vessel of medium size, on Co. 250° in 44° 08' N. 06° 39' W. at 1600/2.
pp 33 9 34
(D.D.I.C. 1702A/2 to F.O.C.N.A. S. & A. Area A. (R) C. in C. Plymouth, H.Q.C.C., F.O.S.)

At 1500/2 aircraft reported medium merchant vessel 44° 10' N. 6° 40' W. Course 250°. P.552 will be patrolling in vicinity of 43° 11' N. 12° 20' W. from 0300/3.

(D.O.D.(H) 1820A/2 to F.O.C.N.A. (R) CHARYBDIS, F.O.S.)

Ref. A.M. 1702/2nd. Proceed to intercept.

(F.O.C.N.A. 1821A/2 to CHARYBDIS.)

Your 1702/2 not to CHARYBDIS. Is any description of ship available and latitude accurate? Spanish SS MONTE AMBOTO probably within about 60 miles to southwards of position given, steering a westerly course.

(F.O.C.N.A. 1924A/2 to Admty. (R) C. in C. Plymouth, H.Q.C.C., F.O.S. CHARYBDIS.)

Your 1821/2. P.C. and S. 038° 21' 017° 16' 040° 25. Intend searching until dark tomorrow 3rd when 28% fuel will remain. Intend then returning Gibraltar 17 knots. Weather report.

(CHARYBDIS 2109A/2 to F.O.C.N.A. (R) Admty.)

MONTE GURUGU. Spanish MONTE GURUGU 3554 tons gross Rosario to Las Palmas for orders suspected carrying heavy packages contraband, official cargo shipped 200 tons short.

2. Vessel estimated in 003° N. 029° W. at noon G.M.T/2 probably routed east of Cape Verde Is. and east of 020° N. 020° W. altering for Las Palmas in about 024° N.

Speed 9 knots.

3. Vessel is 3 Island type, 2 masts, 1 funnel amidships painted yellow or light colour straight bow counter stem.

4. If met send to Gibraltar under armed guard.

(F.O.C.N.A. 1748A/2 to JULIET (R) R.A.W.A. Admty.)

** pp 44*

/Casablanca ...

War Diary.2.10.1942
Friday.FOREIGN STATIONS.North Atlantic - contd.Casablanca
R/C

Photo R/C Casablanca 1/10 shows major units present. JEAN BART with booms in position. One Duquay Trouin, one Galissonniere Cruiser. Submarines 3 Redoutable, 10 200/220 feet. (F.O.C.N.A. 1818A/2 to Admty. etc.)

French
Shipping.

Extract from a Fairmiss Telegram. French ship LE TRANT (LE TRAIT?). (Lisbon 1829/2 to M.W.T.)

SPICA
(German)

Request immediate reply to my 1622/29/9th. Indication SPICA preparing to leave Ayamonte in near future. (F.O.C.N.A. 1834A/2 to Admty. (R) B.N.A. Madrid.)
Reply: Admty. 1340/3.

Cable Repairs
by Spanish
Gunboat.

F.O.C.N.A.'s 2246/30. Repair of cable must if possible be prevented. Governor should therefore be asked to refuse export licence on supply grounds and after short interval cable should be requisitioned on behalf of military authorities.

2. If officials of U.S. Company are considered to be responsible N.A. is requested to arrange through U.S. Naval Attache that the Company does not press the matter. (M. Branch 2346A/2 to F.O.C.N.A., N.A. Madrid.)

South Atlantic.QUEBEC CITY
(torpedoed
19/9)

My 1753/30/9. QUEBEC CITY sunk by German U-boat 740 ton type in 2° 12' S. 17° 36' W. at 1340Z/19. One man killed. 20 Survivors in one boat still adrift. (S.O.I. Freetown 1052Z/2 to Admty. (R) C. in C. S.A.)

Y.M.S.
from U.S.A.

Your 1816/10 and my 0926/27/9. D.S.A.N.F. requests following information as soon as possible. (A) Approx date and port at which delivery to be taken. (B) R.N. scheme of

complement for B.Y.M.S.

2. D.S.A.N.F. considers it most desirable that engineer officers and senior engine room ratings should be sent to U.S.A. to enable them to obtain some experience in operation and maintenance of these craft before actually taking over and requests information whether arrangements can be made for

/these ...

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.South Atlantic - ~~cont.~~Y.M.S.
from U.S.A.
(contd.)

these officers to be given instruction in similar R.N. craft being completed in U.S.A. (C. in C. S.A. 1147C/2 to Admty.)

→ ASTURIAS.
CARNARVON
CASTLE.

ASTURIAS will be on patrol Equator and 005° N. 020° W. and 026° W. passing through following positions on dates indicated:

B. 004° N. 022° W. 5/10.

A. 000° ? (09') W. 9/10.

F. 004° N. 025° W. 13/10.

(2) CARNARVON CASTLE leaving patrol for

Freetown 4/10. *See p. 50 / Movement Summary*
(R.A.W.A. 1203Z/2 to C. in C. S.A. (R) C.T.G. 23.4, Admty.,
C. in C. U.S. Fleet, Comsolantfor.)

T.G. 23.4.

Task Group 23.4 consisting of CINCINNATI and WINSLOW passing through following positions on dates indicated.

A. 000° 10' S. 030° 00' W. 5/10.

B. 000° 10' S. 015° 00' W. 9/10.

C. 000° 10' S. 027° 30' W. 16/10.

Ships return Recife 20/10.

(R.A.W.A. 1213Z/2 to ASTURIAS (R) C. in C. S.A. Admty.)

ARMERIA
BORDE.

My 1203/1. Pending instructions from F.O.C.N.A. continue escort of BORDE to Gibraltar.

(R.A.W.A. 1237Z/2 to ARMERIA (R) JULIET, CORIOLANUS, F.O.C.N.A., BORDE.)

Met H.M.S. *JULIET (? BORDE) 021° 10' N. 018° 29' W.

Neither trawler is able to return to Gibraltar without bunkering. Am continuing as escort to BORDE to Gibraltar.

Trawlers are continuing as escort to SALVONIA to Freetown.

(ARMERIA 1345Z/2 to R.A.W.A. (R) F.O.C.N.A., JULIET, BORDE.)

* *See p. 42. (MONTE CARLO)*TRUANT.
O.19.

Amend A.M. 1849/1 to read.

C. in C. E.F's 1521/21. TRUANT and O.19 are to be sailed independently direct to U.K. from Freetown.

(D.O.D.(F) 1243A/2 to R.A.W. Africa, (R)

C. in C. S.A. F.O.S.)

Suspicious
Buoy.

Master B/S RETTLER sighted 17/9 a Pole with Nazi Flag fixed to buoy in 23° 20' S. 9° 40' E. (S.O.I. Capetown 1428C/2 to Admty. etc.)

War Diary.2.10.1942
Friday.FOREIGN STATIONS.South Atlantic. - contd.ROYAL
SOVEREIGN.

My 0922/27, 3 hours early.
 (2) My P.C. and S. at 2000Z/2 ?(017° or 006°)
 28' N. 016° 51' W. 030° altering to (?304°
 060° 278° 270°) at ? 0100Z/3, 14 knots.
 (3) Your 0931/28, target not required.
 (ROYAL SOVEREIGN 1712Z/2 to R.A.W.A.)

MELLO
(Portuguese.)

Your 1051/1 not to N.A. Lisbon. Ambassador
 Lisbon considers removal of men from SS MELLO
 on high seas would provoke serious diplomatic
 incident but that once they have reached
 Portugal there should be no difficulty in
 arranging their departure.
 2. Request operation may be cancelled.
 (Head of M. 1807A/2 to R.A.W.A. (R) N.O.I.C.
 Bathurst, N.A. Lisbon.)

Cancel my 1051/1 not to B.N.A. Lisbon. If motor launch
 has already sailed it is to be recalled forthwith.
 (R.A.W.A. 2043Z/2 to N.O.I.C. Bathurst, Gambia (R)
 Admty., C. in C. S.A., B.N.A. Lisbon.)
 Ref. A.M. 1807/2nd. Operation cancelled.
 (N.O.I.C. Bathurst (Gambia) 2101Z/2 to R.A.W.Af. (R)
 Admty.)

U/B
attacked.

At 1050/1 and again at 1540/1 Hudson aircraft
 attacked and damaged Italian U-boat 40 miles
 south of Cape Palmas. Further signal
 follows.
 (R.A.W.A. 2118Z/2 to Admty. (R) C. in C. S.A.)

STORMCENTRE.

Request permission be obtained from Portuguese
 Govt. for STORMCENTRE to call at Beira for
 bunkering on passage to Alexandria.
 (2) Estimated requirement 40 tons.
 (3) Ship will be ready to sail from Durban
 a.m. 3/10.
 (C. in C. S.A. 2150C/2 to Admty. (R) C.S.A.
 Beira, Comdre. Durban.)
 No objection.
 (N.A. Lisbon 1559A/3.)

Monrovia
Light.

As results of requests from Masters of
 Merchant Ships Navy Dept. desire that Monrovia
 Light, Liberia, be extinguished. Understand
 Liberian Govt. would probably have no
 objection provided formal request were
 (remainder of message undecypherable.)
 (B.A.D. 2231Z/2 to Admty. etc.)

*See corrected copy
 p. 45 A.*

SECRET

45 A

MESSAGE

2231Z/2nd October

IN

FROM: B.A.D. Washington

DATE 3.10.42.
RECD 0326

NAVAL CYPHER X BY CABLE

CORRECTION

Addressed Admiralty, R.A.W.A. Reported C.in.C. South Atlantic, S.B.N.O. Western Atlantic.

500 As results of requests from Masters of Merchant ships Navy Dept. desire that Monrovia Light, Liberia be extinguished. Understand Liberian Govt. would probably have no objection provided formal request were presented by U.S. State Dept.

2. Before presenting request U.S. Authorities desire our concurrence.

3. Request early reply.

2231Z/2

A.C.N.S. (F)	D.D.O.D. (M)	W.D.
Ops. (3)	D.T.D. (2)	O.I.C.
Hydrog. (5) for action	D.T.D. (M)	D.D.T.M.
D.M.S.	D.T.D. (C)	C.C.O. (2)
D.M.S. Citadel.	Staff Charts. (2)	O.D. (5)
D. of N.	I.P. (3)	

GV

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.Mediterranean.

Enemy Convoy. Position of one M/V one tanker 3 destroyers 32.52 N 23.48 E.
(A/C V8X Duty R. 0057C/2 to 201 Group H.Q.M.E.).
P.C. and S. of enemy 2 M/Vs, 1 destroyer 33.0.N 22.55 E.
(A/C V8X Duty K. 0132C/2 to 201 Group H.Q.M.E.).
P.C. and S. of 5 unknown 32.46 N. 23.48 E. 180°. 7 miles.
(A/C V8X Duty G. 0140C/2 to 201 Group H.Q.M.E.)
P.C. and S. of 1 M/V, 1 tanker, 3 destroyers, 32.40 N. 23.30. East 180° 7 knots.
(A/C V8X duty M. 0245/2 to 201 Group H.Q.M.E.).

Marittimo Light. P.211. Reports having sighted Marittimo Light on 18/9 at range 23 miles characteristic flashing every 8 seconds.
(V.A. Malta 0946B/2 to C. in C.Med. F.O.C.N.A. Admty).

Cositrep 535. Night 30/1st Tobruk Harbour bombed. One ship claimed hit, possible hit on another. Torpedo A/C attacked a 6,000 ton M/V southbound northeast of Derna. Results unobserved.
1/10 Three M.E.109s made a dive bombing attack on Alexandria Harbour but caused no damage.
(C. in C.M.E. 1000 G.M.T./2 to W.O. etc).

Convoy U.S.16. Arrived.
(N.C.S.O. Aden. 1102Z/2 to Admty etc).

Situation Report. No.272. Submarine TAKU sank medium sized southbound M/V at 0300/18, in 32° 29' N. 23° 34' E.
2. Red Sea. SS. CLAN CAMERON attacked by torpedo bomber at 0243/30 in 27° 15' N. 34° 13' E. no casualties, slight superficial structural damage.
3. Alexandria. Air attack p.m./1/10 2 bombs in harbour, no damage (see R.A.(L)'s 1919/1/10).
(C. in C.Med. 1226C/2 to Admty (R) C. in C.E.F. etc).

GLENROY. Your 1955/9.
Request you will sail GLENROY to Cape for onward routeing, also that programme and S. of A may be reported. Refitting port will be arranged when date of arrival is known.
(D.O.D.(F) 1722A/2 to C. in C.Med).

CÖETLOGON. (French) Arrival 30th.
(Barcelona 1739/2 to M.W.T.).

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.Mediterranean - Contd.

Malta I.19. 2/10 C.S.R.
 Air 1st 1300 and 1525 hrs 2 sections of Spitfires
 Report. made R/C patrols (south?) Sicily.
 Night 1/2 1912 hrs 2 raiders approached Malta.
 (Severe?) R.D.F. interference. 1 Beaufighter up
 but raiders dropped bombs in sea 15 miles west of Island and
 returned. 2nd 0450 0540 and 0715 Spitfires on R/C patrols north
 Malta damaged 1 MC.202. 0810 hours 8 Spitfires up for raids
 which turned back before reaching Malta.
 (H.Q.R.A.F.Malta 1805/2 to Air Min).

→ Flag. My flag has been transferred to CLEOPATRA.
 15th C.S. (F.O.15th C.S. 1835C/2 to C. in C.Med. Admty).

Situation On night 1/2 3 M.T.Bs. operated from Paphos
 Report (Cyprus) sailed to attack shipping in vicinity of
 273. Rhodes. Nothing found but torpedoes were fired
 into harbour, 5 explosions in target area. Request
 no publicity.

RORQUAL has arrived at Malta with petrol and A/C torpedoes.
 → My 1753C/19(?1759 intended). part 2, CLEOPATRA now at Port Said.
 (C. in C.Med. 1856C/2 to Admty).

Attacks on Ref. A.M. 1916/9/7, para 9. Reports, June, July,
 U/Bs. and August.
 (C. in C.Med 2002C/2) See Lion Copy.

S/M At 2030C tonight A/C reported P.C. and S. one
 TURBULENT. S/M 033° 42' 018° 42' 10° 10 knots.
 (Capt.(S) 1. 2115C/2 to TURBULENT (R) C. in C.Med
 Capt.(S) 10).

MOST SECRET

47A

MOST SECRET.

M E S S A G E 2002C/2nd October IN

From:

C. in C.Mediterranean.

Date 5.10.42.

Reed. 1341.

Naval Cypher D by W/T

Addressed: Admiralty, D.A.D.Washington.

799, Reference A.M.1916 / 9th July 1942 paragraph 9.

(A)	(B)	(C)	(D)	(E)	(F)
344.	0003 4th July 1942	H.M.S. THRASHER.	031° 18' N 029° 31' E	F.	Nil.
345	2012 11th June 1942.	H.M.M/L 1032	1/2 mile east of C buoy Alexandria.	H.	Nil.
346	1922 13th August 1942.	H.M.S. GLOXINIA	031° 47' N 034° 21' E	H.	Nil.
347	0623 13th August 1942.	H.M.S. JAVELIN	034° 55' N 031° 55' E	D.	Nil.
348	2147 18th August 1942	H.M.S. ERICA	031° 20' N 033° 44' E	H.	Nil.
→ 349	1314 24th August 1942.	H.M.S. SNAPDRAGON H.M.S. SOUTHERN ISLES. H.M.S. SOUTHERN MAID.	031° 28' N 032° 42' E	H.	Nil.
350	2032 18th June 1942	H.M.S. TETCOTT	031° 05' N 028° 52' E	F.	Nil.
351	1045 5th August 1942.	H.M.S. TRAVELLER	042° 48' N 014° 31' E	F.	German.
352	0637 7th August 1942	H.M.S. TRAVELLER	039° 50' N 018° 58' E	G.	Italian
353	0645 12th June 1942	H.M.S. TETCOTT	032° 07' N 025° E	I.	Nil.
→ 354	1257 15th July 1942	H.M.S. SNAPDRAGON H.M.S. HYACINTH	031° 24' N 033° 12' E	H.	Nil.

47⁷³

- 355. 0740 H.M.S.P.34. 034⁰(?20')N. B. Nil.
24th June. ?024⁰09'E.
1942.
- 356. 1856 H.M.S.GLOXINIA 031⁰ 58' N. F. Nil.
26th August 034⁰ 21' E.
1942.

2002C/2.
Advance copy D.C. D.O.D.(H).

★ Re monthly report on attacks on U-boats.

- 1st Lord.
- 1st S.L.(2)
- V.C.N.S.
- A.C.N.S.(T)
- A.C.N.S.(F)(2)
- A.C.N.S.(W)
- A.C.N.S.(H)
- C.N.A.S.
- N.A.1st S.L.
- D.O.D.(H)(2)
- D.O.D.(F)(2)
- D.N.I.(4)
- D.of P.(2)
- D.S.D.(2)
- D.N.A.D.
- Hd.of M.(2)
- D.of L.D.(2)
- D.M.S.
- D.A/S W.(4) (A/S.W.673/42)
- U.S.N.(3)
- Admiral Blake.
- W.D.
- I.P.(2)
- Admiral Usborne.

R.

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.East Indies.

- CAMILA (abandoned 30/9). CAMILA (Panamanian) set on fire and abandoned in 008° 01' N. 077° 07' E. (group missed). One casualty severely wounded. (N.C.S.O. Cochin 0239Z/2, to Admty (for Shipping Casualties Section))
- C.M.32.A. Sailing telgram. Escorts; HAWKINS, CHITRAL. (N.C.S.O. Kilindini 0440Z/2, to Admty).
- Shipping, Gulf of Aden. My 1442/21/9.(872C) Cancel para.3 and substitute; North and Southbound ships may proceed through Guardafui Channel joining or leaving traffic lane east of position G. Attention is drawn to my 1427 /18/7 (761C). (C. in C.E.F. 1007Z/2 to E.I.Stn. etc).
- Japanese U-Boats. Gulf of Oman; one probably in vicinity 026° N. 057° E. 29/9, one possibly off Ras Al (?Had) 29/9. Indian Ocean; one possibly 019° N.069° E. 27/9, one definite (?008°) N. 077° E. 30/9. (C. in C.E.F. 1257Z/2 to S. and A. E.I.).
- POINT CLEAR → CAMILA. My 1216/1st. (1) POINT CLEAR arrived Colombo p.m./2/10. No damage or casualties. Reports 2 torpedoes missed. U-Boat followed on surface for 1½ hours but did not reply to POINT CLEAR's fire and remained outside range (though?) (men?) were visible on deck. (?N.P.) Catalina located ship at 0049Z/1 and searched area for 3½ hours but did not sight S/M. Catalina search maintained in area night 1st/2nd and in area S.W. Cape Comorin today. No sightings MADRAS returned Colombo 1230Z/2nd. Negative report.
- (11) N.O.I.C.Cochin 1542/1 CAMILA ashore in position 008° 10' N. 077° 41'. Salvage Officer inspected wreck from air later (?today) reporting ship completely burnt out salvage impracticable. (F.O.Ceylon 1307Z/2 to C. in C.E.F.(R) F.O.C.R.I.N. etc).
- Addu Atoll. Revised scale of defences. (D.L.D. 1358A/2 to C. in C.E.F., F.O.Ceylon). See Lion Copy.
- Raiders. Situation No.9. 1. No further information Japanese or German raider E.WICHAA overdue Trinidad from Takoradi may be victim of raider
- H. or J.
2. CEPHEE departed Dakar about 23rd may be outbound blockade runner.
(C. in C.E.F. 1523Z/2 to S. and A. E.I.Stn. F.L.O. Delhi, V.A.E.)
My 1150Z/25. To avoid unnecessary signalling, raider situation series will only be repeated to addressees in this message when raiders are operating in Indian Ocean.
(C. in C.E.F. 1524Z/2 to Admty, A.C.N.B. C. in C.S.A.,N.Z.N.B).

/P.B.4...

MOST SECRET

~~SECRET~~ 1988A/2nd October.
MOST SECRET OUT.

To: C. in C. Eastern Fleet. 739. Date 2.10.42.
F.O. Ceylon, 956.

NAVAL CYPHER F.O.

From Admiralty.

IMPORTANT

Following revised scale of defences approved for Addu Atoll.

1. Function. Occasional fleet fuelling base.
2. Scale of attack. In existing circumstances likely to be limited to attacks by one or more armed merchant cruiser, submarines and midget submarines, which may be preceded by reconnaissance by aircraft from armed merchant cruisers or submarines.
3. Aid Raid Intelligence. One T.R.U. Station - Heratera.
One C.O.L. Station
(180 ft. tower) - Gan.
4. Aerodrome requirements. Aerodrome Gan Island to be developed for operation two disembarked F.A.A. Squadrons. Fuelling facilities for six flying boats.
5. A/A Guns. Heavy 4, light 8.
6. Artillery. Midu - two 6 in.
Gan - two 6 in. four 12 pr.
Hitaddu - two 6 in.
Wilingili - one 4 in. two 12 pr.
Kanda Hera - one 12 pr.
One Type 273 set.
7. Land Defence. Responsibility C. in C. India.
8. Naval Defences. Controlled minefield covering Northern and Southern entrances. Indicator nets Northern entrance. Possibility providing further underwater defences under consideration.
9. Operations Room. Naval operations room with V.H.F. R/T and Homing facilities. Arrangements for initiation air raid warnings and co-ordination shore defences with A/A of ships. Land line to R.D.F. system,

/controlled

MOST SECRET

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MOST SECRET

controlled mining station and Port War Signal Station.

10. Officer Commanding Base. to be appointed by C. in C. Eastern Fleet in consultation C. in C. India.

1358A/2.

D. of L.D. (330).

- 1st Lord.
- 1st S.L.(2)
- D.F.S.L.
- 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.(T)
- A.C.N.S.(W)
- C.N.A.S.
- A.C.N.A.S.
- N.A. to A.C.N.S.(T)
- Nav.Sec.
- N.A. 1st S.L.
- D.O.D.(F)(2)
- D.O.D.(H)(2)
- D. of P.(2)
- Ed. of M.
- D.D.I.C.(2)
- D.C.(2)
- D.N.A.D.
- D.A.C.E.
- Air Branch
- D. of L.D.(2)
- D.S.D.
- D. of S.
- D.G.D.
- D.A/S.W.
- D.B.D.(2)
- D.T.S.D.
- D.T.D.(2)
- D. of P.(Q)
- D.N.I.(4)
- D.T.D.(M)
- I.P.(2)
- W.D.
- Admiral Blake.
- Admiral Bellairs.

MG

MOST SECRET

484C

1358/2nd October.

FROM: War Registry

Date: 3.10.42.

Most Secret Admiralty Message 1358/2 to C. in C. Eastern Fleet and F.O. Ceylon. "One type 273 Set" should be deleted from paragraph six and inserted at end of paragraph eight.

for H.W.R.

1st Lord.

1st S.L.

D.F.S.L.

2nd S.L.

3rd S.L.

Vice Contr.

4th S.L.

V.C.N.S.

A.C.N.S. (F)

A.C.N.S. (T)

A.C.N.S. (W)

C.N.A.S.

A.C.N.A.S.

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

Nav. Sec.

N.A. 1st S.L.

Request of D.L.D.

D.O.D. (F)

D.O.D. (H)

D. of P.

Hd. of M.

D.D.I.C.

D.C.

D.N.A.D.

D.A.C.D.

Air Branch

D. of L.D.

D.S.D.

D. of S.

D.G.D.

D.A/S.W.

D.B.D.

D.T.S.D.

D.T.D.

D. of P. (Q)

D.N.I.

D.T.D. (M)

E.P.

W.D.

Admiral Blake.

Admiral Bellairs.

War Diary.

2.10.1942.
Friday.

FOREIGN STATIONS.

East Indies - Contd.

P.B.4.
P.A.4

Convoy P.B.4 delayed to allow ships to accumulate. Further signal will be made P.A.4. sailed 1300Z/30 escort BATHURST and RATNAGIRI.
(S.N.O.P. 1931Z/30 to Cdre. R.I.N. (R)
N.O.I.C. Karachi C. in C.E.F. Cdre, Aden, F.O. Ceylon).

Madagascar
Situation
Report

1. Antsirabe entered (28)00 hours. Chef de (?district) declared open town 1900 hours. People enthusiastic.
2. Tulear. Disembarkation stores completed 30/9 patrols reached St. August causing (?some)(?people) (?to leave), no change elsewhere.
(H.Q. Buttermere 2000/2 to W.O.).

War Diary.

2.10.1942.
Friday.

FOREIGN STATIONS.

America & West Indies.

VIRGINIA B.A.D. Washington's 2141/30, not to A.C.I.C.
LEE. VIRGINIA LEE now considered seaworthy.
Prevailing Atlantic weather reasonably good and
should not deteriorate next few weeks. Also
am holding Escort THIRLMERE required urgently by
A.C.I.C. Therefore request early decision.
(F.O.N.F., 0009Z/2 to N.S.H.Q., (R) B.A.D., A.C.I.C.)
Request you reply direct to F.O.N.F., 0009/2. B.A.D's
2141/30 refers.
(N.S.H.Q., 1852Z/2 to Admty).

Tankers. Tankers nominated to fetch crude oil from
Puerto la Cruz to Curacao.
2. Maintenance of crude supplies remains of first
importance, but delays such as disclosed in your 1150/29 (not
to B.A.D. Washington) cannot be accepted.
3. Attention is called to A.M. 2316/24/7, particularly para. 2
and 3b, which enjoin timely and anticipating reports.
4. Until a regular service is instituted the movements of these
tankers should be governed by following procedure:-
(a) If you become aware that owing to lack of escort a tanker
will be forced to wait in Curacao for 3 days or more before
proceeding to Puerto la Cruz Admiralty is to be informed immediat-
ely without waiting for arrival of the vessel.
(b) On receipt of your report an attempt will be made to find
alternative employment for the tanker and fresh instructions will
be signalled.
(D.T.D., 0012A/2 to B.R.O. Curacao).

Your 0012/2. Delay in reporting movements of Puerto la
Cruz tankers covered by my 1150/29th Sept. was occasioned by
continual last minute cancellations on the part of U.S. routeing
authority.

Present position - GLITRE, DEAN EMERY, TARIA, BRITISH INDUSTRY
sailed p.m. today with one escort vessel which will wait in Puerto
la Cruz to escort loaded vessels back to Curacao and then return
to Puerto la Cruz with EVITA and LITIOPA sail approx. 8/10
(6 days delay). Last 2 vessels not included today due only 1
escort vessel. Your 0013/2 just received.

(N.C.S.O. Curacao, 1455/2 to Admty (R) B.A.D.)

MARPESIA Intercept Amagansett radio (begins) SSSS De BNXD
U/B. MARPESIA, submarine sighted 08.53 N., 60.20 W.
at 0800 G.M.T. (Ends).
(Valentia Radio, 0833/2, to Admty).

Movements 1800 G.M.T./2.
Summary. Ship Position Course Speed
A.T.23 47 $\frac{1}{2}$ ° N. 37° W. 071° 14
CARNARVON
CASTLE 02° S. 25° W. Patrol Blank
MILFORD 12° S. 30° W. 030° 12
(D.O.D. (F) 1025Z/2 to Opnav (R) Comnav).

/U/Bs...

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.America & West Indies.- Contd.

- U/Bs. Trinidad reports U.S. aircraft sighted submarines
(A) 0015Z/2 in 009° 02' N., 060° 01' W.
(B) 0800Z/2nd in 008° 53' N., 060° 20' W.
(C) 0910Z/2nd in 009° 05' N., 060° 20' W.
(D) 0940Z/2nd in 006° 30' N., 055° 08' W.
Promising (as received could be leaving). aircraft
in 008° 48' N., 060° 12' W.
(S.O.(I) Kingston, 1101R/2 to Admty etc).
- EMPIRE
TENNYSON
(sunk 1/10).
*See next page -
9 p. 53*
Trinidad reports EMPIRE TENNYSON torpedoed sunk
0740 G.M.T./1st in 009° 27' N., 060° 05' W. 36
landed Trinidad, 1st, Master and 3 men missing.
(S.O.(I) Jamaica, 1209R/2 to Admty S.B.N.O. W.A.
B.A.D., B.R.O. Trinidad).
- U/Bs
Cayenne. Ref. my 1632/30 (re unknown Brazilian ship sunk)
B.R.O. Paramaribo reports two submarines apparently
operating between Mouth of Marowyne River and
Cayenne.
(S.O.(I) Jamaica, 1231R/2 to Admty etc).
- ALIPORE
(sunk 29/9). ALIPORE torpedoed 29/9, 1450 G.M.T. 007° 09' N.,
054° 23' W. Master states all books were in
weighted (?bag) and went down with ship in deep
water.
(B.R.O. Georgetown, 1300/2 to Admty).
Georgetown reports British ALIPORE sunk 1450 G.M.T./29 in
7° 9' N., 54° 23' E. 73 Survivors landed Georgetown. 10 killed
by explosion.
(S.O.(I) Jamaica, 1618R/2 to Admty etc).
- A.S.8 Route A. S. 8 through C. 33.10 N., 67.55 W.
D. 27.05, N., 59.20 W. E. 19.40 N., 50.45 W.
F. 09.30 N., 40.40 W. G. equator 32.00 W.
H. 07.55 S., 31.30 W. J. 18.01 S. 35.40 W.
K. 23.30 S., 41.10 W. L. 23.30 S., 42.30 W.
thence Rio de Janeiro. Com. 3 pass to Port
Director, New York.
(Connav, 1318/2 to Port Director Norfolk, (R)
Alusna Rio de Janeiro C. in C. S.A. etc).
- K.H.408 Following ships will join GK 707 and NK 504 off
Key West at 1900 G.M.T./2nd, the whole becoming
KH 408, S. of A. 8 knots due Galveston 6th.
(B.R.O. Key West, 1501Z/2 to B.R.O. Galveston
(R) Admty etc).
- U/B Positions. S/M situation 2/10 and U.S. S/M Notice.
(Cominch 1553/2 1554/2, 1555/2, 1556/2, 1557/2).

2.10.1942.
Friday.

War Diary.

FOREIGN STATIONS.

America & West Indies. - Contd.

- U/B A.D.C. observer sighted submarine 045° 08' 30" N. 061° 35' 30" W., at 1605/2. (C.O.A.C., 1638Z/2 to G.B.7A (R) C.T.F. 24 etc).
- REGENT, B.A.D. Washington 1401/1. I am most strongly averse to proposal that REGENT should maintain search for a surface patrol by day against enemy submarines. U/B Depot All experience goes to show that this method is Ship. least likely to be successful further it entails heavy and unjustifiable risk of the hunter becoming the hunter. (F.O.S., 1918A/2 to Admty). S.B.N.O.W.A's 2122/29 paragraph 6 not confirmed. (D.O.D. (F) 1933A/2 to B.A.D., S.B.N.O.W.A., (R) F.O.C.N.A., F.O.S. REGENT).
- U/B ~~sighted~~ Paramaribo reports U.S. Air Force claims submarine sunk. sunk. at 1150 G.M.T. today Friday in 05° 50' N., 52° 25' W. Dutch authorities searching for survivors reported on raft. (S.O.(I) Jamaica, 1942R/2 to B.A.D., Admty etc).
- U.512
- Tankers, B.A.D. reports that an escort will be arranged to Curacao. take tankers from Curacao to Puerto la Cruz at monthly intervals bringing them back with cargo. First sailing date probably 12/10. 2. Following information is required. (a) Number of loading points at Puerto la Cruz, size of ship which can be berthed and rate of loading at each. (b) Is a pipe line already laid or in process of being laid for purpose of enabling oil from production area to be delivered to Caripito or to Puerto la Cruz as desired. (c) Any indication you may have how many vessels will be accepted for convoy on 12th and maximum permissible length stay at Puerto la Cruz. (D.T.D., 2034A/2 to B.R.O. Curacao (R) B.A.D.)
- U/Boat Connav Serial 2. *EMPIRE TENNYSON sunk by Campaign. torpedo 09.27 N., 60.05 W., 1/10. *WEST CHETAC sunk by torpedo 24/9 08.06 N., 58.12 W. Survivors PATRICK J. HURLEY landed New York today. Serial 14 referred. (Connav, 2059/02 to Comnav). * See previous page * See next page p.53
- U/B S/M sighted by aircraft at 1915Z/2 in (?041° 27' N., 068° 32' W. (C.O.A.C., 2120Z/2 to G.B.7 A. (R) C.T.F. 24 etc)

War Diary.2.10.1942.
Friday.FOREIGN STATIONS.America & West Indies. - Contd.

Sub. attack and sighting summary. Para. A. WEST CHETAC torpedoes presumed sunk 08.27 S., 58.10 W., 0630Z/24. * EMPIRE TENNYSON torpedoes and sunk 09.27 N., 60.05 W., 0740Z/1. Unidentified ships attacked one 0545 N., 53.57 W. 29/8. One 08.48 N., 60.12 W. 2/10. OZORIO my 224 /28 now confirmed sunk. B. 18 B sights sub. on surface 09.02 N., 60.00 W., 0015Z/2 course 345° and 0130Z/2 course 60° same area. B.18 B attacks sub. on surface 09.05 N., 60.20 W., 0910Z/2.

Para. B. STAR OF OREGON one torpedo hit 17 shells. TRIVILLEY one torpedo hit 50 shells. Patrol plane sights sub. on surface 09.45 N., 78.30 W., 1600Z/1.

Para. C. R.A.F. plane attacks sub. 59.05 N., 20.39 W., 0722Z/29. U.S.S. MANASQUAM attacks sound contact 42.22 N., 61.48 W. about 2250Z/1. Coast watchers sights sub. 48.00 N., 52.56 W., about 1900Z/1. M.V. sights sub. 08.53 N., 60.20 W., 0800Z/2. Sub. sighted 06.30 N., 55.08 W., 0940Z/2. 45.09 N., 61.36 W. 1605Z/2. Plane attacks sub. 05.55 N., 52.55 W., 1150Z/2.

Para. D. U.S.S. CORRY attacks sound contact 33.33 N., 72.41 W. 1452Z/10/9. PBV sights submerged sub. 41.36 N., 68.26 W. 1709Z/2.

(Cominch, 2159Z/2 to Admty for O.I.C.) * See p/5 1952

Monrovia Light. B.A.D., 2231Z/2. See South Atlantic.

U/B Positions. C.E.S.F. 1912/2, containing submarine estimates at 0900Z/3.
(Comnavau, 2301/2 to Admty).

U/B Submarine sighted by aircraft at 1900Z/2 in 041° 27' N., 068° 32' W.
(C.O.A.C., 2320Z/2 to G.B.7 A (R) C.T.F. 24 etc).

Australia & New Zealand.

Situation. Serial No. 253, 1/10.
Native reports large enemy warship aground reef Tonolei Harbour since 29/9.

(2) Enemy W/T installations at Buin reported destroyed during Catalina attack night 29/30. My Serial No. 252 para. 1 refers.

(3) Reports Buin Shortlands area 1/10 indicate force operating during day included 3 heavy cruisers (described 2 Nachi, 1 Kako class) 2 light cruisers (1 Sendai, 1 Tenryu class) 15/20 destroyers and patrol boats, 2 probable minelayers 2 converted seaplane tenders, 5 to 7 merchant ships, 2 tankers. Considerable movement by these vessels during day including arrival 1 heavy cruiser and 7 destroyers during afternoon.

/(4)...

War Diary2.10.1942.
Friday.FOREIGN STATIONS.~~Australia & New Zealand - Contd. -
America & West Indies.~~Situation
Contd.

- (4) Air R/C Buka Passage area morning 1/10 reported 1 destroyer 2 small unidentified vessels and possibly 1 large merchant ship stationary 5° 35' S., 154° 40' E. 5 medium bombers 12 fighters on runway Buka aerodrome, 1 damaged bomber in dispersal area. Indications aerodrome further developed.
- (5) Photographic R/C Lae 30/9 revealed 4 bombers 22 fighters on aerodrome occupying same positions as previous R/C.
- (6) 6 Beaufighters attacked buildings Salamaua and barges Buna Gona area morning 1/10.
- (7) 4 Aircobras 3 Fortresses attacked Wairopi Bridge area during 1/10 scoring 3 direct hits on bridge destroying approx. 18 feet, other hits and fires started approaches to bridge.
- (8) Aircobras also strafed enemy positions Kagi Menari areas morning 1/10.
- (9) Allied patrols proceeding forward from Nauro Area. Contact main enemy force not yet re-established.
- (10) Mopping up operations continue north coast Milne Bay. B.A.D. Washington pass to Opnav. (G.H.Q., S.W.P.A., 0752Z/2 to Admty etc).

U-BOAT CAMPAIGN.Submarines Attacked.

Mediterranean. Report reference A.M. 1916/9/7.
(C. in C. Med., 2002C/2) See Mediterranean.

Submarines Reported.

Approx. 1300A/2 positions.
(D.D.I.C., 1406A/2 1421A/2).

3.10.1942.
Saturday.

War Diary.

SITUATION REPORT.

Home Commands.

At 0145 today M.G. Bs. 77, 78, 81, and 60 of the 8th M.G.B. Flotilla, while covering the minelaying operation Q.L.8 off the Dutch coast, attacked 4 enemy trawlers in foggy weather and, on the fog clearing after the attack, could find no trace either of the enemy or of M.G.B.78. The area has since been thoroughly searched, but M.G.B.78 has not been found.

QUEEN MARY with troops from New York arrived in the Clyde at 0358A.

Several Air attacks were made today by A/C upon a M/V of the BELGRANO type, believed to be a blockade-runner, off Corunna. The enemy made large alterations of course, but the result of the attacks is not yet known. Reports would appear to indicate that the ship is not seriously damaged and may yet endeavour to break out if she can shake off aircraft. CHARYBDIS is in Cape Finisterre area, returning to Gibraltar, but will only have 28% fuel by dark today. A report from Corunna states that a German steamship of some 10,000 tons arrived at Ferrol this evening with wounded on board.

2 mines were detonated in the Humber area today.

Mediterranean.

4 Wellington 8s, 2 with bombs and 2 with torpedoes, attacked a convoy at 1928, 130° Maria di Leuca 35 miles. 1 torpedo hit was made on a 7,000 ton Merchant Vessel and photographic R/C on 4/10 showed that the M/V with its escort of 3 destroyers had turned into Corfu.

It is reported that two Russian destroyers bombarded the port of Yalta tonight firing 300 rounds.

3.10.1942.
Saturday.

War Diary.

SITUATION REPORT.

East Indies.

S.O. Force M leaves Madagascar waters on 5/10
Commodore D remains as S.O. of Naval Force in
the area until after withdrawal of 29th Brigade.
As from 2359Z/5, Force M will cease to exist.

Russian SS. MIKOYAN was attacked by a U-boat at
0822Z today and was sunk in 19° 24' N., 85° 20' E.
20 miles off Gopalpur. The crew of 38 Russians
and 61 Indians were landed safely.

America & West Indies.

With regard to the proposed patrol of REGENT
to intercept enemy S/M supply unit, Navy Dept.
prefer that S.B.N.O.W.A. should issue orders as
he thinks fit. A further signal is to be made
giving additional information of the depot U/B
which is believed to carry stern tubes only.

Six heavy bombers escorted by 12 fighters
attacked Kiska today and shot down 6 enemy twin
float fighters and returned undamaged.

Australia

10 Beauforts attacked shipping today in the
Buin Faisi area with torpedoes. Results were
unobserved owing to weather, but possible hits
are claimed on 3 light cruisers and 2 cargo
vessels.

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Policy.GARLAND
visit.Your 2015/2 confirmed. Shortness of stay is much regretted but escort situation will not allow of absence from her unit.
(C. in C.W.A. 1201Z/3 to C.T.F.24).Drifters
for
Greenock
Pool.A.M. 2121/2. Para. 2. Two loop drifters are to be detailed and sailed as soon as possible.
(C. in C.Rosyth 1203/3 to N.O.I.C.Leith).ONSLow
visit.My 1850A/2. Sailed E.T.A. 0645A/4
(R.A.D. 1405A/3 to F.O.I.C.Greenock).Repairs
at Merville.
GRAY MIST.H.M. Trawler GRAY MIST is based at Merville for A/S and R.D.F. repair duties. She carries an A/S and R.D.F. maintenance officer and appropriate spare gear. Ships requiring assistance should signal if at Merville direct to GRAY MIST otherwise to Cdre Londonderry.
(C. in C.W.A. 1605A/3).Movements.Ships at
Scapa.Principal ships at Scapa 0600/3.
HOWE, RODNEY, RENOWN, VICTORIOUS, AVENGER, TYNE, SHEFFIELD, BERWICK, SUSSEX, JAMAICA, BERMUDA, ARGONAUT, SCYLLA, BITER.
(A.C.O.S.0559/3 to Admty).

SALADIN.

Arrival SALADIN.
(Cdre.Londonderry 0606A/3).
Sailed SALADIN.
(Cdre.Londonderry 2250/3).PRINCE
CHARLES.My 1435A/2. Sailed Needles 0745/3.
(C. in C.Portsouth 0810A/3 to F.O.I. C.Greenock).

SPEY.

Estimated time of arrival British Port 0700/4.
(SPEY 1100Z/3 to Cdre.Londonderry).TEDWORTH
CASTLETON.Sailed TEDWORTH screened by CASTLETON to comply with C. in C.H.F. 1319/29.
(TRELAWNEY 1116A/3). *See p.67.*TIGRIS.
Loch Montevatten.Your 1725/2. Arrived.
(N.O.I.C.Methil 1126/3).

KEFLAVIK.

My 1313/1 and 1037/2. Returned on account of weather.
(A.C.I.C. 1156A/3 to N.O.I.C.Faroes).

EXE.

E.T.A. 0600Z/4.
(EXE 1250Z/3 to Cdre Londonderry).
/Shall...

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Movements.-conts:-

EXE Shall be 3 early on my 1250Z/3rd.
Contd. (EXE 1745Z/3 to Cdre.Londonderry).
See p. 67

SKATE. Arrived SKATE.
See p. 67 (Cdre.Londonderry 1345A/3).

LONDON Sailed C.S.1. in LONDON and CUMBERLAND in
CUMBERLAND. accordance with C.S.1. 0931A/2. My 1004A/3,
refers.
(F.O.I.C.Greenock 1404A/3).

L.23. (a) Intend sailing L.23 escorted by ALECTO at 1100A
ALECTO. *See p. 60.* 4th for Eddrachillis Bay sanctuary, E.T.A. 1600A
same day.
(b) ALECTO to proceed Port HHZ.
(c) L.23 to exercise independently in sanctuary until 1700A/5,
thence proceeding to Port HHZ unescorted.
→(TITANIA 1407A/3).

FAULKNOR. D.S. in FAULKNOR proceed passing Switha at
2100A tonight to Tyne via swept channels to
comply with F.O.I.C.Tyne's 1238A/29.
FAULKNOR is to leave for Scapa p.m./7th.
(R.A.D. 1420A/3).

MONTROSE, MONTROSE take CAMPBELL under your orders and
CAMPBELL. proceed passing Switha at 1130A tomorrow,
via Swept Channels to Harwich and Sheerness
respectively.
2. You should pass Flamborough Head at 0400A/5.
(R.A.D. 1422A/3).

P.228 Sailed P.228 ^{from Holy Loch} P.217 escorted by LA CAPRICIEUSE
P.217. in accordance with Capt.(S) 3's 1757A/30. *p. 865.*
(N.O.I.C.Greenock 1454A/3). * *See next page.*

ROTHER. Arrived ROTHER.
(Cdre.Londonderry 1600A/3).

→ TITANIA. (a) Intend to (sail) TITANIA at 1030A/5
See p. 67 for Port HHZ escorted by 4 M.L.s. S.O.A.
10, knots. E.T.A. 1530A same day.
(TITANIA 1627A/3).

Eddrachill's F.O.(S) 1146A/1. Request Eddrachill's Bay S/M
S/M Sanctuary. sanctuary be imposed from noon 4th.
→(TITANIA 1629A/3 to Admty).

/TRIBUNE...

War Diary.

3.10.1942.
Saturday.

HOME COMMANDS.

Movements. - Contd.

- TRIBUNE. Clyde arrivals TRIBUNE escorted by WHITE BEAR.
(N.O.I.C.Greenock 1638A/3)
- DUKE OF YORK. ^{N.T.N. 4/3.}
Your 1432/2. Arrived.
(C. in C.Rosyth 1715/3 to R.A.D.).
- UNBEATEN. Intend sailing UNBEATEN escorted by CAMBRIDGESHIRE,
and BARFLAKE leaving Plymouth 1700/4 for Holy
Loch. R/V off Trevoze Head 0700/5 with*LA
CAPRICIEUSE, thence LA CAPRICIEUSE takes over escort of UNBEATEN.
(C. in C. Plymouth 1729A/3). ** see previous page*
- A.F.D.17. (Corrupt group) A.D.F. 17 in tow of 3 tugs at
1630/3 in 063.31 N. 020.52 W, 286° 4 knots.
ECHO, FOXTROT, HAMLET, WHITETHORN and ADHERENT
in company.
(A.C.I.C. 1731A/3).
A.F.D. 17 now in tow of SCHELDE proceeding eastward to
shelter under lee of Vestmann Island.
ECHO and ADHERENT should arrive about 0200/3 to assist.
(A.C.I.C. 2335A/2).
- BIRDLIP My 1235A/2. Sailed.
and (F.O.I.C.Belfast 1801A/3 to F.O.I.C.Liverpool).
11 T.L.Cs.
- GLASGOW. Completion of GLASGOW may be delayed nine days
to ensure the completion of (a) Barrage Director
(b) The fitting of Type 275, M.4 and A.B.U.
2. The ship is still urgently required for service and it is
anticipated that she will be sailed for Scapa not later than
17/10.
(D.O.D.(H) 2009A/3 to C. in C.Portsmouth).
- M/Is for Gibraltar. 25th M/L Flotilla and M/MS 5 and 113 will be
ready to leave Milford Haven for Gibraltar on
14/10.
2. Escort will be provided by POLRUAN and
- CLACTON.
3. C. in C.W.A. is requested to arrange route south of Ireland
(R).
4. F.O.I.C.Milford Haven is requested to sail ships as
requisite when weather forecast is propitious.
(D.O.D.(H) 2016A/3).

War Diary.

3.10.1942.
Saturday.

HOME COMMANDS.

Movements - Contd.

EMPIRE SAM Tug EMPIRE SAM destination Capetown and Turkish
TUZLA. ferry steamer TUZLA destination Port Said will
be ready to leave Milford Haven for Freetown
on 14/10.

2. Neither ship is equipped with W/T.
3. Escort will be provided by ORFSAY and MAGNOLIA, destination
Freetown and Colombo respectively.
4. All ships will require to coal at Horta.
5. C. in C. Western Approaches is requested to arrange route
South of Ireland (R).
6. F.O.I.C. Milford Haven is requested to sail ships as
requisite when weather forecast is suitable and to arrange
fuelling.
(D.O.D.(H) 2026A/3).

ALECTO Your 0931/2. ^{/N.T. n W.D.} Approved not to sail ALECTO for
Lunna Voe.
See p. 58. (F.O.(S) 2319A/3 to TITANIA).

Operations.

Blockade My 2346/2. It is possible vessel is Italian PIETRO
Runner. ORSEOLO. See book of reference 115 number 69.
(F.O.(S) 0002A/3 to P.552).

Position of enemy is 43.12 N. 10.14 W.
Have attacked enemy with bombs dive and depth charges. Result
of attack unobserved.

(A/C GUME 0655/3 to 19th Group).

A.M. 2358A/2. Sunderland aircraft reports as follows:-
(a) at 0515/3 43.55 N. 9.59 W. Course 270° (b) at 0647 attacked
with bombs. Near misses. (c) At 0755 44.05 N. 9.53 W. Course
130° 15 knots.

Add to my 2358/2. When first sighted on 2/10 the merchant
ship opened fire on aircraft.
(D.D.I.C. 0839A/3 to CHARYBDIS, F.O.C.N.A. F.O.(S) MALAYA,
PATHFINDER, QUENTIN.).

Enemy attacked this morning by A/C. Result unknown.
Position vague but last given as 044° 05', 009° 53', course 130°
15 knots at 0755.

(F.O.(S) 0914A/3 to P.552).

Position of enemy target is 43.40 N. 9.50 W., course 090°
speed 15 knots.

(A/C 9UMW 0943/3 to 19th Group).

A.M. 1702/2. Photographs reveal ships to be of BELGRANO
type, painted grey with no distinguishing markings.

(C. in C. Plymouth 1101A/3 to Admty, F.O.C.N.A., F.O.(S)
CHARYBDIS).

My 1702A/2. D/F bearings at 1406Z/2 and at 1717Z/2
indicated a U-Boat near and probably escorting this vessel.

(D.D.I.C. 1105A/3 to CHARYBDIS).

My 1101/3. A/C report enemy, position 043° 40' N. 009° 50' W.
at 0943/3, making to Eastward.

(C. in C. Plymouth 1121A/3 to F.O.(S) CHARYBDIS, F.O.C.N.A.).

/Sunderland..

War Diary.

3.10.1942.
Saturday.

HOME COMMANDS.

Operations. (cont):

Blockade Runner. Contd. Sunderland E/10 attacked blockade-runner in 43.12 N 10.14 W. course 270° 13 knots at 0651/3. 8 bombs and depth-charges were dropped and it is thought one near miss exploded near M/V's stern. Intense light flak and some heavy flak was experienced and A/C was damaged. Another Sunderland was in neighbourhood and may have carried out attack later. M/V took continuous evasive action, making large alterations of course, but mean course remained approximately W. (Mount Batten 1530A/3 to O.I.C.).

Sunderland W.10 attacked an enemy blockade-runner at 0755/3 in 44.05 N. 09.53.W. Enemy was steering between 160° and 130° at 15 knots. The A/C made dive-bomb attack from 6000 to 3000 feet, dropping 2 A/S bombs and 6 D.Cs in a stick. The results were not seen, but bombs were thought to have fallen well short of the target. At 0943/3 the enemy vessel was sighted again in 43.40 N. 09.50.W. steering 90°.

(Mount Batten 1600/3 to Admty).

Sunderland R.10 in 43.51 N. 09.48 W. attacked an enemy blockade-runner steering 290° at about 12 knots. A dive bombing attack was made from 4700 to 1800 feet, and 2 A/S bombs and 6 D.Cs were dropped in a stick. The bombs were seen to straddle or hit the vessel's bow and the D.C.s were thought to have burst on the port side. Subsequently the wake of the vessel showed that it had turned to port.

(Mount Batten No.T.O.O./3 to Admty, Recd. 2155/3).

Patrols. Patrols tonight 1A GUILLEMOT. 1B WIDGEON. 2 WHITSHELD. 3 MACKAY. 4 SOUTHDOWN, 5 WORCESTER. 6 ATHERSTONE. (C. in C.Nore 0940A/3 and 1600A/3)

→ Tonight M.T.Bs 50, 52, 53, 56 patrolling 050° (?15') N.000° 30' W.

(C. in C. Portsmouth 1157A/3).

→ Intend M.Ls 205, 246, 303 to patrol latitude 50° 20' N. between 1° 35' W and 2° 10' W., tonight, leaving Weymouth at 1930 and patrol line at dawn to return to base. Code word "Jovial 2".

Request air protection.

(F.O.I.C.Portland 1241A/3 and 1430A/3).

→ 1. M.T.Bs.52 (S.O) 50, 53, 56 patrolling S.E.of St. Catherines Point.

2.M.Ls 205 (S.O) 246, 303 patrolling south of St.Albans Head.

3.3 A/S trawlers patrolling in vicinity of E.A.5 buoy.

4. M.T.B.344 Portland 1900/3 to Southward, E.T.A.0400/4.

(C. in C.Portsmouth 1521A/3).

Sail available M.Ls at 1830 today to take up patrol 7 miles 070° and 250° from 135° Start 20. M.Ls are to leave patrol at daylight 4th and return to Dartmouth.

2. Object to intercept E-Boats.

3. M.Ls are not to proceed East of line 190° from Portland Bill unless ordered.

4.Code word "Obstacle.2

5.M.T.Bs leave Dartmouth at 1915 for South returning at daylight.

(C. in C. Plymouth 1537A/3 to N.O.I.C.Dartmouth).

/Sail....

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Operations - conts.

- Patrols. → Sail available M.T.Bs. at 1915 today to patrol
Contd. on D East/West line with centre 000° 6 miles
from Septiles Light. While on patrol M.T.Bs
are to remain stopped when circumstances permit.
While on passage to patrol line, engines are not to be strained.
2. M.T.Bs are not to proceed East of line 190° from Portland Bill. M.T.Bs are to leave patrol line so as to be within 20 miles of Start Point by first light.
 3. Object to attack enemy ships with torpedoes.
 4. Code word "Warrant."
 - 5. (A) 3 M.Ls from Dartmouth will be on patrol vicinity 135° Start 20 during dark hours.
(B) Enemy vessels met may be strongly escorted. Five medium M.V.s are in Alderney.
(C. in C. Plymouth 1545A/3 to N.O.I.C. Dartmouth).
4 M.T.Bs sailed Dartmouth 1900 for patrol to southward returning daylight.
3 M.Ls sailed Dartmouth 1830 for patrol to southwards returning daylight.
(C. in C. Plymouth 1603A/3).
Your 1537/3 and 1545/3. *Previous page*
 - 1. Intend sailing M.L.s 153 (S.O), 157, 195 at 1830/3.
 - 2. Intend sailing M.T.Bs. 229 (S.O) 231, 235, 240 at 1915/3.
(N.O.I.C. Dartmouth 1635/3 to C. in C. Plymouth).
Harwich 3rd October departure M.G.Bs 77, 81, 76, 75, M.T.Bs 72, 241.
(F.O.I.C. Harwich 1646A/3).
Harwich October 3rd. Departure M.G.Bs 61, 64, 65, 60.
(F.O.I.C. Harwich 1718A/3).
M.Ls 148 and 149 from Ramsgate patrolling between Dumpton and North East Spit Buoys. E.T.D. 1930, E.T.R. 0635/4.
M.L.s 137 and 141 near C.1. Buoy.
M.Ls. 104, 213, 125, 108 and 101 carrying out operation N.L.65
E.T.D. 1915 E.T.R. 0245.
M.G.Bs 329, 331, 322 and 324 at V Buoy to act in support of M.Ls if required.
M.G.Bs S2 and S3 at D Buoy, E.T.D. 1930.
(V.A. Dover 1809A/3).
My 1241A/3. "Jovial 2" sailed 1945.
(F.O.I.C. Portland 2025A/3)

Encounter Following is report of C/F operation night 2/3
with E-Boats ~~J.~~ from information to date.
M.G.B. 78. At 0126/3 M.T.B. 34 in 52° 08' N. 04° 06' E. obtained
missing. a hydrophone contact and later two small vessels
were sighted and thought to be fishing boats.
M.T.Bs 70 and 69 were sent to investigate and found
1 "E" and 1 "R" boat. Unit endeavoured to reform to attack, but
lost contact in fog. Enemy took no action. No other ships seen.
(3) At 0134/3 M.G.B. 77 in 51° 55' N. 03° 42' E. sighted 4 enemy
trawlers in line-abreast steering south. At 0145 an attack was
ordered, M.G.Bs. 77, 81, and 60, attacking from astern. M.G.B. 78

/to.....

3.10.1942.
Saturday.

War Diary.

HOME COMMANDS.

Operations.

Encounter with E-Boat, M.G.B.78 missing. Contd. to attack from ahead with depth charges. At 0155 tracer was seen ahead of trawlers. Previously it had been fired in direction of M.G.B.77 to force M.G.Bs disengaged at 0210 and at 0225 tracer was seen to the N.E. fired in the air which is an agreed help signal. Between 0210 and 0225, M.G.B.77 called 78 by W/T and received a reply in R/T "I can hear you."

Search in the direction of tracer found nothing. Fog descending, and M.G.Bs proceeded North to contact M.T.Bs at 0315. At 0445, fog having cleared, M.G.Bs swept southward through position of action but nothing further was found of M.G.B.78 or the enemy.

S.O.8th M.G.B.Flottilla reports that at no time during the course of the action was there any of the ordinary symptoms of a boat being hit and he himself was not under any apprehension for the safety of M.G.B.78. There are no casualties in remaining M.G.Bs., M.G.B.60 being hit by one rifle-calibre bullet which did no damage. M.G.Bs claim hits on trawlers.

(4) Two air-searches, one as far as the Dutch coast, have discovered nothing.

Available M.G.Bs and M.T.B. are carrying out a further search this evening.

(C. in C.Nore 1910A/3 and 2027A/3).

Arrival. M.G.Bs 77.81, 60, M.T.Bs 70, 29, 30, 34, 69, M.L. 106, 100, 110.

(F.O.I.C.Harwich 0949A/3).

My 1910/3. S.O.8th M.G.B.Flottilla reports area thoroughly searched. Nothing seen of M.G.B.78.

(C. in C.Nore 2350A/3 to Admty).

Biscay S/M Patrol. (1) GRAPH, SEALION, UNIQUE, URSULA, are to leave Holy Loch 8/10 for patrol in Bay of Biscay. (2) S/Ms are to be sailed so as to leave vicinity Wolf Rock at dusk thence approx. through 048.00 N. 006.30 W. close outside 100 fathom line to

045.00 N. 003.30 W., thence to patrol zone.

(3) In order to permit S/Ms freedom of action against U-Boats in Bay S/Ms are to be separated so as to avoid mutual encounters.

(4) Allocation zone. URSULA, K.501, UNIQUE, K.502, GRAPH, K.505, SEALION K.506.

(5) Zone limit. Read in 5 columns.

Zone	North Limit.	South Limit.	East Limit.	West Limit.
K.501.	044.40.	044.10	007° W.	009° W.
K.502.	044.40.	044.10.	005.30.W.	007° W.
K.505.	044.10.	Spain.	007° W.	009° W.
K.506.	044.10.	Spain.	005.30W.	007° W.

(6). URSULA and UNIQUE will leave patrol to reach Gibraltar not later than 24/10.

(F.O.S. 1406A/3).

/My...

War Diary.

3.10.1942.
Saturday.

HOME COMMANDS.

Operations. *contd.*

Biscay S/M Patrol Contd. My 1406/3. (a) S/Ms may be required to co-operate with A/C of Coastal Command. (b) S/Ms subsequently may be sailed from either Gibraltar or Holy Loch. (c) It will be necessary for S/Ms to carry following S.P. Details. (d) F.O.C.N.A., and S.3. are requested to make arrangements for the supply of S.P.s enumerated in para.(c) up to a maximum of six S/Ms. (F.O.S.1732A/3).

Exercises.

20th E.G. A/M 0145/23. Exercises should be completed by 25/10. Request you will arrange. (C. in C.W.A. 1455A/3 to N.O.I.C.Londonderry.

Allied Air Activity.

A/C for Channel. Cancel my 1901/30. (C. in C. Portsmouth 1247A/3 to H.Q.C.C.).

U.S.A. Aircraft.	Position of U.S.A. aircraft as at A.M.3rd.	
	Fighters (P.38)	U.K. 138
		Iceland 25
		B.W.1. Nil
		B.W.8 Nil
		Goose Nil
		Gander Nil
		Presque Isle 6
Transports (C.47 & C.53)		U.K. 146
		Iceland. Nil
		B.W.1. Nil
		B.W.8. Nil
		Goose. Nil
		Gander. Nil
		Presque Isle 13
Bombers (A.20 B.17. B.25. & B.26)		U.K. 228
		Iceland. 25
		B.W.1. 13
		B.W.8. Nil
		Goose 29
		Gander 7
		Presque Isle. 40

The following aircraft are warned into Prestwick today:-
13. B.25s, 9. B.26s, 1 LLLL A.20.
(Air Ministry 1515/3 to 44 Group).

Bombing Restrictions. Request surface bombing restrictions 1900/3 - 0830/4 15 miles either side of line joining Dartmouth and Lessept Iles Light. (C. in C. Plymouth 1637A/3 to H.Q.C.C.).

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Enemy Air Activity.

Iceland. One enemy A/C unidentified sighted, bearing N.E. from Skalar 066.20 N. 014. 43 W. at 1235A/3, course west. Cloud 5/10th, 5000 feet, visibility 30 miles.
(N.O.I.C.Iceland 1359A/3).

Mining.

Thames Estuary. Owing to fog approach channels have not been swept.
(X.D.O. Sheerness 0655/3).
Cancel my 0655.
(X.D.O. Sheerness 1853/3).

Convoy W.P.227. Sail FIR and ROWAN to sweep ahead of convoy W.P.227 to Dartmouth.
(C. in C. Plymouth 0922A/3 to F.O.I.C.Falmouth).

Operation E.Y. Admiralty's 2310/2. Intend sailing WORTHING for Scapa 1800/3. E.T.A.0800/4. Request you will sail her as necessary to R/V with me in 5 miles 045° from Butt of Lewis, at 1800/6.
(M/S 15th 1302/2 to A.C.O.S.).
Sailed WORTHING in accordance with A.M.2310A/2.
(TRELAWNEY 1832A/3).

Convoy P.W.227. Intend sailing M/S Trawlers LADY ENID and NEIL SMITH at 0630/4 sweeping ahead of P.W.227 to approx. 3° W. en route P. where Trawlers BILSDEAN and SEDDON from Dartmouth meet P.W.Convoy and sweep it back to Dartmouth. LADY ENID and NEIL SMITH then return to Portland. Code word "Sharp 3" until return of Portland sweepers.
(F.O.I.C.Portland. 1723A/3 to N.O.I.C.Dartmouth).

Q.L.8. Operation Q.L.8 carried out as ordered.
(C. in C.Nore 1910A/3).

Enemy Intelligence.

Main Units off Gavlfjord on 10/9. TIGRIS report. TIGRIS reports as follows:-
(A) 10th September 2 small patrol vessels at entrance Gavlfjord.
(B) 1320A/10th September following units observed coming out of Gavlfjord. Thought to be TIRPITZ right wing, HIPPER centre, KOLN left wing. Destroyers ahead and on left wing. *See 10/9 p/264-5.*
Destroyers snaking under constant helm at maximum speed at 1500 yards off KOLN. Course and speed of enemy 020°, 28 knots. Attack interfered with by bombing from HE.115 but no other counter-attack. Missed D.A. due to being nearly rammed by destroyer.
(C) Aircraft searching in Zone K.153 on 22nd and 25th September.
(F.O.(S) 0934A/3).

War Diary.3.10.1942.
Saturday.HOME COMMANDS.U-Boats.

U-Boats My 1702A/2.
Reported. D/F bearings at 1406Z/2, and at 1717Z/2 indicated a U/Boat near and probably escorting this vessel. (D.D.I.C. 1105A/3 to CHARYBDIS) See Operations.

U/B reported by A/C 47.30 N. 17. 12 W. at 1125A/3. No course stated.
(D.D.I.C. 1435A/3 to MALAYA).

U/Boats On day 2/10 6 Whitleys of 10 OTU completed A/S
attacked. patrols. Whitley "F" sighted a surfaced U-Boat and dived to attack from 8 miles, 1,500 ft. The U-Boat did not begin to dive until the A/C was 1 1/2 miles distant. The top of the conning tower was still visible a few seconds before 4 D.Cs were released. Photos show these straddling the recently formed U-Boat track not more than 20 yards ahead.

Whitley "E" sighted a fully surfaced U-Boat and attacked down sun in a steep dive. The U-Boat started to crash-dive and the F/G fired at the conning tower. 4 D.Cs were dropped but photographs show they overshot. Shortly afterwards another U-Boat was sighted on the surface. Having no more D.Cs the Captain decided to make a M/G attack, diving from 1,000 ft. One member of the U-Boat crew manning the gun was hit and fell overboard. Another member of the crew was washed away as the U-Boat slowly submerged. As the Whitley circled the U-Boat was visible just below the surface. It then put up its periscope and finally submerged. (H.Q.B.C. 1635A/3).

Am over enemy S/M in 59.10 N. 17.59 W.

(A/C 6TFQ. 1654Z/3).

Enemy was sighted on surface and observed to submerge

When first sighted was on course 270°, estimated speed 6.

(A/C 6T.F.G.1655Z/3).

Have attacked enemy with depth-charges.

(A/C 6TFQ. 1710Z/3).

5.10.1942.
Saturday.

War Diary.

HOME COMMANDS.

Casualties and Defects.

- MONTCLARE. Owing to priority and urgent work on other ships, date of completion (November '43) cannot be kept. Consider that date of completion should be an elastic one and that this ship considered as a stand-by job.
(F.O.I.C. Southampton 1021/3 to Admty.)
- HAPPY ESCAPE. Admty. 2239A/29 and my 1110/1 and 1505A/2. Postpone until further notice owing to defects on M.F.V. HAPPY ESCAPE.
(N.O.I.C. Brightlingsea 1055A/3 to N.C.S.O. Harwich.)
- MISCA. My 1851/2 and A.M. 2150/2. MISCA. Most optimistic date for undocking will be 15/10. Work on Oerlikons cannot complete before 16/10.
BACHAQUERO. Fitting of Oerlikons can be completed by 15/10 but work on pontoon positions cannot be completed before 16/10. Am putting work in hand accordingly to complete earliest date namely 16/10. Request confirmation that work should proceed.
(F.O.I.C. Glasgow 1125A/3 to Admty.)
- EXE. E.T.A. 0300Z/4. Type 144X broken down.
see pp 57 & 58 (EXE 1250Z/3 and 1745Z/3.)
- ALEX. WATTS. Your 0810/3. Arrived with boiler defect.
(F.O.I.C. Aberdeen 1620/3 to N.O.I.C. Methil.)
- BARRANCA. *TITANIA reports BARRANCA aground and holed in Port D. Divers investigating. Ship being lightened and attempt will be made to refloat at next high water.
(N.O.I.C. Stornoway 1909A/3.) * *see p. 58*
TEDWORTH reports cannot commence diving until weather moderates. Depth too great for diver, but can use observation chamber. Anchoring Stornoway 2045 with *TEDWORTH.
(*CASTLETON 1935A/3 to C. in C. W.A.) * *see p. 57*
- SOLARIUM. O.N.135. Inform Cdre. SOLARIUM returning Clyde.
(C. in C. W.A. 2152Z/3 to C.T.U. 24.1.3.)

Shipping and Convoys.

- A.T.24. Arrived Clyde A.T.24 escorted by BULLDOG,*SKATE and BLYSKAWICA.
(QUEEN MARY)
(N.O.I.C. Greenock 0358A/3.) * *see p. 58*
- O.N.135. Your 0406/3. Following is a repetition of my 2250/2 to Admty. Begins.
I have just received a request from C.T.G.24.7. to strengthen U.S. Unit A.3 sailing A.M. 3rd. to escort O.N.135.

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Shipping and Convoys. Contd.

O.N.135. Contd. 2. I have replied regretting that owing to my own commitments I cannot do so.
3. The U.S. contribution to this escort consists of two 19 knot ships, and it is suggested that representations might be made to C. in C. U.S. Fleet on this matter, as it was understood that the minimum operational strength of these units was to be two destroyers and 4 corvettes.
4. It is further suggested that, as O.N.135 is accompanied by an oiler for fuelling escorts, C. in C. U.S. Fleet be asked to consider transferring 2 destroyers from A.T.23 to O.N.135 in about 20° W on 5/10 provided weather appears suitable for oiling.
Ends.

(C. in C. W.A. 0405A/3 to Admty.)

C. in C. W.A. has received a request from C.T.24.7. to strengthen U.S. Unit A.3 which sails today as escort of O.N.135. Owing to other commitments C. in C. W.A. is unable to provide any additional escort. It is understood A.3 group consists of SPENCER, CAMPBELL and 4 corvettes, which is in accordance with agreed minimum escort except that SPENCER and CAMPBELL are understood to have a maximum speed of 19 knots.

JOHN C.

If you consider reinforcement of this group is desirable suggest for your consideration 2 destroyers be transferred from A.T.23 to O.N.135 in about 20° W provided weather is suitable for oiling from tanker which accompanies O.N.135.

(D.T.D. Approved A.C.N.S. (T.) 1643A/3 to Cominch. (R)

C. in C. W.A. C.T.24.)

Your 1643/3. Negative.

(Cominch 2158/3 to Admty. (R) C. in C. W.A. C.T.F.24.)

N.A.16. My 1320/29. Following are details of personnel
A.T.23. on board.

(D.S.T. 0540/3, 0541/3, 0559A/3.)

K.X.One My 1307/25. Homeward-bound convoy will be known
X.K.One as X.K.One and will be escorted by WESTCOTT to P.L.E. and by JONQUIL, SPIRRA, COLTSFOOT, LORD NUFFIELD to R/V in position (P).

(C. in C. W.A. 1016A/3 to N.O.I.C. Greenock, IBIS.)

Sailed IBIS in accordance with para two of my 1156A/30.

(N.O.I.C. Greenock 1046A/3.)

C-Unit
Corvettes.

If you agree request you will instruct R.N. manned corvettes of C-Units to proceed to Liverpool on completion of eastbound escort unless otherwise ordered by me.

(C. in C. W.A. 1035Z/3 to F.O.N.F.)

BRAZIL
BROKE

Admty. 1313A/25 and C. in C. W.A. 0107A/30. Intend to sail BRAZIL escorted by BROKE at 1900A/3, E.T.A. Bar Light Vessel 1000A/4. (F.O.I.C. Belfast 1130A/3.)

War Diary.3.10.1942.
Saturday.HOME COMMANDS.Shipping and Convoys - Contd.

W.S.23. (1) VETCH S.O. CONVULVULUS are to escort SILVER SANDAL from Bar Light Vessel 0930A/4 to R/V with DURBAN, DESPATCH, QUEEN OF BERMUDA and convoy from Belfast in position (Y) 054° 47' N 005° 14' W at 1830A/4.
 (2) BEAGLE, WRESTLER, BICESTER, ZETLAND, PUCKERIDGE, KANARIS are to R/V with convoy in position (Z) 055° 23' N 009° 05' W at 0730A/5.
 (3) VETCH, CONVULVULUS are to be detached to Londonderry when destroyers join.
 (4) N.O.I.C. Liverpool is requested to amend times of arrival at Ponta Delgada and to give necessary route to corvettes.
 (5) All other orders hold good.
 (6) Request you will sail ships accordingly.
 (C. in C. W.A. 1131A/3.)
 Intend to sail VETCH (S.O.) and CONVULVULUS escorting SILVER SANDAL 0930A/4 for R/V with W.S.23 position (Y) 054° 47' N 005° 14' W by normal route. In accordance with C. in C. W.A.'s 1131A/3.
 E.T.A. R/V 1830A/4. S.O.A. 15 knots. Codeword "Sparrow 2".
 VETCH and CONVULVULUS when detached from W.S.23 are to proceed Lough Foyle for exercise. On completion N.O.I.C. Londonderry is requested to sail them to arrive Liverpool a.m. 10/10.
 (N.O.I.C. Liverpool 1458A/3.)

PRINCESS MAUD. D. of S.T.'s 0158A/1. Intend sailing PRINCESS MAUD and BEN MY CHREE, loaded troop carriers at 2359/3. Routed on normal route to Belfast. Speed 18 knots. E.T.A. Belfast 0500/4. Request cover.
 (N.C.S.O. Clyde 1156A/3.)

LADY OF MANN. D. of S.T. 0158A/1. Intend sailing LADY OF MANN at 2359/4 loaded with troops. Routed on normal route to Belfast, speed 20 knots. E.T.A. Belfast 0500/5. Request cover.
 (N.C.S.O. Clyde 1211A/3.)

F.S.422. F.S.422 is to anchor in swept channel between J Buoy and East Spile. Escorts are to report whether they are able to proceed to Rosyth with F.N. convoy without refuelling or taking on provisions.
 (C. in C. Nore 1523A/3 to VIVIEN, LAUDERDALE.)

Readiness of special tankers. The provision of special tankers for fuelling escorts and for carrying and transferring at sea spare depth charges makes it desirable to ensure that vessels are ready in all respects for this service at the time convoy is scheduled to sail. Since co-ordination of Naval stores and armament supply is necessary request you will depute an officer to undertake this responsibility.
 (D.T.D. 1947A/3 to F.O.I.C. Greenock.)

War Diary.

3.10.1942.
Saturday.

HOME COMMANDS.

Shipping and Convoys - Contd.

P.W. and
W.P.
Convoys.

Your 1605/2. Confirmed that intention is for Portsmouth destroyers to continue to escort convoys to vicinity of Start or Dartmouth for the time being.
2. Reduction of available operative destroyer force by one destroyer is acceptable under these circumstances.
(D.O.D. (H.) 2000A/3 to C. in C. Portsmouth.)

Q.P.14
TROUBADOUR
WINSTON
SALEM.

Your 1215/29/9. Matter has been referred to U.S. Authorities as both ships are under their administration.
(D.T.D. 2032A/3 to C. in C. H.F.)

War Diary3.10.1942.
Saturday.FOREIGN STATIONS.General.Shipping
Cargoes
Diversion.

The diversion of a ship into an intermediate port in order to unload a parcel of cargo should as a general rule never be ordered without first ascertaining that the cargo in question is readily accessible.

2. When a diversion is desired in order to load or discharge cargo including military stores it is requested that before taking action reference shall first be made:-

- (a) In the case of a ship which was loaded in U.K. to Admty.
(b) In the case of a ship which was loaded abroad - to the M. of W.T. representative or the S.T.O. of the area in which loading took place.

3. Adherence to this procedure should ensure that a ship will not be uneconomically diverted through ignorance of her cargo stowage.

(D.T.D. 2005A/3 to Cs. in C. etc.)

North Atlantic.

P.34. My position $39^{\circ} 01' 06'' 58'$. S of A 105 miles per day.

(P.34 0330B/3 to F.O.C.N.A. (R) V.A. Malta.

Capt. S.10. Capt. S.8.)

P.34's 0330 acknowledged. P.34 is to proceed through $039^{\circ} 01' 006'' 01'$ and $038^{\circ} 52' 002'' 57'$. Further orders following.

(F.O.C.N.A. 0536A/3 to 8th S. Flot. (R) C. in C. Med.

Capt. S.10.)

My 0536 P.34 proceed dived by day through $038^{\circ} 52' (?002'') 57'$ E at 0030A/5 and 180° Cape de Gata 10 miles at 1600A/7 thence arriving Gibraltar 1500A/8 proceeding on surface at C.O. discretion on 8th.

(2) Submerged bombing restrictions arranged 20 miles either side route from 35 miles ahead to 35 miles astern estimated position 1036A/3.

(3) Total bombing restrictions arranged on 8th.

(4) P.34 report if unable to remain inside bombing restrictions.
(F.O.C.N.A. 1036A/3 to S/M 8th Flot.)

British
airmen in
sea.

Following has been read from Gibraltar W/T sent at 1521 G.M.T. SOS British airmen in sea $30^{\circ} 22' N 11^{\circ} 31' W$ at 0730 G.M.T./3.

(Burnham Radio Recd. 1055/3 to Admty. C. in C. W.A. R.A.F. Rudloe.)

A/C attack
on enemy M/V.

Following is repetition of my 0901/3 addressed CHARYBDIS (R) QUENTIN, PATHFINDER, MALAYA (Begins) A/C report attacking steamer in $043^{\circ} 12' N 010^{\circ} 14' W$ at 0651A estimated 4 hits ship seriously

damaged. T.O.O. 0901/3 (Ends)

(F.O.C.N.A. 0931A/3 to Admty. (R) C. in C. Plymouth.

F.O.C. S/Ms. A.O.C. in C. C.C.)

My 2358/2 (N.T. in W.D.) At 0943/3 A/C reported position of enemy ship $43^{\circ} 40' N 09^{\circ} 50' W$ course 090° 15 knots.

(D.D.I.C. 1055A/3 to CHARYBDIS. P.552. (R) F.O.C.N.A.

H.Q.C.C. F.O.S. MALAYA. PATHFINDER. QUENTIN.)

/Following...

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.North Atlantic - ~~cont.~~

A/C attack on enemy M/V. Contd. Following received from A/C (Begins) P.C.S. of enemy target is L R T Q 40 10 090° 15. T.O.O. 1943 (0943 intended) Ends. If this is correct it would appear that ship is not seriously damaged and may yet endeavour to break out if she can shake off aircraft.

(F.O.C.N.A. 1133A/3 to CHARYBDIS (R) Admty. QUENTIN. PATHFINDER. C. in C. Plymouth. A.O.C. in C. C.C.)

Aircraft attacked and probably damaged a German blockade breaker in approx. 43° 12' N 10° 14' E at 0651A/3. Vessel may attempt to reach a Spanish port, request immediate information of her movement.

(D.D.I.C. 1252A/3 to N.A. Madrid. (R) R.O. Corunna.)

My 1252A/3. Correct position to read 43° 55' N 10° 05' W at 0700A/3. Latest position reported is 43° 40' N 09° 50' W course 090° 15 knots at 0943A/3.

(D.D.I.C. 1659A/3 to N.A. Madrid (R) R.O. Corunna.)

A/C report SCOTTISH. 1 aeroplane 1 unknown bearing 220° course 360° distant 6 miles. My position 335° from Espichel 32 miles.

(SCOTTISH 1200A/3.)

Your 1146A/3 (N.T. in W.R.) If all ships are on time am I to join escort or remain on patrol?

(SCOTTISH 1645A/3 to F.O.C.N.A.)

My 1200/3 course 070.

(SCOTTISH 1208A/3 to Gibraltar W/T.)

P.48. P.48 is to leave patrol passing position (O) 036° 20' 004° 10' W at 0200/6 thence direct on the surface at C.O.'s discretion to arrive at Gibraltar 0900/6. Longitude 005° W is not to be crossed before 0700/6. (F.O.C.N.A. 1206A/3 to 8th S/M Flot.)

Oran R/C. Photo. R/C of Oran 2/10 shows 1 Cassard Contretorpilleur, 4 Alcyon, Simoun destroyers, 1 Elan escort vessel, 6 S/MS. Changes since 5/7 arrived 3 destroyers. (F.O.C.N.A. 1216A/3 to Admty. C. in C. Med. V.A. Malta. R.A.W.A.)

SPICA (German) Your 1622/29 and 1834/2, Spaniards have been repeatedly informed that transfer of Flag will not be recognised. Axis ships should therefore be intercepted and sent into British port whatever Flag they may fly subject to following -

(a) interception must take place outside territorial waters,
(b) ships are not to be intercepted if escorted by Spanish warships. In this case immediate report should be made to Admty. (M. Branch 1340A/3 to F.O.C.N.A. (R) N.A. Madrid.)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.North Atlantic - Contd.

CONAME I, Sailing M.Ls 443, 480 to vicinity of Motril to
suspect. intercept Spanish CONAME I and send to Gibraltar.
CONAME I carrying Strontium.
(F.O.C.N.A. 1404A/3 to Admty.)
2 M.Ls leaving Gibraltar 1600/3 to intercept Spanish CONAME I
expected to leave Motril in near future.
(F.O.C.N.A. 1606A/3 to Capt. S.8.)

VIMY Estimated P.C.S. 2000/3 036° 20' N 016° 26' W
"A" 098° 8 E.T.A. 1600A/6. Weather report.
(VIMY 1500A/3 to F.O.C.N.A.)

W.S.23. For C.S.A. My 1750/28 (amended by 1602/29)
(1604/29 intended) Delayed approx. 3 days 12
hours.
(F.O.I.C. Liverpool 1522A/3 to British Consul
Ponta Delgada. (R) V.A. C.N.A. N.A. Lisbon.
Admty. C. in C. W.A.)

CARMELITA My 1020/21/8 (A.1) CARMELITA expected sailing
GALIANA. 0300/4 for Cadiz with Spanish sailing vessel
MANINOS in tow.
(2) I am suspicious of CARMELITA for reasons
given in my letter 1210/21/8.
(3) GALIANA has been sold but purchaser so far unknown. She
is still at San Juan.
(Sevilla 1610/3 to S.O.I. Gibraltar. Admty. (D.N.I.) B.N.A.
Madrid.)

French Gibraltar 0940. Sloop Minesweeper LA GRACIEUSE,
shipping. Ships SAINT LOUIS, *LHONGO, both full, later deck
cargo boilers. PORTHOS full number of passengers
westbound. 1005 Unidentified destroyer escorting
5 ships including PROVIDENCE, BELLE ISLE, LORRAIN
eastbound.
(S.O.I. Gibraltar 1823A/3 to Admty. R.A.W.A.
S.O.I. Kingston.) *Not identified

PENN. A.T. 2342/2. If practicable suggest consideration
be given to grant leave to PENN while in U.K.
2. Serious discontent resulted at Greenock last
month owing to 2nd watch getting insufficient time to reach their
homes in the South.
(F.O.C.N.A. 1912A/3 to Admty. (R) C. in C. H.F.)

LEYLAND Arrival LEYLAND escorting cable ship MIRROR.
MIRROR (F.O.C.N.A. 1942A/3 to Admty.)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.South Atlantic.

- ARROW. Sailed ARROW by route R.9 speed $16\frac{1}{2}$ knots E.T.A. Simonstown 0500/5.
2. Shifting W/T organization to S.L. at 1000/3. (N.O.I.C. Durban 0422Z/3 to Admty. C. in C. S.A. C. in C. E.F. N.O.I.C. East London. N.O.I.C. Port Elizabeth. N.O.I.C. Capetown, A.S. Simonstown.)
- Landing Craft for India. Ref. C. in C. E.F. 1321/1 to D of S.T. only. EMPIRE WOODLARK should proceed Diego Suarez as soon as possible.
2. For C. in C. E.F. information question of shipment from Mombasa to India of L.C.A. and L.C.P. ex EMPIRE PRIDE is being dealt with separately with D.S.T.O. Mombasa.
(D of S.T. 0544A/3 to P.S.T.O. Simonstown. (R) C. in C. E.F. S.T.O. Diego Suarez. D.S.T.O. Durban. P.S.T.O. India.)
Cs in C. E.F. 1141/30/9 not to all addressees.
2. P.S.T.O. Capetown is requested to state as soon as possible by what date 13 landing craft can be lifted from Durban. My 1932/1 not to all addressees refers.
3. D.S.T.O. Mombasa is requested to state immediately whether any difficulty is expected in lifting 8 L.C.A., 4 L.C.P. and one L.C.M. from Mombasa without diverting shipping proceeding north from South Africa.
4. Presume shipment of 3 craft from Tamatave will be arranged locally.
5. C. in C. E.F. is requested to state latest date all craft can be accepted at Bombay.
(D of S.T. 2210A/3 to P.S.T.O. Capetown. D.S.T.O. Kilindini C. in C. E.F. (R) P.S.T.O. India. C. in C. India. D.S.T.O. Durban. N.O.I.C. Diego Suarez. S.O. Force M.)
Reply from Kilindini 0658/4.
- W.S.22A and B. N.C.S.O. Capetown 1415/29. Durban portion sailed 0600Z/3 to join Capetown portion at position (T) INDRAPOERA sailed with Durban portion. SUFFOLK did not sail due to sickness of officers.
E.T.A. position (V) 0600Z/10. Amended E.T.A. Kilindini 13/10. (N.C.S.O. Durban 0617Z/3 to Admty. C. in C. S.A. C. in C. E.F. (R) Kilindini S.O.I. Colombo. Com. Aden N.C.S.O. Capetown. F.O.R.S.C.A. N.O.I.C. Bombay. N.O.I.C. Karachi. N.C.S.O. Kilindini. DEVONSHIRE.)
Sailed DEVONSHIRE escorting convoy W.S.22 in accordance with N.C.S.O. Capetown's 1415/29/9 and C. in C. E.F. 0714/19/9 not to all addressees.
2. DEVONSHIRE shift W/T organizations to N.U. at 1415Z/5 and to V at 0245Z/10.
(N.O.I.C. Durban 0618Z/3 to Admty. C. in C. S.A. C. in C. E.F. N.O.I.C. Diego Suarez. F.O.I.C. East Africa and Zanzibar.)
Durban portion W.S.22 (B) sailed for Bombay 3/10 E.T.A. 17/10. Personnel on board D 2 BOISSEVAIN R.N. 30 R.N.N. 1 officer W.R.N.S. 8 civilian 1 2nd class army 2640.
(D.S.T.O. Durban 1134C/3 to S.S.T.O. Bombay. (R) P.S.T.O. India. C. in C. E.F. D. of S.T. P.S.T.O. Capetown.)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.South Atlantic - Contd.

- O.S.41. (1) If dispersed (?ships) of convoy O.S.41 are met CORFU is to detach destroyer escort as necessary to escort single ship (?to) south.
- (2) WIVERN is to refuel at Bathurst then to (?escort) HAI LEE to Freetown.
- (3) GRIFFIN (? is to) arrive Bathurst to refuel not later than (?A.M.) 6/10.
- (4) If endurance permits VELOX is to escort to Freetown.
- (5) LARGS BAY and STAFFORDSHIRE are to be dispersed to proceed independently when destroyer escort reduced by two.
- (R.A.W.A. 1207Z/3 to CORFU. WIVERN. VELOX. GRIFFIN (R) Admty. F.O.C.N.A. N.O.I.C. Bathurst.)

→GRIFFIN. My P.C.S. 017° 49' 020° 47' 145° 14.25 knots. Weather report. E.T.A. Bathurst 1630Z/4. (GRIFFIN 1557Z/3 to R.A.W.A. (R) N.O.I.C. Bathurst. Gambia.)

STORMCENTRE. Your 2150/2 (visit of STORMCENTRE to Beira.) No objection to visit. (N.A. Lisbon 1559A/3 to C. in C. S.A. (R) Admty.)

ACTIVE. Sailed ACTIVE for Simonstown by route R.9. S of A 15 knots. E.T.A. 0800C/5. (N.O.I.C. East London 1914C/3 to Admty. C. in C. S.A. C. in C. E.F. N.O.I.C. Durban. N.O.I.C. Port Elizabeth.)

B.Y.M.S. Your 1147/2 para one (B) R.N. scheme of from U.S.A. complement as follows:-
2. Replies to para one (A) and para 2 have been requested from B.A.D. Washington in A.M. 1258/3 repeated to you.
3. C. in C. S.A. pass to D.S.A.N.F. (D.M.S. 2219A/3 to C. in C. S.A. (R) D.S.N.A.F.)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean.Greek
Shipping.

Request information as to services for which following ships are being held MARIKA PROTOPAPA, HYDRAIOS, THIRASIA NOMICOU, GEORGIOS G.
2. Would it be possible to release them?
(D.O.D.(F) 0025A/3 to C. in C. Med.)
Reply: 2349/4.

Black Sea.

Intelligence Report from Voysey.
(N.L.O. Black Sea, 0850C/3 to Admty. Adm.Miles)
See Lion Copy.

Bi-weekly
Opsum No.61.

Night 29/30. 4 Halifaxes, 9 Liberators, 28 Wellingtons bombed shipping and harbour installations at Tobruk. Low cloud prevented observation of damage but bursts were seen along waterfront and at jetties. 6 Wellingtons unable to reach Tobruk bombed buildings East of Tobruk, Bardia, Sollum landing ground, near Sidi Haneish, and M.T. battle area. About 4 enemy aircraft operated over Red Sea. One ship attacked by 1 torpedo bomber without damage. 3 Beaufighters up. No contacts. A Sunderland returning from A/S patrol with engine trouble crashed in Aboukir Bay and sank. 3 of crew killed.
Night 30 Sept/1st Oct. 29 Wellingtons bombed shipping and harbour installations Tobruk. 1 ship claimed hit possible hit on another. Near miss on 3rd ship. 2 fires started on south shore. 1 Wellington attacked a large ship east of Tobruk, results unobserved. 1 A.S.V. 6 torpedo Wellingtons despatched to locate and attack southbound convoy 1 M/V 6000 tons, 2 destroyers, previously reported by R/C N.W. of Crete. 4 torpedo Wellingtons only sighted convoy and attacked with unobserved results.

1/10. A Maryland on R/C for enemy shipping between Crete and Cyrenaica machine gunned 2 Schooners about 70 and A 100 and 10 (sic) miles north of Tobruk respectively. 3 Me.109s dropped 2 bombs on Alexandria Harbour without causing damage or casualties. 2 Spitfires intercepted but Combat indecisive. 8 B.24s bombed shipping in Navarino Harbour during evening. 2 hits claimed on 1 ship. (?8) B.24, 8 Liberators, despatched to make dusk attack on southbound convoy, 1 Tanker, 3,000 tons, M/V, 6,000 tons, 3 Destroyers previously reported by R/C Maryland South (?West) of Crete. B.24s did not locate and returned.

Liberators found convoy about 8 miles N.E. of Derna and claim near misses on M/V. Liberators were attacked by 1 Ju.88, 3 Me.110, of which they shot down 1 Me.110 probably destroying 1 Ju.88, 1 Me.110. 5 A.S.V. 6 torpedo, 2 bomber Wellingtons despatched to attack during night found convoy about 60 miles North of Tobruk. Bombers attacked M/V no hits. 3 torpedo Wellingtons attacked tanker obtaining 1 hit which caused explosion followed by fire with thick dark smoke. Remaining aircraft did not attack.

MOST SECRET.

M I S S A G E

0850 1/2nd Oct.

76A

From. N.L.C. Black Sea

Date. 4.10.42.

Recd. 10.30.

MOST SECRET

INTER DEPARTMENTAL () BY W/T.

Addressed. Admiralty. ()

IMMEDIATE.

Following from Voysey. Returned to Suithum by cutter yesterday October 2nd. Captain Mactwood is in Poti and expects to sail today in S/M on two day exercise.

Left (?Suithum) 30th Sept. from small operational aerodrome 25 kilometres S.E. of town. Aerodrome used mainly for night raids on Crimea from there also. Large number of single engine aircraft transport food and warm clothing for troops in passes. In daylight, only fighters use aerodromes north of Sochi as enemy keeps constant fighter patrol over them.

(a) Several merchant vessels noticed in creeks ten kilometres north of Poti. Numerous small estuaries and creeks surrounding the fort used as anchorages for cutters (E and R concurrent) and fishing craft. Small lake provides seaplane base. Command H.Q. south of Poti coastal area particularly well protected with barbed wire and complicated trench system.

(b) Large aerodrome three kilometres south of Batum at present used only by fighters but a wide tarmac runway is almost completed and will probably become an important bomber base.

(c) Batum now used as naval base. Repair facilities appear considerable (Capt. Garwood is obtaining official details of these and harbour defences). Shipping seen:

1. Battleship PARIS COMMUNE. (PARIZHSKAYA KOMMUNA)
2. Cruisers *VORPROKHILOV, KRASHNY KAVKAZ and hull of *FRUCRAVL (removed from TUAPSE; salvage work in progress). *YOROSHILOV *Yoroshilov*
3. One Bodri class and one old destroyer.
4. Depot ship NEVA two submarines and about eight (group omitted) S.

The harbour is so crowded that in event of air attack no quick movement to sea would be possible. At anchor off Batum were (corrupt group) (?six) tankers and three merchant vessels.

(d) Batum has not been bombed. Port is protected by impregnable barrage.

(e) Enemy agents are known to be active in town. The usual practice of removing any persons of foreign extraction from war zone, does not appear to have been followed.

0850C/3.

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

- | | | |
|------------------|----------------|------------|
| 1st Lord. | A.C.N.S. (T) | |
| 1st S.L. (2) | A.C.N.S. (T) | |
| Controller. | N.A. 1st S.L. | |
| C.N.A.S. | D.C.D. (H) (2) | D.N.I. (4) |
| A.C.N.A.S. | D.O.D. (F) (2) | I.P. (2) |
| V.C.N.S. | D.D.I.C. (2) | D.P.D. |
| A.C.N.S. (F) (2) | D. of P. (2) | W.D. |
| A.C.N.S. (H) | Hd. of M. | Ad. Blake. |
| | | D.N.A.D. |
| | | D.A.C.D. |
| | | D. of L.D. |
| | | D.C. (2) |

SECRET

76^B

SECRET

MESSAGE.

IN.

13070/3rd October.

From N.L.O. Black Sea.

Date. 15.10.42.

Recd. 1255.

I.D.C. O.T.P. by
T/P.

Correction recd.
1044/16.

Addressed Admiralty, Admiral Milos.

IMPORTANT.

1. Naval (A) Russia. Sept. 29th submarine sank two 300-ton barges off Crimea and shelled Yalta Harbour. Night of Sept. 29th R.Boats shelled Anapa starting fires.

2. Air (a) Russia. Naval Aircraft, co-operating to greater degree with Army, bombed enemy formations all along this front.

(b) Enemy. Activity slightly reduced. All efforts to stop Russians using Golondjik unsuccessful. Tuapse and railway inland also bombed.

3. Land fighting. At no point between Shapsugskaya and Tuapse - Maikop railway has enemy penetrated into Caucasus mountains.

Was informed yesterday by Rear Admiral at Poti (a) Russian efforts to break up enemy concentrations around Shapsugskaya have been successful. (b) Finnish troops are operating in the passes.

(N.L.O. Black Sea, 13070/3, to Admiralty, Adm. Milos)

Advance copy 1st Lord, N.A. 1st S.L., Duty Capt.,
D.O.D. (H) D.D.I.C.

1st Lord.
1st S.L. (2)
4th S.L.
V.C.N.S.
C.N.A.S.
A.C.N.S. (F)
A.G.N.S. (H)
A.C.N.A.S.

Naval Soc.
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.
W.D.
D.N.I. (5)
Admiral Blako.
D.N.A.D.
D.A.C.D.

Recd in WD. 17-10-42

(3)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean.Bi-weekly
Opsum No.61.
(contd.)

2/10 2 Spitfires shot down a R/C Ju.88 into sea off Alexandria. 10 Hurricanes, 2 Fulmars protection of shipping off Port Said and in Gulf of Suez. Enemy air activity on increased scale with 1 dive bombing attack battle area and 6 attacks by small formations fighter bombers.

(H.Q. R.A.F. M.E. 1012Z/3, 1053Z/3, 1116Z/3, 1139Z/3, 1143Z/3.)

P.44.
CLYDE.

Leave patrol through 037° 22' 016° 20' and by reverse of outward route to R/C sweeper 1015A/6th. CLYDE due from N.W. at same time and is to keep N.W. and P.44 S.E. of line 245° from end of

searched channel until surfaced by sweeper. S.S.T. communication to be attempted from time entering sanctuary and CLYDE to surface first.

(Capt. S. 10 1213B/3 to P.44, CLYDE, (R) C. in C. Med.
Capt. (S) 1, Capt. (10) S.F.)Black Sea.
Situation.

(1) Naval. (a) Russia. 29/9 Submarine sank two 300 ton barges off Crimea and shelled Yalta harbour. Night of 29/9, R-boats shelled Anapa starting fires.

(2) Air. (a) Russia. Naval aircraft, co-operating to greater degree with army, bombed enemy formations all along the front. (b) Enemy. Activity slightly reduced. All efforts to stop Russians using Gelendjik unsuccessful. Tuapse and railway inland also bombed.

(3) Land fighting. At no point between ^{Shapung} ~~Druv~~skaya and Tuapse - Maikop railway has enemy penetrated into Caucasus mountains. Was informed yesterday by Rear Admiral at Poti (a) Russian efforts to break up enemy concentrations around ~~(corrupt group)~~ ^{Shapungskaya} have been successful.(b) Finnish troops are operating in the passes.
(N.L.O. Black Sea 1307C/3 to Admty., Adm. Miles.)Enemy
Units.

Position and course of 1 medium sized M/V, 1 destroyer, 1 unknown, FQYL 2338 (34.23 N., 23.38 E) 170° speed unknown 4 aeroplanes.

(A/C X 60 Duty C. 1517B/3 to Malta Air H.Q.)

P.C. and S. of 1 M/V, 2 destroyers 35.23 N. 23.28 E.,
260° 8.

(A/C X 60 Duty Y. 1610/3 to Malta Air H.Q.)

TURBULENT.

Unless in pursuit of good targets patrol vicinity 032° 39' 020° 11' during daylight tomorrow.

(Capt. S.1 1640C/3 to TURBULENT, (R) C. in C.
Med. Capt. (S) 10.)

War Diary.3.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean - contd.

PARTHIAN report. PARTHIAN reports Marøttimo Light sighted at 23 miles normal characteristics. 2. Dived in position B at 0401/2 and set course at 120 feet 4 knots for position C, layer of heavy water experienced at 60 feet. 3. At 0625 apparent distant depth charging occurred 10 explosions in half an hour. 4. Thereafter patterns were dropped at intervals of about 20 minutes until 0901, 2 of later pattern being close enough to knock down corking. 5. H.E. was never heard nor (?encountered) but impression was that presence was known. 6. Consider Marøttimo Light indicated enemy traffic, and A/S sweep being carried out Trapani Pantellaria Channel. (Capt. S. 10 1720B/3 to Capt.(S) 1, (R) C. in C. Med., F.O.C.N.A., V.A. Malta, Capt.(S) 8, CLYDE, UTMOST.)

P.35. In amplification of my 1143/29 P.35 obtained one hit at 1639/27 in position 037° 04' N. 020° 36' W. Again hit vessel at 2240. Please (?cancel) last sentence of my 1143/29. (C. in C. Med. 1727C/3 to Admty.)

U.S. Salvage Crews, Massawa. For political reasons it has been agreed in principle with U.S. War Department that U.S. salvage crews at Massawa will receive a salvage bonus in addition to their pay, part to be paid in sterling and part in dollars. (details)
3. Request you will report proposed basis of agreement for Admty. approval. (M. Br. approved Vice Controller 1736A/3 to C. in C. Med.)

Malta Air Report. 1.20 3/10. C.S.R. 2nd. 1220 hours, 4 Spitfires up for raids which turned back before reaching Malta. 1600 hours, 4 Spitfires made anti "E" boat patrol North of Malta. Night 2/3. 1940 hours, 3 bombers approached Island at great height, 1 Beaufighter up but raiders turned back when 5 miles N. of Malta, having dropped bombs in sea. 1 Beaufighter patrolled Castel-Vetrano Sciacca area but had no combat. 3rd. 0445 hours, 4 Spitfires made anti "E" boat patrol North of Malta. 0705 hours 21 Me.109s, 6 Re.200ls approached Island at great height. Partial R.D.F. interference, 18 Spitfires intercepted over Malta but raiders had height advantage avoided combat and withdrew. 0819 hours, 12 plus Italian fighters approached at height. 15 Spitfires up but raiders turned back when 25 miles N. of Island. (A.H.Q. Malta 1831Z/3.)

Enemy Units. Following received by Malta W/T. P.C. and S. of enemy, 2 destroyers, 1 merchant vessel, 39.25 N. 18.58 E., 140° 10 knots. (A/C call sign VB3S 2120/3.)

War Diary.3.10.1942
Saturday.FOREIGN STATIONS.East Indies.

Saldanha Bay Minefield. A.M. 2148B/25/6. MANCHESTER ^{CITY} is urgently required to lay controlled minefield at Saldanha Bay. She is to be sailed for Durban with the least possible delay. Request you will report date of sailing.
(Hd. of M. Approved by A.C.N.S.(F) 0046A/3 to C. in C. E.F.)

CAMILA, (suspicious ship 30/9.) *See next page* Ref. my 1542/1st. Master CAMILA when shown F E C B Index Number 1200 R S Colombo Japanese merchant ship recognition sheet identified suspicious ship as YAMAHUKA similar to Silhouette No.74 in B R 119 (iii).
(N.O.I.C. Cochin 0510Z/3 to Deputy C. in C. E.F., F.O. Ceylon, F.O.C.R.I.N. Com, R.I.N. (R) Admty.)

FOO SHING, RADBURY, firing incident 11/9. Ref. distress messages from RADBURY and FOO SHING at 1800Z/(?11/9) Mutual sightings, RADBURY mistaking FOO SHING for submarine in moonlight and opening fire on FOO SHING. No (?damage) or casualty resulted.
(F.O. Ceylon 0655Z/3 to C. in C. E.F.)

Force M. S.O. Force M. leaves Madagascar waters on 5/10.
(2) Commodore D. remains as S.O. of Naval Force in the area until after withdrawn of 29th Brigade.
(3) As from 2359Z/5th Force M. will cease to exist.
(C. in C. E.F. 0942Z/3 to Admiralty, C. in C. S.A., G.O.C. in C. E. Africa Command, Buttermere, Commodore D., N.Os i/c Diego Suarez, Majunga, Tamatave, S.O. Force M. ALBATROSS.)
As from 2359Z/5 Force M. will cease to exist and my 203X (1541Z/10/9) is to be cancelled.
(C. in C. E.F. 0948Z/3 to Eastern Theatre, 213X.)

JAY mining. Your 2250/28 para 5. Space in Dockyard can be allocated.
(F.O. Ceylon 1045Z/3 to Admty.)

CEPHÉE (French) Your 1523/2nd para 2. Latest information is that CEPHEE was at Dakar on 25/9 unloaded and without orders.
(D.D.I.C. 1135A/3 to C. in C. E.F.)

Aircraft. A. 301 3/10. Your T.O.O. 1535Z/29/9/42. Would prefer initial detachment to be 3 aircraft which can all be provided from 321 Dutch Squadron and have been warned to stand by. Number can be increased later if you consider necessary. A.H.Q. Iraq have been requested to advise location. My A. 293 of 1/10 refers.
(222 Group 1245/3 to C. in C. E.F. (R) S.N.O.P.G., H.Q.(R.A.F.?) M.E., A.H.Q. Iraq, A.H.Q. India, Admty., C. in C. Ceylon.)

/CAMILA ...

War Diary.

3.10.1942.
Saturday.

FOREIGN STATIONS.

East Indies - contd.

CAMILA 2 aircraft search for SS CAMILA, ship located
Air Report burnt out ashore 8° 10' N. 77° 41' E.
2/10. (A.H.Q. India 1421/3.)

See previous page

FRANS HALS, Following has been read. SSSS 02° 03' S.
U/B. 42° 26' E. FRANS HALS Submarine on surface
2043 G.M.T/2.
(BCTL (EMPIRE RENNIE) via Colombo W/T No
T.O.O./3, Recd 1935/3.)

S/M reported on the surface p.m./3rd in 002° 03' S.
046° 26' E.
(C. in C. E.F. 1747Z/3 to S. & A. E.I. Stn.)

6" Guns in In view of refit RAMILLIES and ROYAL SOVEREIGN
"R" class request early approval of proposal in my 3rd
Battleships. Battle Squadron 75/1/485 of 14/7 and C. in C. E.F.
505/E.F. 440 5 of 21/7 to remove 2 6" guns each
side from "R" class battleships. A.M. 1405/25/8
also refers.

2. Apart from reasons given in letters quoted, removal of guns
also desirable on scores of weight reduction and decrease in
forward siding.

3. Anticipate guns can be removed from RESOLUTION during
impending docking period at Durban.

(F.O.2 in C. E.F. 2040Z/3 to Admty. (R) C. in C. E.F.,
RAMILLIES, ROYAL SOVEREIGN, RESOLUTION.)

War Diary.

3.10.1942.
Saturday.

FOREIGN STATIONS.

America & West Indies

U/B At 1717Z/2nd S/M sighted 040° 00' N., 067° 50' W.
(C.O.A.C., 0209Z/3 to G.B.7 A.)

Convoy Cycles. Your 2140/30 concur. Assuming new 8 day cycle will be effective 1st November convoys would then sail as follows: S.C.109, 6/11. H.X.215 8/11. O.N.145 7/11 and O.N.S. 146 8/11. Consider it desirable that time in port for escort units be balanced as near as possible between eastern and western terminals To this end recommend that if practicable O.N. 137 O.N.s 164 convoys sail 2 days earlier than given above. O.N. 145 would then sail 5/11 and O.N.S. 146 6/11 and so on at 8 day intervals. When cycle has been well established this will result in escort groups having alternately 12 and 8 days in U.K. and alternately 12 and 9 days in Newfoundland.
(C.T.24 0259Z/3 to C. in C. U.S. Fleet C. and R. (R) Admty etc).

Movements Summary. 1800 G.M.T. 3/10.

Ship	Position	Course	Speed
NEWCASTLE	10½° N. 39½° W.	325°	18
CARNARVON			
CASTLE	02° S. 25° W.	Patrol	Blank
MILFORD	07½° S. 26½° W.	030°	12
A.T.23	49½° N. 29½° W.	071°	14

(D.O.D. (F) 1014Z/3 as amended 1436Z/3 to Opanav (R) Comnav).

ACHILLES (torpedoed 1/10). Dutch ACHILLES torpedoed 1/10 Master and 34 survivors landed Trinidad 2nd.
(S.O.(I) Kingston, 1102R/3 to Admty etc).

WEST CHETAC (sunk 24/9). U.S. WEST CHETAC sunk 0730/24/9 008° 45' N., 057° 00' W. 19 men picked up by U.S. Destroyer ROE 1/10 Master and 31 men missing.
(S.O.(I) Kingston (Jam) 1103R/3 to Admty. S.B.N.O. W.A., B.A.D., S.O.(I) Capetown, for C. in C. S.A., S.O.(I) Freetown).

REGENT, proposed patrol. Your 1401/1. Para. 4, consider that surface patrol will give little or no chance of destruction of enemy especially in fine weather. Further it increases the chances of herself being target if sighted first and she fails to see her opponent.

2. The possible area in which depot ship may be is a very large area for 1 S/M to cover in 4 days with any chance of success other than possible confirmation that a depot S/M is in the area.

3. U.S. Authorities requested that I should issue necessary orders for an offensive patrol, the object of which, I assume, is the destruction of the depot S/M.

4. With this in view I framed the orders for submerged patrol by day in a smaller central area which in my opinion gives some chance of achieving the object.

5. Para. 5 of my 2122/29/9 after weather should read "Is unsuitable for operating submerged".

War Diary.

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Saturday.

FOREIGN STATIONS.

America & West Indies.

REGENT,
proposed
patrol.
Contd.

6. I am averse to making any alteration unless you consider it preferable or politic to do so. (S.B.N.O.W.A., 1204P/3 to B.A.D. (R) Admty). B.A.D. 1401/1 para. 4.

It is not considered desirable that REGENT should maintain a surface patrol by day against enemy submarines as all experience goes to show that this method is least likely to be successful. Furthermore it entails heavy and unjustifiable risk of the hunter becoming the hunted.

(D.O.D. (F) 1301A/3 to B.A.D., S.B.N.O.W.A.)

Your 1204/3 and A.M. 1301/3. Navy Dept. prefer that you should issue orders as you think fit.

2. Further signal will be made giving additional information regarding area in which depot S/M is working which appears to have moved slightly.

3. Depot S/M is believed to carry stern tubes only.

S.B.N.O.W.A. pass to REGENT.

B.A.D., 2159Z/3 to S.B.N.O.W.A., (R) Admty. F.O.(S), F.O.C.N.A., REGENT).

ST. FRANCIS.

My 1312/28. If time permits during current repairs request modification to bridge of ST. FRANCIS be undertaken in accordance with drawing D.N.C. 3/A 551. Request whether this will affect completion date observing ship required 3/11.

(F.O.N.F., 1210Z/3 to C. in C. W.A., (R) N.S.H.Q., etc) Reply from C.T.G. 24.7., 1330/4.

Corvettes.

Your 1035/2nd. (1035/3 intended. R.N. Manned corvettes of C units to proceed to Liverpool on completion) This will be done.

(F.O.N.F., 1459Z/3 to C. in C. W.A., (R) Admty. C.T.24., C.T.G. 24.7., N.O.I.C. Liverpool, Com. Londonderry, Capt. (D) Liverpool).

U/Bs,
H.X. 209,
O.N.134.

D/F Bearings at 1325Z/3, 1333Z/3 and 1409Z/3 on 10510 k/cs indicate U-boats transmitted from positions at present not fixed but probably near H.X.209 possibly O.N.134. Either convoy may have been reported.

(D.D.I.C., 1547A/3 to Escorts O.N.134, Escorts H.X. 209, (R) C. in C. W.A., etc)

U/B Positions.

3/10 S/M estimate and U.S. S/M Notice. (C. in C. U.S. Fleet, 1616/3, 1617/3, 1618/3, 1619/3, 1620/3).

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Saturday.

War Diary.

FOREIGN STATIONS.

America & West Indies. - Contd.

RENONCULE, My 1435/30 F.S. RENONCULE will be detailed to visit St. Pierre.
(HARVESTER, 1630A/3 to F.R.N.O. Greenock (R) F.N.F.L. London C. in C. W.A., C.T.F. 24., C.O.A.C F.O.N.F., Capt. (D) Greenock).

O.N. 135 Re escorts. (Admty. 1643A/3 and Cominch 2158/3).
See Shipping, Home Commands.

LORD KELVIN. Cable Ship LORD KELVIN now at St. Johns Nfld. requested to carry out extended cable repair operations off Conception Bay.
(2) No escort available except Fairmile Motor Launches which are not considered sufficient protection as LORD KELVIN has no gun.
(3) Minor cable repair operations with suitable escort will be carried out off St. Johns.
(4) Suggest Western Union, 60 Hudson Street, New York, be asked whether extended repairs now essential and if so could U.S. escort be made available.
(N.S.H.Q., 1722Z/3 to Cominch (R) Admty F.O.N.F.)

Solomon Islands. J.S.M. 1909Z/3. See Australia.

Escort Groups. C. in C. W.A. 1438/16/9 (N.T. in W.D.)
Navy Dept. assumes that they have received the same information regarding the movement of this group as Admiralty.
(2) It is for consideration whether in future rather more information should be passed by the S.O. of group in order to assist in making decision on diversion.
(B.A.D., 1935Z/3 to Admty (R) C. in C. W.A.) Reply C. in C. W.A. 1516/4.

MAURETANIA Sailing Norfolk 6/10 for Rio de Janeiro. Montevideo informed.
(N.S.H.Q., 2019Z/3 to S.O.(I) Kingston, S.O.(I) Freetown).

Sub. Attack and sighting summary. (A) ALIPORE torpedoed and sunk 07.09 N., 54.23 W. 0305Z/30. *ALCOA TRANSPORT torpedoed and sunk 08.58 N., 60.50 W., 2/10. Unidentified ships attacked and sunk 08.32 N., 59.43 W., 2100Z/01 and 08.48 N. 60.12 W., 2/10. * See next page
(B) Plane attacks Sub. on surface 04.50 S., 12.22 W., 1035Z/17/9.
(C) Plane sights Sub. 41.27 N., 68.32 W. 1900Z/2. Sub. sighted 10.05 N., 58. W. 1442Z/3.
(D) U.S.S. ROE attacks sound contact 04.35 S., 35.22 W., 2140Z/17/9 U.S.S. ROE and U.S.S. JOUETT attack sound contact 06.04 S. 34.36 W. 1300Z/18/9. Sightings 0840 and 1600Z/1. My 2131/1 and 2159/2 now cancelled.
(Cominch, 2020/3 to Admty for O.I.C.)

/Movement...

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Saturday.

FOREIGN STATIONS.

America & West Indies. - Contd.

Movement of Tankers. Your 1455/2 and A.M. 0013/2 and 2011/2.
1. DEAN EMERY, CLITRE, TARIA, BRITISH INDUSTRY. Instructions for employment on return Curacao will be signalled shortly.
2. EVITA is to load Aruba for U.K. in accordance my 2011A/2 (tanker message).
3. EL MIRLO due 5/10 should proceed Puerto la Cruz 8/10. Commercial instructions are being sent Curacao regarding inclusion of number of lake tankers in this sailing.
4. LITIOPA should load Curacao forthwith for New York discharge.
5. A.M. 0013/2 and 2011/2 para. 1 and 3 are cancelled. (D.T.D., 2027A/3 amended 1558A/4 to B.R.O. Curacao, (R) Connav B.A.D. Washington).

THIRLMERE Sailed St. Johns 2052/3 Routed (A) 48.20 N., 52.01 W., (B) 54.30 N., 44.59 W. (C) 60.10 N., 35.01 W. (D) 64.00 N., 25.00 W. (E) 64.08 N., 23.02 W. thence Reykjavik S. of A. 12 knots. (F.O.N.F., 2150Z/3 to A.C.I.C. (R)Admty etc).

*ALCOA TRANSPORT, ACHILLES (sunk 2/10, 1/10). U.S. report ALCOA TRANSPORT (U.S.) torpedoed sunk 08° 48' 60° 12' 2/10. ACHILLES (Dutch) torpedoed sunk 2100 G.M.T. 1/10, 09° 06' 59° 48' (S.O.(I) Jamaica, 2204R/3 to Admty etc) W.D. Note - ALCOA TRANSPORT position corrected later see Cominch 2020/4.

30 M.L. Flotilla. Your 2025/26. Pending final decision as to engine renewal or overhaul, Navy Dept. requests vessels be sailed to Charleston when released, stopping as necessary en route. F.O.N.F. pass to S.O. 30th M.L. Flotilla. (B.A.D., 2229Z/3, to F.O.N.F. (R) Admty etc).

Shipping. Portland (Maine). Suggestion to detach and join ships Portland (Maine) from ocean convoys not approved by Navy Dept.
2. When a saying can be affected there is no U.S. objection to sailing these ships in convoy between Halifax and St. John (N.B.) plus Coastwise between St. John and Portland instead of proceeding to New York. (B.A.D., 2241Z/3 to Admty N.S.H.Q.)

ROYAL SOVEREIGN. Your 1035/2 (re ROYAL SOVEREIGN and escorts N.T. in W.D.) Concur. Navy Dept. are being informed. (B.A.D., 2331Z/3 to R.A.W.A. (R) Admty).

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Saturday.FOREIGN STATIONS.America & West Indies - Contd.

TENNESSEE British Steamship TENNESSEE, 2342 tons gross, (sunk 22/9). torpedoed and sunk 22/9. in approx. 58° 40' N., 33° 41' W. All C.Bs. in metal box sank with ship. 8 Survivors of crew of 36 landed at Reykjavik from U.S.S. ~~INGHAM~~ INGHAM. Names in my 0001A/4. Remaining 27 (including Master) unaccounted for. Another boat got away from sinking ship but it is not known if they were picked up. One known to be killed. (A.C.I.C., 2350A/3 to Admty).

M.M.S. 1st group of M.M.S to be ready for passage will Groups. now be 102, 103, 105, 106, and 107. Officers and crews have (?now) been re-allocated as follows (details). H.M.S. CANADA to report names of ratings transferred to Admiralty. Officers and men arriving in accordance with previous requests from B.A.T.M. will be re-allocated as necessary in conformity with above. (B.A.T.M., 1800Z/3 to Admty).

SS. SEAL. SS. SEAL British capable of 6.5 knots in fine weather. Ministry of Transport investigating but turbines Swedish manufacture and probably little can be done. Request instructions. Master requires permission to proceed independently to U.K. (N.S.H.Q., 1809Z/3 to Admty (R) Connav etc).

Australia & New Zealand.

Situation. Enemy shipping operating Buin Shortlands Tonolei Harbour area 2/10 indicated as follows. 3 heavy cruisers 2 light cruisers, 18 destroyers, 2 tankers, 11 merchant ships (including probably several converted seaplane tenders) 1 large unidentified vessel possibly seaplane tender or submarine tender. 2. 4 Catalinas attacked aerodrome Buin area night 1/2. Bombs dropped on runway and vicinity store dump but results not observed. One possible zero observed airborne. 3. All enemy bombers and fighters reported departed Buka 1/10 southerly direction and 19 aircraft later returned. At least 20 fighters 6 twin-engined bombers observed S.W. of Buka 0553Z/1. Much activity reported this aerodrome 2/10. 2 enemy warships probably destroyers reported Buka passage same day. 4. 1 light cruiser 1 probable seaplane tender reported by air R/C stationary Steffen Strait (Kavieng Area) 2/10. 5. 6 Fortresses attacked shipping Rabaul Harbour early morning 2/10 scoring direct hits on 115,000 ton and 1 7,000 ton transport both observed burning. 1 cruiser 1 unidentified

/vessel...

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Saturday.FOREIGN STATIONS.Australia & New Zealand--contd.Situation
Contd.

vessel also possibly hit. Possible ammunition dump hit Lakunai Aerodrome. At least 30 vessels observed Northern end Rabaul Harbour. Nil interception.

6. 8 Aircobras attacked Wairapi Bridge morning 2/10 scoring hits on Bridge and starting fires approaches. At least two thirds of Bridge now destroyed but footbridge still intact and apparently in considerable use.

7. 3 Bostons and 2 Aircobras bombed and strafed enemy positions Myola Lakes Area same day causing fires among huts.

8. Allied Forces now reached Menari without contacting main enemy force. Considerable Japanese equipment captured between Ioribaiwa and Nauro.

(G.H.Q., S.W.P.A., 0703Z/3 to Admty etc).

H.D.M.Ls.

My 1814/29/8 para. 2 (b).

Last 4 boats to complete are allocated to Anzac area. These boats will be manned by either Australian or New Zealand Naval Boards depending on destination.

(D.L.D., Approved by A.C.N.S. (F) 1338A/3 to B.A.D.
(R) A.C.N.B., N.Z.N.B., R.A.C.F.)

Solomon Is.

28/9 10 American heavy bombers unsuccessfully attacked enemy light cruiser S.W. of Bougainville Island. One bomber shot down by A/A fire from cruiser and 7 damaged by 15 intercepting fighters. 8 enemy fighters shot down and one damaged.

(J.S.M. Washington, 1909Z/3 to Admty C. in C. E.F., Air Ministry, War Office.)

U-BOAT CAMPAIGN.Submarines Reported.Indefinite positions at 1200Z/3.
(D.D.I.C., 1422A/3, 1452A/3).

War Diary.

4.10.1942.
Sunday.

SITUATION REPORT.

Home Commands.

4 M.G.Bs and 4 M.T.Bs were sailed at 1800 last night to intercept an enemy convoy off Vlieland. Two convoys were sighted and the M.G.Bs attacked one of them at close range, scoring many hits on the escorting Trawlers. But the M.G.Bs had become separated from the M.T.Bs, and the force returned to base at 0550 without casualty or damage.

A case of suspected sabotage occurred in H.M.I.S. KHYBER (minesweeper) repairing at the Clyde on 30/9.

The U.S. Army have relieved British forces in Seidisfiord area.

4 magnetic mines were exploded by sweepers this morning off the Humber.

N.A. Stockholm sends a list of 11 merchant vessels, a fishing vessel, a schooner, M/S ANNI and a patrol vessel, all enemy or enemy controlled, mined in Danish waters since 21/8.

South Atlantic.

Freetown reported today that the Danish ship SIAM II was sunk by U/B at 2150Z/30/9 in 3° 3' N, 15.30 W. All crew were picked up on 1/10. (cf. 30/9.)

R.A. West Africa states that in view of the loss of A.F.D. 25 it is of utmost importance that docking facilities for corvettes and trawlers should be continuously available at Lagos until A.F.D. 24 is ready for use at Freetown.

Mediterranean.

PORPOISE reports having laid mines within 8 miles of 32.11 N. 23.45 E. (Tobruk area.)

4.10.1942.
Sunday.

War Diary.

SITUATION REPORT.

East Indies.

MANCHESTER CITY reported today having laid her minefield satisfactorily (position not stated.) She expects to return to Kilindini about 10/10.

America and West Indies.

SS. ATHELBRAE was mined and sunk at 1132 G.M.T. in 10° 02.8' N. 61° 51.3' W. (Gulf of Paria, Trinidad) by a mine remaining from the position of a defence field swept clear by U.S. authorities and declared clear by N.O.B. Trinidad.

The U.S. Tanker ROBERT H. COLLEY in H.X. 209 was attacked this evening in 59° 6' N. 26° 18' W. and had to be sunk by the escorting ships.

U.S. CARIBSTAR was torpedoed and sunk at 0900 G.M.T. today in 8° 30' N. 59° 37' W.

Pacific coast.

U.S. tanker CAMDEN was reported to have been attacked and torpedoed at 1400 in 43.43 N. 124.54 W. (near Cape Blanco, Oregon) and to be sinking (see 7/10.) (p. 195)

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Policy.

ONSLLOW
visit. Clyde arrival Capt. D.17 in ONSLOW.
(F.O.I.C. Greenock, 0748A/4).

GARLAND
visit. Sailed GARLAND in accordance with Capt. D.
Greenock 1634A/1.
(F.O.I.C. Greenock, 1404A/4 to Cdre. Londonderry).
Arrived GARLAND.
(Cdre. Londonderry, 2210A/4).

Appledore.
Air/Sea
Rescue
Craft. One R.M.L. from either Penzance or Scilly Isles
is to be allocated to N.O.I.C. Appledore for
air/sea rescue. Request she may be sailed to
Appledore as part escort of next P.W. Convoy.
(C. in C. Plymouth, 1457A/4 to N.O.I.C. Falmouth).

Defence of United Kingdom.

Seidisfiord
defences. C. in C. H.F., 1415/29 and Admiralty 1234/1.
U.S. Army have relieved British Forces in
Seydisfjord area. They intend to establish new
battery of two 155 M.M. guns at Eyrar as soon as
guns arrive from U.S.A. Work being put in hand
forthwith but doubtful if it can be completed before Winter.
Six 37 M.M. A/A guns are also being provided, 2 to replace
existing 40 Bofors, 2 at Eyrar, and ultimately 2 at Brimnes.
When the 155 M.M. battery is established it is intended to
move the 4 inch battery forward to Brimness. This cannot be
undertaken till Spring 1943 and therefore as stated in my
1744/27/9 laying of controlled minefield must be postponed
until then. After examination on site C.O. of ALCA has recommen-
ded placing the minefield inside the entrance where it would
be better protected from sea and under better observation, but
the depth of water is a disadvantage. Survey by RINGDOVE now
in progress.
(A.C.I.C., 2019A/4 to Admty).

Movements.

EXCELLER,
ALMAAK. Commissioned U.S. Vessels EXCELLER and ALMAAK due
Glasgow 7 or 8/10 will require to discharge
M.T. only, probably about 188 and 213 vehicles
respectively.
Will be required to be reloaded to requirements
of U.S. Military Authorities ready for exercise
16/10. This work is being undertaken for U.S. Army
(D.S.T., 0226A/4).

EXE Arrived EXE.
(Cdre. Londonderry, 0320A/4).

SPEY. Arrived SPEY.
(Cdre. Londonderry, 0710A/4).

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Movements - Contd.

SALADIN Clyde arrival SALADIN.
(F.O.I.C. Greenock, 0734A/4).
Sailed SALADIN for Londonderry, E.T.A. 1700A/4.
(F.O.I.C. Greenock, 1056A/4).
Arrived SALADIN.
(Cdre. Londonderry, 1540A/4).

A.F.D.17 Position of A.F.D.X.^{v17} at 1000/4 off Gardskagi
064° 05' N., 022° 40' W. Weather calm. Hope
to secure dock to her mooring p.m. today.
(A.C.I.C., 1039A/4).

* LONDON, Scapa arrival F.O. 1st C.S. in LONDON with
* CUMBERLAND, CUMBERLAND.
BERWICK, (A.C.O.S. 1047/4).
NORFOLK, Intend following movements for I.C.S. 8th/10
SUFFOLK. C.S.1 in LONDON with BERWICK sail for Hvalfjord.
10th/10, NORFOLK, SUFFOLK, leave Hvalfjord for
Scapa.
* *Imp. 106* (C. in C. H.F., 1213A/4 to C.S.1).

L.23 My 1407A/3 para. A. Sailed.
ALECTO. (TITANIA, 1148A/4).

SARDONYX Sailed SARDONYX.
(Cdre. Londonderry, 1152A/4).
Clyde arrival SARDONYX.
(F.O.I.C. Greenock, 1636A/4).
Sailed SARDONYX for Lough Foyle. E.T.A.0001/5.
(F.O.I.C. Greenock, 1804A/4).
Arrived SARDONYX.
(Cdre. Londonderry, 2312A/4).

RODNEY. Your 2342/2. Provided weather remains suitable
for practices RODNEY should be ready to sail
from Scapa 18/10.
(C. in C. H.F., 1208A/4 to Admty).

ECHO. Hvalfjord Departure ECHO at 1205/4th.
(A.C.I.C., 1239A/4).

M.T.B.631 Your 1149/3. ^{ATTACK} These boats will be sailed without
M.T.B.626. torpedoes as there is not time for degaussing
survey and swing compass with torpedoes loaded.
Request information if torpedoes loaded sent by
road.
(ATTACK, 1542A/4 to F.O.C. C.F.) * *Patent*.

PRINCE Arrived Clyde PRINCE CHARLES.
CHARLES. (F.O.I.C. Greenock, 1548A/4).

4.10.1942.
Sunday.

War Diary.HOME COMMANDS.Movements. - Contd.

*ONSLAUGHT,
 IMPULSIVE.

*See p. 96.

ONSLAUGHT take IMPULSIVE under your orders and proceed passing Switha at 1000A/5 routed through 058° 51' N., 007° 01' W. thence through Reykjanes Passage to Hvalfjord.
 2. On arrival you will be requested to act as screen for ANSON.
 3. Weather permitting you are to arrive before 2359A/6.
 (R.A.D., 1709A/4).

MALAYA,
 LOOKOUT,
 PENN,
 PANTHER.

Following from MALAYA through aircraft begins. E.T.A. 1900A/5. 2200 of Boiler Fuel short but have sufficient to go on to Scapa. T.O.O. 1130A/4
 Ends.

(C. in C. W.A., 1745A/4 to N.O.I.C. Greenock). Subject to concurrence of C. in C. Rosyth N.O.I.C. Greenock is requested to sail MALAYA, escorted by

LOOKOUT, PENN and PANTHER for Rosyth to pass May Island at 1130A/8.

2. On arrival at Rosyth MALAYA may grant 10 days leave each watch
 3. LOOKOUT, PENN, and PANTHER will be required for escort duty leaving Scapa about 18/10. Destroyers at Rosyth are to be ready to sail a.m. 16th.
 (C. in C. H.F., 2025A/4).

FURIOUS.

Arrival FURIOUS.
 (N.O.I.C. Lamash 1842A/4).

TAY.

TAY arrived Clyde.
 (F.O.I.C. Greenock, 2025A/4).

Operations.

Patrols.

My 2025A/3. "Jovial 2" arrived in harbour at 0753.

(F.O.I.C. Portland, 0755A/4).

HOLDERNESS. 3 CATTISTOCK. 4 MENDIP. 5 PYTCHLEY. 6 BLENCATHRA.
 (C. in C. Nore, 0930A/4).

Arrival M.G.B. 61, 64, 81, 75, 76, M.T.B. 72.

(F.O.I.C. Harwich, 1005/4).

My 1847A/3. Available M.Ls. from Falmouth and Penzance are to be sailed to R/V with M.L.488 from Plymouth at 1700/4 in 240° Eddystone 2½ miles.

2. DEFIANCE is to sail M.L.488 for above R/V.

3. After R/V M.Ls. are to proceed passing through 180° Start Point 4 miles to patrol 7 miles 070° and 250° either side of 135° Start Point 20 miles, adjusting speed to arrive at centre of patrol line by 2000/4.

4. M.Ls. are to leave patrol at daylight/5 and proceed to Falmouth by reciprocal route.

5. If M.T.Bs. proceed from Dartmouth M.Ls. will be informed.

6. Object to intercept E-boats.

7. Code word "Obstacle".

(C. in C. Plymouth 1033/4).

/Tonight...

War Diary.

4.10.1942.
Sunday.HOME COMMANDS.Operations - cont.

Patrols Contd. Tonight M.T.Bs. 95, 85, 84, 86 patrolling 050° 15' N., between 002° 00' W., and 001° 30' W. (C. in C. Portsmouth, 1244A/4).
Departure M.L-152, 146. (F.O.I.C. Harwich, 1730A/4).

M.Ls. 148 and 150 from Ramsgate patrolling between Dumpton and N.E. Spit buoys, E.T.D. 1925, E.T.R. 0640/5. M.L. 143, and 138 near C one buoy.

M.G.B. 107 and M.T.Bs. 38 and 219 and M.G.Bs. 6, 7, 13, S.2. and S.3. from Ramsgate at "V" buoy from 2000. (V.A. Dover, 1749A/4).

Search for Enemy Tanker. Civil A/C reports tanker in 043° 40' N., 009° 50' W., course 010° 10 knots at 1031A/4. (C. in C. Plymouth, 1133A/4 to F.O.C.N.A., (R) CHARYBDIS).

M.G.B. 78 M.G.B. 78 has not returned from an offensive patrol in enemy waters on the night of 2/3 October. The following officers and ratings were on board and are missing. Names. (BEEHIVE, 1151A/4 to Admty).

Coastal Force engagements with Enemy Convoys. Following is preliminary report of C/F activity night 3/4.

1. 16 Group R/C aircraft reported a convoy of 4 M/Vs with 3 escorts in 53° 50' N., 06° 45' E. steering west at 8 knots. Four M.G.Bs. and four M.T.Bs. were sailed from **MANTIS** at 1800 to intercept off Vlieland.
2. S.O. M.T.Bs. in 234 reports sighting 4 large ships, either the convoy or "T" class sweepers, at 0142/4 in 53° 25' N., 04° 56' E. steering to the southward. M.T.Bs. were abaft beam of convoy and were forced to start main engines to gain bearings. Force repeatedly attempted to attain firing position, but were driven off by accurate starshell and 4" gunfire. No torpedoes were fired as target could not be distinguished. M.T.Bs. 234 and 232 disengaged and proceeded to vicinity Texel. At 0435/4 in 53° 05' N., 04° 32' E. they were again driven off without sighting target. Unit returned to base at 0513.
3. S.O. 7th M.G.Bs. reports getting H/E at 0140/4 and sighted 2 "T" class sweepers, 4 flak trawlers, and a large vessel beyond. M.G.Bs. attacked but were also driven off by heavy fire including 4". During this time action was joined with escort by all M.G.Bs. at ranges from 400 to 800 yards and many hits were observed, particularly on last of line of trawler type. M.G.Bs. disengaged but failed to regain contact with M.T.Bs. Subsequently they proceeded to close M.T.Bs. 234's second action but sighted nothing and returned to base at 0550.
4. No casualties or damage reported. Ammunition expended 1000 rounds Oerlikon, 3400 .5 and 1000 .303. (C. in C. Nore, 1734A/4).

4.10.1942.
Sunday.

War Diary.

HOME COMMANDS.

Allied Air Activity.

Convoys Your 1204/28. As far as can be ascertained
P.Q.18 and approximate figures of Russian air co-operation
Q.P.14. between seventh and 22nd September are (?as
Russian Air follows) (A) bombing sorties against enemy
operations. aerodromes Luostari 68, Banak 32, minor
aerodromes 49, Barduoss and Kirkenes nil (B)
Sea reconnaissance 8 spread (?sorties) (C)

on 22nd aircraft dropped two circling torpedoes on parachutes
among ships in Lten Fiord.

2. No results are available of above operations.

3. Separate report from Archangel including fighter protection
?securing approaches to (?White) Sea is expected shortly and
will be forward as soon as possible.

(S.B.N.O. North Russia, 0806A/4 to C. in C. H.F.)

U.S.A. Position of U.S. A. Aircraft as at a.m. 4/10.
Aircraft. Fighters (P.38) U.K. 138, Iceland 25, B.W.1. 5
B.W.8 Nil, Goose Nil, Gander Nil, Presque Isle 1.
Transports (C.47 and C.53) U.K. 146, Iceland Nil,
B.W.1. Nil, B.W. 8 Nil, Goose Nil, Gander Nil, Presque Isle 13.
Bombers (A.20, B.17 B.24, B.25 and B.26) U.K. 250, Iceland 24,
B.W.1. 14, B.W.8 Nil Goose 28, Gander 16, Presque Isle 49.
1. B.25 is warned into Prestwick today. 1. B.17 crashed in
Northern Ireland (2 survivors) 1. B.26 and 1 A.20 are missing.
(Air Ministry, 1415/4 to 44 Group).

A/S Aircraft Request you will inform me of maximum number of
from Iceland. additional aircraft that could be operated from
Iceland against U-boats in Iceland-Scottish
passage.
(C. in C. H.F., 1518A/4 to A.C.I.C.)

Bombing Cancel my 1738/2 as from 0800/5.
restrictions. (F.O.S., 2249A/4 to H.Q.C.C.)

Enemy Air Activity

Jan Mayen. Jan Mayen reports a 2 engined aircraft observed
high over island at 0935/5, direction north.
(A.C.I.C., 0002A/4).

Iceland. ?One 4 engined enemy aircraft passing over
Skalar 066° 20' N., 014° 43' W., at 1005A/4 and
Raufarhofn at 1005A, course West, height 2,000
feet cloud 1/10 3,000 feet visibility 20 miles.
(N.O.I.C. Iceland, 1210A/4).

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Mining.

? 1206/2 - L. p. 35.
 DUNBAR. My 1208/2. If a mine is found without delay
 SCOTT. DUNBAR R/V S.O. 15th M/S Flotilla at 1800A/6 in
~~Op-Ex~~ 045° Butt of Lewis 5' or alternatively, if sweeping
 continues throughout Tuesday, at 1000A/7 in
 060° 40' N., 010° 06' W. If S.O. 15th M/S is not met at
 either R/V DUNBAR proceed independently to Seidis Fjord.
 (R.A.M., 0946/4 to SCOTT, DUNBAR).

Sweep My 1514A/30. Request you will arrange this
 off sweep to be repeated every 2 weeks.
 Ardnamurchan (N.O.I.C. Greenock, 1004A/4 to N.O.I.C.
 Point. Stornoway).

Convoys Continue sweeping ahead of convoy to Dartmouth.
 P.W. 227 (C. in C. Plymouth, 1013A/4 to LADY ENID, NEIL
 W.P. 227. SMITH).

L. p. 97
 Cease sweeping ahead of P.W. 227 and return
 forthwith to Portland sweeping route P.
 (C, in C. Plymouth, 1315A/4 to NEIL SMITH, LADY
 ENID).

My 1315/4. Cease sweeping at 1800/4 or when convoy W.P. 227
 reaches you and continue with convoy to Portsmouth as additional
 escort.
 (C. in C. Plymouth, 1539A/4 to NEIL SMITH, LADY ENID).

Belfast ^{A.} STRIDE commences relay of sea units Belfast Lough
 Lough. 6/10. Estimated time to complete three weeks.
 (N.O.I.C. Belfast, 1103A/4 to Admty).

Operation Your 1832/3. Arrived 0747 (WORTHING)
 E.Y. (A.C.O.S., 1147/4 to TRELAWNEY).

Convoy LL S.A. Sweepers are to continue sweep ahead of
 F.S. 424. convoy to East Dudgeon, additional sweeping
L. p. 97 force being sailed as early as possible to search
 for ground mines on main channel between H.3. and
 62 E Buoys.
 (C. in C. Nore, 1349A/4 to F.O.I.C. Humber).

Route Intend to sail at 0630/5 NIGHT HAWK and
 "P" sweep. CONCERTATOR sweeping route "P" to Portland.
 E.T.A. 1530. Codeword "Ounce"V"
 2. F.O.I.C. Portland is requested to sail
 them back to Dartmouth sweeping same route in time
 to be ahead of P.W. 228.
 (N.O.I.C. Dartmouth, 1804A/4 to F.O.I.C. Portland).

Lyme Bay. At 1615/28/9 TREVO TERCEIRO reported having mine
 foul of Otter Board. Mine ultimately sunk one
 point five cables N. of Skerries Buoy.
 2. Belgian Trawler O.281 reports that a mine exploded at 1155/2
 in position 10 miles S.E. of S. of Berry Head.
 (N.O.I.C. Dartmouth, 1854A/4).

/Seidisfiord...

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Mining - Contd.

- Seidisfiord. Postponement of laying controlled Minefield.
(A.C.I.C., 2019A/4) See Defence of U.K.
- Humber. Following four mines exploded by sweepers at
1106/4, 1055/4, 1118/4, and 1119/4. Details.
(F.O. Humber, 2130A/4).

Enemy Intelligence.

- THULE
sunk. Following from N.A. Mining results.
Press reports Swedish THULE 3435 tons sunk off
Dutch coast. Vessel left Lulea Sept. 29th with
iron ore for Rotterdam.
It is probable that this vessel and many other
Swedish vessels over 2000 tons have no opportunity
to demagnetize (see my R.S.1040).
(N.A. Stockholm, 1149/4 to Admty).

- Mining
results
Danish
waters. Aug. 21st. German M/V HINRICH mined and sunk off
Faemo.
Aug. 24th. Finnish steamer ELSE mined two miles
S.E. Vesborg Light.
Aug. 24th. German steamer PETER VON DANTZIG
mined and sunk north Fornaes.
- Sept. 6th. Finnish steamer BRITANNIC mined in Kattegat.
Sept. 16th. German steamer SCHARNHORN mined in Kattegat.
Sept. 17th. German M/S ANNI mined and sunk off Svanegrunden.
Sept. 19th. Dutch steamer ASTRID mined and sunk ten miles
south Ostre Flak Light ship.
Sept. 19th. Danish patrol vessel K.1. mined and sunk off
Espergaerde.
Sept. 20th Danish EMILIE mined and sunk in Aggersosund.
Sept. 21st. Danish fishing vessel POOL mined and sunk in Sound.
Sept. 22nd. Danish steamer FALKEN mined off Estergaerde.
Sept. 22nd Danish schooner SARA mined and sunk off Espergaerde.
Sept. 22nd. German M/V HILDA mined North Bogo.
Sept. 22nd German HEIMAT mined and sunk in Sound off Provestenen.
Sept. 23rd. German steamer HAST mined in Little Belt.
All graded A.2.
(N.A. Stockholm, 1757/4).

U-boats.

- U-boats
reported. It is estimated that U-boat en route to Bay of
Biscay maybe in your vicinity this forenoon.
(D.D.I.C., 0930A/4 to MALAYA).
Indefinite D/F bearings at 0901Z/4 indicate
U-boat between 50° 00' N. and 51° 30' N. 22° W.
and 25° W. (D.D.I.C., 1110A/4 to Escorts A.T.23).
- By D/F at 0951Z/4 U-boat in approx. 47° 30' N. 20° W. U-boat
probably eastward bound. (D.D.I.C., 1200A/4 to Escorts O.S.42)
- By D/F at 1611Z/4. U-boat within 60 miles of 51° 10' N.,
21° 30' W.
(D.D.I.C., 1845A/4 to Escorts A.T.23).

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Casualties and Defects.

- BARRANCA. My 2145/3. Sailed. (TEDWORTH and CASTLETON.)
(N.O.I.C. Stornoway 0849A/4.)
TEDWORTH unable to commence diving operations
owing to weather. Intend returning Stornoway to await better
conditions. E.T.A. 1300A.
(CASTLETON 1140A/4.)
- OPPORTUNE. Sailed*ONSLAUGHT to comply with R.A.D's 1802A/1.
OPPORTUNE delayed by defects. *N.T. 4-3.*
(F.O.I.C. Greenock 1148A/4 to R.A.D.)
** see p. 91.*
- M.T.B.48. M.T.B.48 delayed owing to engine defects. Intend
sailing at 1200A/5, speed 19 knots.
E.T.A. 1830 Fort William.
(N.O.I.C. Larne 1325A/4.)
- M.G.B.615. F.O.I.C. Falmouth's 1705/3. *N.T. 4-3* Arrived. Delayed 24
hours through engine defects.
(N.O.I.C. Dartmouth 1715/4 to F.O.I.C. Portland)
- DAMSAY. My 1917A/3. *N.T. 4-3* DAMSAY is delayed owing to engine
defects.
(F.O.I.C. Port Edgar 1947A/4.)
- KHYBER. A case of suspected sabotage on 30/9 in KHYBER by
Suspected removal of crosshead pins and split pins on
Sabotage. certain main and auxiliary pumps was reported
verbally by C.O.R.I.N. Depot, Bishopton, on 30/9
and by telephone from R.I.O. to N.I.D. on that
day. In view of findings of the recent Board of Inquiry held by
F.O.I.C. Greenock into the disciplinary situation obtaining in
this ship which were forwarded to Admt. in F.O.I.C. Greenock's
3184/075/7741 of 27/9 and after consultation with C.O.R.I.N.
Depot, Bishopton I am satisfied that this sabotage is another
reflection of the situation already investigated by F.O.I.C.
Greenock. No further Board of Inquiry has therefore been held
but full investigation has been made and papers follow. Ship
proceeded to Greenock to work up today.
(F.O.I.C. Glasgow 2229/4 to Admt.)

Shipping and Convoys.

- PRINCESS D of S.T's 0158A/1 and N.C.S.O. Clyde's 1156A/3.
MAUD. BEN MY CHREE and PRINCESS MAUD sailed 2359/3.
BEN MY (D.S.T.O. Greenock 0005/4.)
CHREE.
- W.S.23. C. in C. W.A. 1131A/3 and my 1502A/3. Sailed
codeword "Sparrow 2".
(F.O.I.C. Liverpool 0930A/4 to DURBAN.)

/In...

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Shipping and Convoys - Contd.

- W.S.23. In accordance with C. in C. W.A. 1131A/3, intend
Contd. to sail W.S.23 escorted by DURBAN (S.O.)
DESPATCH, and QUEEN OF BERMUDA at 1700A/4.
Codeword "Sparrow".
(N.O.I.C. Belfast 1045A/4.)
- W.S.23. N.U. Amend route from (A) to (J) 055° 52' N 007°
30' W. (K) 055° 14' N 013° 36' W. Thence (B). My 1131/3
para 2. Amend destroyer R/V to 055° 43' N 009° 14' W at 0730A/5.
(C. in C. W.A. 1254A/4 to DURBAN etc.)
Sailed my 1045A/4. Codeword "Sparrow".
(N.O.I.C. Belfast 1655A/4.)
- S.C.102. S.C.102 report forthwith your P.C.S.
N.U. from position (V) steer to join standard
coastal route in vicinity of Sherryvore. Ships
for Loch Ewe are to detach at Sherryvore to
proceed independently.
(C. in C. W.A. 0954A/4 to C.T.U. 24.1.12.)
- S.L.123. S.L.123. If convoy not split by 2000A/4 it is
not to split.
(2) If only LEITH has oiled remaining 3 proceed
Ponta Delgada thence direct U.K. by a.m./10.
(3) If 2 have fuel they are to escort faster portion, remaining
2 proceed Ponta Delgada thence U.K. direct.
(4) If 3 have fuel one should accompany remaining escort
Ponta Delgada thence U.K. in company.
(C. in C. W.A. 1050A/4 to PELICAN.)
- BRAZIL F.O.I.C. Belfast's 1130A/3 and 1134A/3. Arrived.
BROKE (F.O.I.C. Liverpool 1059A/4.)
- F.S.24. F.S.24 is to turn 180° and then steam northward
see p. 94 for 1 hour, thence proceeding in accordance with
route instructions.
It is essential that swept channel is adhered to and that
sweepers are not overrun until past East Dudgeon.
(C. in C. Nore 1233A/4 to WESTMINSTER, VANITY.)
- W.P.227 Cancel my 1157/4. *W.P.227* W.P.227 is sailing from
P.W.227 Dartmouth at 1400/4, direct to Portsmouth.
see p. 94 Escort CLEVELAND and 3 trawlers.
(2) When P.W.227 meets W.P.227 destroyer escorts
are to exchange convoys.
(C. in C. Plymouth 1313A/4 to ALBRIGHTON,
CLEVELAND.)
- T.A.24. F.O.I.C. Belfast 1617/3. *DELHI* DELHI will be required
A.T.25. to escort T.A.24 and A.T.25.
(D.O.D. (H.) 1334A/4 to C. in C. W.A.) *see over*

War Diary.4.10.1942.
Sunday.HOME COMMANDS.Shipping and Convoys..

- T.A.24. Convoy T.A.24 consisting of QUEEN MARY will leave
A.T.25. Clyde p.m./7 for New York or Boston to be
decided later. # 5. 10. 1
2. Admty. will promulgate route.
3. C. in C. W.A. is requested to arrange escort of DELHI and 6
destroyers to provide escort till dark on 8th.
4. Fighter protection codeword "Sleeve".
5. H.Q.F.C. is requested to provide maximum fighter protection.
6. F.O.I.C. Greenock is requested to sail ship as requisite to
R/V with DELHI off Oversay at 0800A/8.
7. If unable to arrive at E.T.A. as signalled QUEEN MARY is to
break W/T silence to inform authorities concerned.
8. Admty. 2259/30 para 3 (b) For CURAÇOA read DELHI.
(D.O.D. (H.) 1710A/4.)

Movement Special Movement Forecast ending 10/10.
Forecast. (D.T.D. 1359A/4.)

SANDHILL. My 1108/3. Sailed.
(N.O.I.C. Faroes 1405A/4 to A.C.O.S.)

D.C.I.33. All westbound shipping is to be routed from
seaward end of Q.Z.S. 174 (Dart Buoy) through
180° Start Point 4 miles and 050° 09' 00" N
004° 20' 00" W. Thence as in route A.
(2) This is reverse of eastbound route.
(3) D.C.I.33 is to be amended accordingly.
(C. in C. Plymouth 1544A/4.)

LADY OF My 1211A/3. Sailed at 2354/4.
MANN. (N.C.S.O. Clyde 2359/4.)

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.North Atlantic.

- P.552.** (1) Unless otherwise ordered leave patrol after dark tonight 4/10 and proceed Gibraltar routed as in F.O.C.N.A. 1206/29.
- (2) H.Q.C.C. is requested to institute total bombing restrictions in area G.27 from 1800A/4th to 2000A/5th.
- (3) Shift W/T watch to that given in A.F.O."S" 1/42 section IVA table 2 1 line 10 at 0430Z/5th.
- (F.O.(S) 1056A/4 to P.552 (R) C. in C.Plymouth, F.O.C.N.A.. H.Q.C.C., Admty).
- F.O.(S) 1056. Pass position 043° 01' 012° 28' at 2000A/4, thence on surface at your descretion through A at 1600A/5, B at 1900A/6, C. at 0700A/7, D at 1400A/7.
- Thence unescorted to Gibraltar to arrive 1800A/7th.
- (2) Report is unable to comply within 2 hours of these times.
- (3) Total bombing restrictions arranged accordingly.
- (F.O.C.N.A. 1440A/4 to P.552 (R) Admty etc).

PROTEUS. Intend sailing PROTEUS for U.K. p.m./5th crossing 043° N. in 013° 30' W. at 0430A/8. Shift wireless watch at that time, thence as ordered by F.O.(S).

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

- (A) 4 Mark (4)
- (B) 11 knots, surface, 135 miles a day, dive.
- (C) fitted.
- (D) (1) 3 (2) 8.

Wireless watch on North Atlantic Station S/1/42 section North Atlantic table 2 (1) line 10, on Home Station S.2/42 table 2 (3). (F.O.C.N.A. 1136A/4 to Admty (R) F.O.(S) etc).

CANADA. French hospital ship CANADA passed Gibraltar westbound 1035/4/10. (S.O.(I) Gib, 1251A/4 to Admty R.A.W.A.).

French S/Ms. 5 French S/Ms with escort of surface vessels will pass through Straits in daylight 6/10 East-bound. (F.O.C.N.A. 1806A/4 to 8th S.F.).

German M/V Ferrol. German steamer of some 10,000 tons arrived Ferrol night 3/10 with wounded on board. Will report developments (Corunna 2000/4 2315/4 to Admty (R) S.O.(I) Gib, B.N.A.Madrid).

CHARYBDIS. Position 37.08 09.26 E.T.A. 0845. Request D/G range 0930 and gate 1045. Special weather report. (CHARYBDIS 2000/4 to F.O.C.N.A.).

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.South Atlantic.

MILFORD
TASMANIA. 1. Locate SS. TASMANIA in estimated position 008° 26' S. 020° 30' W. at 0800Z/4th, proceeding to forward position 000° 04' S. 025° 45' W. Speed 9½ knots.

2. Escort to Freetown through 0087° 30' ? N. 016° 40' W. (R.A.W.A. 1011Z/4 to MILFORD).

Vichy Convoy. Following Vichy Ships sighted by Aircraft 1452/3/10. in 4° 16' N. 8° 09' W. course 053° speed 10 knots. AISNE, SAINTE BERGITA, VILLE D'ORAN, and other, possible SURVILLE escorted by Sloop A.75. 1652/3/10 in 16° 03' N. 17° 20' W. course 360° speed 8 - 10 knots. One 10,000 ton passenger ship, two ships 4,000 tons, one unspecified. Escorted one escort vessel and one S/M. Unidentified shipping, one tug-like vessel approx. 250 tons 2 funnels side by side amidships. Photograph taken. Vessel signalled U70. Sighted by aircraft in 2° 48' N. 6° 03' W. course and speed not given, at 0811/3/10.

(S.O.(I) Freetown 1200/4 to Admty (R) C. in C.S.A. S.O.(I) Gib)

BULKOIL defects. BULKOIL has 4 out of 6 burners defective and has no spares. Repairs not possible at Freetown. Ship can steam 14 - 15 knots.

2. Intend that after completing fuelling of ROYAL SOVEREIGN and escorts, BULKOIL shall remain in company until detached to proceed Bermuda. At Bermuda BULKOIL to examine serviceable burners before proceeding on independent voyage to destination.

3. Master asks that arrangements be made for despatch of replacement and spare burners to reach ship at Bermuda. (R.A.W.A. 1747Z/4 to Admty (R) M.W.T.R., Cdre Freetown).

Docking Facilities. Ref. 1426/3/10 R.N.O. Lagos addressed Admiralty. In view of loss of A.F.D. 25 it is of utmost importance that Docking facilities for Corvettes and Trawlers should be continuously available at Lagos until A.F.D. 24 is ready for use at Freetown. (R.A.W.A. 1805Z/4 to Admty, (R) C. in C.S.A. R.N.O. Lagos).

CARNARVON CASTLE. ASTURIAS, BRILLIANT. CARNARVON CASTLE and ASTURIAS with BRILLIANT R/V in 007. 30 N. 025° W, at 1600Z/5. CARNARVON CASTLE approaches R/V on course 116°.

(ii) After R/V CARNARVON CASTLE with BRILLIANT return Freetown through position X 006° N. 016° 30' W.

(iii) ASTURIAS then resume previous patrol ordered reaching position A by 1800Z/9. (R.A.W.A. 1831Z/4 to CARNARVON CASTLE. ASTURIAS (R) BRILLIANT, Admty, C. in C.S.A.).

CORINTHIAN SNOWDROP. After dispersal of southbound convoy CORINTHIAN and SNOWDROP arriving Ascension a.m./7/10.

M/Vs. 2. Request DEBRETT, KING EDWARD, LLANBERIS, from S.America and KELANTAN from Cape may be diverted to Ascension for escort to Freetown, expected sailing date. 11/10. (R.A.W.A. 1903Z/4 to Connav, C. in C.S.A. (R) N.O.I.C. Ascension, CORINTHIAN, SNOWDROP, KELANTAN. Comsolantfor, Admty).

/TRUANT...

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War Diary.

4.10.1942.
Sunday.

FOREIGN STATIONS.

South Atlantic - Contd.

TRUANT.

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Three hours late on your 2115C/2nd. Speed 8 knots.
(TRUANT 1943Z/4 to C. in C.S.A.).

GRIFFIN
DECOY.

Intend that GRIFFIN and DECOY shall call at
Ponta Delgada for fuel on about 20/10. Estimate
each ship will require 300 tons of oil. N.C.S.O
pass to British Consul.
(R.A.W.A. 1947Z/4 to N.C.S.O. Ponta Delgada (R)
F.O.C.N.A. Admty, N.A.Lisbon).

SIAM II.
(Sunk 30/9).

Danish ship SIAM II sunk by U-Boat, German 740 ton
class at 2150Z/30/9 in 3° 3' N. 15° 30' W.
All crew picked up 1/10.
(S.O.(I) Freetown 2026Z/4 to Admiralty, (R) C. in C
S.A.).

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.Mediterranean.

AYAMONTE Following received from Lands End Radio (begins)
sunk in Intercept 0224 G.M.T. 500 k/cs. De GYW.
Red Sea. (MNLQ) AYAMONTE sunk in position 22.13 N. 37.26
E.

(C. in C. Plymouth, 0324/4 to Admty.)
Following received from Niton Radio addressed Admiral.
Following intercepted at 0225 G.M.T. (as 0324/4).
(C. in C. Portsmouth, 0326/4 to Admty.)
W.D. Note - Apparently lost by collision, see P.S.T.O. Egypt
1004C/5.

Cositrep 2. Air. 3/10. American B.24s bombed shipping
No. 537. in Navarino, Greece. No hits claimed. Enemy
fighters intercepted. 4 Me.109s were shot down.
1 B.24 missing. 1 R/C Ju.88 damaged west of
Delta.
(C. in C. M.E., 1005 G.M.T. to W.O., etc.)

Salvage Request information as to name and date of
Ship. sailing of new salvage ship understood to be
allocated to this station.
(C. in C. Med., 1059C/4 to Admty.)

CLYDE. (1) If Marettimo Light sighted as in Capt. (S)
10th 1720/3rd, proceed position A through 037°
48' 011° 44' and 037° 42' 012° 14' to surface
between position C and D on 5/10, S.A.M.
(A) Nil. (B) 0530A/6. (C) U.L. (D) 1030A/6. (E) Grand
Harbour. (F) Will be signalled.
If unable to comply report as in my 1411/24/9 and repeat
operation 24 hours later.
(2) UTMOST will leave position B at dusk 4/10 thence to N.E.
but if delayed will make passage Q.B.B. 255 during daylight
5/10 at 80 feet.
(3) Several German E-Boats observed at Empedocle.
(V.A. Malta, 1012A/4 to CLYDE, (R) C. in C. Med., etc.)

TURBULENT. Patrol daylight 5/10 in position given in my
1640/3rd. If already compromised patrol N.E.
of this position.
(Capt. S.1, 1650C/4 to TURBULENT, (R) C. in C.
Med., Capt. (S) 10.)

PORPOISE Mines laid within 8 miles of 032° 11' 023° 45'.
Minelaying. Expect to arrive 034° 30' 018° 59' at 0600C/5.
Advance 160 miles per day.
(PORPOISE, 1857C/4 to Capt. S.10.)

Your 1857C/4th acknowledged.
Proceed through 034° 33' 014° 59', 035° 22' 014° 12' and 035°
32' 014° 12' to R/V with sweepers at end of searched channel,
surfacing at 1015A/7th. RORQUAL passes through 034° 58' 019°
59' about 2001A/6th and PARTHIAN through 034° 42' 020° 01' about
1845A following day, both from 035° 22' 014° 12'.
(Capt. S.10, 1945A/4 to PORPOISE, (R) Subs on Patrol, etc.)

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.Mediterranean - Contd.

Malta Air Report. I.21, 4/10, C.S.R.
3rd 0951 hours, 4 Spitfires up for raid which approached but turned back. 1110 and 1310 hours, Section Spitfires made R/C patrols of area North Malta. 1350 and 1505 hours, 3 sections of Spitfires up for raid which turned back before reaching Malta. 1600 hours, 2 Spitfires up on anti E-Boat patrol.
Night 3/4. No enemy activity.
4th 0730 hours, 20 or more Me.109s approached Malta at great height, partial R.D.F. interference, 16 Spitfires intercepted 5 miles N.E. of Island but enemy had height advantage. 1 Spitfire missing, another Spitfire crash landed, aircraft destroyed and pilot killed. 0840 hours, 5 Spitfires up but raiders turned back before reaching Malta.

(H.Q. R.A.F. Malta, 2016/4.)

Part 2 my I.21, 4/10.

Shipping at sea, M/V 7000 tons from Taranto escorted by 3 D/Rs photographed 1515 hours 140° 9' tower 5 miles, course south.
Night 3/4. 2 Wellington 8s with bombs, 2 torpedo Wellington 8s, attacked convoy 1928 hours 130° Maria di Leuca 35 miles course 140° 10 knots. 2 Wellingtons illuminated M/V with flares and dropped 4 1000-lb. bombs from 3500/4000 ft. which fell to starboard 1 Duplex torpedo depth setting 14 ft. dropped from 110 feet range 6/700 yards scoring hit on centre of M/V and causing red glow for 30 seconds. Owing to effective smoke screen and poor visibility 1 torpedo not released. 1 Wellington damaged by flak crash landed on return, 1 of crew slightly injured.
4th, photo R/C 0655 hours showed M/V and 3 D/Rs had turned into Corfu.

(H.Q. R.A.F. Malta, 2034/4.)

Personnel for Middle East. After sailing W.S.22 and NIEUW AMSTERDAM there will be approx. 15,200 personnel awaiting on-carriage South Africa to Middle East. By end November with labour companies and transhipments W.S.23, numbers increase to about 20,000.

2. Military state these personnel most urgently required and delay in arrival will have serious effect on ability to maintain fighting formations at operational strength in the event of offensive operations over long period.

3. Request in addition to ILE DE FRANCE sufficient vessels on completion Madagascar, Monaco, be allocated to Middle East and dates of availability advised.

4. If vessels in para. 3 not available or delayed request other shipping may be allocated.

(P.S.T.O. Egypt, 2035C/4 to Admty. for D.S.T.)

TRAVELLER. Estimated at 2100/5 TRAVELLER will be in 034° 14' 030° 00' routed through 034° 34' 024° 27' thence operate in Area K.
(Capt. S.1, 2254C/4 to S/Ms on Patrol.)

Greek Shipping. Your 0025/3rd.
(1) See my 1141/9/9. (2) Not at present.
(C. in C. Med., 2349C/4 to Admty.)

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.East Indies.

Landing Craft. Your 2210/3 (see South Atlantic) 8 L.C.As and 4 L.C.Ps cannot be lifted without diverting shipping. Presume one L.C.M. is one in CHARMTON HALL sent Durban. (D.S.T.O. Kilindini 0658Z/4 to D.S.T. (R) C. in C. E.F. etc.)

Movements. 0700Z/4 sailed MANXMAN and EMPIRE PRIDE, E.T.A. Kilindini 1000Z/6. (N.O.I.C. Diego Suarez 0701Z/4 to Admty. etc.)

Flying Boats. 222 Group's procedure request T.O.O. 2115Z/2. Herewith repetition our T.O.O. 1514Z/1 (N.T. in W.R.) (Begins) A.H.Q. Iraq, (R) 222 Group, C. in C. E.F. S.N.O. P.G. 225 Group, Admty. from H.Q. R.A.F. Middle East. A. 285 1/10. Reference C. in C. E.F. T.O.O. 1535Z/29 (S/M campaign in Gulf of Oman) These Flying boats will be under your operational control (presumably by 215 Group) and operate to meet requirements of S.N.O. P.G. Presume A.O.C. 222 Group will issue general directions to A.O.C. Iraq. (H.Q. R.A.F. M.E. 0745/4 to A.H.Q. Iraq, 222 Group. (R) C. in C. E.F. S.N.O. P.G. 225 Group. Admty.)

MIKOYAN (attacked 3/10.) 221 Group report SS. MIKOYAN (Russia) attacked by enemy S/M at 1630 I.S.T./3 20 miles off Gopalpur. Crew landed safely, 38 Russians 61 Indians. (N.O.I.C. Calcutta 0842Z/4 to N.O.I.C. Ceylon. C. in C. E.F. F.O.C.R.I.N. (R) N.O.I.C. Vizagapatam.) MIKOYAN attacked by enemy S/M 20 miles off Gopalpur at 1230Z/3. (C. in C. E.F. 1817Z/4 to S & A E.I. Stn.)

MANCHESTER CITY minelaying. Minefield laid and satisfactory. Expect to return Kilindini about 10/10. (MANCHESTER CITY 1030C/4 to D.C. in C. E.F. (R) Admty. D.T.M.)

***TRUANT (attack on convoy 1/4)** *As per p. 101.* Your 1841/1. Attack by TRUANT 1/4. First target 2 leading ships of convoy of 3 unescorted. Estimated sizes 7000 and 5000 to 6000 tons. Enemy's course and speed 145° 7 knots. Track angle 105° range 2700 yards time of firing 2013 F. Intention was to fire 3 torpedoes at each ship but due to error in drill 6 torpedoes fired at first ship. Result 1 hit aft ship started to sink. Other 2 ships remained in vicinity steering erratic courses, later 1 proceeded alongside or close to damaged ship. At 2113 TRUANT fired 2 torpedoes on 90 track range 5400 at this ship, result 1 hit. Second target sank 2120 and first target at 2124. Both attacks carried out dived. Copy of patrol report now has been forwarded. (S.O. S/Ms Colombo 1115Z/4 to F.O.S.)

War Diary.

4.10.1942.
Sunday.

FOREIGN STATIONS.

East Indies - Contd.

A.F. message. Ref. A.M. A.F. position ?021° 06' N 066° 04' E.
(Adm. Mombasa 1415Z/4 to BAM 7A.)

Shipping Routes. Your 0911Z/1. The term Stragglers Route has been universally substituted for Standard Route.
2. The instructions regarding the Standard Route now apply to Stragglers Route amended where applicable by A.M. 1352A/14/9.

3. The practice of issuing reference positions may be continued in cases where you consider lettered positions on the Stragglers Route are inadequate for use as such. Reference positions if used should be given double letters and not names.

(D.T.D. 1606A/4 to C. in C. E.F.)

For N.C.S.Os. 1. The following are to be repeated to Connav, Washington. A. All Vesca signals. B. Route signals relating to ships proceeding into U. States strategic areas.

2. N.C.S.O. inform R.Os. for whom responsible.

(C. in C. E.F. 1821Z/4 to N.O.I.Cs E.I. Stn. (R) Admty.)

War Diary.

4.10.1942.
Sunday.

FOREIGN STATIONS.

America and West Indies.

U/B
Positions.

Following is C.E.S.F's 031836 S/M estimate
0800Q/4.
(Commaveu 0844/4 to Admty.)

NYASSA,
U/B 24/9.

Portuguese NYASSA was stopped by German S/M
2200 G.M.T/24/9 in 28° 55' N. 19° 22' W.
2 of ships officers were called aboard S/M for
interrogation and examination of ship's papers.
Although Germans stated cargo contraband, ship was allowed to
proceed as all passengers Spanish. S/M described resembles
700 ton type. Further report by air mail.
(S.B.N.O. Trinidad 1042Q/4 to D.N.I.)

A.T.23.
U/B.

Indefinite D/F bearings at 0901Z/4 indicate
U-Boat in position between 50° 00' N. and 51°
30' N. 22° W. and 25° W.
(D.D.I.C. 1110A/4 to Escorts of A.T.23, (R)
H.Q.C.C. C. in C. W.A.)

ATHELBRAE
sunk.

SS ATHELBRAE mined and sunk in 010° 02'.8 N.
061° 51' .3 W. at 1132Z/4. Mine remaining
from position of defence field swept by U.S.
Authorities and declared clear in N.O.B.
Trinidad's 2010/25, not to Admiralty. Necessary
restriction being promulgated.
(N.O.I.C. Trinidad 1122Q/4 to S.B.N.O.W.A.
Admty. etc.)

ALCOA
TRANSPORT.

My 2204/3. 31 survivors ALCOA TRANSPORT
picked up by U.S. patrol craft.
(S.O.I.) Jamaica 1136R/4 to Admty. etc.)

Dispositions.

sup p 90

A.M. 1157/25/9 (1151/25/9 intended).
Area Clyde Delete CUMBERLAND, LONDON.
Area Scapa Add CUMBERLAND, LONDON. Amend
Destroyers to read 5.
A.M. 1236/28/9 Area Clyde Delete 4 Destroyers.
(D.O.D.(H) 1148A/4 to C. in C. U.S. Fleet.)

Movements
Summary.

1800 G.M.T./4.

Ship	Position.	Course.	Speed.
NEWCASTLE	16½ N. 43½ W.	325	18
ASTURIAS)			
BRILLIANT)	08 N. 26 W.	Patrol	Blank
CARNARVON CASTLE.	07 N. 26 W.	Patrol	Blank

(D.O.D.(F) 1218Z/4 to Opanv (R) Commaveu.)

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.America and West Indies - contd.

ST. FRANCIS. F.O.N.F. 1210Z/3rd. Regret my 1326/29 delayed in transmission. Request you advise if you still desire ST.FRANCIS to rejoin task unit 24.1.11 escorting O.N.S.144. Have undertaken installation of type 271. Anticipate completion about 10/10 dependent on essential work required by incoming units. Installation of H.F. D/F dependent upon receipt of equipment. (C.T.G. 24.7. 1330Z/4 to F.O.N.F. (R) C. in C. W.A., C.T.F.24, Cdre. Londonderry, ST. FRANCIS, N.O.B. Londonderry, Admty.)

U/B. Schooner Captain sighted S/M 049° 30' N. 043° 12' W. 0830Z/3rd, heading N.E. (C.O.A.C. 1339Z/4 to G.B.7A., C.T.G. 24.)

CHATEAU THIERRY. H.X.210. When relieved by ocean escort utilize at least 2 destroyers of your unit to escort U.S.A.T. CHATEAU THIERRY to St. Johns N.F. This vessel is troop loaded. *See next page* (C.T.24 1349Z/4 to C.T.U. 24.18.8. (R) F.O.N.F., C.T.U. 24.1.3, Cominch, C. and R., C.O.A.C.)

WANDERER. Your 1750/30 (S.M.S.D. Gear being fitted in WANDERER) Admty. 1828/3. Request WANDERER be sailed for Halifax via New York as additional escort of H.X. or S.C. convoy and E.T.A. New York be signalled when known. (C.O.A.C. 1414Z/4 to B.A.M.R. (R) N.S.H.Q. etc.)

Escort Groups. B.A.D.'s 1935Z/3. From a study of the signals it appears that Navy Dept. received same information as Admty. 2. Although orders initiating movements of the group were passed to all authorities it is agreed that S.O. of the group did not keep them sufficiently informed as to whether he had been able for various reasons to carry them out. This will be rectified. (C. in C. W.A. 1516A/4 to Admty.)

DUC D'AUMALE. Extract from a Fairmiss Telegram:- Vichy French ship DUC D'AUMALE. (Ciudad Trujillo 1530/4 to Admty.)

H.X.209 U/Bs. Estimated 2 U-boats shadowing H.X.209 with possibly 3 more U-boats within 100 miles to intercept same convoy. (Cominch 1531/4 to HIGHLANDER, (R) C.T.24. C.T.G. 26.6, C. in C. W.A. Admty.)

A.M. 1215A (N.T.in W.D.) Further D/F bearings including transmission at 1931Z/20 indicate at least one U-boat still in vicinity H.X.209. (D.D.I.C. 2125A/4 to Escorts H.X. 209.)

/Argentia ...

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.America and West Indies - contd.

Argentia. A Harbour entrance control post has been established at Argentia Newfoundland. Vessels approaching should keep a sharp lookout for visual signals from temporary elevated station on the shore.
(Washington 1545/4 to all U.S. Naval Vessels.)

U/B. S/M 12.55 68.25 at 1518Z.
(Washington Radio 1550/4 to all U.S. Naval ships)

U/B Positions. 4/10, S/M estimate and U.S. S/M notice.
(Cominch 1618/4, 1619/4, 1935/4.)

CHATEAU THIERRY, escort.
See previous page.
My 1349Z/4th. As escort for CHATEAU THIERRY from St. Johns N.F. to Argentia it is my plan to assign HURRICANE and WATCHMAN from Task Unit No.24.1.15 upon their relief of ocean escort duty with O.N.S.134. Please advise requisite army authorities CHATEAU THIERRY must be ready to depart accordingly.
(C.T.24 1647/4 to C.C.N.F. (R) C.T.U. 24.1.15, C. in C. U.S. Fleet, C. and R.)

"S" Report. Received at 1640 G.M.T. SSSS 41 miles SAMBRO bearing 297° KGJA sighted sub.
(Halifax 1705Z/4 to A.I.G. 302.)

U/B. R.A.F.F.C.* aircraft sighted submarine crash diving 052° 35' N. 042° 11' W. at 0917/4th steering easterly.
(C.O.A.C. 1705Z/4 to A.I.G. 302 C.T.F. 24 etc.)
* Royal Air Force Ferry Command.

ANEROID. Torpedoed 0845 G.M.T./2 008° 24' N. 059° 12' W. Master states all books thrown overboard in weighted bags, depth of water 17 fathoms.
(B.R.O. Georgetown 1752/4 to Admty.)

Secrecy of Messages. Your 1657/29/9, amendments will be made. Reply to your 2327/23/9 was sent as reference sheet by air by hand of Cdr. Porter.
(D.M.S. 1841A/4 to B.A.D.)

CAMDEN torpedoed. C.O.P.C. reports as follows U.S. Tanker CAMDEN attacked and torpedoed at 1400/4 position 43.43 N. 124.54 W. U.S. Freighter SILETZ position 43.24 N. 125.00 W. reports tanker is torpedoed and afire 5 miles north of her position.
(N.S.H.Q. 1850Z/4 to Admty.)
W.D.Note.- Position is near Cape Blanco, Oregon, U.S.A., Pacific Coast.

/ACHILLES ...

War Diary.

4.10.1942.
Sunday.

FOREIGN STATIONS.

America and West Indies - contd.

→ ACHILLES (torpedoed 1/10.) Connav Serial 4. Unidentified ship serial 3 was ACHILLES, Dutch, not ORINOCO, corrected position 09.06 N. 59.48 W. Delete reference Comgulf. Ship was torpedoed. (Connav 1910/4 to Commaveu.)

QUEEN MARY. My 0150/3. Temporary repairs to QUEEN MARY are expected to be completed by 7/10 and these will, it is hoped, enable ship to steam at 26 knots.

2. Permanent repairs are considered impracticable to effect in U.K. as Southampton is the only port with a large enough dry dock.
3. M.W.T. in conjunction with owners are endeavouring to arrange with U.S. Authorities for ship to be permanently repaired at New York or failing that at Boston.
4. Intended to sail QUEEN MARY on 7/10 from Clyde unescorted and carrying about 7,000 personnel direct to one of the above ports. ~~See A.48.~~
5. Request you inform U.S. Naval Authorities. (D.O.D.(H) Approved A.C.N.S.(H) 1928A/4 to B.A.D.)

Sub.Attack & Sighting Summary.

A. → ACHILLES 2 torpedoes sunk 09.06 N. 59.48 W. 2100Z/1. Position ALCOA TRANSPORT later information 09.03 N. 60.10 W. 0635Z/2. Planes attack subs on surface one 57.35 N. 22.51 W. 1115Z/10/8, 1 57.38 N. 26.04 W. 2105Z/1/9

course 15°, 1 58.30 N. 26.30 W. 1500Z/1/9 course 345°, 1 09.52 N. 58.13 W. 2030/3/10 course 150°.

B. COMRADE, 2 shells. NORFOLK, 2 torpedo hits. Plane sights periscope 58.20 N. 27.12 W. 1620Z/1 and 58.10 N. 26.35 W. 1820Z/1/9. R.A.F.F.C. plane sights sub on surface 52.35 N. 42.11 W. 0917Z/4/10 course E.

C. U.S.S. BELKNAP attacks sound contacts area 26.40 N. 90.20 W. 1520 and 2030Z/10/8. Sub sighted 20.50 S. 40.44 W. 5/9. U.S.S. BIBB attacks sound contact 58.09 N. 28.25 W. 1130Z/1/9. C.G.C. 606, 607, 608 attack echo and propeller sound contacts 40.31 N. 73.04 W. 1145Z/16/9. Schooner sights sub. on surface 49.30 N. 54.12 W. 0830Z/3/10. SS THOMAS PINCKNET sights sub. 44.02 N. 62.36 W. about 1650Z/4. Sub sighted 12.55 N. 68.25 W. 1518Z/4.

D. U.S. BELKNAP attacks sound contact 09.55 N. 57.20 W. 2352Z/5/9. U.S.S. PLUNKETT attacks sound contact 37.05 N. 74.50 W. 2103Z/22. (C. in C. U.S. Fleet 2020/4.)

ROBERT COLLEY ? torpedoed H.X.209.

At 1854Z/4 in 059° 06' 026° 18' (b) SS ROBERT COLLEY, number 81 broke in half. Possibly torpedoed but no explosion heard or flashes seen. Sea 8, wind west (?10) Both halves afloat, BORAGE, PENNYWORT standing by to take off survivors when sea moderates. H.X.209

P.C. and S. 059° 06' (?027° 22' 090° 9, weather 37 68 92 79, gale 10. (C.T.U. 24.1.18 2203Z/4 to Connav (R) C.T.F. 24 etc.)

War Diary.4.10.1942.
Sunday.FOREIGN STATIONS.Australia and New Zealand.

- Situation. Digest Serial No. 255, 3/10.
Air R/C Buin Faisi Area 3/10 reported (A) Approx. 20 vessels, 7 flying boats there including 1 seaplane tender, 1 large unidentified vessel (described as Whale Factory type 18,000 tons with decks loaded) off Faisi 0350Z on course 120°.
(B) 4 vessels probably 2 Destroyers, 2 merchant vessels proceeding E.S.E. from Faisi area last sighted 07° 31' S. 56° E. 0325Z.
(C) 1 submarine 06° 30' S. 154° 37' E. course S.E. 0430Z.
2. Aircraft reported Cruiser and Seaplane Tender vicinity Buka Passage 3/10, other reports indicate first vessel probably Destroyer. 4 Zeros unsuccessfully attacked our R/C aircraft. 66 Aircraft mostly ex N.W. flew south from Buka Passage 3/10. 24 Fighter bombers landed Buka on return making total of 56 aircraft there including 20 Zeros, 30 Fighter bombers, 6 Twin-engined Bombers.
 3. Photographs Rabaul area morning 3/10 show 2 light Cruisers, 4 Destroyers, 2 Minelayers, 2 Seaplane Tenders, 1 Submarine Depot Ship, 1 'RO' class submarine, 2 possible submarines, 7 merchant vessels 6/10,000 tons, 10 1/4,000 tons, 4 unidentified vessels, 30 small boats, 5 flying boats in harbour also 4 medium bombers, 10 fighters Lakunaim. Air R/C also reported 2 destroyers, 1 transport 13 miles N.W. Rabaul course 300°, 2 Destroyers, 1 cargo vessel southern end St. George Channel course 180°.
 4. 1 Cruiser, 2 Transports at anchor in Ajeffen Strait 2314Z/2.
 5. Allied raid Mubo 1/10 inflicted 25 casualties.
 6. Air R/C night 2/3 reported no activity Woodlark Is.
 7. Enemy air R/C reported Trobriands area yesterday 3/10.
 8. Photographs Buna Aerodrome 2/10 show no change, runways still unserviceable.
 9. Allied air operations 3/10. 10 Beauforts made torpedo attack shipping Buin Faisi area with results unobserved due weather. Possible hits 3 light Cruisers, 2 cargo vessels. 1 aircraft missing. 8 Aircobras strafed huts Buna Kokođa Road. 3 Bostons bombed and strafed huts Efogi area, 1 small fire observed. 2 B.25s scored 3 500 lb. bomb hits on Wairopi Bridge. Partially repaired bridge again demolished but second bridge observed in area. B.A.D. Washington pass to Opanav. (G.H.Q. S.W.P.A. 0704Z/4 to Admty. etc.)

U-BOAT CAMPAIGN.Submarines Reported.

Indefinite positions of U-Boats at 1200Z/4.
(D.D.I.C. 1438A/4, 1448A/4.)

War Diary.

5.10.1942.
Monday.

SITUATION REPORT.

Home Commands.

MALAYA arrived at the Clyde today from Gibraltar: the ship will be taken in hand for refit at Rosyth on 15/10.

Our coast artillery engaged a convoy off Boulogne this evening; no definite results are reported. Hurricane bombers were unable to attack on account of unsuitable weather. The enemy batteries opened fire in reply and caused some naval damage and casualties at Dover. Five M.G.Bs laid R mines off Gravelines at 2047 and report several explosions between 2055 and 2115 when the enemy convoy reached the position of the mine lay. At about midnight coastal forces sent out from Felixstowe to intercept the convoy came in contact with enemy coastal forces near 51° 23' N. 3° 0' E. and confused actions resulted, from which M.T.B.29 failed to return to harbour whilst M.G.B.76 was destroyed, and M.G.B.75 and M.T.B.30 were damaged, the latter in collision. One enemy E-boat was blown up. *See 6/10. - p/p 1489149*

Commencing with E.N.46 and W.N.47 the terminal of E.N. and W.N. convoys will be Oban instead of Loch Ewe.

Official permission has now been granted for a British Naval Hospital to be established at Vaenga.

Operation
S.N.3 (E).

This minelaying operation was postponed on account of the weather, after the forces had sailed, early this morning and the ships returned to Port Z.A. this evening.

Several attacks by Coastal Command aircraft were made today on U-boats about 200 to 300 miles N.W. of Rockall; a U-boat was also attacked about 140 miles N.W. of the Faeroes, and another about 90 miles north of Cape Ortegale.

War Diary.

5.10.1942.
Monday.

SITUATION REPORT.

South Atlantic.

R.A. West Africa reported on 10/10 that PETUNIA reported that at about 2230/5 she sighted the tracks of 5 torpedoes fired at her in 2° 21' N. 14° 30' W. One of the torpedoes passed under the ship and one close astern. Asdic and R.D.F. were inoperative.

Mediterranean.

The S/M PARTHIAN, on passage from Gibraltar to Beirut has arrived at Malta with a small quantity of stores.

It is reported that 117 aircraft bombed Tuapse today.

East Indies.

Submarine activity in the Gulf of Aden is now quiescent, and as there is accumulating evidence of the commencement of submarine activity in the Persian Gulf the Catalinas now operating in the Gulf of Aden are to be transferred to the Persian Gulf to operate under the direction of S.N.O.P.G. The transfer of 3 Catalinas was ordered on 7/10.

SS POINT CLEAR, which arrived safely at Ceylon on 2/10, after being twice attacked by U-boats, reported being attacked again at 1709 F.G. today in 7° 12' N. 82° 5' E. (off S.E. Ceylon).

SS LOUISE MOLLER reports that she has picked up some survivors of U.S. LOSMAR which was torpedoed on 24/9 in 7° 40' N. 74° 15' E. Search is being made for the remaining survivors.

War Diary.

5.10.1942
Monday.

SITUATION REPORT.

America and West Indies.

Instructions for scuttling U.S. merchant ships, similar to those issued by the Admiralty on 21/9, have been issued to all Sea Frontier Commands.

SS VINGAREN reported being attacked by a submarine at 0457 G.M.T. today in 8° 37' N. 59° 51' W.

SS QUEEN ELIZABETH sailed from New York today for the U.K. with troops.

SS WILLIAM A MCKENNEY was reported to have been torpedoed, shelled and sunk at 0410Z today in 8° 35' N. 59° 20' W. (about 130 miles S.E. of Trinidad.)

War Diary.5.10.1942.
Monday.HOME COMMANDS.Policy.

- C.S.10. Rear-Admiral C.H.J. Harcourt has today assumed duties as Flag Officer Commanding 10th C.S. (R.A. 10th C.S., 0901A/5.)
- 10th M/S.F. As from 0900/8 the following ships will form the 10th Minesweeping Flotilla in the W.A. Command. EXE (S.O.), ROTHER, SPEY, TAY. (D.M.S., 1232A/5 to C. in C. W.A.)
- MALAYA. *See next page* Your 2025/4. MALAYA has not been refitted for a year and can be taken in hand at Rosyth on 15/10. Request your views. (D.O.D.(H.), 1718A/5 to C. in C. H.F.)

Movements.

- STORK, DEPTFORD, MOLDE. E.T.A. Gladstone Dock 1000A. (STORK, 0714A/5 to N.O.I.C. Liverpool.) Arrival STORK, DEPTFORD, MOLDE. (F.O.I.C. Liverpool, 1118A/5.)
- FURIOUS. Sailed FURIOUS. (N.O.I.C. Lamalash, 0915A/5.)
- TITANIA. My 1627A/3. In view of present weather at Port ZD sailing delayed. (TITANIA, 1001A/5.)
My 1627A/3 as amended my 1001A/5. Intend proceeding 1030A/6. (TITANIA, 2359A/5.)
- U.S. Tanks. My 1602/29. Request you will sail 2nd Flight so as to be off Rock Light Mersey at 1300A/6. Owing to tide landing cannot commence before that time. BIRDLIP pass to S.O. 9th L.C.T. (N.O.I.C. Liverpool, 1001A/5 to N.O.I.C. Belfast.)
- FRANKLIN. Departure FRANKLIN escorted by EVERTON at 0840 to resume work in vicinity of Dudgeon Shoal returning to anchorage at Humber L/F for night. Programme to continue daily until further notice. My 0039/5 refers. Codeword "Stumer". (F.O. Humber, 1006A/5.)
- PROTEUS. *See p. 115* F.O.C.N.A. 1136/4. After passing through 043° 01' N. 013° 30' W. at 0430/8 proceed through 047° 30' 013° 30', 049° 10' 011° 59' to R/V in 180° Lizard Head 10 miles for onward escort to Plymouth as ordered by C. in C. Plymouth who is requested to arrange lights. Bombing restrictions follow. (F.O.S., 1016A/5 to PROTEUS.)

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Monday.HOME COMMANDS.Movements - Contd.

- A.F.D. 19. Departure ATHERSTONE, KITTIWAKE.
(F.O.I.C. Harwich, 1043A/5.) My 1454/2
Towing postponed 24 hours owing to operational requirements.
(C. in C. Nore, 1748A/5.)
- ONSLAUGHT,
IMPULSIVE. My 1709A/4. Sailed. E.T.A. 2200/6.
(R.A.D., 1126A/5 to A.C.I.C.)
Endeavour to arrive by 2000Z/6.
(V.A.2, 1900A/5 to ONSLAUGHT.)
- P.47. My 1600/29 and S.3's 1507/3.
Intend to sail P.47 escorted by JAN VAN GELDER for Clyde northabout at 0915A/7. Speed 7½ knots.
E.T.A. Cumbraes 0415A/8.
(N.O.I.C. Barrow, 1246/5.)
- P.615,
H. 34. (1) Intend sailing P.615 escorted by WHITE BEAR at 1400A/8 from Holy Loch via searched channels for Port ZD. E.T.A. 1500A/9.
(2) Thence after discharging oil fuel WHITE BEAR and P.615 to Scapa.
(3) On arrival Scapa P.615 to relieve H.34 of anti-sub. training duty. WHITE BEAR escorting H.34 to Rothesay as ordered by A.C.O.S.
(Capt. S.3, 1423A/5 and 2203A/7.)
- AJAX. When ready for sea request you will sail AJAX for Scapa to work up.
(D.O.D.(H), 1611A/5 to C. in C. Nore.)
- MALAYA. Clyde arrival MALAYA, PENN, PANTHER, LOOKOUT.
In Messia page (N.O.I.C. Greenock, 1846A/5.)
Your 2025/4. Concur.
(C. in C. Rosyth, 1855A/5 to C. in C. H.F.)
- 9th M/S
Flotilla. Intend to sail 9th M.S.F. (S.O. M/S 9 in SIDMOUTH) at 1000/6 for Newhaven. Routed inshore route 'A'. Speed 12 knots, E.T.A. 1400/6. Codeword "Match".
Cancel my 1900A/2.
(C. in C. Portsmouth, 2231A/5.)
- MALCOLM,
ACHATES. E.T.A. MALCOLM and ACHATES Seidisfjord Boom at 0800A/6.
(MALCOLM, 2300A/5 to A.C.I.C.)

5.10.1942.
Monday.

War Diary.

HOME COMMANDS.

Operations.

Patrols. Intend M.Ls 246 and 303 to patrol latitude 50° 20' N. between 1° 35' W. and 2° 10' W. tonight. Leaving Weymouth at 1930 and patrol line at dawn to return to base. Codeword "Cadger 2".

5. Request air protection.
(F.O.I.C. Portland, 1220A/5 to C. in C. Portsmouth.)
5/6th. M.T.Bs 49, 56, 50, (753) patrolling 050° 15' N.
000° 20' W.

(C. in C. Portsmouth, 1255A/5.)

→ Sailing available M.Ls at 1900 today to take up patrol 065° and 245° either side A position 120° Dartmouth 30 miles. M.Ls are to leave patrol at daylight/6th and return to Dartmouth.

2. Object. To intercept E-Boats.
3. 3 M.T.Bs will leave Dartmouth at 2000/5 for South returning so as to be within 20 miles of Start Point by daylight/6th.
4. Codeword "Obstacle".

(C. in C. Plymouth, 1449A/5 to LEGION.) Night 5/6.

1. 4 M.T.Bs patrolling 20 miles S.E. of E.A.5 Buoy.
2. 2 Trawlers patrolling near E.A.5 Buoy.
3. 2 M.Ls patrolling S. of Anvil Point.
4. Coastal craft exercising between Portland and St. Albans from 1900/5 - 2115/5.

(C. in C. Portsmouth, 1550A/5.)

Available M.T.Bs are to sail 2000 today. They are to proceed to 270° Les Hanois 10 miles and thence patrol between Jersey and Roche Douvres. Whilst on patrol engines are to be stopped when circumstances permit. On passage engines are not to be strained. M.T.Bs are not to proceed westward Sept Iles.

(2) If one boat breaks down all are to return.
(3) M.T.Bs are to be within 20 miles of Start Point by daylight 6th.

(4) Object to attack any suitable target in area with torpedo.
3 M.Ls will be on patrol in the vicinity of 120° Dartmouth 30 miles.

(6) Codeword "Sapper".

→ (C. in C. Plymouth, 1601A/5 to N.O.I.C. Dartmouth.)

3 M/Ls on patrol 30 miles south east Dartmouth.

3 M/T Boats sailing Dartmouth 2000 S.S.E. bound.

(C. in C. Plymouth, 1615A/5.)

→ Intend to sail M.Ls 491 (S.O.), 153, 195 at 1900 today in accordance with your 1449/5.

2. → Intend to sail M.T.Bs 229 (S.O.), 235, 240 at 2000 today in accordance with your 1601/5.

(N.O.I.C. Dartmouth, 1625/5 to C. in C. Plymouth.)

7-11-42 Departure M.G.Bs 76 (S.O.), 75. M.T.Bs 30 (S.O.), 29, 241, 70, 69. *See p. 111 76/10 p. 146-4-*

(F.O.I.C. Harwich, 2009A/5.)

Biscay Intend to sail URSULA, UNIQUE, GRAPH, and SEALION
S/M Patrol. escorted by LA CAPRICIEUSE at 1730A/8 from Holy Loch to (X) 270° Wolf Rock 3 miles. E.T.A. 1930A/10.

From (X) submarines southward for patrol.
F.O.I.C. Greenock is requested to arrange fighter co-operation.
S.O.A. 9 knots.
(Capt. S.3, 1451A/5.)

/F.O.(S) ...

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Monday.War Diary.HOME COMMANDS.Operations.--conts:--

Biscay F.O.(S) 1406/3 and my 1451/5.
S/M Patrol. URSULA, UNIQUE, GRAPH, and SEALION pass Wolf Rock
(Contd.) at 1930/10 and thence diving by day to patrol
zones routed as follows.
2. Following requirements are established. All
positions North and West: (A) 048° 00' 006° 59'. (B) 048° 0'
006° 30'. (C) 047° 32' 007° 00'. (D) 047° 28' 006° 31'.
(E) 045° 35' 003° 42'. (F) 045° 12' 003° 45'. (G) 045° 05'
003° 31'. (H) 045° 10' 003° 09'.
3. GRAPH passes through (A) at 0530/11 thence through (C) and (F)
to enter zone K.505 at N.E. corner, E.T.A. 1930/13.
4. SEALION through (B) at 1030/11, thence through (D) and (H) to
67 zone K.506 in latitude 044° N. E.T.A. 0100/14.
5. URSULA through (A) at 1630/11, thence through (C) and (F) to
enter zone K.501 at N.E. corner, E.T.A. 0630/14.
6. UNIQUE through (B) at 2230/11, thence through (D), (E) and (G)
to enter zone K.502 in latitude 044° 30' N. E.T.A. 0530/14.
7. Communications as in my 1451/5.
(Capt. S.3, 1547A/5.)

Interception Weather permitting 8th M.G.B. and 4th M.T.B.
of M/V. Flotillas are to proceed to vicinity 51° 23' N.
3° 00' E. One 6,000 ton M/V with escort off
Gris Nez 1900 may proceed eastwards. Dover
forces of M.T.Bs and M.G.Bs vicinity Nieuport
Bank. Patrols to be avoided.
(C. in C. Nore, 1916A/5 to BEEHIVE.)

Allied Air Activity.

Bombing My 1016/5. Request submerged bombing restrictions
restrictions. 25 miles either side of line joining (A) 043°
01' N. 013° 30' W. and (B) 045° 30' N. 013° 03'
W. from 0200/8 to 1000/9.
(B) and (C) 047° 30' N. 013° 30' W. from (700)01/9 to 0800/10.
(C) and (D) 049° 10' N. 011° 59' W. from 0300/10 to 0600/11.
(D) and (C) 049° 28' N. 009° 01' W. from 0100/11 to 0400/12.
(E) and R/V from 2200/11 to 0800/13.
(F.O.S., 1018A/5 and 1631A/5 to H.Q.C.C. (R) PROTEUS.)
Request surface bombing restrictions in following positions
from 2000/5 till daylight/6th.
1. An area 10 miles radius from 120° Dartmouth 30 miles.
2. 15 miles each side of a line Dartmouth 270° Les Hanois 10
miles and 218° La Corbiere, Jersey 12 miles.
(C. in C. Plymouth, 1637A/5 to H.Q.C.C.)

Convoys My 0806/4. Archangel reports as follows begins:
P.Q.18 and During periods 16th to 20th September 21 R/C and
Q.P.14. 155 fighter sorties. Two attacks definitely
Russian Air driven off and 2 Ju.88 shot down.
operations. (S.B.N.O. North Russia, 1356A/5 to C. in C. H.F.)

War Diary.5.10.1942.
Monday.HOME COMMANDS.Enemy Air Activity.

Iceland. One F.W. over Vattarnes 064° 56' N. 013° 14' W. at 1010A/5 and Skalanes 065° 19' N. 013° 39' W. at 1026A. Course N.E. Cloud 10 10th, 1500 feet, visibility 2 to 4 miles.
(A.C.I.C., 1155A/5.)
One four-engine aircraft reported bearing N.E. from Skalar 066° 20' N. 014° 43' W. at 1050A/5, course West.
(A.C.I.C., 1346A/5.)
One 2-engine enemy A/C flew over Hvalfjord and Reykjavik from North at 1300A/4, height 15,000 feet, and proceeded S.E. to vicinity Eyrarbakki 63° 52' N. 21° 09' W. and thence keeping 5 miles inshore to Vik 63° 24' N. 19° 02' W. and disappeared out to sea course E.
May have sighted A.F.D. 17 which was West of Grottaí at 1300. Cloud 4-10th, 2000 feet, visibility 12 miles.
(A.C.I.C., 1940A/5 to Admty., (R) C. in C. H.F.)

PRINCESS BEATRIX attacked on 1/10. Dutch trawler PRINCESS BEATRIX arrive Fleetwood today reports M/G attack by enemy A/C at 1530A/1, 25 miles W. by N. Black Rock County Donegal. No casualties. Damage negligible.
(F.O.I.C. Liverpool, 1540A/5.)

Mining.

S.N. 3E. R.A.(M) sailed in SOUTHERN PRINCE with AGAMEMNON, ADVENTURE, PORT QUEBEC, MENESTHEUS, BRIGHTON, CHARLESTOWN, LANCASTER, WELLS.
(TRELAWNEY, 0416A/5.)
My 0920A/30.
S.N. 3E postponed due to weather. Returning to harbour. Intend to carry out same programme 72 hours late.
(R.A.M., 1052A/5.)
R.A.(M) arrived in SOUTHERN PRINCE with ADVENTURE, AGAMEMNON, MENESTHEUS, PORT QUEBEC, BRIGHTON, CHARLESTOWN, LANCASTER, WELLS in company.
(TRELAWNEY, 1724A/5.)

Operation N.L. 62. (A) 051° 05' 21" N. 002° 18' 18" E. extending 111° for 14 cables.
(B) M.Ls 104, 101, 213, 125.
(C) 2148/4.
(V.A. Dover, 1024A/5.)

Operation E.Y. Your 1920/2. General requirements are to carry out a searching sweep of as large a (? proportion) of area as is possible in time available. The northern portion is the more important. If weather conditions permit suggest sweeps be streamed on passage on crossing line C B to carry

/out ...

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Monday.HOME COMMANDS.Mining.

Operation E.Y. (Contd.) out a 25 per cent searching sweep from vicinity Hvalsbakur. Sweep to be recovered in time to arrive before dark. Oiler MURENS is there but no other facilities are available. After completion with fuel you should proceed at daylight 9th and subsequent days to sweep with the northern area, keeping me informed of your programme and movements. Arrange to lay marked buoys as you consider necessary. Enemy air R/C is probably usual about 0900 daily. Air cover as in my 1152/5. (A.C.I.C., 1325A/5 to M/S 15.)

Request permission to proceed to Loch Ewe a.m. tomorrow for fuel and provisions. (DUNBAR, 1500A/5 to SCOTT.)

Your 1330/5. As I shall require you to sail from Port ZA at 2130 tomorrow to comply with amended programme suggest you proceed to a selected anchorage sailing thence as necessary to lay and (? fix) beacons and await me at beacon "A" from 1500/8. (R.A.M., 1620A/5 to SCOTT.)

Your 1500/5. (? Surveying) abandoned. Do as you like. (SCOTT, 1701A/5 to DUNBAR.)

DUNBAR's 1500/5. Sweeping operation cancelled. Issue necessary orders to DUNBAR. (R.A.M., 1801A/5 to M/S. 15.)

Lyme Bay Sweep. Area swept extended to lines joining (A) 50° 22'06" N. 03° 02'00" W. (B) 50° 28'12" N. 02° 44'00" W. One mine detonated in 50° 26'42" N. 02° 50'00" W. Anti-sweeping devices encountered. (M/S 4, 1730A/5 to C. in C. Plymouth.)

Enemy Intelligence.

Enemy Main Units. Photographic R/Cs show:-
 (1) Swinemünde 1440/4. LEIPZIG and NÜRNBERG present.
 (2) Gdynia 1400/5. GRAF ZEPPELIN, SCHARNHORST, GNEISENAU in floating dock.
 (3) Kiel 1230/5. PRINZ EUGEN. LÜTZOW in dry dock.
 (D.D.I.C., 2126A/5.)

U-Boats.

U-Boats reported. A.M. 2125A/4. D/F bearings at 0832Z/5 indicate U-Boat still in vicinity H.X. 209. (D.D.I.C., 1026A/5 to Escorts H.X. 209.) Am over enemy submarine in 59° 02' N. 22° 05' W. at 1027. Enemy was (? on surface). (A/C HL6H, 1035Z/5.)

/Indication ...

5.10.1942.
Monday.

War Diary.HOME COMMANDS.U-Boats.

U-Boats Am over enemy submarine in 58° 35' N. 20° 55' W.
attacked. Enemy was sighted on surface and observed to
(Contd.) submerge, when first sighted was on course 122°,
estimated speed 10 knots.
(A.O.C., 1725Z/5.)

Following received from A/C. Have attacked enemy with depth
charges.

(Iceland, 1758/5.)

Submarine sighted and attacked position 58.35 N. 20.55 W. at
1725 intercepted at 1826/29.

(Sheigra, No T.O.O./5 to Wick Radio.)

Navigational.

Aultbea. Port closed owing to weather.
(N.O.I.C. Aultbea, 1047A/5 to ABERDEEN.)

Casualties and Defects.

SHEARWATER. Am proceeding stern first to Yarmouth via swept
channel. Present position 56 buoy.
(SHEARWATER, 0210A/5.)

Tug is being sent from Yarmouth to assist SHEARWATER.

(C. in C. Nore, 0227A/5.)

Unable to contact SHEARWATER. Have anchored in fog,
approx. position 54D buoy.

(TURQUOISE, 0445A/5.)

SHEARWATER, Tug DIVERSION, and S.V. DAPPER entered harbour.
ST. MELLONS anchored in roads.

(F.O.I.C. Gt. Yarmouth, 1208A/5.)

ALEX WATTS. My 1620/3. Sailed.
(F.O.I.C. Aberdeen, 0807/5.)

TEMPTER II. My 0645/5. ^{/N.T.R.H.D.} Returned with engine defects.
(N.O.I.C. Methil, 0830/5.)

BARRANCA. CASTLETON's 1935/3 and 1140/4. South-westerly
gale developed. Prospects of commencing
operations within 48 hours now remote. Have
fuelled Stornoway.

(TEDWORTH, 0945A/5.)

N.O.I.C. Stornoway 1909A/3. Efforts to refloat not successful.
Salvage Officer has been sent.

(N.O.I.C. Greenock, 1246A/5.)

M.G.B. 60. Arrival M.G.B. 60 with engine trouble.
(F.O.I.C. Harwich, 1844A/5.)

/ROTHERHAM ...

5.10.1942.
Monday.War Diary.HOME COMMANDS.Casualties and Defects - Contd.

ROTHERHAM. Before ROTHERHAM proceeds on service abroad considered very essential that two alterations should be carried out:-

(a) Wardroom to be enlarged.
(b) Chart House and S.D.O. to be interchanged.

Ship proceeding about 19th to Clyde for boiler cleaning. Request that firm may be allocated for above work to be carried out concurrently. Estimated time ten days.
(R.A.D., 2156A/5 to Admty.)

Shipping and Convoys.

W.S. 23. C. in C. W.A. 1131A/3. Sailed BEAGLE, WRESTLER, BICESTER, ZETLAND, PUCKERIDGE, KANARIS for W.S. 23.
(N.O.I.C. Londonderry, 0055A/5.)
Estimated situation 1900Z/5.
W.S.23 in 055° 10' N. 013° 49' W. to 054° 30' 015° 01', and thence 050° 58' 020° 00', 12½ knots.
(C. in C. W.A., 0844Z/5.)

T.A. 24, My 0829/26 para. 4.
A.T. 25. T.A. 24 will now embark 7/10.
(D.S.T., 0206A/5.)
T.A. 24 and A.T. 25. Admiralty 2259/30, 1334/4 and 1710/4.

- (1) DELHI from Belfast, 4 "S" Class destroyers from Londonderry and if available 2 destroyers detailed by R.A.M. are to R/V as arranged F.O.I.C. Greenock with QUEEN MARY off Oversay at 0700Z/8 and escort till dark 8th.
- (2) After parting company with QUEEN MARY, DELHI and destroyers are to proceed in company to R/V QUEEN ELIZABETH in position (N) 056° 15' N. 010° 01' W. at 0700Z/10 and escort to North Channel.
- (3) QUEEN ELIZABETH is routed through (L) 050° 30' N. 035° 10' W. (M) 056° 55' N. 019° 55' W. (N) 056° 15' N. 010° 01' W.
- (4) Onward route through (O) 055° 35' N. 007° 01' W. thence Clyde.
- (5) On completion of escort DELHI and both destroyers are to return to their respective bases.
- (6) Care is to be taken to keep well clear of route of QUEEN ELIZABETH during the night 9th/10th.
- (7) No risk of weather damage to to be taken. DELHI is to use discretion as to reducing speed of convoy or detaching destroyer should weather deteriorate.
- (8) If it appears probable that close escort cannot be provided escorts are not to proceed position (N) but are to carry out an A/S sweep ahead along inward route from position (N).
- (9) Request you will sail ships accordingly.
(C. in C. W.A., 1440Z/5.)

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Monday.HOME COMMANDS.Shipping and Convoys - Contd.

- P.W.D.227, Take GRIMSBY TOWN, NOTRE DAME DE FRANCE under
P.W. 227. your orders and pass the Gate at 1130/5 escorting
P.W.D.227 to R/V with P.W.227 escorted by
CLEVELAND at Eddystone and continue as escort to
Bristol Channel Ports.
(C. in C. Plymouth, 0809A/5 to ULLSWATER.)
On arrival at Rame Head Elbow KRAKOWIAK is to leave tanker and
proceed to relieve CLEVELAND escorting P.W.227.
(2) On relief CLEVELAND to proceed Plymouth.
(C. in C. Plymouth, 1109A/5.)
Leave merchant ships at Rame Head and proceed to join P.W.227
as in my 0809/5.
(C. in C. Plymouth, 1155A/5 to GRIMSBY TOWN.)
- Q.P. 15. In these 28 ships in Dvina port which should be
available, there will be 10 loaded Soviet Union
ships for inclusion which, on account of heavy
ice East Cape Chelyuskin, were unable to make direct East
passage and have had to turn back. These 10 ships will assemble
Byelushaya Bay, Novaya Zemlya on or about 10/10 and are as
follows: SCHYS MOSSOVET, ARCOS, ELNA 2, KOMSOMOLETZ, ARTIKI,
GROSSERNISHEVON, MISTOERBAIJAN, MIRONICH, DVINA, and DONBASS.
Conference will be necessary at Byelushaya. 2 escorts will be
sent there to conduct conference and (? but) ton ships on.
Request necessary routing instructions may be sent well in
advance to enable this to be done. Owing to slow discharge and
congestion it is doubtful whether majority of Dvina ships will
now be ready before 20/10.
(S.B.N.O. Archangel, 0909A/5.)
- U.R. 44. My 1010A/3. Sailing delayed 20 hours.
(N.C.S.O. Loch Ewe, 0936A/5.)
- A.T. 23, Task Force 38 escorting A.T.23 and N.A.16 arrive
N.A. 16. off Malin Head 1000Z/6th October. E.T.A. of
various groups. Details.
(C.T.F.38, 0955Z/5.)
- A.T.23. Request you will sail H.M.S PHILANTE to rendezvous with
A.T.23 off Malin Head at 1000Z/6. When convoy splits PHILANTE
is to escort SS. MONTES to Avonmouth subsequently returning to
Liverpool.
(C. in C. W.A., 1601Z/5 to Cdre. Londonderry.)
- F.N. and F.S. My 1014/30/9. Amend Harwich and additional
Convoys. escorts as follows. Details.
(F.O.I.C. Harwich, 1035A/5.)
- H.X. 209. Report forthwith whether it is considered that
either half of ROBERT COLLEY can be salvaged.
(C. in C. W.A., 1155A/5 to BORAGE.)
- Your 1155A/5. After end only afloat. Do not consider
salvageable. 30 survivors.
(BORAGE, 1219Z/5 to C. in C. W.A.)
Your 1219/5. Report P.C.S. and whether after end has been sunk.
(C. in C. W.A., 1906A/5 to BORAGE.)

/Vaenga ...

War Diary.5.10.1942.
Monday.HOME COMMANDS.Shipping and Convoys - Contd.

- Vaenga. My 1518/21. Golovko informs me official
British permission granted for British Naval Hospital
Naval at Vaenga to be established.
Hospital. (S.B.N.O. North Russia, 1305A/5 to Admty.)
- S.C. and H.X. From this date and until further notice ships
Convoys. which would normally have been routed to Loch
Ewe in S.C. and H.X. Convoys should be routed
to Oban.
(D.T.D., 1320A/5 to Connnav.)
- E.N. and W.N. Your 1200/5, para. 2. Concur. S.E.C.O.O. will
Convoys. be amended in due course. Para. 3. Strongly
concur having in mind both protection and conduct
of convoys. It will be necessary for 2 more
trawlers to be added to present strength of 5 pairs and it is
urged that POLKA and VALSE, recently detached to Harwich
temporarily, should return to my command. They are conversant
with duties entailed, the route, and each other.
(C. in C. Rosyth, 1651A/5 to Admty.)
Admiralty's 1200/5.
(1) Starting with E.N.46 and W.N.47 the terminal of E.N. and W.N.
convoys will be Oban instead of Loch Ewe.
(2) As a result W.N.46 is cancelled. W.N.47 will sail.
(3) As a temporary measure for E.N.46, route will be in accordance
with "Routeing instructions for E.N. and W.N. convoys with
continuation routes etc."
(4) SALTERELO and SPURS will escort E.N.46 to Oban, and return
with W.N.47. Subsequent pairs of escort trawlers will sail with
E.N. convoys as detailed, and return with the W.N. convoy, whose
serial number is one greater than that for which at present
detailed.
(5) A.A. escorts will continue to run between Methil and the
vicinity of the Pentland Firth.
(C. in C. Rosyth, 1714A/5.)
- C.E.123. My 1730/21. C.E.123 is postponed until 8/10
and C.W. 126 until 10/10.
(C. in C. Nore, 1754A/5.)
- Convoy O.S.42. FLEETWOOD has following defects.
O.S. 42. Details. Repairs cannot be done at sea. Request
FLEETWOOD. approval for FLEETWOOD enter Ponta Delgada for
temporary repairs minimum of 8 hours for
impeller, fan dependent on shore assistance.
Fuel required 110 tons, diesel oil 15 tons. Time of arrival
a.m. 8th.
(EGRET, 1800A/5.)

War Diary.

5.10.1942.
Monday.

FOREIGN STATIONS.

North Atlantic.

WISHART. My P.C. and S. 2358/4 029° 04' 019° 47', 060° 13. E.T.A. gate, 1800/7.
(WISHART, 0100/5 to F.O.C.N.A., (R) Admty).

SUMATRA. Arrival Netherlands Cruiser SUMATRA escorted by QUIBERON, PARTRIDGE.
(F.O.C.N.A., 0942A/5 to Admty).
SUMATRA gives following endurance figures, said to be optimistic: 14 knots 3580 miles (cruise turbine). 16 knots 2240 miles, 18 knots 2130 miles, 20 knots 1990 miles.
(2) Intend sailing SUMATRA, QUIBERON, PARTRIDGE p.m. tomorrow. Request destination in U.K.
(F.O.C.N.A., 1242A/5 to Admty (R) C. in C. Plymouth, C. in C. W.A.)

P.552, You may meet PROTEUS leaving Gibraltar p.m./5th
PROTEUS. p.114 on surface at 11 knots through 225° Cape St. Vincent 20 miles at 1030A/6 040° 01' 013° 30' at 1200/7 thence course 256°
(F.O.C.N.A., 1138A/5 to P.552 (R) S/Ms operating south of 51° N).

My 1136/4 not to Capt. (S) 1 departure 1530 PROTEUS.
Only such Q Messages affecting passage to port of destination carried.
(F.O.C.N.A., 1626A/5 to Admty (R) F.O.S., C. in C. Plymouth, C. in C. Portsmouth, Capt. (S) 5, Capt. (S) 1, Capt. (S) 3).

ARCOLA, Your 2205/25 (repetition to Las Palmas of
TAIGETE. B.S.N.O. Curacao's 1035/23. Subject: Departure Italian tankers TAIGETE & ARCOLA).
Italian Consul is still awaiting instruction to replace wireless ARCOLA but he states wireless sets on Italian vessels in port are not better than those on ARCOLA and TAIGETE. Suggest you arrange Italian Consul should receive instruction to make best possible arrangements.
(Las Palmas, 1150/5 to Admty).

Enemy A/C Sitrep. At 1552 hrs. 29/9 Ju. 88 R/C aircraft
Gibraltar located at 17 miles on S.W. bearing. No markings
29/9. seen. Plane circled south of Rock and receded east.
(Govr. Gibraltar, 1200/5 to W.O.)

German A/C. 2 German A/C sighted off Cape Espichel 1215A/3
flying E.S.E.
(N.A. Lisbon, 1800A/5 to S.O.(I) Gibraltar).

/German...

5.10.1942.

Monday.

War Diary.

FOREIGN STATIONS.

North Atlantic. - Contd.

German M/V
at Ferrol.

My 2000/4. Vessel loaded and painted light grey 7 guns can be seen on board - 3 horizontal guns, 2 amidships and large one astern, and 4 A/A guns, 2 astern 2 amidships. Has no name. (Guyatt (Corunna) 2015/5 to Adnty (R) Gib. and B.N.A. Madrid).

S.L.125

Understood that approx. 15 ships including empty tankers and ships at present in Spanish and Portuguese ports will be awaiting return from Gibraltar to U.K. by 17/10.

2. S.L.125 consisting of about 40 ships escorted by 4 corvettes is due to leave Freetown 14/10 and if the ships in para. 1 above could be escorted to R/V with this convoy, it will be reinforced by escorts from Western Approaches at a M.O.M.P. as convenient when the Gibraltar escorts could then return.

3. Request your early proposals.

(D.O.D. (F) 2202A/15 to F.O.C.N.A. (R) C. in C. W.A., R.A.W.A.)
Reply: F.O.C.N.A., 1758/6.

South Atlantic.

COMMANDANT
DUBOC,
TRUANT.

H.T.W.D.
Your 2243/4. Am proceeding to R/V with TRUANT My P.C. and S. 032° 55' S., 029° 09' E. 095° 8. (COMMANDANT DUBOC, 0030C/5 to C. in C. S.A., (R) N.O.I.C. Durban, N.L.O. East London, TRUANT).

W.S.22,
C.M.33, etc.
ILE DE FRANCE.

Your 1145/27/9. para. D. ILE DE FRANCE will not be available as she is required to proceed to New York for movement of U.S. Air Corps to Middle East.

2. Request report whether when ready to leave Port Elizabeth about 19/10 she will have without drydocking sufficient range to proceed via Rio de Janeiro. Also what speed could she maintain. Drydocking could probably be arranged in New York.

3. 321 prisoners of war ex SAMARIA are to be embarked in her for movement to New York. Detailed instructions follow separately to Impcon, Durban, from War Office.

(D.S.T., 0207A/5 to P.S.T.O. Capetown) Reply: 1155/7.

ASTURIAS.

Has resumed patrol as in my 1203Z/2. (R.A.W.A., 0935Z/5 to Comsolantfor 5, C.T.G. 23.4. C. in C. U.S. Fleet).

*See p.135.
(Movement Summary)*

/BARON...

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.South Atlantic. - Contd.BARON
OGILVY,
lifeboats.

Master of Norwegian GERMA reports examining at 1745/30/9 in 2° 58' N., 14° 12' W. 3 empty lifeboats and raft. Life Buoy painted BARON OGILVY Ardrossan in 1 boat.
 (2) At 1100/29/9 EMPIRE AVOCET intercepted incomplete S S from BARON OGILVY.
 (S.O.(I) Freetown, 1059Z/5 to Admty (R) C. in C. S.A.)

KUMSANG.

Overdue shipping. KUMSANG sailed Walvis Bay 19/9 due Freetown 2/10 not arrived.
 (R.A.W.A., 1100Z/5 to Admty (R) C. in C. S.A.)

Vichy M/V

Bathurst air R/C reports sighting Vichy Merchant ship 8,000 tons, straight stem, cutaway stern, one funnel two masts, at 1700/4/10 in 14° 23' N., 17° 50' W. Course 180° speed 4 knots. Escorted by one Mogador class.

2. Presence MOGADOR unlikely. Confirmation is being sought.

(S.O.(I) Freetown, 1145Z/5 to Admty).

?My 1145/5/10. Aircraft examination of vessel proves insufficient to identify type other than as a destroyer 1.
 (S.O.(I) Freetown 1910Z/5 to Admiralty (R) F.O.C.N.A., C. in C. S.A.)

STORMCENTRE.

My 2150/2nd. No objection ship calling Beira for bunkering.

(C. in C. S.A., 1148/5 to Cdre. Durban (R) Admty. C.S.A. Beira, N.L.O. Capetown).

M/Vs for
Ascension.

My 1803Z/4 (1903/4 intended) para. 2., add ELENI from Cape.
 (R.A.W.A., 1201Z/5 to CORINTHIAN (R) Admty. C. in C. S.A., N.O.I.C. Ascension).

DEFOE
survivors.

Via Sunderland air patrol British Ship INCOMATI reported on 4/10 she has 36 survivors of British ship DEFOE.

(S.O.(I) Freetown, 1203Z/5 to Admty (R) C. in C. S.A.)

KELANTAN.

Proceed Ascension for onward escort to Freetown. R.A.W.A. 1903/4 refers.
 (C. in C. S.A., 1221C/5 to KELANTAN (R) R.A.W.A., Admty. N.O.I.C. Ascension).

/DRUPA...

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.South Atlantic. - Contd.DRUPA,
BENALDER,
HYDRANGEA.

Discharge of tanker DRUPA is to be expedited at Takoradi and Lagos. (?N.O.I.C. Lagos) report earliest date of sailing from Lagos when known. HYDRANGEA to be held at Lagos with BENALDER for escort of DRUPA and BENALDER to Freetown by (?original) route.
(R.A.W.A., 1223Z/5 to N.Os I.C. Takoradi, Lagos, (R) Admty).

U/B, 4/10
attacked by
ST. WISTAN,
1/10.

U-boat activity. Panair report of sighting one in 3° 18' N., 2° 52' W., at 1322/4 considered probable. C.A.F.O. 834/41 (attacks on U/Bs)
(A) St. WISTAN, (B) 1250/1/10 (C) 6° 51' N., 13° 36' W. (D) 5 (E) 1400/1/10.
(R.A.W.A., 1340/5 to Admty).

ILLUSTRIOUS,
WARSPITE,
REVENGE.

Your 0952/5 (see East Indies) ILLUSTRIOUS undocked 14th. WARSPITE could dock 15th, undocking about 22nd. REVENGE docking 23rd, undocking 31st, ready for sea 8/11.

2. C. in C. S.A., 1427/5 (Requesting whether WARSPITE could be docked after ILLUSTRIOUS and if so date of completion of REVENGE N.T. in W.D.)
If ILE DE FRANCE is docked before REVENGE, REVENGE should be ready for sea 14/11.
(Capt. Supt. Durban, 1526Z/5 to C. in C. E.F.)

ROYAL
SOVEREIGN.
BULKOIL.

My 1747Z/4/10 intend ROYAL SOVEREIGN to call at Bermuda and fuel there from BULKOIL.
(R.A.W.A., 1531Z/5 to Admty).

CORINTHIAN,
SNOWDROP,
M/Vs

My 1903Z/4. Request you will also divert CORINALDO to Ascension for escort to Freetown.
(R.A.W.A., 1624Z/5 to Connav (R) N.O.I.C. Ascension CORINTHIAN, Admty C. in C. S.A., Comsolantfor).

K.15

(1) Intend sailing Neth. S/M K.15 for Bermuda for fuelling and onward routeing to Philadelphia New Jersey at 1100Z/6.

Route. (a) 009° 57' N., 020° 00' W. (b) 015° 00' N., 030° 00' W. (c) 020° 00' N., 039° 00' W. (d) 026° 00' N., 051° 00' W. (e) 030° 00' N., 060° 00' W. thence Bermuda. S. of A. 9 knots E.T.A. a.m. 22/10.

(2) W/T watch.

(3) Request bombing restrictions be imposed.

(R.A.W.A., 1733Z/5 to S.B.N.O.W.A. (R) C. in C. U.S. Fleet, etc).

5.10.1942.
Monday.

War Diary.

FOREIGN STATIONS.

South Atlantic. - Contd.

- EMPIRE AVOCET (torpedoed 29/9). My 1514/30/9. EMPIRE AVOCET position sunk 4° 05' N., 13° 23' W. U-boat German 740 ton type. Master and Chief Engineer taken prisoners. 2 men killed in stokehold. 24 survivors picked up. One boat with 23 survivors still adrift. (S.O.(I) Freetown, 1751Z/5 to Admty (R) C. in C. S.A.)
- Shipping W. Africa. My 1250A/5. Amendment No. 81 to MA.R.I. Request you will divert ships at sea to conform in cases where you consider desirable. R.A. West Africa is requested to say whether it is considered desirable that ships from overseas proceeding to West African ports should call at Freetown for onward routing or S.T. convoy. (D.T.D., 1808A/5 to R.A.W.A., C. in C. S.A.) Reply: R.A.W.A., 1113/7.
- BERGENSFJORD, SIRANGER. Have you any news of BERGENSFJORD (Norwegian) due Matadi 27/9 from Durban, and SIRANGER (Norwegian) due Matadi about 26/9 from Takoradi? (D.T.D., 1819A/5 to S.O.(I) Freetown) Reply: 0926/6.
- RAJAHSTAN Overdue shipping. RAJAHSTAN due Rio de Janeiro 30th not arrived. (S.O.(I) Montevideo, 2027Z/5 to Admty, (R) C. in C. S.A., S.O.(I) Freetown, Connav Washington). Reply: 1557/6.
- U/B U.S. Aircraft report sighting large surfaced U-boat in 002° 10' N., 020° 10' W., at 1754/5 course 160°. (R.A.W.A., 2238Z/5 to Admty (R) Comsolantfor).
- PETUNIA attack on U/B. Am attacking S/M in 002° 21' N., 014° 30' W. (PETUNIA, 2255Z/5 to Freetown W/T) (See p. 158)
[S/M was Italian BARBARIGO - M. 3900/48.] (" " 112)
- Landing Craft for India. D.S.T.O. Kilindini 0658/4. Can you suggest one or two ships bound for India which can be diverted to Kilindini to lift these craft? 2. Request you arrange shipment of one L.C.M. ex CHARLTON HALL in addition to those referred to in my 2210/3. (D. of S.T., 2326A/5 to P.S.T.O. Capetown).

War Diary.

5.10.1942
Monday.

FOREIGN STATIONS.

Mediterranean.

C.M.32. Convoy C.M.32 arrived less KHEDEVE ISMAIL detained Berbera.
(N.C.S.O. Aden 0551Z/5 to Admty. etc.)

Cositrep No.538 Part 2. 1. Night 3/4. Malta aircraft torpedoed a southbound M/V of 7000 tons west of Corfu. Photo R/C following day shows ship in Corfu. Damage not visible.
(C. in C. M.E. 0930 G.M.T/5.)

→ AYAMONTE, Red Sea Shipping. Ref. my 1905/24/9 and following loss of AYAMONTE in collision with NIRPURA in Red Sea, details following. Request your further consideration to extend charter for ORISKANY and ORADELL to allow Mediterranean trading including carriage of ammunition and inflammables. Mast 885 20/7 and Mast 792 23/7 refer. Agreed Cairo Mast.
(P.S.T.O. Egypt 1004C/5 to Admty. for D.S.T.)

Situation Report 274. Malta. PARTHIAN on passage from Gibraltar to Beirut has arrived at Malta with small quantity of stores. *See p 132*
2. Wellingtons attacked convoy comprising? 1 merchant ship escorted by 3 destroyers 35 miles S.E. Cape Maria Di Leuca night of 3rd/4th. Merchant ship hit by torpedo and photographic R/C show convoy had turned into Corfu the following morning.
→ 3. Red Sea. British SS AYAMONTE sunk in collision with British SS NIRPURA at 0419/4 in 022° 11' N. 037° 24' E. NIRPURA has picked up survivors but 2 are missing. She has sustained slight damage and is proceeding to Aden. Vessel bound Karachi with 550 mules.
4. Submarines. PORPOISE arrived and left, laid mines in Tobruk area.
(C. in C. Med. 1053C/5 to Admty.)

TURBULENT. Cancel my 1051/1. *p. 14*
See p 132 (Capt. S.1 1055C/5 to TURBULENT (R) C. in C. Med. Capt.(S) 10.)

Black Sea. (1) 6 or 7 Russian S/Ms constantly patrolling between Bosphorus and Sulina. Enemy A/S craft harassing S/Ms proceeding to and returning from patrol. Attacks generally carried out along (?line) from Sevastopol to Sinop.
(2) Night 3/10. 2 Russian destroyers bombarded Port Yalta, firing 300 rounds.
(L.O. Black Sea 1130C/5 to Admty. etc.)

B.A.32. Convoy B.A.32 arrived.
(N.C.S.O. Aden 1234Z/5 to Admty. etc.)

/GIORGIOS ...

131

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.Mediterranean - contd.GIORGIOS
AVEROFF,
PANTHER.

Greek Under Secretary for Marine requests that Greek Cruiser GIORGIOS AVEROFF be sailed as soon as possible from Bombay to Suez and suggest that Greek Destroyer PANTHER should be used as Escort. Speed is about 10 knots.
(C. in C. Med. 1255C/5 to Admty. (R) Eastern Fleet, S.N.O.R.S., F.O.C.R.I.N.)

RORQUAL.

After passing through 034° 58' 019° 59' at 2200C/6 proceed diving by day through 034° 18' 024° 29' about 0600C/8 thence direct to arrive Beirut searched channel at 0600C/12.
Estimated daily advance 135 miles.
(Capt. S.1 1407C/5 to RORQUAL (R) C. in C. Med etc.)

SINOP
Istanbul-
Bourgas
trade.

SINOP arrived Istanbul 2/10 with 4600 tons of cargo; loading for similar voyage.
2. This follows agreement with Germans through Turkish Ministry of Commerce on following conditions:-
A. Only one vessel at a time may be outside Turkish territorial waters.
B. Maximum capacity of such vessel not to exceed 2500 tons.
C. Rate of freight Istanbul Bourgas issued Turkish pounds 30 per ton.
D. All war risk insurance, loading and discharging costs for account charterers.
E. All charters to be effected through Denizyolleri.
(S.O.I. Istanbul 1740C/5 to D.N.I. (R) S.O.(I) Med. N.A. Angora (Saving.)

Axis
Shipping.

My 1652C/28 and 1124C/30. ALBARA, CELENO, sailed for Constanza today. ARCA delayed last moment; reported due to engine defects but crew trouble suspected.
(S.O.I. Istanbul 1745C/5 to S.O.(I) Med. (R) S.1)

H.A.
Ammunition,
Expenditure.

A.M. 1333A/9/9. Particulars of H.A. expenditure during recent convoy to Malta are as follows.
(Hd. of M.A.S. 1917A/5 to B.A.D.)
See Lion Copy.

Malta Air
Report.

I. 23, 5/10. C.S.R. Part 1. Night 4/5, No enemy activity. 5th. 0620 and 0825 total of 21 Spitfire sorties up for 2 separate raids which turned back before reaching Malta.
1020, 4 Spitfires made R/C patrol of area North of Malta but no shipping or enemy aircraft sighted.
(H.Q. R.A.F. Malta 1925Z/5).

/Enemy ...

MOST SECRET
M E S S A G E

IN

MOST SECRET

1759C/5th October

From N.S.O. (I) Istanbul.

Date 7/10/42
Recd. 0552

Cipher I.D.Y. by C. & W.

RECIRCULATION

Addressed D.N.I. Repeated N.S.O. (I) Mediterranean,
N.A. Angora.

(a) Turkish Press reports ship building slipways near Pendik in Gulf of Ismid will be built by Turkish-Hungarian Company contract.

(b) We know Deutsche Levant Line are behind project (which is quite distinct from one for Turkish Civil Dockyard in same locality).

(c) Intention is to construct wooden repeat wooden hulls for motor ships about 100 feet long, machinery to be imported from Germany.

(d) Reported B3 repeat B3 that first programme of (?15) repeat (?15) such ships is contemplated, three to be laid down as soon as possible.

Further information expected.

Comment: (1) These ships may be intended for carriage of Turkish chrome next year.

(2) Disturbing that Turkish permission given for such enterprise on top of recent agreement for charter of limited amount of Turkish shipping for Bourgas run (see my 1740C October 5th /).

1759C/5

/ Re METE arrived Istanbul.

Advance copy sent D.N.I. & D.D.I.C.

1st Lord	D. of P. (2)
1st S.L. (2)	Cdr. Holbrook
V.C.N.S.	Hd. of M. (3) & for F.O.
A.C.N.S. (F) (2)	D.E.W.D. (3) & for M.E.W.
D.O.D. (H) (2)	D.S.D. 9 (2)
D.O.D. (F) (2)	I.P. (2)
D.C. (2)	W.D.
D.N.I. (4)	
D.T.D. (3)	
D.D.I.C. (2)	

Med

SECRET

SECRET

1917/5 October

OUT

To: B.A.D. Washington 829
Naval Cypher (X)

Date: 3.10.42

From Admiralty

Admiralty message 1333A/9 September, particulars of H.A. expenditure during recent convoy to Malta are as follows:- (Op: P. 3.10.42)

(2) By Force with convoy:-

Nature of Gun	Total Expenditure	No. of Guns
6" XXIII	525	12
4.7" IX - XII	1979	30
4.5"	1925	8
4" XVI	2152	14
3"	376	3
2 pdr. H.V.	11,087	18
Oerlikon	17150	30
0.5"	13553	72

Heaviest expenditures were:-

- (1) *SENYA* fired all 6-inch H.E.T.F. and 90% outfit 4-inch XVI.
- GHARYBDES* fired 94% of 4.5-inch outfit.
- KENYA* fired 50% outfit of 2-pdr.
- INTREPID* and *ASHANTI* fired 25% outfit Oerlikon.

3. Three destroyers accompanied freight ships and entered Malta. Expenditures which are not included in paragraph 2 were as follows:-

Nature of Gun	Total Expenditure	No. of Guns
4" XVI	1126	12
4" V Fixed	1000	4
2-pdr. H.V.	3014	12
Oerlikon	6251	8

LEDBURY and *BRANHAM* each fired 50% outfit 4-inch XVI.
PENN fired practically entire outfit 4-inch V.
All three ships fired approximately 1/3 outfit Oerlikon.

4. By covering force:-

Nature of Gun	Total Expenditure	No. of Guns
16"	6	18
6" XXIII	115	24
5.25	837	18
4.7" IX - XII	1545	17
4.7" XI	1014	18
4.7" B.L.	114	5
4.7" VIII	957	12
4.5"	2458	32
4" V Fired	656	8
4" XVI	2308	24
12 pdr.	71	3
2 pdr. H.V.	35217	238
2 pdr. L.V.	308	8
Oerlikon	17961	117
.5 Vickers	7450	46

The 4.7" VIII represents 31% of an outfit for a Battleship and remaining items were fairly equally expended between guns in the force.

Outfit

131^e

Outfit referred to in paragraphs 2, 3 and 4 are authorized outfit. All ships carried extra A.A. ammunition up to approximately 29% authorized outfit. There was therefore a wider margin than appears from foregoing analysis.

1917^A75

for Hd. of M.A.S. (966)

- Controller
- Dep. Controller
- V. C. N. S.
- A. C. N. S. (T)
- A. C. N. S. (F)
- A. C. N. S. (W)
- D. G. D. (2)
- D. T. D. (4)
- D. N. O. (W. O) (2)
- D. T. S. D.
- L. P. (3)
- W. D.
- D. A. S. (L)
- C. D. (5)
- CPS (3)
- M. A. S. (4)
- Admiral Syfret
- Admiral Blake
- D. N. O. (4) Bath
- D. A. S. (4) Bath
- S. A. S. Bath

END.

War Diary.

5.10.1942.
Monday.

FOREIGN STATIONS.

Mediterranean - contd.

Enemy Convoy,
TURBULENT.

See p. 130.

At 2002C tonight aircraft reported 1 Merchant ship, 3 Destroyers P.C. and S. 034° 00' 022° 30' 235° 10. Endeavour to intercept in vicinity of position given in my 1640/3rd.
(Capt. S.1 2045C/5 to TURBULENT (R) C. in C. Med., Capt.(S) 10.)

Aircraft
for Fleet
Training.

Your 0138/5/9 and my 2007/27/5. F.R.U. in Eastern Mediterranean which for many months has been available is failing for lack of reserves. The fleet is getting no fast bombing or close range guns, and no dive bombing training at all. Request (A) that first priority be given to supply of Defiants to Mediterranean. A total of 20 Defiants I.E. with corresponding A.R. are required to meet needs of Mediterranean Fleet and D.E.M.S.
(B) That urgent needs for proper dive bombing training be borne in mind when suitable machines are available.
(C. in C. Med. 2205C/5 to Admty. (R) C.O. Naval Air Stations.)

PARTHIAN.

See p. 130

After passing through 034° 30' 020° 01' at 2230C/7, proceed diving by day adjust your daily advance to pass through (1) 033° 48' 024° 28' at 0500C/9. (2) 033° 30' 033° 30' at 2000C/12 thence direct arriving Beirut searched channel at 0600C/13.
(Capt. S.1 2330C/5 to PARTHIAN (R) C. in C. Med. etc.)

133

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.East Indies.

Movements. 0200 (?Z)/5, sailed BIRMINGHAM, GAMBIA, E.T.A. Kilindini 1400Z/6th. (N.O.I.C. Diego Suarez, 0201Z/5 to Admty, C. in C. E.F. etc).

BRITISH TRADER.

For information, BRITISH TRADER grounded a.m./2/10. in 026° 56' N. 056° 54' E. Refloated with Naval assistance undamaged at 0200Z/5. Proceeding destination next convoy. (S.N.O.P.G. 0751Z/5, to C. in C.E.F. (R) Admty).

Liberators. Your 1332A/3/9 and my 0816A/1/10. Following received from A.H.Q. India (begins) DO.277 4/10. Your 1042/7. No details here of date by which G/R Liberators with or without A.S.V. likely to be available. Only information is that six Liberators are being sent without A.S.V. to commence equipment of first heavy bomber squadron in India. T.O.O. 1146/4/10. (Ends) I would certainly like four G/R Liberators to be sent without awaiting fitment of A.S.V. (C. in C.E.F. 0814Z/5 to Admty (R) A.H.Q. India etc).

LOSMAR
(torpedoed
24/9).

Following received from LOUISE MOLLER (Begins) To Navy Charge, Colombo, from LOUISE MOLLER. 14 survivors of American SS. LOSMAR bound Aden to Colombo torpedoed 24/9 in 7.40 N. 74.15 E. picked up 7.33 N. 75° E. 7 men including Master and Naval Captain still adrift on raft T.O.O. (?04)38/5 (Ends). (N.O.I.C. Colombo 0945Z/5 to Admty C. in C.E.F.).

Ref. LOUISE MOLLER's T.O.O. 0438/5 report of torpedoing of LOSMAR. D.S. WILLEM VAN DER ZAAAN left Colombo 1130Z/5 and one Catalina is being sent to co-operate in search for remaining survivors from daylight tomorrow 6/10. (F.O.I.C. Ceylon 1300Z/5 to C. in C.E.F. (R) Admty, F.O.C.R.I.N. Com. R.I.N.).

WARSPITE.
ILLUSTRIOUS
REVENGE.

Your 1308/4th. Could WARSPITE be docked immediately after ILLUSTRIOUS? If this is done request date on which REVENGE would be (?ready for sea). (C. in C.E.F. 0952Z/5 to Capt. Supt. Durban. (R) Cdre 1/c Durban C. in C.S.A. Admty, V.A. 2nd E.F. REVENGE).

Reply 1526Z/5. See South Atlantic. p. 125

K.R.4.

Convoy K.R.4. arrived.
(N.C.S.O. Colombo. 1100Z/5, to Admty).

U/B.

Enemy S/M reported 007.12 N. 082.05 E. at 1039Z/5. (C. in C.E.F. 1144Z/5, 1145Z/5 to S. & A.E.F. Stn (R) Admty).

/Landing...

134

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.East Indies - Contd.Landing
Craft
for
India.

D. of S.T. 2210/3, para.4 ALBATROSS is requested to confirm that all Landing Craft from Tamatave can be carried to India in GASCONY and OCEAN VIKING. Para 5, as soon as possible. C. in C.India is requested to indicate definite date.
(C. in C.E.F. 1228Z/5 to D. of S.T. ALBATROSS C. in C. India, (R) P.S.T.O. Capetown, N.O.I.C. Diego Suarez, P.S.T.O. India, R.A.D.E.F.).
Reply: Am India 0645Z/7.

Catalinas,
Persian
Gulf.

My 1535Z/29 and my 1504/5 (re S/M activity in Gulf of Aden and consequent transfer of Catalinas from Gulf of Aden to Persian Gulf). These A/C may now be released.

(C. in C.E.F. 1506Z/5 to 222 Group (R) S.N.O.P.G. Air H.Q. Iraq, 225 Group, H.Q. R.A.F.M.E. Admty).

Following is a repetition of my 1504Z/5 (begins). (1) 222 Group (R) (2) H. W.R.A.F. M.E. (3) Com i/c Aden, (4) S.N.O.P.G. (5) 225 Group (6) H.Q.R.A.F. Aden, (7) A.H.Q. Iraq (8) Admty, from C. in C.E.F. As S/M activity in Gulf of Aden is now quiescent and as there is accumulating evidence of commencement of S/M activity in Persian Gulf the Catalinas now operating in Gulf of Aden should be transferred to Persian Gulf to operate under the direction of S.N.O.P.G. Text of T.O.O. 1504Z/5. (Ends). (C. in C.E.F. 2014Z/5 to Admty (R) H.Q.R.A.F.M.E. etc).

POINT CLEAR
"S" Report.

Following has been read. SSSS 7° 12' N. 82° 05' E. Attacked by S/M.
(POINT CLEAR 1709FG/5).

MANXMAN
Fort
Dauphin.

Buttermere report received. Fort Dauphin was visited dawn 29/9 by MANXMAN. Civilian officials appeared friendly. Naval landing experienced no opposition. Report one Malagache coy, in area. No identifications. No news Annet. Ship left same day after landing party re-embarked.
(G.O.C. in C.E.Africa 1910/5 to W.O.C.G.S. S.Africa)

War Diary.

5.10.1942.
Monday.

FOREIGN STATIONS.

America and West Indies.

→ GRUNION Navy Dept. announced that submarine GRUNION had lost. been long overdue in the Pacific and must be presumed lost. GRUNION of 1,526 tons, was launched in Connecticut last December. Vessels of this class normally carry a crew of 65 men. This is the fifth American submarine which the Navy has reported as lost since the war began. Of the five, one was lost in a collision and another was destroyed at Cavite Arsenal, in Manila Bay, to prevent her being captured. The two others, after being long overdue, were, like the GRUNION, presumed lost. (The Times 6/10/42.)

U.S. S/Ms Lost. W.D. Note: Following list of S/Ms lost by U.S. Navy in the War, supplied on request by N.I.D.2.-
S.36 22.1.42. Lost by marine risk Java Sea.
S.26 25.1.42. Sunk in collision, Gulf of Panama.
SHARK 3.42. Presumed lost, Far East.
PERCH 3.42. Presumed lost, Far East.
SEALION ? Destroyed to avoid falling into enemy hands at Cavite.
S.27 17.6.42. Sunk in Aleutians.
→ GRUNION 9.42. Presumed lost, Far East.
Total - 7.

Belize Light. English Caye Light will be extinguished from the night of 17/10 until notice. (R.O. Belize 0345/5 to S.O.I. Jamaica. M. of W.T. Washington, Admty.)

"S" report. Intercept de NAU (San Juan W/T) SJUN (VINGAREN) Puerto Rico Radio (Begins) From Radio Trinidad, unread, fifth, 0457 G.M.T. sub. attack 80.37 N 59.51 W 0457Z/5 (Ends) (Valentia Radio 0659/5 to Admty. etc.)

WILLEMS-PLEIN ashore. Intercept DE VCE Cape Race Radio SOS VBWO WILLEMSPLEIN ashore St. Marys Bay near Cape English, requires immediate assistance (Ends) (Valentia Radio 0734/5 to Admty. etc.) WILLEMSPLEIN (Dutch) from B W 6 ashore near Cape English St. Marys Bay Newfoundland. (N.C.S.O. St. Johns N.F. 1239Z/5 to Admty. (R) C.O.A.C, N.O. LC. Sydney, N.S.H.Q.) Following for C.C.R.T. FRISKY sailed St. Johns 1300Z/5 to assist SS. WILLEMSPLEIN ashore St. Marys Bay near Cape English. (F.O.N.F. 1434Z/5 to Admty.)

Movements summary. 1800 G.M.T./5.
Ship. Position. Course. Speed.
NEWCASTLE 22° N 49° W 306° 18
ASTURIAS 07½° N 25° W 140° 14
CARNARVON }
CASTLE } 07½° N 25° W 100° 14
BRILLIANT)
(D.O.D. F. 1020Z/5 to Opanv. (R) Comnav.))

War Diary.

5.10.1942.
Monday.

FOREIGN STATIONS.

America and West Indies - Contd.

CARIBSTAR (sunk 4/10.) CARIBSTAR (U.S.) torpedoed and sunk 0900 G.M.T. 4th in 08° 30' N 59° 37' W. Wreck lies in about 7 fathoms dangerous to navigation topmasts showing yesterday. Request promulgation. (S.B.N.O. Trinidad 1042Q/5 to Admty.)

Cancellation of Distress Messages. It is proposed with your concurrence to instruct Masters of Merchant ships in the following sense. Ref. C.A.M.S.I. 74 and 79, amplification and cancellation of distress messages.

- (1) It is important for Masters to understand that instructions for amplifying or cancelling distress messages apply not only to raiders but also to U-Boats and aircraft.
 - (2) Failure to cancel a distress message made in error leads to unnecessary movements of United Nations warships and aircraft.
 - (3) If a ship escapes from a U-Boat it should be apparent to the Master that while he is still not long out of sight of the enemy no additional harm can come of his again breaking W/T silence to report his escape, as a D/F bearing will not add to the enemy's knowledge of the ship's position.
 - (4) Similarly, if a ship has broken W/T silence to transmit a distress message on sighting an aircraft which proves to be friendly, the situation is made no worse by immediate cancellation of the distress message.
 - (5) An exception to the above is made in the case of a ship of inferior speed which has escaped under cover of darkness or fog. Such ships should not report their safety unless fitted with H/F transmission and then only when 24 hours clear of the area of attack.
- (D.T.D. Approved by A.C.N.S. (T.) 1100Z/5 to Connav.)

U/B positions. C.E.S.F's 041945 informs as follows: S/M estimate 0800Q/5th: (Comnav 1121/5 to Admty.)

British dispositions. Area Iceland (C): ANSON, NORFOLK, SUFFOLK, 2 destroyers. Area Scapa: KING GEORGE V, DUKE OF YORK, RENOWN, RODNEY, VICTORIOUS, ARGONAUT, JAMAICA, LONDON, CUMBERLAND, SCYLLA, SHEFFIELD, AVENGER, 6 destroyers. Area Clyde: MALAYA, FURIOUS, 6 destroyers. Area Gibraltar: CHARYBDIS. Passage to South Atlantic: DURBAN, DESPATCH. (D.O.D.(H) 1125Z/5 to C. in C. U.S. Fleet. (R) Opanav etc.)

Movements of tankers. Your 2027A/3 and your 1552A/3 not to Aruba. Present situation. BRALANTA and H.M. FLAGGLER arrived Curacao p.m./4. EL MIRLO at Aruba. H.M. FLAGGLER delayed 3 days with windlass repair. BRALANTA ready to sail for Las Piedras 0600/6 but oil company have commercial instructions to load for U.K. EL MIRLO sails for Curacao a.m./6 to join Puerto la Cruz convoy about 12/10. Suggest EL MIRLO from Aruba and BRALANTA from Curacao proceed Las Piedras to load EL MIRLO will be discharged in time for Puerto la Cruz convoy. Request immediate confirmation and instructions for H.M. FLAGGLER. No convoy on 8/10 to Puerto la Cruz. (B.S.N.O. Curacao 1135QR/5 to Admty. (R) Connav. B.R.O. Aruba.)

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.America and West Indies - Contd.

PENNMAR U.S. PENNMAR 5868 tons gross torpedoed and sunk
(sunk 23/9.) 23/9 in 58° 12' N 34° 35' W. All C.B.S. dumped in
weighted case and perforated steel box, except
zigzag plans which sank with ship.
(A.C.I.C. 1150A/5 to Admty.)

ANEROID Panamanian ANEROID sunk 0845 G.M.T. 2/10 in 08°
(sunk 2/10.) 24' N 59° 12' W. Master and 28 survivors landed
Georgetown. 1 boat adrift with 4 or 6 men last
seen near Waini Point.
See p 138
(S.O.(I.) Jamaica 1224R/5 to Admty. S.B.N.O.W.A.)

→ ALCOA My 2204/3. Corrected position for sinking of
TRANSPORT ALCOA TRANSPORT 09° 03' N 60° 10' W time 0635Z.
(sunk 2/10.) (S.O.(I.) Jamaica 1227R/5 to Admty. S.B.N.O. W.A.
B.A.D.)

U/B C.R. No. 179. Connav's 2108/3. informs as follows:
Campaign. Connav Serial 3. ALIPORE torpedoed and sunk on
30/9 07.09 N 54.23 W.

ALCOA TRANSPORT torpedoed and sunk on 2/10 08.58 N
60.50 W.

An unidentified ship, possibly VENX ORINOCO, exploded and sunk on
1/10 08.32 N 59.43 W. C.G.S.F. please confirm.

This confirms that PATRICK HURLEY was shelled and sunk on 12/9
22.59 N 46.15 W. 22 survivors were landed in New York.

Carrier Serial 29 reached port undamaged.
OXORIO and LAGES, Serial 28 are both sunk.
(Comnaveu 1446/5 to Admty.)

Oerlikons and Re production and allocation.
ammunition. (Hd. of M.A.S. Approved A.C.N.S. W. 1523A/5 to
B.A.D.) See Lion Copy.

30 M.L. Your 1430/2 (Salor 4979) and my 2229/3.
Flotilla. Following arrangements being made. 16 new engines
are being ordered to Charleston now to be ready to
fit on arrival of Flotilla. Arrangements will be

made to slip boats and repair hulls as necessary, concurrently
with fitting new engines.

(2) Old engines will be overhauled and allotted to new construc-
tions within about seven weeks.

(3) F.O.N.F. is requested to signal estimated date of arrival
of Flotilla at Charleston. F.O.N.F. pass to S.O. 30th M.L.
Flotilla.

(B.A.D. 1541Z/5 to Admty. F.O.N.F.)
Reply with itinerary: F.O.N.F. 1239/7.

U/B S/M estimate 5/10 and U.S. submarine notice.
positions. (Cominch 1610/5, 1611/5, 1612/5, 1613/5, 1614/5 to
Admty.)

/Escort...

MOST SECRET

MOST SECRET

MESSAGE

1525Z/56H Oct. OUT

To: B.A.D. Washington.

Date 5.10.42.

Naval Cypher (XF) Plug.

From: Admiralty

SALOR NO. 5001

IMPORTANT.

LORSA 4821, 4820 paragraph 1 (a) and 5026 Oerlikon guns and ammunition.

2. We are grateful to U.S. Navy for allowing us until recently to have more than half of total production of Oerlikons, which has allowed us to make a good start in arming our warships and British and European Allied D.E.M.S and we appreciate their desire now to keep a greater proportion of production. We do not feel however that interests of Allied cause as a whole will best be served by drastic reduction in assignments now proposed for this side of the Atlantic. We consider time has come for question of assignments of this gun and ammunition to be put to C.M.A.B. as matter of policy. Request therefore you will take earliest possible opportunity of arranging for this to be done. LORSA 5026 gives no details of the American case.

3. Our case is that in the whole European theatre of war including Mediterranean and Red Sea, our warships and Merchant ships operate at sea and in harbour under constant threat of air attack, quite apart from the heavy air attacks which have been encountered in various recent operations and of which you are fully aware. As against this the American Fleet and Merchant Navy have only to deal with attacks in the South West Pacific except for those ships operating in European waters.

4. Our requirements remain for the present at 2000 a month less the commitments which the Americans are taking over, i.e. Russia, New Construction building in U.S.A and Landing Craft. Our requirements for October from U.S. production are 650 (i.e. 2000 less 300 for above commitments less 1050 British production).

5. While our total requirement for Oerlikon guns is still large, we have limited our demands to the number of guns we can mount per month, and this is the basis on which we have always worked bearing in mind the time taken in transit to all parts of the World. So far as Trade is concerned we arm Allied flag vessels equally with our own, including where necessary U.S.A and Panamanian flag (123 guns in the last 2 months). Only 1823 out of over 6000 British and European Allied D.E.M.S. have Oerlikons as yet.

6. The security of sea communications is vital and as the air threat is likely to remain heaviest in European Waters, we consider that assignments should be based primarily on the necessity of maintaining the rate of

arming/....

MOST SECRET

137^B

arming warships and D.E.M.S. operating in European waters at or near the highest figure.

7. As regards ammunition the number of rounds available overall for guns mounted during October will be about 2000, whereas we understand the American figure is some 50% greater. We fully realise that failure of the U.K. production, which has now been overcome, is largely responsible for this, but we must press for parity between the two Nations in order to make the best use of what ammunition is available. Our outfits have been inadequate and our reserves for ships in Home waters have been negligible for some months, and it is imperative to build up both in view of projected operations.

8. We note that Army requirements are being dealt with separately and they will be grateful for such support as you can give them to their bid. We note that the U.S. Army is being supplied with Oerlikons and ammunition and that U.S. Naval A signment includes provision for bases which with us is an Army commitment. In our opinion our Army has at least as good if not a better claim than the U.S. Army and U.S. Naval Base requirements.

1523A/5.

for Head of M.A.S. 5.10.42.
Approved by A.C.N.S. (W).

- 1st Lord.
- 1st S.L. (2)
- D.F.S.L.
- Controller.
- Vice Controller
- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)
- A.C.N.S. (V)
- A.C.N.S. (T)
- Secretary
- N.A. 1st S.L.
- Capt Pin
- P.A.S. (PR)
- D of P (2)
- D.G.D.
- D.T.D. (2)
- D.N.C.
- D.A.S.
- M.A.S. (8) (MAS 385/42)
- D.O.D. (H) (2)
- D.O.D. (F) (2)
- Duty Capt (2)
- Hd of M.F. (L)
- Hd of M.
- I.P. (2)
- W.D.

- Ad. Blake.
- P.A.S. (F)
- Hd of P
- E. in C. (Ad. Parnell)
- D.D.O.D. (C)
- D.M.W.D.
- D.N.C.
- D of S (4)
- D of L.D. (2)
- Deputy Contr.
- D.A.S.
- D.N.O.
- Hd of N
- P Branch
- Hd of M.F.
- D.N.C.
- E. in C.
- Hd of S.W.R.
- & for W.C.O. (Brigadier Jacob)

Bath

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War Diary.5.10.1942.
Monday.FOREIGN STATIONS.America and West Indies - Contd.

Escort Groups, Mid-Atlantic. Your 1935/3. C. in C. W.A's 1516/4 (suggested establishing temporary reinforcing Group in Mid-Atlantic) is passed to you for information. (D.O.D. H. 1615A/5 to B.A.D.)
Your 1935Z/3. From a study of the signals it appears that Navy Dept. received same information as Admty. 2. Although orders initiating movements of the group were passed to all authorities it is agreed that S.O. of group did not keep them sufficiently informed as to whether he had been able for various reasons to carry them out. This will be rectified on any future occasions. (D.T.D. Approved A.C.N.S.(T.) 1851A/5 to B.A.D.)

U/B. A/C Reports S/M in 48° 10' N 64° 10' W at 1315Z/5. (C.O.A.C. 1650Z/5 to GB7AG, C.T.F. 24.)

Shipping, Scuttling. Your 0218/23/9. (views of U.S. authorities requested on scuttling of British M/Ss to prevent falling into enemy hands) Similar instructions for scuttling U.S. merchant ships have been issued to all Sea Frontier Commands. Therefore there is no objection to inclusion of Pacific or any other area in A.M.S.I. 177/42. (B.A.D. 1739Z/5 to Admty.)

U/B H.X.209. Convoy H.X.209 was reported by U-Boat at 1612Z/5. (D.D.I.C. 1752A/5 to Escorts H.X.209.)

Ammunition. Expenditure in recent convoy to Malta. (Hd. of M.A.S. 1917A/5 to B.A.D.) See Mediterranean.

Attacks on U/Bs. Cominch 2006/5 to Admty. See U-Boat Campaign.

Shipping casualties. C.R. No. 1317, 1318. Connav Serial 5 CAMDEN torpedoed reported sinking 43.45 N (corrupt group) 55. DONAX (ROBERT COLLEY intended?) reported broken in half in 59.06 N 26.18 W in convoy H.X. 209. Probably marine casualty. ATHELBRAE British Tanker (corrupt group) gross tons, sunk by U.S. mine 10.03 N 61.51 W. ANEROID torpedoed sunk 08.24 N 59.12 W. All dates 4/10. (Connav 2050/5 to Connaveu.)

Sub attack and sighting summary. Para A. ANEROID torpedoed and sunk 08.24 N 59.12W. 0900Z/4. *See p. 137.* Unidentified shelled and sunk 08.37 N 59.51 W 0457Z/5. U.S.S. EBERLE attacks sub on surface 60 W 2357Z/16 September. Sub fired one torpedo miss. Army plane attacks sub on surface 12.53 N 68.34 W 1512Z/4 course East. → Para C. ROBERT H. COLLEY possibly attacked 59.06 N 26.18 W 1854Z/4. Surface craft and U.S.S. DICKERSON sight sub 34.03 N 76.20 W 1910 and 2115Z/4. Plane sights sub 48.10 N 64.10 W 1315Z/5. (C. in C. U.S. Fleet 2101/5 to Admty. for O.I.C.)

War Diary.5.10.1942.
Monday.FOREIGN STATIONS.America and West Indies - Contd.

P.555.

My 2152/26/9. Leave Bermuda at 2200Z/6 and proceed in accordance with my 1432/25/9.
2. Amend date in para 4 of my 1432/25/9 to read 14/10.
(S.B.N.O. W.A. 2122Z/5 to P.555.)

QUEEN
MARY.

Your 1928/4. U.S. Authorities request you route ship to Boston where repairs will be carried out.
(B.A.D. 2131Z/5 to Admty.)

MAURETANIA.

Communication instructions issued to MAURETANIA are the same as those given to AQUITANIA in my 2315/17.

2. Time of shifting W/T watch from Washington to Broadcast F I and Rugby operational routines is 1100Z/15.
3. R/T codeword allocated is "Trysail (BMZ)"
(B.A.D. 2155Z/5 to C. in C. S.A. (R) Admty. R.A.W.A.)

Auxiliary
Carriers.

Time is now propitious for putting in our Auxiliary Carrier requirements on planning level.

2. Over 100 are now under construction or on order in U.S.A. to complete by end of 1943. 11 more of these should come to us under 1942 programme and no difficulties are foreseen.
3. We intend to apply for tentative assignment of 26 steam A.C.Vs as follows from 1943 and 1944 production. 1943-January through April, 1 per month, May through October, 2 per month, November and December 3 each. 1944-January 1, February 1, March 2, total - 26.
4. This is based on being able to provide 1 new crew per month to June 30th 1943 - 2 per month July through December, and 1 per month in 1944. Total 21. Estimated wastage up to March 1944 is 7 and we are working on saving about 70% of crews, thus being able to man 5 extra as replacements.
5. If this goes through we shall be 10 short of overall requirements by 31 March 1944, assuming no N.S. (?U.S. intended) contribution to Atlantic convoy route. We, therefore, intend to ask for 3 more in second quarter of 1944 and replacement programme of 1 per quarter thereafter.
(B.A.D. 2301Z/5 to Admty.)

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War Diary.5.10.1942.
Monday.FOREIGN STATIONS.Australia & New Zealand.

Situation. Digest Serial No.256. 4/10.
My 0703Z/5 Part 1. Analysis photographs shipping Buin Faisi Tonolei Harbour area morning 3/10 reveals 1 heavy cruiser, 2 light cruisers, 4 destroyers, 3 sea-plane tenders. 1 10,000 ton transport, 1 7,000 ton cargo vessel, 1 tanker, 2 trawlers, 3 launches, 4 unidentified vessels. Also 6 flying boats, 14 floatplanes Faisi Harbour. Photographs Buin Tonolei area partly obscured by cloud. Photographs Buin aerodrome indicate extensive improvements runway approx. 900 yards by 50 yards. Dispersal bays with 8 blast shelters.

(2) 1 cruiser reported by air R/C 6° 30' S. 156° 20' E. at 2130Z/3, course 220°

(3) Report (reliability unknown) indicates enemy has 6 guns installed Kieta area where majority main buildings and houses occupied by enemy.

(4) 4 Catalinas attacked Buka aerodrome early morning 4/10 many bombs dropped on and around runway destroying at least 1 A/C and starting fires and explosions. 1 probable cruiser, 1 possible seaplane tender and 1 unidentified 5,000 ton vessel reported by air R/C S.W. entrance Buka Passage morning 4/10. Photographs Buka aerodrome taken same time reveal 3 medium bombers, 14 fighters, further improvements dispersal bays.

(5) Photographic R/C Kavieng area morning 4/10 indicates 1 probable seaplane tender, 1 possible heavy cruiser anchored Kavieng Harbour, 7 A/C dispersed on runway.

(6) Fortress R/C Rabaul Harbour morning 4/10 from 25,000 feet reported 31 vessels. Unsuccessful interceptions by 7 Zeros between Rabaul and Kavieng.

(7) Allied forward elements reached Efogi noon 3/10. Still no contact with main enemy force.

(8) 8 Kittyhawks strafed Buna Efogi track morning 4/10. No enemy activity observed Wairopi Bridge which still appears unrepaired.

(9) Approx. 15 enemy troops still reported Taupota area (south coast Goodenough Bay) where our patrols still active.

(10.) Some indication enemy troops may attempt crossing from Goodenough to Ferguson Is.

(11) Catalina proceeding Buka night 3/10 reported strong light N.W. tip Woodlark Is. Similar lights reported this area previously suggesting enemy occupation. Enemy troops reported occupied Betano (Portuguese Timor) 1/10. Both Allied and enemy patrols active this area.

B.A.D. pass to Opnav.
(G.H.Q. 0702/5 to Admty etc).

ARUNTA.

Attack on U/B, 29/8.
(N.B.Melbourne, 1156Z/5 to Admty).
See U/Boat Campaign.

5.10.1942.
Monday.

War Diary.

U/BOAT CAMPAIGN.

Submarines Reported.

Approx. positions.
(D.D.I.C. 1423A/5, 1445A/5).

Submarines Attacked.

ARUNTA My 1252Z/7/8. (1252/7/9 intended, giving report of attacks on U-Boats).
 29/8. (A) Number 9.
Tap: 4/4 R.O.33 (B) 0330Z/29/8.
Sunk. (Cv: 4/4 R.O.33)
 (C) H.M.A.S. ARUNTA. (D) 009.36 S. 147. 06 E. (E) B.
 (N.B. Melbourne. 1156Z/5 to Admty (R) B.A.D.).

U.S. Report. Your 1059B/22/7.
 Sept. 29. Aircraft machine gunned and bombed submerging S/M in Gulf of St. Lawrence. Four 25 foot depth bombs dropped close aboard from altitude 50 feet. U-Boat blown to surface stopped settled slowly by stern disappearing 30 seconds later slightly down by stern.
 Oct. 2 Army A/C attacked surfaced S/M off French Guiana with two mark 17 and two mark 29 depth bombs. Oil and air in large quantities. One survivor to surface five minutes after attack. Raft dropped. Six miles oil slick after three hours.
 Oct. 2. Army aircraft attacked S/M with decks awash near Trinidad. Radar contact 12 miles visual one mile. Three Mark 17 depth bombs dropped on first attack from 25 feet. S/M lifted out of water and turned on side. Plane made second attack with one Mark 29 close alongside. Big swirl and turbulence 20 minutes later. Belated reports:-
 June 10th Naval A/C of "Patron 43" gunned and depth bombed S/M near Kiska. Bow brought to surface. *S/M sank stern first
 August 7th U.S.S. COLHOUN attacked sound contact near Guadacanal. Number of observers report bow of S/M momentarily blown to surface keel up at angle of 40°. Large amount diesel oil. Fifty attacks reported in week ending 2400Z/4. B.A.D. informed. Admiralty deliver to Comnavu.
 (Cominch 2006/5 to Admty).

** Not confirmed by Cdr. Rowbotham
 R. L. 6843*

War Diary.

6.10.1942.
Tuesday.

SITUATION REPORT.

Home Commands.

C.T.F. 38 in U.S. battleship ARKANSAS with 3 destroyers arrived at the Clyde today escorting the Clyde portions of Convoys A.T.23 and N.A.16. Task Force 38 (ARKANSAS and 9 destroyers) will leave U.K. for U.S.A. on 9/10. (They sailed on 10/10.)

S.B.N.O. North Russia sent a message today regarding the limiting date for Convoy P.Q.19, having regard to the forecast of local ice conditions which indicates a much earlier freeze this year than last. (Amending signals were sent on 8/10.)

Six mines were detonated in the Humber area today.

North Atlantic.

F.O.C.N.A. today issued fresh instructions for dealing with (Vichy) French forces.

South Atlantic.

The Blue Star liner ANDALUCIA STAR (14,943 tons), Buenos Aires 26/9 for Freetown, was torpedoed at 2246 today in approx. 6° 38' N. 15° 40' W. (200 miles S.W. of Freetown) and is presumed to have sunk. (pp. 190, 218,

Early this morning CROCUS twice rammed a U-Boat in 7° 57' N. 14° 11' W. (about 60 miles S.W. of Freetown). CROCUS was not seriously damaged; R.A. West Africa considers the U-Boat was probably sunk. (Not confirmed by Lt. Roubel/ham on land: 6843)

War Diary.

6.10.1942.
Tuesday.

SITUATION REPORT.

Mediterranean.

Beaufighters attacked Bomba seaplane base last night and destroyed or seriously damaged 10 out of the 12 triple engine seaplanes there.

East Indies.

The first Aden - Bombay Convoy (A.B.1) arrived today.

America and West Indies.

When the Africa convoys are temporarily stopped after S.L.125 (see 22/9) an increased number of ships is expected in the Trinidad area; their protection and that of the bauxite trade is causing considerable concern to the U.S. Navy Department in view of the continued sinkings in the area.

SS. JOHN CARTER ROSE was reported sunk at 2230 G.M.T. today in 10° 12' N. 50° 35' W.

N.E. Ro Penambuco 17302/24 states that JOHN CARTER ROSE was torpedoed at 0030GTT/8 and was neutrally sunk by gunfire at 1000/8.

6.10.1942.
Tuesday.

War Diary.

HOME COMMANDS.

Policy.

- M.M.S.s 90, 203, and 212 to Russia. Motor M/S.s 90, 203, and 212 handed over to Soviet Naval authorities with due ceremony today. Officers and crews comfortably billeted ashore and will be sent to U.K. in Q.P.15. (S.B.N.O. Archangel 1041A/6 to Admty.)
- C. in C.H.F. My 1227/5. It is now only necessary for me to attend in ISLE OF JERSEY for treatment for a day or two. Intend V.A.2 to hoist his flag in ship at Scapa to be reported later. (C. in C. H.F. 1128A/6 to Admty.)
- Passage of Belligerent Transports in Swedish Waters. Your 1151/23. Question is being taken up with Swedish Secretary General in London. Our line is that the right of innocent passage for military transport means only a right to use territorial waters in the ordinary course of navigation, and not to enter them for the purpose of obtaining shelter from attack. We adopted the same attitude in ALTMARK case.
2. A ship carrying troops in organised bodies or supplies for Military bases is an auxiliary war vessel while so employed. The wearing of a mercantile flag cannot make it anything else.
3. More detailed account of our argument is being sent by air. (M. Branch 1144A/6 to N.A. Stockholm.)
- FOXGLOVE. A.M. 1651/7/9 and A.S's Postagram T.8623 of 18/9. Request immediate information as to how much delay would be involved:-
- (a) to VANQUISHER by making FOXGLOVE fit to steam on one boiler to take up duties as A/A guard and base ship at Merville.
- (b) to AUSONIA by making FOXGLOVE available for towing to destination. (D.O.D.(H.) 2011A/6 to C. in C. Portsmouth.)

Movements.

- TITANIA. My 2359A/5. Sailed, (TITANIA 1027A/6.)
- BERWICK.
NORFOLK.
LONDON.
SUFFOLK. Cancel my 1213/4. Following is amended movement, 8th October. BERWICK to sail for Hvalfjord. 10th October. NORFOLK leaves Hvalfjord for Scapa. 12th October. C.S.1 in LONDON leaves Scapa for Hvalfjord. 14th October. SUFFOLK leaves Hvalfjord for Scapa. (C. in C. H.F. 1108A/6 to C.S.1.)

War Diary.

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Tuesday

HOME COMMANDS.

Movements - contd.

- MALAYA. C. in C. H.F. 2025/4. In order to connect with leave train arrangements, request MALAYA may be sailed to pass May Island 0830/8 or as soon after as possible.
(C. in C. Rosyth 1125A/6 to N.O.I.C. Greenock.)
Intend sailing MALAYA escorted by LOOKOUT, PENN, and PANTHER for Rosyth passing Clyde boom 1740A/6. E.T.A. May Island 0830A and Bridge 1130A/8. S.O.A. 15 knots. Codeword "Branch".
(N.O.I.C. Greenock 1216A/6.)
My 1216/6. Sailed.
(N.O.I.C. Greenock 1946A/6.)
- 9th M/S F. My 2231A/5. Postponed 24 hours.
(C. in C. Portsmouth 1246A/6 to N.O.I.C. Newhaven)
- TIGRIS. Sheerness for Chatham. Arrival TIGRIS at 1250 escorted by UNST.
(C. in C. Nore 1420A/6.)
- LONDONDERRY. LANDGUARD. BIDEFORD. Sail LONDONDERRY, LANDGUARD and BIDEFORD forthwith to proceed at 12 knots weather permitting towards 059° 01' N. 024° 58' W. Ships will probably be ordered to act as supporting group in vicinity of S.C.103 and will return to bases about 12/10.
(C. in C. W.A. 1432Z/6 to Cdre. Londonderry.)
- ONSLAUGHT. Delayed 18 hours by gale. P.C.S. 60° 40', 12° 36', 303°, 17. Weather.
(ONSLAUGHT 1631A/6 to A.C.I.C.)
- COUCY. Request present whereabouts of COUCY, which left Plymouth 25/9 for Portsmouth, in tow of tug FOREMOST.
(D.S.V.P. 1646A/6 to C. in C. Plymouth etc.)
- SPEEDWELL. A.L. M/MS 0586/42 dated 15/9/42. Request you sail SPEEDWELL to Milford Haven so as to arrive by 20/10.
(D.M.S. 1719A/6 to C. in C. Rosyth.)
- ROYAL EAGLE. ARISTOCRAT. Intend sailing and request fighter protection for ROYAL EAGLE and ARISTOCRAT from 0900/7. Until arrival Oban, E.T.A. 1500/8. Leaves Milford Haven via route A and Sound of Islay. S.O.A. 11 knots.
(F.O.I.C. Milford Haven 1839A/6 to 10 Group.)

/BLEAN ...

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HOME COMMANDS.

Movements - contd.

- BLEAN. Proceed direct from 62 F buoy to position $1\frac{1}{2}$ miles west of 62 C buoy thence keep one mile west of centre line of channel to 59A buoy. Groups of trawlers will be anchored as follows. It is important that S.A. gear be operated continually from Flamborough Head to Medway Gate. (C. in C. Nore 1840A/6 to BLEAN.)
Proceed to Sheerness for de-oiling and de-ammunitioning on arrival. Do not pass 51 Buoy before 0600. (C. in C. Nore 2207A/6 to BLEAN.)
- UNBEATEN. *Clyde arrival UNBEATEN escorted by LA CAPRICIEUSE. (N.O.I.C. Greenock 1928A/6.)
**Holy Loch - see p.59.*
- ORIBI. Sailed C. in C. H.F. 2323/30, para 3 at 1825/6. E.T.A. 0900/8. (A.C.I.C. 2000A/6.)
- 12th M/S.F. Admiralty letter M/M.S 0586/42 of 15/9/42.
CADMUS. 2. C. in C. Nore is requested to sail 12th
ACUTE. M.S.F. northabout to Greenock so as to arrive on 16/10. C. in C. Rosyth is requested to sail CADMUS so as to R/V with ACUTE at the seaward end of 175 Q.Z.S.
3. CADMUS is to embark stores for 13th M.S.F. referred to in C. in C. Rosyth's 1011/3/9. (D.M.S. 2102A/6.)
- T.F.38. Task Force 38 consisting of ARKANSAS, MADISON, HILARY, P. JONES, CHARLES F. HUGHES, PLUNKETT, GLEAVES, NIBLACK, BENSON, MAYO, and LANSDALE will leave U.K. on 9/10.
See p. 152 (A 7. 2. 3)
2. Ships will R/V in position J, 270° Oversay light 6 miles, at 0700Z/10. Route as follows.
3. S.O.A. 15 knots.
4. Fighter protection codeword "Muster".
5. C. in C. Western Approaches is requested to arrange sailing of ships as requisite. (D.O.D.(H.) 2244A/6.)
- MALCOLM. Seidisfjord departures at 1630/6 MALCOLM and
ACHATES. ACHATES for Liverpool and Greenock respectively. (A.C.I.C. 2314A/6.)
Seidisfjord arrival 0825/6 MALCOLM and ACHATES. (A.C.I.C. 2331A/6.)

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Tuesday.HOME COMMANDS.Operations.

Patrols. Patrols tonight. 1 A SHELDRAKE, 1 B MALLARD, 2 MACKAY, 3 CATTISTOCK, 4 WORCESTER, 5 PYTCHLEY, 6 BLENCATHRA.
(C. in C. Nore 1004A/6.)

If available 4 M.Ls are to proceed today to a patrol 065° and 245° either side of 120° Dartmouth 30 miles. They are not to proceed east 002° 40' W.

(2) They are to be routed through 240° Eddystone 2½ miles and 180° Green Point 4 miles, passing the latter position at 1900/6. M.Ls are to leave position at daylight 7th and return to Falmouth by reciprocal route.

(3) Object to intercept E.Boats.

(4) Codeword "Obstacle".

(C. in C. Plymouth 1015A/6 to N.O.I.C. Falmouth.)

Departure "Obstacle".

(F.O.I.C. Falmouth 1504A/6.)

1. 2 A/S trawlers patrolling off E.A.5 Buoy.

2. Coastal craft exercising between Portland and Lulworth Cove between 1900 and 2100.

(C. in C. Portsmouth 1505A/16.)

M.Ls 149 and 150 from Ramsgate patrolling between Dumpton and N.E. Spit buoys, E.T.D. 1925, E.T.R. 0645/7. M.Ls 293 and 140 near C.one buoy. M.G.Bs 329, 331 and 322 patrolling between 'D' and No.10 buoys. E.T.D. 1930.

(V.A. Dover 1749A/6.)

My 1505/6. Add 4 M.T.Bs patrolling 50° 10' N. between 2° 00' W. and 1° 30' W.

(C. in C. Portsmouth 1801A/6.)

Straits of Dover.
Dover and Folkestone shelled.
Enemy Convoy shelled and possibly mined.

At 1815/5 R.D.F. reported one large and six small vessels leaving Boulogne northeastwards at about 10 knots. Hurricane bombers were unable to attack owing to unsuitable weather conditions. 2. Coast Artillery engaged with 33 rounds of 15-inch and 36 rounds of 9 point 2, claiming straddles between 1930 and 2010 when enemy was between Gris Nez and Calais. Enemy batteries fired some 55 rounds in counter-bombardment of which about 18 fell in Dover town area, 3 in Folkestone harbour, 2 on South Foreland, and 30 in the sea or air bursts off Dover and South

Foreland. Casualties at Dover, 4 killed and 12 injured. All civilians. Three W.R.N.S. ratings slightly injured. Some damage was caused to naval establishment at Dover College.

At Folkestone 2 killed and 4 injured all Military other ranks.

3. Another plot of four vessels left Boulogne at 1920 at 16 knots and overtook first plot off Calais. Probably "M" class Minesweepers.

4. Five M.G.Bs laid 'R' mines according to plan in channel off Gravelines at 2047 and report leaving several explosions between 2055 and 2115 when enemy convoy reached position of Minelay. Enemy was steering towards Q.Z.X. 837 when plot faded. ? hearing

War Diary.6.10.1942.
Tuesday.HOME COMMANDS.Operations - contd. -

Straits of
Dover.
Dover and
Folkestone
shelled.
Enemy Convoy
shelled and
possibly
mined.
Contd.

5. Despite unfavourable conditions at low cloud, one Albacore under Swingate control took off at 2050 and dropped bombs without observed results on a ship whose Wake was sighted between Calais and Gravelines.
6. A second Albacore on R/C located and reported positions of enemy convoy near Zuydcoote pass at 2330 but was unable to attack owing to low cloud.
7. Enemy were not detected by a force consisting of M.G. Bs. 107 and M.T. Bs. 38 and 219 which was waiting to intercept near Nieuport Bank Light Buoy although R.D.F. conditions were reported as excellent.
(V.A. Dover, 1120A/6).

Engagement
off Flushing
One E-boat
destroyed.
M.T.B. 29
M.G.B. 76
lost.
M.G.B. 75
damaged.

Following is preliminary report of C/F activity night 5/6. At approx. 1830/5 information was received from V.A. Dover that a large M/V with escort had left Boulogne and was proceeding N.E. M.G. Bs. 75 and 76 with M.T. Bs. 29, 30, 70 and 72 were ordered to proceed to vicinity 51° 23' N. 03° 00' E. with the object of interception and sailed at approx. 1945/5. While in above position at approx. midnight hydrophone contact was made with highspeed engines approaching from S.W. Acting on orders to avoid patrols forces moved slowly off to the N.W. but 3 enemy torpedo-boats

and numerous E-boats appeared to port. The units increased speed and altered course to the North with the gunboats engaging to port. The enemy torpedo-boats fired star shell over the units and E-boats alone followed up but contact was soon lost.

M.G. B 76 then ordered units to R/V 5 miles North of the action area.

The units having R/Vd. and cut were immediately attacked from the S.W. by numerous E-boats. A very confused action ensued while the units were disengaging. Some hits were observed on the E-boats and one was later sighted heavily on fire with an enemy torpedo boat standing by. Shortly after the vessel on fire blew up at approx. 0100/6.

At 0042 a collision occurred between M.T. Bs. 29 and 30. At 0046 M.T.B. 30 asked for M.T.B. 29's penants and received reply "O.K." At 0050 M.T.B. 30 ordered M.T.B. 29 to return to harbour and received an "R" at 0052. During this exchange of signals the burning ship was observed blazing fiercely. During the fire M.G.B. 76 called for penants and received an answer from all 5 boats, including M.T.B. 29. M.G.B. 76 ordered all vessels to R/V 10 miles N.W. of the action area but this proved to be impracticable owing to boats being scattered.

Consequently all boats were ordered to return to harbour. During the second action M.G.B. 76 received hits in the petrol tank compartment which caught fire. This fire appeared to be brought under control but left the boat permeated with petrol fumes. At approx. 0640 when 4 miles S.W. of 54A buoy the boat blew up without warning the wreck burning fiercely.

M.G. Bs. 61 and 64 returning from patrol sighted the fire, proceeded to investigate, and rescued the whole ship's company except the motor mechanic who was killed. M.T.B. 30 received considerable collision damage to stem.

/M.T.B...

6.10.1942.
Tuesday.War Diary.HOME COMMANDS.Operations--combi.

Engagement off Flushing. M.T.B.70 received superficial action damage.
One E-boat destroyed. M.G.B.75 received severe underwater damage forward and one serious casualty. No torpedoes fired.
M.T.B.29 (C. in C. Nore, 1752A/6).
M.G.B.76 Add to 1752A/6. Continuous air search through out the day has failed to reveal any trace of
lost. M.T.B.29. She must now be considered lost.
M.G.B.75 damaged (C. in C. Nore, 2310A/6).
Contd.

Allied Air Activity.

Bombing restrictions. My 1637A/5. Cancel bombing restrictions asked for in paragraph 2.
(C. in C. Plymouth, 0009/6 to H.Q.C.C.)
Request surface bombing restrictions from 2000/6 until daylight 7th in area radius 10 miles from a position 120° Dartmouth 30 miles.
(C. in C. Plymouth, 1017A/6 to H.Q.C.C.)

Escort for MALAYA. (a) 1 battleship and 3 destroyers
(b) 1740 and until arrival Rosyth.
(F.O.I.C. Greenock, 1206A/6 to 13 Group etc).

Naval Air Requirements. Admiralty letter A/N.A.D. 373/42 of 25th September 1942. Concur generally.
2. Paras. 8 to 11. Midway Island battle once more showed the paramount importance of efficient and continued reconnaissance and shadowing.

Although it is desirable that R/C aircraft should be able to strike, latter role should not be allowed to interfere unduly with its ability to shadow.

3. Early repeat early provision of a dive bomber to enable us rapidly to put enemy carriers out of action is most important.
4. Paras. 7 and 18 (C). Fighter escort for striking force is a requirement but it is undesirable that this should entail carrying a fourth type of aircraft. Every effort should be made to increase the range of the umbrella fighter. If strengthening for catapulting involves a marked sacrifice of range and/or performance the ability to catapult these aircraft can be dispensed with.

5. Torpedo dive bomber must be capable of carrying a torpedo with an adequate warhead and be fitted A.S.V. Increased use of aircraft for night attacks is probable.
(C. in C. H.F., 1601A/6 to Admty).

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Tuesday.

War Diary.

HOME COMMANDS.

Enemy Air Activity.

Jan Mayen. Jan Mayen reports A 2-engined aircraft observed high over Island at 0935/5 direction North. (A.C.I.C., 0002A/6).

Off Yarmouth. One enemy A/C approx. true course 000° height less than 1000 feet. My position 52° 39' N., 2° 09' E. (MALLARD, 1914/6).

Mining.

Kattegat. Received 0002 G.M.T. de SAB. Mine warning. At the risk of mines warning for passage in the neutrality route Vinga-Paternoster. (Burnham Radio, 0102/6).

Humber. Acoustic Mine detonated by WITHERNSEA in approx. position 090° 59A Buoy 3 Cables. (F.O. Humber 0811A/6). Following six mines detonated today by sweepers. Details. (F.O. Humber, 2119A/6).

Operation EY. My 1438/5. Sailed at 0832. (WORTHING) (A.C.O.S., 1012A/6 to M/S 15). Sailed FRASERBURGH, LYME REGIS, ARDROSSAN, LLANDUDNO, BOOTLE, BEAUMARIS in accordance with S.O. 15th M.S. 1920/2. (N.O.I.C. Lochalsh, 1032A/6).

Sail from Broad Bay as necessary to lay and fix beacon and await me at beacon "A" from 1500/8. (R.A.M., 1106/6 to SCOTT). Sailed DUNBAR to rejoin. (N.O.I.C. Aultbea, 1219A/6 to M/S 15).

Lyme Bay Sweep. Area swept extended to a line joining the following positions. A., 50° 27' 36" N., 02° 43' 36" W.

B. 50° 21' 30" N., 03° 08' 36" /.

Six mines cut in positions:-

A. 50° 26' 48" N., 02° 49' 12" W. B. 50° 26' 36" N. 02° 49' 30" W. C. 50° 24' 54" N., 02° 56' 42" W. D. 50° 24' 24" N., 02° 57' 18" W. E. 50° 24' 36" N., 02° 57' 06" W. F. 50° 26' 54" N., 02° 47' 18" W. Five mines were exploded by gunfire, and one mine sunk. (M/S 4, 1810/6).

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Tuesday.HOME COMMANDS.Enemy Intelligence.

E-boat Position of E-boat by R.D.F. 51° 24' N., 3° 00' E.
(8th M.G.B.F., 0014/6 to Nore).

LEIPZIG. A.M. 2126A/5. Further interpretation shows
LEIPZIG departed Swinemunde arrived Gdynia 1400/5.
(D.D.I.C., 0743A/6).

U-boats.

U-boats Am over enemy submarine in 57° 47' N., 17° 10' W.
reported. Submarine on surface and observed to dive. When
first sighted was on course 330° 6 knots at 0900.
(A/C N1JA 0920/6).
Have lost touch with my submarine.
(A/C N1JA 0940/6).
Am investigating oil patch in 55° 33' N., 8° 20' W.
(A/C L5PS 1300A/6 to 15 Group).
Nothing further seen.
(A/C L5PS 1320A/6 to 15 Group).
Indefinite D/F bearings at 1220Z/6 indicate U-boat within
90 miles of 55° 30' N., 20° W., U-boat may be en route Bay of
Biscay.
(D.D.I.C., 1431A/6 to Escorts O.N.135 and O.N. 136).
Amplify your 1700. *N.T.W.D.*
(F.O.S., 1903A/6 to P.228).
N.T.W.D. Your 1536. Am endeavouring to intercept U-boat.
(P.228 1950A/6 to F.O.S.)
D/F bearings at 1821Z/6 indicate U-boat in your vicinity.
(D.D.I.C., 2008A/6 to Escorts O.N.135).

Navigational.

Aultbea My 1047A/5. Port now open.
(N.O.I.C. Aultbea, 0655A/6).

Casualties & Defects.

MALAYA Your 1718/5. Concur in taking in hand MALAYA
at Rosyth on 15/10 for refit.
(C. in C. H.F., 1121A/6).
1. A.M. 1718/5. Request all essential defects
in MALAYA be made good and as many alterations and additions be
undertaken within the time required to effect repairs without
delaying ship. Every endeavour should be made to complete as
much work as possible before 15th November.
2. A.S. Rosyth is requested to report A. Estimated time
required for refit. B. Whether it is practicable to bring
ship to seven days notice from 15/11. C. Estimated extension
time for refit if answer to (B) is in the affirmative.
(C. in C. H.F., 1608A/6).

/DELAWARE...

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Tuesday.

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HOME COMMANDS.

Casualties & Defects - Contd.

DELAWARE,
KINALDIE.

My 1701/28. Weather permitting intend to sail:-
(a) DELAWARE in tow of SCHELDE escorted by TANGO.
(b) KINALDIE in tow of NIMBLE escorted by
DRANGEY at 1200 tomorrow for Scapa. Route.
DELAWARE is unable to anchor. KINALDIE has no
D/G and is unable to anchor.
(A.C.I.C., 1247A/6).

AGAMEMNON,
MENESTHEUS.

Your 1714/2. As AGAMEMNON was converted at
Green and Silley Weir it is considered desirable
that ship should refit at that yard and
MENESTHEUS at London Graving Dock.
(N.O.I.C. London, 1503A/6 to Admty).

NICOLINE,
PAXIDANE.

Your 1046A/6. ^{N.T.N.W.D} Arrived. Both vessels report
engine defects.
(F.O.I.C. Aberdeen, 1527/6 to R.N.O. Montrose).

BARRANCA.

If CASTLETON has to be withdrawn for another
duty tomorrow could you please provide A/S trawler
escort for TEDWORTH during her diving operations.
(R.A.M., 1556A/6 to N.O.I.C. Stornoway).
BARRANCA was refloated p.m. today and is now
beached alongside Quay at Stornoway.
(N.O.I.C. Stornoway, 1846/6).

HARPOON

Following received from HARPOON 014° 91 miles B.
Impossible to maintain steam. Require urgent
assistance.
(Port Patrick Radio, 1700 G.M.T./6).
Your 1700/6. Assistance is being sent.
(C. in C. W.A., 2204Z/6 to HARPOON).

FAMILY.

Your 0103A/24. KAPP 1 arrived Lyness 2/10.
Inefficient vessel to be replaced is Cornish
Lugger FAMILY which is damaged beyond economical
repair.
(A.C.O.S., 1841/6 to Admty).

Shipping & Convoys.

A.T. 23
N.A. 16

Adjust speed to enter Q.Z.S. 298 at 0620Z/7.
Speed in swept channel 9 knots.
(N.O.I.C. Liverpool, 0846Z/6 to BENSON).
Arrived Clyde portion A.T. 23 and N.A. 16 escorted
by C.T.F. 38 in ARKANSAS with MADISON, CHARLES F.
HUGHES, and HILARY B. JONES.
(N.O.I.C. Greenock, 1924A/6). *See p. 146 - (T.F. 38)*

War Diary.6.10.1942.
Tuesday.HOME COMMANDS.Shipping and Convoys - contd.

- T.A.24. Your 1440Z/5. Regret no destroyers available.
A.T.25. (R.A.M. 0909/6 to C. in C. W.A.)
C. in C. W.A. 1440Z/5. SKATE, SARDONYX,
SALADIN, SCIMITAR detailed.
(N.O.I.C. Londonderry 1136A/6.)
- T.A.24. Intend sailing passing Clyde Boom 0200A/8 to R/V
with DELHI and destroyer escort at 0800A/8 in position (K),
thence in accordance with A.M. 1242A/5. S.O.A. from R/V 25
knots. "Chop" 0600Z/10. E.T.A. 0300Z/13. Codeword "Sleeve".
(N.O.I.C. Greenock 1744A/6.)
My 1710/4 and 1242/5. T.A.24 will proceed direct to
Boston.
(D.O.D. (H.) 1800A/6.)
A.T.25 is due Clyde 10/10. 2. Total of approximately
10,700 personnel will disembark 11/10.
3. Convoy A.T.25 will be required to sail again as convoy
W.S.23 Z. on 17/10. Approximately 10,700 personnel will
embark at Tail of the Bank on 16/10 and 17/10.
(D.S.T. 1911A/6.)
- Q.P.15. Your 0909/5. If it is decided to return to
Novaya Zemlya ships in Q.P.15 I will give
necessary instructions for local escort to be
provided immediately for making R/V with main
body.
(S.B.N.O. North Russia 0921A/6 to S.B.N.O.
Archangel.)
- WEMYSS BAY. Cancel my 2150/2 re loading of L.S.T.
2. C.C.O. is making arrangements to transport
tanks and vehicles to Clyde area on about 10/10
for waterproofing and subsequently loading
in WEMYSS BAY into all 3 L.S.T. on completion
of refit not later than 17 or 18/10.
(D.O.D. (H.) 1033A/6.)
- R.U.
Convoys. Request that until further directions you will
route any ships in R.U. convoys for East coast
ports to Kirkwall for onward routeing in W.N.
convoys.
(C. in C. W.A. 1122A/6 to A.C.I.C.)
- F.N. and F.S.
Convoys. Harwich additional escorts and corvette patrols.
Details.
(F.O.I.C. Harwich 1230A/6.)
- EL NIL. Following from Lands End radio. Received
See next page 1245 G.M.T. De EL NIL. Yours 1023Z/6.
Expect arrive Bar Light Vessel a.m. 9th.
(C. in C. Plymouth 1346/6 to Admty.)

/Following ...

War Diary.6.10.1942.
Tuesday.HOME COMMANDS.Shipping and Convoys. - *cont'd.*

EL NIL. *See previous page* Following from Lands End radio. Received 2054 G.M.T. from EL NIL. Your 1755Z/6. Will endeavour arrive Bar Light 1300 G.M.T/9th. (C. in C. Plymouth 2156/6 to Admty.)

P.Q.19. Q.P.15. Escorts stock of recoding and re-cyphering tables are running out and additional publications are required to cover them for period up to 8/11 by which date operation should be completed. Request that following be sent first opportunity. Request in future distributing authority at home be asked to ensure that ships detailed for (?P) Q convoy are given adequate reserve of signal publications.

(S.B.N.O. Archangel 1453A/6 to Admty.)

1. C. in C. Northern Fleet informs me he has just received forecast of local ice conditions which indicates (?much) earlier freeze this year than last. White Sea will only be ice free until 31/10 though navigable with ice breaker until 5/11. If all ships of P.Q.19 are to clear White Sea before being frozen in, convoy must arrive by 23/10. This allows 14 days for turn round of 18 or 20 (?ships) which is maximum number that can be handled in the time, but S.B.N.O. Archangel is requested to confirm this number.

2. 2 (?ships) at a time can be handled at Murmansk by 20/10 and any number in excess of this would have to be anchored in Kola Inlet while awaiting discharge.

3. In view of above consider that if P.Q.19 arrives before 23/10 it should be divided between White Sea and Kola Inlet as shown.

4. If P.Q.19 does not arrive until after that date suggest it should all come to Kola Inlet. In this case consider maximum safe number to have in Kola Inlet would be 20 owing to danger from bombing, although more fighters will have been moved back here from Archangel by then.

5. Also request one medium size oiler be included in (?ships) coming to Kola Inlet. Complement stock is now 8,000 tons and total capacity 11,000 to 12,000. This does not reduce requirements for Archangel vide my 0938/30.

6. Q.P.15 will be ready to sail on 20/10 and Russians desire the 10 (?ships) referred to in S.B.N.O. North Russia's 0907/5 to join it and proceed as far as Iceland (C). Speed of slowest Soviet ship will be signalled when known. Request information whether 10 Soviet (?ships) referred to are to be included.

(S.B.N.O. North Russia 1819A/6 to Admty.)

NARKUNDA. Diplomat ship NARKUNDA position at noon G.M.T. 48° 43' N. 24° 39' W. If required can arrive bar L.V.10 A.M.9th weather permitting. (C. in C. Plymouth 1529/6 to Admty.)

SEA FISHER. Admiralty 1825/3. Request any information regarding SEA FISHER not arrived. (F.O.I.C. Belfast 1703A/6 to C. in C. Rosyth. F.O.C.O.S.)

/My 2034/3. ...

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6.10.1942.
Tuesday.

HOME COMMANDS.

Shipping and Convoys.

SEA FISHER (contd.) My 2034/3. Report position at which SEA FISHER left E.N. 45 and when she was last seen. (C. in C. Rosyth 1940A/6 to HORNPIPE.) Your 1940A/6. SEA FISHER left at Dunnet Head. Still in sight at 1900/4 proceeding ahead through Minches. (HORNPIPE 2145A/6 to C. in C. Rosyth.)

SABINA. Severe easterly gale expected. SABINA should be directed to seek shelter if necessary. (A.C.I.C. 1710A/6 to Escorts R.U. 43.)

Convoy H.X. Following received by A/C from EMPIRE TARPON in 209. 57° 14' N. 16° 12' W. at 1232A/6 begins. EMPIRE TARPON. Have serious engine trouble. Ends. ROBERT COLLEY. (C. in C. W.A. 1725A/6 to HIGHLANDER.) Proceed to assist EMPIRE TARPON reported with serious engine trouble in 57° 14' N. 16° 12' W. at 1232A/6, probably proceeding at slow speed. (C. in C. W.A. 1846A/6 to BORAGE, PENNYWORT.) Your 1906A/5. ROBERT COLLEY sunk by gunfire. My P.C.S. are at 1915Z 058° 44' N. 024° 54' W, 107°, 14 knots. PENNYWORT in company. (BORAGE 1924Z/5 to C. in C. W.A.) My 1846/6. EMPIRE TARPON reports impossible to maintain steam and requires urgent assistance in 57° 20' N. 15° 09' W. at 1700Z/6. (C. in C. W.A. 2117A/6 to BORAGE, PENNYWORT.) Request you will sail tug DEXTEROUS with despatch to assist EMPIRE TARPON. BORAGE and PENNYWORT are standing by. (F.O.I.C. Greenock 2219A/6 to N.O.I.C. Campbeltown.) C. in C. W.A. 2117A/6. Sailed DEXTEROUS to assist EMPIRE TARPON. (F.O.I.C. Greenock 2344A/6 to BORAGE, PENNYWORT.)

W.S.23. Following Transports sailed in W.S.23 on 4/10. Details and destinations. (D.S.T. 1805A/6) See Lion Copy.

SAN AMBROSIO. Your 1816/5. Request SAN AMBROSIO relieve MURENA at Seidisfiord. SAN ZOTICO has left Iceland (C) and it is desired to avoid replacing her in view of urgent need of tankers for freighting. Understand three U.S. oilers CULPEPPER and SVITHIOD now in Iceland (C) and MATINICOCK due shortly are to remain there (tanker message) A.C.I.C. is requested to confirm that they will be mobile and capable of fuelling H.M. ships. (D. of Stores 2000A/6 to C. in C. H.F.)

PRAGUE. CHIDDINGFOLD sailed with PRAGUE. AMSTERDAM remaining Invergordon having been in collision with R.F.A. HIRONDELLE. (N.O.I.C. Invergordon 2231A/6 to A.C.O.S.)

MOST SECRET

MOST SECRET

MESSAGE

1805A/6th October

OUT

To R.A. West Africa 640.
 C. in C. South Atlantic 129
 C. in C. Eastern Fleet 826
 Repeated C. in C. Mediterranean 168
 F.O.C. North Atlantic 733
 F.O.C.R.S.C.A. 825
 F.O.C.R.L.N. 122
 N.C.I/C. Durban

Date 5.10.42.

Sup. 158A

NAVAL CYPHER 'D' O.T.P.

From Admiralty.

IMPORTANT to R.A. West Africa.

Following transports sailed from United Kingdom 4th October in
 Convoy W.S. 23.

<u>Code No.</u>	<u>Ship</u>	<u>Speed</u>	<u>Destination</u>	<u>Numbers on Board</u>	<u>Pendant No.</u>
C.1.	HIGHLAND MONARCH	15	West Africa South Africa East Africa Middle East India	41 64 64 1604 110	32
C.2.	CAPETOWN CASTLE	18	West Africa South Africa India Ceylon Australia New Zealand	25 2 3898 61 27 5	31
C.3.	EMPERESS OF RUSSIA	14	West Africa South Africa East Africa Middle East Iraq India Ceylon Mauritius	33 807 153 20 1 1037 1 1	22
C.4.	MORETON BAY	14 ¹	West Africa South Africa Madagascar East Africa India	182 810 55 426 352	41

2. H.M.S. QUEEN OF BERMUDA also sailed in Convoy with 1918 personnel on board for West Africa.

3./0. Following.

32
155B

3. Following guns M. T. stores etc. were shipped in transports:-

<u>Ship</u>	<u>Contents</u>	<u>Destination</u>
HIGHLAND MONARCH	2750 tons Seed Potatoes Stores	Middle East
CAPETOWN CASTLE	Stores, guns, M. T.	India
MORETON BAY	Stores	Durban.

4. Following M. T. ships also sailed in Convoy W.S. 23:

<u>Code No.</u>	<u>Ship</u>	<u>Speed</u>	<u>Contents</u>	<u>Numbers of Personnel on Board</u>	<u>Aircraft</u>	<u>Destination</u>	<u>Pendant No.</u>
R.608	PORT JACKSON	16	Stores M.T. Tanks Guns Ammunition	3	-	Middle East	12
			-	-	4 Ansons	South Africa	
R.609	SILVERSANDAL	14	Stores M.T. Tanks Guns Ammunition	-	-	Karachi & Basra	11
			-	-	8 Hurricanes	Karachi	
R.610	KINA II	15	Stores M.T. Tanks Guns Ammunition	12	-	Middle East	21
			2 M.F.V.'s	-	4 Ansons	South Africa	
R.611	STRAIT MALAKKA	16	Stores M.T. Tanks Guns Ammunition	3	-	Middle East	42
			-	-	8 Ansons	South Africa	

5. Freightship RIMUTAKA speed 14 knots pendant number 33 carrying personnel for South Africa and Australasia also sailed in Convoy. Details will follow separately. Numbers on board permit of ship sailing unescorted from Cape to Australia.

6. Separate signal has been made regarding on-carriage of personnel for West Africa from Freetown.

7. P.S.T.O. Simonstown should arrange for on-carriage of personnel from South Africa as follows:-

(a) For East Africa ex HIGHLAND MONARCH EMPRESS OF RUSSIA and MORETON BAY.

(b) For Middle East ex EMPRESS OF RUSSIA.

(c)/...For

MOST SECRET

- 3 -

- (c) For Madagascar ex MORETON BAY.
- (d) For Mauritius ex EMPRESS OF RUSSIA.
- (e) For India ex HIGHLAND MONARCH and MORETON BAY.
8. F.S.T.O. India should arrange for on-carriage from Bombay for all personnel for Ceylon and Iraq.
9. MORETON BAY will turn round in South Africa and proceed to Plate to load for United Kingdom.
10. CAPETOWN CASTLE will proceed from India to Australasia to load for U.K. Personnel for Australia and New Zealand should remain on board.
11. HIGHLAND MONARCH on completion of discharge at Suez will proceed via South Africa to Plate to load for United Kingdom.
12. Further instructions follow for EMPRESS OF RUSSIA.
13. All ships will replenish at Durban.
14. Commodore of Convoy is Commodore O.H. Dawson in CAPETOWN CASTLE, Vice Commodore Captain J.D. Smith in EMPRESS OF RUSSIA.
15. Addressees pass to S.T.Os. and Military Authorities concerned.

18054/6.

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. (H) (2)
D.O.D. (F) (2)
Head of M. (13)
D.D.I.C. (2)
D. of P. (2)
D. of S.T.
D.T.D. (3)
D.T.D. (M)
I.P. (2)
W.D.
Duty Capt. (2)
Adl. Blake.

War Diary.6.10.1942.
Tuesday.FOREIGN STATIONS.Raiders.

Intelligence. My 2018/29. (1) AMERICAN LEADER overdue at Punta Arenas from Capetown since 22/9. Possible victim of Raider "H" or Raider "J". (2) No further reliable reports of Raider "E" or Japanese raiders. (D.D.I.C., 1238A/6 to A.I.G., 13 etc).

North Atlantic.

- P.44 (Operation) (Corrupt group) completed. Returning through position C., 0430A/6 (3 corrupt groups) 30A/6 position A, 2230A/7 arriving Gibraltar 09 (corrupt group) A/8 diving by day, (?assumed) S. of A. 140 miles per day. Weather Report. (P.44 0400A/6 to F.O.C.N.A. (R) ?UNBEATEN).
- P.219 P.219 dive by day passing through B., 036° 48' N., 000° 26' E., at 1930/6 A., 180° Alboran Island 10 miles at 2230/7 thence on surface to arrive Gibraltar 0900/8. (F.O.C.N.A., 0910A/6 to 8 S.F.)
- CONAME I Sailed M.Ls. 469, 483 to patrol off Motril to intercept Spanish CONAME (I) and send in for examination. (V.A.C.N.A., 1000A/6 to Admty).
- P.34 In view of C. in C. Med's 2058/26 (?assume) (?you) do not wish Sub. P.34 to carry out Bay patrol on passage to U.K. in accordance with your 1744/30 (Hush distribution). (F.O.C.N.A., 1108A/6 to F.O.S.)
Your 1034A/3 (1036A intended) My position 037° 21' N., 000° 24' W E.T.A. 0730A/9th. (P. 34, 2101A/6 to F.O.C.N.A. (R) Capt. S.8., Capt. S.10).
- P.222 My 1210/3 (?1206/3 intended) This area is now clear for the remainder of your patrol. (F.O.C.N.A., 1110A/6 to P.222).
- VALE Negotiations are in progress for "arranged" FORMOSO II, interception of SS. VALE FORMOSO II which is expected to sail from Viana to Bayonne with 240 tons of tin. N.C.S.O. Lisbon will report to you direct when plan is completed.
2. In view of possible attempt by enemy to provide air cover interception should take place as soon as possible after vessel leaves Viana and in any event outside territorial waters. (Head of M. Approved A.C.N.S. (F) 1305A/6 to F.O.C.N.A.)

War Diary.6.10.1942.
Tuesday.FOREIGN STATIONS.North Atlantic. - Contd.

- P.217, Onward route on the surface at C.O.'s discretion,
P.228. For P.228 through positions Q.225° Cape St.
Vincent 20 miles at 1700A/10 and P.036° 01' N.,
005° 59' W., at 0830A/11.
- (2) For P.217, through position Q at 2330A/10 and P. at 1500A/11.
- (3) From position P S/Ms proceed Gibraltar unescorted to arrive
P.228 at 1230A/11 and P.217 at 1900A/11.
- (4) Total bombing restrictions arranged 20 miles either side of
route from 35 miles ahead to 35 miles astern of estimated
positions, assuming speed 10½ knots.
- (5) S/Ms report if unable to comply within 2 hours of these times
(F.O.C.N.A., 1610A/6 to P.217, P.228 (R) Admty etc).

U/Bs at Spanish D.N.I. states he can say nothing officially
Valencia and but that recuperated wounded landed from Italian
Santander. S/M Valencia and from R. GIULIANI at Santander
were taken over by military because internment
of these men has been definitely settled.
(N.A. Madrid, 1631/6 to D.N.I. (R) S.O.(I)
Gibraltar). * CENTURIONE REGINALDO GIULIANI.

SUMATRA, Intend to sail D.S. SUMATRA escorted by QUIBERON,
QUIBERON, PARTRIDGE for U.K. at 2000/6 th routed through
PARTRIDGE. (a) 735.51, 06.02 (b) 36.38 10.02 (c) 40.01 15.02
(d) 44.59 17.59.
Speed of Advance 14 knots for first 24 hours,
thereafter 15½ knots.

2. Admty. is requested to signal destination and C. in C. W.A.
onward route. My 1242/5 refers.
(F.O.C.N.A., 1650A/6 to Admty C. in C. W.A., 1706A/6 to P.552
PROTEUS).
My 1650/6. Sailed D.S. SUMATRA escorted by QUIBERON,
PARTRIDGE.
(F.O.C.N.A., 1946A/6).

S.L. Your 2203/5 (2202 intended) para. 1 confirmed.
Convoys. 2. Purpose S.L. convoys be routed through (2)
position 040° N., 017° 30' W., where Gibraltar por-
tion would join.
(F.O.C.N.A., 1758A/6 to Admty (R) C. in C. W.A.,
R.A.W.A.)

P.247 Intend to sail P.247 making good 140 miles a day
for Malta p.m. on 8th crossing 009° E., in 038°
28' N., at 2100A/13.
(2) Last signal concerning route V.A. Malta's 1005
/22. P. 247 carries one periscope, stores and spare gear for
Capt. (S) 1 and Capt. (S) 10 and mail.
(F.O.C.N.A., 1808A/6 to V.A. Malta (R) Admty F.O.S., C. in C.
Med., Capt. (S) 10).

6.10.1942.
Tuesday.

War Diary.

FOREIGN STATIONS.

North Atlantic - Contd.

French Forces, Policy. Cancel G.W.O.71 and substitute (begins). Following instructions for dealing with French Forces: (ii) Surface vessels are to be reported. (iii) S/MS are to be treated as laid down in Gibraltar War Order 82. (iv) A/C approaching naval forces in vicinity of Gibraltar are to be treated as hostile. (v) Shadowing ships may be ordered to shadow (?advancing) French ships. In these circumstances they are to be prepared for attack but are not to fire the first shot. (vi) Approaching French Coast ships are normally not to approach within 20 miles of coast of France of French Colonial possessions (Ends). (F.O.C.N.A., 1814A/6 to S. and A. N.A. (R) Admty).

Interception of Portuguese ships. Plans are maturing for "arranged" interception of Portuguese SS. ALVAIAZERE and NINA which are running in enemy interests. N.C.S.O. Lisbon will report to you direct when plans are completed. Vessels must be intercepted outside territorial waters. 2. Above applies also to Spanish vessels SUEVIA, MARINA, and INDUSTRIAL. (D.O.D. (F) 2009A/6 to F.O.C.N.A. (R) N.C.S.O. Lisbon).

South Atlantic.

PETUNIA attack on U/B. (BARDARILLO) Submarine attacked in 002° 21' N., 014° 30' W. unsuccessful, no subsequent contact. (PETUNIA, 0227Z/6 to R.A.W.A.) *PETUNIA R.g.P., M.044814/42*

CROCUS, attack on U/B. *See p.160* My position now is 007° 57' N., 014° 11' W. Have rammed (? submarine) twice (?my have not yet MJP ? gained) contact with depth charges. (CROCUS, 0430/6 to Ascension Radio). My 0430, lost contact, continuing (A C) search, CROCUS not seriously damaged. (CROCUS, 0445Z/6) U/B Probably sunk, see R.A.W.A. 1851/8.

W.S.23 List and requirements. (D.S.T., 0529A/6 to R.A.W.A., C. in C. S.A., C. in C. E.F.) See Lion Copy.

MOST SECRET

See p.155A

MESSAGE

OUT

MOST SECRET

0529A/6th October

To R. A. W. A. F.
C. in C. South Atlantic.
C. in C. Eastern Fleet.
Repeated N.O.i/c Durban.

Date 6/10/42

Naval Cypher XD (Plug)

From Director of Sea Transport.

Convoy WS 23

<u>Ship</u>	<u>Daily Fuel Consumption at Convoy Speed.</u>	<u>Type of Fuel.</u>	<u>Bunkers on leaving U.K.</u>	<u>Water required at Freetown.</u>	<u>Fuel required at Freetown.</u>	<u>Fuel required in South Africa</u>
HIGHLAND	45	Diesel	1750	Nil	Nil	1000
MONARCH						
CAPE TOWN	61	Diesel	3500	1300	Nil	1600
CASTLE						
EMPRESS OF RUSSIA	205	Coal	3300	Nil	3000	3000
MORETON BAY	90	Furnace	2900	600	Nil	2400
KINA II	29	Diesel	1050	Nil	Nil	Nil
PORT JACKSON	42	Diesel	1300	Nil	Nil	Nil
SILVER SANDAL	27	Diesel	1300	Nil	Nil	Nil
STRAAT MALAKKA	32	Diesel	1100	Nil	Nil	300

- Quantities of fuel required have been reserved from commercial stocks. Commercial reference is D.D.
- Coal suppliers EMPRESS OF RUSSIA Rennie Durban.
- MORETON BAY should bunker to capacity in South Africa.
- Water requirements have been calculated on basis of 36 days' margin on consumption of 5 gallons per head per day.
- Addressees pass to S.S.T.O.'s concerned.

0529A/6.
Director of Sea Transport
M.W.T. Ext. 2177

- A.C.N.S. (F) (2)
- A.C.N.S. (T)
- N. A. 1st S. L.
- D.O.D. (F) (2)
- D.O.D. (H) (2)
- Hd. of M. (6)
- D.D.I.C. (2)
- D. of P. (2)
- D. of S.T.
- D.C. (2)
- D.T.D. (M)
- I.P. (2)
- W.D.
- Admiral Blake

MOST SECRET

War Diary.

6.10.1942.
Tuesday.

FOREIGN STATIONS.

South Atlantic. - Contd.

BERGENSFJORD, Your 1819A/5. BERGENSFJORD arrived Boma 27/9.
SIRANGER. SIRANGER not yet reported.
(S.O.(I) Freetown, 0926Z/6 to Admty).

U/B Following bearings of Italian call-signs 56L
obtained at 0354Z/6. This call-sign is thought
to be used by the same U-boat using call-sign
69D. These bearings, and those of the German transmission at
0428Z/6 appear to indicate an approximate position in 2° S.,
20° W.
(D.D.I.C., 1136A/6 to R.A.W.A. (R) C. in C. S.A.)

ASTURIAS My 1831Z/4.
1. Carry out same patrol, all positions moved 5°
North.
2. Reach new position (A) 005° N., 020° W., by
1800Z/9.
(R.A.W.A., 1327Z/6 to ASTURIAS (R) Admty C. in C.
S.A.)

RAJAHSTAN Your 2027/5. My information is that ship was
overdue. proceeding to Buenos Aires.
(C. in C. S.A., 1557C/6 to S.O.(I) Montevideo,
(R) S.O.(I) Freetown, Connav).

AQUITANIA Sailed Capetown 0900Z/6 AQUITANIA routeing
C. 26.50 S., 41.0 W., D. 31.25 S., 27.10 W.
E. 34.30 S., 11.05 W. H. 35.45 S., 07.01 E.
J. 35.45 S., 16.20 E. G. 34.30 S., 17.50 E. thence
to Capetown "Chop" 10/10, 20 knots.
Due to pass position C 2200Z/6 E.T.A. position
G, 0600/13. Requirements at Capetown.
(Alusna Rio, 1630/6 to Connav, Admty, Comsolant,
(R) Alusna Capetown, Navy Afloat Simonstown
(all advised))

EARL Sailed EARL KITCHENER to Kilindini routed as in
KITCHENER. my 0643/11/8.
(5) S. of A. 8 knots, E.T.A. p.m. 16/10.
(N.O.I.C. Durban, 1710Z/6 to Admty etc).
My 1710/6th. EARL KITCHENER diverted to Diego Suarez in
accordance with your 1415Z/5 not to all addressees, from
position 016° 30' S., 040° 20' E.
(N.O.I.C. Durban, 1907Z/6 to C. in C. E.F., (R) Admty).

SEATRIN SEATRIN TEXAS (U.S. Army Transport) expected
TEXAS. sailing 0600/7 New York 27/10 1st "Chop" 14th/10
(Route).
(N.C.S.O. Capetown, 1759Z/6 to Admty etc).

6.10.1942.
Tuesday.

War Diary.

FOREIGN STATIONS.

South Atlantic. - Contd.

Pernambuco
Bunkers.

A.M. 1952A/24/9. Limited supplies oil bunkers now available Pernambuco. Ships over 15 knots for U.S. ports should therefore be routed to that port for bunkers instead of Freetown or Trinidad. Such ships should take minimum bunkers required for safe margin to destination.
(D.T.D., 1942A/6 to N.C.S.O. Capetown (R) C. in C. S.A., R.A.W.A.)

ANTELOPE,
*CROCUS.

* See p. 158.

R/V in 007° 20' N., 014° 50' W., at 2200. If not met by 2215, indicate your position by waving vertical signal projector beam at this time and at 2230.
(ANTELOPE, 1950Z/6 to CROCUS (R) R.A.W.A.)
Your 1950 acknowledged. My P.C. and S. 2130, 007° 29' N., 015° 01' W., 128° 13 knots.
(CROCUS, 2132Z/6 to ANTELOPE, R.A.W.A.)

GRIFFIN

E.T.A. 0800Z/7. Latest Q Message as in my 1039/29 Weather report. My P.C. and S. 011° 22' 018° 12' 132° 26 knots.
(GRIFFIN, 2003/6 to R.A.W.A. (R) Capt. D.18).

M.A.R.I.

The instructions in M.A.R.I. Section II para 11 are not to be carried out by vessels proceeding on the route between Cape of Good Hope and Cape Horn or Magellan.
(D.T.D. 2100A/6 to C. in C. S.A., (R) N.C.S.O. Capetown Connav B.A.D.)

W.S. 24

Re call at Bahia. (Admty. 2245Z/6)
See America and West Indies

War Diary.

6.10.1942.
Tuesday.

FOREIGN STATIONS.

Mediterranean.

NEREUS
TRITON

Ref. para 3 of your 1246/26/9. Please report forthwith full particulars of gear including wiring and junction boxes required for further three months refit of NEREUS and TRITON. Para 4 of message is being dealt with separately. (Hd. of P. Branch 0156A/6 to C. in C. Med.)

Enemy
Units
TURBULENT.

My 2045/5. Further A/C reported P.C.S. at 0730 this morning 033° 14' 020° 43' 220° 9. (Capt. S.1. 0810C/6 to TURBULENT (R) C. in C. Med. Capt. S.10.)

Following has been read: P.C.S. of 1 vessel medium and 4 destroyers 36.18 N 22.10 E, course 140° speed 8 knots.

(Med A/C 0815/6.)

A/C reported 1 merchant ship 4 destroyers (?036°) 15' 022° 15' 140° 8 knots at 0821A/6.

(Capt. S.10 1527A/6 to S/Ms on patrol (R) Capt. S.1. C. in C. Med. S.O.S. Alexandria.)

Aircraft reports 1 merchant ship 4 destroyers 034° 31' 022° 44' 230° 12½ knots at 1955C/6. Endeavour to intercept before 0900.

(Capt. S.1. 2035C/6 to TURBULENT. (R) C. in C. Med. Capt. S.10.)

GERA.

Steamship GERA seized in prize 6/10. Affidavit follows by Air Mail. (N.O.I.C. Massawa 0933Z/6 to Admty. (R) F.O.R.S. C. in C. Med.)

Landing
Craft.

70281 cipher (M.O.5) 6/10.

1. Your 0/54398 (1635/9 re provision of 12 L.C.A. by C. in C. E.F.) Request you will deal direct with C. in C. India and C. in C. E.F.

2. We understand that India required L.C.A. from Madagascar in addition to those sent by you. We do not understand why you send L.C.As to India if you still require them.

3. Admty. agreed.

(W.O. 1010A/6 to C. in C. ME.)

RORQUAL
PARTHIAN

Ref. my 1407/5 and 2330/5. During passage of RORQUAL and PARTHIAN through areas B, T and K, S/Ms are not to be attacked unless identified as enemy within 30 miles of their respective routes. (Capt. S.1. 1015C/6 to S/Ms on patrol. (R) C. in C. Med. Capt. S.10.)

AQUITANIA
MAURETANIA

Request destination AQUITANIA and MAURETANIA after disembarkation M.E. (P.S.T.O. Egypt 1040C/6 to Admty. for D.S.T.)

CENTURION.

Request you will report present state of CENTURION and your views as to her future employment, other than that in your 1141/9/9.

(D.O.D.(F.) 1311A/6 to C. in C. Med. (R) C. in C. E.F.) As amended 1910A/8.

Reply: see HUSH 1014/10 Oct., p. 91

/P.212...

War Diary.6.10.1942.
Tuesday.FOREIGN STATIONS.Mediterranean - Contd.

P.212. 1. Proceed as in para 1 of my 1012/4 diving as near second position as possible at daylight 8/10 to surface at dusk between positions (C) and (D).
 2. S A M (a) nil. (b) 0501A/9. (c) not working. (d) 1015A/9. (e) Marsamxett. (f) nil.
 3. No British submarines between Marettimo and Malta.
 4. CLYDE did not sight Marettimo but took alternative route. Reported sighting flares on surfacing S.E. of position (C). These may have been connected with own air operations in progress at the time.
 (V.A. Malta 1627A/6 to P.212 (R) C. in C. Med. etc.)

NIEUW AMSTERDAM Request confirmation NIEUW AMSTERDAM on completion disembarkation Suez is to proceed Fremantle New Zealand.
See next page (P.S.T.O. Egypt 1910C/6 to Admty. for D.S.T.)

Malta I.26, 6/10, C.S.R. Malta. Part 1 5th.
 Air 1314 hours, 4 Plus Me.109s crossed coast at report. great height. 4 Spitfires up but raiders maintained height advantage and returned at speed.
 Night 5/6 1956 hours, 2 enemy bombers approached Malta at height, 2 Beaufighters up had serious A.I. interference and could not intercept but forced raiders to jettison bombs 5 miles north of Island and return.
 6th. 0625 hours, 4 Spitfires on R/C patrol of area N of Malta made no sightings. 0850 hours, 24 Me.109s approached Malta at great height, 11 Spitfires intercepted 15 miles N of Island but enemy had height advantage. 1 Me.109 damaged, 1 Spitfire slightly damaged, pilot unhurt.
 (H.Q. R.A.F. Malta 2007/6.)

Black Sea. 1. Naval. Russian submarine on 25/9 sank one M/V and one barge off Sulina. Anapa and coastal village shelled by minesweeper.
 2. Air. 5/10 Tuapse bombed by 117 aircraft.
 3. Novorossisk. Fierce and continual artillery and infantry action in progress. Russia claim successes around Shapmonteskaya. Three battalions of 19th Roumanian Infantry Div. have been surrounded and much war material captured.
 (N.L.O.Black Sea 2100C/6 to Admty. Adm. Miles.)

6.10.1942.
Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies.

Addu Atoll Admty 1358A/2. Present state of underwater defence at Addu.
(N.O.I.C.Colombo, 0412Z/6 to C. in C. E.F.)
See Lion Copy. Reply: C. in C. E.F., 1258Z/7.

A.B.l. Convoy A.B.l. arrived.
(N.C.S.O. Bombay, 0934Z/6 to Admty etc).

NUBIAN Defects developed during full power trial should be made good by Saturday 10/10 if further trials satisfactory intend sailing for Aden 21/10 after working up.
(NUBIAN, 1100Z/6 to C. in C. E.F., D.22., C. in C. Med., (R) Admty etc).

Landings from Japanese U/Bs. Following information received from interrogation of enemy landed west Coast India by Japanese submarine (A) Submarine seldom proceed on surface during daylight within 300 miles Indian coast.
(B) Normal cruising speed on surface 15 knots.
(C) All last day before landing submarine submerged.
(D) Submarine surfaced 2 hours before prisoners disembarked 5 miles off shore at 2200 hrs. Submarine travelled 30 miles during 2 hours before landing 60 miles during 12 hours daylight, 180 miles during 12 hours darkness, submarine position dusk day before landing 275 miles off coast. Suggest profitable area dusk about 300 miles off coast dawn about 100 miles off coast.
(A.H.Q., India, 1104/6 G.M.T. to H.Q., Nos. 221, 222, 225 Groups (R) Air Ministry, H.Q. Middle East ? A.H.Q. Bengal, A.H.Q., Iraq, H.Q., British Forces Aden, 207 Group East Africa)

NIEUW AMSTERDAM. Your 1854/21/9. Cruiser escort can be provided from M.O.M.P. approx. 090° E., to Aden.
See previous page. (C. in C. E.F., 1307Z/6 to Admty (R) N.ZN.B. A.C.N.B., F.O. Ceylon, F.O.C. Red Sea Force, P.S.T.O. Egypt, Port Said).

Movements Arrival p.m./6 BIRMINGHAM, GAMBIA, MAURITIUS, MANXMAN.
(N.O.I.C. East Africa (Kilindini) 1510Z/6 to Admty).

Landing Craft. Your 1228Z/3 para. 4. Following is present situation of landing craft at Tamatave -
1. 4 Landing Craft, Personnel ex ALBATROSS.
4 landing Craft Assault ex EMPIRE PRIDE

MOST SECRET

4/3

MOST SECRET

MESSAGE

0412Z/6th October

IN

From N.O.I/C. Colombo.

Date 6.10.42.

Reed. 1038.

NAVAL CYPHER 'A. 3.' BY W/T

Addressed O. in O. Eastern Fleet Repeated Admiralty N.O.I/C. Addu Atoll.

IMPORTANT

952.

Admiralty 13584 2nd October.

1. Present state of underwater defence at Addu as follows

(a) Boom. Gan Channel - Western portion mostly gone, Eastern portion very defective. N.O.I/C. will arrange buoys to look as if boom was in good condition. Willingili Channel - boom has suffered very little damage since being laid.

(b) Controlled mine field. All seem to be satisfactory.

(c) Indicator net inside Northern entrance. Large gap exists between Eastern and Western nets. Otherwise nets are in fair condition but they certainly will not last much longer.

2. Propose Willingili Channel should be used as entrance to harbour and that Gan entrance (?should) have to be denied to all shipping by contact repeat contact cables laid outside boom and across entrance. Remains of boom and controlled minefields to be left.

3. Consider harbour would then have sufficient underwater defence to be considered secure as occasional fuelling base. But situation would be improved (?if) indicator net guarding Northern entrance could be relaid when net layer is available.

0412Z/6.

1st Lord
1st S.L. (2)
D.F.S.L.
3rd S.L.
Vice Contr.
4th S.L.
C.N.L.S.
V.C.N.S.
A.C.N.S. (F) (2)
A.C.N.S. (T)
A.C.N.S. (W)
Naval Sec.
N.A. 1st S.L.
N.L. to A.C.N.S. (T)
D.O.D. (F) (2)
D.O.D. (H) (2)

D. of P. (2)
Hd. of M.
D.D.I.C. (2)
Duty Capt. (2)
A.C.N.S.
D.N.L.D.
D.A.C.D.
Air Branch
D. of L.D. (2)
D.S.D.
D. of S.
D.G.D.
D.A/S.W.
D.B.D.
D.T.S.D.
D.T.D. (2)

D. of P. (Q)
D.N.I. (4)
D.T.D. (M)
I.P. (2)
W.D.
Adl. Blako
Adl. Bellairs.

War Diary.

6.10.1942.
Tuesday.

FOREIGN STATIONS.

East Indies - conts.

- Landing 2 Landing Craft Support ex ADVISER. 2 Landing
Craft. Contd. Craft M. ex OCEAN VIKING.
 2 landing craft M. ex OCEAN VIGIL.
 2. Of these OCEAN VIKING 2 landing craft M. and
2 support landing craft.
3. Assuming GASCONY to come with no landing craft (?).
She can carry 2 landing craft M. and 2 assault landing craft.
4. This will leave 2 assault Landing craft and 4 landing craft
Personnel which it is assumed can be carried by DUNERA and
DILWARA.
(ALBATROSS, 1645/6 to C. in C. E.F.)

War Diary.

6.10.1942.
Tuesday.

FOREIGN STATIONS.

America & West Indies

Convoy Cycles. Your 1235/18/9. Concur that cycle should be opened out to 8 days but in view of N.S.H.Q. Ottawa's 1547Z/19 propose this should take effect from 15th/10.

2. Your 2140/30, concur. Proposed revised sailing dates for convoys are as follows:- H.X. 211, 8th October. H.X. 212 18th October and then on 8 day cycle.

S.C.105, 10th October. S.C. 106 16th October and then on 8 day cycle.

O.N.(S) 142, 24th October then on 8 day cycle.

O.N.143, 30th October then on 8 day cycle.

(D.T.D.Approved V.C.N.S. 0023A/6 to Cominch (R) B.A.D. etc).

Satisfactory to C.T.F. 24 (Cominch 1425/7).

W.D.Note. For revised schedule See B.A.D. 1641Z/7.

Your 0023/6. Concur as to effective (date) 8 day cycle and sailing dates H.X. and S.C. convoys. Recommend Comtask 24 0259/3rd and N.S.H.Q. Ottawa 1721/3rd(N.T. in W.R.), be considered in setting sailing dates for O.N. and O.N.sailing (as received - ?S intended), convoys.

(C. in C.U.S. Fleet 2151/6, to Admty).

U/B. Preliminary bearing at 2331Z/5th indicates S/M in your vicinity.

(N.S.H.Q. 0137Z/6 to GANANOGUE, RED DEER, BURLINGTON, WESTMOUNT, C.O.A.C. F.O.N.F., Q.O.82. Q.O.83 (R) Admty etc).

Tankers Curacao. Your 2034A/2* para. 2 (A) 2 loading berths at present also 2 under construction vessels up to 600 feet with maximum draft of 35 feet. Loading rate approx. 1,500 tons per hour by gravity. (B) No information here but considered unlikely that pipe lines are common to these 2 ports but am endeavouring to secure full particulars from Puerto La Cruz. (C) No definite information has been received by U.S. authorities regarding number of escorts but 4 tankers will be accepted for next convoy and should (?size) of escort permit this number will be increased with lake tankers if ready to sail. Escorts will wait in third degree of readiness, to convoy loaded tankers back to Curacao, length of stay unlimited (S.B.N.O.Curacao 1058Q/6 to Admty (R) B.A.D.).

*Arrangements for escort to take tankers from Curacao to Puerto La Cruz.

Wreck. Wreck sighted by SS. IVAN 2/10 in 09.09 N. 60.19W. approx. bow or stern above water. Opnav, Comcarib, Trinidad informed.

(S.O.(I) Jamaica, 1101R/6 to S.B.N.O.W.A. etc).

Attacks on U/Bs. Admty 1112Z/6 to Cominch etc, See U/Boat Campaign.

/Movements.....

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War Diary.6.10.1942.
Tuesday.FOREIGN STATIONS.America & West Indies - Contd.

Movements Summary. 1800 G.M.T./6.
 Ship. Position. Course. Speed.
 NEWCASTLE 26° N. 55° W. 306° 18.
See next p. P. 555. Due depart Bermuda for Eastward.
 (D.O.D.(F) 1125Z/6 to Opnav (R) Comnav).

U/B. Sub sighted 40.56 N. 70.58 W. at 1017Z/7.
 (C.O.A.C. 1304Z/6 to G.B.7A).

S.C.100. No report from Commodore available EMPIRE
 HARTEBEESTE torpedoed and sunk 20/9. ATHELISULTAN
 torpedoed and sunk 22/9. PENNMAR torpedoed and sunk
 23/9. TENNESSEE torpedoed and sunk, straggler 22/9. EMPIRE
 SOLDIER sank after collision. Remainder arrived except ROUMANIE.
 (D.T.D. 1500Z/6 to Connnav, N.S.H.Q.).

ST.FRANCIS. My 1808/4, crossed your 13304. (If still desired
 ST. FRANCIS to rejoin Task Unit 24.1.11 escorting
 O.N.S. 144). Grateful if you will take action
 in answering accordingly my 1808/4.
 (F.O.N.F. 1527Z/6 to C.T.G. 24.7.).

U/B.Positions. S/M estimate 6/10, and U.S.S/M notice.
 (Cominch 1555/6, 1556,1557, 1558, 1559/6 to Admty).

BULKOIL. MASTA 3760. Your AMAST 3328. BULKOIL is being
 ordered to New York for dry-docking and replace-
 ment of burners and any other essential repairs.
 As BULKOIL after repairs is required to load cargo at New York for
 special Admiralty service it is preferred that she remain for the
 time being under present arrangements and management. B.A.D.
 will receive advice from Admiralty within 48 hours regarding
 this vessel's future employment and we suggest you consult them.
 (M.W.T. 1715/6 to British Merchant Shipping Mission, Washington)

B.Y.M.S. Your 2001/30/9. Before deciding definitely
 request early information as to what facilities
 could be provided at ports in U.S.A. for gunnery
 work-up.
 2. Arrangements have already been made for provision of personnel
 and gear for this work up at Jamaica which will also be required
 for B.A.M.s.
 (D.G.D. 1753A/6 to B.A.D.).

Aleutians. Washops 101. Photographic R/C shows increased
 defensive installation at Kiska.
 Unknown number of Japanese planes bombed U.S.
 position at Adak on 4/10 causing no damage.
 (J.S.M. 1915Z/6 to Admty etc).

/53 Sqdn...

War Diary.

6.10.1942.
Monday.

FOREIGN STATIONS.

America & West Indies - Contd.

53 Sqdn, Personal for 1st S.L. See Webber 506, 4/10
Trinidad. from Air Ministry to Rafdel. The withdrawal
of 53 Squadron at the present time would
undoubtedly lead to increased sinkings in
Trinidad area.

2. Navy Dept. is still much worried over Trinidad area bauxite
trade and protection for increased number of ships which can be
expected there when Africa convoys are stopped. Deputy Chief
of Staff is now there investigating.

3. I hope you will press Air Ministry to let them remain for
present, more especially as they have not yet succeeded in
teaching the U.S. forces all they should know about A/S
operations.

(B.A.D. 2041Z/6 to Admty).

Webber W. 506 4/10.

Ref. 53 Squadron. We feel squadron has now been in U.S.
long enough to fulfil primary purpose of Mission, i.e. practical
demonstration of British methods employed in A/S work as
evolved from war experience (Marcus 370 of 13/6 refers). You
should broach subject with U. S. Authorities suggesting October
15th as possible date for its release.

2. We understand there has been a substantial increase in the
size of U.S. Naval Air Forces available for G.R. work on Atlantic
seaboard since Squadron arrived in July. You should however
request its return in the first place solely on score of
completion of original mission.

3. If they insist on its retention you must make this conditional
on their becoming responsible for maintaining it in replacement
aircraft including A. S.V. since we cannot continue to supply
from U.K.

(Air Min. 0924Z/2 (?4 intended) to Rafdel, Washington - Received
from Air Ministry 2345/8).

CARIBSTAR. Connav Serial 6. CARIBSTAR sunk by torpedo
4/10. 008° 30' N. 050° 37' W.
(Connav 2046/6 to Comnav).

Sub Attack A. CARIBSTAR 2 torpedo hits sunk 08.30 N. 59.37 W.
& Sighting 0900Z/4.
Summary. C.C.G.R. Vessel sights Sub. 40.56 N., 70.48 W.
1017Z/6. Plane sights Sub. 48.10 N. 64.10 W.
1315Z/5. Panair Plane sights Sub. 02.10 N. 20.10.
W. 1710Z/5. Plane attacks Sub. 34.52 N. 75.22 W. 2150Z/5.
Possible periscope 12.59 N. 59.43 W. 1830Z/5.
D. Plane Radar contact 29.53 N. 80.59 W. 1135Z/6.
(Cominch 2101Z/6 to Admty for O.I.C. (R) N.S.H.Q.).

Visits to A.M. 1813A/18. As far as is practicable Warlike
Chilean Stores should not be visible when visiting
Ports. Chilean Ports.
(D.T.D. 2144A/6 to B.A.D.(R) Connav etc).

P.555. Bermuda departure P.No.555 in accordance with my
2122/5. Latest Q.K.A. held 68.
(S.B.N.O.W.A. 2202Z/6 to Admty etc).

/W.S.24...

War Diary.6.10.1942.
Tuesday.FOREIGN STATIONS.America and West Indies - Contd.

W.S. 24. W.S.24 consisting of 6 personnel ships and 3 M.T. ships is due to leave U.K. on 28/10.
 2. Would it be possible for convoy to be accepted at Bahia and if so could fuel and water be provided?
 3. Estimate of requirements 1500 tons oil fuel and 4000 tons of fresh water.
 4. Escort will probably consist of 1 A.M.C., 1 cruiser and 1 destroyer.
 (D.O.D.(F), Approved A.C.N.S.(F), 2245Z/6 to Connav, (R) B.A.D.)
 Reply: Affirmative. (C.T.F. 23, 2119/7.)

Australia and New Zealand.

Situation. Digest Serial No. 257, 5/10. Following shipping reported Buin Faisi area 0450Z/5: 5 cruisers (2 Nachi, 1 Kako, 1 Sendai, 1 Tenryu), 18 destroyers and patrol boats, 2 tankers, 7 merchant vessels, 1 probable seaplane tender. Natives report Buin aerodrome in use.
 2. Destroyer departed Buka night 4/5 leaving 1 vessel, probably seaplane tender.
 3. Our patrols advancing from Efogi have not yet contacted enemy.
 4. During past week Japanese aircraft has made thorough low level R/C Misima Is.
 5. Allied air operations 5/10. 2 B.25s attacked enemy transport escorted by 2 destroyers 08° 30' S. 48° 30' E. 2120Z/4. 6 B.25s later attacked, no damage observed. Force last sighted 07° 06' S. 149° 10' E. course 070° (3) 6 Fortresses failed locate T.C.S.S. target attacked A.A. positions Buna started large fire, Hudson claimed hit on stern possible submarine 3 miles North Kitavaais. Vunakanau Lakunai aerodrome Rabaul bombed by 11 Fortresses at request Comsopac, results unknown. 15/20 Zeros intercepted 4 probably destroyed. 15/20 vessels observed Rabaul Harbour. 7 Bostons 8 Kittihawks bombed and strafed buildings barges A.A. positions Buna Area. 2 Barges probably sunk.
 B.A.D. pass to Opnav.
 (G.H.Q. S.W.P.A., 0703Z/6 to Admty., etc.)

Personnel Following personnel awaiting passage from
 Transport. Australia: (numbers).
 2. Under consideration to embark personnel in returning U.S. transport to West Coast from Australia about 20/10.
 3. Request early advice if party can be provided with accommodation in an escorted transport from Halifax and/or other East Coast Port to U.K.
 (A.C.N.B., 0826Z/6 to N.S.H.Q., (R) B.A.D., D.S.T.)
 Reply: 2146/7.

War Diary.

6.10.1942.
Tuesday.

U-BOAT CAMPAIGN.

Submarines Reported.

U/B positions indefinite estimated 1200Z/6.
(D.D.I.C., 1428A/6, 1450A/6.)

Submarines Attacked.

Weekly
Summary.

My 1059/22/7. On 1/10 a Hudson attacked an Italian U-Boat South of Cape Palmas (Liberia) and claims to have damaged it. The subsequent W/T traffic tends to confirm that it was damaged.

At 1029Z/29 a Liberator attacked a U-Boat in position 58.42' N. 21.34' W. with four depth charges and a large bubble rose to the surface and black objects like barrels were seen.

On 1/10 a Whitley, Q.502 sighted a U-Boat at 1415 in the Bay and from all the evidence a very good attack was carried out. One man was shot and another was left on deck whilst diving. Doubt is thrown on the result by the fact that an outward bound U-Boat was sighted a few hours later by one of our submarines 50 miles to the westward of the attack.

(D.A/S.W., 1112Z/6 to Cominch, B.A.D., Comnavcu, N.S.H.Q.)

War Diary.

7.10.1942.
Wednesday.

SITUATION REPORT.

Home Commands.

Harwich, Lowestoft and Great Yarmouth were closed at various periods today owing to fog.

Some 12 E-boats attacked convoy F.N.32 which was escorted by WESTMINSTER and VANITY, between 0330 and 0345 today, about 12 miles N.E. of Cromer, M.L.339, rescue tug CAROLINE MOLLER and SS. JESSIE MAERSK, ILSE and SHEAFWATER (8/10) were sunk. No additional escorts were with F.N.32, owing to the present shortage of destroyers. Our forces on patrol in the area were instructed to move to intercepting positions when it became apparent that E-boats were in the neighbourhood, and 2 units of M.G.Bs. proceeded from Yarmouth and Lowestoft respectively, but failed to make contact. Other coastal craft were fogbound and unable to co-operate.

SS. IGHTHAM in S.N.32 was mined this morning in reported position $53^{\circ} 32' N.$, $0^{\circ} 26\frac{1}{2}' E.$ (about 25 miles E. by S. of Spurn Point) and sank later after being taken in tow. Several mines were detonated today in the War Channel East and E.S.E. of Spurn Point.

S/Ms P.217, P.228 and PROTEUS were ordered this evening to proceed to patrol off Ferrol, where a German merchant ship (reported to be heavily armed, though the Spanish authorities deny this), an outward-bound blockade breaker, took refuge on 3/10 after being attacked.

South Atlantic.

U-boats are operating off the Cape of Good Hope SS. CHICKASHAW CITY was torpedoed and sunk in $34^{\circ} 5' S.$, $17^{\circ} 16' E.$, at 0500 today and SS. FIRETHORN at 0900 in $34^{\circ} 10' S.$, $17^{\circ} 7' E.$

Mediterranean.

Beaufighters attacked Bomba seaplane base today, damaging 5 seaplanes. U.S. B.24's this evening bombed shipping in Suda Bay, Crete, and report several hits. Halifaxes also bombed Suda Bay tonight, but results were not seen

7.10.1942.
Wednesday.

War Diary.

SITUATION REPORT.

East Indies.

After a period of quiescence in the Gulf of Aden at 0645 G.M.T. today an enemy submarine was reported off the Hadhramaut coast in 16° 52' N., 54° 42' E.

Three Catalinas of 222 Group detached from India to Aden for A/S operations were this evening ordered to proceed to the Persian Gulf.

SS. MANON was torpedoed in about 15° 0' N., 8° 30' E. (off Iskapalli) apparently at 2250 G.M.T. today.

America & West Indies.

A revised schedule of U.S. coastal convoys has been promulgated: sailings are to be at 4 or 8 day intervals as soon as the necessary adjustments are made.

SS. MILCREST reported being torpedoed at 0533 G.M.T. today in 43.47 N., 60.25 W. This ship, which was a straggler from O.N.S. 132 was rammed by EMPIRE LIGHTNING in S.C.104, and sank at 1142Z today.

SS. CHOMEDY was attacked by a U-boat at 1408Z today in 9° 35' N., 50° 17' W. (about 630 miles E.S.E. of Trinidad); there are no further details.

Pacific
Coast.

U.S. Tanker LARRY S. DOHENY was reported torpedoed and on fire early this morning G.M.T. in 41° 33' N. 125° 22' W. (between C. Blanco and C. Mendocino) and was later reported sunk. The Tanker CAMDEN, torpedoed on 4/7, is reported to be in tow for Astoria but making little progress.

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Policy.

STAUSHOLM. Admty. 2121A/2. Admty. Marshal has now given orders for Danish M.F.V. STAUSHOLM to be handed over to F.O.I.C. Aberdeen, who is to sail her for Greenock on arrival of runner crew. (D.S.V.P. 0454A/7 to F.O.I.C. Aberdeen.)

POLKA
VALSE Commander in Chief, Rosyth's 1651/5. C. in C. Nore is requested to transfer POLKA and VALSE to C. in C. Rosyth, to arrive Granton by 20/10. (D.A/S.W. 1344A/7.)

FAULKNER
visit. The visit of Capt. A.K. Scott-Moncrieff, R.N. in FAULKNER has been much appreciated. The Civic Authorities have expressed their gratitude. It has been extremely valuable propaganda in a city such as this, where large Aid-to-Russia Societies are always talking about additional assistance being given to Russia. I would welcome visit of one destroyer at a time for short leave purposes. R.N. Officers and men on their immediate return from an operation are the best stimulant possible for the general public and industrial workers against war weariness. (F.O.I.C. Tyne 1551/7 to C. in C. H.F.)

ONSLOW
visit.? Sailed ONSLOW in accordance with my 0958A/7. (F.O.I.C. Belfast 1806A/7.)

French
Warship
reliefs. My 1920/15. Fighting French authorities have asked that arrangements may be made for
(a) LOBELIA to relieve COMMANDANT DETROYAT in February 1945.
(b) ROSELYS to relieve COMMANDANT DROGOU in April 1945.
(c) RENONCULE to relieve ^{COMMANDANT} D'ESTIENNE D'ORVES in August 1945. If this request presents no difficulties request you will arrange accordingly. (D.O.D.(H.) 1845A/7 to C. in C. W.A.)

READING
SHERWOOD C. in C. Nore's 1758/1. Date of completion of READING is still under consideration. Intend that READING relieves SHERWOOD as target ship for T.I./B aircraft under R.A.N.A.S. based at Invergordon. SHERWOOD will be required to take READING's place in Task Units based at St. Johns N.F. and will be on loan to R.C.N. for administrative purposes whilst so employed. She will be required to sail from Londonderry on 16/10 if relieved by READING at Invergordon in sufficient time. Failing this, SHERWOOD should be sailed for Londonderry to await further orders, on relief by READING. (D.O.D.(H.) 1925A/7.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Policy - Contd.PATHFINDER
QUENTIN

PATHFINDER and QUENTIN form part of W.A. Command temporarily whilst in U.K. waters.
2. My 2315/12/9. Ships are required to be ready for service by 19/10.
(D.O.D. (H.) 2012A/7.)

PANTHER
PENN
LOOKOUT

PANTHER, PENN and LOOKOUT form part of Home Fleet temporarily whilst in U.K. waters.
(D.O.D. (H.) 2014A/7.)
My 2025/4. Request you take LOOKOUT, PANTHER and PENN under your orders.
(C. in C. H.F. 2027A/7 to R.A.D.)

Canadian
corvettes.

C. in C. W.A. 1222/1. Approved (a) for Canadian corvettes to be based at Londonderry and administered by NIOBE in conjunction with Commodore Londonderry. This cancels my 1157/21 para 7.
(b) For those corvettes to be organised into 3 groups corresponding to T.O.A. in U.K., S.Os being nominated for each group.
2. Commodore Londonderry is requested to report in accordance with your 1222/1 para 3. (a) and (b).
(D.O.D. (H.) 2026A/7 to C. in C. W.A.)

Defence of U.K.

Liverpool.

First Maunsell Tower has been laid in 053° 30' 22" N 005° 17' 10" W. A fixed white light will be exhibited at night. An occasional klaxon horn will operate in fog.
(N.O.I.C. Liverpool 1931A/7.)

Movements.

SEA FISHER.

My 1703A/6. SEA FISHER has now arrived Belfast.
(F.O.I.C. Belfast 0600A/7.)

BLUEBELL
CAMELLIA

sumatra.
BLUEBELL and CAMELLIA passed Dvina Bar at 0230A/7. E.T.A. 0800A/8. 15 tons victualling, 5 tons N.A.A.F.I. stores and 2 telegraphists on board.
(S.B.N.O. Archangel 0730A/7 to S.B.N.O. North Russia.)

P.47.

My 1246/5. ^{1/10.15} Departure P.47 and escort. *(JAN VAN GELDER)*
(N.O.I.C. Barrow 0959A/7.)

A.F.D.19.

My 1454/2 and my 1748/5. Tow postponed 24 hours owing to fog.
(C. in C. Nore 1002/7.)

CONFIDENTIAL

MESSAGE 1950A/7 October

OUT

To:- "A" Message Home and Abroad 478A

Date: 7.10.42.

NAVAL CODE (J)

From: Admiralty.
DEFERRED.
BASEGRAM.

Complements of all A.A. Ships, Cruisers and Capital Ships fitted with a W.A. set will be increased by 1 Lt. Cdr, Lt. or Sub Lt. R.N.V.R. who will be appointed for aircraft plot and fighter directing duties.

2. These officers will have qualified as F.D.Os at the Fighter Direction Centre, R.N.A.S. Yeovilton. The qualifying course lasts about ten weeks and includes a week at H.M.S. EXCELLENT and two weeks at R.A.F. establishments (including a Fighter Command Sector Station). The length of the course is expected to increase, particularly when night fighter control is introduced.

3. The primary duty of these officers will be to take charge of the aircraft plot and be responsible for the filtering and dissemination of air intelligence. They will however be qualified to control one or possibly two fighter units at the same time if the occasion demands. If a ship is required to control fighters for a long time or in difficult circumstances an additional F.D.O. will have to be provided.

4. Inter-Service agreement has been obtained for the full local control of shore-based fighters by H.M. Ships provided there is a qualified F.D.O. on board and the ship has the necessary control facilities (principally adequate R.D.F., R/T and plotting arrangements). For the present a W.A. set is an essential requirement for a ship exercising full control of fighters. A C.A.F.O will be issued shortly giving details of the control of shore-based fighters by H.M. Ships. In the meanwhile fighter direction exercised by ships other than aircraft carriers should be purely informative, unless circumstances make it desirable for special arrangements to be made with the local R.A.F. authorities for full ship control and a fighter directing officer is borne. It is emphasized that the exercise of full control of fighters requires an officer who has either been trained in this specialised duty or has gained considerable experience of fighter direction afloat.

/Contd.

A 251
173 B

5. Qualified F.D.Os will be appointed as they become available. Further information with regard to F.D.O's training, refresher courses for those officers who have only done a three weeks' course at Yeovilton etc., will be promulgated later.

6. Arrangements are being made for controlled interception training facilities to be provided at certain Naval Air Stations in U.K., Africa and Ceylon in order that disembarked fighters and F.D.Os can be kept in training.

7. As Fighter Direction technique is developing rapidly F.D.Os of ships in U.K. should visit Yeovilton periodically to keep themselves up to date.

1950A/7

D.N.A.D.
(Tel.No. 995)
Approved 2nd Sea Lord

- 1st.Lord
- 2 S.L.
- C.N.A.S.
- A.C.N.A.S.
- Nav.Sec.
- O.D. (5)
- Ops. (3)
- N.A.2.S.I. (2)
- N.A.2.S.L. (Air)
- P.N.L.O.
- D.S.D. (2)
- M(3)
- D.P.S. (2)
- C.W. (2)
- D.N.A.D.
- Air Branch (3)
- I.P. (3)
- W.D.
- C.C.O. (2)
- D.N.I. (5)

- Air Liaison Officer
- C.C.L.S.
- O.I.C. (3)
- D. of L.D. (3)
- D.S.D.9 (2)
- D.A.C.D.
- A.G.R.M.
- A.C.R.
- D.E.D.
- C. in C. X.F.
- D.T.S.D.
- D.S.O.
- S.W.R. Bath

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Movements - Contd.

SUMATRA F.O.C.N.A's 1650/6. Route from (D) to
 QUIBERON (E) 053° 01' N 013° 50' W.
 PARTRIDGE (F) 055° 25' N 008° 52' W.
 (G) 055° 34' N 007° 01' W.
 Destination of SUMATRA is Holyhead.
 Destination of QUIBERON and PARTRIDGE is Clyde.
 (C. in C. W.A. 1028A/7.)

COUCY Your 1646A/6. Arrived Portsmouth 2/10.
 (C. in C. Portsmouth 1032A/7 to Admty.)

CADMUS. A.M. 2102/6 para 3. Confirm that CADMUS can comply
 (D.M.S. 1044A/7 to N.O.I.C. Leith.)
 Admty. 1044A. CADMUS unable to comply as stores
 were despatched Harwich at request of M.S.12.
 (N.O.I.C. Leith 1651/7 to Admty.)

L.23. (a) Intend to sail L.23 escorted by FORT RYAN at
 0700A/8 for Port A.D. E.T.A. 1300A same day, to
 comply with Capt. S.3. 1423A/5.
 (b) L.23 to return to Port H.H.Z. 9/10 escorted by M.L.225.
 E.T.D. 1300A/9.
 (TITANIA 1049A/7.)

PRINCE Intend sailing PRINCE CHARLES for Portsmouth
 CHARLES. passing Clyde Boom 0700A/8 via Irish Sea standard
 route and channel route. S.O.A. 18 knots.
 E.T.A. Longships 0700A and Needles 1700A/9.
 (F.O.I.C. Greenock 1054A/7.)

THUNDERBOLT. F.O.S. 1851/10 and Capt. S.3. 1451/5. Intend to
 sail THUNDERBOLT escorted by LA CAPRICIEUSE at
 0800/11 for Holy Loch. S of A 11 knots.
 (C. in C. Plymouth 1057A/7.)

BERWICK. Proceed to pass Hoxa Gate at 1700A/8 to Hvalfiord.
 2. Route through 058° 45' N 007° 15' W thence
 Reykjanes Passage. S.O.A. 18 knots.
 (C. in C. H.F. 1109/7 to BERWICK.)

H.50. Intend to sail H.50 escorted by Z.5. from
 H.43. Rothesay at 0600/9 to arrive Lough Foyle buoy
 at 1900/9. Thence H.50 as ordered by N.O.I.C.
 Londonderry and Z.5 to return to Rothesay
 escorting H.43. E.T.A. Rothesay 0800/10. N.O.I.C. Londonderry
 is requested to sail H.43 to R/V with Z.5 off Lough Foyle buoy
 at 1900/9.
 (Capt. S.7. 1130A/7.)

9th M/S My 2231A/5 and 1246A/6. Postponed a further
 Flotilla. 24 hours.
 (C. in C. Portsmouth 1135A/7 to N.O.I.C.
 Newhaven.)

/HAMLET...

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Movements - Contd.HAMLET
MACBETH
OPHELIA
CELIA

Your 1653/6. ^{N.T.N.D.} Owing to unforeseen circumstances unable to sail HAMLET and MACBETH until 12/10 OPHELIA will be sailed in company or immediately after defects are completed. CELIA refit at Tyne completion date not yet known.
(A.C.I.C. 1324A/7 to A.C.O.S.)

CLEVELAND.

Leave convoy to arrive Plymouth 0800/8.
(C. in C. Plymouth 1525A/7 to CLEVELAND.)

10th Trawler
Group.

Request you will sail 10th Trawler Group to Greenock so as to arrive 26/10.
(D.M.S. 1540A/7 to C. in C. Nore.)
Cancel A.M. 1540/7. Request you will sail 10th Trawler Group to Greenock so as to arrive 18/10.
(D.M.S. 2022A/7 to C. in C. Nore.)

ONSLAUGHT
IMPULSIVE

Your 1709/4. Arrived.
(N.O.I.C. Iceland 1542A/7 to R.A.D.)

BARFLAKE
BARBARIAN
EMPIRE
GNOME
EMPIRE
MINOTAUR

A.M. 1656A/28. (i) Sailing at 1600A/7 as group, codeword "Grasp" BARFLAKE (S.O.) BARBARIAN with tugs EMPIRE GNOME and EMPIRE MINOTAUR.
(ii) Routed as in C. in C. W.A. 1724A/27 and F.O.C.N.A. 1748A/28. E.T.A. Gibraltar 15/10.
(iii) Tug E.T.A. Horta 15/10.
(N.O.I.C. Milford Haven 1619A/7.)

~~FRANCA.~~
ALBERT LE
BORGNE.

Weather permitting E.T.A. ALBERT LE BORGNE Port H.H.Z. 1300/9. As this vessel holds no S.P. or C.B. propose issuing S.P. 02383 (14) for emergency use during passage.
(N.O.I.C. Aultbea 1709A/7.)

KHYBER.

F.O.I.C. Greenock's 3184/075/7741 dated 27th Sept. para 3. KHYBER should be sailed to India at the next opportunity after it is considered that she is sufficiently worked up as proposed by F.O.I.C. Greenock.
(A.C.N.S.(F.) 1915A/7 to C. in C. W.A.)

77th Aux.
M/S Group.

Request you will sail 77th Auxiliary M/S Group to Milford Haven so as to arrive 5/11.
(D.M.S. 2021A/7 to C. in C. Nore.)

20th. Aux.
M/S Group.

Request you will sail 20th Auxiliary M/S Group to Greenock so as to arrive 28/10.
(D.M.S. 2023A/7 to C. in C. Nore.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Movements - Contd.NIEW
ZEELAND.

NIEW ZEELAND is expected to complete repairs at Falmouth about 14/10.
2. F.O.I.C. Falmouth is requested to sail the ship for Avonmouth when ready so as to arrive not later than 21/10.
(D.O.D. (H.) 2250A/7.)

Operations.

Patrols. →

Patrol tonight. 1(A) MALLARD, 1(B) WIDGEON,
2. WHITSHED, 3. HAMBLEDON, 4. EGLINTON,
5. HOLDERNESS, 6. PYTCHLEY.

(C. in C. Nore 1026A/7 and 1148A/7.)

Intend M/L 205 (S.O. and M/L 246 to patrol latitude 50°
20' N between 1° 35' W and 2° 10' W tonight leaving Weymouth
at 1930 and Patrol Line at dawn to return to base.

Codeword "Jovial"

Request air protection.

→ (F.O.I.C. Portland 1139A/7 to C. in C. Portsmouth.)

My 1504/6 arrived "Obstacle"

(F.O.I.C. Falmouth 1223A/7.)

Sail available M.Ls at 1815 today to take up patrol 7 miles
065° and 245° from 130° Start 20. M.Ls are to leave patrol at
daylight 8th and return to Dartmouth. When on passage to and
from patrol line M.Ls are to pass through position 180° Start 4.

2. Object to intercept E-Boats.

3. Codeword "Obstacle"

4. M.T.Bs leave Dartmouth at dusk for southward returning
daylight 8th.

(C. in C. Plymouth 1505/7 to N.O.I.C. Dartmouth.)

Sail available M.T.Bs at 1915 today to proceed to 270°
Les Hanois 10 and thence to patrol between Jersey and Roches
Douvres.

M.T.Bs are to pass through 180° Start 4 while outward and
inward bound are to keep East of line drawn 175° from that
position unless in touch with enemy.

2. Engines are not to be strained on passage and are to be
stopped on patrol when circumstances permit.3. In event of breakdown when south of 50° N all M.T.Bs are to
return. If any craft breaks down north of 50° N remainder may
continue, subject to minimum of two remaining in company.4. M.T.Bs are to be within 20 miles of Start Point by daylight
8th.

5. Object to attack any suitable target with torpedoes.

6. Codeword "Occasion"

7. M.Ls leave Dartmouth 1815/7 to patrol vicinity 130° Start
20, returning daylight 8th.

(C. in C. Plymouth 1509/7 to N.O.I.C. Dartmouth.)

→ Arrivals MACKAY, WORCESTER. Departure H.M. ships WIDGEON,
HAMBLEDON, WHITSHED.

(F.O.I.C. Harwich 1537A/7.)

Yarmouth Port closed owing to fog. Patrols have not sailed.

(F.O.I.C. Gt. Yarmouth 1831A/7.)

Your 1505/7 and 1509/7. "Obstacle" sailed, M.Ls 153 (S.O.)
157, 195. "Occasion" sailed, M.T.Bs 229 (S.O.) 235, 240.

(N.O.I.C. Dartmouth 1929A/7 to C. in C. Plymouth.)

→ My 1139A/7. Cancelled owing to weather. .

(F.O.I.C. Portland 2015A/7.)

/My 1831...

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Operations.Patrols
Contd.

My 1831. Visibility having improved port was opened at 2010 to allow M.G.Bs to leave for patrol and M.L.451 to proceed to take over*escort from MALLARD and is now closed. *see pp 181 & 183.*
(F.O.I.C. Gt. Yarmouth 2041A/7.) *SHEAFWATER in line of DIVERSION*

M.T.B.29.

C. in C. Nore 2310/6. M.T.B.29 has not returned from an offensive patrol in enemy waters on night 5/6. The following officers and ratings were on board and are missing. Names.
(BEEHIVE 1016A/7 to Admty.)

Biscay
S/M
Patrol.

PROTEUS proceed forthwith diving by day to establish a patrol in vicinity of $045^{\circ} 27' m 008^{\circ} 46'$.
(F.O.S. 1838A/7.)
(1) Estimate position P.217 and P.228 at 2000A/7 $048^{\circ} 04' 012^{\circ} 58'$ and $047^{\circ} 20' 012^{\circ} 15'$ respectively.
(2) P.217 and P.228 are to proceed forthwith dived by day to patrol as follows.
(A) P.217 through $046^{\circ} 01' 011^{\circ} 30'$ to patrol vicinity $045^{\circ} 27' 008^{\circ} 46'$.
(B) P.228 through $045^{\circ} 59' 010^{\circ} 50'$ to patrol vicinity $045^{\circ} 38' 008^{\circ} 25'$.
(F.O.S. 1841A/7.)
Your 1838 and 1841. It is intended that P.217 and PROTEUS should both occupy the same patrol position?
(F.O.C.N.A. 2242A/7 to F.O.S.)

Allied Air Activity.A/C at
Vaenga.

24 Hampden torpedo aircraft arrived Vaenga on 6/9 where they remained with full crews, equipment, ground staff and spare torpedoes. Understand from Russia that since arrival of P.Q.18(?) during passage of which no opportunity occurred for Hampdens to strike, they have not left the ground but have no information from R.A.F. to confirm and my 2314/25 refers.
Since 21/9 Russians have (group omitted) out 40 sorties against the enemy ships off the coasts of Norway and Finland. Comparative short range of Russian T.B. aircraft has prevented them attacking enemy ships west $29^{\circ} E$, but Hampdens not so limited.
(S.B.N.O. North Russia 1450A/7 to Admty.)

Bombing
restrictions.

Request surface bombing restrictions.
(1) In area radius 10 miles from 150° Start Point 20 miles from 1830/7 - 0830/8.
(2) An area bounded by lines joining Start Point, Roches Douvres, and La Corbiere Light from 1900/7 to 0830/8.
(C. in C. Plymouth 1541/7 to H.Q.C.C.)

/Cancel...

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Allied Air Activity.

Bombing restrictions Contd. Cancel my 1018/5.
 B. Cancel Capt. S.3's 1815/30.
 C. Request submerged bombing restrictions 30 miles either side line joining position
 (1) 048° 01' 013° 02' and (B) 045° 40' 011° 01' forthwith until 0400/9.
 2. (B) and 043° 50' 009° 02' from 0400/8 until 1200/10.
 3. In are bounded by meridian 011° W and 007° 30' W and parallel 044° N and 043° N from 0800/8 until further notice.
 4. Area G.27 0001/8 until 0001/9.
 (F.O.S. 2001/7 to H.Q.C.C.)

Enemy Air Activity.

Iceland. One enemy aircraft unidentified sighted bearing east from Ker 065° 46' N 014° 20' W at 1402A/7, course S.E. Cloud 8/10, 2 to 4 thousand feet, visibility 25 miles.
 (A.C.I.C. 1621A/7.)

Mining.

W.P.229. Departure ROWAN and FIR sweeping ahead of W.P.229 to Dartmouth.
 (F.O.I.C. Falmouth 0651A/7 to N.O.I.C. Dartmouth.)

S.N.3E. My 1052/5. S.N.3E postponed further 48 hours. Weather permitting intend to lay 1640/10. On arrival in the laying area a.m./9 SCOTT is to report weather conditions and if beacons can be laid with reasonable accuracy.
 (R.A.M. 0850/7.)

Humber. Following 2 mines detonated by sweepers on 3/10. Details.
 (F.O.Humber 1302A/7.)

Lyme Bay. Intend sailing BILSDEAN and SEDDON for Dartmouth at 0640 tomorrow, sweeping Q.Z.S.293 and route "P". Codeword "Ounce VI".
 OLVINA and LORD STANHOPE for Dartmouth sail in company keeping astern of sweepers. Codeword "Stencil".
 (F.O.I.C. Portland 1540/7 and 1830A/7.)

U-Boats.

U-Boats reported. It is estimated that 2 U/Bs are in your immediate vicinity this forenoon, one bound outward and the other homeward.
 (D.D.I.C. 0915A/7 to P.228, P.217.)
 By D/F at 1747Z/7 U-Boat possibly in vicinity S.L.123.
 (D.D.I.C. 2150A/7 to Escorts S.L.123.)

SECRET

178 A

SECRET

MESSAGE.

OUT.

1817A/7th October.

To "A" Message, Home and Abroad. Date. 7.10.42.
474A.
Naval Code (J)

From Admiralty.

Basegram.
DEFERRED.

Recognition Summary. Ships are reminded that:-

1. A.G.M.'s. 328A and 329A of September 13th come into force on October 16th.
2. British-United States. Refer A.G.M.'s 379A/22nd September and 423A/29th September.
3. British-United States-Soviet. Refer A.G.M. 311A/10th September.
4. Aircraft. S.P.02442, Column 6: Letter is to be flashed on White light until further orders. Column 3: Type T. pyrotechnic is not yet in force.
5. Submarines. S.P.02443. Patt.65 Grenade and Patts. 1 to 9. Identification Flare are not in force. Columns 4 and 6 are not to be used.
6. Identification Marks. S.P.02298(4) is current edition but marks are not in use unless ordered or in event of Invasion. Refer 155A/13th August.
7. Ship to Shore Letter. Refer A.G.M. 303A/4th March.
8. Merchant Ship Recognition. Refer 328A/13th September.
9. Ships in Dangerous Areas. Refer 452A/3rd October. No Reserve Series necessary.
10. Submarines in Dangerous Areas carry Basic Key Memoranda S.P.'s 02441 to 02447 and current edition S.P. 02440. S.P. 02446 should not be carried unless specially required. S.P. Form A2C is being amended accordingly.

174 B

SECRET

2.

11. Green Pyrotechnics. Note warning contained in Admiralty 457A/3rd October.

12. Cancel A.G.M's. 799A/10th June and 345A/16th September from October 16th.

1812A/7.

D.S.D. (284).

- V.C.N.S.
- A.C.N.S. (H)
- A.C.N.S. (F)(2)
- N.A. 1st S.L.
- O.D. (5)
- Ops. (3)
- D.S.O.
- U.S.N. (3) (Comdr. Leppert)
- D.N.I. (4)
- D.S.D. (2)
- C.C.O. (2)
- A.C.R.
- C.C.L.S.
- D. of P. (3)
- D.T.D. (4)
- N.I.D. 10. (2)
- D.A/S.V.
- O.I.C. (3)
- I.P. (3)
- W.D.
- D.N.A.D.
- H.W.R. (2)
- M. Books.
- M. (15) and for War Office (Major Jones, M.O.7)
- Air Ministry (F.O.6 and Sigs.5)
- H.Q.F.C. H.Q.C.C. H.Q.B.C.
- W/T Room (2)
- A.G.R.M.
- S.W.R. Bath.

SP 02242-Key Memorandum No.1.

SP 02243-Key Memorandum No.1.

SP 02298-Identification Marks No.4.

SP 02440-Recognition Signals Indicator Book.

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Navigational.

Harwich.

Port closed owing to fog.
(F.O.I.C. Harwich 0710A/7.)
My 0710A/7. Port now open.
(F.O.I.C. Harwich 0745A/7.)
Port closed owing to fog.
(F.O.I.C. Harwich 0940A/7.)
Port now open.
(F.O.I.C. Harwich 1442A/7.)

Lowestoft.

Port closed owing to fog.
(N.O.I.C. Lowestoft 1142A/7.)
Lowestoft port now open.
(N.O.I.C. Lowestoft 1608A/7.)

Butt of
Lewis
Beacon.

Butt of Lewis radio beacon No. 1119 is out of
action.
(N.L.B. Edinburgh 1630/7 to Hydrographer.)

Casualties and Defects.

DEXTEROUS.

Emp. p. 183

Defective H.P. cylinder cover joint. Tug diverted
to Belfast for repairs.
(DEXTEROUS 0130A/7.)

DUKE OF
YORK.

Your 1746/28. DUKE OF YORK has a number of
defective rivets securing stern-casting to rudder-
plating which urgently require renewal.
Time in dock can be extended to 27/10 for this
work but ship must sail to reach Scapa by p.m./28.
(C. In C. H.F. 0144A/7 to A.S. Rosyth.)

AMSTERDAM
HIRONDELLE

AMSTERDAM collided with HIRONDELLE off Cromarty at
2130/6. AMSTERDAM slight damage bows, returned to
Invergordon. HIRONDELLE sunk. No loss of life
or casualties.
(S.T.O. Invergordon 0800A/7.)

My 2231/6. HIRONDELLE holed starboard side. Beaching off
Cromarty. Upper deck awash.
AMSTERDAM anchored. Bows damaged leaking slightly. No
casualties.

(N.O.I.C. Invergordon 1018A/7.)

My 1018A/7. HIRONDELLE beached in 57° 40' 44" N. 4° 04' 08"
W. Has large hole starboard side, close forward of fore bridge,
probably extending to centre line. Ship flooded fore and aft,
upper deck awash at low water. Ship has full cargo of naval
and F.A.A. stores, as well as large consignment of victualling
stores. Request Salvage Officer may be sent to examine.

(N.O.I.C. Invergordon 1308A/7 to C. in C. Rosyth.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Casualties and Defects - Contd.

- BARRANCA. Due to weather TEDWORTH has been unable to commence investigation. As depth is too great for diver and only observation-chamber can be used propose abandoning operation in view of C. in C. W.A's 2326/26.
(R.A.M. 0845/7 to C. in C. H.F.)
Southerly gale conditions still unsuitable for diving operations.
(TEDWORTH 1006/7.)
R.A.M. 0854/7. Escort vessel is requested to state when TEDWORTH is required back from this duty.
(C. in C. H.F. 1422A/7 to R.A.M.)
Your 1422/7. Early return to Rothesay is desirable but not essential. She could be retained till weather is favourable for your requirements without undue interference.
(F.O.S. 1902A/7 to C. in C. H.F.)
- DRANGEY. At 0820/7 FRESHBROOK Water Boat coming alongside me while at anchor tore a hole in my starboard side-plate 2 feet above deck. Damage does not hinder me from sailing.
(DRANGEY 0900Z/7.)
- DELAWARE. My 1247/6. Postponed 24 hours on account of weather.
(A.C.I.C. 1100A/7 to A.C.O.S.)
- CLEMATIS. Capt. (D.) Liverpool's 1916A/6. ^{/N.T. 24.3.} CLEMATIS is urgently required. Intend sailing her with convoy, and taking in hand for refit on return. Capt. D. is to ensure that sufficient plugs are carried in case of further perforations.
(C. in C. W.A. 1324A/7 to Admty.)
- M.L.1021. My 1747/7. M.L.1021 has major defect in starboard engine. No parts available in Peterhead. Request immediate instructions as to whether she should be sailed on one engine in company with 1010, 1036 and 1070 or if it is intended to detain her in Peterhead pending arrangements for repair and then to sail her independently.
(N.O.I.C. Peterhead 2044/7 to R.A.C.F.)
- M.T.B.631. Your 1630A/7 and my 2133/7.
631 damaged in collision with Pilot Vessel, which will delay sailing. Propose to retain 626 until repairs to 631 are completed.
(N.O.I.C. Tees 2255/7 to N.O.I.C. Humber.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys.

Convoy F.N. 252. E-Boats bearing approx. 040° from R by D/F. (Harwich W/T 0245/7.)
 JESSIE E-Boats bear 008 approx. from T by D/F. (Harwich W/T 0305/7.)
 MAERSK. Number of group of E-Boats operating appears to be 2. (Harwich W/T 0306/7.)
 CAROLINE MOLLER. E-Boats bear (?160) approx. from G. by D/F. (Harwich W/T 0308/7.)
 M.L. 339 3 M.G.Bs proceeding to patrol position to R.B.2 5/3 (?from Lowestoft) to R.B.2 4 now. (Nore W/T 0313A/7.)
 ILSE E-Boats bearing approx. 030° from R by D/F. Number of E-Boats present is 6. (Harwich W/T 0314/7.)
 IGHTHAM sunk. Suspect E-Boat activity position 013° Cromer 12. (WESTMINSTER 0325/7)
 SHEAFWATER damaged. (?Am) proceeding north. (SHELDRAKE 0342A/7.)
 IGHTHAM *mined.* One E-Boat bearing 310° 2 miles position 028 Cromer 12. (SHELDRAKE 0345/7.)
 E-Boats bearing 010° approx. from T. (?047) 6. (Harwich W/T 0349/7.)
 2 E.B. bearing 035° position 014 Cromer 16. (WESTMINSTER 0350/7.)
 E-Boats bearing approx. 020° from T. Signalled course 055° 3 knots. (Harwich W/T 0357A/7.)
 My 0350. E-Boats retired to northward then (?eastward).
 2 torpedoes believed fired. (WESTMINSTER 0404/7.)
 E-Boats bearing approx. 027° from T. (Harwich W/T 0411/7.)
 Signalled course of E-Boat is 090°. (Harwich W/T 0418/7.)
 Have moved to position 060° Cromer 10. (Capt. D.16 0422/7.)
 Departure tug DIVERSION to Sheringham on rescue duties. (F.O.I.C. Gt. Yarmouth 0600A/7.)
 Request fighter protection for SHELDRAKE towing damaged vessel. Tug proceeding from Yarmouth to assist. From now till arrival Yarmouth.
 (C. in C. Nore 0707A/7 to 12 Group.)
 SHELDRAKE's 0610A/7. ACCLIVITY not sunk. SS. ILSE has been sunk, 26 survivors on board SS. FAXFLEET. M.O. VANITY in FAXFLEET. Weather 4872 0232. (WESTMINSTER 0750A/7.)
 Departure M.Ls 206, 450 to search for survivors. (F.O.I.C. Gt. Yarmouth 0907A/7.)
 SS. IGHTHAM mined in 053° 32' N 000° 45' E. Minesweeper ALFOSS taking her in tow. Request tug. *see next page.*
 (VANITY 0920A/7 to N.C.I.C. Humber.)
 Remain with ILSE. Tug being sent from Yarmouth now.
 Report position of SHEAFWATER to DIVERSION. (C. in C. Nore 0925A/7 to SHELDRAKE.)
 Proceed to search for SHEAFWATER between 8 B and Sheringham. (C. in C. Nore 0927A/7 to MALLARD.) *see next page*

/Departure...

War Diary.

7.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys - conts.

Convoy	Departure tug KROOMAN to assist SS. ILSE.
F.N. 352.	(F.O.I.C. Gt. Yarmouth 0946A/7.)
JESSIE	Your 0920. Tug SABINE proceeding.
MAERSK.	(N.O.I.C. Humber 1023/7 to VANITY.)
CAROLINE	My 0920A. IGHTHAM in tow of ALFOSS. Am rejoining.
MOLLER.	convoy
M.L. 339.	(VANITY 1028A/7 to N.O.I.C. Humber.)
ILSE.	Immingham. Departure at 1010 SABINE to assist
IGHTHAM	SS. IGHTHAM mined in 53° 32' N 00° 45' E.
sunk.	(F.O. Humber 1050A/7.)
SHEAFWATER	Anchored Sheringham Buoy thick fog. MONIMIA
damaged.	CHALCEDONY were standing by ILSE at 0930 position.
Contd.	SHEAFWATER anchored in 053° 06' 30" N 001° 24'
IGHTHAM	30" E.
Conts.	(SHELDRAKE 1100A/7.)

Proceeding with YORKSHIREMAN to IGHTHAM.

(Salvage Officer, Grimsby 1120A/7.)

F.N. 352 convoy was attacked by about 12 E-Boats between 0330 and 0345/7 while between 57F and 57B Buoys on searched channel. Nos. 1A and 1B patrols were occupied by corvettes who, together with D.1 A.D.16 on No.2 patrol, were instructed to move to the northward at 0325 when it became apparent that E-Boats were in this vicinity. Details of engagements with E-Boats are not yet available as vessels are still at sea. Following ships are known to have been sunk by torpedo. CAROLINE MOLLER and JESSIE MAERSK.

→ H.M.M.L. 339 sunk cause unknown.

Following ships are known to have been torpedoed and abandoned but may still be afloat: SHEAFWATER and ILSE. Survivors have been picked up as follows -

→ M.L. 339 14.

CAROLINE MOLLER 14.

JESSIE MAERSK 4.

ILSE 26.

SHEAFWATER unknown.

No additional escorts were with F.N. 352 owing to present shortage of destroyers. Two units of M.G.Bs proceeded from Yarmouth and Lowestoft respectively to intercepting positions but failed to make contact. 16 group and 12 group were fog-bound and unable to co-operate.

(C. in C. Nore 1208/7 to Admty.)

Departure at 1215 Tug YORKSHIREMAN with pumps and salvage officer aboard to assist SABINE with IGHTHAM.

(F.O. Humber 1230/7.)

Arrival M.L. 207 from patrol with 1429 Merchant Service survivors, 1 Naval officer, 13 ratings from M.L. 339 including one Naval rating injured.

(F.O.I.C. Gt. Yarmouth 1259A/7 and 1329A/7.)

Arrival MALLARD at 1123. Departed to carry out C. in C.

Nore's 0927/7. *see previous page*

(F.O.I.C. Gt. Yarmouth 1301A/7.)

→ My 1208/7. It is now known that M.L. 339 was sunk by torpedo. One officer and two ratings killed.

(C. in C. Nore 1504A/7 to Admty.)

Departure SEAMAN, arrival M.L. 327. *Not in 9th or 10th list*

(F.O.I.C. Harwich 1504A/7.)

Tug DIVERSION towing SHEAFWATER, Position at 1445 57 F, speed 4 knots.

(N.O.I.C. Gt. Yarmouth 1510A/7 to MALLARD.)

/Your 0927/7...

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys - contd.:

Convoy F.N. 252. Your 0927/7. Am escorting SHEAFWATER being towed by DIVERSION in 055° 01' 35" N 01° 25' 15" E, proceeding Yarmouth, speed 5 knots. SHELDRAKE escorting ILSE.
 JESSIE (MALLARD 1517A/7 to C. in C. Nore.)
 MAERSK. 1 Humber trawler returning to Humber now. The
 CAROLINE other to return when SHELDRAKE joins ILSE.
 MOLLER. (C. in C. Nore 1543A/7 to N.O.I.C. Humber.)
 M.L. 339 My 1050/7 and 1230/7. Returned to Humber at
 ILSE. 1530/7.
 IGHTHAM sunk. (F.O. Humber 1632A/7.)
 SHEAFWATER damaged. My 0907. Returned M.L. 206. Brought back 18
 Contd. survivors previously on board SHELDRAKE.
 (F.O.I.C. Gt. Yarmouth 1717A/7.)

SS. IGHTHAM in F.N. 252 convoy was mined at 0920 today in reported position 53° 32' N 00° 45' E. Vessel was taken in tow, but sank later in reported position 53° 33' N 0° 26' 30" E.

(C. in C. Nore 1724A/7.)

M.L. 196 proceeding from Lowestoft to relieve you. Request relief proceed to patrol.

(C. in C. Nore 1731A/7 to MALLARD.)

At 0850 IGHTHAM mined in 53° 32' N 00° 45' E. Seem to fall to pieces inboard. No sign of outboard damage.

(F.O.I.C. Humber 1740A/7 and 2104A/7.)

Convoy H.X. 209. Your 0130A/7. Report anticipated time required to repair defect.
 EMPIRE (F.O.I.C. Greenock 0323A/7 to DEXTEROUS.)
 TARPON. EMPIRE TARPON in 057° 22' 014° 51'. Intend to tow. Weather 4876 6057.

(BORAGE 0645Z/7 to C. in C. W.A.)

Arrived DEXTEROUS for repairs. Estimate she will be ready to proceed at 1100A/7.

(F.O.I.C. Belfast 0720A/7.)

My position 1800A 057° 38' 014° 26". Have parted tow to ice. Both corvettes had 25% fuel stock remaining at 0800Z/7. EMPIRE TARPON has no steam.

(BORAGE 1811Z/7.)

W.S. 24. EMPRESS OF SCOTLAND will not now be included in convoy W.S. 24.

2. She will be required to be ready to sail empty about 17/10.

(D.S.T. 0526A/7.)

C.F. 5. Convoy C.F. 5 comprising CIRCASSIA for Glasgow and RANGITIKI for Cardiff is due U.K. about 14/10.
 (D.S.T. 0528A/7.)

My signal of even date. Following are details of personnel etc. on board CIRCASSIA.

(D.S.T. 0629A/7.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys - Contd.

- P.Q.19. Your 1819A/6. Immediate conference with Papanin and Export Trade Commissar being convened to discuss your proposal.
(S.B.N.O. Archangel 0908A/7 to S.B.N.O. North Russia.)
- OPHIR. Intend to sail OPHIR 1200A/8 for Loch Ewe for inclusion in U.R. convoy. E.T.A. 1100A/10.
(F.O.I.C. Liverpool 0958A/7.)
- O.N.135. Your 1700/6. Report forthwith your estimated position and speed at 1400Z/8. This position will be broadcast as stragglers R/V.
(C. in C. W.A. 1023Z/7 to C.T.U. 24.1.3.)
- W.P.228. My 1715/6 postponed owing to fog.
(F.O.I.C. Portland 1030A/7.)
- EROS
CAMELIA
FORMOSA
MONGABARRA
FENRIS
BARDALAND
EQUADOR
FALSTERBOHUS
BRAZIL
SVEAJARL
REMMAREN
SVEN SALEN
- Positions were as follows at 2200/6. Greek Relief Vessels. Westbound EROS, CAMELIA and FORMOSA 36° 03' N 25° 42' W. Eastbound MONGABARRA, FENRIS and BARDALAND 40° 55' N 46° 25' W. Gothenburg shipments. Eastbound. EQUADOR, FALSTERBOHUS and BRAZIL 61° 57' N 13° 11' W. SVEAJARL, REMMAREN and SVEN SALEN 05° 18' N 34° 28' W.
(N.A. Stockholm 1111/7.)
- T.A.24. Your 1254A/6. Intend to sail DELHI at 0300A/8.
(F.O.I.C. Belfast 1242A/7 to F.O.I.C. Greenock.)
A.M. 1334/4. All work on barrage sights now completed.
(DELHI 1527A/7 to F.O.I.C. Belfast.)
- K.X.3. Consisting of SS. LLANSTEPHAN CASTLE carrying 1369 personnel will be ready to leave Clyde for Gibraltar on 18/10. S.O.A. 12 knots.
C. in C. W.A. is requested to arrange for escort to be provided by MALCOLM, ACHATES and AMAZON who should if considered necessary join after fuelling at Londonderry.
F.O.I.C. Greenock is requested to sail convoy as requisite.
(D.O.D.(H.) 1249A/7.)

War Diary.7.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys - Contd.Atlantic
Convoy
Escorts.

My 1555/12 stated that 11 groups would be redundant for an 8 day cycle and insufficient for a 7 day cycle.

(2) Allowing for escorts of fast convoys to take 12 days between North Channel and Newfoundland, and those of slow convoys 14 days, seetime with 10 groups would amount to 26 days and harbour time 14 days for the round voyage. This is considered reasonable proportion.

(3) The advantages of an even number group system, adopted as a result of my 2055/31/7 have been proved during recent months. These are (a) regularity of working (b) Groups have long lay-over at home bases.

(4) A careful study of recent proposals from Cominch and C.T.F. 24 show that these advantages are lost with an odd number of groups, and the estimated harbour time appears excessive.

(5) It is therefore proposed that the system be run with ten groups, the spare group being used either as a supporting group in North Atlantic or to make up numbers on weak groups. In this connection it is considered that a supporting group would be of inestimable value during the coming winter. Should the winter prove these calculations to be incorrect, the spare group could rejoin the mid-ocean cycle at any time.

(6) Whether 10 or 11 groups are used, it is not considered that Westbound convoys should sail 2 days earlier as proposed in C.T.F. 24 0259/3, as this would unduly shorten time spent by escorts in U.K.

(C. in C. W.A. 1608A/7 to Admty.)

Q.P.15.

My 1819/6 para 6. Ships from Novaya Zemlya range from 2000 to 8000 gross tons. Speed of slowest 7.7. knots. Cargoes include timber, asbestos, chrome ore, but no explosives.

(S.B.N.O. North Russia 1639A/7 to Admty.)

A.N.D.
Gear.

A.M. 1146/6 June para 2 add:

FORT PELLY, OCEAN GALLANT, OCEAN SEAMAN and OCEAN TRAVELLER.

(D.T.D. 1650A/7.)

U.S.
Oilers.

A.M. 2000/6. Confirmed that CULPEPPER, SVITHIOD, and MATINICOCK will be mobile and capable of fuelling H.M. Ships.

(A.C.I.C. 1841A/7 to Admty.)

DUNNOTTAR
CASTLE.

DUNNOTTAR CASTLE is expected to complete fitting out in London as a troopship about 15/10.

Request you will sail her for the Clyde on completion so as to arrive not later than 27/10.

(D.O.D.(H.) 2256A/7 to C. in C. Nore.)

War Diary.7.10.1942
Wednesday.FOREIGN STATIONS.North Atlantic.

P.34. P.34 2101 acknowledged. Do not cross 005° W. before 0700A/9th. Arrive Gibraltar 0900A/9. (F.O.C.N.A. 0906A/7 to 8 S/M F.)
Your 1108/6th (Whether P.34 should carry out patrol in view of C. in C. Med's 2058/26) P.34 will only be required in an emergency. Request she carries one salvo. (F.O.S. 1116A/7 to F.O.C.N.A.)
C. in C. Med's 2058/26 and my 1116/7. Request your opinion on fitness of P.34 for patrol both from material and psychological points of view. (F.O.S. 1118A/7 to F.O.C.N.A. (R) S.8.)

RECHOU. Your 1900/6 (Spanish Vessel RECHOU - N.T. in W.D.) In view of ship's speed being 8 knots amend time of R/V given in my 1118/27th to 5 days after departure from Tenerife. (F.O.C.N.A. 1132A/7 to British Consul Tenerife (R) Admiralty.)

Interception of Portuguese Ships. Ref. Admty. M. 1305/6th and A.M. 2009/6th. A minimum of 4 days warning will be required. (F.O.C.N.A. 1148A/7 to N.C.S.O. Lisbon (R) Admty.)

VIMY. Admty. 2330/12/9. Intend to sail VIMY for Plymouth at 1930/7 routed through:-
(Q) 035° 51' 006° 21'
(R) 36° 38' 10° 01'
(S) 42° 01' 14° (corrupt group)
(T) 44° 59' 14° 44' estimated S. of A. 10 knots.
(ii) C. in C. Plymouth is requested to signal onward route from position (T).
(F.O.C.N.A. 1244A/7 to Admty., C. in C. Plymouth (R) C. in C. W.A. VIMY, R.A.W.A.)
My 1244/7th, sailed VIMY. Admty. message Q.Z.H. 812, L.50, S.376, X.839, less 836 Y 351.
(F.O.C.N.A. 2020A/7 to Admty. etc.)

^BBARON OGILVY Portuguese SS MOUSINHO reports picking up 32 survivors. 37 miles south Freetown. Eight others died. (N.A. Lisbon 1245A/7 to Admty.)
("S" report, 29/9.)

German M/V, Ferrol. (arrived 3/10.) Consul Corunna's 2015/5. Blockade runner in Ferrol is very heavily armed for merchant ship and the large majority of States have in the past taken the line that it is improper for a merchant ship to mount low-angle armament amidships. The ship should, therefore, in our view, be treated by the Spaniards as a warship. As such, she would still however have right to complete repairs necessary to make her seaworthy.

War Diary.7.10.1942.
Wednesday.FOREIGN STATIONS.North Atlantic - contd.German M/V,
Ferrol.
(arrived
3/10.)
(contd)

2. Two of our submarines should arrive on patrol off Ferrol a.m. Saturday 10/10. It seems improbable that we can secure ship's internment and our object will be to drive her out when our submarines are waiting for her.

3. You should therefore consult H.M. Ambassador with a view to representations being made on 10/10, both through diplomatic and Naval channels, that ship must be dealt with as a Warship and accorded only facilities permitted by Hague conventions. Every effort should be made meanwhile to ascertain the extent of damage.
(M. Branch approved V.C.N.S. 1421A/7 to N.A. Madrid (R) F.O.C.N.A. etc.)

GALIANA.

My 1610/3. GALIANA loaded 1350 sacks of flour from Spanish High Comm. Ceuta probably sailing 8th. (2) Purchasers are Asmoto A.S. Seville Partners being Fillomeno Asse (Junior) Jose Morillo and Jose Torre Asse representatives. Possibly Asse Morillo may be cloak for former owner Ylpland who has been at San Juan superintending vessel's refit during which precautions were taken to maintain secrecy as to nature of work etc.
(Seville 1650/7 to Admiralty (for D.N.I.) S.O.(I) Gibraltar, N.A. Madrid.)

U/B fuelling,
Ferrol.

Corunna report ungraded 2. German S/M refuelled from MAX ALBRECHT Ferrol night 1/10. This is impossible without knowledge and connivance of Spanish Navy which is highly unlikely. Also it is not believed tanker has any suitable fuel on board. Will investigate.
(N.A. Madrid 1727/7 to D.N.I.)

French
Shipping.

Gibraltar 0832. Sloop minesweeper LA/BOUDEUSE, ship DJENNE light, trawlers KEROMAN, KERMARIA, eastbound.
(S.O.I. Gib., 1803A/7 to Admty.)

Interception
of
Portuguese
Ships.

Your 1305/6 and 2009/6. The lack of suitable craft for interception is acute especially since loss of ALOUETTE. Can departure of vessels referred to in my 1443/1 to hastened?
(F.O.C.N.A. 1832A/7 to Admty.)

From War Ref: Ref. Message 1832A/7 from F.O.C.N.A. F.O.C.N.A.'s 1443/1, referred to therein, requested reply to his 1512A/4 (requesting information as to when vessels mentioned in A.L. M.2876/42 of 24/7 might be expected). Latter signal was circulated only to M. Branch and D.E.W.D.

War Diary.

7.10.1942.
Wednesday.

FOREIGN STATIONS.

North Atlantic - contd.

P.212
U/B.

P.212 was probably sighted and reported by U/B at 0530A/7th.
(F.O.C.N.A. 1908A/7 to 8th S/M Flotilla (R) N.O.I.C. Malta.)

South Atlantic.

Shipping
W. Africa.

A.M. 1808A/5, Para 2. Owing to shortage of local escorts, consider ships for West African ports should be sailed direct to destination. Diversion to Freetown will be made by R.A.W.A. if escort situation permits of S.T. Convoy.
(R.A.W.A. 1113Z/7 to Admty. (R) C. in C. S.A.)

ILE DE
FRANCE.

Your 0207/5. ILE DE FRANCE can proceed New York via Rio de Janeiro without dry docking but should be docked in New York. Ship has maximum range 5,700 miles at 20 knots and can maintain this speed.
(P.S.T.O. Capetown 1155C/7 to D.S.T.)

KELANTAN.

C. in C. S.A's 1512B/16 (N.T. in W.R.) Request destination of KELANTAN.
(R.A.W.A. 1203Z/7 to Admty. (R) C. in C. S.A.)

SHROPSHIRE.

Will present endurance of SHROPSHIRE allow her to make passage from Freetown to Clyde as escort for HIGHLAND BRIGADE without refuelling?
(D.O.D.(F) 1240A/7 to C. in C. S.A.)
Reply: Yes with normal routeing.
(C. in C. S.A. 0837C/8.)

ROYAL
SOVEREIGN.
DUNCAN,
GRIFFIN,
ANTHONY,
BULKOIL.

(1) Sailed ROYAL SOVEREIGN at 1530Z/7 for Bermuda and onward routeing to Philadelphia. Capt.(D) 2 in DUNCAN, GRIFFIN and ANTHONY, Tanker BULKOIL in company.
(2) Route (X) 008° 49' N. 014° 46' W. A. 013° 025' B. 023° 040' C. 028° 050' thence Bermuda. S. of A. 13½ knots.
(3) GRIFFIN will be detached at convoy route (C) to proceed Ponta Delgada to refuel, thence U.K. as ordered by F.O.C.N.A. After parting company GRIFFIN will report E.T.A. ROYAL SOVEREIGN at Bermuda to S.B.N.O. W.A. and C. in C. U.S. Fleet.

War Diary.

7.10.1942.
Wednesday.

FOREIGN STATIONS.

South Atlantic - con. fr.

ROYAL
SOVEREIGN
DUNCAN,
GRIFFIN,
ANTHONY,
BULKOIL.
(contd.)

(4) ROYAL SOVEREIGN will fuel from BULKOIL at Bermuda.
(5) W/T watch.
(6) GRIFFIN on parting company will keep watch on Washington Broadcast until entering N. Atlantic Station when watch will be kept in accordance with A.F.O'S'1/42.
(R.A.W.A. 1603Z/7 to S.B.N.O.W.A., F.O.C.N.A. etc.) *See p. 190 - (DECOY)*

Oil Stocks,
Takoradi,
Lagos,
Freetown.

To meet forecasted requirements for furnace oil at Takoradi and Lagos to end of month intend sailing NORIUK on 9/10 with 3000 - 4000 tons from Admiralty stock at Freetown. Anticipate this will leave total balance of 3000 - 4000 tons oil fuel at end of month. Request information next replenishment.
(F.O.I.C. W. Africa 1623Z/7 to Admty.)

BOSWORTH.

A.M. 1950/6 (re request divert BOSWORTH to Pernambuco) BOSWORTH has been diverted via Ascension. Am retaining "Chop" to 26° W. correct.
(C. in C. S.A. 1633C/7 to R.A.W.A. (R) Admty.)

CAMBRIA.

CAMBRIA required by cable company to proceed to following positions to carry out cable repairs.
(1) 019° 06' S. 039° 02' W.
(2) 015° 53' S. 038° 36' W.
(3) 008° 02' S. 034° 48' W.

U.S. Naval Attache has requested approval from Washington but they have replied that sanction of British Authorities should be obtained.

(B.R.O. Rio de Janeiro 1722Z/7 to Admty.)
Concur: Admty. 1546A/8.

Landing
Craft for
India.

Your 1932/1st. 2210/3rd and Arminia's 0645/7th. M.W.T.R. has only one suitable ship available, CLAN ALPINE now at Durban, but is suggesting to Ministry possibility of using empty tankers on way to Abadan to lift these craft. Even if

this suggestion is approved it is doubtful whether the craft can arrive in India by 1/11.

2. Your 2326(75th). M.W.T.R. is investigating possibility of diverting tonnage to Kilindini. Tankers would not be suitable there as there are no shore facilities capable of lifting craft on to their decks.

3. Your 0544/3rd EMPIRE WOODLARK under repair at East London, (?date) of readiness not yet known.
(P.S.T.O. Capetown 1814C/7 to D.S.T. (R) S.O. Force M., C. in C. E.F. etc.)

/Vichy ...

War Diary.7.10.1942.
Wednesday.FOREIGN STATIONS.South Atlantic - contd.

- Vichy Ships. Air R/C sighted at 0940/7 Vichy Ship GRAND QUEVILLY escorted by Sloop A.75 in 03° 35' N. 02° 54' W. Course 185° 10 knots. (S.O.I.) Freetown 1815Z/7 to Admty. (R) F.O.C.N.A.)
- DECOY. My 1603Z/7. ^{hp 1424129} DECOY not included in escort owing to defects. Intend to sail DECOY as additional escort to S.L.125. (R.A.W.A. 1833Z/7 to Admty.)
- KUMSANG survivors. Survivors of British Ship KUMSANG landed coast of Liberia. No details of loss of ship received. (S.O.I.) Freetown 1919Z/7 to Admty. (R) C. in C. S.A.)
- Dakar Intelligence. Meter. Dakar 3/10. C.3. CÉPHEE under orders leave for Marseilles about 8/10. Dakar 5/10 B.2 NIVOSE now lying off shore. (B.A.D. 2007Z/7 to Admty.) Note by N.I.D. NIVOSE, French naval tanker 9131 gross tons, arrived Dakar early August from Far East and has been there ever since.
- ANDALUCIA STAR torpedoed. ANDALUCIA STAR torpedoed in approx. position 006° 38' N. 015° 40' W. at 2246/6th. (S.O.I. Freetown 2117Z/7 to Admty. (R) C. in C. S.A.) British, 14943 tons, Buenos Aires to Freetown. (D.O.R. 1144.)
- W.S.24. Your 2245/6 (convoy to be accepted at Bahia) affirmative. (C.T.F. 23 2119/7 to Admty. (R) C. in C. U.S.F.)

War Diary.7.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean.

NEBOJSCA. My 0024/22/9. Consider that NEBOJSCA should wear White Ensign in addition to Yugoslav flag. This will be put to Yugoslav Authorities in London. Presume you will arrange locally. Request you will forward copies of any stability information handed over the vessel, particulars of designed diving depth, drawings (showing structure, tank capacities etc.) also similar details of electrical equipment. If you agree, Yugoslav personnel to be retained will be accepted as on loan to R.N. and paid Yugoslav rates of pay where these are greater than British rates. Request names of personnel concerned, with ranks proposed. (Hd. of M., 0521A/7 to C. in C. Med.)

THRASHER. THRASHER passes through (i) 034° 22' 030° 28' at 1900C/7th.
(ii) 035° 47' 027° 30' at 2200C/8th, thence to operate in Aegean keeping north-east of area K. (Capt. S.1, 0720C/7 to Submarines on Patrol, (R) C. in C. Med., No. 201 N.C. Group, Capt. (S) 10.)
6/10 departure THRASHER.
(S.O.(I.) Beirut, 0900C/7 to Admty., (R) C. in C. Med.)

Cositrep 3. Air. Night 5/6 Oct. Tobruk harbour bombed, 540. Part 2. near misses claimed on one ship, many bursts along water front. 2 Wellingtons missing.
6/10. Beaufighters attacked Bomba seaplane base, destroying one seaplane, damaging 9 others. Enemy air activity on very reduced scale owing to waterlogged condition of his forward landing grounds. At dusk American B.24s bombed shipping in Benghazi harbour, scoring two hits on central mole. Me.109s attacked. British Liberators bombing southbound convoy, 1 M/V. 2 destroyers S.W. of Crete claim near misses. Also shot down one Me.110 probably destroyed one Ju.88 one Me.110.
(C. in C. M.E., 0900/7.)

Bi-Weekly 3/10. Dust storms limited operations to
Opsum No.62. offensive patrols over forward area.
4/10. Bad weather again limited operations.
Night 4/5. 3 A.S.V., 3 Torpedo Wellingtons despatched to attack shipping north of Tobruk forced to return by bad weather.
Night 5/6. 6 Halifaxes, 34 Wellingtons bombed shipping and harbour installations Tobruk scoring near misses on 1 ship at jetty, explosion caused near wreck of cruiser SAN GIORGIO, other bombs along water front and near power station but damage unobserved, short-lived fire seen on water near jetties but hit not claimed.
6 A.S.V. Wellingtons despatched to locate southbound convoy 1 M/V 3 destroyers previously reported by R/C off West Coast Crete and home striking force, 8 Torpedo Wellingtons were forced to return by bad weather which also prevented striking force from taking off.

/ 6/10. ...

War Diary.7.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean - ~~cont.~~

Bi-Weekly Opsum No.62. (Contd.) 6/10. Morning R/C by total 14 Spitfires reported enemy forward fighter landing grounds waterlogged and evacuated except for unserviceable aircraft. 6 Beaufighters despatched to attack Bomba sea-plane base found 12 triple engine seaplanes there. 3 Beaufighters attacked destroying 1, seriously damaging 9 more. Also silenced A.A. gun. 2 Fulmars protection of shipping Gulf of Suez. At dusk 6 B.24s bombed shipping in Benghazi. No hits on vessels but 2 bursts on central mole. 3 Me.110s intercepted damaging 1 B.24, 1 of crew killed, 2 wounded. 1 B.24 unable to reach Benghazi bombed Bardia. Results unobserved. 1 B.24 crashed on return. 6 Liberators despatched to attack south-bound convoy 1 M/V, 2 destroyers previously reported by R/C west of Crete. 2 Liberators did not locate and returned. Remainder bombed convoy about 60 miles south west Cape Stavros claiming near misses. Liberators were attacked by 1 Ju.88 3 Me.110s of which they shot down 1 Me.110 probably destroyed 1 Ju.88, 1 Me.110, both latter last seen at 1000 feet losing height and smoking.
(H.Q. R.A.F. M.E., 1049Z/7, 1112Z/7.)

TURBULENT. If nothing has been sighted by dusk today proceed to patrol area T where you have freedom of action. (Capt. S.1, 1115C/7 to TURBULENT, (R) C. in C. Med., 201 Group, S/Ms on Patrol, Capt. S.10.)
If A/S activity is too great you may proceed to 033° 06' 022° 17' keeping west until 0700 tomorrow.
(Capt. S.1, 1936C/7 to TURBULENT, (R) C. in C. Med., Capt. S.10.)

Turkey. Interview of Adm. Kelly with Gen. Asim Gunduz. (N.A. Ankara 1253C/7 to C. in C. Med., (R) Admty.)
See Lion Copy.

GLENROY. Admiralty 1722/2nd. Intend following programme for GLENROY: Leave Alexandria p.m./10/10, Port Said a.m./11/10 to a.m./16/10, thence Aden.
2. C. in C. E.F. is requested to order onward passage to Cape.
3. Estimated speed advance on 1 engine about 11 knots. GLENROY confirm speed after passage to Port Said. Estimated endurance 26 days. Normal D.E.M.S. armament. Ship will be steaming on inner bottom forward but is in all respects fit for ocean passage.
(C. in C. Med., 1345C/7 to Admty., etc.)
W.D. Note:- Cancelled by 0945C/9, q.v.

PORPOISE. PORPOISE reports night destroyer patrols north of Tobruk.
Enemy Patrol. (Capt. S.10, 1600A/7 to S/Ms on patrol, (R) Capt. S.1, C. in C. Med.)

New S/M for Greece. Understand from Greek Minister of Marine that possibility of turning a new submarine over to the Greeks is being reconsidered. In view of recent improvement shown by Greek submarine consider this is now desirable, but not to detriment of our own submarine programme.
(C. in C. Med., 2057C/7 to Admty.)

MOST SECRET

MOST SECRET MESSAGE 1253C/7th Oct. IN

From: N.A. Ankara.

Date 8.10.42.

Recd: 0720

I.D.V.(25) by Cable

Addressed: C. in C. Mediterranean Reptd: Admiralty
H.M. Ambassador Ankara.

Following from Admiral Kelly: Saw General Asim Gunduz just returned from manoeuvres to test strength of Chatalja Bulair lines, most satisfactory from (?Turk's) view. First two lines at Chatalja now completed, third under construction. Fortified gun positions every 1000 metres flanked by numbers of concrete machine gun posts, all enfilading anti tank ditches six metres wide, six metres deep, 24 C M and 30 (?C) M guns fired at positions which resisted perfectly. Defence lines are about (?800) metres apart. Attack was made by four divisions and efforts made unsuccessfully to bridge anti-tank ditches, all realistically carried out. Tank brigade employed in Chatalja and tank division represented by single tanks by dummies at Bulair. President was at each attack for two days.

(2) General Staff consider 5 days would be necessary for enemy to arrive either Bulair or Chatalja (?and there) they would hope to hold them.

(3) Turkey not at present menaced.

(4) General Staff do not consider there is menace to allied forces in Iran and beyond during winter, nor probably in spring owing to length of lines of communications. The principal front of Allies is in Egypt and Libya and second front when there is one should be in north Africa, to re-establish British naval supremacy first in East and then whole Mediterranean. He is very pleased with promise of material though expecting much of it will be deflected in Middle East which he accepts as equally in Turkish interests.

(5) He is most eager to see anything to establish through traffic by rail when Tripoli Beirut connection is completed.

1253C/7.

Advance Copy sent Hd of M.,
Duty Capt., D.D.I.C.,

1st Lord.	N.A. 1st S.L.	D.N.I.(4)
1st S.L.(2)	P.A.S.(S)	I.P.(2)
D.F.S.L.	D.O.D.(F) (2)	W.D.
2nd S.L.	D.O.D.(H) (2)	Ad. Blake.
4th S.L.	D.D.I.C.(2)	Ad. Herman Hodge.
V.C.N.S.	D of P (2)	D of L.D.
A.C.N.S.(H)	Duty Capt (2)	D of P (Q)
A.C.N.S.(F) (2)	Hd of M.	D.G.D.
Sec.		
Naval Sec.		

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War Diary.7.10.1942.
Wednesday.FOREIGN STATIONS.East Indies.

MIKOYAN
(sunk 3/10) Ref. I.D. Form S.A. Instructions.
(1) MIKOYAN. (2) U.S.S.R. (3) 0822Z/3/10, 019°
24' N. 085° 20' E. (4) Not sighted. (5) Bearing
296°. (6) Unknown. (5) Ship sunk. (8) No
casualties. (9) Unknown. (10) Torpedoed.
(11) Burnt by Master.
(N.C.S.O. Calcutta, 0435Z/7 to Admty.)

U/B. Enemy S/M reported on surface in 16.52 N. 54.42
E.
(Cdre. Aden, 0645 G.M.T./7 to B.A.M.S.)

Landing
Craft for
India. Telegram number 24726/C.O.S. dated 7/10. D. of
S.T.'s 2210Z/3 para. 5 and your 1228Z/5. Landing
craft should reach India by 1/11, at latest.
(Arminia, 0645Z/7 to C. in C. E.F., (R) D. of
S.T., N.O.I.C. Diego Suarez, P.S.T.O. Capetown,
D.S.T.O. Kilindini.)

B.P. 57. Delayed 24 hours, will now sail 9/10.
(P.S.T.O. India, 0839Z/7 to Dep. C. in C. E.F.)

Dockings,
Durban. (1) C. in C. S.A. 1427/5, Capt. Supt. Durban
1526/5 and D. of S.T. 0207/5. If ILE DE FRANCE
can be docked at New York as suggested by D. of
S.T. I should prefer to dock Eastern Fleet
battleships immediately after ILLUSTRIOUS in the order REVENGE,
WARSPITE, RESOLUTION.
(2) Propose WARSPITE should arrive Durban 17th and dock 23rd.
(3) If ILE DE FRANCE must be docked at Durban propose the order
WARSPITE, ILE DE FRANCE, REVENGE, RESOLUTION.
(C. in C. E.F., 0918Z/7 to Capt. Supt. Durban, C. in C. S.A.,
(R) Cdre. in Charge Durban, Admty., F.O. 2nd in C. E.F.,
REVENGE.)

PANTHER. My 0458/25 (N.T. in W.D.) Greek destroyer
PANTHER ready 12/10. Can proceed direct to
Khorya Morya Bay at economic speed of 12 knots.
(Cdre. R.I.N., 1013Z/7 to C. in C. E.F.)

Catalinas
for Persian
Gulf. A. 317, 7/10. Ref. C. in C. E.F. T.O.O. 1504/5,
instruct detachment 3 Catalinas to proceed
Bahrein forthwith. On arrival they will come
under command of A.O.C. Iraq and will be employed
in A/S operations in accordance with wishes of
S.N.O. P.G. Iraq confirms moorings and armament available.
(222 Group, 1050FG/7 to A.O.C. R.A.F. M.E., Com. i/c Aden,
S.N.O.P.G., 225 Group, A.H.Q. India, A.H.Q. Iraq, C. in C.
E.F., Admty.)

/BRITTANY ...

War Diary.

7.10.1942.
Wednesday.

FOREIGN STATIONS.

East Indies - Contd.

BRITTANY, Your 0412/6. Para. 1 (C).
Defences, BRITTANY is being sent to Diego Suarez end of
Diego October to lay bottom net. My present intention
Suarez, etc. is that she should then proceed Diego Garcia
and Addu Atoll to inspect and where possible
repair or (? relay) indicator net. Assistance
of B.D.V. will probably be required.
2. Proposal to lay contact mines in Gan Channel is not
recommended in view of A.M. 1432/25/1 to C. in C. E.I.
(C. in C. E.F., 1258Z/7 to F.O. Ceylon, (R) Admty., N.O.I.C.
Addu Atoll.)

MANCHESTER A.M. 0046/3rd to C. in C. E.F. (MANCHESTER CITY
CITY. required to lay controlled minefield at Saldanha
Bay.) MANCHESTER CITY will be sailing for
Durban on about 13/10.
(C. in C. E.F., 1614Z/7 to Admty., (R) F.O.E.A.
etc.)

U.S. Forces, Following changes in dispositions of U.S. Forces
Pacific. in Pacific:
PENNSYLVANIA } At San Francisco.
RALEIGH }
IDAHO } At Seattle.
COPAHEE } On passage to San Diego.
DETROIT } Left San Francisco 1st October
in South Pacific convoy.
TRENTON } At Balboa.
(D.O.D.(F), 1635A/7 to C. in C. E.F.)

War Diary.7.10.1942
Wednesday.FOREIGN STATIONS.America & West Indies

- SS. QUEEN
ELIZABETH. New York sailed 2100Z/5.
(N.S.H.Q., 0055Z/7 to D.S.T.)
- WILLEMSPLEIN. Ref. WILLEMSPLEIN stranded St. Marys Bay
Newfoundland. Report possibility salvage as
follows. Thorough examination by U.S.S.*CRACULE
and H.M.R.T. FRISKY shows ship badly holed forward
amidships and aft. Ship abandoned and complete
loss. Salvage ammunition, confidential material, etc. being
accomplished. Request Admiralty pass Lloyds, please add my
1434/5. ** Not identified.*
(F.O.N.F., 0128Z/7 to N.S.H.Q., Admty etc).
Admiralty 1302/2/4/40. WILLEMSPLEIN (Dutch) ashore
near Cape English St. Marys Bay, all confidential and Secret
Books destroyed by fire.
(N.C.S.O. St. Johns N.F., 1410Z/7 to Admty (R) N.S.H.Q.)
- LARRY
DOHENY.
CAMDEN. C.O.P.C. reports as follows:- U.S. Tanker
LARRY DOHENY reported torpedoed and on fire,
41.33 N., 125.22 W., U.S. plane and patrol
BBG in vicinity. U.S. Tanker CAMDEN previously
reported now in tow for Astoria but making
little headway.
(N.S.H.Q., 0514Z/7 to Admty).
Tanker LARRY DOHENY torpedoed and sunk 6/10 in 41° 30' N.,
125° 22' W., crew picked up.
(N.S.H.Q., 1959Z/7 to Admty. Connav).
- MILCREST
torpedoed. Received 0533 G.M.T. SSSS De GCVG MILCREST
43.47 N., 60.25 W., torpedoed.
(Halifax W/T 0540Z/7 to Admty etc).
Received 0610 G.M.T. S O S MILCREST 44.00 N.,
62.00 W. Ramméd and in sinkable condition.
(Halifax W/T, 0613Z/7 to Admty etc).
- U/B Possibly submarine shadowing HJ 13 from radio
D/F contacts.
(MALPEQUE 0715Z/7 to F.O.C.F. Comtask 24 ?)
- GEORGETOWN. ^{/N.T. & N.S.}
Your 0620Z/7 acknowledged. Proceeding forthwith
60 044° 00' N., 062° 00' W.
(GEORGETOWN, 0830Z/7 to C.O.A.C.)
- CHOMEDY,
U/B CHOMEDY British reports attacked by submarine
4108 G.M.T. today Wednesday 09° 35' 050° 17'
(Kingston Jamaica 1001R/7 to Admty).

/Movements...

7.10.1942.
Wednesday.

War Diary.

FOREIGN STATIONS.

America & West Indies. - Contd.

Movements summary. 1800 G.M.T./7.

Ship	Position	Course	Speed
NEWCASTLE	30° N., 61° W.	306°	18
P.555	33° N., 63° W.	077°	9
A.T. 25	40½° N., 49½° W.	045°	26½

See next page (Q.E.) (D.O.D. (F) 1045Z/7 to Opnav (R) Comnav).

U/B Positions. C.R. No 253. C.E.S.F. in his despatch 1820/6 informs as follows 0800Q/7. Estimate. (Comnav 1056/7 to Admty).

30th M.L. Flotilla. Your 1541/5. Following is intended itinerary for 30th Flotilla:-

Arrive	Place	Leave
	St. Johns	12/10
14/10	Sydney	16/10
17/10	Shelburne	18/10
19/10	Boston	21/10
23/10	New York	25/10

Understand subsequent routeing may be through inland waterways time required not known but expect Flotilla will arrive Charleston about 31/10 (F.O.N.F., 1239Z/7 to B.A.D. (R) Admty etc).

Convoy Cycles. Following is C.T.F. 24 0725/7 "Action Connav from C.T.F.24. Admiralty 0023A/6. Satisfactory to C.T.F.24". (Cominch, 1425/7 to Admiralty, N.S.H.Q.)

Fuelling at Sea. In view of the importance of escorts being able to fuel at sea from tankers in the convoy it is desired to provide (?any) gear for ships of the type that may be required.

2. It is therefore requested that Admiralty's views as to the most suitable type of standardised gear may be obtained also whether gear is carried in a tanker in each convoy or in a ship in the escort group. (N.S.H.Q., 1525Z/7 to Admty (R) F.O.N.F., C.O.A.C. etc) *Reply: 2301/24*

W.S.24 Your 2245Z/6 passed to Comsolant for action. (Connav, 1539/7 to Admty). Your 2245Z/6 affirmative. (C.T.F.23 2119/7 to Admty C. in C. U.S. Fleet). (Former addressed to Connav and B.A.D., only Re. W.S.24 sailing. Para. 2 asks if it is possible for convoy to be accepted at Bahia etc).

U/B Positions. S/M Estimate 7/10 and U.S. S/M Notice. (Cominch 1608/7 amended 1858/7)

War Diary.

7.10.1942
Wednesday.

FOREIGN STATIONS.

America & West Indies. - Contd.

Coastal
Convoys.

A.M. 0023/6. Revised Schedule of Coastal
Convoys has been promulgated to Comseafrent.
Convoy Designation Sailing Date

	October.
N.K. 506	13th
N.G. 315	19th
K.G. 605	18th
K.H. 412	20th
P.K. 111	15th
G.A.T. 15	18th
G.Z. 7	12th
G.Z. 8	16th
G.Z. 9	23rd
K.N. 205	16th
G.N. 11 (Fast)	10th
G.N. 12 (Slow)	15th
G.K. 709	11th
H.K. 110	12th
K.P. 411	14th
T.A.G. 12 (Slow)	9th
T.A.G. 13 (Fast)	13th
Z.G. 7.	9th

thereafter at 4 or 8 day intervals.
(B.A.D., 1641Z/7 to Admty N.S.H.Q.)

O.N. 135

Four ships missing. 1200Z/7 observation
position and weather report 5646 2236 4461 9779.
Your 1023Z/7 (O.N.135. Report P.C. and S. at
1400/8) Cmdre. of Convoy estimated 1400Z/8
position 057° 10' 028° 27' course 277° speed 7.
My estimated course and speed 056° 58' 026° 34'
274° 5.
(C.T.U. 24.1.3., 1700Z/7 to C. in C. W.A.)

GARLAND.

Polish Destroyer GARLAND will arrive Boston
about 18/10 for approx. 3 days stay. Request
voyage repairs be (?effected). Usual courtesies
extended and such publicity given as approved by
Department.
(C.T. 24., 1739Z/7 to Commander 1st U.S. Naval
District, Boston, (R) Cominch, Admty. C. in C.
W.A. etc).

Malta
Convoy
Lessons.

B.A.D., Washington's 2205/17 September.
Information sent by air bag on 6th October.
(D.N.A.D., 1820A/7 to B.A.D.)

SS. QUEEN
ELIZABETH.

*see previous
page (Movement
Summary)*

A.T. 25 N.K. alter course forthwith to new position
(P) 43.01 27.01 new (Q) 56.01 20.02 thence to
(N) omitting (L) and (M).
(C. in C. U.S. Fleet (C. and R.) 1955/7 to
H.T. QUEEN ELIZABETH (R) C.O.A.C., F.O.C.N.F.,
C. in C. Atlantic Fleet, C.T.F. 24., Admty C. in
C. W.A., N.S.H.Q.)

War Diary.7.10.1942
Wednesday.FOREIGN STATIONS.America & West Indies - Contd.

- U/B U-boat estimated in your vicinity by D/F has made sighting report of a convoy or important unit 1745Z/7.
(C. in C. U.S. Fleet, 2008/7 to HURRICANE, FIREDRAKE (R) C.T.F.24).
- QUINTE E.T.A. 0300Z/8th. 2 M/Vs Request new Stylus for A/S 3 recorder on arrival.
(QUINTE, 2010Z/7 to N.O.I.C. Sydney C. B.)
- Aleutians. Washops 102. On 3/10 6 heavy bombers escorted by 12 fighters attacked Kiska. Allied planes shot down 6 enemy twin float fighters and returned undamaged. Japanese now lost 46 planes in combat compared to 6 lost by United Nations.
(J.S.M., 2123Z/7 to Admty etc).
- Personnel Transport. Your 0826/6. Canadian Army Movement Control are unable to allocate accommodation at this time as definite dates for troop convoys to U.K. are at present not known.
(N.S.H.Q., 2146Z/7 to A.C.N.B., (R) B.A.D., D.S.T.)
See B.A.D., 1651/8, 1956/8 and D.S.T., 0320/9.
- Sub. attack and sighting summary. (A) WILLIAM A. MCKENNEY torpedoed, shelled and sunk 08.35 N., 59.20 W., 0410Z/5 probably unidentified reported my 2101/5 and 0457Z/5. Unidentified attacked 09.35 N., 50.17 W. 4108Z/7.
(B) BARBACENA 2 torpedo hits. HARBOROUGH 1 torpedo ten shells U.88 type. MAE one torpedo 16 shells possibly 2 subs participating U.45 and U.88 types. PATRICK J. HURLEY U.88 type.
(C) U.S.S. FOREST attacks echo and propeller sound contact 08.30 N., 41.49 W., 2052Z/11/7 and sound contact 01.30 N., 16.31 W., 2330Z/22/7. U.S.S. OVERTON attacks sound contact 35.21 N., 75.10 W. 0342Z/28/8 PBY sights sub. 24.00 N., 82.30 W. 1650 and 1720Z/6 course 200. SS. JOHN CARTER ROSY sights sub. 10.12 N., 50.35 W. 2212Z/6 probably above unidentified 1408Z/7. CINCINNATI plane, sights sub on surface 01.40 S., 21.34 W. 1637Z/6, course S.
(D) Surface craft attack oil slick and sound contact 29.30 N., 87.35 W., 1730Z/6. B.A.D. and Opnav informed.
(Cominch, 2154/7 to Admty for O.I.C.)
- MAURETANIA. Norfolk sailed 1245Z/7.
(N.S.H.Q., 2155Z/7 to D.S.T.)
- U/B S/M sighted by aircraft at 1846Z/7 in 047° 39' N. 064° 20' W., course south speed 10 knots.
(C.O.A.C., 2240Z/7 to Q.B.7 A.G. (R) C.T.24 etc).

War Diary.

7.10.1942.
Wednesday.

FOREIGN STATIONS.

America & West Indies. - Contd.

MAURETANIA

Departed Norfolk (Virginia) 7/10 1247Z.
MAURETANIA, British, Rio de Janeiro 19/10.
(Com. 5., No T.O.O. Recd. 2140/7).

Shipping
Routes,
Cape Horn.

Request U.S. managed ships westbound meeting requirements Admiralty 1849Z/2/9 be routed via Cape Horn or Magellan provided they are not scheduled to take cargo N.E. coast South America or Trinidad. Vessels should be bunkered for entire voyage to Panama. Those unable to carry bunkers for entire voyage should be routed Antofagasta not Valparaiso.
(Washington, No T.O.O./7 to C. in C. S.A., (R) Admty etc).

Australia & New Zealand.

Situation.

Digest Serial No. 258. 6/10.

- All shipping reported Buin Shortlands area my serial No. 257 departed this area night 5/10 and returned from the N.E. afternoon 6/10 with an additional 6 merchant ships but less one tanker making probable total 38 vessels. B.17 R/C reports morning 6/10 indicated several merchant ships off the Kieta Buka area proceeding towards Bougainville strait.
2. Vessel reported Buka passage 5/10 departed night 5/6 and returned night 6/7.
 3. Air R/C morning 6/10 reported 1 heavy cruiser 1 light cruiser 4 other vessels including 1 probable seaplane tender anchored off Kavieng.
 4. Analysis photographs transport reported off Buna 5/10 my serial No. 257 para. 5 refers, reveals vessel approx. 10,000 tons with 3 landing barges on deck.
 5. 1 Catalina dropped bombs Buin Aerodrome night 5/6. Nil hits observed.
 6. 3 Catalinas attacked Buka Aerodrome same night dropping bombs vicinity runway and stores dumps. 1 large fire, several small explosions observed.
 7. Air R/C morning 6/10 reported 3 merchant ships 2/4,000 tons with 1 small escort vessel 3° 45' S., 151° 30' E. course 120° also one 2,000 ton cargo vessel 5° 7' S., 149° 20' E. course 90°.
 8. Photographs Lae aerodrome 5/10 indicate no change previous R/C.
 9. 3 Hudsons attacked oil storage tanks Boela (Ceram) morning 6/10 nil hits observed, nil shipping sighted.
 10. Nil activity Dilli nil shipping in harbour reported air R/C 5/10.
 11. Further enemy patrol activity reported between Maobisse and Dilli (Timor) B.A.D. pass to Opnav.
(G.H.Q. S.W.P.A., 0801Z/7 to Admty etc).

/Personnel...

War Diary.

7.10.1942.
Wednesday.

FOREIGN STATIONS.

Australia & New Zealand. - Contd.

Personnel Transport. My 0826Z/6th. Para. 2. U.S.T. MOUNT VERNON due Sydney (N.S.W.) about 11/10. R.A.N. who are advance party for SHROPSHIRE and R.A.A.F. personnel will be available for embarkation Sydney N.S.W. 16/10. Request permission of appropriate authority be sought for personnel to embark for transport to West coast port for onward journey to Halifax and U.K.
(A.C.N.B., 0931Z/7 to B.A.D., (R) N.S.H.Q., D.S.T.) Reply: B.A.D., 1956/8.

MONOWAI, suggested conversion to armed transport. My 1247/12. After consultation and full agreement with Comsopac the Naval Board is of opinion that MONOWAI's usefulness as an escort vessel is limited observing that (A) escort requirements in the South Pacific are largely anti-submarine for which ship is totally unfitted, (B) MONOWAI's present armament and speed of 16 knots make her no match for a modern raider.

2. There is an ever-present shortage of naval troop and cargo carrying ships and it is considered that MONOWAI's value would be greatly increased by conversion to an armed naval transport. Main alteration for this purpose would be removal of 6 of her 8 6-inch guns, possible increase in A.A. armament, and redesigning to give maximum accommodation for troops and cargo. It is not considered that catapult and aircraft would be necessary for this function observing that the saving of topweight and fire risk would outweigh the very limited advantages of such a fitting.

3. Conversion could not be carried out in New Zealand without stopping major part of trawler building programme and it is recommended that work be carried out if possible on west coast of U.S.A.

4. New Zealand Govt. agrees to this proposed reconstruction. (N.Z.N.B., 1704M/7 to Admty (R) B.A.M.R.)

Japanese Air Efficiency. Regret unable give you details enemy losses Solomons as that locality outside S.W.P.A. Daily scale of effort in our Airintels does not include Solomons operations unless aircraft reasonably considered operating from bases in S.W.P.A. affecting (?) efficiency and strength arising from enemy scale of effort. Information to hand indicates (1) some old types and some earlier models of current types in use (2) one recent report that crashed aircraft have been your (?) comparatively recent production (3) standard of pilots lower than formerly. Reasons for this may be among others that enemy is conserving his air effort for heavier blows and possibly against more important targets such as our Naval Forces. Hours flown by Japanese flying boats indicate abnormal employment? over long period in spite of flight? reinforcements.
(Allied Air H.Q., S.W.P.A., 1945Z/7 to Air Ministry).

War Diary.

7.10.1942.
Wednesday.

U-BOAT CAMPAIGN.

S/Ms Reported.

U/B positions estimated at 1200Z/7.
(D.D.I.C., 1432A/7 1454A/7).

8.10.1942.
Thursday.

War Diary.

SITUATION REPORT.

Home Commands.

The first Maunsell Tower in the Liverpool area has been established in 53° 30' 22" N., 3° 17' 10" W.

The pilot of a Liberator reports that at 0030 G.M.T. today in about 55° 40' N., 15° 0' W. he sighted a brilliantly lit up ship, including apparently a searchlight; the vessel extinguished all lights when challenged.

Nine magnetic mines were exploded in the Humber area today.

South Atlantic.

U/Bs off
Cape.

U-boats, estimated to be three or four in number are operating off the Cape of Good Hope. In addition to SS. CHICKASHAW CITY and FIRETHORN which were torpedoed yesterday, 7 more ships were torpedoed today, viz. BORINGIA at 0100/8 in 35° 9' S., 16° 32' E. KOUMOUNDOUROS at 0200/8 and GASTERKERK at 0345/8, southwest of Cape Point; CLAN MACTAVISH at 0915/8 in 34° 53' S., 16° 45' E; an unknown ship, ~~possibly KRONPRINCESSEN~~ which was seen to blow up at 1010/8 in 34° 20' S., 17° 0' E; CITY OF ATHENS at 1700/8 in 33° 27' S., 16° 58' E; U.S. tanker SWIFTSURE at 1858 G.M.T./8 in position reported to be 33° 4' S., 18° 27' E. The only two of these nine ships from which wireless reports were received were CITY OF ATHENS, and SWIFTSURE. Aircraft attacked U-boats today about 120 miles to southwestward of Capetown but without success; ROCKROSE attacked a contact at 2205 /8 without result.† ACTIVE at 2350/8 made a promising attack on a large S/M on the surface in 33° 44' S., 17° 2' E., and C. in C. S.A. considers the U-boat was probably destroyed. C. in C. S.A. broadcast instructions this morning that merchant ships are not to approach within 70 miles of Capetown. *U.174 sunk. (C. in C. S.A. 17° 5' E. 17° 5' E.)

† U 172 slightly
damaged

Freetown
area.

SS. WELSH TRADER reported at 1450 that she was being chased by a U-boat in 7° 9' N., 15° 30' W. SS. GLENDENE was torpedoed and sunk at 1420 today in 4° 34' N., 17° 36' W.

War Diary.

8.10.1942.
Thursday.

SITUATION REPORT.

East Indies.

An enemy submarine was reported about 0341Z today in 3° 54' S., 40° 24' E. (near Mombasa) and in the Bay of Bengal one in 15° N., 80° E.

America & West Indies.

Aleutians.

It is reported that photographic R/C on 30/9 showed 3 midget submarines about 50 ft. long in Kiska harbour. On 4/10 a freighter was seen approaching Kiska with landing barges on deck.

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Policy.East Coast
Rescue Tugs.

Your 1212A/5 para 2. Concur. GRIPER has been ordered to Harwich when ready for sea. Regret no other Rescue Tugs now available. (C.C.R.T. 1034A/8 to C. in C. Nore.)

North
Atlantic
dispositions

A.M. 1125Z/5. Area Iceland (C) Delete 1 Destroyer, Area Scapa Add 3 Destroyers Area Clyde Delete MALAYA 6 destroyers. (D.O.D.(H) 1214A/8 to C. in C.U.S.Fleet).

KYLECLARE.

KYLECLARE due to leave Lisbon a.m./8th for Holyhead routed through 040° 19' 010° 58', 044° 08' 012° 14', 049° 01' 012° 14' 050° 18' 010° 48', thence Fastnet Rock. This vessel is not to be molested. (F.O.S. 1402A/8 to S/Ms).

Use of
Territorial
Waters.

See Operations.

13th M.T.B.
Flotilla.

It has been approved to withdraw the 13th M.T.B Flotilla from operational service for fitting of a third rudder to each boat.

Whilst waiting for rudders to be manufactured, M.T.Bs. 205 and 207 are allocated to "ATTACK" to assist in engine room training of Coastal Force ratings. Request you will sail these two M.T.Bs, to Portland. (D.D.O.D.(C) 1834A/8 to V.A.Dover).

Iceland.

C.O.S.(W) 302. Navy Dept. agree that British should continue to man stations in Iceland. U.S. authorities concerned are not at present prepared to set up permanent "Y" Committee. (J.S.M.Washington 2241Z/8 to Chiefs of Staff, London)

Movements.

VALESCA.

My 0825/7 and 1102/7. Operations on wrecks estimated to continue until 10th, proceeding. Sheringham anchorage each night. (F.O.I.C.Gt.Yarmouth 0215A/8.).

P.47.

Arrival P.47 escorted by JAN VAN GELDER. (F.O.I.C.Greenock 0428A/8).

L.23.

L.23 escorted by FORT RYAN left Port H.H.Z. at 0700/8 for Port Z.D. E.T.A. 1300/8. (F.O.S. 0839A/8).

/ACHATES.....

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Movements - Contd.

- ACHATES. Clyde arrival ACHATES.
(F.O.I.C.Greenock 0914A/8).
- DINARD. Intend sailing DINARD at 0900/9, searched channels, 18 knots, Scapa E.T.A. 1630/9.
(N.O.I.C.Aberdeen 0951/8).
- VIMY. F.O.C.N.A's 1244A/7.
Route from (T) 044° 59' 014° 44' through (U) 049° 51' 011° 05' (V) 180° Bishop Rock 10 (W) 180° Lizard Head 6, and by Q.Z.S. 278 to Plymouth. Pass (V) at 0700/13.
(C. in C. Plymouth 1051A/8 to VIMY).
- MALAYA. Arrival MALAYA, LOOKOUT, PENN, and PANTHER. PANTHER proceeded Leith for docking and repairs.
(C. in C. Rosyth 1115A/8).
- CORFU. Alter course forthwith for new position:
(X) 52° N.19° W. (Y) 55° N. 13° W.
thence to (J), then to Clyde.
(D.O.D.(H) 1139A/8 to CORFU).
- P.C.74. ^{/N.T. in W.D.}
My 1651A/6. Sailed.
(F.O.I.C.Milford Haven 1223A/8).
- M.S.9. My 2231A/5. Sailed 1230/8.
(C. in C.Portsmouth 1246A/8 to N.O.I.C.Newhaven).
Your 1246A/8. Arrived.
(N.O.I.C.Newhaven, 1625A/8 to C. in C. Portsmouth).
- SUMATRA, QUIBERON, PARTRIDGE. Alter course forthwith for new position D, 45° N. 17° W, thence to Position E.
(D.O.D.(H) 1321A/8 to SUMATRA, etc).
- P.615. ^{/Holy Loch}
Sailed P.615 escorted by WHITE BEAR in accordance with Capt.(S) 3rd 1423A/5, and 2203/7.
(F.O.I.C.Greenock 1438A/8).
- T.F.38. Intend to sail C.T.F. 38, ARKANSAS escorted by MADISON and HILARY P.JONES passing Clyde Boom 1730Z/9, to R/V with remainder of T.F. 38 from Londonderry in position (J) at 0700Z/10. Thence as in A.M. 2244A/6. Codeword "Muster"
(N.O.I.C.Greenock 1518A/8).

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Movements - Contd.

BERWICK. My 1109/7, para.3. 0930A/10. Boom 1030A/10.
(C. in C.H.F. 1547A/8 to A.C.I.C.).
Scapa departure BERWICK.
(A.C.O.S. 1710/8).

P.221. Intend to sail P.221, P.45, P.511 escorted by
P.45. A/S trawlers provided by N.O.I.C.Greenock at
P.511. 1730A/11 from Clyde to position (R) 240° Wolf
3 miles, E.T.A. 1930A/13.
2. Thence P.221 and P.45 as in my 1837/8. P.511
and trawlers to position (S) 180° Lizard 5 miles. E.T.A. 2230/13.
3. From (S) P.511 as ordered by Capt.(S) 7th. A/S trawlers as
ordered by N.O.I.C.Greenock.
(Capt.S.3. 1833A/8)
My 1833/8. From position (R) S/Ms proceed diving by day
routed as follows.
(2) P.221 through.
(A) 049° 10' N. 008° 01' W.
(B) 049° 10' N. 012° 30' W. to
043° 00' N. 012° 30' W. E.T.A. Cabot Catoche 0200A/18.
(3) P.45 through.
(D) 049° 40' N. 007° 05' W.
(E) 049° 40' N. 012° 31' W. to (C) E.T.A. Cabot Catoche
2300A/18.
(4) Thence Gibraltar as routed F.O.C.N.A.
(5) Communication as in my 1833/8.
(Capt.S.3. 1837A/8).

Operations.

Interception of Blockade Breaker. My 1841/7. Amend P.217's patrol position to
read 043° 31', 008° 34'
(F.O.(S) 0059A/8 to S/Ms).
Outward-bound enemy blockade-breaker has
taken refuge in Ferrol after attack. She may
sail again shortly. Description and armament of
"Belgrano" type. Details.
(F.O.(S) 1722A/8 to S/Ms).
My 1722/8. If blockade-runner at Ferrol sails she may if
necessary be attacked in Spanish neutral waters provided.
(a) care is taken to avoid damage to neutral shipping persons and
and property ashore.
(b) attack is not to be made in harbour or in the immediate
approaches.
(2) H.M.surface ships and aircraft are not to patrol and H.M.S/Ms
are not to be observed in territorial waters.
(3). It will be appreciated that great importance is attached to
avoiding unnecessary infringements of territorial waters and if a
successful attack is made Naval and air forces should not remain
longer in vicinity than is necessary to observe results of
attack.
(F.O.(S) 1724A/8 to S/Ms).
Following is a forecast of neutral shipping over 2500 tons.
Details.
(F.O.(S) 1551A/8 to S/Ms).
My 1722/8. Ships still in Ferrol 1300A/8;
(F.O.(S) 2144A/8 to S/Ms).

/Patrols.....

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War Diary.8.10.1942.
Thursday.HOME COMMANDS.Operations - Contd.

- Patrols. Patrols tonight. 4. MENDIP, 5 BLENCATHRA,
6. CATTISTOCK.
(C. in C.Nore 0940A/8 and 1510A/8).
Intend M/L 205 (S.O) and M/L 303 to patrol latitude 50° 20'
N. between 1° 35' W. and 2° 10' W., tonight leaving Weymouth at
1930 and patrol line at dawn to return to base.
Codeword "Object".
Request air protection.
(F.O.I.C. Portland 1238A/8).
Patrol cancelled. Proceed to Harwich.
(C. in C.Nore 1519A/8 to WALPOLE).
- Biscay Sailed URSULA, UNIQUE, GRAPH, SEALION escorted
S/M by LA CAPRICIEUSE in accordance with S.3s
Patrol. 1451A/5. Codeword "Faith."
(F.O.I.C. Greenock 1748A/8.)
M.Ls. 148 and 149 from Ramsgate patrolling
between Dumpton and N.E. Spit Buoys, E.T.D. 1920, E.T.R. 0650/9.
M.Ls. 137 and 142 near "CI" buoy.
(V.A. Dover 1751A/8).
- Patrols cancelled. Anchor off Rough.
(C. in C.Nore 2217A/8 to MENDIP, CATTISTOCK, BLENCATHRA).

Allied Air Activity.

- 804 and Your 1028/5. ^{1028/5} 804 Squadron is at R.A.F. station
891 Belfast and 891 Squadron is now proceeding there.
Sqdns. 804 Squadron have been embarked in ARGUS and
FURIOUS and disembarked on 28/8. 891 Squadron
formed on 1/7 have just completed work-up but
have never deck-landed with exception of Squadron Cmdre. Effort
is being made to obtain opportunity for deck-landing training
for these Squadrons before embarking.
(R.A.N.A.S. 1147A/8 to DASHER).

- INTREPID. Request fighter protection, for INTREPID from
0800/9 to 1800/9. Sails from Rosyth at 0800/9 by
searched channels to Scapa at 20 knots.
(C. in C. Rosyth 1224A/8 to 13 and 14th Groups.).

Mining.

- Humber. My 2230A/7. Following further five mines detonated
by Sweepers on 7/10. Details.
(F.O. Humber 0047A/8).
Following nine mines detonated by Sweepers on 8/10. Details.
(F.O. Humber 2130/8).

- S.N.3. My 0920/30 para.D. For LANCASTER read CASTLETON.
(R.A.M. 1015/8 to Admt).

/Invergordon...

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War Diary.8.10.1942.
Thursday.HOME COMMANDS.Mining.- Contd.

Invergordon Sweep. Your 1635A/30/9. Operations completed negative results. 85% area swept.
(N.O.I.C. Invergordon 1400/8 to C. in C. Rosyth).

Lyme Bay. Shore fixes established southern limit of area swept to date to be as in my 1601A/7.
One mine detonated in 50° 26' 30" N. 02° 46' 48" W, and one mine cut and exploded in 50° 26' 42" N. 02° 46' 54" W. Positions of previous mines should be moved 3 cables 340° from reported positions.
(M/S 4th 2104A/8).

Enemy Intelligence.

E-Boat. Suspected E-Boat operating in area 38%
(N.O.I.C. Humber 0319A/8).

Possible Supply Ship. Following received from A.O.C.E.A.C. "R.A.F.E.C. reported that Liberator 920 B.A. sighted ship with massive blaze of light, one light in centre apparently searchlight, approx. position 055° 40' N. 015° 00' W. 0030 G.M.T./8/10.

Pilot challenged. All lights were extinguished. Very suspicious. Possible supply ship."
(C.O.A.C. Halifax 1521Z/8 to C.T.F. 24).

U-Boats.

U-Boats reported. One enemy S/M bearing 180° 5 miles, course 270° position 46° 09' N. 19° 40' W.
(PENSTEMON 1130Z/8).

My 1130Z/8. S/M has dived. Am hunting in company with ROSE.

(PENSTEMON 1150Z/8).

By D/F at 1014Z/8. U-Boat in approx. 57° 40' N. 24° 30' W.

(D.D.I.C. 1210A/8).

My 1130Z/8. No contact obtained. Rejoining convoy. *X.K.I.*

(PENSTEMON 1640Z/8). *(Convoy Reformed)*

D/F bearings at 1418Z/8 indicate U-Boat in your vicinity.

(D.D.I.C. 1850A/8 to Escorts S.L.123).

Casualties & Defects.

Unknown Ship. Received at 0633 from Gallon Head Radio. Distress signal D/F Bearing 209°, third class.
(Port Patrick Radio 0535/8).

FRANCIS FLADGATE. BASSET's 0410. */ Sum p. 210 (WAR 07 2-2-42)* SS. FRANCIS FLADGATE reports she was in collision near 8 B. Buoy and has damaged bow. Requires docking but can make Tyne. She requests instructions for port of docking.
(WALLACE 0812A/8).

/HELMWOOD.....

War Diary.

8.10.1942.
Thursday.

HOME COMMANDS.

Casualties & Defects. - Contd.

- HELMWOOD. SS.HELMWOOD reports she was in collision with trawler at anchor near 7A buoy at 0015/8. Trawler believed named ZEPHYR. HELMWOOD states trawler reported she was all right. HELMWOOD crumpled bows, but proceeding in convoy. (QUANTOCK 0836A/8).
- DELAWARE. My 1247/6. Postponed indefinitely on account of weather. (A.C.I.C. 0952A/8 to A.C.O.S.).
- ZETLAND. My P.C.S. 046° 40' N. 021° 16' W. (? 041° or 089°) 13½ knots. Require dock to fit new A/S dome, oscillator, and shaft. (ZETLAND 1200A/8 to Cdre,Londonderry).
See p. 213.
- BIDEFORD. BIDEFORD R.D.F.transformer 10 K.B. 218 burnt out. A/S out of action due to flooding through cable locker cause uncertain. Rewiring probably necessary. Propose she returns to Londonderry forthwith. My P.C.S. noon/8th 056° 52' N. 014° 36' W., 300° 5 knots. (LONDONDERRY 1515A/8).
- SWEETBRIAR. In collision at 1340 with U.S.S.ZEBULON B. VANCE. Estimate cost of repair £10. Time for repairs one day. (SWEETBRIAR 1550/8).
- VIKING. Crail target vessel SS.VIKING collided with No.3. dock head Methil docks at 1300 today. VIKING's stem badly damaged. (N.O.I.C.Methil 1558/8).
- RHODODENDRON. My 0920/5 and 1635/7. RHODODENDRON delayed with Gyro Compass defect. (Capt.D.Greenock 1714A/8).
- SARDONYX. Have lost dome and oscillator. E.T.A. Merville 2330/8. (SARDONYX.1811A/8).
*See next page
(T.A.24)*

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Shipping and Convoys.

Convoy F.N.832. SUPERMAN returning to Harwich from vicinity of SHEAFWATER sunk. 57 buoy. (HAMBLEDON 0116/A/8.)
SS ILSE reported sunk approx. 2 miles E. of Haisborough. Stern of vessel above water. (F.O.I.C. Gt. Yarmouth 0632A/8.)
SHEAFWATER reported sunk vicinity No.9 Buoy. (F.O.I.C. Gt. Yarmouth 0652A/8.)
My 0652. Wreck in 285° 4 miles from 9 Buoy in 7 fathoms. Nos. 1 and 2 holds submerged remainder of vessel superstructure visible. (F.O.I.C. Gt. Yarmouth 0748A/8.)
Arrival Tug DIVERSION with M.L.451. (F.O.I.C. Gt. Yarmouth 0847A/8.)
Tug KROOMAN returned. (F.O.I.C. Gt. Yarmouth 0920A/8.)
My 1640/7. Wreck of SS IGHTHAM located in 53° 33' 18" N. 00° 27' 30" E. Wreck is dangerous. (F.O. Humber 2015A/8.)

Convoy F.N.833 M.L.201 reports M/V VAROY in collision approx. 220° 2 cables from wreck buoy in position 064° Cromer 5.2 miles. M.L.201 investigating position of wreck before proceeding Immingham with 25 survivors. None missing, none injured. BASSET rejoining. (BASSET 0410/8.) *See p 209 - FRANCIS FLAGGATE.*
Arrival M.Ls 201 and 294 at Q.915 ex F.N.833. M.L.201 with survivors from VAROY. (F.O. Humber 1031A/8.)
Have marked wreck VAROY with 2 Dan Buoys. Position 052° 58' 10" N. 001° 29' 12" E. Balloon still flying. (VALOROUS 1815A/8.)

T.A.24. My 1744A/6. Sailed. Codeword "Sleeve".
E.T.A. Boston 1900Z/13.
(N.O.I.C. Greenock 0308A/8.)

A.T.85. My 1242A/7. ^{p.154} Sailed DELHI.
T.A.24. (F.O.I.C. Belfast 0320A/8.)
Sailed SKATE, SCIMITAR, SALADIN, *SARDONYX in accordance with C. in C. W.A. 1440Z/5. ^{p.122} * *See previous page.*
(Cdre. Londonderry 0550/8.) ^{1204/0 p.153.}
Arrived SARDONYX.
(Cdre. Londonderry 2255A/8.)

F.N.835. ^{1/11/42} Cancel my 1032/7. Intend to sail PRIMROSE for Londonderry on 10/10 as additional escort to F.N.835 to 22 Buoy, thence independently to destination.
(C. in C. Nore 1050A/8.)

/SAN AMBROSIA ...

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War Diary.8.10.1942.
Thursday.HOME COMMANDS.Shipping and Convoys - contd.SAN
AMBROSI⁴.Admiralty's 2000/6. SAN AMBROSI⁴ will be ready to sail at noon 9th. (N.S.O. Lyness 1102/8 to A.C.O.S.)Convoy
H.X.209.

My position 1100Z, 057° 33', 013° 23'. Have taken crew off EMPIRE TARPON and am standing by. EMPIRE TARPON. Consider ship is salvable. PENNYWORT proceeding Londonderry. (BORAGE 1143Z/8.)

E.T.A. Lough Foyle 0830A/9.
(PENNYWORT 1308Z/8.)

BORAGE and EMPIRE TARPON position at 1100Z/8, 057° 33' N. 013° 23' W.

(C. in C. W.A. 1513A/8 to DEXTEROUS.)

Report P.C.S.

(F.O.I.C. Greenock 1623A/8 to DEXTEROUS.)

1600/8 057° 02' N. 011° 52' W., 301° 6 knots. N.W. gale, rough head sea.

(DEXTEROUS 1745A/8 to N.O.I.C. Greenock.)

P.Q.18 and
Q.P.14.
Services of
AVENGER.

Personal from First Sea Lord for Admiral King. Although we have not yet received detailed reports from AVENGER I think you may be interested to have some early information of the performance of the first of our A.V.Gs to have been in action.

2. AVENGER covering P.Q.18 and Q.P.14 embarked 12 Sea Hurricanes with 6 unerected as spares and 3 Swordfish for A/S work. She operated for ten days often in fog and snow squalls; her Hurricanes shot down 5 enemy aircraft for certain with 3 probables and 14 damaged. They also broke up many attacks, whilst on 3 occasions her Swordfish attacked U-boats. AVENGER herself was attacked several times by bombers and torpedo bombers. At the end of this period she still had 12 Hurricanes and 3 Swordfish serviceable.

3. The fine service which AVENGER has shown the escort carriers to be capable of giving makes us fully appreciative of the assignment to us of this most useful type of ship. (1st S.L. 1145A/8 to B.A.D. Washington.)

DERBYSHIRE.

A.M. 1233/7. Intend to sail DERBYSHIRE from Needles 0800/9 for Liverpool.

2. Routed route P and A thence standard routes, speed 13 knots to The Smalls thence adjusted to arrive daylight 11th.

3. Escorted by TYNEDALE, WEDGEPORT. WEDGEPORT will part company off Skerries for Tobermory. C. in C. W.A. is requested to arrange with C. in C. Plymouth to take over escort from TYNEDALE.

4. Air escort has been arranged, Codeword "Jovial". (C. in C. Portsmouth 1204/8.)

/A.M. 1730/2 ...

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Shipping and Convoys.

- DERBYSHIRE (contd.) A.M.1730/2. Intend sailing WEDGEPORT as part escort of DERBYSHIRE on 9/10 to part company off Skerries about 0001/11 and proceed to Tobermory. E.T.A. 1800/11.
(C. in C. Portsmouth 1205A/8.)
My 1205A/8. Movement postponed 24 hours.
(C. in C. Portsmouth 1610A/8.)
- S.C.103. Escort Commander desires that Iceland Group be homed regardless of weather conditions. High Frequency D/F in RIPLEY not accurate on prescribed homing frequency.
(Comtask 24 1215Z/8 to C.T.U. 24.6.4.)
- SHERWOOD LINWOOD. SS SHERWOOD and SS LINWOOD have not been informed of wreck referred to in Admty. message H.814.
(C. in C. Nore 1441A/8 to WHADDON.)
- P.Q.19. My 1819/6. (1) Representations from Archangel consequent on above signal state emphatically that ships will be able to leave there up to 20/11. Cynanin was prime mover but unduly optimistic forecast last winter tends to discredit his opinion. However Golovko now agrees that further information received supports Cynanin this time. With no local or other ice knowledge I am (?inclined) to agree, as weather here is still very mild.
(2) S.B.N.O. Archangel confirms 20 ships at time is maximum number discharging simultaneously and that period for turning round of individual ships is (?15) days.
(3) Thus if P.Q.19 arrives on or before 5/11, 20 ships can be discharged in White Sea and sailed before icing in, but no more than, 20 can be cleared there unless they arrive by 17/10 which is now out of the question.
(4) Propose therefore that, with present information regarding ice, (a) If P.Q.19 arrives on or before 5/11 20 ships go to Archangel and remainder to Kola Inlet.
(b) If P.Q.19 arrives after 5/11, all go to (?Kola) Inlet in which case not more than 20 be accepted for reasons given in paragraph 4 of my 1819/6.
(S.B.N.O. North Russia 1526A/8.)
My 1526/8 part 2. Add to para (4)
(A) "Unless ice conditions at the time make it clear that all ships can go to Archangel and be cleared before being iced in".
Add four
(B) "Although if arrival is appreciably delayed after that date shorter hours of daylight would enable greater number to be accepted without undue danger."
(S.B.N.O. North Russia 2350A/8.)

War Diary.8.10.1942.
Thursday.HOME COMMANDS.Shipping and Convoys - contd.

W.S.23.

ZETLAND's 1200/8 received ²⁰⁰ corrupt
 1. Docking will be arranged.
 2. BEAGLE or WRESTLER is to be retained in place of ZETLAND and fuel at Ponta Delgada.
 3. BEAGLE is required U.K. not later than 15/10. WRESTLER not later than 17/10.
 (C. in C. W.A. 1548A/8 to DURBAN.)

K.X.2.

Convoy K.X.2 consisting of following ships will be ready to leave Clyde for Gibraltar on 18th October:-

Merchant Ships. DUKE OF ATHENS, ANTIGONE, HOUSTON CITY, EMPIRE TRENT, FORT SENNEVILLE, FLOWERGATE, SPERO, ALGERIAN. A.S.I.S. CROMARTY FIRTH, JACINTH, ADJUTANT, IMBER, EMPIRE GNAT, EMPIRE SPINNEY.

Small Admiralty Tankers. EMPIRE LASS, EMPIRE BAIRN, EMPIRE GAWAIN, NASPRITE. (R.F.A.)

2. Final destination of ALGERIAN is Lisbon and of EMPIRE TRENT and FLOWERGATE is Huelva.

3. S.O.A. 8 knots.

→ 5. Escort will be provided by BULLDOG, BEAGLE and BOADICEA, 13th M.S.F. consisting of RHYL, EASTBOURNE, FELIXSTOWE, ROTHESAY, ILFRACOMBE, STORNOWAY and 5th Trawler Group consisting of HOY, MULL, INCHCOLM and RYSA.

6. C. in C. Western Approaches is requested to arrange escorts as in para 5 and F.O.I.C. Greenock to sail the convoy and escort accordingly.

7. Destination of all escorts is Gibraltar.
 (D.O.D.(H.) 1710A/8.)

W.S.24.

Convoy W.S.24 about nine ships, is due to leave U.K. on 28th October for Middle East and India via Bahia and the Cape. One personnel ship will break off for Freetown.

2. Present intention is that through ocean escort will be furnished by one A.M.C. from vicinity of Azores to the Cape reinforced by DESPATCH to P.L.E. from Bahia.
 (D.O.D.(F.) 1844A/8.)

Murmansk.
 Discharge
 facilities.

S.B.N.O. Archangel's 0908/7. Request confirmation that (a) 12 berths are available for discharge at Murmansk (b) a full supply of competent labour will be available (c) Russians will give assurance that railway facilities and supply of suitable waggons will be adequate.
 (A.C.N.S.(T.) 2022A/8 to S.B.N.O. North Russia.)

CONFIDENTIAL

MESSAGE

00

2026A/3th Oct

TO: "A" Message Home and Abroad.
438A (B5)

Date: 8.10.42.

Nav: 1 Code J and P/L by T/P(Secret)

FROM: Admiralty.

DEFERRED.

A.G.M.329A/13th Sept. Some merchant vessels sailing just prior to date when signals will be changed will be using identification signals from S.P.02296M until November.

2026A/3.

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.(3)(Comdr.Leppert)
- D.N.I.(5)
- D.S.D.(2)
- D.T.D.(4)
- D.T.D.(M)
- D.T.D.(C)
- D.of P.(2)
- D.N.A.D.
- N.I.D.10.(3)
- O.I.C.(3)
- W.D.
- I.P.(3)
- H.W.R.(2)
- M.Books.(2)
- W/T Rm.(2)
- A.C.R.
- D.S.D.
- H.(3) & for A.M.(F.O.6 & Sigs.5)
- H.Q.F.C. H.Q.C.C.. H.Q.B.C
- C.C.O.(2)
- Hd.of S.V.R. Bath.

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.North Atlantic.

GIL EANES (Portuguese) Your 1251/20/8 and my 1943/31/8, N.S.H.Q. Ottawa reports GIL EANES has not yet arrived St. Johns N.F. Last call there was 4/8. Have you any information?
(M. Branch 0042A/8 to N.A. Lisbon)
Reply: 1815/10.

P.222 My P.C.S. 035° 51' N 001° 51' W 265° 7 knots.
P.34 Intend passing position A at 2300/8. Special uncoded. Weather report.
(P.222 0201A/8 to F.O.C.N.A.)

P.222 0201/8 acknowledged. P.222 is to proceed through position 180° Albarran 10 miles at 2300/8 thence direct to Gibraltar to arrive 0930/9.

P.222 is not to cross 005° W before 0700/9.

P.34 and P.222 may meet on 9th.

(F.O.C.N.A. 0408A/8 to 8 S/M.F.)

Forecast indicates morning coastal fog in vicinity Gibraltar. P.34 and P.222 set watch on 4900 K/cs in addition to Gibraltar broadcast at 0700A/9 and in event of fog they are not to approach within 10 miles of (?Europa Point) until ordered to do so.
(F.O.C.N.A. 1608A/8 to 8 S.F.)

STAFFORDSHIRE Following has been read:- RRRR 41° 40' N
"R" Report. 24° 05' W attacked STAFFORDSHIRE.
(Gibraltar W/T 0624/8.)

Passed to Admty. for information. Intercept 0528 G.M.T. 500 K/cs De Valencia radio RRRR 41.40 N 24.05 W. STAFFORDSHIRE attacked 0525/8.

(Humber Radio 0630 B.S.T./8 to Navy Charge, Immingham.)

Following has been read from STAFFORDSHIRE RRRR new position 41.20 N 24.04 W STAFFORDSHIRE attacked (Ends.)

(Valentia Radio 0541/8 to Admty. C. in C. Plymouth.)

(North Foreland Radio 0545/8 to Admty.)

Following has been read. RRRR please cancel my RRRR of 0520/8.

(STAFFORDSHIRE 0606Z/8.)

From War Registry. A message timed 0600 G.M.T./8 has been received probably from STAFFORDSHIRE via Tirez Radio which is too corrupt to decypher. STAFFORDSHIRE's 0606/8 cancelling an RRRR of 0520Z/8 may refer.

Are you satisfied that cancellation of raider distress signal from STAFFORDSHIRE was genuine?

(D.S.O. for D.D.I.C. 1223A/8 to F.O.C.N.A.)

Your 1223/8. No cancellation was received here other than STAFFORDSHIRE's signal read on BN at 0746 with no T.O.O. which stated "please cancel my RRRR 0520/8"

(F.O.C.N.A. 1424A/8 to Admty.)

Following has been read. STAFFORDSHIRE A 9 B.

(D.S.O. 2100/8 to Gibraltar W/T.)

P.247. My 1808/6. Sailing of P.247 postponed a few days.
(F.O.C.N.A. 0936A/8 to V.A. Malta. (R) Admty. etc.)

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.North Atlantic - Contd.French
shipping.Passings 7/10. Eastbound 0840 DJENNE light,
KEROMAN, KERMARIA trawlers.
(V.A.C.N.A. 1021A/8 to Admty. for M.E.W.)BELLE
ISLEMy 0944/2. For Copper read Copra.
(Greenleaves 1355/8 to Admty. for D.N.I. and
S.O.I. Gibraltar.)German
ships,
Vigo.2 loads of cases possibly 200 in all arrived by
road yesterday and taken to German ships.
Contents unknown but believed not provisions
owing to heavy weight of each.
(R.O.Vigo 1530/8 to S.O.I. Gibraltar. B.N.A.
Madrid. Admty. for D.N.I.)

P.555.

*See pp 224 & 226*S.B.N.O. W.A. 1432/25/9 and 2122/10. From
position B omitting position C and D proceed on
surface at C.O.'s discretion so as to pass through-
E. 034° 59' 024° 01' at 2100A/17.
F. 035° 01' 009° 59' at 0700A/21.
G. 010° Spartel Cape 6 miles at 0730A/22, thence Gibraltar
unescorted to arrive 1130A/22.
(2) Report if unable comply within 6 hours at E or within 2
hours at F and G.
(3) Total bombing restrictions arranged 20 miles either side of
route from 50 miles ahead to 50 miles astern of estimated
position.
(F.O.C.N.A. 1540A/8 to P.555 (R) Admty. etc.)Gibraltar
berthing.On Chart of Gibraltar Bay received by hand of
Cdr. Du Boulay A. 4 berth appears too close to
A/T baffle. Suggest following positions for A
berths. All bearings and distances in yards from

South Mole Light.

A.1 - 248° - 690. A.2-300° - 1040. A.3 - 317° - 1520.

A.4 - 270° - 1200.

2. S.O.I. Gibraltar's 1734A/30/9 Q.K.A.67. Request repetition
of position of Position P.3. A.M. 1836A/18 para (E) Sixteen Cockles will be shipped by air
or first available sea passage for local defence purposes at
Gibraltar.

(D. of L.D. 2020A/8 to F.O.C.N.A.)

Personnel
Transport.Your 1249/7 (Sailing of K.X.3.) Request approx.
numbers and details of services of personnel to
be embarked.
(F.O.C.N.A. 2158A/8 to Admty.)SPICA
DIANA
LARACHENow reported that ex German SPICA is probably
renamed RIA NEIRA and has proceeded from Ayamonte
to Cadiz with a Spanish master and crew. Also
reported from Cadiz that ex German DIANA has been
renamed RIA DE CORMES, and ex German LARACHE
renamed RIA DE CAMARINAS.
(D.S. 1129, 8/10.)

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.South Atlantic.U-Boat attacks on Shipping off Cape.

KOUMOUN- SS. KOUMOUNDOUROS at 0200C/8 and SS. GAASTERKERK
DOUROS at 0345C/8 torpedoed within 20 miles of Cape Point.
GAASTERKERK 2. Further survivor rafts sighted by aircraft
250° Cape Point 78 miles and 280° Cape Point
40 miles.

3. Aircraft over (?submarine) 254° Cape Point 65 miles ay 1030C
8th.

→ 4. NIZAM, FOXHOUND, ARROW, ACTIVE proceeding to hunt submarine.
(C. in C. S.A. 1150C/8 to Admty. (R) N.L.O. East London.
C. in C. E.F. R.A.W.A. Cdre. I/C Durban, N.L.O. Port Elizabeth)

*contd on next page*Shipping
Capetown.

Following is a repetition of my 0930/8 to B.A.M.S.
3B and 3C (Begins) Merchant ships are not to
approach within 70 miles of Capetown and are to
make harbour at best speed. Ships now approaching
are to reverse course if necessary to conform.
On no account is speed to be reduced. (Ends.)
(C. in C. S.A. 1356C/8 to Admty. R.A.W.A.)

CITY OF
ATHENS

Following has been read. SSSS 33.27 S 16.58 E.
CITY OF ATHENS torpedoed.
(Simonstown W/T T.O.R. 1400Z/8.)

5 ships
torpedoed.

My 1150/8. One unknown merchant ship seen by
aircraft to explode in 034° 40' S 017° 00' E at
1010C.

Aircraft attacked submarine in 034° 17' S 016°
20' E at 1133C. A second attack by aircraft with depth charges
was made in 034° 09' S 016° 06' E at 1345C. Result not yet
known.* It would appear at least 5 ships have been sunk.
(C. in C. S.A. 1438C/8 to Admty. (R) N.O.I.C. East London.
C. in C. E.F. R.A.W.A. N.O.I.C. Port Elizabeth. N.O.I.C.
Durban.) * Considered ineffective, see 1705C/9.

MATHERAN

Following is a repetition of my 1007/8 to MATHERAN
(Begins) Keep south of 035° 30' S until you
reach 018° E. Thence destination. (Ends.)
(C. in C. S.A. 1542C/8 to Admty.)

SWIFTSURE
torpedoed.

Following has been read:- SOS SWIFTSURE torpedoed
33.4 S 18.27 E.
(SWIFTSURE T.O.R. 1858 G.M.T./8.)

Movements
summary.

2000Z/8. Area Q. TEWERA 034° 36' S 025° 23' E
to Durban 7 knots. ALCANTARA 036° 10' S 023° 23'
E to the West, 16 knots. COMMANDANT DETROYAT
034° 05' S 027° 05' E to Simonstown 12½ knots.

→ ARROW, ACTIVE, NIZAM, FOXHOUND 034° 20' S 016° 20' E. ROCKROSE
034° 20' S 017° 20' E.
(C. in C. S.A. 2015C/8 to S.A. Stn.)

/Situation...

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.South Atlantic.U-Boat attacks on Shipping off Cape - Contd.

Situation. Appreciation of situation at 2100/8. ^{from previous page} 3 enemy subs taking part in operation. At least 6 ships torpedoed.

(2) S/M number 1 sank unknown ship on 7th, wreckage of which sighted 1255/8 in 035° 21' S 016° 47' E. KOUMOUNDOUROS at 0200/8 and GAASTERKERK at 0345/8 sunk south west of Cape Point. S/M sighted 1010/8 close to a ship seen by aircraft to blow up in 034° 20' S 017° 00' E.

(3) S/M number 2 attacked by air 1220/8 and again further to north west at 1345/8 in 033° 25' S 015° 30' E.

(4) S/M number 3 sank CITY OF ATHENS at 1707/8 in 033° 27' S 016° 58' E. This submarine also probably responsible for sinking Panamanian SS. FIRTHORN 2 in 034° 10' S 017° 07' E at 0900/7, report when survivors recovered by ROCKROSE at 1855/8.

(5) Number of stragglers sighted by air in (2) 034° 10' S 017° 30' E indicates another victim of either S/M 2 or 3.

(6) Only W/T report received was from CITY OF ATHENS. (C. in C. S.A. 2148C/8 to Admty. (R) ARROW. ACTIVE. FOXHOUND. NIZAM. C. in C. E.F. N.O.I.C. Durban. N.O.I.C. Port Elizabeth. N.O.I.C. East London. R.A.W.A. ROCKROSE.) My 2148/8. ROCKROSE has 42 survivors from SS. CHICKASHAW CITY torpedoed in 034° 05' S 017° 16' E at 0500/7.

(2) U.S. Tanker SWIFTSURE torpedoed and on fire in 034° 28' S 018° 30' E at 2154/8. (C. in C. S.A. 2358C/8 to Admty. (R) N.O.I.C. East London, Cdre. Durban. ARROW. ACTIVE. RECRUIT. NIZAM. C. in C. E.F. R.A.W.A. N.O.I.C. Port Elizabeth.)

South Atlantic.General.

SHROPSHIRE Your 1240/7. ^{4.156} Yes with normal routing. (C. in C. S.A. 0837C/8 to Admty.)

S.L. convoys Your 1013P/7 (N.T. in W.D.) Following is a discontinued. repetition of Admty. 2349/22/9 (quoted) (R.A.W.A. 0931Z/8 to S.B.N.O. W.A.) A.M. 2349/22. Request you direct ST. CLEARS and HOLMBURY to Trinidad. (R.A.W.A. 1059Z/8 to Connav. (R) Admty. C. in C. S.A.) From War Registry. A.M. 2349/22/9 re revision of convoy policy in connection with S.L. convoys, has been repeated to S.B.N.O. W.A. and S.O.I. Montevideo in his 1735Z/8. H.W.R.

/DECOY...

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.South Atlantic - Contd.

- DECOY. My 1947Z/4* (From R.A.W.A.) delete DECOY.
(Sierra Leone 1103Z/8 to Admty.)* GRIFFIN & DECOY
call at Ponta Delgada for fuel.
- RAJAHSTAN My 2027Z/5. RAJAHSTAN arrived Montevideo 8th.
overdue. (S.O.[I.] Montevideo 1217Z/8 to Admty.)
- Troop Following is approx. number of personnel now in
transport. S. Africa waiting on-carriage to (a) India and
Iraq (b) Mid East. Proposals.
(P.S.T.O. Capetown 1252/8 to D.S.T.)
See Lion Copy.
- ANDALUCIA Position of attack was consistent with ship
STAR. having cut corner from position S. direct to
Freetown.
No diversion signal received in Admty.
Request your remarks.
(D.T.D. 1339A/8 to R.A.W.A. (R) C. in C. S.A.)
Your 1339/8. ANDALUCIA STAR directed by my 0849/4 through
approach position 05° 30' N 16° 40' W in use. Local diversions
are not repeated to Admty. my 1030Z/7/7 and A.M. 1452B/9/7 refer.
(R.A.W.A. 1715Z/8 to Admty. C. in C. W.A.)
- STORMCENTRE. Sailed STORMCENTRE to Beira for bunkering thence
Kilindini routed inshore.
S of A 8 knots. E.T.A. Beira 1100 G.M.T./12.
(Cdre. I/C Durban 1430Z/8 to Admty. etc.)
- WELSH Following has been read. SSSS 7° 09' N 15° 30' W.
TRADER Periscope sighted.
(WELSH TRADER 1435/8.)
Following has been read. SSSS X331 (portion
missed) 7° 9' N 9.X331 (portion missed) 15° 30' W
chased by submarine.
(Freetown W/T 1450/8.)
- OCEAN Overdue shipping. OCEAN VISION due Capetown 4/8
VISION. from Lourenco Marques not arrived.
(C. in C. S.A. 1539Z/8 to Admty. etc.)
See 1707A/9.
- CAMBRIA. Your 1722/7 (CAMBRIA to carry out cable repairs)
Movements are concurred in. Not clear why
sanction of British Authorities is required in
this particular case.
(D.S.D. 1546A/8 to B.R.O. Rio de Janeiro.)
Reply: 1328Z/9.
- S.L.122. Successful. NOLISEMENT arrived Lisbon with
engine trouble.
(D.T.D. 1704A/8 to R.A.W.A.)

MOST SECRET

~~1156/8th October.~~
 MOST SECRET. MESSAGE. IN
 From. 203 Military Mission Pretoria. Date. 8.10.42.
 CYPHER. Recd. 1900.

Addressed The War Office for M.O.2.

Fighting French + Madagascar

077148. 9857 cipher 8 Oct. 42.

1. Pechkoff Fighting French representative here visited me yesterday in disgruntled mood and put forward following views.

2. Doubtless these reflect de Gaulle's views and are well known to you but as they accord in some respects to those of Smuts I pass them on.

(a) Four months were wasted in Madagascar through fruitless negotiations. Although Pechkoff agrees possible unsoundness Fighting French taking part these operations he thinks we should have established Fighting French administration at once and made it clear not only to French inhabitants of Madagascar but to Frenchmen throughout Africa that there was no (repeat no) question of these places not remaining French.

(b) Our present line of action results in lack of confidence among Fighting French and among waverers.

(c) Dakar like Singapore must be taken from within and not (repeat not) from sea. He considers this easier than imagined and much pro-British sympathy still latent in Vichy African possessions. For example during our Libya offensive last March, Pechkoff was at H.Q. of Admiral Esteva Resident General in Tunis. Latter himself was secretly preparing plans for interning Italians, and British films loudly applauded in cinemas.

(d) British overestimate strength of Vichy fleet efficiency of which much reduced through long inactivity.

(e) Allied strategy in general lacks imagination and audacity. Soviet representative here expressed similar views to Pechkoff when he visited him recently.

3. Although I realise there are other factors my own association with start of Free French movement showed un-sympathetic handling lost us many supporters.

1156/8.

Received from War Office at 0340/10.

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overleaf.

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218 ^C SA
8

MOST SECRET

1252/8 October

MOCT SECRET

M E S S A G E

I N

From: P.S.T.O. Capetown

Date: 8.10.42.

Recd. 1552

NAVAL CYPHER (C) by W/T

Addressed: D. of S.T., repeated P.S.T.O. India,
P.S.T.O. Egypt, C. in C. Eastern Fleet,
D.S.T. Durban

IMPORTANT

Following is approximate number of personnel now in South Africa waiting on-carriage to (a) India and Iraq (b) Mid East.

(a) At Capetown 4800 at Durban 2200 total 7000.

(b) At Durban 17,000 including nearly 4000 AAPC's.

2. Ships at present in view for on-carriage at Durban.

<u>SHIP</u>	<u>CAPACITY</u>	<u>APPROXIMATE DATE OF READINESS</u>
LLANDAFF CASTLE	1137	17th October
CITY OF LONDON	1505	(?17th) October
EMPIRE TROOPER	2425	21st October
NOVA SCOTIA	1094	17th October.

ASCANIUS and EMPIRE WOODLARK are undergoing repairs at Port Elizabeth and East London respectively and are unlikely to be ready before end of October.

3. Pending decision as to relative priority of personnel for India and Mid East it is proposed 1st 3 ships mentioned in paragraph 2 should proceed Capetown when ready to embark Indian personnel. As soon as escort available they would form CM.33 and sail for Durban where they would be joined (corrupt group) and continue voyage as may be arranged by C. in C. Eastern Fleet.

4. For Mid East personnel only solution appears to be allocation some of W.S. convoy ships homeward bound or retention NIEUW AMSTERDAM for one more voyage after discharge Suez (?plus) ASCANIUS and EMPIRE WOODLARK which might be ready to accompany W.S.23 from Durban.

5. Request I may be informed whether above proposals are agreeable to authorities concerned.

6. My 1145 27th September refers.

1252C/8.

Advance Copy. Duty Capt., D.O.D.(F),
D.T.D.

1st S.L. (2).
D.F.S.L.
V.C.N.S.
A.C.N.S. (F) (2).
A.C.N.S. (F).
N.A. 1st S.L.
D.O.D. (H) (2).
D.O.D. (F) (2).
Hd. of M. (13).
D.D.I.C. (2).
D. of P. (2).
D. of S.T. for action.
D.T.D. (3).
D.T.D. (M).
I.P. (2).
W.D.
Duty Capt. (2).
Ad. Blake.

War Diary.

8.10.1942.
Thursday.

FOREIGN STATIONS.

South Atlantic - Contd.

CROCUS
attack
on U/B.

From preliminary investigation consider U-Boat
attacked by CROCUS at 0400/6 in approx. 7° 57'
N 14° 11' W was probably sunk. Further signal
follows.

(R.A.W.A. 1851Z/8 to Admty. (R) C. in C. S.A.)

*Not confirmed by Lt: How to them of
C. 1853.*

W.S.23.

To assist escort from Freetown to locate convoy,
the last escort leaving to fuel at Ponta Delgada,
when well clear of convoy, is to report to
R.A.W.A. convoy's E.T.A. 020° N and S of A.
(C. in C. W.A. 1950A/8 to DURBAN. (R) R.A.W.A.
Ships escorting W.S.23.)

8.10.1942.
Thursday.War Diary.FOREIGN STATIONS.Mediterranean.Massawa
Base.

Navy Department at instance of War Department are enquiring about Massawa, particularly in regard to personnel. Our information is very scanty.

2. Please signal in broad terms what we have already done and programme of what we intend to do as regards operating and manning the base.

3. Everyone is trying to help and early reply will be appreciated.

(B.A.D., 0131Z/8 to Admty).

Cositrep
No. 541
Part 2.Air. Night 6/7 Oct. Spitfires on offensive patrol shot down 2 Me. 109s. Beaufighters attacked Bomba seaplane base, damaging 5 seaplanes. Other targets included Transport and tented camps in area and laden F-boats off Sidi Barrani. 1 F-boat damaged
(C. in C. M.E., 0816 G.M.T./8 to W.O.)

P.43

Patrol between Strovathi Is. and Proti until further orders.

(S. 10, 1133A/8 to P.43, (R) C. in C. Med., Capt. (S) 1, S/MS on patrol).

P.35
P. 211P.35 leave patrol 035° 22' 015° 15' about 0401A/8 to arrive 038° 32' 019° 41' about 1930A/10.
(Capt. S.10., 1153A/8 to Capt. (S) 1, (R) C. in C. Med., S/MS on patrol).

My 1153/8. P.35 will leave Ionian Sea area C after 2001A/11th through 039° 40' 019° 00' to make northward passage Otranto Straits during daylight 12/10. Unless important target is encountered you should not compromise area south of 41° when withdrawing Adriatic. If found necessary to leave patrol before date given in sailing orders you are to maintain W/T silence until south of 039° 30' when E.T.A. is to be reported when considered safe to do so.

(Capt. S.10., 1037C/8 to P.211 (R) C. in C. Med., Capt. (S) 1., 10th S/M F).

Enemy
Units,
TURBULENT.R/C aircraft reports P.C. and S. 2 (?Merchant Ships) 2 Destroyers at (?11) 30 today 033° 00' 021° 39' 080° 7.
(Capt. S.1., 1225C/8 to TURBULENT (R) C. in C. Med., Capt. (S) 10).Supply of
stores to
8th Army.

My 1905/24/9. Under present circumstances the only small bulk petrol carrier available is TONELINE capacity 700 tons now allocated to Naval service. Unlikely that repairs to ADINDA will be completed in less than 6 months.

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean. - Contd.

Supply of stores to 8th Army. Contd. 2. Shell Co. tankers DOLIUM and ORMER cannot be spared from Suez without seriously delaying the bunkering of ships.

3. PETRELLA, FU KWANG, and MYRIEL must be held available as water carriers for operational requirements. HERMES and ARMILLA are required for maintaining Red Sea Maintenance programme and latter unsuitable for use as bulk petrol carrier on account of having no permanent ballast tank.

4. Although not an immediate requirement past experience has shown 4 small bulk petrol carriers will be required. Request therefore that all possible steps may be taken to provide for this requirement by vessels 2 of which should be within fortnight's call so risk of using large tankers will not arise.

5. Agreed M.W.T., M.E. and G.H.Q., M.E.
(P.S.T.O. Egypt, 1300C/8 to Admty for D.S.T.)

Axis Shipping.

Extract from a Fairmiss telegram:-
French ship ST. BRIEUC Italian ship DERNA.
(Barcelona, 1321/8 to M.W.T.)
Reported A.3., ALBA JULIA expected to arrive shortly from Trieste. No date indicated.
(S.O.(I) Istanbul, 1544C/8 to S.O.(I) Med. (R) S.1 D.N.I.)

Landing Craft.

Following from Chiefs of Staff No. C.O.S. (M.E.) 303. Your CC/100 of 25/9.

1. We cannot agree to the 8 L.C.M. now in Madagascar being allotted to you as they are due to be sent to India for operation reasons.

2. Your need of landing craft for administrative purposes is well recognized and the supply of ramp cargo lighters for this purpose is being examined by War Office.
(Air Min. 1805Z/8 to C. in C. M.E.)

Malta Air Report.

I. 31 8/10 C.S.R. Malta.
7th - 1358. 20 Plus Me. 109s approached Malta at great height, partial R.D.F. interference, 12 spitfires intercepted south of Island but raiders has height advantage avoided combat and returned. 1525. 4 Spitfires up for raids which turned before reaching Malta.

Night 7/8. No enemy activity. 8th. 0707 4 enemy fighters approached at height, 4 Spitfires up but raiders turned back when 25 miles N. of Island.

0911, 23 Me. 109s approached Malta at great height, 11 Spitfires intercepted E. of Island, but enemy having advantage avoided combat and returned.
(H.Q., R.A.F., Malta, 1932/8).

Enemy Units TRAVELLER.

A/C reported at 1925C/8 1 tanker 2 escorts P.C.S. 032° 30' 023° 28' 355° 10.
(Capt. S.1., 2015C/8 to TRAVELLER (R) TURBULENT C. in C. Med., Capt. (S) 10).

HOLCOMBE

Is allocated to Med. Fleet. 2. She will sail from U.K. at end of October. (D.O.D. (F)
Approved V.C.N.S., 2247A/8 to C. in C. Med.)

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.East Indies.

- U/B. Enemy S/M reported 003° 54' S. 040° 24' E. at about 0341Z/8th. (C. in C. E.F. 0441Z/8 to E.I. Stn. (R) Admty.)
- B.P.57. My 1001/19/9. Combined convoy B.P.57 and
B.P.58. B.P.58 renamed B.P.57. Following additional (? ships of convoy) para (J) B.P.58, 3 personnel ships, NIEUW HOLLAND, SANTHIA, NEURALIS, sailing about 21/10. (P.S.T.O. India 0635Z/8 to D. C. in C. E.F. (R) F.O. Ceylon etc.)
- EMPIRE D. of S.T. 0544/3 (EMPIRE WOODLARK should proceed
WOODLARK. to Diego Suarez as soon as possible etc.)
EMPIRE WOODLARK is reported under repair at East London. A personnel ship is required at Tamatave by 13/10 to take her place if embarkation of 29th Div. is not to be delayed. (C. in C. E.F. 0742Z/8 to Admty. (R) Cdre. (D) S.T.O. Diego Suarez, Buttermere, P.S.T.O. Capetown, ALBATROSS, N.O.I.C. Tamatave.)
- U/B. Following has been read: SSSS, 3° 54' S. 40° 24' E., submarine sighted, T.O.R. 0349. (EASTERN PRINCE 0832/8.)
- Akyab No.207 Intelligence summary to 1800 hours for
bombed. 8/10. First part, 7/10. 4 Blenheims with escort 10 Mohawks bombed water front Akyab from low level. 1 bomb alongside main jetty. Other results unobserved. Machine-gun fire from main jetty. Photos taken 7/10 show Akyab aerodrome, no aircraft visible, shelter construction continues. 5 Greek steamers, 1 launch. No active shipping main jetty. (A.H.Q. India 1139Z/8, 1154Z/8.)
- Addu Atoll. Ref. A.M. 1358A/2 para 4. As it seems im-
probable that F.A.A. squadrons will be permanently stationed at Addu Atoll it is considered that the permanent F.A.A. complement should be small and it is for consideration whether any is required at all as garrison could maintain station facilities and control could be done by carrier personnel.
(2) Ref. para 9. Consider that Fortress H.Q. is required for defence of Atoll and that naval operations room is not required. Propose G.O.R. and small fighter operations room containing W/T equipment referred to should be in Fortress H.Q.
(3) Ref. A.M. 1533A/22/8 not to C. in C. E.F. Scale of provisions of requirements and mechanical equipment for the base depends on decisions on above question and in any case require revision. C. in C. E.F. 1715Z/28/9 also refers. (F.O. Ceylon 1231Z/8 to C. in C. E.F., Admty., ?N.O.I.C. Addu Atoll.)

/Landing ...

War Diary.

8.10.1942.
Thursday.

FOREIGN STATIONS.

East Indies - contd.

Landing
Craft.

Your 1228/5 and 0528/7 and D.S.T.O. Kilindini's 0956/6. If landing craft are transhipped at Durban they cannot arrive India by 1/11.
2. Request you confirm original intention to carry M.T. of 29th Brigade together with Landing craft from Tamatave in GASCONY and OCEAN VIKING.
(D. of S.T. 1905A/8 to C. in C. E.F.)

Ship
Torpedoed.

Message T.O.R. 1646Z/8th reports unknown ship torpedoed off Iskapalli, 014° 44' N. 080° 07' E. at a time not stated.
(C. in C. E.F. 1910Z/8 to E.I. Stn. (R) Admty.)

VALIANT.

Proposals for recommissioning.
(C. in C. E.F. 1003/8 to Admty.)
See Lion Copy.

SECRET

223^A

1003/8 October

MESSAGE

IN...

From C. in C. Eastern Fleet

Date 10.010.42e

Recd. 1027

NAVAL CYLINDER (X) BY W/T

Addressed. Admiralty. Repeated. VALIANT, C. in C.
South Atlantic R.A.T.E. 315.

337. A very large percentage of VALIANT's Ships company is composed of survivors from ten H.M. Ships which have been sunk.

2. Although personnel come from port divisions and from various ships and stations morale is at present high and ship efficient but it is imperative men should be relieved when due especially as a number were given unauthorised promise of early return to United Kingdom.

3. About 900 men complete two years abroad between January and August next year. These cannot be relieved by normal draft from RATE and in any case monthly relief of 100 men would upset fighting efficiency to too great an extent.

4. Relief can only be effected by -

(A) Exchanging about 450 ratings in VALIANT with similar ratings in RESOLUTION when the latter leaves the station about February 1943 and by sending the balance of about 450 from England to arrive at Cape about May 1943. Three ratings from RESOLUTION would only serve about 11 months in VALIANT before they too would fall due to go home.

(B) Effecting a straight exchange of about 900 ratings from VALIANT with similar ratings in RESOLUTION

(C) Recommissioning either at the Cape or in the United Kingdom accepting necessity of the ship to be worked up again.

(D) Sending the ship home not repetition not to recommission but to give leave and come straight out again.

5. (A) is not liked as so big an exchange might lead to discontent amongst those sent from RESOLUTION to VALIANT and would entail two large upheavals in the ship within a few months.

(B) Accentuates the difficulties of (A)

6. (C) If crossing reliefs locking up two ships companies can be accepted it would be preferable to recommission at the Cape rather than in the U.K. as soon as practicable. If however, it is decided to recommission the ship in the U.K. she should leave the station early December

7. In my opinion solution (D) is far the best since it preserves the fruits of previous training and the

morale/

morale and efficiency of the ship. If this course is adopted it is considered that VALIANT should be sent home as soon as WARSPITE REVENGE and RESOLUTION have been docked and REVENGE worked up.

8. Request immediate consideration may be given to the matter. Commodore Barry who is leaving for the U.K. by air on the 9th of October will be available for consultation

1003/8

2nd S.L.
V.C.N.S.
A.C.N.S. (F)
Nav. Sec.
N.A. 2nd S.L. (2)
C.W. (2)
N. for action
D.P.S. (2)
Ops. (3)
O.D. (5)
M. (2)
I.P. (3)
V.D.
D.T.S.D.
D. of P. (3)

AS

War Diary.

8.10.1942.
Thursday.

FOREIGN STATIONS.

America and West Indies.

Massawa (B.A.D., 0131Z/8 to Admty.)
Base. See Mediterranean.

Convoy Schedules. Your 1439Z/7 (Sent by War Registry requesting repetition of 1721Z/3 quoted in C. in C. U.S. Fleet 2151/6.) Following is N.S.H.Q. 1721Z/3. "Cominch C. & R., (R) Admty., C. in C. W.A., C.O.A.C., F.O.N.F., C.E.S.F., C.T.F.24, C. in C. Lant from N.S.H.Q. Your 2140/30, concur. To facilitate working of Western Local Escort and obtain maximum flexibility of Westomp, recommend sailing dates of O.N. and O.N.S. convoys be adjusted so that they arrive in 49°W.3 or 4 days after S.C. and H.X. convoys respectively.
(Cominch, 0300/8 to Admty.)

Movements Summary. 1800 G.M.T./8.

Ship	Position	Course	Speed
S/M. P.555	33° N. 61° W.	077°	4½
A.T. 25	43° N. 36° W.	088°	26½

(D.O.D.(F), 1039Z/8 to Opnav, (R) Comnav.)

Tankers, Curacao. My 1058QR/6th. Information now received that Caripito and Puerto La Cruz are served from Kingston (Jam.) different fields and pipe line is not common.
(B.S.N.O. Curacao, 1113QR/8 to Admty., (R) B.A.D.)

REGISTAN. REGISTAN (British) not arrived St. Thomas. Cominch C. and R., B.A.M.S. Area 2B 2027/26 refers (? 2054/26 intended - diversion signal for REGISTAN.)
(S.O.I) Jamaica, 1133R/8 to Connav, Admty., etc.)

WILLIAM A. MCKENNEY (sunk 5/10.) S.B.N.O. Trinidad reports U.S. WILLIAM A. MCKENNEY sunk 0410 G.M.T./5th 008° N. 059° 20' W. Master and 33 survivors landed Trinidad 6th, one missing. Connav, Comten informed.
(S.O.I) Jamaica, 1141R/8 to Admty., etc.)

ANTONICO (sunk 29/9) My 1632/30th. Casualty identified as Brazilian ANTONICO, sunk by gunfire.
(S.O.I. Kingston Jamaica, 1142R/8 to S.O.(I) Montevideo, Admty., S.B.N.O. W.A., etc.)
W.D. Note: Sunk at entrance to Marowynne River.

THORSHAMMER, Whalers, QUEEN ADELAIDE. Have you any news of Norwegian oil refinery THORSHAMMER and 8 whalers due Tacoma about 1/10 from Los Angeles and QUEEN ADELAIDE due Norfolk, Va. 1/10 from Durban?
(D.T.D., 1213A/8 to N.S.H.Q.)

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Supply U-Boat. Your 2159Z/3. Supply U-Boat is reported not to have torpedo tubes. C.3. Armament probably 2 - 37 mm. guns, one before and one abaft C/T, 1 - 20 mm. gun mounted on C/T.

Length of boat 213 feet approx. (same as 500 ton U-Boat), large C/T, unusually large freeboard and beam. B.2. (N.I.D.1, 1218A/8, 1654A/8 to B.A.D., (R) S.B.N.O.W.A., F.O.S., F.O.C.N.A., REGENT.)

MILCREST (sunk 7/10) NANAIMO's 0917/7 and 1145/7, not to Admiralty. MILCREST, straggler O.N.132 rammed by unidentified vessel and sank 1142Z/7. 47 survivors landed Halifax at 2000Z/7 by NANAIMO, one missing believed drowned. (N.C.S.O. Halifax, 1222Z/8 to C. in C. U.S. Fleet, Admty., (R) N.S.H.Q., C.T.F. 24.) Later MILCREST was rammed at 0533Z/7th in 043° 53' N. 062° 25' W. It is believed that a ship in S.C. 104 was involved in big ram. Ascertain name of ship and signal report together with relevant details after being relieved by mid-ocean escort. (C.O.A.C., 1444Z/8 to C.T.U. 24.18.3, (R) N.S.H.Q., F.O.N.F. C.T.F.24, N.O.I.C. Montreal, Connav, ROXBOROUGH, Admty.) My 1222/8. Re MILCREST. EMPIRE LIGHTNING ex S.C. (?104) arrived with badly damaged bow and comparison time and position would indicate she was other vessel involved while in S.C. 104. (N.C.S.O. Halifax, 1601Z/8 to Cominch, Admty., (R) N.S.H.Q., C.T.F. 24.)

A.T. 26. MARIPOSA designated A.T. 26 sails about 20/10 New York to U.K. Com. 3 pass to Port Director, New York. (Connav, 1424/8 to Port Director New York, (R) C.E.S.F., etc.)

O.N.S. 126, S.C. 102, meeting, collision risk. O.N.S.126 Commodore reports that at 0840 G.M.T. on 19/9 in 39° 59' N. 73° 06' W. then approaching New York on a course 300°, course had to be drastically altered to avoid S.C. 102. 2. Neither convoy had been informed that the other might be met and had weather been thick consequences might have been disastrous. 3. If matter has not already been investigated, request you will take such action as you think fit to bring it to the notice of U.S. Authorities. (D.T.D. Approved A.C.N.S.(T), 1518A/8 to B.A.D.)

U/B. By D/F at 1133Z/8. Position of U-Boat was approx. 57° 30' N. 29° 30' W. (D.D.I.C., 1530A/8 to Escorts of Convoy O.N.135.)

/NEWCASTLE ...

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

- NEWCASTLE. Leave Bermuda at 2200Z/8 and proceed direct to New York, S. of A. 20 knots, E.T.A. 1100Z/10. Communication (details).
(S.B.N.O.W.A., 1542Z/8 to NEWCASTLE, (R) Admty., B.A.D., C. in C. U.S. Fleet, C. in C. Atlantic Fleet, N.S.H.Q., S.O.(I) Kingston, U.S.N.O.B. Bermuda, C.E.S.F.)
Sail NEWCASTLE to (?) Sydney C.B. when ready via points (A) 36.36 N. 69.12 W. (B) 40.05, 73.32.
Advise sailing time and S. of A.
(Connav, 2101A/8 to N.O.B. Bermuda, (R) Com. 3, C.E.S.F., Admty., N.S.H.Q.)
Bermuda arrival 1200Z/8 NEWCASTLE, departure 2200Z/8 in accordance with my 1542/8.
(S.B.N.O.W.A., 2203Z/8 to Admty., (R) N.O.B. Bermuda, C.E.S.F., S.O.(I) Jamaica, B.A.D., C. in C. U.S. Fleet, C. in C. A.F., N.S.H.Q.)
- U/B. Report oil slick and bubbles at 1255/8th in 046° (? 22') N. 053° 38' W.
(F.O.N.F., 1548Z/8 to GRANDMÈRE, WASAGA.)
C.C.N.F's 1548/8 addressed WASAGA, GRANDMÈRE. Investigation indicates presence of S/M most doubtful.
(C.O.A.C., 1735Z/8 to G.B.7A, (R) C.T.F.24 etc.)
- U/B S/M estimate 8/10 and U.S. S/M Notice.
Positions. (Cominch, 1554/8, 1555/8, 1556/8, 1557/8, 1558/8 to Admty.)
- P.555 *See pp 215* Cominch estimates U-Boats as follows: westbound
U/Bs. *7224* 034° N. 056° W. and 035° N. 052° W.; homeward bound 035° N. 056° W.
(S.B.N.O.W.A., 1622P/8 to P.555.)
- Transport of Service Personnel. Ref. War Office signal 70291 of 6/10 (N.T. in W.R.) Para. 8.
See p. 228 Due to refit of QUEEN MARY, also large numbers of high priority R.A.F. trainees from Canada, and U.S. personnel required to be transported to U.K., it is unlikely that there will be transport for Naval ratings until January, 1943.
2. Following drafts would be affected. (A) about 500 ex QUEEN ELIZABETH ready to sail now. (B) about 470 Canadian ratings for new "Tribals" ready now. (C) Australia Navy personnel advance party for SHROPSHIRE would probably be ready by end of November. See A.C.N.B's 0826/6 and my 1657/8. (D) Such drafts from ROYAL SOVEREIGN, NEWCASTLE and NIGERIA which may be required to return to U.K. after arrival of these ships in U.S.
→ (B.A.D., 1651Z/8 to Admty., D.S.T.)

/Area ...

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Area Control, Personal for 1st S.L. and Adm. Curteis.
N. Atlantic. Reference extension of area of British Control
in North Atlantic.

- (1) This will be a thorny question.
 (2) Intend if possible to tackle it on "Chop" lines and keep
it clear of strategic areas.
 (3) Will try to get "Chop" for convoys and independents to
change at Westomp.
 (4) Using the arguments needed for our case will very likely
cause Navy Dept. to raise once more the question of control of
routeing in their strategic area and to press for the abolition
of British routeing at Bermuda, Jamaica, St. Lucia and George-
town.
 (5) Traffic at these places is negligible, and retention of
British control of routeing is now chiefly a matter of prestige
and is a recurring bone of contention.
 (6) Do you concur in giving up British routeing at all or some
of these places in order to gain increased control in North
Atlantic?

(B.A.D., 1835Z/8 to Admty., (R) S.B.N.O.W.A.)

Replies: S.B.N.O.W.A. 1622/10. Admty. 1841/10. [p.286]

See also B.A.D. 2415/23/10, page 135

Escort for Ref. Cominch 1610/9/6 para. E. It is desired
Sugar to lift 3 or 4 cargoes sugar monthly from
Cargoes. Demarara beginning end of October. Request
information whether projected local escort
Surinam to Trinidad is likely to materialise in
near future and if so whether Demarara ships
could join convoy to Trinidad.
(D.T.D., 1912A/8 to Connav, (R) B.A.D.)

WANDERER. It is expected WANDERER will be ready to sail for
Halifax about 18/10.
(B.A.D., 1912Z/8 to Admty., (R) N.S.H.Q.,
C.O.A.C., etc.) *Amended on 1404Z/15.*

Aleutians. Washops 103. Photographic R/C on 30/9 shows 3
Midget submarines about 50 feet long in Kiska
Harbour. On 4/10 a freighter was seen approach-
ing Kiska with landing barges on deck.
(J.S.M. Washington, 1933Z/8 to Admty., etc.)

LORD KELVIN, Your 1722/3. Understand Cable and Wireless have
cable been informed that LORD KELVIN will be available
repairs. for repair of Halifax - Bermuda cable on completion
of present work. Consider this repair should be
given priority over operations in Conception Bay
as prolonged interruption is seriously affecting important
operational traffic.
(D.S.D., 1955A/8 to N.S.H.Q., (R) Cominch, etc.)

/Personnel ...

War Diary.8.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

Personnel Transport. Your 0921/7 (0931/7 intended.) U.S. Navy Dept. have agreed that MOUNT VERNON can take personnel provided no delay to ship is involved.
See p. 226.
 2. N.S.H.Q.'s 2146/7. British Army Staff will make arrangements for passages from U.S.A. to U.K. but some delay may be necessary, see my 1651/8 to Admiralty.
 (B.A.D., 1956/8 to A.C.N.B., (R) N.S.H.Q., D.S.T., Admty.)

Convoy Schedules. Admty. 0023/6th. Sailing of O.N. convoys on proposed date results in 6 days interval between (?O.N.) 140 and 142 and between O.N.141 and O.N. 143. Operating schedule of western local group cannot be maintained if a reduction is made in sailing intervals of O.N. convoys with (? Westomp) in 052° W. Therefore it is suggested O.N.141 be sailed 26/10, thereafter 8 day cycle, and O.N.142 be sailed 25/10, thereafter 8 day cycle.
 (C.O.A.C., 2024Z/8 to N.S.H.Q., (R) C.T.24, etc.)
 C.T.F.24 does not concur - See his 0145/10.

S.C. 101. Average speed 7.1 knots. Fog for first 6 days of voyage, gale on 7th day, thence moderate weather. LIFLAND straggled and has not arrived. All other ships arrived.
 (D.T.D., 2033A/8, 1045Z/9 to Connnav, N.S.H.Q.)

T.U. 24.1.12. A.M. 1925/7 para. 5. If there is any possibility of SHERWOOD not being relieved in time to sail from Londonderry on 16/10 with Task Unit 24.1.12 request consideration of providing another Destroyer for this Task Unit. Confirmation that BURNHAM would be relieved by READING or BURWELL before being taken in hand was requested in my 1634Z/29, but N.O.I.C. Greenock's 0036/7 indicates BURNHAM is now to refit. Latter signals not to all addressees. If no relief this Task Unit reduced to one destroyer, BROADWAY, and 4 corvettes, and endurance of BROADWAY is low.
 Admiralty pass to F.O.I.C. London.
 (F.O.N.F., 2105Z/8 to C. in C. W.A., (R) N.S.H.Q., Admty., C. in C. Nore, C.T.G. 24.7, Cdre. Londonderry, F.O.I.C. London.)

Sub attack and sighting summary. Para. A. DD and SS PAN YORK attack sub. on surface about 48.51 N. 64.03 W. 1635Z/15/9.
 Para. B. JOHN A. HOLLOWAY reported U.88 type with U.17 painted near stern above water line.
 Para. C. Plane sights sub. on surface area 63.30 N. 54.30 W. 1506Z/4. Plane sights sub. 47.24 N. 64.20 W. 1846Z/7 course south. Panair plane sights sub. on surface 02.35 S. 42.10 W. 1330Z/8. Plane and DD report sub. 34.51 N. 74.12 W. 1530 and 1656Z/8.
 (Cominch, 2132/8 to Admty., (R) N.S.H.Q.)

/ANEROID ...

8.10.1942.
Thursday.

War Diary.

FOREIGN STATIONS.

America and West Indies - Contd.

ANEROID
(torpedoed
2/10.)

B.R.O. Paramaribo reports ANEROID (Panama) torpedoed 0800 G.M.T./2 008° 30' N. (060° or 046°) 30' W. 10 killed out of 35 crew. 14 landed at Paramaribo.
(S.O.I. Kingston, 2153R/8 to Admty., Connav, Com.4, S.B.N.O.W.A., S.B.N.O. Trinidad, B.A.D.)

ST. LAURENT
defects.
Strength of
24.1.11.

1. Presence of foreign matter in forced lubrication system of ST. LAURENT has been discovered which renders ship unfit further service until removed. Estimate will take at least 2 weeks.
2. This leaves T.U. 24.1.11 without a destroyer in next eastbound assignment with H.X. 211. Group will consist of 6 corvettes only.
3. Request whether any possibility of a Western local or other R.N. destroyer due to return to U.K. augmenting this group or alternatively a U.S. destroyer. No other destroyer available here.
4. Further detailed report to Canadian authorities only follows. (F.O.N.F., 2155Z/8 to N.S.H.Q., C.T.F.24, (R) C. in C. W.A., C.O.A.C., Admty.)
Reply from C.O.A.C. 1357/9.

ANTONICO
(sunk 28/9)
J.C. ROSE
(sunk 6/10)

S.B.N.O. Trinidad reports from U.S. sources ANTONICO (Braz.) sunk 0650 G.M.T./28/9 006.17 N. 052.35 W. 24 survivors reached Paramaribo. Same sources report JOHN CARTER ROSE sunk 2230 G.M.T./6/10 010.12 N. 050.35 W.
(S.O.I. Jamaica, 2203R/8 to Admty., S.B.N.O.W.A., B.A.D.)

COWICHAN
defect.

Regulated and balanced resistances degaussing completely burnt out at 2005P today. Request permission to return to Halifax a.m. tomorrow Friday effect repair.
(COWICHAN, 2350Z/8 to Capt. (D) Halifax, (R) C.O.A.C.)

War Diary.

8.10.1942.
Thursday.

FOREIGN STATIONS.

Australia & New Zealand.

Situation. Digest serial No. 259 7 /10.
3 small supply vessels, 1 probable seaplane tender reported Buka passage morning 7/10 2 of these smaller vessels departed S.W. during evening when 1 destroyer 2 7-10,000 ton transports observed off eastern end Buka passage proceeding North.

2. Allied forward patrols occupied Kagi 6/10 and now operating Myola Lakes Area. Japanese prisoner states enemy strength Ioribaiwa Area included 1 regiment, 1 infantry battalion, 1 engineer battalion Indications enemy maltreating native carriers.
3. Air R/C Buna Kokoda Area afternoon 6/10 revealed nil enemy activity.
4. Enemy reported manning observation post Watutu point (Eastern end Goodenough Is). and indications enemy intends moving this area to Seymoua Bay (Ferguson Is).
5. 2 Beaufighters thoroughly strafed enemy positions Goodenough Is., afternoon 7/10.
6. 8 enemy aircraft reported Dilli aerodrome 6/10 nil shipping in harbour.
7. Hudson on R/C contacted enemy medium bomber 240 miles W.N.W. Broome for approx. 40 minutes morning 7/10, no damage reported.
8. Allied patrols entered Maobisse (Timor) 6/10 without contacting enemy.
9. Native reports indicate enemy activity New Georgia barges and small craft reported Rendova Is. where some enemy ashore since 1/10. Also enemy activity Cyiro Harbour (New Georgia) where at least 200 enemy troops reported other reports indicate enemy vessels visiting Gevala and Kola Lagoon (S.E. Aln East Coast Vangunu Is.) B.A.D Washington pass to Opnav. (G.H.Q., S.W.P.A., 0712Z/8 to Admty etc).

Escort of Your 18 54A/21/9. Neth. Cruiser TROMP to
NIEUW relieve South Pacific Force escort in 143° E.,
AMSTERDAM. and escort to Fremantle. ADELAIDE and TROMP
to escort from Fremantle to 095° E., S. of A.
on each occasion 14 knots.
(Navy Office, Melbourne 0909Z/8 to Admty (R) N.O.
Wellington, C. in C. E.F., etc).

U-BOAT CAMPAIGN

Submarines Reported.

Estimates at 1200Z/8.
(D.D.I.C., 1405A/8, 1433A/8).

War Diary.

9.10.1942.
Friday.

SITUATION REPORT.

Home Commands.

The sailing of certain convoys and small ships is being dislocated by the prevailing bad weather.

GRAPH, URSULA, UNIQUE and SEALION sailed ~~this~~ ^{* 4/10} evening from Greenock for Biscay patrol, where PROTEUS, P.228 and P.217 are patrolling.

* ~~P.207~~ P.207

42 aircraft laid mines last night in Biscay ports and along the coasts of Holland and Belgium.

North Atlantic.

The enemy blockade breaker at Ferrol is reported to be ready to sail.

South Atlantic.

Freetown
Area.

The Orient liner ORONSAY (20,045 tons transport, independently routed from Middle East to U.K. via Capetown.) made a S/M attack signal in 4° 29' N. 20° 52' W. at 0520Z today. R.A. W. Africa did not receive the signal until 1255Z/9.

DECOY expects to arrive in the area a.m. tomorrow to search (she found no trace) and a Sunderland aircraft is to leave Freetown at 1400Z today to search.

The Anchor liner SS. NEA HELLAS (16991 tons) was unsuccessfully attacked about 2140Z today in 3° 54' N. 20° 32' W. and at first reported that she was torpedoed; BRILLIANT was ordered to proceed to her with all despatch, and was later ordered to escort her to Freetown.

The A.M.C. ASTURIAS was this evening ordered to carry out a patrol in the area 5° N. to 10° N. 25° W. to 30° W.

An unknown ship made a submarine attack report at 2230 G.M.T. today in 4° 40' N. 20° 31' W.

/Cape ...

War Diary.

9.10.1942.
Friday.

SITUATION REPORT.

South Atlantic. - Contd.

Cape area.

At least 4 German S/Ms are believed now to be within 150 miles of Capetown, and two others probably in the same area or possibly in the Indian Ocean.

Information has been received that SS. SARTHE has been sunk south west of Cape Point. SS. EXAMELIA and BELGIAN FIGHTER are reported to have been torpedoed and sunk at 0400 today, 20 miles south of the Cape of Good Hope: the former is presumed sunk.

As a temporary measure, ships proceeding coastwise to Capetown from West African ports are to be routed to Saldanha Bay for instructions.

ARROW, ACTIVE, NIZAM, FOXHOUND (all belonging to the Eastern Fleet), ROCKROSE and COMMANDANT DETROYAT are hunting S/Ms south and west of Capetown. The latter attacked a U-Boat in 35° 20' S. 21° 15' E. at 1618Z.

SIRIUS and PHOEBE left Simonstown this evening for patrol: there is reason to suspect a German unit near 4° 0' S. 15° 0' E.

The Admiralty today asked B.A.D. Washington whether the 18 A/S trawlers lent to the U.S. Navy in February could be returned, for use in the Cape area.

Mediterranean.

UTMOST carried out operation "Blackbird" last night and reports possible discovery soon after landing. (*landing of 2 agents near Naples.*)

Allied heavy bombers carried out a daylight attack on shipping in Benghazi harbour today.

There was a considerable increase in enemy air operations against Malta during the week ending 9/10, but no naval damage is reported.

War Diary.

9.10.1942.
Friday.

SITUATION REPORT.

East Indies.

With regard to the ship torpedoed north of Madras (cf. 7/10) F.O. Ceylon does not wish to divert shipping from the coastal route and proposes to rely on A/S patrol by aircraft, arranged by A.H.Q. India, pending the institution of which shipping was held up between Madras and Vizagapatam until 0030Z/10.

America and West Indies.

SS. CAROLUS in Convoy N.L.9 was sunk at 0430Z today in 48° 47' N. 68° 11' W. (mouth of the St. Lawrence).

SS. PENNINGTON COURT, a straggler from S.C.103 is reported to have been torpedoed at 1725 today in 78° 18' N. 27° 55' W.

Australia and New Zealand.

The instructions regarding scuttling by British merchant ships in face of enemy threat (see 21/9) are to apply also in the Pacific.

9.10.1942.
Friday.

War Diary.

HOME COMMANDS.

Policy.

PETERHEAD, Your 1937A/1st, last para. Propose PETERHEAD
BOOTLE. and BOOTLE be retained in U.K.
(15 M/S 1218A/9 to Admty).

Movements.

RODNEY Request Hoxa Gate for RODNEY and 3 destroyers
at 1000A/9.
(RODNEY, 0715A/9 to A.C.O.S.)

L.23 My 1049A/7. Amend para. (B) to read
L.23 return Port H H Z 10/10 escorted by M.L.225.
E.T.A. 1300A.
(TITANIA, 0841A/9).

A.F.D.19 My 1454/2 and my 1748/5. Tow postponed further
24 hours owing to weather.
(C. in C. Nore, 1018A/9).

12th M/S Admiralty 2102/6. Request you sail 12th M/S F.
Flotilla. northabout to Greenock on 12/10.
CADMUS. 2. Flotilla is to leave Harwich at 0800 and
proceed by swept channel in force and by Q.Z.S.
287 and 277. S.O.A. to be 12 knots.
3. C. in C. Rosyth is requested to sail CADMUS
as necessary to R/V with flotilla at 22A buoy about 1300/13 for
onward passage in company.
4. Speed should be adjusted at 22A buoy so as to arrive
Duncansby Head at 0630/14 so as to pass through Pentland
Firth in daylight and then adjust to arrive at your destination
in daylight p.m./15th.
5. Fighter protection for whole passage arranged.
Codeword "Adapt".
(C. in C. Nore, 1202A/9 to N.O.I.C. Harwich).

P.615, Request you adjust speed so as to arrive 1 mile
H.34. south of Hoxa at 1200/10.
(2) On arrival P.615 enter by Switha and H.34
will leave Hoxa at the same time and join you for
passage to Rothesay.
(3) H.34 estimates his S.O.A. at 8 knots.
(A.C.O.S., 1202A/9 to WHITE BEAR).
My 1628/8 para. (B). Add P.615 leaving port Z D as
convenient to arrive Scapa 1130/10.
(F.O.S., 1314/9).
Intend sailing H.34 escorted by WHITE BEAR at 1200/10
via searched channel Minches and thence at discretion of
WHITE BEAR to Rothesay. S.O.A. 8 knots. Fighter protection
arranged. Codeword "Glass".
(A.C.O.S., 1550/9).

/Fuelling...

War Diary.9.10.1942.
Friday.HOME COMMANDS.Movements - cont.

P.615,
H.34.
Contd. Fuelling will not be completed before midnight. Intend to *sail with P.615 at 0700A/10. E.T.A. one mile south of Hoxa 1730A/10. (WHITE BEAR, 1915A/9). *from *Trt x.D. p.115.*

NELSON,
FORMIDABLE,
ACTIVITY. Report whether you can be ready to sail from Rosyth at 0630/16. (C. in C. Rosyth, 1215A/9 to NELSON, FORMIDABLE, ACTIVITY).

ZETLAND. Proceed to Greenock. Report E.T.A. (C. in C. W.A., 1414A/9 to ZETLAND).

NORFOLK NORFOLK has been instructed to comply with C. in C. H.F. 1108/6. (ANSON, 1734A/9 to C.S.1).

T.F.38 Amend my 1518A/8. Codeword "Muster". Now passed Clyde boom 0730A/10. R/V in position (J) 1630A/10. Commander T.G.24.7. is requested to amend my 1124A/9 accordingly. (N.O.I.C. Greenock, 1736A/9).

SUMATRA,
QUIBERON,
PARTRIDGE. Position SUMATRA, QUIBERON, PARTRIDGE, 2110Z/9, 52° 03', (714°) 01', S.O.A. 16. Intend to reach position G 1602Z/10. (SUMATRA, 2015A/9). *Sup 240*

H.43 Capt. S.7's 1130A/7. Sailing of H.43 and D.S. Z.5 postponed until weather moderates. (Cdre. Londonderry, 2055A/9).

STAR OF INDIA. When ready for sea C. in C. Portsmouth is requested to sail STAR OF INDIA for Tobermory to work up. 2. When ready for service she is allocated to C. in C. Eastern Fleet for service as Examination vessel and A/S patrol vessel at Kilindini. 3. C. in C. W.A., is requested to sail her accordingly as opportunity offers. (D.O.D. (H.), 2156A/9).

Operations.

Dispersal of Wrecks. MARIA and escort remaining at anchorage in Yarmouth Roads. Weather unsuitable for operations. (F.O.I.C. Gt. Yarmouth, 0802A/9).

VALESCA reports wrecks have been located as follows. Details. Intend to commence dispersal operations on Y.93 and Y.95 in anticipation of Admiralty approval. (C. in C. Nore, 1142A/9 to Admty).

War Diary.9.10.1942.
Friday.HOME COMMANDS.Operations - contd.Dispersal
of Wrecks.
Contd.

It is particularly desired that the wreck Y.43 should be dispersed as soon as practicable; also the wreck Y.95 if dangerous to navigation, in which case it should be dealt with first. A depth of 32 feet at M.L.W.S. should be obtained.

Request you sail VALESCA and MARIA together to commence operation as soon as weather is suitable.

(C. in C. Nore, 1201A/9 to F.O.I.C. Yarmouth).

Intend sailing MARIA with escort at 0600 tomorrow Saturday to demolish wreck Y.93. Noon position vicinity wreck, night anchorage Sheringham. Request fighter protection.

(F.O.I.C. Gt. Yarmouth, 1854A/9).

Intend sailing VALESCA and escort to continue work on wrecks Y.45 and Y.93. Vicinity 57F Buoy.

(F.O.I.C. Gt. Yarmouth, 2240A/9).

Patrols.

Patrols tonight 1 A GUILLEMOT, 1 B MALLARD, 2 EGLINTON, 3 WALPOLE, 4 HAMBLEDON, 5 MENDIP, 6 HOLDERNESS.

(C. in C. Nore, 1016A/9).

Intend M/L 303(S.O.) and M.L.246 to patrol latitude 50° 20' N., between 1° 35' W., and 2° 10' W. tonight, leaving Weymouth at 1930 and patrol-line at dawn to return to base.

Codeword "Advent". Request air protection.

(F.O.I.C. Portland, 1053A/9).

1. 2 M.Ls. patrolling S of Anvil Point.
2. Coastal craft exercising between Portland Bill and St. Albans from 1900/9 - 2200/9.
3. 2 Trawlers patrolling near E A 5 Buoy.
(C. in C. Portsmouth, 1713A/9).
M.Ls. 149 and 150 from Ramsgate patrolling between Dumpton and North East Spit Buoys, E.T.D.1915, E.T.R. 0650/10.
(V.A. Dover, 1801A/9).
My 1053A/9. "Advent" cancelled owing to weather.
(F.O.I.C. Portland, 1915A/9).

Norway
Coastal
S/M Patrol.
UREDD,
JUNON.

1. UREDD and JUNON are to be sailed for patrol on 11/10.

2. UREDD is to patrol in zone K.5 between 060° 45' and 061° 30'.

3. JUNON is to patrol in zone K.9 bounded by 007° E., parallels 066° 30' and 067° 15', and Norwegian mainland.

4. Object of both submarines is to destroy enemy warships, supply-ships, and U-boats.

5. C.Os may use their discretion to penetrate the inner leads in pursuit of their object, bearing in mind the following. If the submarine is sighted or a success is achieved traffic will probably stop and active A/S counter measure will commence. These conditions will probably alternate for some days.

War Diary.9.10.1942.
Friday.HOME COMMANDS.Operations.Norway
Coastal S/M
Patrol.
UREDD,
JUNON.
Contd.

6. In event of weather or other conditions being unsuitable for entering leads UREDD and JUNON are to maintain these diving patrols in vicinity of 061° 15' N., 004° 22' E. and 067° 00' N., 012° 40' E. respectively.
7. Wireless silence is not to be broken to report enemy movements except in cases of main units which are to be reported as quickly as possible.
8. Attention is called to F.S.B. 2 para. 7 and 10.
9. Intelligence to Capt. (S) 9 only follows by courier.
10. The amount of secret and confidential matter to be carried in JUNON and UREDD is to be reduced to a minimum. No documents of F.S. series are to be carried. Extracts only of S.P. 02396 and S.P. 02382 are to be carried. Reserve editions of S.P. 02291-7 are not to be carried. (F.O.S., 1219A/9).

Search for
Blockade
Runner.

- My 1551/8. Add VIZCAYA blank Trinidad GIJON.
2. Ship in port SIMANGAS.
3. AVILES.
(F.O.S., 1521A/9 to S/Ms).
Positions 0800A/10 and movements for following

24 hours.

- (A) PROTEUS vicinity 43° 27' N., 08° 46' W.
(B) P.228 vicinity 43° 38' N., 08° 25' W.
(C) P.217 vicinity 43° 31' N., 08° 43' W.
(D) UNIQUE, URSULA, GRAPH, SEALION escorted by LA CAPRICIEUSE vicinity Lunday Island due 270° Wolf Rock 3 miles at 1930/10. Thence submarines dived by day by following routes. Lettered positions as in S.3's 1547A/5.
- (1) UNIQUE through (B) at 2230/11.
(2) URSULA through (A) at 1630/11.
(3) GRAPH through (A) at 0530/11 thence to (C)
(4) SEALION through (B) at 1030/11.
(F.O.S., 1621A/9).

"Outward".

Operation "Outward" completed 1900 hours.
(A.B.O. Oldstairs, 1901A/9 to V.A. Dover).

Channel.

If no further orders are received, return so as to pass E.A.5 at daylight.
(C. in C. Portsmouth, 2253A/9 to S.O. Destroyers).

Enemy Air Activity.Salcombe
bombed.

Following from L.N.O. Salcombe. Begins.
2 enemy aircraft dropped bombs in Estuary 1120/9.
One barge sunk and one damaged. No casualties.
(N.O.I.C. Dartmouth, 1326/9).

Iceland.

One flying-boat H.A.138 sighted to seaward of Hafnarnes 064° 52' N., 013° 45' W., at 1112A/9, course S. Engaged by Northrop off Breiddalsvik 064° 46' N., 013° 55' W. between 1120A and 1145A and disappeared in cloud with starboard engine burning.
(A.C.I.C., 1925A/9).

War Diary.9.10.1942.
Friday.HOME COMMANDS.Mining.

Operation E.Y. Intend to commence Search sweeping Southern edge of area at 0900A/9.
(15 M/S F., 0327A/9 to A.C.I.C.)

S.N.3 E. Operation S.N. 3 E. again postponed due to weather. Intend to lay 1640/12. SCOTT is to report weather conditions on arrival in the laying area A.M. 11th.
(R.A.M., 1132/9).

Your 1930A/9 approved, but intend to comply with programme given in my 1132/9 if weather permits, in which case it would be better for you to start from Broad Bay.
(R.A.M., 2300/9 to SCOTT).

Lyme Bay. Intend NIGHT HAWK and SEDDON at 0630/10 sweeping route "P" to Portland. Code word "Ounce V". Request they be sailed back to Dartmouth sweeping the route for P.W.231, code word "Ounce VI."
(N.O.I.C. Dartmouth, 1451/9 to F.O.I.C. Portland).

Harwich At 0955/9 and 1015A/9, two Magnetic Mines exploded by Sweepers. Details.
(F.O.I.C. Harwich, 1759A/9).

Enemy Intelligence.

Four Flak Ships. 4 auxiliary vessels bearing 000° distance 1 mile, course 090° 46° 30' N., (705° 02' W).
(A/C GOXT 0530A/9 to 19 Group).
My 0530. 4 Flak ships. Enemy course and speed 090° 15 knots.
(A/C GOXT 0533/9 to 19 Group).

North Russia. At 0615A/9. 2 Minesweepers, one bearing 033° the other bearing 262° from Station 25.
Reliability B.
(S.B.N.O. North Russia, 0650A/9 to Admty).
Unreliable Fix and D/F bearings of enemy unit, probably Destroyer, at 1447 G.M.T./9 in estimated 070° 34' N., 030° 55' E.
(S.B.N.O. North Russia, 1705A/9 to Admty).

Enemy Warship. Am investigating suspicious gunboat in 47° 20' N. 8° 28' W.
(A/C, 5 GOK 1030/9 to 19 Group).
One Destroyer or Sloop P.C.S. 46° 35' N., 8° 55' W.
050° 20 knots.
(A/C 67 SR 1134/9 to 19 Group).
Enemy destroyer in 46° 40' N., 8° 20' W., course 110° speed 20 knots 1155. Heavy A/A fire.
(A/C B7WX, 1145/9 to 19 Group).

/Lorient...

War Diary.9.10.1942.
Friday.HOME COMMANDS.Enemy Intelligence. - Contd.

Lorient

Further examination sortie S/604 shows at Lorient SPERRBRECHER A.S. in camouflaged central drydock. Four possibly five U/Bs visible compared with two on 27 /9. No M-class minesweepers now present, three having departed since 27/9.
(Medmenham, 1210/9 to Admty).

Enemy M/V

One medium merchant-vessel not exceeding 10,000 tons bearing 090° distant one mile, course 130° My position 46° 40' N., 7° 02' W.
(A/C, H7J, 1403/8).

Enemy
Destroyer.

1 Destroyer bearing 330° distant 2 miles. My position 46° 00' N., 6° 00' W.
(A/C H7JC 1500/9).
P.C.S. of enemy 46° 33' N., 5° 57' W. 092° 18 knots.
(A/C H7JC 1506/9).
One destroyer bearing 360° distant 6 miles course 010°. My position 46° 58' N., 6° 51' W.
(A.O.C. 19 Group, 1555/9).

SPICHERN,
BURGENLAND.

1. A.G.M. 351A of 17/9 para. 1 (b). SPICHERN was reported back at Nantes by photographic R/C on 6/10.
2. A.G.M. 355A of 17/9 para. 2. BURGENLAND was seen at Bordeaux on 3/10.
(D.D.I.C., 1747A/9).

U-boats.U-boat
reported.

Sighted one U/B in 044° 33' N., 009° 47' W. steering 080°. S/M dived on being sighted.
(P.217 0556A/9 to Admty).

Navigational.

Iceland.

Malarrif Light, out of action for few days. Storm damage.
(A.C.I.C., 1302A/9).

Casualties & Defects.

ROTHERHAM

Alterations in your 2156A/5 approved.
2. It will be necessary for ship to arrive at refitting port to be communicated, not later than 16/10 and earlier if possible.
3. Report if this can be arranged.
(Dept. Controller, 0544A/9 to R.A.D.)

9.10.1942.
Friday.War Diary.HOME COMMANDS.Casualties & Defects. - Contd.

- CORFU A.M. 1819A/23/7. When CORFU's programme was postponed other work was allocated to Thornycrofts so that they cannot now take this vessel. My 1817/8/9 therefore holds good. *N.T. in W.D.*
(F.O.I.C. Southampton, 1144/9 to Admty).
P.C.S. 053° 08' N., 016° 31' W., 047° 13 knots at 2000A/9.
E.T.A. 0800A/11.
(CORFU, 2001A/9 to Admty).
- HAPPY ESCAPE. Your 2121A/2. Leak has developed in water jacket of HAPPY ESCAPE's main engine. If defect found of minor nature anticipate she will be ready to proceed on 13/10. Stores are being disembarked and runner crew is returning to London.
(F.O.I.C. Harwich, 1258A/9).
- QUIBERON, PARTRIDGE. My P.C.S. at 1800A/9 051° 35' N., 014° 25' W., 015° 20 knots. SUMATRA and PARTRIDGE in company. Both destroyers have some important defects and require boiler cleaning. *p.235.*
(QUIBERON, 1600A/9 to C. in C. W.A.)
- MALCOLM. To be taken in hand by Harland and Wolff Liverpool. Vide A.M. 1703A/8.
(F.O.I.C. Liverpool, 1642A/9).
- BROKE In hand with Grayson Rollo Liverpool for repairs to A/S and vide A.M. 1703A/8. *N.T. in W.D.*
(F.O.I.C. Liverpool, 1644A/9).
- RUBY M.F.V. RUBY of Scapa Drifter Pool completely wrecked during recent gale. Crew safe and have been paid off.
(A.C.O.S. 1705/9).
- WEDGEPORT. Delayed approx. 7 days with defects. *p.242 (DERBYSHIRE)*
(C. in C. Portsmouth, 1748/9).
- * ST. FRANCIS, ST. LAURENT, SKEENA, SAGUENAY. C. in C. W.A. 2140/8. *N.T. in W.D.* Intend to take on ships as follows. ST. FRANCIS, ST. LAURENT, SKEENA, and SAGUENAY at Londonderry. American and British organisations. Will F.O.I.C. Belfast report direct the amount of work that can be undertaken at Belfast. *p.257.*
(Cdre. Londonderry, 1814A/9 to C. in C. W.A.)
- NORTON. Intercepted 2129 G.M.T. from NORTON. All hands volunteered to stand by to Strumblehead.
(Burnham Radio, No T.O.O. Recd. Admty 2357/9).
Am dangerously on fire. Abandoning ship. Position five hours out of Milford Haven, Cardigan Bay.
(NORTON, 2143A/9).

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9.10.1942.
Friday.War Diary.HOME COMMANDS.Shipping & Convoys.

Convoy H.X.209
EMPIRE
TARPON. Tug standing by. Estimated position 057° 30', 012° 18'. Intend leaving 0800Z/10. (BORAGE, 1001Z/9). LONDONDERRY and LANDGUARD are to proceed to stand by DEXTEROUS endeavouring to take EMPIRE TARPON in tow. Position at 1100A/9th 057° 30' N., 012° 18' W. BORAGE now standing by, leaving at 0900A/10. (C. in C. W.A., 1305A/9).

N.T.W.D My 1603/9. Amended position and course of LONDONDERRY, LANDGUARD. 58° 12', 17° 50' to 57° 30' 12° 18'. (C. in C. W.A., 1729A/9).

R.U.43 My 0951/7 and 1531/6. Convoy sailed less PUCK and KNUT damaged. (N.C.S.O. Iceland, 1028A/9).

O.N.S. 136. Report forthwith your estimated P.C.S. at 1200Z/10 and 1200Z/11. These positions will be broadcast as stragglers R/V. (C. in C. W.A., 1041Z/9 to C.T.U. 24.6.17).

Convoy F.N.32.
SHEAFWATER,
JESSIE MAERSK,
M.L.339
CAROLINE
MOLLER,
VAROY. Positions of Wrecks. Details. (F.O.I.C. Gt. Yarmouth, 1054A/9) (C. in C. Nore, 1142A/9).

TJALDUR. Intend sailing SS. TJALDUR at 1900/31 for Faeroe Island with troops. Routed Q.Z.S.'s 354, 322, 323, Pentland Firth, Q.Z.S. 15 to 061° 54' N., 005° 45' W., thence destination. Speed 10 knots. E.T.A. Sorvaag 0900/15. Request escort and fighter protection. (N.O.I.C. Aberdeen, 1218/9 to C. in C. Rosyth).

STRATHEDEN,
EMPRESS OF
CANADA. As soon as ready about 10/10 STRATHEDEN and EMPRESS OF CANADA should be sailed for Loch Na Keal to await further orders. (D.S.T. 1407A/9).

X.K.1
S.L.123. Estimate X.K.1 will cross your track in 048° 55' N., 017° 50' W., at about 2000/9. (C. in C. WA. 1441A/9 to Convoy S.L.123). My P.C.S. at 2001Z/9 048° (?52') N., 018° 52' W. 040° 7½ knots. (weather report) 4572 1886. (?IBIS, 1930A/9 to S.L.123).

/Archangel...

9.10.1942.
Friday.

War Diary.

HOME COMMANDS.

Shipping & Convoys. - Contd.

Archangel
and Vaenga.
Naval
Hospitals.

My 1305/5. S.B.N.O. Archangel informs me that permission has now been given for British Naval hospital unit at Archangel. (S.B.N.O. North Russia, 1638A/9 to Admty).
Your 1305/5/10. An opportunity may occur in the near future for the transport of a limited amount of stores and personnel to North Russia.
2. Your 1311/5/10. Do you require any additional personnel or stores for the medical unit.
(D.O.D. (H), 1654A/9 to S.B.N.O. North Russia).

DERBYSHIRE.

Cancel my 1204A/8. A.M. 1233/7. Intend sailing DERBYSHIRE from Needles 0930/10 for Liverpool.
(2) Routed D C I P and A., thence standard route,

speed 13 knots to The Smalls, thence adjusted to arrive Liverpool daylight 12th.

(3) Escort TYNEDALE, LOCUST. LOCUST will part company after dark 10th and proceed Plymouth. C. in C. W.A. is requested to arrange onward escort after The Smalls.

(4) Air escort has been arranged during daylight 10th, protection on 11th. Codeword "Jovial".

(C. in C. Portsmouth, 1720A/9).

Cancel my 1205A/8. WEDGEPORT delayed approx. 7 days with defects.

(C. in C. Portsmouth, 1748/9). *cancel p 240*

C. in C. Portsmouth's 1204/8. Request you sail DERBYSHIRE to Milford Haven.

(2) N.O.I.C. Milford Haven is requested to sail DERBYSHIRE as convenient to arrive Liverpool A.M. 12th.

(C. in C. W.A., 2144A/9 and 2217A/9 to C. in C. Portsmouth).

Atlantic
Convoys.

My 1608/7. (1) If ten groups only are employed on mid-ocean escort propose following action:-
(A) B.3. to become spare group on arrival in U.K. with S.C.106 early November.

(B) O.N.141 to sail October 24th then at 8 day intervals.

(C) O.N.S. 142 to sail October 28th then at 8 day intervals.

(D) Convoys to be escorted as follows:-

C4	O.N.137	S.C.107
B2	O.N.S. 138	H.X.213
C2	O.N. 139	S.C.108
B4	O.N.S. 140	H.X.214
C3	O.N. 141	S.C.109
B7	O.N.S. 142	X.215
C1	O.N. 143	S.C.110
B6	O.N.S.144	H.X.216
A3	O.N.145	S.C.111
B1	O.N.S.146	H.X.217

(2) This presupposes following sailings from New York as recommended in para. (A) of Cominch 2140/30 September:-

(D) H.X.211 October 8th. H.X.212 October 18th.

Then at 8 day intervals (B) S.C.105 October 10th. S.C.106 October 16th Then at 8 day intervals.

(3) It is estimated that under winter conditions groups will have a minimum lay over of 8 days at their home base and 4 days when away.

If you concur request Canadian and U.S. Authorities may be informed..

(C. in C. W.A., 1724/9 to Admty).

/Convoy...

War Diary.

9.10.1942.
Friday.

HOME COMMANDS.

Shipping & Convoys. - Contd.

- Convoy "Heavy". Sailed 1430A/9. Owing to weather convoy proceeding to Moelfre Bay to disembark pilots. Pilot vessel unable to make Moelfre Bay before 0800Z/10. (N.O.I.C. Liverpool, 1746A/9).
- O.N.137
O.N.S.138. Sailing delayed approx. 24 hours on account of weather. (C. in C. W.A., 1858Z/9 to Connav).
- RANGITIKI. RANGITIKI is being directed into Belfast and is due 12th. Ship carries 1,100 troops. 2. Request you will provide necessary onward escort to Cardiff. (D.T.D., 1919A/9 to C. in C. W.A.)
- K.X. 2 A.M. 1710/8. Add SS. KINGSLAND for Lisbon. (D.O.D. (H.), 1942A/9).
- T. A. 24 Time of arrival my 1439/09 should read 1530Z/13 at position 42° 21' 45" N., 70° 44' 30" W. Failing this arrive 1200Z/14. Report your intention. (Connav, 2001/9 to QUEEN MARY).
- A.T.25
(QUEEN ELIZABETH). (?C. in C. W.A.) 1817/9. Destroyers are to sweep as much of inward route as practicable from position (N) or beyond, keeping well in advance of convoy. DELHI will meet convoy at 1st light. (DELHI, 2214A/9 to SKATE).

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War Diary.9.10.1942.
Friday.FOREIGN STATIONS.North Atlantic.BELGRANO,
Blockade
Runner,
Ferrol.

My 1421/7. If blockade runner at Ferrol sails she may, if necessary, be attacked in Spanish territorial waters, provided.

(a) Care is taken to avoid damage to neutral shipping or persons and property ashore.

(b) Attack is not made in harbour or in its immediate approaches.

2. H.M. surface ships and aircraft are not to patrol, and H.M. Submarines are not to be observed, inside territorial waters.

3. It will be appreciated that great importance is attached to avoiding unnecessary infringements of territorial waters, if a successful attack is made Naval and Air Forces should not remain longer in the vicinity than is necessary to observe the result of the attack.

(Hd. of M. Approved 1st Lord 0140A/9 to C. in C. Plymouth, F.O.S. H.Q.C.C., F.O.C.N.A. (R) N.A. Madrid, Air Ministry).

My 2144/8. (Enemy Blockade breaker at Ferrol) Ship reported ready to sail.

(F.O.S. 0512A/9 to S/Ms operating south of 51° N.).

German SS. BELGRANO repairing at Ferrol reported ready to sail today Friday.

2. Ship loaded and painted light grey. 7 guns have been seen, 2 low angle amidships, and large one at stern, also 2 A/A guns amidships and 2 astern.

(F.O.C.N.A. 1312A/9 to S. & A. N.A.S.).

Your signal number 824, 7/10 (1421/7) re BELGRANO at Ferrol. Not denouncing (her?) as appeal has been presented today to avoid time lag if held till tomorrow. Strong verbal representations will be made as instructed early tomorrow.

(N.A. Madrid 1922/9 to D.N.I.).

STAFFORDSHIRE. Has any reply to Admty's 1740/8 (Requesting report position) been received from STAFFORDSHIRE? Nothing received at Gibraltar.

(V.A.C.N.A. 0215A/9 to Admty).

Nr. 35/873. A is 43.00 N. 24.30 W.

B. is 50.02 N. 20.12 W.

(D.S.O. for D.T.D. 0618A/9 to F.O.C.N.A.).

W.R. Note: Nr. 35/873 is STAFFORDSHIRE's 2100/8.

P. 221.
P. 45.

P. 221 and P. 45 pass Wolf Rock at 1930A/13th and cross 043° N. in 012° 30' W. as follows. P. 221 at 0200A/18th. P. 45 at 2300A/18th.

2. W/T Watch.

3. Both are painted grey with light grey figures on C/T.

4. Only S.P. 02373, 02374 and 02319 (30) and (31) are carried. (Capt. S. 3, 0929A/9 to F.O.C.N.A. (R) Admty etc).

W.S. 23.

DURBAN left Ponta Delgada 0730 G.M.T./9th.

FLEETWOOD escorting Norwegian Tanker BRAJARA left 0900. S. of A. 11 knots. PUCKERIDGE arrived 1000, KANARIS arrived 1100.

(N.C.S.O. Ponta Delgada 1015/9 to S.O. (I) Gib. (R) Admty).

PUCKERIDGE left Ponta Delgada 1345 G.M.T./9th. KANARIS left 1430.

(N.C.S.O. Ponta Delgada 1440/9 to S.O. (I) Gib. (R) Admty).

/DESPATCH.....

War Diary.

9.10.1942.
Friday.

FOREIGN STATIONS.

North Atlantic - Contd.

U/Bs.

Transit Beaufort reported wake in 048° N. 007° 24' W. at 0723Z/9th. (ii) Transit Whitley reported C/T painted grey stationary in 047° 30' N. 008° W. at 0805Z/9th. (F.O.C.N.A. 1944A/9 to Admty.(R) C. in C. Plymouth)

South Atlantic.

U/B.

U.S.Aircraft report U-Boat in 4° 30' N. 1° 10' W at 1430Z/8. Course N.N.W. (R.A.W.A. 0003Z/9 to Admty).

BENRINNES
"Q" Report.

Following has been read. QQQQ BENRINNES 13.20 S. 09.52 W. Suspicious vessel astern. (St.Helena W/T 0600/9 to C. in C. Plymouth 0704/9, Cominch 0718/9.).

Following has been read from BENRINNES. Cancel my message of 0558/9.(circulated under T.O.O. 0600/9). T.O.R. 0712Z/9.

(St.Helena W/T, T.O.O. Recd. 0842).

Report your position in code by reference to lettered position and see second paragraph of C.A.M.S.I.79.

(D.T.D.1609Z/9 to B.A.M.S. Area 3A and 3B BENRINNES).

BOREAS.

Pointe Noire arrival 8th and departure for? Baltimore 2400/8th. BOREAS. (B.N.L.O. W.Africa 0750/9 to Admty).

PETUNIA,
U/B attack
5/10.

At approx. 2230/5th in 002° 21' N. 014° 30' W. PETUNIA reported sighting track of 5 torpedoes fired at her. One passed under ship and one close astern.

Asdic and R.D.F. were inoperative and PETUNIA fired one depth charge, not considered near U-Boat. (R.A.W.A. 1007Z/9 to Admty.(R) C. in C.S. A.).

U/B attack
on
Shipping
Cape Area.

My 2148/8th and my 2358/8. Evidence now points to 4 German U-Boats.
ii. KOUMOUNDOUROS, GAASTERKERK, probably victim of S/M No.4 which also torpedoed SWIFTSURE.
iii.S/M No.1 sank BORINGIA at 0100/8 in 035° 09' S. 016° 32' E. and CLAN MACTAVISH in 034° 53' S. 016° 45' E. at 0915/8th. It is possible that her other victim seen to explode

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Friday.FOREIGN STATIONS.South Atlantic - Contd.S/Ms for
A/S
training
Contd.

P 258

4. Return of P.555 and P.556 to U.K. will mean a permanent addition of 2 S/Ms for A/S training in U.K.
5. P.614 and P.615, though originally intended for A/S training in U.K. were almost constantly employed on escort duty with P.Q. Convoys. To replace them on this duty it is proposed to retain in home waters 2 new "S" class at present earmarked to join 8th S.F. about mid-December and end December respectively. Speed and armament of these S/Ms make them peculiarly suitable.
6. If proposals in 1, 2 and 3 are approved, request following immediate action may be taken by Admiralty.
- (A) Divert P.555, now on passage between Bermuda and Gibraltar, direct to U.K. via Bishop's Rock and Irish Sea.
- (B) Instruct F.O.C.N.A. to sail P.556 to U.K. when ready.
- (C) Inform necessary authorities of proposed changes in disposition.
7. Ref. Admty Docket M. 08242/42, it is not possible at present to relieve NEBOJSCA by a S/M from U.K.
8. Proposed, however, that L.27 (now carrying out S/M training in 7th S/M Flotilla) should proceed abroad for A/S training in Eastern Fleet early in 1932 (sic) should NEBOJSCA not be available by then.
- (F.O.(S) 1316A/9 to Admty).

CAMBRIA.

Your 1546A/8. Washington Signal was cancelled yesterday, therefore presume made in error.
(B.R.O. Rio De Janerio 1328Z/9 to Admty).

NIZAM,
FOXHOUND,
ARROW,
ACTIVE.

NIZAM? and FOXHOUND are being used as A/S striking force (? in co-operation with) South Atlantic A.F. patrols. As ARROW and ACTIVE are both required for escort duty intend to delay refit NIZAM? and FOXHOUND for a few days.
(C. in C.S.A. 1509C/9 to C. in C.E.F. (R) Admty, A.S.Simonstown).

AMELIA,
BELGIAN,
FIGHTER.
torpedoed.

Following received from JOHN LYKES 40 Survivors ex AMELIA, 41 Survivors BELGIAN FIGHTER, picked up 20 miles S. of Cape of Good Hope, proceeding Port Elizabeth. Ships torpedoed 0400/9.
(Simonstown W/T 1520/9 to Admty (R) N.O.I.C. Capetown).
(C. in C.S.A. 1038C/9 to Admty).

PINDOS.

Sailing H.H.M.S. PINDOS to Kilindini routed as in N.C.S.O. Durban's 1324/13/8 not to F.O.I.C.E.A. 2.S. of A. 14 knots E.T.A. 0600Z/14.

3. Shift to W/T organisation V at 1415Z/12.
(N.O.I.C. Durban 1515Z/8 to Admty, C. in C.S.A. (?C. in C.E.F.)
C. in C. Med. F.O.I.C.E.A. S.O.(I) Kilindini).

/BOREAS...

War Diary.

9.10.1942.
Friday.

FOREIGN STATIONS.

South Atlantic - Contd.

*BOREAS
LEOPOLDVILLE.

* See p. 246

BOREAS, escorting (?SS.) LEOPOLDVILLE departed Congo River 1515Z/9. Routed through position (?Bathurst) equator 004° E. thence Lagos, Speed of Advance 14 knots. E.T.A. 0530Z/13th., draught of LEOPOLDVILLE on arrival 24½ feet. (BOREAS 1537Z/9 to Admty (R) B.N.L.O. Pointe Noire, C. in C.S.A., R.A.W.A. N.O.I.C. Lagos, S.S. T.O. Freetown).

U/B Attacks
Shipping
Routeing.

Assume you will not hesitate to put into operation any modifications to existing routeing policy which you may consider would assist protection of shipping in Capetown area.

2. You might wish ships either (a) to approach from varying directions including passage through the area now forbidden by M.A.R.I. Sec. IV para 8A or (b) to make the coast well North of Capetown and thence coastwise or (c) to approach and leave through one specified sector over which all surface and air protection available would be concentrated.

3. Request you will inform Admiralty of any general instructions you wish issued.

(D.T.D. Approved by A.C.N.S.(T) 1540A/9 to C. in C. S.A.).
As a temporary measure ships proceeding coastwise to Capetown from West African ports are to be routed to Saldanha Bay for instructions.

2. Obstructions have been laid in approach to Saldanha Bay. Centre of 600 feet gap is marked by a Dan Buoy in position 206° 2.4 miles from Houtjes Point Light.

3. Approach is to be made in daylight hours.
(C. in C.S.A. 1646C/9 to R.A.W.A. N.C.S.O. Capetown, Walvis Bay N.L.O. Saldanha Bay (R) Admty).

U/B
attacked
by
ACTIVE
on 8/10.

U.179
sunk.

My 1055/9. para.4. Interrogation by C.O. H.M.S. ACTIVE indicates probable destruction large type German (?U-Boat).
(2) U-Boat detected by 286 P. at 2500 yards following Asdic contact at 1600 yards. S/M sighted on surface 20.
(3) (?Tracking) passed very close down port side. 10 charge patterns set to 50 and 150 feet firing by eye and seen (?to) burst all round target. Swirl and bubbles clearly seen.
(4) Search by 4 destroyers (?failed to) regain contact. At dawn oil patch 3 miles by half mile was seen. Oil (?considered) to be diesel. Sample taken. Depth of water 400 fathoms.
(5) Recorder confirms above report.
(C. in C.S.A. 1551C/9).

COMMANDANT
DETROYAT
U/B.

Notice. (As received) 035° 20' S. 021° 15' E.
(F.S. COMMANDANT DETROYAT 1618Z/9 to C. in C.S.A. (R) Admty).

My 1618Z. Am making (?4th) attack, (maintain- ing?) contact firmly.

(COMMANDANT DETROYAT 1658Z/9).

Echo faded after fourth attack (?maintained), propose remaining on spot until daylight.

(COMMANDANT DETROYAT 1720Z/9).

/BRILLIANT.

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War Diary.9.10.1942.
Friday.FOREIGN STATIONS.South Atlantic - Contd.

→ BRILLIANT (1) Proceed best speed to position (A) 005.30 N.
NEA HELLAS. 016.40 W. thence towards position (B) 002.01 N.
025.01 W. to locate NEA HELLAS, proceed from (B)
to (A) at 14 knots, S. of A.
(2) NEA HELLAS estimated to be 412 miles from position (B) at
0700Z/10th.
(3) After meeting NEA HELLAS escort direct Freetown.
(4) Sunderland in vicinity to assist R/V a.m./10th.
(R.A.W.A. 1637Z/9 to BRILLIANT. (R) DECOY, Admty, C. in C. S. A.
Comsolantfor).
See 2140/9. below.

A/C attack My 1438/8. para.2. Aircraft attack not
on U/B. considered effective. No hits claimed.
(C. in C.S.A. 1705C/9 to Admty).

OCEAN Your 1539Z/8. N.C.S.O. Durban's Vesca 1530Z/2
VISION. addressed Fairmiss repeated Connav, S.O.s (I)
Kilindini, Colombo, Freetown reports OCEAN VISION
arrived 2/10.
(D.T.D. 1707A/9 to C. in C.S.A.).

→ NEA HELLAS SSSS. 3.54 N. 20.32 W. NEA HELLAS torpedoed.
torpedoed. Hit below 3 and 4 hold, going ahead.
(Burnham Radio, 2140/9 to Admty, C. in C.W.A.).
NEA HELLAS torpedoed in 003° 54' N. 020° 32' W. about
2140Z/9th, still going ahead. Proceed with all despatch to
screen. Acknowledge.
(R.A.W.A. 2301Z/9 to BRILLIANT (R) Admiralty).

"S" Report. Following has been read. SSSS 4.4 N. 2.31 W.
(Portion of Signal Missed)
(Freetown W/T, T.O.R. 2213Z/9).
Following received from Lands End Radio (begins):-
Admiral, Plymouth. Intercept 2230 G.M.T. 500 K/Cs. DE unknown
station SSSS 4.04 N. 20.31 W. unread 2 W unread 13 G.M.T.
remainder jammed. Controlling station Lands End Radio.
(C.C.O. Plymouth 2332/9 to Admty).

ASTURIAS. Carry out patrol in area 005° N. (7010°)
N. 025° W. 030° W. reaching position (F) 008°
43' N. 029° 25' W. at 1000Z/13.
(R.A.W.A. 2223Z/9 to ASTURIAS (R) Admty,
C. in C.S.A. C. in C.U.S. Fleet).

9.10.1942.
Friday.

War Diary.

FOREIGN STATIONS.

Mediterranean.

Supply
Ships for
8th Army. Your 1905/24. Every effort will be made to obtain additional tonnage required but vessels of the type and speed indicated are in exceedingly short supply.

2. Only available sources appears to be India and enquiries have already been put in train to ascertain if any suitable vessels can be made available (a) forthwith or (b) in the near future. Other areas are being examined but little prospects of success.

3. Meantime you should submit proposals after consultation with M.W.T.R. in the event of your requiring for Western Desert service vessels now employed on commercial feeder service, though this may involve temporary use of ocean going vessels on latter service.

4. Your para. 3. Unsuitability of Greek ships is appreciated but every effort should be made to utilize tonnage of this description to maximum in view of extreme shortage of more suitable tonnage.

5. Is there any prospect of using for this purpose cased petrol carriers some of which may be surplus to requirements?
(D.S.T., 0021A/9 to P.S.T.O. Egypt.) Reply: PSTOE, 1635/20.

NIEUW
AMSTERDAM. Your 1910/6 (Requesting confirmation NIEUW AMSTERDAM on completion is to proceed Fremantle.) Confirmed.
(D.S.T., 0340A/9 to P.S.T.O. Egypt.)

GLENROY.
See p. 255 Cancel programme in my 1345/7th. GLENROY delayed due to machinery defects on trials. Revised programme will follow as soon as possible.
(C. in C. Med., 0945C/9 to Admty., etc.)

Cositrep
No. 542. 3. Air. 7/10. In evening American B.24s bombed shipping in Suda Bay, Crete, claiming several hits. Halifaxes also bombed during night with unobserved results. Night 7/8. Tobruk Harbour bombed. Bad weather prevented observation of damage but two fires started on north shore. One Wellington missing. Torpedo Wellingtons attacked a southbound M/V 5-6000 tons north of Tobruk with unobserved results. 8/10. Bad weather restricted operations.
(C. in C. M.E., 1015 G.M.T./9.)

CLYDE. CLYDE passes through 034° 49' 019° 59' about 1859A/10 from 035° 22' 014° 12' making 150 miles per day. Absolute maximum submerged endurance 45 miles. Is carrying two bow and one stern torpedoes and ordered not to attack any escorted ship encountered.
(S.10, 1115A/9 to Capt. S.1, (R) C. in C. Med., etc.)

/Poti ...

9.10.1942.
Friday.War Diary.FOREIGN STATIONS.Mediterranean - Contd.

Poti.

Ships seen at Poti.
(N.L.O. Black Sea, 1127C/9.)
See Lion Copy.ST. BRIEUC
(French)Extract from a Fairmiss telegram:- ? Arrived.
(Barcelona, 1210/9.)

TURBULENT.

Leave patrol as necessary to pass through (1)
033° 01' 024° 26' at 0230C/11th. (2) 033° 02'
033° 40' at 19(?)C/13th.You may run on surface during daylight 13/10 to arrive Beirut
searched channel 0600/14th.(Capt. S.1, 1650C/9 to TURBULENT, (R) C. in C. Med., No. 201
N.C. Group, Capt. (S) 10, S/Ms on Patrol.)Malta Air
Report.I.32, 9/10, C.S.R.
8th. 1215, 8 enemy fighters approached Malta at
height, partial R.D.F. interference, 4 Spitfires
up but raiders maintained height advantage,
avoided combat and returned. 1335, 42 Spitfires up for raids
which turned back before reaching Malta. 1420, 2 Spitfires
on R/C patrol of area North of Malta sighted no shipping.
1504, 8 Me.109s (approached ?) at great height, partial R.D.F.
interference, 4 Spitfires intercepted South of Island but enemy
having height advantage avoided combat and returned.
Night 8/9. No enemy activity.
9th. 0922, about 12 Me.109s approached at great height using
cloud cover, 8 Spitfires up but raiders maintained height
advantage avoided combat and returned.
(H.Q. Malta, 1900Z/9.)SS.
HAWAIIAN,
incident
2/9.Aluslo Suez has reported to Navy Dept. that
H.M.S. PEMBROKE on 2/9 stopped SS. HAWAIIAN en
route to Suez from Capetown due to former not
being aware of new merchant ship recognition
system which came into force 15/7.
(2) We have no knowledge of a H.M.S. PEMBROKE in
those waters.
(B.A.D., 2045Z/9 to Admty.)

MOST SECRET

MOST SECRET. MESSAGE 1127C/9th October IN

From: N.L.O. Date 11.10.42.
Black Sea. Recd. 1414.

I.D.C. O.T.P. by T/P

Addressed: Admiralty, Admiral Miles.

IMPORTANT.

Ships seen at Poti. One ready for sea. ~~KRASNY KREM~~, ~~KHARKOV~~, ~~SOBRAZHELNI~~, ~~BORDY~~, and one SHUMYAN class destroyer, SHFORM, 2 old gunboats, one fast minesweeper, 6 cutters and about six motor torpedo boats.

2. Refitting or awaiting repair. MCLOTOV (40 feet of (? stern) blown off) SVOBODNI (in first floating dock fitting new bow up to B-gun). In second floating dock were one mooring ship and 2 submarines.

My 0850C October 3rd. Hull at task believed to be that of (? large) destroyer on which some work is in progress. Cruiser hulls at Poti. KUGOLPATONHEV. KOMINTER?N, guns removed, used as base ship.

1127C/9.

Advance copy Cps, C.D. C.I.C.

1st Lord.
1st S.L.(2)
Controller.
V.C.N.S.
A.C.N.S.(F)(2)
A.C.N.S.(H)
A.C.N.S.(T)
A.C.N.S.(W)
O.N.A.S.
A.C.N.S.
N.A.1st S.L.
D.D.I.C.(2)
D.of P.(2)
Hd.of M.(25)
D.N.I.(4)
I.P.(2)
D.P.D.
W.D.
Admiral Blake.
D.N.A.D.
D.A.C.D.
D.of L.D.
D.C.(2)
D.O.D.(H)(2)
D.O.D.(F)(2)

9.10.1942.
Friday.War Diary.FOREIGN STATIONS.East Indies.

A/S Air
Patrol,
Madras. Ref. ship torpedoed North of Madras yesterday morning. As I am averse to diverting shipping from coastal route consider only remedy is for maximum number of (corrupt group) to carry out A/S patrol on shipping lane during daylight until further orders. In particular suggest Madras Catalinas should be employed exclusively on this duty for time being.
(2) Request you will consult A.H.Q. and let me know result as soon as possible. As soon as it is known that A/S air patrol will be flown intend to release shipping between Madras and Vizagapatam.
(F.O. Ceylon, 0214Z/9 to F.O.C.R.I.N., (R) F.L.O. Delhi, C. in C. E.F., Admty., N.O.I.C. Madras.)
Your 0214/9. Air H.Qs have been consulted and have issued orders that this is to be done.
(F.O.C.R.I.N., 1046Z/9 to F.O. Ceylon.)

MANON (torpedoed 7/10.) Your 1405/8th (N.T. in W.D.) Name of ship MANON torpedoed at 2250 G.M.T. 7/10.
(N.O.I.C. Madras, 0237Z/9 to F.O.I.C. Ceylon, F.O.C.R.I.N.)

Convoy C.M. 32B. Arrived.
(N.C.S.O. Bombay, 0512Z/9.)

B.P. 57. Signal One.
(N.C.S.O. Bombay, 0536Z/(?9))

Colombo Minefield. Reference controlled minefield for Colombo. There are two alternatives as follows (details).
2. There are sufficient mines and cable at Colombo for (B) which is strongly recommended. (Reasons).
3. Request early approval for B so that survey and work on laying guard loops can be commenced.
(F.O. Ceylon, 0545Z/9 to C. in C. E.F., (R) Admty.)

Under Water Defences. Cancel C. in C. E.F. 1015/24/7. Present position.
(C. in C. E.F., 0922Z/9 to E.I.S.)
See Lion Copy.

Landing Craft. D. of S.T. 1505/8 (1905/8 intended). To expedite early arrival in India of as many Landing Craft as possible now,
1. GASCONY and OCEAN VIKING to sail direct from Madagascar to Bombay with M.T. and maximum of 13 Landing Craft as originally planned in my 1141/30th para. 2 and 5.
2. ALBATROSS acknowledge.
3. F.O.C.R.I.N. pass to Arminia.
4. CORINTHIAN pass formers to Commodore D.
(C. in C. E.F., 0935Z/9 to Admty., (R) P.S.T.O. India, ALBATROSS, etc.)

/B.P. 57 ...

MOST SECRET

M E S S A G E.
MOST SECRET.

IN.
0922Z/9th October.

From C. in C. Eastern Fleet.

Date 10.10.42.
Rec'd. 0250.

Naval Code J. by T/P. and W/T.

Addressed East Indies Station.

(Not to be passed to Civil Establishments)
cancel C. in C. Eastern Fleet 1015/24th July. Under
water defences East Indies Station.

1. Present position

(A). Colombo. Controlled mine field outside
both entrances (the mine loop at northern entrance is
out of action and guard loops at both entrances are
unreliable) anti torpedo A/B boom at each entrance
Depth Charge Throwers on breakwater and one type 134
H D A at each entrance.

(B). Trincomalee anti submarine A/B boom. Anti
Torpedo Baffle and Controlled mine field. 1 (One)
H D A.

(C). Addu Atoll. Partially completed A/S A/B
Boom in 2 Southern Entrances. Indicator Net inside
2 northern entrances. Controlled mines at all
entrances.

(D) Diego Garcia. Indicator Net.

(E) Kilindini mined and a temporary A/S A/B boom
at Mbuyini Indicator loop outside entrance and
one H D A. 4 Depth Charge Throwers Mzimili.
Anti torpedo boom to southward of fleet anchorage.

(F) Manza Bay. Indicator Net, Anti Torpedo
Baffle and Controlled mine field.

(G) Diego Suarez. Indicator Net and Controlled
mine field.

(H) Mauritius. Grand Port. Controlled mine
field (2 Corrupt Groups) Net at southern entrance.

(? Port Louis). Nil.

(J) Seychelles. (? Nil).

2. Following Defences are being or will shortly
be undertaken:-

(A) Seychelles Anti Torpedo Boom in Saint
Annes Channel. Anti submarine boom in Cerf Channel.

/(B)

(B) Diego Suarez. Anti submarine A/B F.F.: and bottom net.

3. Future commitments.

(A) Akka. Controlled mine fields to replace existing mine fields. Magazine loop holes and 2 H D A 's at each entrance.

(B) Trincomalee. Anti-submarine A/B Boom, Indicator Loophole, 2 H D A 's extensive anti torped baffling to conform with new berth plan.

(C) Addu Atoll. Wilingili Boom to be completed as opportunity offers.

(D) Mauritius. Anti Submarine A/B boom in southern entrance to Grand Port. Anti Submarine boom in the Narrows. Anti Torped Baffle at Port Louis.

(E) Diego Suarez. Anti Torpede Baffle.

(F) Kilindini. Anti Submarine A/B Boom to replace temporary boom.

0922Z/9.

Advance Copy. Duty Capt., D.O.D.(F).,
D. of L.D.

1st Lord.	Hd. of M.(3).	
1st S.L.(2).	D.B.D.	
D.F.S.L.	D. of P.(Q).	
3rd S.L.	D.D.O.D.(M).	
Vice Contr.	D.A.S.(L).	
4th S.L.	D.M.W.D.	
V.C.N.S.	D.D.T.M.	
A.C.N.S.(F)(2).	D.T.D.(3)	
A.C.N.S.(T).	D.M.S.	
A.C.N.S.(W).	Ad. Bellairs.	
N.A. 1st S.L.	Ad. Blake.	
D. of P.(2).	I.P.(2).	
D.O.D.(F)(2).	W.D.	
D.O.D.(H)(2).	D. of N.	
D.C.(2).	Hydrog.(2).	
D.D.I.C.(2).	D. of D.	
D.A/S.W.	Dep. Contr.)
D.T.S.L.	D. of D.)
D.G.D.	D.T.M.)
D. of L.D.	D.E.E.) Bath.
D.N.O.	D.N.O.)
N.A. to A.C.N.S.(T).	D.A/S.W.)
D.S.D.	D.A.S.)
D.T.M.	Hd. of S.W.R.)
D.N.I.(4).		

D.B.

War Diary.9.10.1942.
Friday.FOREIGN STATIONS.East Indies - Contd.

- B.P. 57. Sailed from Bombay 9/10 E.T.A. Rooka 1430Z/16th. Details.
(P.S.T.O. India, 1011Z/9 to D.S.T.O. P.G.)
- "R" Class 6" Guns. Your 2040/3. Approved to reduce the secondary armament of "R" Class Battleships to 8 - 6-inch guns by removing the two foremost guns on each side.
(D.G.D. Approved by Deputy 1st Sea Lord, 1056A/9 to F.O. 2 E.F., (R) C. in C. E.F., etc.)
- Movements. Arrival 0325Z CARADOC with C.M. 32B; 0900Z PANGKOR, INVESTIGATOR with P.B.4. Departure 0638Z; SUTLEJ, SHOREHAM, PUNJAB with B.P.57. (S.O.(I.) Bombay, 1132Z/9 to Admty., etc.)
- Shipping, Madras Area, Resumed. Normal sailings are to resume as from 0030Z/10th unless further enemy submarine activity is reported in meantime. Sailings are to be carefully staggered to avoid bunching.
(F.O. Ceylon, 1241Z/9 to N.O.I.C. Calcutta, N.O.I.C. Vizagapatam, N.O.I.C. Madras, (R) F.O.C.R.I.N., C. in C. E.F., Admty.)
- MANXMAN. C. in C. E.F.'s 1443/8 para. 1 (N.T. in W.D.) C. in C. E.F. is requested to sail MANXMAN to Aden, to operate under orders of C. in C. Mediterranean.
(D.O.D.(F), Approved A.C.N.S.(F), 1257A/9 to C. in C. E.F., C. in C. Med.)
- NEBOJSCA. Re relief.
(F.O.S., 1316A/9.)
See South Atlantic. p. 248.
- Cocos Is. Enemy Warship. Following received from Cables and Wireless Lts. Durban (begins). Cocos Is. 1640 South African time, urgent, Japanese battleship sighted here, prepare to close communication (ends).
(N.O.I.C. Durban, 1403Z/9 to C. in C. E.F., C. in C. S.A.)
(F.O.I.C. Ceylon, 1403Z/9.)
- My 1403/9th. Following received from Cocos at 2230FG (begins): Unknown vessel now cleared off South. No T.O.O. (ends).
(F.O.I.C. Ceylon, 1615Z/9 to C. in C. E.F., (R) Admty., F.O.C. R.I.N., A.C.N.B.)
See also Australia Station.

/GLENROY ...

9.10.1942.
Friday.

War Diary.

FOREIGN STATIONS.

East Indies - Contd.

GLENROY. C. in C. Mediterranean's 1345/7/10 not to Com.
See p. 251 i/c Durban. In view of enemy submarine activity
in vicinity of Cape intend to sail GLENROY to
Durban. Endurance is sufficient for her to reach Freetown
without calling at the Cape.
(C. in C. E.F., 1514Z/9 to Admty., (R) Com. i/c Durban, GLENROY,
etc.)

JACOB VAN
HEEMSKERCK, D.S. HEEMSKERCK, VAN GALEN, and TJERK HIDDES leave
VAN GALEN, Kilindini 11/10 for Fremantle calling at Seychelles
TJERK HIDDES. and Diego Garcia for fuelling.
2. APPLELEAF accompanies force for first 3 days
out from Diego Garcia to refuel destroyers at
sea. If fuelling is not possible force will return Diego
Garcia, refuel and repeat the programme.
3. E.T.A. Fremantle 25/10.
4, 5. Communications.
(C. in C. E.F., 1541Z/9 to N.B. Melbourne, (R) F.O. 2nd i/c
E.F., F.O. Ceylon, Cdre. W. Australia, Admty., D.S. HEEMSKERCK.)

~~1026/105~~
G. AVEROFF, Your 1013/7. Propose PANTHER escort GEORGIOS
PANTHER. AVEROFF to Aden and that she is detached as
arranged. G. AVEROFF to refuel at Khorya Morya
Is. rejoining as soon as possible for escort
in Gulf of Aden.
2. Request early escort date when G. AVEROFF is expected to be
ready and date when tanker will be required at Khorya Morya Is.
(C. in C. E.F., 1621Z/9 to Cdre. R.I.N.) * Another version says St Paul.

NIZAM, A. If you can accept delay very desirable refits
FOXHOUND, to NIZAM and FOXHOUND should be deferred until
U/Boat situation off Cape has been cleared up.
U/Bs in B. Can you give C. in C. S.A. any assistance
S. Atlantic. with A/S vessels or aircraft should C. in C. S.A.
See p. 248 wish for the latter?
(1st Sea Lord, 2212A/9 to C. in C. E.F., (R)
C. in C. S.A.) *Ref: 1315Z/10.*

War Diary.

9.10.1942
Friday.

FOREIGN STATIONS.

America and West Indies.

ANTONICO Connav Serial 8. ANTONICO Brazilian shelled sunk
(sunk 28/9) 28/9 06.17 N. 52.35 W.
(Connav 0311/9 to Commaveu.)

Personnel Your 2146/7. As the alternative route via
Transport. South Africa presents very serious problems in
on carriage it is considered preferable for
these personnel to proceed via Canada. Onward
movement from Canada to U.K. will be considered later.
2. Request you reconsider your views.
(D.S.T. 0320A/9 to N.S.H.Q.)

T.A.24. Convoy T.A.24 sailed from U.K. 7/10 for Boston.
(QUEEN MARY) 2. Details of personnel on board are being
communicated by War Office.
(D.S.T. 0355A/9 to B.A.D.)

T.A.24. To avoid Georges Shoal amend route from position
(E) to new point (K) 42.30, 67.02, new (L) 42.12, 70.20, thence
destination. Omit point (D). Adjust your speed to arrive
Boston Light Vessel 1900Z/13.
(C. in C. U.S. Fleet (Convoy and Routeing) 1430/9 to
QUEEN MARY (R) Admty. etc.)

U/B Ships torpedoed off Metis.
Campaign. (Halifax 0420Z/9 to Admty., C.T.F.24, (R) Connav,
C. in C. W.A., N.S.H.Q., F.O.N.F., C.O.A.C.,
C.T.G.24.7.)

Movements 1800 G.M.T./9.
Summary. Ship. Position. Course Speed.
S/M P.555 33 $\frac{1}{2}$ ^o N.58 $\frac{1}{2}$ ^o W. 077^o 9
NEWCASTLE. 37^o N.70^o W. 318^o 20
BRIDGEWATER. 32 $\frac{1}{2}$ ^o N.28 $\frac{1}{2}$ ^o W. 157^o 8
(D.O.D. (F) 1049Z/9 to Opnav (R) Commaveu.)

Distress Your 1100Z/5 (instructions for cancelling
Messages. distress messages) concur.
(V.C.N.O. Washington 1316/9 to Admty. (R)
Commaveu.)

MILCREST My 1601/8 re MILCREST now confirmed EMPIRE
(sunk 7/10) LIGHTNING was ship involved. MILCREST C.Bs
thrown overboard by Master and 1st Radio Officer
in weighted canvas bag.
(N.C.S.O. Halifax 1329Z/9 to Cominch, Admty.
(R) N.S.H.Q., C.T.F.14.)

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War Diary.9.10.1942.
Friday.FOREIGN STATIONS.America and West Indies - contd.

- T.U.
24.1.11. Your 2155/8. No destroyer due to return to U.K. from W.L.E.F. Regret no destroyer from W.L.E.F. available.
(C.O.A.C. 1357Z/9 to F.O. N.F. (R) N.S.H.Q. C.T.F. 24, C. in C. W.A., Admty.)
- CAROLUS torpedoed. Report from Escort Ship T.O.O. 0605/9 (begins): CAROLUS torpedoed 48° 47' N. 68° 10' 30" W. 18 survivors, 12 missing. (Ends).
(N.S.H.Q. 1414Z/9 to Admty., Connav, F.O.N.F.)
Following is a repetition of ARROWHEAD's 0605Z/9th (begins)
CELANDINE (R) C.O.A.C. (corrupt group) N.O.I.C. Gaspe, from ARROWHEAD. CAROLUS torpedoed 048° 47' 00" N. 068° 10' 30" W. (18) ? survivors, 12 missing. 0605Z/9 (ends).
(C.O.A.C. 1559/9 to C.T.24, (R) Connav, Admty., C. in C. W.A., N.S.H.Q., F.O.N.F., C.T.24.7.)
N.L.9 arrival Red Island 1330/9 less CAROLUS.
(N.C.S.O. 1830Z/9 to N.S.H.Q. (R) Admty. etc.)
- * ST.FRANCIS C. in C. W.A. 2141/20 para 4. It has been
CHURCHILL. found that ST. FRANCIS though nominally long leg is little use as ocean escort due to lack of endurance. Strongly urge exchange be made between ST. FRANCIS and CHURCHILL. ST. FRANCIS available St. Johns mid November.
* *See p. 240* (F.O.N.F. 1429Z/9 to N.S.H.Q. (R) C.O.A.C., C. in C. W.A., Admty., C.T.F.24.)
- THORSHAMMER. Your 1213/8. THORSHAMMER (Nor.) was in Port
QUEEN Tacoma 1/10. Arrival not reported to N.S.H.Q.
ADELAIDE. Further report will be made. QUEEN ADELAIDE arrived Norfolk 1/10 and sailed 6/10. Passed Philadelphia 7/10. Arrived New York 8/10.
(N.S.H.Q. Ottawa 1517/9 to Admty.)
- U/B S/M estimate 9/10 and U.S. Submarine Notice.
Positions. (Cominch 1558/9, 1559/9, 1600/9, 1601/9, 1602/9.)
- H.X.208. Fog on 22/9, heavy North West gale 28/9.
CONTESSA and ANGELINA arrived ahead of convoy. All remainder arrived.
(D.T.D. 1615Z/9 to Connav N.S.H.Q.)
- Building of Under consideration to build twin screw corvettes
Corvettes. on Great Lakes and send out via Chicago drainage canal. Request you advise as soon as possible minimum draught obtainable in fitted out condition of ships fitted with fuel oil tanks.
(N.S.H.Q. 1703Z/9 to C.C.C.S., Admty.)

/ILE DE FRANCE ...

War Diary.9.10.1942
Friday.FOREIGN STATIONS.America and West Indies - contd.

ILE DE FRANCE. Your 1155/7th to D. of S.T. Request you signal oil requirements at Rio de Janeiro to Alusna Rio de Janeiro repeating signal to B.A.D. Washington.
(B.A.D. 1845Z/9 to S.S.T.O. Capetown (R) D. of S.T.)

Convoy sailing dates.

C. in C. U.S. Fleet 2151/6th. Request C.O.A.C. Halifax 2024/8th also might have been taken into consideration.
(N.S.H.Q. Ottawa 1853Z/9 to Admty.)

Scuttling of Shipping.

British B.A.M.S. Lettered Message "JI". The instructions contained in British B.A.M.S. Lettered Message "JC" (1728/21 re scuttling of British Merchant Ships) are also to apply in the Pacific.
(D.T.D. 1908A/9 to A.I.G.11 (R) B.A.D.)

VIRGINIA LEE.

In confirmation of arrangements made between M. of W.T. and M.S.M. Weather conditions in North Atlantic are considered unsuitable for VIRGINIA LEE to make passage to U.K. until after winter. B.A.D.'s 2141/30 refers.
(D.O.D.(H) 1920A/9 to N.S.H.Q.)

P.555
P.556.

*See p/p 247 & 248
4/20 256*

P.555 and P.556 are required to return to U.K. They will be relieved by P.614 and P.615 leaving U.K. in about 3 weeks time.
2. S.B.N.O. W.A. is requested to divert P.555 as necessary to U.K. via Bishop Rock and Irish Sea.
3. F.O.C.N.A. is requested to sail P.556 to U.K. when ready and P.552 to Freetown for A/S training on S.A. Station temporarily until arrival of P.614 and P.615 when P.552 can proceed to her final destination.
(D.O.D.(F) 1944A/9, 2335A/9 to S.B.N.O.W.A., F.O.C.N.A. (R), B.A.D. Cominch etc.)

PENNINGTON COURT "S" Report.

S.C.103 P.C. and S. 059° 35' N. 028° 15' W. (B) 094° 6½. Following intercepted at 1900Z from straggler PENNINGTON COURT SSSS (?045° (?18') N. 027° 54' W. (ends). No action intended by me. Weather report.
(C.T.U. 24.1.5, 2001Z/9 to C. in C. W.A. (R) Connav, C.T.F.24, Admty., N.S.H.Q., F.O. N.F., C.O.A.C., C.T.G. 24.7, C.T.U. 24.6.4, A.C.I.C.)

/British

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War Diary.9.10.1942
Friday.FOREIGN STATIONS.America and West Indies - contd.British
Routeing
Officers.

Your 1907Z/29/9. Change of designation to B.R.L.O. in ports where U.S.R.O. is responsible for routeing approved. Request you will issue necessary instructions and inform Navy Dept. (Hd. of M. 2038A/9 to B.A.D. (R) N.S.H.Q. S.B.N.O.W.A.)

EMPIRE
LIGHTNING.*See p. 256.*

Connav serial 9. EMPIRE LIGHTNING arrived Halifax (ex) S.C.104 after collision with MILCREST, serial 7. (Connav 2044/9 to Commaveu.)

SS HAWAIIAN,
incident 2/9.

(B.A.D. 2045Z/9 to Admty.)
See Mediterranean.

Shipping,
locations.

Request location of SS CAPTAIN A.F. LUCAS sailed Kulsengnevasa 23/9 due Abadan 30th. EUROPE sailed Capetown 27/8 due Abadan 20/9. ROBERT LUCKENBACH sailed Capetown 6/9 due Abadan 28th. YANKEE ARROW sailed Capetown 30/8 due Abadan September. (Connav 2059/9 to Admty. Pass to N.C.S.O. Abadan.)

LORD KELVIN.

Admty's 1955/8 (LORD KELVIN available for cable repairs) U.S. Authorities request your proposals for escort of this operation and positions in which vessel will be required to operate. (B.A.D. 2155Z/9 to N.S.H.Q.)

Sub attack
& sighting
Summary.

A. Unidentified 1408Z/7 my 2154/7 CHOMEDY. CAROLUS torpedoed and sunk 48.47 N. 68.11 W. 0420Z/9.
B. Later information ANEROID sunk 2/10.
C. Plane sights periscope 19.48 N. 75.10 W. 2120Z/8. Sub sighted 06.57 N. 57 W. about 1715Z/9.
(Cominch 2157/9 to Admty. for O.I.C.)
W.D. Note. (A) presumably means that the unidentified ship attacked at 1408Z/7 as reported in his 2154/7 was CHOMEDY.

A/S trawlers
required
for Cape.

Very heavy U-Boat attacks have been carried out in vicinity of the Cape which affect not only our own but U.S. shipping.
B. Do you consider we could reasonably ask for the 18 A/S trawlers which we lent to the

Americans to be returned to us in order that they may proceed to the South Atlantic?

C. It will be remembered that in A.M. 1831/10/2 the possibility of asking for them back was inserted.

/D. ...

War Diary.9.10.1942.
Friday.FOREIGN STATIONS.America and West Indies - contd.A/S trawlers
required
for Cape.
(contd.)

D. It is understood that these trawlers are used for patrol work and not for convoys hence their withdrawal would not reduce available number of escorts for convoys on East coast of America.

(1st Sea Lord 2206A/9 to B.A.D.) *Reply: 12/10, page 351.*Australia and New Zealand.Enemy Units
Damaged.A communique issued by U.S. Navy Department states that on 5/10 carrier-borne aircraft damaged one heavy cruiser, one transport, one sea-plane tender and two cargo ships in Solomon Islands area. One cruiser and one destroyer were attacked at Shortlands Island where two sea-planes and two bombers were destroyed. Four flying-boats were destroyed on the water at Faisi and six damaged. The aerodrome at Kieta was also damaged by bombs. No damage or casualties were sustained by the U.S. Forces.
(D.S. 1130, 9/10.)Cocos Island, Following has been received from Cable Company,
Enemy Report. "Cocos Is. report at 2225, 1 Japanese Battleship approaching, prepare to lose communication".
(Cdre. W. Australia, 1140Z/9 to A.C.N.B.)
See also East Indies.

My 1340/9 (?1140 intended)

(1) Cocos Is. cable staff report (A) at 1417Z/9th. Admiralty staff confirm searchlight off West of Group. (B) Between 1506 and 1535Z/9th. No further details. Unknown vessel now cleared off, no further advice from local authorities except emergency now over. Local authorities referred to are D/F Station (corrupt)

(2) Have requested (?complete) report of incident.
(Cdre W. Australia 1612Z/9 to A.C.N.B. (R) Cdr. S.W. Pacific etc.)U-BOAT CAMPAIGN.Submarines Reported.Estimated positions at 1200Z/9.
(D.D.I.C. 1430A/9, 1445A/9.)

War Diary.

10.10.1942.
Saturday.

SITUATION REPORT.

The Admiralty are proceeding with the construction of Merchant Aircraft Carriers (M.A.C. ships.) The ships will continue to carry cargo.

Home Commands.

The gale continues on all coasts.

At 1225 a Wellington reported an enemy ship in 47° 7' N. 10° (?)30' W. steering west at 7 knots. The enemy ship which closely resembled BURGENLAND, last seen at Bordeaux on 3/10, opened fire at a second Wellington which approached her at 1245.

At 2148A today P.217 reported that she had carried out an unsuccessful attack on a darkened ship in 43° 27' N. 8° 33' W. steering 290° at 13 knots. The ship appears to have been BELGRANO (see F.O.C.N.A. 1540A/15.)

The destroyer BLEASDALE was damaged by a mine about 8 p.m. today in 50° 34.2" N., 0° 49.1' W. (in the Portsmouth Eastern Approach Channel) and returned to Portsmouth. (Believed whilst returning from Opn K.F. (see below) which was carried out on 3 nights 9/10 - 11/12.)

The following ships are known to have left France since 18/9 and are possibly outward bound blockade runners:- BELGRANO, RIO GRANDE and PIETRO ORSEOLO from Bordeaux; and ex French tanker CATARACTE from La Pallice.

Operation
K.F.

At 1743A orders were sent to COTTESMORE, FERNIE, ALBRIGHTON, ESKDALE, BLEASDALE and 11 Group, to carry out operation K.F. tonight. This is believed to be a patrol off Beachy Head, to intercept an important enemy unit whose sailing down Channel is believed to be imminent.

North Atlantic.

A report graded A.1 received states that all near future sailings from Dakar are to be utilised for the evacuation to France of families.

War Diary.

10.10.1942.
Saturday.

SITUATION REPORT.

South Atlantic.

The C.P.R. Liner DUCHESS OF ATHOLL (20,119 tons) (transport independently routed from Middle East to U.K. via Capetown) was torpedoed at 0700Z today in 7° 3' S. 11° 12' (?3') W. (about 200 miles N.E. of Ascension) and abandoned ship, which sank.

ROYAL SOVEREIGN (proceeding to U.S.A. to refit, calling at Bermuda for fuel) reported a submarine on the surface today at 2245Z in 16° 11' N. 29° 15' W.

According to the Admiralty plot shipping approaching Freetown from the southward is at present being routed too far to the westward and thus through the area in which U-Boats are at present operating. C. in C. S.A. is now routeing ships proceeding to the North Atlantic via Dassen Island from Capetown, thence direct to southwestward of St. Helena.

Cape area.

The Orient Liner ORCADES (23,456 tons) (transport, independently routed from Middle East to U.K. via Capetown) was torpedoed at 0840Z today in 35° 51' S. 14° 40' E. and sank.

Modifications have been made in the existing routeing policy, to assist in the protection of shipping in the Capetown area, (see Admty 1540/9 and C. in C. S.A. 1238C/10.)

C. in C. S.A. considers the Germans may be establishing a permanent S/M patrol in South African waters. To counter the threat he will have after 20/10 two destroyers both requiring refit and 2 corvettes in the Cape area and one corvette in the Durban area; there will be no surface craft at all for 800 miles in between, and he asks C. in C. E.F. if he can spare any destroyers and/or corvettes to help to ease the situation.

C. in C. Eastern Fleet is sending 3 Catalinas to assist C. in C. S.A. They will operate in the Cape area.

The distribution of ships on A/S patrol in the Cape area is given in C. in C. S.A. 1204C/10.

At 1426C instructions were broadcast to British Merchant shipping that navigation lights are not to be shown in the South Atlantic west of 20° E.

/VELOX ...

War Diary.

10.10.1942.
Saturday.

SITUATION REPORT.

South Atlantic - contd.

VELOX from St. Vincent and ANTELOPE from Bathurst were today ordered to join the escorts of convoy W.S.23 in 20° N. 22° W. at 1100Z/13. (VELOX, however, will have to fuel at Bathurst first, and cannot comply until a.m./14.)

Mediterranean.

A deep minefield is to be laid in the Straits of Bab el Mandeb.

America and West Indies.

U.S. CAMDEN which was torpedoed off the Oregon coast on 4/10 and taken in tow caught fire and sank at 0635 D.T. today in 17° 42' N. 124° 33' W.

An unidentified ship was torpedoed and sunk at 1400Z today in 47.35 N. 56.45 W.

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Policy.QUIBERON,
PARTRIDGE.QUIBERON and PARTRIDGE form part of Western Approaches Command temporarily whilst in U.K. waters.
(D.O.D.(H), 1830A/10.)

Special fitting of WALNEY, HARTLAND, MALCOLM, BROKE.

My 1703/8.

It has been agreed to fit special plating protection to the bridges of WALNEY, HARTLAND, MALCOLM, and BROKE and not plastic armour.
2. Bow Hooks are not to be fitted to WALNEY and HARTLAND.
3. Bow Hooks are to be fitted to MALCOLM and BROKE.

4. WALNEY and HARTLAND are required at Clyde to load special stores by p.m. 22nd.

5* MALCOLM and BROKE are required to arrive Clyde p.m./20 at latest in order to attend Conference and to sail on 21/10 with K.X.4.

(D.O.D.(H), 2042A/10.) * See p. 272

Defence of U.K.

A/A Guards.

My 1615/10. A/A Guards will be manned at Platters Cork and Sand tonight.
(F.O.I.C. Harwich, 1917A/10.)Movements.URSULA,
UNIQUE,
GRAPH,
SEALION,
LAGRAPH with SEALION have lost touch with escort. My PC. and S. are 52° 30' N. 5° 15' W. 215° 3 weather report 2846 9958.
(GRAPH, 0240A/10 to Capt. S.3.)

LA

GRAPH, SEALION lost touch with escort. P.C. and S. at 0630 052° 00' N. 005° 46' W. 215° 4 knots.
(SEALION, 0641A/10 to Capt. (S) 3.)

Have lost escort. P.C. and S. at 0730 051° 32'

005° (746') 108° 6.

(UNIQUE, 0732A/10 to Capt. S.3, (R) F.O.S., C. in C. Plymouth, F.S. LA CAPRICIEUSE.)

Unless contact regained before, you should R/V in 051° 26' N. 005° 00' W. ships remaining in that vicinity until all are in contact.

2. Total bombing restrictions arranged.

3. LA CAPRICIEUSE report situation at 1200.

(Capt. (S) 3, 0929A/10 to LA CAPRICIEUSE, URSULA, UNIQUE, GRAPH, SEALION, (R) F.O.(S), C. in C. W.A., H.Q.C.C.)

My 0823/10th F.S. LA CAPRICIEUSE remaining in 170° The Smalls 8 miles for the present having lost contact with submarines.

(C. in C. Plymouth, 0939A/10 to Ships escorting odd numbered P.W. convoy 229, (R) F.S. LA CAPRICIEUSE.)

LA CAPRICIEUSE lost contact with three of her submarines off Smalls at 0730/10. URSULA remains in company with her.

(F.O.I.C. Milford Haven, 1115A/10 to Admty., (R) C. in C. Plymouth.)

/My ...

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Movements *contd:-*

URSULA, My 0929/10th not to C. in C. Plymouth.
 UNIQUE, Situation is as follows: LA CAPRICIEUSE and
 GRAPH, URSULA sailed The Smalls 8 miles at 0808A.
 SEALION, UNIQUE 051° 32' 005° 47' 108° 6 knots at 0732A.
 LA GRAPH and SEALION 052° 00' 005° 46' 215° 4 knots
 CAPRICIEUSE. at 0641A.
 (Contd.) (2) GRAPH reports if she and SEALION are unable
 to make R/V 051° 26' 005° 00' before 0800A.
 (3) LA CAPRICIEUSE uses O table for any further
 signals.
 (Capt. (S) 3, 1141A/10 to LA CAPRICIEUSE, URSULA, UNIQUE,
 GRAPH, SEALION, (R) F.O.S., C. in C. W.A., C. in C.
 Plymouth, H.Q.C.C.)
 Your 0929A. Will arrive R/V 1430A URSULA in company.
 Situation will be reported on arrival.
 (LA CAPRICIEUSE, 1158A/10 to Capt. (S) 3, (R) F.O.S.,
 C. in C. W.A., UNIQUE, SEALION, GRAPH.)
 Your 0929A/10th. UNIQUE now in company. GRAPH and
 SEALION not at R/V.
 (LA CAPRICIEUSE, 1424A/10 to Capt. (S) 3, (R) F.O.S.,
 C. in C. W.A., GRAPH, SEALION.)
 My 1451/5. Para. one and two add 24 hours to all times.
 (S.3, 1602A/10 to F.O.S., Admty., C. in C. W.A., F.O.I.C.
 Greenock, F.O.I.C. Belfast, F.O.I.C. Liverpool, F.O.I.C.
 Falmouth, H.Q.C.C., H.Q.F.C., S.5. S.7, S.3., F.O.I.C.
 Milford Haven, C. in C. Plymouth.)
 My 1547/5 and my 0955/7 add 24 hours to all times.
 (S.3, 1612A/10 to Admty., C. in C. Plymouth, C. in C. H.F.,
 F.O.S., H.Q.C.C.)
 Amend my 1535A/10th to read LA CAPRICIEUSE, URSULA, UNIQUE,
 SEALION, GRAPH 51.20 N. 04.39 W. southbound 4½.
 (N.O.I.C. Milford Haven, 1947A/10.)
 My 1611/10th para. 3 reads 355° Hartland Point 25 at
 2000/9th bound Wolf Rock 5 knots.
 (C. in C. Plymouth, 2051/10.)

Task Force A.M. 2244A/6 sailed at 0730A/10. Codeword
 38. "Muster".
 (N.O.I.C. Greenock, 0736A/10.)
 Estimate U.S. Fleet Unit and 9 U.S. Destroyers
 will be in 055° 43' N. 008° 18' W. at 2001A/10th steering 274°
 speed 15 knots.
 (C. in C. W.A., 1933A/10 to A.T. 25.)

A.F.D. 19. My 1454/2 and subsequent amendments. Tow
 postponed further 24 hours owing to weather.
 (C. in C. Nore, 0954A/10.)

H. 34. My 1550/9th. For 1200/10th read 1730/10th.
 (A.C.O.S., 1125A/10.)

/LONDON ...

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Movements. - Contd.

LONDON,
SUFFOLK. My 1108/6th. Amend movements of LONDON and SUFFOLK as follows. 19/10 C.S.1 in LONDON leaves Scapa for Hvalfjord. 21/10 SUFFOLK leaves Hvalfjord for Scapa.
(C. in C. H.F., 1203A/10 to C.S.1, (R) A.C.O.S., 1st C.S., R.A.D.H.F., A.C.I.C., Admty., V.A.2, C.S.10.)

HUSSAR. My 1827A/6. D.G. range results obviate need for HUSSAR deperming at Cardiff. Now intend sailing her to Greenock p.m./12 after repairing slight damage incurred at oiler and after trials locally. My 1827 not to Admiralty or Greenock.
(F.O.I.C. Milford Haven, 1323A/10 to Admty., C. in C. W.A., F.O.I.C. Cardiff, (R) F.O.I.C. Greenock, HUSSAR.)

KRAKOWIAK. Arrived.
(C. in C. Plymouth, 1327A/10.)

BERWICK. Arrived Hvalfjord.
(A.C.I.C., 1350A/10.)

Movements of S/Ms. My 1621/9. Para. (D). Cancel from "Vicinity Lundy Island" to "At 1930/10" and substitute "R/V at about 1800/10 vicinity position 51° 26' N. 05° 01' W. thence proceed to 270° Wolf Rock 3 miles. Cancel para. (F), para. (H) for 1200/10 read 1730/10.
(F.O.S., 1424A/10 to Admty.)

DOLFIN
(P. 47) Intend following trials programme.
(S.3, 1643A/10.)

S/M. Immediate to H.Q.F.C., H.Q.C.C., S.7 and F.O.I.C. Greenock.
Sailed code word "Princess" 1½ hours early.
(Cdre. Londonderry, 1710A/10 to F.O.S., C. in C. W.A., etc.)

CALPE. A.M. 1805/28/9.
On completion of refit C. in C. Nore is requested to sail CALPE for the Clyde.
C. in C. W.A. is requested to add CALPE to the destroyers mentioned in A.M. 1922/8 not to all addressees.
(D.O.D.(H), 1811A/10.)

NORFOLK. Hvalfjord departure NORFOLK at 1621/10 through Reykjanes and 058° 50' N. 007° 00' W., S.O.A. 17 knots, E.T.A. Scapa 0900/12. Request A/S air escort during daylight.
(A.C.I.C., 1820A/10 to A.C.O.S.)

/BARFLAKE ...

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Movements - Contd.

BARFLAKE,
BARBARIAN. My 1619A/7th. BARFLAKE and BARBARIAN returned
Milford Haven.
(N.O.I.C. Milford Haven, 1859A/10.)

ITHURIEL. My 1811/28/9 and A.S. Portsmouth's 2050/29/9.
Request you will sail ITHURIEL so as to arrive
Plymouth on 24/10.
(D.O.D.(H), 1931A/10 to C. in C. Portsmouth.)

VIMY. My P.C. and S. at 2000Z/10 044° 52' N. 014° 59'
W. "A" 000° to 049° 01' N. 11 knots. Weather
report (6882 0563).
(VIMY, 2030A/10.)

Operations.

Wreck
clearance. My 2240/9 E.T.D. 0900/10. For Y.45 read Y.95.
(F.O.I.C. Gt. Yarmouth, 0017A/10.)
My 1854/9 did not sail. Weather unsuitable for
operations.
(F.O.I.C. Gt. Yarmouth, 0748A/10.)

Weather permitting intend sailing H.M.T. MARIA at 0600 tomorrow
to carry out programme as in my 1854/9.
(F.O.I.C. Gt. Yarmouth, 1815A/10.)

S/M
Movements. Amending his 1621A/9, paras. (E) and (G).
(F.O.S., 0821A/10.)

Nore
Patrols. Patrol not required tonight Saturday.
(C. in C. Nore, 1001A/10.)

Dover
Patrols. Dover dispositions for night of 10/11th October -
Nil.
(V.A. Dover, 1707A/10.)

Operation
E.Y. It is necessary to send a small force to
Seidisfjord arriving there from southward on 15/10
subsequently proceeding northward. As mines have
been found request you will consider modifying
instructions in your 1325/5th as necessary to ensure safe
passage.
(C. in C. H.F., 1725A/10 to A.C.I.C.)

Operation
K.F. Carry out operation K.F. tonight 10/11 October.
(C. in C. Portsmouth, 1743A/10 to COTTESMORE,
FERNIE, ALBRIGHTON, ESKDALE, BLEASDALE, 11 Group,
(R) Admty., V.A. Dover, N.O.I.C. Newhaven, D.1
Thorney Island, H.Q.F.C.)

/Attack ...

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Operations - Contd.Attack on
ship by
P. 217.Carried out unsuccessful attack on darkened ship
in position 043° 27' N. 008° 33' W. steering
290° speed 13 knots.
(P.217, 2148A/10 to Admty., (R) F.O.S., C. in C.
Plymouth, F.O.C.N.A.)Allied Air Activity.Hampdens
in N. Russia.A.M. 1546/9. It has now been decided to carry
this out.

(A.C.N.S.(H), 1510A/10 to C. in C. H.F.)

Golovko has received information from Moscow
that all Hampden A/C in Kola Inlet will be taken over by
Russians. Senior Air Force Officer here has told Russian Air
Staff he knows nothing of this. Golovko therefore asks your
confirmation.Golovko asks if P.R.U. Spitfires are being turned over to
Russians and earnestly requests this may be done.

Admiralty pass to C. in C. H.F.

(S.B.N.O. North Russia, 1643A/10 to Admty.)

Enemy Air Operations.

Shetlands.

Heinkel 111 approaching Lerwick from direction
of Scalloway at a height of about 30,000 feet was
engaged by A.A. battery on Ness of Sound at 1316A/10th. Aircraft crossed Bressay and disappeared in a 100°
direction. Fighters did not make contact.

(N.O.I.C. Lerwick, 1422A/10.)

Iceland.

F.W. sighted from Vattarnes 064° 56' N. 013° 40'
W. at 1403/12, disappeared S.W. Cloud 2-10ths,
2,000 feet, visibility 30 miles.
(N.O.I.C. Iceland, 1905A/10.)Mining.4th M.S.F.
programme.Following is intended programme of 4th M.S.F.
commencing 11/10.Item A. Complete clearance of present area to
line two miles south of route M.Item B. Sweep route M leaving line of dans along centre line
and proceeding Dartmouth on completion.Item C. Sweep route M in G formation to starboard from centre
line on easterly course proceeding to Portland on completion.Item D. As for Item C on westerly course proceeding Dartmouth
on completion.

Item E. Lay line of dans one mile south of route M.

Estimated time required - one sweeping day per item, items D
and E being undertaken concurrently. Dans laid during Item
B will be weighed on completion of Item D.

(M.S.4, 1231A/10 to C. in C. Plymouth.)

MOST SECRET

MESSAGE

1715Z/10th October

OUT

MOST SECRET

Date 10.10.42

To C. Liaison Officer S.B.N.O. North Russia.
Repeated 30 Mission.

Coastal Command
18 Group.

From Air Ministry, Whitehall.

X 822 10/10

Your G. 111 9/9.

The following standing Routine and Recognition instructions are proposed for aircraft proceeding to the Murmansk area.

1. Aircraft are to approach by one of the following corridors:-

(a) From the sea between East end of Kildin Island and Cape Teniberski Point crossing the coast two miles East of Kildin Island thence direct to Kola Inlet at Antonovka thence down the Eastern side of Kola Inlet to Vaenga or Gryasnaya. (Corridor No. 3)

(b) From the sea between the East end of Kildin Island and Cape Teniborski crossing the coast two miles East of Kildin Island and thence to Baraki thence direct to Vaenga or Gryasnaya. Alternatively from the South (avoiding Murmansk Prohibited Area) or the East to Baraki thence direct to Vaenga or Gryasnaya. (Corridor No. 4)

(c) From the sea down the Kola Inlet keeping to the Eastern side. (Corridor No. 2).

(d) From Lake Dolgoye to Kulonga thence along the Eastern side of Kola Inlet to Gryasnaya or Vaenga. (Corridor No. 1).

2. Aircraft to remain below 800 metres or cloud when approaching corridors flying along them and approaching destination.

3. Appropriate recognition signal to be fired on:-

- (a) Sighting Allied warships.
- (b) Approaching coast
- (c) Entering corridor.
- (d) Being attacked or threatened.
- (e) Approaching destination.

4. If.....

MOST SECRET

268 B

2.

4. If possible aircraft to fly along corridors with lowered undercarriage.

5. All flights to be notified by signal addressed to 'C' Liaison Officer, S.B.N.O. North Russia repeated 30 Mission, R.A.F. Gryasnaya and Lakhta. If possible signal to be made 24 hours in advance and to state type of aircraft, expected time of departure, expected time of arrival, call sign and corridor to be used. In addition departure signal to be sent when aircraft takes off. End of instructions. These instructions based on your signal and information provided by F/Lt. Cottam of A.F.L.7. Request your concurrence or amendments.

1715Z/10

Received from A.M. PM/23

- 1st Lord
- 1st S.L. (2)
- D.F.S.L.
- 4th S.L.
- V.C.N.S.
- A.C.N.S. (H)
- C.N.S.
- A.O.N.S.
- N.I. 1st S.L.
- C.C.L.S.
- D.D.I.C. (2)
- D of P. (2)
- Hd. of M.
- D.N.I. (4)
- I.P. (2)
- D.N.A.D.
- D.L.C.D.
- D.A.M.B.
- W.D.

- NMB D.C. (2)
- D.O.D. (F) (2)
- D.O.D. (HY) (2)

WOST ZECKEL

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Enemy Intelligence.

Enemy ship. Enemy transport * Chip 2000 position ZXTU (?TQ)
0730 47.07 N. 710.30 W. course 270° speed 7 knots.
(A/C C/S GIN/O, 1225/10 to 19 Group.) *As recd. ? ship.
Attacked by unknown ship position 46° 45' N. 10°
10' W. Course 265°, speed 15 knots.
(A/C C/S GIN/P, 1245/10 to 19 Group.)
Position of enemy at 1400 was GT(?PT)WD 4640. ? 46° 46' N.
10° 20' W.
(A/C P, 1510/10 to 19 Group.)

U-Boats.

2 U/Bs attacked. Following has been read. From A/C call sign NL6C.
Am over enemy submarine in 58° 0' N. 27° 0' W.
sighted on surface and observed to dive on course
210 speed 5 knots.
(A.O.C. 15 Group, 1310/10.)
Have attacked 2 enemy submarines with depth charges at 1300.
Estimate no hits.
(A/C C/S NL6/C, 1330/10.)
Position correction 57° 32' N. 26° 48' W.
(A/C C/S NL6/C, 1340/10.)
Have attacked enemy with depth charges, no hits 1415.
(A/C L, 1445/10.)

U/B. Following has been read.
Am over enemy submarine in 56.55 N. 26.22 W.
sighted on surface and observed to submerge when
first sighted was on course 235° speed 5 knots.
(A.O.C. 15 Group, 1415/10.)

Casualties and Defects.

SS. FORT CONFIDENCE (British 7135 tons) Convoy B.B.28) Sailed Rescue Tug CHERBOURGEOIS^{III} to assist SS. FORT CONFIDENCE broken down with engine defected in 000° South Bishops 15 miles at 0440.
(F.O.I.C. Milford Haven, 0809A/10.)
FORT CONFIDENCE with engine defects estimated position 000° South Bishop 25 miles drifting North. Tugs CHERBOURGEOIS^{III} and HELIER II sent to tow. QUADRILLE standing by.
(F.O.I.C. Liverpool, 1005A/10.)
Your 0959. Bardsey Island now in sight to 060°. Distant 10 miles. Holyhead will be most suitable port under present conditions.
(QUADRILLE, 1115A/10 to F.O.I.C. Milford Haven, (R)
HELIER II, F.O.I.C. Cardiff, Admty., C. in C. W.A., N.O.I.C. Holyhead, N.O.I.C. Barry.)
Your 1115/1. Make it Holyhead.
(F.O.I.C. Milford Haven, 1231/10 to QUADRILLE.)
Have joined QUADRILLE.
(HELIER II, 1415A/10 to F.O.I.C. Milford Haven.)

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War Diary.10.10.1942.
Saturday.HOME COMMANDS.Casualties and Defects - Contd.

EMPIRE At 0900Z tug DEXTEROUS with EMPIRE TARPON in tow
TARPON. LONDONDERRY and LANDGUARD escorting. Estimated
position 057° 23' 011° 43'. My C. and S. 125°
14 knots. 30 of crew returned to ship. Weather
report 4481 5964.

(BORAGE, 1014Z/10 to C. in C. W.A., (R) N.O.I.C. Greenock,
HIGHLANDER, Admty., N.O.I.C. Londonderry, LONDONDERRY.)
E.T.A. Merville 0100A/11th. 45 survivors. ? No cot
cases.

(BORAGE, 1205Z/10.)
Ref. 1014Z/10 of BORAGE. Tow parted at 1000 crew
abandoned ship at noon but I persuaded them return and sent 2
officers and 10 men with them she is now towing stern first
with 23 feet of water in number 1 hold and rather unmanageable.
Situation on board described as precarious I still hope to
beach her in Watersay Bay. Position 57.22, 11.18.

(LONDONDERRY, 1709A/10 to C. in C. W.A.)
My 1709. Tow parted at dusk in heavy squall some hands
were taken off but majority on board. Officer considers ship
survive night towing will be recommenced at dawn specially if
weather moderate. Suggest salvage tug should be sent out which
I can home on 2410 k/s per second. Second tug is advisable for
towing and essential pump ship out as soon as calm water is
reached. Weather 5719 1100 6578 0276.

(LONDONDERRY, 2153A/10 to C. in C. W.A.)

Arrived BORAGE.

(Cdre. Londonderry, 2359A/10.)

SS. NORTON. Arrived Fishguard on fire. Tug MASTADONTE and
next page N.F.S. working under R.N.P. appear to have
fire under control.

(F.O.I.C. Milford Haven, 1015/10.)

Request a suitable vessel may be sent to Fishguard as soon as
possible to take part cargo ex SS. NORTON still on fire.

(F.O.I.C. Milford Haven, 1325A/10.)

ATLAS. Dutch Coaster ATLAS total wreck off S.W. Point
of Lundy Island, one man landed.
(N.O.I.C. Appledore, 1500A/10.)

MAGNOLIA. Delayed at Oban with minor defects. Further
signal will be made.

See p. 272.

(N.O.I.C. Oban, 1915A/10.)

SS. SAMBRE. Standing by SS. SAMBRE anchored in 138° 59 buoy
3 miles. Ship has engine trouble and may require
tug.

(LEEDS, 1935A/10 to H.M.S. MALLARD, (R) C. in C.
Nore, H.M.S. WOOLSTON, N.O.I.C. Yarmouth, N.O.I.C.
Humber.)

LEEDS 1935/10. SAMBRE reports expect engine
repairs completed 0001/11. Am standing by.

(MALLARD, 2207A/10 to C. in C. Nore.)

/SS. NORTON ...

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Casualties and Defects - Contd.

SS. NORTON, SS. NORTON now beached at Fishguard as a
 SS. FORT precaution because motor vehicles in No. 4 hold
 * CONFIDENCE. contain petrol in their tanks. Fire fighting service in
 * *see p. 269* action all day fire in No. 4 hold not yet subdued
 but has abated underwater and foam. Salvage
 officers present FORDE delayed by weather arriving Fishguard
 a.m. 11th to assist. Necessary to clear No. 4 hold as soon as
 circumstances permit. MASTADONTE remaining.
 (2) SS. FORT CONFIDENCE in tow of CHERBOURGEOIS²⁷ escorted by
 QUADRILLE and HELIER II making for Holyhead now 13 miles West
 of Bardsey Island with wind and tide favourable.
 (3) LA CAPRICIEUSE and submarines now in company and proceeding.
 (N.O.I.C. Milford Haven, 1951A/10.) *see pp 264 & 265.*

Shipping and Convoys.

SS. QUEEN MARY. In view of weather destroyers are to return to
 Harbour.
 (C. in C. W.A., 0006A/10 to DELHI, (R) SKATE,
 SCIMITAR, SALADIN, A.T.25, Admty., Cdre.
 Londonderry.)
 Cancel my 2214/9. *p. 243.* Comply with C. in C. W.A.
 0006/10.
 (DELHI, 0301A/10 to SKATE, C. in C. W.A.)

EMPRESS OF SCOTLAND. My 0526/7. Code number is C.T.21. Approx.
 1,000 personnel will embark.
 (D. of S.T., 0347A/10.)

S.P. 10 & P.S. 10. Cancelled owing to weather.
 (C. in C. Portsmouth, 0745A/10.)

S.L. 123 fast. Dispersed in position 1.
 (ROCHESTER, 0830A/10 to C. in C. W.A.)

DERBYSHIRE. My 1720/9 sailed (less LOCUST). Ship calling
 at Milford Haven, E.T.A. Liverpool a.m./12.
 (C. in C. Portsmouth, 0958A/10.)

C.W. 126. C.W. 126 postponed 24 hours owing to weather.
 (C. in C. Nore, 1030A/10.)

Ships ex W.P. 230. Pass to C.N.S.Os concerned. Ex W.P. 230.
 My 1750/9. TILLY and THOR now arrived Hayle.
 FLORENCE REYNOLDS and ACTINIA (Portreath) and
 SOUTH COASTER (Penzance) believed still sheltering
 Lundy.
 (F.O.I.C. Falmouth, 1049A/10 to C. in C. Plymouth.)

War Diary.10.10.1942.
Saturday.HOME COMMANDS.Shipping and Convoys - Contd.K.X.3.,
K.X.4.

A.M. 1249/7, not to VANOC or F.O.I.C. Liverpool.
Convoy K.X.3.
Request you will sail VANOC in place of MALCOLM.
*MALCOLM is requested to escort K.X.4 sailing
from Clyde on 21/10
(D.O.D.(H), 1505A/10 to C. in C. W.A.)

* See p.264

D.S. 33,
S.D. 33.

Convoy D.S.33 consisting of SS. CAMERONIA carry-
ing 1600 service personnel will leave Clyde 16/10.
2. She will return as S.D.33.
(D.O.D.(H), 2041A/10.)

EMPIRE
MINOTAUR,
EMPIRE
GNOME.

Your 1619/7 not to R.A. West Africa and your
1027/5 Tugs EMPIRE MINOTAUR and EMPIRE GNOME
were ordered by escort to take shelter in south
of Ireland (R).
2. They have now been instructed to return to
Milford Haven.

3. Request you will sail them in company with EMPIRE SAM, TUZLA,
H.M.S. OREASY and H.M.S.*MAGNOLIA and inform British Authorities
Horta Azores accordingly.
(D.O.D.(H), 2052A/10.) * See p.270.

10.10.1942.
Saturday.

War Diary.

FOREIGN STATIONS.

General.

M/Vs and Aircraft Recognition. Cancel British B.A.M.S. Lettered Message "JB".
2. Merchant ships, when in the undermentioned areas, are not to open fire on aircraft unless actually attacked:-
(A) In Pacific when within 200 miles of North American continent.
(B) In Atlantic:- (1) southward of 10° North (2) westward of 36° West when northward of 10° North.
(C) In Indian Ocean when within 500 miles of British or British occupied territory and westward of 80° East.
3. For purposes of identification, single friendly aircraft in the above areas may approach merchant ships closer than 1,500 yards. They will not fly directly at merchant ships, but will close by circling.
4. A.M.S.I., 234/42 will be amended.
(D.T.D., 1933Z/10 to B.A.M.S. in all Areas (Negative A.I.G.12)
(R) Air Ministry B.A.D.)

North Atlantic.

French Shipping. Passings 9/10. Westbound 0735 MAROC, Laden deck cargo, CAPITAINE ARMAND, CAPRICORNE, trawlers.
(V.A.C.N.A., 1003A/10 to Admty for M.E.W.)

P.247 U/B One U-boat? 036° 20' N., 020° 35' W. course 80°
(P.247, 1005A/10 to F.O.C.N.A.)
My 1005A/10. Unsuccessful attack. Propose returning to Gibraltar for 6 torpedoes.
(P.247 1150A/10 to F.O.C.N.A., Capt. (S) 8).
P.247 is to proceed diving by day to 180 Point Sabinal 4, thence coastwise through 180 Cape de Gata 3, thence to 180 Cape Palos 3. (ii) Own aircraft and 2 destroyers are proceeding to hunt U-boat reported in your 1005.
(F.O.C.N.A., 1156A/10 to 8th S/M.F.)
My 1156. (1) WESTCOTT and WISHART have been instructed not to attack (A) any submarines until 2100A tonight Saturday unless hostile identity is established. (B) submarines within 5 miles Spanish Coast.
(2) Should P.247 sight own destroyers she is to surface and establish identity. Destroyers and aircraft have been so informed.
(F.O.C.N.A., 1206A/10 to S/M 8).
Sailed WESTCOTT and WISHART to hunt U-boats reported by P.247 in 036° 20' N., 002° 35' W., course 80° at 1005/10.
(F.O.C.N.A., 1334A/10 to Admty etc).
My 1156 and your 1150. Pass position 180° Point Sabinal 4 miles at 2100/10 thence return to Gibraltar on the surface at your discretion to arrive 1100A/11th. Keep within 4 miles of Spanish coast.
(F.O.C.N.A., 1338A/10 to P.247).
My 1910/9. P.247 having unsuccessfully attacked U-boat is returning to Gibraltar for torpedoes arriving a.m./11.
(F.O.C.N.A., 1440A/10 to Admty (R) C. in C. Med., N.O.I.C. Malta, F.O.(S) Capt. (S) 10).

/Bombing...

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.North Atlantic. - Contd.

Bombing AC90 10/10.
Restrictions. Institute submerged bombing restrictions 25 miles either side of lines joining positions as follows.
Serial No. G.235 47° 45' N., 07° 10' W., and 46° 30' N., 05° 20' W., from 1200/11 until 0200/13.
Serial No. G.236 46° 30' N., 05° 20' W., and 44° 50' N., 03° 05' W., from 2000/11 until 1800/13.
(H.Q.C.C., 1206A/10 to R.A.F. Gibraltar (R)
F.O.C.N.A., S.8).

Position
P. ~~████~~

Your 2020/8 para. 2. Position P.254° "A" head 8.5 cables. "A" head is charted position of south (?M)ole Light.
(S.O.(I) Gibraltar, 1250A/10 to Admty).

NIGERIA. Intend sailing NIGERIA for Charleston S.C. at 1900/14 routed through (C) 35.53, 06.02 (D) 35.12 20.01 (E) 34.41, 30.01 (F) 34.17, 40.01 S. of A. 19 knots.
2. Cominch is requested to signal onward route from position (F)
3. NIGERIA hopes to reach destination without calling at Bermuda for fuel but will report by W/T if necessary to do so. (F.O.C.N.A., 1304A/10 to Admty Cominch, B.A.D., Washington, S.B.N.O.W.A., NIGERIA).

IMPERIALIST Have attacked contact in position 256° P.C.L.5½
attack on miles. No result, contact lost.
U/B. (IMPERIALIST, 1713A/10 to F.O.C.N.A.)

SCHARLACH- Arrived 10th to load iron ore.
BERGER. (Consul, Bilbao, 1745/10 to Admty).
(German).

GIL EANES Your 0042/8th GIL EANES still in Greenland but will
(Portuguese). call St. Johns N.F. at an early date which will be communicated as soon as known.
(N.A. Lisbon, 1815A/10 to Admty).

K.X.3 Your 2158/8. (Sailing of K.X.3).
Details of personnel to be embarked.
(D.O.D. (H), 1945A/10 to F.O.C.N.A.)

BELGRANO, Spanish D.N.I. telephoned Ferrol Chief of Staff
Ferrol. today in my presence and asked what armament BELGRANO has. Reply most categorical was she has one 10 c.m. dual purpose right aft and 4 20 m.m. A/A machine guns. Speaker said he had been on board himself. D.N.I. states she could not be considered offensively armed. She had not sailed 1000 today.
(N.A. Madrid, 2000/10 to Admty and F.O.C.N.A.)

10.10.1942
Saturday.

War Diary.

FOREIGN STATIONS.

North Atlantic - Contd.

CEPHEE

My 2007/7. Dakar 8/10 B.2 CEPHEE in ballast sailed northwards 8/10 in convoy with 5 Merchant ships escorted by Armed Trawler. (B.A.D., Washington 2057Z/10 to Admty. (R) F.O.C.N.A., R.A.W.A.)

CLYDE

Governor has received telegram from Governor Malta in which he alleges CLYDE "arrived with about 10 tons empty space". As space referred to can hardly refer to that caused by consumption on voyage inference is that ship left here not fully loaded. (2) Captain S.8 informs me CLYDE was loaded to limit of prudent capacity on leaving Gibraltar, he inspected ship himself before sailing and discussed matter with the Captain who had already stated he could not accept any more cargo although weight of cargo was less this time than formerly the cubic capacity was the same, heavier cargo not available. (3) As neither yourself Captain S.10, Admiralty, nor myself has been referred to in Governor's telegram it appears that some misinformed short circuiting may have been going on and I should be grateful if you can throw any light on the matter. (4) We are doing our best to help you but I will not be a party to any attempt to force the hand of submarine Captains to carry more than they or Captain S.8 consider they can prudently do. (F.O.C.N.A., 2100A/10 to V.A. Malta).

South Atlantic.

S/M attack report.

The following received from Lands End Radio:- Intercept 2230 G.M.T. 500 k/cs. De unknown station SSSS 4.040 nought 2031 west unread 2 W. unread 13 G.M.T. remainder jammed. Controlling Station Lands End Radio. 2332/9. T.O.R. 2342 from Lands End Radio. Ends. (C.C.O. Plymouth No T.O.O. to Admty. Recd. 0001/10)

NEA
HELLAS.

Following received from (GPJD) NEA HELLAS for R.A.W.A. Cancel my SSSS Distress Message made at 2140/9 G.M.T. Your 2359/9 received. 2 violent explosions torpedoed passed astern no apparent damage suspect S/M still in vicinity taking evasive steering action, proceeding 15 knots course 076°. My position 0100/10 bearing and distance from position B 254° 210 miles. (Portishead, Radio, 0130/10 to C. in C. W.A.) Your 0000Z/10 to R.A.W.A. only. Escort NEA HELLAS direct to Freetown. (R.A.W.A., 1307Z/10 to BRILLIANT, (R) Admty. C. in C. South Atlantic).

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War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.South Atlantic. - Contd.

- *W.S.23
BICESTER,
WRESTLER.
** See next page.*
- BICESTER, WRESTLER left W.S.23 0100Z/10 in 036° 17' North 023° 33' West. B. C. in C. W.A., 1450A/8 S. of A 12 $\frac{3}{4}$ knots T.O.A. 020° North 1100Z/13th.
(BICESTER, 0700A/10 to R.A.W.A., (R) Admty. F.O.C.N.A., C. in C. W.A., DURBAN, DESPATCH).
- SS. DUCHESS OF ATHOLL (20,119 tons).
The following has been read on 500 k/cs SSSS De GNTS 07.03 S., 11.03 W. DUCHESS OF ATHOLL torpedoed.
(DUCHESS OF ATHOLL, 0700/10) (S.O.(I) Freetown, 1149Z/10 to Admty).
SSSS De GNTS. Corrected position 07.03 S., 11.12 W., now abandoned.
(DUCHESS OF ATHOLL, 0915 G.M.T./10).
- A/S protection Cape area.
A.M. 2212/9. Three Catalinas can be provided if required. Request confirmation that operational facilities are available and name of operational base.
fac
(C. in C. E.F., 0727Z/10 to C. in C. S.A., (R) Admty. D. Chief Pretoria, 207 Group). *See 1721 C/10.*
- SS ORCADES (23,456 tons)
500 SSSS De ORCADES 35.51 S., 14.40 E. torpedoed.
(ORCADES, T.O.R., 0840Z/10).
- Freetown area, shipping routes.
A.M. 1433A/8. It appears that shipping approaching Freetown from southward is at present being routed too far to the westward and thus through the area in which U-boats are at present operating. According to Admiralty plot, safest area at the moment lies within 200 miles of the coast between Freetown and Cape Palmas. Request you will endeavour to re-route shipping accordingly
(A.C.N.S. (T) 1011A/10 to R.A.W.A.F. (R) C. in C. S.A.)
- ORONSAY (torpedoed 9/10).
A.M. 1013/10 (requesting any news of ORONSAY)
(1) No information of ORONSAY (?further) SSS (?in position) 004° 29' N., 020° 52' W. transmitted at 0520Z/9 and received at 1255Z/9.
2. DECOY now searching for survivors.
3. No Sutherland aircraft at Freetown serviceable
(R.A.W.A., 1047Z/10 to Admty). *Search. See 1431/10. p.279.*
- Evacuation of Dakar.
A report graded A.1. received states "All near future sailings from Dakar are to be utilised for evacuation to France of families".
(S.O.(I) Freetown, 1145Z/10 to Admty).

10.10.1942.
Saturday.

War Diary.

FOREIGN STATIONS.

South Atlantic - Contd.

Movement summary. 2000Z/10 Area Q.
 TEWERA 031° 10' S., 031° 45' E. to Durban 7 knots
 ALCANTARA 036° 20' 007° 40' 280° 16.
 AZANIA 034° 45' 006° 30' W. to Capetown 20.
 SIRIUS, PHOEBE on patrol about 040° 015° E.
 NIZAM, FOXHOUND on patrol about 40 ~~sp~~ West of Cape Point.
 ARROW, ACTIVE on patrol about 50 miles south of Cape Point.
 ROCKROSE on patrol about 20 miles South West of Cape Point.
 THYME, CYCLAMEN on patrol about 40 miles West of Saldanha Bay.
 (C. in C. S.A., 1204C/10 to S.A. Stn)

Routeing of Shipping in Capetown area. Your 1540/9. Modification to existing routeing policy. Action on line suggested has been taken by diversion signal. No general instructions required at present.
 2. Ships proceeding to North Atlantic are being routed via Dassen Island from Capetown thence direct to south-westward of St. Helena.
 (C. in C. S.A., 1238C/10 to Admty).

Weekly statement S.A. Station 10/10. Area Q. BIRMINGHAM to Durban from East E.T.A.12th.
 WORCESTERSHIRE to Durban from East E.T.A.11th.
 TEWERA Capetown to Durban E.T.A.12th.
 ALCANTARA 036° 30' S., 007° 40' East to patrol in J.36.
 SIRIUS, PHOEBE about 040° South 015° E.
 ARROW, ACTIVE, NIZAM, FOXHOUND, ROCKROSE,
 COMMANDANT DETROYAT hunting submarines South and West of Capetown.
 Capetown. HECLA, CYCLAMEN, THYME, (corrupt group) GUARDIAN, SPINDRIFT, EMILE BAUDOT, BARCROSS, ~~STORMWRACK~~, FERNMOOR.
 Port Elizabeth. KHETI, STORMWRACK, ENGADINE,
 East London, (?RESOLUTION) TRUANT, F.S. COMMANDANT DUBOC, COLOMBIA, SARKA.
 Simonstown. MEAD, CERES, SHROPSHIRE, O.19, K.14.
 Durban. REVENGE, BELLWORT, GENISTA, DRAGON, *ILLUSTRIOUS, DERWENT, NORMAN, HOTSPUR, TETCOTT, CECILE, MAPLESON, FAVOURITE.
 (C. in C. S.A., 1249C/10).
 * See p.284. (R.A.(A)E.F.)

OCEAN HOPE, BEACONSFIELD. My 1814/7th para. 2. M.W.T. representative requested that OCEAN HOPE and BEACONSFIELD may be diverted to Kilindini so that possibility of their suitability for loading landing craft may be investigated on arrival.
 (P.S.T.O. Capetown, 1303/10 to C. in C. E.F.)

W.S. 23 *See previous page 19 p.279*
 My 1705Z/7.* VELOX from St. Vincent and ANTELOPE from Bathurst join escorts of convoy W.S.23 in position 020° North 022° W., at 1100Z/13th.
 S. of A. of convoy 12 $\frac{3}{4}$ knots.
 (R.A.W. Af. 1315Z/10 to ANTELOPE, VELOX. (R) N.O.I.C. Bathurst Gambia, F.O.C.N.A., Admty, C. in C. S.A., N.C.S.O., St. Vincent (G.V.) Escorts of W.S.23). *N.T. in W.R.

War Diary.

10.10.1942.
Saturday.FOREIGN STATIONS.South Atlantic. - Contd.

Dispositions. ST. MELANTE off Freetown to Lagos, SNOWDROP, PETUNIA between Freetown and 05.30 06.40.
 → ^{see next p} DECOY about 04.29 20.52 searching for survivors.
 → ASTURIAS about 08.20, 24.25 to 08.21 27.02 thence 180° 14.
 CANNA from Marshall to Freetown 7. WIVERN with ST.38, 05.20 12.05 to 04.23 11.19 thence 106° 8.
 → SOUTHERN PRIDE about 05.00 15.00 to 03.55 S., 14 20. 13.
 → TAMARISK, ROBERTS with T.S. 21 04.40 10.25 307° 7.
 SPANIARD 04.40 10.15 to Marshall 7.
 FANDANGO 04.25 50.30 261° 9 at 1959Z/10.
 → HYDRANGEA from Lagos to Takoradi 9.
 → BOREAS 02.05 S., 06.50 E., to Lagos 14.
 → CORINTHIAN about 07.03 S., 11.12 searching for survivors.
 → BRILLIANT 06.26 N., 15.58? to Freetown 15. *see p. 275*
 → TURCOMAN, KELANTAN off Ascension in company with naval unit about 00.10 20.20, patrolling West.
 (R.A.W.A., 1331Z/10 to Ships in Area P).

Navigation All ships. Navigation lights are not to be shown
 Lights. in South Atlantic West of 020° E.
 (C. in C. S.A., 1426C/10 to B.A.M.S. 3B and 3C).

Dispositions. Weekly state 10/10 situation. Cape Verde Isles area. AVON VALE, DUNCAN, ANTHONY, GRIFFIN.
Bathurst area. ANTELOPE, VELOX. *see p. 277*
Freetown. VINDICTIVE. EDINBURGH CASTLE, AURORA, CARNARVON CASTLE, CARTHAGE, MILFORD, CROCUS, WOODRUFF, PHILOCETES, COWSLIP.
 → Freetown area. BRILLIANT, DECOY, WIVERN (~~PETUNIA~~) SNOWDROP, SOUTHERN PRIDE, SOUTHERN GEM, COMMANDANT DROGOU, TAMARISK, ROBERTS. *see above*
 → Takoradi area. AMARANTHUS.
 → Lagos Area. HYDRANGEA.
 → Lagos? AVON VALE, D'ESTIENNE D'ORVES. * *see C. Verde Is. area above*
 → Pointe Noire area. BOREAS.
 → Ascension Area. KELANTAN.
 → Ascension. CORINTHIAN.
 → H. 34 A. ASTURIAS.
On passage to Freetown from north, FAKAOFO, ARMERIA. * *not identified*
U.K. VANSITTART, VIOLET, AUBRETIA.
Gibraltar. BURDOCK. On passage to U.K. VIMY.
Capetown. ROCKROSE, DETROYAT, BELWORT.
 (R.A.W.A., 1427Z/10 to Comsolant for etc).

BRIDGEWATER, Request BRIDGEWATER with BRITISH ARDOUR,
 ARMERIA, ARMERIA with EMPIRE PAT, and 4 more ships ex
 M/Vs. O.S.42 may be diverted to Bathurst to sail in
 convoy to Freetown. Maximum draught for
 Bathurst 28 inches (sic).
 (R.A.W.A., 1715Z/10 to F.O.C.N.A., N.O.I.C.
 Bathurst, C. in C. South Atlantic, Admty).

/Catalinas...

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.South Atlantic - Contd.

Catalinas. Your 0727/10 (~~N.T. in W.D.~~) not to Commodore Durban. Operational facilities including slipway are available at Durban. Consider 3 Catalinas fitted with A.S.V. would be of greatest assistance.

Sup p. 284
(2) Propose to base them at Durban in first instance whilst immediate arrangements are made to operate from Cape Area. (C. in C. S.A., 1721C/10 to C. in C. E.F. (R) Admty etc).

U/B Campaign Admty. 2212/9. Germans may be establishing A/S patrols. a Permanent S/M Patrol in South African Waters. 2. To Counter these pests there will be after 20/10 two destroyers, both requiring refit and two corvettes in Cape Area. One corvette in Durban area. No surface craft at all for 800 miles in between. 3. South African Naval Force will undertake anti S/M Harbour patrol at Saldanha Bay, Capetown and Durban, to which will be added (?destroyers) as they are commissioned. 4. Can you spare destroyers and/or corvettes to help meet the situation? If so suggest they be sent to Durban in first instance. (C. in C. S.A., 1743C/10 to C. in C. E.F., (R) Admty N.O.I.C. Durban).

VELOX P.C. and S. 014° 05' N., 019° 42' W. 294° 21 knots
Sup p. 277
Your 1223Z/9 para. 2. Request confirmation that time of arrival is 0900Z/11 in view of position and speed given me in your 1143Z/10. At present speed oil fuel remaining on arrival will be 180 tons. (VELOX, 1802Z/10 to R.A.W.A.)

DECOY, search 1. Have searched area around 004° 29' N., 020° for ORONSAY. 52' W., until dusk. No trace of oil wreckage or survivors.
Sup p. 276
Previous page
2. Am now proceeding to carry out sweep through positions given in your 0922Z/10 and your 1459Z/10. 3. (Unless otherwise ordered?) my position at 0800Z/11 will be 006° 15' N., 019° 53' W., 043° altering course 069° at 1000 (2 groups missed?). (?Group missed) speed 16 knots throughout para. (2) and (3). 5. Estimate 18 tons oil fuel remaining over and above that required to reach Freetown by route suggested. (DECOY, 1931/10 to R.A.W.A.)

ROYAL 1 Submarine on surface bearing 200 distance 1
SOVEREIGN. mile course 330. My position 305° 16° N., 29°
U/B W. 17.
(ROYAL SOVEREIGN, 2254Z/10 to Whitehall W/T).

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean.ALBARO
CELENO.

My 1645C/5. Reported A.4 ALBARO CELENO will transit Straits from Constanza to Piraeus via Doro Channel 27th or on Oct. 28th. Naval Liaison Officer Black Sea informed. (S.O.I. Istanbul 0950C/10 to S.O.I. Med. (R) S.1 Beirut, D.N.I.)

CLYDE.

See p. 282

Proceed forthwith towards 35° 47' 19" 48'. Enemy submarines may be operating in your vicinity. Routeing instructions follow. (Capt. (S) 1 0953C/10 to CLYDE (R) C. in C. Med. Capt.(S) 10, S/Ms on patrol.

My 0953/10th. After passing 035° 47' 019" 48' proceed diving by day through 034° 11' 023" 42' about 0559C/12th thence direct to Beirut searched channel at 0601C/16. Estimate daily advance 150 miles.

(Capt. (S) 1 1023C/10 to CLYDE (R) C. in C. Med., TURBULENT, TRAVELLER, Subs on patrol, Capt.(S) 10, 201 Naval Co-op Group.)

Bi-Weekly
Opsum No.63.

7/10. 1 Beaufighter attacked laden F-boats eastbound off Sidi Barrani scoring hits on 1. This Beaufighter was damaged by Mc.202s escorting F-boats and crash landed on return.

24 Hurricanes, 1 Beaufighter protection of shipping off Delta. Enemy air activity still on reduced scale owing to water-logging of landing grounds Daba area.

(H.Q. R.A.F. M.E. 1123Z/10.)

Part 2. Night 7/8. 4 Halifaxes bombed shipping and jetties Suda Bay results unobserved. 1 Wellington illuminated. 29 Wellingtons were despatched to bomb shipping and harbour installations at Tobruk. Very bad weather with electric storms and low cloud was experienced west of Sollum and only 19 aircraft reached objective, cloud prevented observation of damage only visible results being 2 fires on north shore. Of remaining 10 Wellingtons, 2 bombed Sollum, 3 bombed Daba Areas with unobserved results, 4 returned with bombs. 1 Wellington missing. 6 A.S.V. Wellingtons, 8 torpedo Wellingtons were despatched to locate and attack southbound convoy of 1 M/V 5/6000 tons, 2 destroyers previously reported off S.W. coast Crete by R/C Baltimores. Convoy was located about 100 miles north of Tobruk but owing to darkness and smoke screen only 2 Wellingtons sighted M/V for sufficient period to deliver attacks. 4 torpedoes fired, 2 of which missed while results of remaining 2 were unobserved although 1 appeared to be running well.

(H.Q. R.A.F. M.E., 1145Z/10.)

Part 3. Night 8/9 Oct. 3 A.S.V., 4 torpedo Wellingtons despatched on offensive R/C for enemy shipping north of Tobruk. 1 A.S.V. Wellington contacted a M/V, 2 other ships, north of Tobruk. Torpedo Wellingtons were prevented from attacking by darkness and insufficient illumination.

(H.Q. R.A.F. M.E. 1205Z/10.)

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean - ~~10/10~~

Bi-Weekly Part 6. 9/10. At midday 15 B.24s bombed
Opsum No.63. shipping in Benghazi Harbour. Bombs burst on
outer and central moles and near 2 converted
wrecks. Several B.24s slightly damaged by A.A.
fire. 12 Hurricanes protection of shipping of Port Said.
In afternoon 2 unidentified enemy aircraft dropped 2 bombs
on Alexandria Harbour, no damage. During afternoon 3/10, 18
B.24s bombed shipping in Navarino Bay, Greece, no hits claimed.
B.24s were attacked by Me.109s of which they shot down 4, one
B.24 missing.
(H.Q. R.A.F. M.E. 1256Z/10.)

PORPOISE. PORPOISE will leave 035° 29' 016° 44' about
1830A/11 on mean course 85° making good 160
miles per day thence as ordered by you.
4 torpedoes carried but only sufficient fuel
for a diversion of 3 days.
(Capt. S. 10 1139A/10 to Capt. (S) 1, (R)
C. in C. Med. S.O. Subs, Alex., Subs on
Patrol.)

S/Ms for 1. Cancel all previous signals with reference
Malta, to passage through Q.B.B. 255 and arrival of
Route. submarines at Malta.

2. Following positions are established for
submarines on passage from Gibraltar to Malta
and will be amended as necessary.

- 3. A. 38° 00' N. 11° 44' E.
- D. 37° 19' N. 12° 50' E.
- B. 37° 48' N. 11° 44' E.
- E. 37° 11' N. 13° 12' E.
- C. 37° 42' N. 12° 14' E.
- F. 36° 10' N. 14° 00' E.

(V.A.M. 1159A/10 to F.O.C.N.A: (R) C. in C., Capts.
S.1 and S.8.)

4. Passage from position B. is to be made at 120 feet
during daylight hours with M.D.U. used frequently at
Commanding Officer's discretion and the missing of W/T routine
being accepted. If unable to proceed the whole distance sub-
merged speed must be adjusted to complete the previous night's
run between positions P. and C. but submarines must surface at
dusk as near position E. as possible. Westbound submarine will
make the passage submerged from between positions E. and M. to
surface as near position D. as possible and if on the same day
as Eastbound submarine, will be ordered to proceed at 80 feet.
S.S/T communication should be attempted and if established
submarine are to pass starboard to starboard.

5. Same signal will be made before submarine crosses 9° E.
and will include -

- (A) Day on which passage through Q.B.B.255 is to be made.
- (B) Any submarine making westbound passage same day.
- (C) Time Gozo light will be exhibited and sector (see Q.B.B.198)
- (D) Time submarine expected to enter Sanctuary.
- (E) Time of R/V with sweeper.

/If ...

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.Mediterranean - conts.S/Ms for
Malta,
Route
(contd.)

If unable to comply with (A) submarine is to remain West of 11° E. and report when safe to do so that passage will be made following day.

6. Submarines approaching Malta from West and North are to keep North of line 250° from end of searched channel. If another submarine is due on same day it will keep South of this line and S.S/T communication is to be carried out from time of entering Sanctuary until surfaced by sweeper.

7. It is requested that orders on above lines and in conformity with Capt. S.10, S. Memorandum No. 605/6 of 1st October 1942 may be incorporated in sailing orders of all submarines proceeding to Malta.

(V.A. Malta 1215A/10.)

TRAVELLER
CLYDE. *sup 280.*

You are not to attack submarines unless definitely identified as enemy during CLYDE's passage through area K.

(Capt. S.1 1803C/10 to TRAVELLER, CLYDE (R) C. in C. Med. S/Ms on patrol.)

Malta Air
Report.

I.33 10/10 C.S.R. Part 1. 9th. 1010 and 1505 hours, 8 Spitfire sorties on R/C patrols of Area North of Malta sighted no shipping.

Night 9/10. No enemy activity. 10th, 0637 hours, 24 Me.109s from Pachino approached Malta at great height. Partial R.D.F. interference. 12 Spitfires intercepted incoming raiders 18 miles N.E. of island but enemy had advantage of height. One Me.109 damaged, one Spitfire damaged, pilot unhurt.

0832 hours, 10 Me.109s approached Malta at great height partial R.D.F. interference, 10 Spitfires up but enemy maintained height advantage avoided combat and returned. 0941 hours, two Ju.88s escorted by 50 Me.109s approached Malta at height. Partial R.D.F. interference, 19 Spitfires intercepted North of Island forcing enemy to jettison bombs on Gozo where 10 civilians were killed and 30 injured and some houses destroyed. In combats 1 Me.109 was destroyed, 2 probably destroyed and 3 damaged for loss of 1 Spitfire slightly damaged pilot unhurt. 1248 hours, 6 plus Me.109s approached at height, 4 Spitfires up but raiders had height advantage avoided combat and returned. 1355 hours, 6 plus enemy fighters crossed coast and having height advantage avoided combat with 4 Spitfires despatched to intercept and returned.

(A.H.Q. Malta 1845/10.)

1445 hours, 6 Ju.88s escorted by 24 plus Me.109s approached, 18 Spitfires up engaged north of Malta, bomber formation turned on being sighted by our fighters and fled back to Sicily. Our fighters engaged the escort, destroyed 1 Me.109 and damaged another Me.109, 2 Spitfires slightly damaged, no casualties to pilots. Total of 137 enemy sorties against Malta today as against 67 Spitfire sorties.

(A.H.Q. Malta 1910/10.)

War Diary.

10.10.1942.
Saturday.

FOREIGN STATIONS.

Mediterranean. - contd.

P.35. Patrol line Cape Dukato, Maria Di Leuca until necessary to comply with my 1037/8th. (Capt. S. 10 2019A/10 to P.35 (R) C. in C. Med. etc.)

TEVIOTBANK. Your 1652/28/9. Concur. C. in C. E.F. is being informed of these proposals and requested to place TEVIOTBANK at your disposal.
see p. 285

2. Request you will inform him of your requirements for depth reels and intended programme for TEVIOTBANK. It is understood that there are approx. 400 unwound reels at Colombo, with sufficient wire to provide 60 feet on each reel. (D.L.D. (Approved by A.C.N.S.(F) 2048A/10 to C. in C. Med.)

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.East Indies.

NIZAM, Admty 2212/9. Refits of NIZAM and FOXHOUND can be deferred but NIZAM has shaft defects which limit her to 22 knots and both ships are well overdue for boiler cleaning.

2. HOTSPUR now at Durban can be spared to proceed to Cape provided DERWENT also at Durban can be retained with E.F. until HOTSPUR returns.

3. My 0727/10 (~~N.T. in W.D.~~) refers to Catalinas. *p 275*
(C. in C.E.F. 0835Z/10 to Admty, C. in C.S.A.).

Reply: Admty 1344/11.

My 0835/10th. Para.2. In anticipation of approval request you will sail HOTSPUR to Cape.

(C. in C.E.F. 1351Z/10 to C. in C.S.A.(R) Admty).

Air Sqdns. Your A.O.C. 294, 25/9.(1047/25/9).
Location Para.1. Noted. Concur in location of Squadrons in
and paras.2, 3 and 4.
Control. Para.5. Noted.

Para.6. Agree that units should be administered by the group in whose area they are located.
Para.7. Propose that flying boats should be responsible for south of 18°N. in the Bay of Bengal and that landplanes operating under A.H.Q. Bengal should be responsible for north of this line.
(C. in C.E.F. 0901Z/10 to A.H.Q. India (R) C. in C.Ceylon, Admty, Air Min. Whitehall, 222 Group, 225 Group, A.H.Q.M.E.).

M.B.14. Convoy M.B.14 arrived.
(N.C.S.O. Bombay 0915/10 to Admty, etc).

Japanese Arabian coast; One doubtful 017° N. 055° E.
U-Boats. 7/10. Indian Ocean; one certain 012° N. 082° E.
1/10. One certain 021° N. 066° E. 4/10 Bay of Bengal; one certain 015° N. 080° E. 8/10.
(C. in C.E.F. 1041Z/10, to E.I.Stn.(R) Admty etc).

Raider (i) No further information re Japanese or German
Situation raider E. AMERICAN LEADER overdue Punta Arenas
No.3. possibly victim of raider H. or J.

(ii) BEL GRANDEX (? BELGRANO) RIO GRANDE and PIETRO ORSEOLO have left Bordeaux and ex French tanker CATARACTE, La Pallice all since 18/9 possibly out-bound blockade runners.

CEPHEE still present Dakar 25/9.

(C. in C.E.F. 1045Z/10 to S. & A. E.I.Stn.).

R.A.(A) E.F. R.A.(A) Eastern Fleet will be temporarily absent from Eastern Fleet from 11/10. His staff and office will continue to function in Kilindini and correspondence and signals are to be continued to be addressed to him personally.

(C. in C.E.F. 1127Z/10).

My 1127/10th Flag of R.A.(A) E.F. will be struck in ILLUSTRIOUS at sunset /11/10. During his temporary absence visiting U.S.A. and U.S. Pacific fleet, your request all allowances associated with flag may continue.

(C. in C.E.F. 1129Z/10 to Admty).

/Colombo....

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War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.East Indies - ContdColombo
Minefield.

F.O.I.C. Ceylon's 0545/9th.

Is there any technical objection to proposal B?
(C. in C.E.F. 1432Z/10 to Admty.(R) F.O.I.C.Ceylon).Transport
from
Madagascar.My 1037/10 and N.O.I.C.Tamatave 0910/10(N.T.in W.R.)
Following is a possible solution to meet army
requirements. p.m./12th; sail DUNERA and DILWARA
escorted by BLACKMOORE and INCONSTANT to Tamatave.
On arrival INCONSTANT return to Diego Suarez withdespatch. p.m./14th; sail EMPIRE PRIDE, EASTERN PRINCE, escorted
by NAPIER, NEPAL and GAMBIA to Tamatave.

2. Request your views.

3. ALBATROSS pass to 121 Force.

(Cdre (D) 1509Z/10 to C. in C.E.F.(R) N.O.I.C.Diego Suarez,
ALBATROSS, N.O.I.C. Tamatave, S.T.O. Tamatave, 121 Force).Your 00277/AQ/9/10. Agree 29 Bde. Gp. should be released
earliest and assume C. in C.E.F. is ordering movements of
following shipping allotted for move to India; DUNERA, DILWARA,
EASTERN PRINCE, GASCONY, OCEAN VIKING. These ships now on way
Diego and Tamatave, C. in C. Eastern Fleet 1349/9. refers.
EMPIRE PRIDE will proceed Durban with HQ.121 Force and 5 Commando
after disembarkation 3/4 KAR. Your reference to 1 "St Essex"
from Mombasa not understood and probably corruption.
(Troopers 1748/10 to Buttermere, (R) Navyafloat Colombo, 121 Force
(Island Area Pass) East Africa India).TEVIOT
BANK.Desired to place TEVIOT BANK at disposal of C. in C.
Med. to lay a deep minefield in Straits of Bab-el-
Mandeb.2. Mines will be provided from Mediterranean stocks
but a certain number of depth reels will be required from Indian
Ocean stocks.3. C. in C.Med has been requested to communicate these requirements
and laying programme to you.4. Request you will arrange to sail TEVIOT BANK to meet C. in C.Med
requirements.(D.L.D.Approved by A.C.N.S.(F) 2049A/10 to C. in C.E.F.(R) C. in C.
Med.etc).

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.America and West Indies.

Atlantic Convoy Schedules. Do not concur C.O.A.C. 2024Z/8 sailing O.N. convoys on dates proposed in Admty. 0023A/6 results in 7 day interval between O.N.140 and O.N.142. Also between O.N.141 and O.N.143. Instead of six day interval as stated by C.O.A.C. Admty. proposal results in well balanced layover at both Western and Eastern terminals, C.O.A.C. suggestion in alternate cases results in insufficient layover at Western terminal to insure time for cleaning boilers particularly in case convoys delayed by bad weather.
(C.T.F.24 0145/10 to Cominch C and R (R) Admty. C. in C. W.A. N.S.H.Q. C.O.A.C. H.O.N.T. Cinclant, C.E.S.F.)

PENNINGTON COURT, ("S" report 1900/9.) No action being taken by this unit on B N 571 (2001Z/9 from Comtask 24.1.5 re SSSS from straggler PENNINGTON COURT.) P.C.S. at 0400Z/10, 058° 16' N 022° 55' W 324° 15 knots. Weather report.
See next page
(C.T.U. 24.6.4. 0450/10 to C. in C. W.A. (R) C.T.G.24.6.)

S/M estimate 0800Q/10. Comnavcu 0451/10.

U/B P.555. (corrupt group) estimate U-Boat westbound 35° N 31° W.
(S.B.N.O. W.A. 1132P/10 to P.555.)

P.555. Cancel route ordered in my 2122Z/5 and proceed through new positions J. 042° 20' N 040° 20' W K. 045° 25' N 030° 10' W thence to U.K. S of A 9 knots.
2. C. in C. W.A. is requested to issue onward route from position K.
3. As P.555 holds no Q Z Messages C. in C. W.A. is requested to supply those necessary.
4. W/T watch.
(S.B.N.O. W.A. 1542Z/10 to P.555. (R) Admty. etc.)

Area Control, N. Atlantic. Your 1835/8 para 6. Concur since traffic from all these ports is much reduced and ships from Bermuda now normally sail in U.S. convoy.
2. It is important to return sufficient British personnel for purposes mentioned in (A) to (D) of para 1 of Admty. 1750/7/42.
(S.B.N.O. W.A. 1622P/10 to B.A.D. (R) Admty.)
Your 1835/8 para 6. Yes. Make the best bargain you can.
(Sec. 1st. Sea Lord. Approved V.C.N.S. 1841A/10 to B.A.D. (R) S.B.N.O. W.A.)

U/B Positions. S/M estimate 10th and U.S. submarine notice.
(Cominch 1628/10 to Admty.)

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.America and West Indies - Contd.

ILE DE FRANCE. S.S.T.O. Capetown 1155/7.
ILE DE FRANCE too large for existing dry dock facilities New York, see our Super 23781. Will (?diagnose) possibilities of dry docking at Boston or Norfolk V.A. through B.A.M.R. if you can advise estimated date of arrival and extent of work required. (M.W.T. Washington 1749Z/10 to D.S.T.)

Convoy Cycles. My 0025A/6. Proposals for 8 day cycle with 10 groups.
(D.T.D. app. A.C.N.S. T. 1816Z/10 to Cominch)
See Lion Copy.

HELGOY. Have you any news of Norwegian HELGOY due Halifax 1/10 ex convoy O.N.131?
(D.T.D. 1821A/10 to N.S.H.Q.)

U/B. Aircraft sighted suspicious object believed to be submarine in 043° 35' N 067° 05' W at 1550/10.
(C.O.A.C. 1905Z/10 to C. in C. W.A. (R) E.C. Londonderry, Admty.)

B.A.D. 2057Z/10 see North Atlantic.

Sub. attack and sighting summary. Para.B. JOHN CARTER ROSE sunk 10.12 N 50.35 W 2230Z/6. *PENNINGTON COURT sights sub. 58.18 N 27.54 W about 1900Z/9. B-18 sights sub on surface also Radar contact 06.39 N 57.08 W 1750Z/9. Para.C. Possible attack on sub. 47.35 N 58.58 W 1925 1940Z/9. P.C. 469 attacks sound contact about 15.53 N 72.13 W 1825Z/9.
(Cominch 2141/10 to Admty. for O.I.C. (R) N.S.H.Q.)
** See previous page.*

CAMDEN sunk. Following from C.O.P.C. (Begins) CAMDEN (U.S.) took fire and sank at 0635 D.T. this morning Saturday in 17.42 124.33 W (Ends)
(N.S.H.Q. 2208Z/10 to Admty. Connav.)

NEWCASTLE. New York arrived 1230Z/10.
(N.S.H.Q. 2210Z/10 to Admty.)

SECRET

2874

SECRET

MESSAGE

OUT

1816Z/10th October

To: COMLICH.

Date 10.10.42.

Repeated: N.S.H.Q. Ottawa, 783.

C. in C. Western Approaches, 272.

C.O.A.C. Halifax.

Contask 24.

F.O.N.F.

B.A.D. Washington, 46.

U.S. (X)

From: Admiralty.

IMPORTANT.

My 00231/6.. Whilst a 7 day cycle could not be maintained in winter conditions with 11 groups it should be possible to operate the 8 day cycle with 10 groups. This would have following advantages:-

- (a) With an even number of groups it is easier to solve the problem of arranging the long half of the layover at the right end.
- (b) Weather damage is already beginning to occur in the escorts and the odd group would be invaluable in keeping existing groups up to strength.
- (c) When practicable the group would be available to operate as a supporting group in most dangerous areas.

Propose foregoing system should be adopted.

2. If agreed the proposals for implementing it are given in para. 3. Difficulty of meeting conflicting requirements is appreciated. The only disadvantage of proposed sailing dates for O.N. and O.N.S. convoys appears to be a certain bunching of convoys off New York but it is hoped this can be accepted. Possibly in the light of experience minor adjustments can be made later.

3. (A) B3 to become spare group on arrival with SC 106 early November.
- (B) ON 141 to sail October 24th then at 8-day intervals.
- (C) ONS 142 to sail October 28th then at 8-day intervals.
- (D) Convoys to be escorted as follows:-

C4	ON.137	-	SC.107
B2	ONS.138	-	HX.213
C2	ON.139	-	SC.108
B4	ONS.140	-	HX.214
C3	ON.141	-	SC.109
B7	ONS.142	-	X.215
C1	ON.143	-	SC.110
B6	ONS.144	-	HX.216
A3	ON.145	-	SC.111
B1	ONS.146	-	HX.217

It is estimated that under winter conditions groups will have

a/...

287B

a minimum lay over of 3 days at their home base and 4 days when away.

1316Z/10

for D.T.D. (172)

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

- V.C.N.S.
- A.C.N.S. (T)
- A.C.N.S. (H)
- A.C.N.S. (F) (2)
- N.A. 1st S.L.
- Ops (3)
- O.D. (5)
- D.A/S.W.
- D.T.D. (4)
- D.T.D. (M)
- D.T.D. (C)
- O.I.C. (3)
- U.S.N. (3)
- D. of P. (3)
- I.P. (3)
- W.D.
- Admiral Blake.

14.

MOST SECRET

MOST SECRET. M E S S A G E. OUT.
2303A/10th October.

To B.A.D. Washington. 49. Date 10.10.42.

Naval Cypher (X.D.) Plug.

From Admiralty.

Auxiliary Carriers.

Your 2301/5. Your proposed bid is confirmed. We intend to give the manning and provision of aircraft for these ships the necessary priority to make full use of them.

We cannot however undertake any more and the full programme will still leave us short of requirements for trade protection for the next year. We are therefore proceeding with the construction of 6 grain ships as Merchant Aircraft Carriers. These will have a full length flight deck and operate 4 T.B.R. 6 tankers will also be taken in hand in United Kingdom for fitting of flight decks.

The provision of M.A.C. ships represents an economy in naval personnel and moreover there will be no question of them being diverted to other uses than trade protection and they will continue to carry cargo. We have therefore agreed with the Ministry of War Transport to make a joint approach to the U.S. Authorities to undertake the construction of 30 ships as M.A.C. ships to be delivered in the early part of 1943.

No action should, however, be taken regarding this project until further information is sent.

2303A/10.
for Head of M. (929).
Approved by 1st S.L.

1st Lord.	D.C.(2).	D. of S.
1st S.L.(2).	D.O.D.(H)(2).	D.T.D.(3).
D.F.S.L.	D.O.D.(F)(2).	D.T.D.(M).
2nd S.L.	D.D.I.C.(2).	D.T.D.(C).
3rd S.L.	Hd. of M.(4).	D.T.S.D.
4th S.L.	Hd. of M.A.S.(4).	I.P.(2).
Vice Contr.	D.A/S.W.	W.D.
V.C.N.S.	D.A.C.D.	Ad. Blake.
A.C.N.S.(H).	D.N.A.D.	Dep. Contr)
A.C.N.S.(F)(2).	Hd. of Air Br.	D. of D.)B
A.C.N.S.(T).	D.A.M.	D.N.C.)A
A.C.N.S.(W).	D.A.M.R.	Hd. of P.)T
C.N.A.S.	D.P.S.	Hd. of)H.
A.C.N.A.S.	N.	S.W.R.)
Sec.	Hd. of P.	
Nav. Sec.	D. of D.	
N.A. 1st S.L.	D.N.C.	
D. of P.(2).	D. of S.T.	

War Diary.10.10.1942.
Saturday.FOREIGN STATIONS.Australia and New Zealand.

Ratings Intend despatching KANIMBLA from Fremantle about 22/10 with 250 Naval ratings advance party for SHROPSHIRE destination Capetown for onward passage to U.K.

2. SHROPSHIRE is replacing CANBERRA in Sovespac area.

3. ADELAIDE will escort KANIMBLA to about longitude 90° East.

4. The majority of advance party are officers and higher ratings who would be irreplaceable in R.A.N. and their safe arrival is imperative.

5. Could you provide relief escort for ADELAIDE on about 26/10. (A.C.N.B. Melbourne 0157Z/10 to C. in C. E.F. (R) Admty. C. in C. S.A. F.O.Ceylon. Com. Souwespacfor.)

Reply: C. in C. E.F. 0856/11. 0157Z/10 cancelled by 0451Z/13, q.v.

Cocos I. My 1612/9 (~~N.T. in W.D.~~) Following from Manager Cocos Is. Cable Station (Begins) Just returned from Basra. Please advise Naval Authorities that report of enemy ships last evening unfounded 0335/10. (Ends) (Cdre. Western Australia 0404Z/10 to A.C.N.B. (R) Comsowestpac. F.O. Ceylon. C. in C. E.F. D.N.O. Northern Territory (Port Darwin))

Situation. Digest serial No. 261 9/10.

1 light cruiser 5 destroyers departed Buin Shortlands Area 0001Z/9 S.E. course. At 0700Z

4 heavy cruisers 2 light cruisers 18 destroyers 3 possible seaplane tenders 1 tanker 14 merchant vessels reported there.

2. 2 large vessels possibly transports 1 other vessel 30 miles east Buka passage sighted on southerly course 0002Z/9 but going north one hour later.

3. Fortress reported 2 cargo vessels 5-7000 tons 4° 8' S 151° 6' E 2200Z/8. Course 90°.

Aircraft attacked by 3 Zeros Rabaul area. Probably shot down 2. Photographs shipping Rabaul Harbour this R/C show 3 probable light cruisers 2 destroyers 2 seaplane tenders 2 minelayers probably 5 submarines 13 small merchant vessels (under 3000 tons) 24 merchant ships 5-12000 tons 5 flying boats 6 float planes, 6 bombers, 71 fighters Lakunai.

4. Enemy vessels reported regularly proceeding south and east approx. 1000Z from north of Simbo Is. (New Georgia Group) returning 1700Z.

5. 4 Catalinas attacked Rabaul Township night 8/10 probably destroyed fuel dump starting fires. 30 Fortresses attacked same area early morning 9/10 hit Coaling Jetty, Military Camp buildings bomb and fuel dump, causing fierce fires.

6. 9 Beaufighters 14 B.25s destroyed ammunition dump hit A.A. position and buildings Lae Aerodrome 9/10.

7. 2 Hudsons attacked Saumlaki 8/10. Nil sightings.

8. 3 Catalinas bombed Buka Aerodrome 9/10 causing 3 large fires.

9. Allied Forward Patrols contacted small enemy group the Gap area (Owen Stanley range) 8/10. B.A.D. pass to Opnav.) (G.H.Q. S.W.P.A. 0733Z/10 to Admty. etc.)

/Cruiser...

War Diary.

10.10.1942.
Saturday.

FOREIGN STATIONS.

Australia and New Zealand - Contd.

Cruiser
Refits.

A.M. 1512/18 para 3, times should be amended to read:- ACHILLES 5 months. LEANDER 4½ months. HOBART 4½ months - all exclusive of time on passage to refitting port.

(D.G.D. 1048A/10 to A.C.N.B. N.Z.N.B.)

A.M. 1512/18/9. and 1048/10. Your 1429/25/9 and 1708/30/9. It is desirable that modernisation shall be carried out in U.K.

2. Request estimated date of arrival of LEANDER may be reported.

(D.O.D.(F.) O.D. 1112/42, 1116A/10 to N.Z.N.B. A.C.N.B.)

U-BOAT CAMPAIGN.

Submarines Reported.

Indefinite U/B positions estimated at 1200Z/10.
(D.D.I.C. 1515A/10, 1526A/10.)

War Diary.11.10.1942.
Sunday.SITUATION REPORT.Home Commands.Blockade
breakers.

At 1035 an aircraft reported a medium merchant vessel in $46^{\circ} 32' N 8^{\circ} 23' W$, steering west, and at 1155 a 6000 ton tanker in $46^{\circ} 10' N 8^{\circ} 44' W$, steering 210° .

SS. BELGRANO was reported to have sailed from Ferrol p.m./10 or a.m./11. A ship answering to the description of BELGRANO was sighted at 1219A today in $44^{\circ} 35' N 12^{\circ} 5' W$, steering 320° at 12 knots. At 1408 she altered course to 180° , but this, it was considered, may have been in order to avoid air attacks.

Both the BELGRANO and the tanker were unsuccessfully attacked by aircraft during the day, and after the attacks the tanker was sighted on an easterly course.

P.217 and P.228 (on Biscay patrol) were ordered to proceed towards $44^{\circ} 50' N 9^{\circ} 50' W$ and PROTEUS to $43^{\circ} 31' N 8^{\circ} 35' W$.

SS. QUEEN ELIZABETH (A.T.25) carrying troops arrived at Greenock this morning from New York. It had been arranged that she should carry troops from U.K. to Suez via Capetown unescorted, but at 2352A/12 the Admiralty cancelled the arrangement, and the ship will remain on the north Atlantic run.

43 aircraft of Bomber Command out of 47 detailed laid mines last night at Biscay ports and off the North German coast.

The port of Blyth was closed from 2531A today until 1020A/12 owing to an unidentified object reported dropped in the river during an air raid. Very slight naval damage was caused.

12 magnetic mines were exploded in the War Channel off the Humber today.

The Soviet Union armed Trawler MUSSON was mined and sunk today in $73^{\circ} 17' N 54^{\circ} 10' E$ (off Novaya Zemlya) The Russians suspect aircraft and U-Boat mining.

11.10.1942.
Sunday.

War Diary.

SITUATION REPORT.

North Atlantic.

There have been several recent cases of Irish vessels from Spain failing to call at a U.K. port or putting into an Irish port before calling at a U.K. port. The Admiralty inform N.C.S.O. Lisbon that this must stop.

South Atlantic.

Cape
Area.

The total number of ships now reported torpedoed in the Cape area since 7/10 is 11. At least 4 and possibly 6 German S/Ms are believed to be in the area.

It is thought that the situation will probably necessitate the introduction of escorted group sailings and special escorts for faster and more important ships such as troop transports.

The following measures are being taken:-

(a) As a very temporary expedient the destroyers are being sent from the Eastern Fleet which will be immobilised until they can be relieved.

(b) Twelve A/S trawlers and a small number of destroyers are to be sent, from the U.K. coastal convoy escorts.

(c) The Admiralty are trying to get back 4 corvettes from Archangel.

(d) The Admiralty have asked B.A.D. Washington whether the 18 A/S trawlers remaining from the 24 lent to the U.S. Navy in February last can be returned (the U.S. authorities agreed to release them at once), and also whether the U.S. can release B.5 group (3 destroyers and 6 corvettes) which was lent to the U.S.A. temporarily last spring (Navy Department could not however see their way to release B.5 group until next spring; in their opinion the weight of U/B attacks has only temporarily shifted from the western Atlantic) Ships due at Capetown up to 16/10 have been ordered to enter only if bunkers are insufficient to enable them to enter a further port. AQUITANIA, on passage to Suez with troops is to be met and escorted, and is to anchor off Durban instead of the Cape at C. in C. S.A.'s discretion.

There is no information as to what use is being made of F.A.A. Units and S.A. Air Forces.

War Diary.

11.10.1942.
Sunday.

SITUATION REPORT.

South Atlantic - Contd.

Freetown
Area.

The large British merchant ship AGAPENOR was torpedoed at 0313 G.M.T./11 in 6° 53' N 15° 23' W. (200 miles S.W. of Freetown)

Mediterranean.

The enemy bomber and fighter strength in Sicily now exceeds a total of 500 aircraft, and he has ^{today} reintroduced escorted day bombing raids on Malta, though so far without causing serious damage, except at Gozo yesterday. Since mid-August 66 Spitfire pilots have returned to U.K. and a further 28 are due for relief; during this period no replacements of fighter pilots or Spitfires have been received.

Heavily escorted enemy bombers made 5 attacks on Malta today; our fighters destroyed 15 to 20 enemy aircraft and damaged 27 more, losing 3 (1 pilot) themselves. Some civilian damage was caused at Luqa in a late dusk raid.

U.S. heavy bombers attacked a southbound convoy of 2 merchant vessels escorted by destroyers southwest of Crete at dusk today and report a hit on one ship.

East Indies.

SS. CABARITA reported at 0720Z that she was being shelled by a submarine on the surface in 1° 4' S 68° 15' E; at 0738 she reported that the submarine had dived, but at 1325 G.M.T. she again reported being shelled; at 1310 G.M.T. she was in 2° 3' S 68° 22' E. The minesweeper MADRAS was ordered to proceed to her assistance at 1408Z, but no trace of the ship was found, and she is presumed to have been sunk. However, she eventually arrived safely at Durban.

11.10.1942.
Sunday.

War Diary.

SITUATION REPORT.

America and West Indies.

SS. WATERTON in convoy B.S.3. was torpedoed at 1356Z today in 47° 7' N 59° 54' W (another report gives position 46° 54' N 59° 57½' W) in the Cabot Strait, off Newfoundland.

Australia and New Zealand.

A Hudson aircraft attacked a 10,000 ton merchant vessel with 12 Zeros on deck (possibly a converted seaplane tender) escorted by a destroyer, at 0345Z today in 5° 40' S 152° 53' E (St. Georges Channel, Bismarck Island) and reports two direct hits.

11.10.1942.
Sunday.

War Diary.

HOME COMMANDS.

Policy.

A/S craft for S.A. Command. Early reinforcement of A/S craft in South Atlantic Command is necessary.
2. The 8 Hill Class Trawlers, also DRANGEY, SPHENE, VIVIANA, and INDIAN STAR, should be prepared to proceed abroad as soon as practicable. You are requested to report dates on which they will be ready to sail.
3. Trawlers at present allocated for North Russian convoys are available temporarily as replacements.
(A.C.N.S.(H.) 0021A/11 to C. in C. W.A.)

Movements.

SUMATRA. Arrived SUMATRA.
(N.O.I.C. Holyhead 0901A/11.)

FRANKLIN. Departure FRANKLIN at 0845 to resume work in vicinity Dudgeon Shoal returning to Humber L/F for night anchorage. Programme to continue daily until further notice. EVERTON acting as escort. Codeword "Stumer".
(F.O. Humber 0925/11.)

RENOWN. Your 1215A/9. ^{p. 235} Yes, so far as can be seen at present.
DUKE OF YORK. (NELSON.1000/11 to C. in C. Rosyth.)
NELSON. Intend following movements:
FORMIDABLE. A. RENOWN and DUKE OF YORK sail from Scapa for Rosyth p.m. 15th to pass Eyebroughy Buoy at 1000A/16.
ACTIVITY. B. R.A.(D) is requested to detail 4 destroyers as escort and C. in C. Rosyth to sail one S/A destroyer to R/V with the above in Pentland Firth.
C. C. in C. Rosyth is requested to sail NELSON, FORMIDABLE, ACTIVITY with LOOKOUT,*PANTHER, PENN to meet RENOWN, DUKE OF YORK at Eyebroughy Buoy. The 4 destroyers in (B) above are to be transferred and join escort NELSON, FORMIDABLE, ACTIVITY to Pentland Firth. The destroyer detailed by C. in C. Rosyth is to return to Rosyth.
D. On arrival in Pentland Firth ACTIVITY is to proceed to Clyde escorted by 2 destroyers detailed by R.A.(D) H.F. NELSON, FORMIDABLE, LOOKOUT,*PANTHER, PENN, and 2 other destroyers enter at low water.
2. C. in C. Rosyth and C. in C. Western Approaches are requested to provide A/S Air Escort and Fighter protection.
(C. in C. H.F. 1203A/11.)* ^{p. 303}
Your 1203A/11. Much regret circumstances now prevent a destroyer being provided as requested in your para (B).
(2) Owing to probable delay in storing intend sailing ACTIVITY to pass May Island at 2000/16/ speed 15 knots, for Clyde, retaining LOOKOUT and PENN as escort to Pentland Firth and instruct them to enter Scapa when relieved by the destroyers detailed by R.A.D.
(C. in C. Rosyth 2026A/11 and 0250A/12 to C. in C. H.F.)

/TEDWORTH ...

War Diary.11.10.1942.
Sunday.HOME COMMANDS.Movements - contd.

TEDWORTH. Sailed TEDWORTH and 2 escorting M.Ls.
(N.O.I.C. Stornoway 1033A/11 to R.A.M.)

BICESTER. My P.C.S. at 0900Z/11 037° 56' N. 025° 56' W.
WRESTLER. 040°, 18. WRESTLER in company. Your 1348A/8
See p. 306 para 3. Request permission to proceed by
Q.Z.L.18.
(BICESTER 1052A/11 to C. in C. W.A.)
After fuelling at Ponta Delgada proceed in company
through 53° 01' N. 15° 01' W, thence to Londonderry and
Liverpool respectively.
(C. in C. W.A. 1156A/11 to BICESTER, WRESTLER.)
Your 1052/11 approved. Cancel my 1156/11.
(C. in C. W.A. 1439A/11 to BICESTER.)

10th Admiralty 2022/7. Request you sail 10th
Trawler Group Northabout to Greenock, on 13/10.
Group. (2) Group is to leave Harwich at 0800 and
proceed by Swept Channel in force. Weather
permitting S.O.A. to be 10 knots.
(3) Fighter protection for passage has been arranged codeword
"Terrain".
(4) Speed is to be adjusted if necessary so as to pass through
Pentland Firth in daylight and to arrive Greenock at 0630/17.
(C. in C. Nore 1134A/11 to N.O.I.C. Harwich.)

TARTAR. Sail at 0800 tomorrow, and proceed to Scapa
by searched channels.
(C. in C. Rosyth 1222A/11 and 1440A/11 to
TARTAR.)

NIMBLE. Request whereabouts of Tug NIMBLE.
(C. in C. Rosyth 1240A/11 to Admty.)
Your 1240A/11. On passage to Scapa towing
KINALDIE.
(Capt. R. Tugs 2026A/11 to C. in C. Rosyth.)

GLAISDALE. Proceed immediately at best speed to Spithead.
(C. in C. Plymouth 1255A/11 to GLAISDALE.)

DELHI. Clyde arrival DELHI.
(N.O.I.C. Greenock 1336A/11.)
Proceed to Belfast.
(C. in C. W.A. 1709A/11 to DELHI.)

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11.10.1942.
Sunday.War Diary.HOME COMMANDS.Movements - contd.

- P.555. *See p. 317.* S.B.N.O. W. Atlantic 1542/10. Suitable route from (J) to (L) 051° 40' N. 027° 50' W.
(M) 056° N. 017° W.
(N) 056° 30' N. 010° 00' W. omitting (K), thence as ordered by F.O.S.
(C. in C. W.A. 1411A/10 to F.O.S.)
(A) S.B.N.O. Western Atlantic 1542/10. Omit position K and proceed direct to L 051° 40' 027° 50'. M 056° 00' 017° 01' N 056° 30' 010° 02' to R/V in 180° Barrahead 10 miles with escort as ordered by Capt.(S) 3.
(B) Proceed diving by day when east 020° W.
(C) Report to F.O.S. (1) Forthwith if unable to comply owing to fuel state. (2) Time of crossing 033° W. 24 hours in advance. (3) E.T.A. at R/V 72 hours in advance.
(D) on all occasions of breaking W/T silence report position course and speed and weather.
(E) F.O.(S) will be responsible passing own and enemy movements to P.555 when East 026° W.
(F) Bombing restrictions will be arranged East 033° W.
(F.O.S. 1716A/11 to P.555) See also F.O.S. 0009A/13.

THUNDERBOLT. *See p. 300.* Intend to sail THUNDERBOLT and LA CAPRICIEUSE at 0800/12 to Greenock. Codeword "Obstacle".
(C. in C. Plymouth 1549A/11.)

P.221. Sailed P.221, P.45, P.511 escorted by NORTHERN
P.45. PRIDE in accordance with S.3's 1833A/8.
P.511. (F.O.I.C. Greenock 1804A/11.)

Operations.

Wreck clearances. My 1815/10. Sailed. (MARIA)
(F.O.I.C. Gt. Yarmouth 0620A/11.)
My 0620. Returned to harbour owing to weather.
(F.O.I.C. Gt. Yarmouth 0840A/11.)
My 0840. Intend sailing to Y93 0600/12 if weather permits.
(F.O.I.C. Gt. Yarmouth 1329A/11.)

Patrols. Patrols tonight. 1A. SHELDRAKE. 1B. GUILLEMOT.
2. HAMBLEDON. 3. WHITSHED. 4. MACKAY.
5. PYTCHLEY. 6. HOLDERNESS.
(C. in C. Nore 0940A/11.)

Intend M/Ls 123 (S.O) and 246 to patrol on latitude 50° 20' N. between 1° 35' W. and 2° 10' W. tonight, leaving Weymouth 1930 and returning from patrol line at dawn.
Codeword "Object". Request air protection.

(F.O.I.C. Portland 1115A/11.) *See next page*
Sail available M.Ls at 1815 today to take up patrol either side of 130° Start Point 20 miles. M.Ls are to leave patrol at Daylight 12th and return to Dartmouth. On passage to and from patrol M.Ls are to pass through 180° Start Point 4 miles.

11.10.1942.
Sunday.

War Diary.

HOME COMMANDS.

Operations - contd.

Patrols
(contd.)

2. Object to intercept E.boats.
3. Codeword "Nation 6".
4. N.O.I.C. Dartmouth is requested to inform M.Ls if M.G.Bs sail.
(C. in C. Plymouth 1355/11 to N.O.I.C. Dartmouth.)

Intend to sail M.G.Bs 318 and 323 at 1715 tonight for southward, returning 0800/12th.

(N.O.I.C. Dartmouth 1519A/11 to C. in C. Plymouth.)

→ * M.Ls 123 (S.O)*246 patrolling 15 miles south of St. Albans Head. Coastal Craft exercising between Portland Bill and Anvil Point from 1900 to 2200/11. * *see previous page*

(C. in C. Portsmouth 1544A/11.)

Your 1355/11. M.Ls 153 (S.O) 157, 195. *see previous page & above.*

(N.O.I.C. Dartmouth 1545/11 to C. in C. Plymouth.)

My 1115A/11. For M.L.123 read M.L.303.

(F.O.I.C. Portland 1745A/11.)

M.Ls 148 and 149 from Ramsgate patrolling between Dumpton and N.E. Spit buoys. E.T.D. 1910, E.T.R. 0655/12. M.Ls 143 and 138 near C.one buoy. M.Ls 104, 210, 213, 128, 108, 125 and 101 carrying out operation, N.L.61 A. Expected time of departure 1830, expected time of return 0115/12. M.G.Bs 107, 46, 13, 6, 10 leave Ramsgate to patrol outer Ruytingen Bank. E.T.D. 2000, E.T.R. 0030/12.

(V.A. Dover 1746A/11.)

Situation 2000. 2 M.Ls on patrol 20 miles S.E. Portland Bill. 3 M.Ls on patrol 20 miles S.E. Start Point.

(C. in C. Plymouth 1544A/11.)

Enemy Tanker attacked. 1 Medium merchant vessel bearing 180° distant 2 miles, course 270°. My position 46° 32' N. 8° 23' W.

(A/C UC9C 1033/11 to 19 Group.)

Merchant vessel at 1425 in 46° 37' N. 8° 48' W.

course 270°, 8 knots.

(A/C VC9B 1045/11.)

Course of own forces 160.

(A/C UC9C 1105/11.)

One large vessel P.C.S. 46° 37' N. (?longitude), 240°, 8.

Have taken over shadowing tanker.

(A/C UC9B 1115/11.)

Enemy has altered course to 270°. approx.

(A/C UC9C 1134/11.)

My 1030. One Tanker 6000 - 210° (?11) 46° 10' N. ? 8° 44' W.

(A/C UC9D 1155/11 to 19 Group.)

Tanker position 46° 40' N. 8° 50' W. course 120°, speed 10 knots. Circling.

(A/C G67V 1220A/11 to 19 Group.)

My 1155. Have attacked enemy with bombs dive, (*and estimates 4 hits BAR) *(could also read "and depth charges BAR".)

(A/C UC9D 1315/11 to 19 Group.)

/(A) ...

11.10.1942.
Sunday.

War Diary.

HOME COMMANDS.

Operations - cont.

→ Enemy Tanker (A) A/C sighted tanker in 046° 10', 008° 44',
attacked course 210°, 11 knots, at 1155.
(contd.) (B) My 1339. P.228 proceeding toward position
ordered. P.217 keeping on parallel track 15
miles to southward.
(C) If nothing is sighted by dark tonight P.228 and P.217
proceed to patrol vicinity 043° 20', 011° 50' and 043° 02',
011° 20' respectively.
(D) Total bombing restrictions arranged in area 042° to 045°
and 008° to 012° until further orders.
(F.O.S. 1429A/11 to S/Ms.)
My 1429. Air striking is being arranged. Enemy may make
for Ferrol if damaged. PROTEUS patrol vicinity 043° 31',
008° 35'.
(F.O.S. 1456A/11 to S/Ms.)
At 1155/11 A/C reported 6000 ton tanker in 46° 10' N.
8° 44' W., course 210°, speed 11 knots.
(D.D.I.C. 1524A/11 to F.O.C.N.A.)

Operation E.Z. Operation E.Z. A.M. 1049/10 and 2205/10.
ARGONAUT, INTREPID, OBDURATE will arrive Kola
Inlet 21/10.
(3) After disembarking dry provisions, medical
stores, and personnel, Force will embark R.A. Bodiam-Whetham
and R.A.F. A/C crews and maintenance personnel, 66 officers
309 other ranks, 6 plus 40 in each destroyer, remainder in
ARGONAUT.
(4) Endeavour should be made to complete turn round and sail
same night.
(5) Request route to Kola from position E.074° 58' N. 040°
05' E., and desired E.T.A.
(C. in C. H.F. 1207A/11 to S.B.N.O. North Russia.)

Operation K.E. Carry out operation K.E. tonight.
(C. in C. Portsmouth 1222/11.)

→ M/V attacked Aircraft report. (a) Vessel possibly BELGRANO
off Ferrol. in 044° 35' N. 012° 05' W. at 1219A/11. Course
320°, 12 knots.
(C. in C. Plymouth 1327A/11 to F.O.C.N.A.)
Surface when out of sight of land and proceed at best
speed towards 044° 50' N. 009° 50' W.
(F.O.S. 1339A/11 to P.217 and P.228. (R) PROTEUS.)
Enemy has altered course to 180° approx. Am returning to
base. My E.T.A. is 1910.
(A/C GC8H 1420/11 to 19 Group.)
A/C report ship probably BELGRANO at 1219/11 in 44° 35' N.
12° 05' W, steering 320°. At 1408/11 A/C attacked with no
hits. At 1420/11 vessel altered course to 180°.
(D.D.I.C. 1522A/11 to F.O.C.N.A.)

/BELGRANO ...

11.10.1942.
Sunday

War Diary.

HOME COMMANDS.

Operations - contd.

M/V attacked off Ferrol. (contd.) BELGRANO at 1420A/11 in 44° 19' N. 12° 36' W., course 180° 13 knots. Suggest Catalina be despatched to be there by first light 12/10 to make square search for ship and shadow if found. Course 180° may be due to evasive action when attacked. Original course 290°.
(H.Q.C.C. 1548A/11 to Gibraltar.)

My 1327A/11. (A) was attacked at 1420, no hits. Course of enemy 180°.

(C. in C. Plymouth 1609A/11 to F.O.C.N.A.)

In addition to tanker reported in my 1429 aircraft report ship probably BELGRANO at 1219 in 044° 35', 012° 05', steering 320°. A/C subsequently attacked and at 1420 reported course of BELGRANO as 180°.

(F.O.S. 1751A/11 to S/Ms.) *See p. 306*

KITTIWAKE.

My 1230/6. *not in file* KITTIWAKE not available for F.N#37 and F.S#32 nor for patrols 1B and 1A on nights of 12/13 and 13/14 October.
(F.O.I.C. Harwich 1423A/11.)

Biscay S/M Patrols.

Positions at 0800A/12 and movements for following 24 hours. UNIQUE 48° 50' N. 06° 14' W. URSULA 48° 20' N. 06° 48' W. SEALION 48° 20' N. 06° 48' W. GRAPH 47° 38' N. 07° 01' W. All proceeding dived by day as routed in S.3's 1547/5. PROTEUS vicinity 43° 31' N. 08° 35' W. P.228 vicinity 43° 20' N. 11° 50' W. P.217 vicinity 43° 02' N. 11° 20' W.
(F.O.S. 1614A/11.)

Allied Air Activity.

Bombing restrictions. Request surface bombing restrictions from 1800/11 until 0800/12 15 miles each side of a line Start Point - Ile de Bas.

(C. in C. Plymouth 1555/11 to H.Q.C.C.)

My 1736/11. Amend to read total bombing restrictions (?requested) in area between 042° 30' N. and 044° N. and meridians 008° 01' W. and 012° 30' W. from 0700/12 until further notice.

(F.O.S. 2147A/11 to H.Q.C.C.)

Enemy Tanker and M/V attacked.

See Operations.

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11.10.1942.
Sunday.War Diary.HOME COMMANDS.Enemy Air Activity.

Iceland. F.W. sighted over Skalar 066° 20' N. 014° 43' W. at 0845 and over Raufarhofn at 0855, course west. One four-engined enemy A/C sighted bearing N.E. from Skalar at 0950, course west. Cloud five-tenth, 2500 feet, visibility 25 miles. (A.C.I.C. 1101A/11.)

Aircraft believed hostile plotted 10 miles N.W. Akranes at 1318. Flew eastwards over Hvalfjord at 2000 feet plus and remained over Hvalfjord and Reykjavik area until 1500, disappearing S.E. Cloud 10-10th, (?500) feet, visibility 1,000 yards. One enemy A/C sighted from Saudarkrokur 065° 45' N. 019° 40' W. at 1422, course W. (A.C.I.C. 1908A/11.)

Exercises.

THUNDERBOLT. THUNDERBOLT, Trawler ARMANA and M.L. 1034 will be exercising in area D. south east Plymouth between 1000 and 1700/11. (C. in C. Plymouth 0909A/11) (F.O.S. 1014A/11.)
See p. 296

Mining.

Operation E.Y. A Channel width one mile in direction 064° for 9.7 miles from 65° 18.2' N. 13° 43.5' W. has been closely searched by five ships in K. formation, with negative results. (A.C.I.C. 0050A/11.)

In view of C. in C. H.F. 1725A/10 searching sweep of Northern Area is postponed. Carry out clearing sweep to the Eastward of line joining 065° 21' N. 013° 28.7' W. and 064° 53' N. 013° 20' W. On reaching the later position turn to Northward and sweep back to extend clearance channel to maximum width. Intention is to first establish an adequate swept channel through the area where mines have found. (A.C.I.C. 0114A/11 to 15 M/S F.)

A.M. 2310A/2. Intend sailing LYME REGIS, WORTHING, and DUNBAR for U.K. at 1000Z/13, destination Scapa in absence of other orders. Admiralty requested to issue orders for BOOTLE and PETERHEAD. (M/S 15 2318Z/11 to A.C.I.C.)

Convoy Sweep. Departure M.S.T's ROWAN and FIR sweeping ahead of "Review". (F.O.I.C. Falmouth 1033A/11 to N.O.I.C. Dartmouth.)

S.N.3 E. Your 0901/11th. Intend to attempt to lay as in my 1132/9th. Proceed accordingly. (R.A.M. 1048A/11 to SCOTT.)
BRIGHTON, CHARLESTOWN, CASTLETON, WELLS sailing Port
Z.A. 0830A/12, northbound, 13 knots. (C. in C. W.A. 1723A/11.)

/My 1132/9 ...

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War Diary.11.10.1942.
Sunday.HOME COMMANDS.Mining - contd.

S.N.3 E. My 1132/9. Operation postponed 24 ? hours.
(contd.) Act accordingly.
(R.A.M. 2002A/11 to SCOTT.)
My 0920/30. Operation again postponed.

Paragraph E. should now read 1000/13, and paragraph L. 1640/13.
(R.A.M. 2116A/11.)
Weather report. Beacons laid. Your 2002/11 acknowledged.

E.T.A. Stornoway 0830A/12th.
(SCOTT 2130A/11 to R.A.M.)

BLEASDALE At 2024 following is a repetition of estimated
damaged. positions 050° 34'.2 N. 000° 49'.1 W, BLEASDALE
struck a mine. She was last of 5 destroyers in
line ahead 3 cables apart speed 18 knots.

Damage above and below waterline to bow as far aft as number 9
bulkhead which is holding. Ship returned under own steam at
10 knots. No casualties. Will dock today. Estimate from
explosion that mine was on the surface and was hit with stem.
(C. in C. Portsmouth 1133A/11 to Admt.)

Lyme Bay. Your 1541A/10. Arrived.
(F.O.I.C. Portland 1600A/11 to N.O.I.C.
Dartmouth.)
One mine detonated in 50° 25' 54" N. 02° 48' 24" W.

My 1231A/10. Expect to complete item A tomorrow.
(M/S 4 1845/11.)

Firth of A.M. Q.Z.S. 175 and 152 searched to a width of
Forth. 1½ cables each side of centre line, also channel
between east and west gate Inchkeith and A.M.
Q.Z.S. 317 searched to a width of 1½ cables.
(C. in C. Rosyth 1641A/11.)

Off Anvil One Magnetic Mine Red detonated by LL in
Point. approx. 102° 6.5 miles from Anvil Point Light.
(C. in C. Portsmouth 1751A/11.)
Intend to sail BRECON CASTLE and CONCERTATOR
at 0630/12 to sweep Route "P" to Portland. Codeword "Ounce V".
2. Request these ships may be sailed back to Dartmouth sweeping
Route "P" for P.W. 232. Codeword "Ounce VI".
(N.O.I.C. Dartmouth 1848/11 to F.O.I.C. Portland.)

Humber. Following twelve mines exploded by Sweepers today.
Details.
(F.O. Humber 2141/11.)

Blyth. Port closed owing to unidentified object
reported dropped in river during air raid.
(N.O.I.C. Blyth 2331A/11.)

War Diary.11.10.1942.
Sunday.HOME COMMANDS.Enemy Intelligence.

Merchant Ship. Merchant vessel TSJY 3555 (indecipherable) course 320°. (A/C Z07N 1219/10 to 19 Group.)

U-Boats.

U-Boats reported. By D/F at 0307Z U-boats probably in vicinity O.N. 136. (D.D.I.C. 0920A/11 to Escorts O.N. 136.) Submarine reported on surface and seen to submerge by LYME REGIS in approx. 065° 14' 06" N. 013° 18' 07" W. at 1108. (15 M/S 1121Z/11 to A.C.I.C.) Am over enemy S/M in 47° 18' N. 15° 49' W. S/M observed to dive. (A/C N6DC 1212/11 to 19 Group.) Disposition of U.Boats. One within 80 miles 047° 30', 011° 50', bound Bay of Biscay. One bound S.W. or S. within 60 miles 044° 40', 010° 30'. 4 inward-bound East 008°. One probably outward bound at 1454/11 within 40 miles 044°, 007°. (F.O.S. 1457A/11 to S/MS.) D/F bearings at 1850Z/11, 1934Z/11, and 2055Z/11 indicate that U-boat may be shadowing Convoy O.N.136. (D.D.I.C. 2224A/11 to Escorts O.N.136.)

Navigational.

57 G. Buoy. 57 G. Buoy extinguished. (VANITY 2116A/11.)

Casualties and Defects.

EMPIRE TARPON. Request you sail Tug MARAUDER with despatch to assist EMPIRE TARPON broken down in approx 57° 22' N. 11° 18' W. LONDONDERRY will home tug on 2410 K/cs. Ship requires pumping out. (D.T.D. 0148A/11 to A.C.O.S.) Sailed MARAUDER 0445/11 in accordance with your 0148/11 routed through 000° Butt of Lewis 5 miles. S.O.A. 12½ knots. (A.C.O.S. 0830A/11.) My 1830/11. Request you re-route MARAUDER if considered desirable. (A.C.O.S. 0914/11 to C. in C. W.A.) Proceed via Minches. (C. in C. W.A. 1114A/11 to MARAUDER.) Tug unable pass tow all day. LANDGUARD succeeded at 1900 but now parted. Situation on board causes anxiety, but sea too high abandon ship in darkness until vital. (LONDONDERRY 2138A/11 to C. in C. W.A.)

War Diary.11.10.1942.
Sunday.HOME COMMANDS.Casualties and Defects.

- FORT CONFIDENCE. Sailed tug AMSTERDAM to assist CHERBOURGOISE ~~252~~ towing SS FORT CONFIDENCE broken down in Irish Sea. (N.O.I.C. Holyhead 0725A/11.)
Arrived tugs AMSTERDAM and CHERBOURGOISE with FORT CONFIDENCE in tow. (N.O.I.C. Holyhead 1210A/11.)
- THALIA. Report loss of pilot vessel THALIA a.m. 11th. Vessel in collision with merchant ship in Lynn of Lorne. Six survivors and four missing. (N.O.I.C. Oban 1001A/11.)
- M.G.B. 56. M.G.B. 56 entered harbour owing to breakdown. (C. in C. Portsmouth 1344A/11.)
- BERRYDEN. BERRYDEN refloated 1115 today and moored at buoy. Leakage under control. Vessel has broken propeller and rudder unshipped and distorted. Necessary to tow ship to repair port on completion of temporary repairs. Estimated time for completion of repairs 6 days. (C.S.V.O. Lyness 1430/11 to A.C.O.S.)
- BERMUDA. BERMUDA has developed serious defects in cable holders and capstan gear which will necessitate repairs by Napier, Glasgow. Propose sailing BERMUDA for Greenock arriving a.m. 16th. Request work may be put in hand on arrival. (C. in C. H.F. 1523A/11.)
- PANTHER. Your 1715/10. Regret time does not permit of additional stiffening. Request ship may be sailed on completion of defect in magazine. (R.A.D. 1620A/11 to A.S. Rosyth.)
*See p. 294.
(NELSON 2/11)*
- RESTIGOUCHE. Arrived RESTIGOUCHE with defects. (Cdre. Londonderry 2016A/11.) (C.T.G. 24.7, 2145Z/11.)
- BURZA. Cancel my 1509A/11. ^{14.10.42} BURZA delayed by defects. (C. in C. Plymouth 2049A/11.)
- FREEBOOTER. My 1701/28. On arrival of tug FREEBOOTER had defect and wire round her propeller. Defects have been completed with exception of clearing propeller. (A.C.I.C. 2300A/11.)

War Diary.

11.10.1942.
Sunday.

HOME COMMANDS.

Shipping and Convoys.

Convoy
"Heavy"

Your 1504/7. ^{11.7.42} 7 motor transport ships escorted by SAMPHIRE arrived Clyde. (F.O.I.C. Greenock 0828A/11 to F.O.I.C. Liverpool.)

DERBYSHIRE.

Arrived DERBYSHIRE and TYNEDALE. Intend sailing DERBYSHIRE at 2000/11. E.T.A. Bar Light Vessel 1015/12. Speed 13 knots to I Lt. Float, thence 9 knots. (F.O.I.C. Milford Haven 0935A/11.)

N.O.I.C. Newport Mon 0232/11. Request SWALE be instructed to contact DERBYSHIRE leaving Milford Haven 2000A/11 and escort to vicinity of Skerries. DERBYSHIRE thence to Liverpool. E.T.A. Bar 1015/12.

(N.O.I.C. Milford Haven 1015A/11 to N.O.I.C. Cardiff.)

R.U.44.

Route P. 062° 40' N. 021° 40' W.
Q. 060° 45' N. 015° 30' W.
R. 358° Butt of Lewis 6 miles.
(C. in C. W.A. 1022A/11 to A.C.I.C.)

A.T.25.

A.T.25 arrived 1040/11.
(D.S.T.O. Greenock 1050/11.)

PRAGUE.

Intend sailing transport PRAGUE and escort at 1900/12, routed 5 miles east Sumburgh Head 35 buoy Admiralty Message Q.Z.S. 352150. Speed 15 knots for Invergordon. E.T.A. 0700/13. Request fighter protection. (N.O.I.C. Lerwick 1215A/11 to A.C.O.S.)

SAN AMBROSIO.

Your 2000/6, and N.S.O. Lyness 1102/8. Request information whether SAN AMBROSIO will have a stock of diesel oil as MURENA's stock requires replenishing. Also request confirmation she will carry stock of lubricating oil. (A.C.I.C. 1230A/11 to Admty.)

Atlantic
Convoy Escort
Groups.

My 1608/7.
1. If ten groups only are employed on mid-ocean escort propose following action.
(A) B3 to become spare group on arrival in U.K. with S.C.106 early November.
(B) O.N.141 to sail October 24th then at 8 day intervals.
(C) O.N.S.142 to sail October 28th then at 8 day intervals.

War Diary.

11.10.1942.
Sunday.

HOME COMMANDS.

Shipping and Convoys - cont.

Atlantic	(D) Convoys to be escorted as follows:-
Convoy Escort	C.4 O.N.137 - S.C.107
Groups.	B.2 O.N.S.138 - H.X.213
(contd.)	C.2 O.N.139 - S.C.108
	B.4 O.N.S.140 - H.X.214
	C.3 O.N.141 - S.C.109
	B.7 O.N.S.142 - X.215
	C.1 O.N.143 - S.C.110
	B.6 O.N.S.144 - H.X.216
	A.3 O.N.145 - S.C.111
	B.1 O.N.S.146 - H.X.217

2. This pre-supposes following sailings from New York as recommended in para (A) of Cominch 2140/30 September :-

(D) H.X.211 October 8th. H.X.212 October 18th, then at 8 day intervals.

(B) S.C.105 October 10th. S.C.106 October 16th then at 8 day intervals.

3. It is estimated that under winter conditions groups will have a minimum lay over of 8 days at their Home Base and 4 days when away. If you concur request Canadian and U.S. Authorities may be informed.

(C. in C. W.A. 1724/9 to Admty.)

EMPIRE
LAUNCELOT.

EMPIRE LAUNCELOT unable to maintain speed. Returning to join O.N.138 at R/V off Oversay at daylight tomorrow.
(C.T.U. 24.1.9 18492/11.)

F.S.431.

F.S.431 is to proceed from 62 E. buoy direct to H.2 buoy, thence direct to position 1 mile West of 57 E buoy. Weather permitting a trawler will be anchored 053° 41' N. 000° 33' E.
(C. in C. Nore 2125A/11 to VERSATILE, etc.)

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.North Atlantic.Shipping,
calls at
U.K. ports.

Your 1456/28 (N.T. in W.D.) There have been several recent cases of vessels failing to call at a U.K. port, or putting into an Irish port before calling at a U.K. port. We are not prepared to condone this evasion of Navicert undertaking and you should leave Eiream Masters in no doubt of this.
(M. Br., 0018A/11 to N.C.S.O. Lisbon, (R) U.K.S. A. Dublin, F.O.C.N.A., C. in C. Plymouth.)

BICESTER,
WRESTLER.

BICESTER and WRESTLER left Ponta Delgada 0715 G.M.T. 11th.
(Ponta Delgada, 0957/11.)

SCOTTISH.

Sailed for Y.1 patrol.
(F.O.C.N.A., 1029A/11.)

P. 247.

My 1640/10th (Circulated as 1440/10.) P.247 arrived.
(F.O.C.N.A., 1032/11.)

My 1640/10th sailed P.247. Q.B.78, Q.B.B. 292, Q.B.C. 489 missing 478, 488.

2. P.247 crossed 009° E. in 038° 28' N. at 2200A/16th and has V.A. Malta's 1159/10th.
(F.O.C.N.A., 2010A/11 to V.A. Malta.)

BELGRANO
and a
tanker.

German blockade runner BELGRANO left Ferrol 0500/11.
(Corunna, 1105/11 to Admty., (R) S.O.(I) Gib., B.N.A. Madrid.)

See p. 298 9
299 At 1155/11 enemy 6000 ton tanker was in 46.10 N. 08.44 W. course 210°, 11 knots.

(ii) At 1219/11 enemy merchant ship was in 44.35 N. 12.05 W. steering westward 13 knots altered course 180 at 1420/11th.

(iii) German SS. BELGRANO sailed Ferrol 0500/11th.
(F.O.C.N.A., 1846A/11 to S. & A. N.A. Area X & Y.)
A.M. 1522/11 (reporting BELGRANO sighted by A/C.)

Request what action taken.

(A.C.N.S.(F), 1906A/11 to F.O.C.N.A.)
Your 1906.

CHARYBDIS who has been making good defects in oil fuel tanks will be at one hours notice for steam from 2200.

2. In view of distance involved do not intend sailing her unless ordered.

3. Ships and Authorities North Atlantic Station have been warned.

4. Air search in accordance with H.Q.C.C. 1538 (? 1548A) by one Catalina weather permitting.

(V.A.C.N.A., 2130A/11 to Admty.)

P. 34.

Your 1118/7.

(1) P.34 has following defects.

(2) C.O. in need of rest and freedom from

responsibility. (3) Submarine fit for patrol other than close patrol. (4) Can programme for P.34 prior to refit be given?

(V.A.C.N.A., 1214A/11 to F.O.S.)

/Portuguese ...

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.North Atlantic - Contd.

Portuguese mails. My 1751/23/7.
These instructions refer only to occasions when vessels are boarded at sea.

(2) Normal procedure for examination of mails should be applied to all ships that are diverted to a British port for control or call there voluntarily.
(D.E.W.D., 1315A/11 to F.O.C.N.A.)

P. 217. P. 217 reports having carried out unsuccessful attack on darkened ship in 043° 27' N. 008° 33' W. steering 290° speed 13 knots at 2148/10th.
(F.O.C.N.A., 1320A/11.)

→ U/B. Following has been read. From A/C Call Sign TRIC.
Am over enemy S/M in 37.31 N. 1.27 E. S/M has submerged.
(Gib. W/T, 1342/11 to Admty.)

Bombing restrictions. A.C.100, 11/10. Serial No. G.238.
Forthwith until further notice institute total submarine bombing restrictions in area 42° N. to 45° N. between longitudes 8° W. and 12° W.

(H.Q.C.C., 1358A/11 to R.A.F. Gibraltar.)

A.C.107, 11/10. Serial No. G.239.

My A.C.100, 11/10 serial No. G.238. At 0700/12 cancel restrictions. Serial No. 240. From 0700/12 until further notice institute total submarine bombing restrictions in an area enclosed by 42° 30' N. and 44° N. and 08° W. and 12° 30' W.
(H.Q.C.C., 2240A/11.)

→ WESTCOTT. ^{/M.T.C.W.D.} Your 1347 and aircraft's ^{/See above (U/B)} 1342 my P.C. and S. 037° 20' N. 000° 02' W. 082°, 24 knots. In view of enemy threats of air attack I consider destroyers should remain in company until dark.
Please confirm that U-Boat hunt should be abandoned in order to search for Spitfire pilots.
(WESTCOTT, 1445A/11 to F.O.C.N.A.)

French Ships. Gibraltar 0920 Destroyer BOULONNAIS~~Z~~, SS. MEDIE TWO, HOGGAR both light. ARGONNE laden deck cargo six motor lorries. 1 Motor Launch. Trawler AUGUSTE DENISE westbound.
(S.O.(I) Gibraltar, 1743A/11.)

Enemy A/Cs. At 1245/11 2 Ju.88s carried out R/C of Rock at over 24,000 feet approaching from North easterly Gibraltar. direction. Fortress A/A Engaged and two Spitfires sent up which intercepted fifty miles to eastward. One Spitfire shot down into sea.

One Ju. seen with port engine on fire.

(F.O.C.N.A., 1858A/11.)

Amended by 1534A/12, q.v.

/At ...

War Diary.

11.10.1942.
Sunday.

FOREIGN STATIONS.

North Atlantic.

Enemy A/Cs.
over
Gibraltar.
(Contd.)

At 1230 hours one E/A approached Gibraltar at great height. A/A fired. 2 Spitfires up intercepted E/A 45 miles east of Gibraltar on return journey. 1 Spitfire shot down pilot missing. E/A damaged last seen at sea level making for Spain.
(A.H.Q. Gibraltar, 1930A/11.)

U/B.

At 1342/11th Hudson aircraft sighted U-Boat in 037° 31' N. 001° 27' E.
(2) U-Boat dived in this position.
(F.O.C.N.A., 1912A/11 to Admty., (R) C. in C. Med., N.O.I.C. Malta.)

South Atlantic.

ROYAL
SOVEREIGN.
U/B.

ROYAL SOVEREIGN reports S/M in 016° 11' N. 029° 15' W. at 2254Z/10th.
(R.A.W.A., 0037A/11 to C. in C. U.S. Fleet, B.A.D., Comsolantfor.)

AGAPENOR
torpedoed.

See next page

(Humber Radio, No T.O.O.)
(Port Patrick Radio, 0422/11.)
(C. in C. Plymouth, 0423/11.)
(North Foreland Radio, 0429/11.)

Intercepted 0321 G.M.T. Freetown W/T Stn. SSSS AGAPENOR 6.53 N. 15.23 W. torpedoed, heavily listing, now taking to boats.
(Burnham Radio, 0313 G.M.T./11, to Admty.)

PETUNIA.

Your 0402Z/11th. ^{11.10.42} E.T.A. position 0700Z/11th.
(PETUNIA, 0601Z/11 to R.A.W.A., (R) Capt. D.18.)

U/B. K.15.

Submarine sighted in 016° 11' N. 029° 15' W. at 2254Z/10.
(R.A.W.A., 0909Z/11 to S/M K.15, (R) Admty., C. in C. U.S. Fleet, B.A.D.)

VELOX,
W.S. 23.

Will have insufficient fuel on arrival at St. Vincent to comply with your 1315Z/10. Propose to return to Bathurst arriving 0800Z/13. Request new R/V with W.S.23 a.m. 14th.
(VELOX, 0950Z/11 to R.A.W.Af., (R) N.O.I.C. Bathurst, Gambia, ANTELOPE, Escort W.S.23.)

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.South Atlantic - Contd.GLENDENE,
AGAPENOR. *see**previous page*

British ship GLENDENE torpedoed sunk 1420/8/10 in 04° 34' N. 17° 36' W, 38 survivors picked up by British ship AGAPENOR at 1730/10/10.
2. AGAPENOR torpedoed and abandoned 0313/11/10 in 06° 53' N. 15° 23' W.
(S.O.(I) Freetown, 1045Z/11 to Admty., (R) C. in C. S.A.)

AQUITANIA.

A. Request you will meet and escort her with two destroyers re-routeing her according to your latest information.

B. If you consider she will be safer at anchor off Durban than at Cape she may be sent there. Overcarriage of U.S. contingent for Freetown can be accepted.

(A.C.N.S.(F), 1104A/11 to C. in C. S.A., (R) Cdre. Durban.)

TURKEY
(sunk 9/10)

SS. TURKEY (? colon) sunk by enemy action a.m. 9/10 only D.E.M.S. personnel 2 Maritime A.A. Regt. (names). Missing. Action report forwarded.
(N.L.O. Port Elizabeth, 1232C/11 to Admty.)

CORINTHIAN,
(DUCHESS OF
ATHOLL
survivors)

My position 006° 50' S. 011° 40' W. Will have approx. 825 survivors men, women and children. Propose returning Ascension but can proceed Freetown direct if required. Request immediate reply.
(CORINTHIAN, 1330Z/11 to R.A. West Africa, (R) Admty.)

Your 1330/11th. Return to Freetown through position Z, 000° 010° W. and A, 007° 50' N. 014° 10' W, unless urgent casualties make it (?necessary) for you to go to Ascension. Report action taken.

(R.A.W.A., 1459/11 to CORINTHIAN, (R) N.O.I.C. Ascension, Admty.)

Proceeding Freetown. 821 survivors. 4 reported missing. My P.C. and S. 006° 56' S. 011° 55' W. "B" 016° 12 knots.
(CORINTHIAN, 1701Z/11 to R.A. West Africa, (R) Admty.)

S.A. Air
Forces.

A. Request information as to what S.A. Air Forces are being employed to deal with the U-Boat menace and where they are based.

B. Is there any likelihood of your being able to obtain reinforcements to the above?

C. What use are you making of F.A.A. units?

(D.O.D.(F) Approved 1st S.L., 1352A/11 to C. in C. S.A., (R) C. in C. E.F., Air Min.)

Reply: C. in C. S.A., 1943C/12.

PETERTON
survivors.

EMPIRE WHIMBREL arrived 11/10 with 12 survivors
SS. PETERTON, names my immediate following telegram.
(B.R.O. Buenos Aires, 1611/11 to Admty.)

/CROCUS ...

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.South Atlantic - Contd.CROCUS,
(attack
on U/B
6/10.)

My 1851/8.

1. Careful investigation reveals following sequence of events and action by CROCUS. 0330 P.C. and S. 7° 55' N. 14° 06' W. 227° 14 knots. 0343 R.D.F. contact 260° 2800 yards. Altered towards at full speed. 0352 sighted U-Boat. 0404 rammed U-Boat between conning tower and stern at angle of 75°. U-Boat hung on CROCUS bow 2 minutes. Disengaged and opened fire Oerlikon and Pom-Pom. Fired port depth charge thrower at 60 yards range, depth setting 140 feet. Chased U-Boat. Illuminated with searchlight. Fired 6 rounds 4-inch (estimate 3 hits) and 500 rounds Oerlikon. U-Boat trimmed down and adjusted to full, surface trim again. D₄₁₅ overhauled and rammed U-Boat's starboard quarter. As U-Boat passed close down starboard side fired and straddled with throwers (charges set 50 and 140 ft.) U-Boat disappears 0416 H.E. faded Asdic contact obtained. 0419 attacked with nine charges settings E. Subsequent contacts lost at 400 and 600 yards. Lost position of attack chasing non subs with Gyor broken down. Illuminated area and searched till dusk. No visible result.

2. Aircraft reports of oil and wreckage in area not necessarily relevant.

3. Consider U-Boat destroyed.

(R.A.W.A., 1645Z/11 to Admty., (R) C. in C. S.A.)

DECOY.

Your 1715Z/11 (N.T. in W.D.) Was within 3 miles of this position at 1455. Nothing seen. Cannot return to position before dark and (? ship is) remaining (? with convoy) until dawn.
(DECOY, 1821Z/11 to R.A.W.Af., (R) BRILLIANT.)

Diversions
from
Capetown.

Following ships due Capetown up to 16/10 from westward should have bunkers to reach a port further east for onward routing and bunkers if required. Request subject to local conditions you will divert accordingly with instructions to enter Capetown only if bunkers insufficient for further port. NELA, TROILUS, NESTOR, PANAMAN, EMPIRE SOUTHEY, ALCOA PATRIOT, RICHMOND HILL, MARIE BAKKE, BARON CAWDOR, BARONIA, SAN ERNESTO, FERNPLANT, EMPIRE SAPPHIRE, J.L. LUCKENBACH, JOHN HENRY, WILLIAM PACA, STEPHEN F. AUSTEN. NELA has part cargo for Capetown but on-carriage must be accepted. Further lists will be signalled as necessary.

2. Corresponding action with westbound traffic is left to your discretion.

(D.T.D., Approved A.C.N.S.(T), 1839A/11 to C. in C. S.A.P

Shipping,
Freetown.

My 1011/10 (New route for shipping approaching Freetown from southwards.)
DUCHESS OF YORK, WINDSOR CASTLE and ANDES were diverted by Admiralty as an emergency measure.
(D.T.D., Approved A.C.N.S.(T), 1840A/11 to R.A.W.A., (R) C. in C. S.A.)

War Diary.

11.10.1942.
Sunday.

FOREIGN STATIONS.

South Atlantic - Contd.

DRUPA, CISTULA collision. DRUPA and CISTULA in collision in approx. 005° 40' N. 001° 23' E. at 0115Z/11 (Tanker message). Extent will be signalled after overhaul. (N.O.I.C. Lagos, 1900Z/11 to Admty., (R) R.A.W.A., etc.)

ILLUSTRIOUS. Following programme is proposed by ILLUSTRIOUS on completion:-

- (A) sail from Durban 1430C/15/10 DERWENT and HOTSPUR in company.
- (B) DERWENT will be oiled at sea from ILLUSTRIOUS.
- (C) Tuesday 20th a.m. (? A/A) practices in Pemba Channel, disembark 810 Squadron to Tanga, on completion about noon anchor at Tanga. Two lighters required alongside on arrival to disembark Squadron stores, destroyers to oil at Manza Bay if required. Sail before dusk.
- (D) Wednesday 21/10 a.m., disembark 881 and 806 Squadrons to Mackinnon Road and Port Reitz. 1400C, pass boom at Kilindini.
- (E) ILLUSTRIOUS requests N berth in order to adjust searchlights. (Cdre. Durban, 1939C/11 to C. in C. E.F.)

Request for B.5 Group. My 2206/9. Request you will enquire whether release of B.5 Group from present employment can be made now.

2. It was originally understood on both sides that loan of this group was only temporary vide C. in C. U.S. Fleet 1645 of 5th May and A.M. 1352 of 2nd June. It is fully appreciated, however, that heavy additional escort commitments have now to be met and that the present employment of the group is vitally important.

3. On the other hand, we are faced with a serious situation in South African waters which affects both British and American shipping and which can only be met by reinforcements from other areas.

4. The reinforcements for the South Atlantic Station that we can provide from our own resources comprise only -

(a) 12 trawlers and a small number of destroyers from our U.K. Coastal Convoys which are continually liable to air and E-Boat attack.

(b) 4 corvettes if they can be got back from Archangel.

(c) As a very temporary expedient the destroyers from the Eastern Fleet which will therefore be immobilised until they can be relieved.

5. Trawlers by themselves cannot deal effectively with the situation which will probably necessitate the introduction of escorted group sailings and special escorts for faster and more important ships such as troop transports.

6. It is hoped that as the weight of attack has shifted from the Western Atlantic the American may be able to release B.5 group which would be transferred to the South Atlantic in addition to the 19 trawlers.

A further review of the situation has shown that we shall have to press for the return of the latter.

(A.C.N.S.(T), Approved 1st S.L., 1957A/11 to B.A.D.)

Reply: B.A.D. 2031Z/12.

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.Mediterranean.

- P.37. Proceed forthwith through $035^{\circ} 01' 012^{\circ} 21'$ to operate in Area H west of longitude given between $035^{\circ} 01'$ and $036^{\circ} 21'$.
(Capt. S.10. 1027A/11 to P.37. (R) C. in C. Med. Capt. S.1.)
- P.43. P.43 leave patrol as necessary and proceed through $036^{\circ} 32' 020^{\circ} 01'$ and $035^{\circ} 22' 015^{\circ} 05'$ to surface 1001A/16.
(Capt. S.10 1155A/11 to 10th S/M.F. (R) C. in C. Med. Capt. S.1. TRAVELLER.)
Patrol about 5 miles south west of Sapienza Island until necessary to comply with my 1125/11. ^{? 1155/11}
(Capt. S.10. 1815A/11 to P.43. (R) C. in C. Med. Capt. S.1. TRAVELLER.)
- Enemy M/V. Aircraft reported at 0735 one large motor vessel 3 - 4000 tons position 360° Benghazi 10 miles course 360° speed 10 knots.
(V.A. Malta 1204A/11 to S/Ms on patrol.)
- UNA P.44 P.211 UNA will leave $035^{\circ} 22' 015^{\circ} 12'$ about 0259A/13 for $037^{\circ} 13' 015^{\circ} 50'$.
P.44 will leave $035^{\circ} 21' 014^{\circ} 15'$ course 165° about 2201A/13.
P.211 proceed through $035^{\circ} 23' 015^{\circ} 29'$ to surface end of searched channel 1014A/14.
(Capt. S.10. 1306A/11 to 10 S.F.)
- DERWENT. A.M. 1344/11 (see E. Indies)^{p. 316} We have approved retention of DERWENT to help safeguard your reinforcements rounding the Cape.
(D.O.D. (F). Approved 1st. S.L. 1350A/11 to C. in C. Med. (R) C. in C. E.F.)
- P.42. Sailed P.42.
(N.O.I.C. Malta 1419A/11 to Admty. etc.)
- Malta Spitfires. IZ.1773. HE/4242.
1. I am advised by A.O.C. that since mid-August 66 Spitfire pilots have been sent home and a further 28 are now due for relief. During this period no replacements of fighter pilots or Spitfires have been received.
2. I understand Gibraltar have not yet received long range petrol or oil tanks to modify Spitfires for direct flight to Malta.
3. As enemy bomber and fighter strength in Sicily now exceeds 500 total and he has reintroduced escorted day bombing raids I would be grateful for information of your intentions in regard to replacement of pilots and aircraft.
(Govr. Malta 1901A/11 to Air Min. for Chiefs of Staff.)

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.Mediterranean - Contd.

PORPOISE After passing 055° 45' 019° 58' proceed to patrol area T north of 055° 30'. Enter your area by N.W. corner and concentrate on Crete-Tobruk route. Intend recalling you p.m./16. (Capt. S.I. 1915C/11 to PORPOISE (R) C. in C. Med. Subs on patrol. Capt. S.I.O. Capt. Coastal Force)

GLENROY My 0945/9. GLENROY delayed until early (?November) (C. in C. Med. 1915C/11 to C. in C. E.F. R.A. Alexandria. etc.)

Malta MS 3206 Pt.1. Sec.1. I.36 11/10 C.S.R.
Air Night 10/11. 2306, 5 enemy bombers approached
Report. Malta at great height. Partial R.D.F. interference
2 Beaufighters up but 2 raiders turned back 40 miles north of Malta and remainder jettisoned incendiaries on Gozo Island causing no material damage and returned.
0128, 2 high flying enemy bombers approached Malta, 3 Beaufighters airborne 1 raider turned back 40 miles west of Island and the other jettisoned bombs west coast of Island causing no damage.
0248, 3 raiders approached Malta at great height and 1 dropped flares on Takali and Luqa 1 Beaufighter up forced raider to jettison bombs in sea and return.
11th. In the first 3 raids today total of 72 Spitfire sorties made against total of 165 enemy sorties. 0450, 4 Spitfires up for raids which turned back before reaching Malta. 0617, 9 Ju. 88s escorted by 32 plus MC.202 and Me.109 approached Malta at great height and were intercepted north of Island by 20 Spitfires a few Ju. 88s crossed coast and dropped bombs and incendiaries on Hal Far causing slight damage to station headquarters block and M/T and destroying 1 coal dump. No casualties to personnel or aircraft, meanwhile Spitfires destroyed 1 Ju.88 and 1 MC.202 probably destroyed 1 Me.109 and damaged 3 Me.109s, 1 MC.202 and 2 Ju.88s. 1 Ju.88 prisoner rescued by R.A.F. Launch. 2 Spitfires were slightly damaged but pilots were unhurt.
0909, 6 Ju.88s escorted by 65 Me.109s and MC.202s approached Malta at great height, partial R.D.F. interference, 20 Spitfires intercepted north of Island probably destroyed one Me.109 and damaged 3 Me.109s for loss of 1 Spitfire slightly damaged, Pilot unhurt. Few bombs were dropped on Takali causing no material damage or casualties. 1232, 8 Ju.88s escorted by 50 Me.109s, MC.202s and Re.2001s approached Malta at height, partial R.D.F. interference, 28 Spitfires intercepted incoming raiders 15 miles north of Island, destroyed one Ju.88 and 1 Me.109 and damaged 7 Me.109s, 1 Mc.202 and 1 RE.2001 for loss of 2 Spitfires damaged, Pilots unhurt. Bombs dropped at Takali causing no damage, and at Rabat Village causing some civilian casualties. 1530, 16 Ju.88s escorted by enemy fighters approached at height, 25 Spitfires intercepted and destroyed 4 Me.109s and 2 Mc.202s, probably destroyed 1 Re.2001 and damaged 1 Me.109, 2 Mc.202s and 1 Re.2001. Few bombs dropped on land.
(H.Q. R.A.F. Malta 2100Z/11, 2139Z/11.)

TRAVELLER. If A/S activity is too great you are to proceed 035° 26' 022° 48' keeping N.until 1500 tomorrow. (Capt. S.I. 2241C/11 to TRAVELLER (R) C. in C. Med. Capt. S.I.O. Subs on patrol.)

War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.East Indies

C. in C. Colombo. Personal from Adm. Layton for Gen. Wavell. Admiralty pass to Chiefs of Staff. Have returned to Colombo. All correct. (Comchief, 0252Z/11 to Arminia (R) Admty).

MARGUERITE B.M. 29. Your 0616/10 (Requesting repetition of F.O.I.C. Ceylon's 0705/7 quoted in N.O.I.C. Cochin 1150/9) T.O.O. of my P/L is 1155/9 addressed to N.O.I.C. Colombo only. Following is a repetition of (?F.O. Ceylon's) (?07)05/7 addressed N.O.I.C. Cochin from F.O.I.C. Ceylon (begins) Your 0446/6. B.M. 29 is not to be delayed to effect repairs which can be undertaken at (?Colombo) if time at Cochin does not permit. (Ends). (N.O.I.C. Cochin, 0326Z/11 to Admty (R) F.O.I.C. Ceylon).

MANON (sunk 7/10). H.D. Clark, master of (?MAN)ON reports following. At 1100 G.M.T. (?on) 7/10 in 015° 00' (?north) 080° 30' E. ship was sunk by one torpedo in vicinity of (corrupt group). No submarine or periscope seen prior or after attack. C.Bs. and codes thrown overboard and seen to sink. Casualties 5 missing, 3 died of wounds, 4 injured. Crew landed in three boats at Iskupalli vicinity of Nellore and are now proceeding (?to) Calcutta. Vessel was loaded with 7,100 tons of coal ? for Colombo. Report on 1 D form 791A follows. (N.C.S.O. Madras, 0459Z/11 to ? S.O.(I) Colombo, S.O.(I) Bombay, (R) Admty).

¹⁰⁷⁸¹⁰⁵
G. AVEROFF, PANTHER. Your 1621/9 (Sailing of PANTHER and Greek cruiser GEORGIOS AVEROFF to Aden). Both ships expect to be ready 18/10. Tanker required at Khorya Morya Is. a.m./22 requirements 240 tons oil fuel and 10 tons fresh water. Dates are subject to favourable weather conditions in Arabian Sea. (Cdre. R.I.N., 0519Z/11 to C. in C. Eastern Fleet (R) Cdre. I/C Aden C. in C. Med., F.O.C.R.I.N., F.O.R.S.C.A. Admiralty).

CABARITA U/B. Following has been received from CABARITA. 1.04 S., 68.15 E., submarine on surface, shelling. (Colombo W/T, 0720/11 to Admty). Following received. 1.04 S., 68.15 E. submarine has now dived. (CABARITA, 0738/11). Ref. Admty. message A.F. position 001° 04' S., 98° 15' E. (F.O.I.C. E. Africa, 0840Z/11 to B.A.M.S. 7A. B.A.M.B. 7B). W.D. Note Longitude wrong. CABARITA reports being shelled at 0720Z/11 by enemy S/M in 001° 04' S., 068° 15' E. (C. in C. E.F., 0855Z/11 to E.I. Stn).

/CABARITA...

11.10.1942.
Sunday.

War Diary.

FOREIGN STATIONS.

East Indies - Contd.

CABARITA Following received. Addressed Admiralty.
Second 2° 03' S., 68° 22' E. CABARITA submarine following
attack. 1310 G.M.T.
(CABARITA No T.O.O./11th, Recd. 1504/11).
Following received Addressed Admiralty. Now
shelled. 1325 G.M.T./11.
(CABARITA No T.O.O./11 Recd. 1500/11).
Ref. Admty. Message A.F. position 002° 03' S., (7044°)
22' E.
(Admiral Mombasa, 1504Z/11 to Ships in B.A.M.S. area 7A,
and 7E. (R) Admty (for information)).

U/B Enemy S/M reported in 007° 27' N., 082° 14' E.
at 0335Z/11.
(C. in C. E.F., 0725Z/11 to E.I. Stn).

A/S Air My 0214/9. If no further reports of enemy S/M
Patrol, activity north of 011° N., are received in
Madras. (?meantime) consider scale of air (?A/S patrol)
on shipping lanes can be reduced for the present
as from dusk tomorrow Monday.
(F.O.I.C. Ceylon, 0815Z/11 to F.O.C.R.I.N., F.L.O
Delhi, C. in C. E.F., etc).

Dispositions. Eastern Fleet weekly disposition signal number 14.
A. WARSPITE to Durban. VALIANT, RESOLUTION,
at Kilindini. REVENGE, Durban, refitting.
B. ILLUSTRIOUS, Durban, docking.
C. DEVONSHIRE to Kilindini.
D. *FROBISHER to Kilindini. BIRMINGHAM to Simonstown. MAURITIUS
at Kilindini. HAWKINS and GAMBIA escorting convoy off East
Africa. *ENTERPRISE at Kilindini.
(C. in C. E.F., 0821Z/11 to C. in C. S.A., V.A. 2 E.F., etc).

** See next page*

KANIMBLA Your 0157/10th. KANIMBLA should be able to deal
escort. with armed merchantman raider herself, and the
provision of ocean escort as safeguard against
attack by heavier enemy ship is not considered
necessary lying west of 090° E.

(ii) The greatest danger appears to be from submarine attack when
approaching the Cape. Will C. in C. South Atlantic consider
provision of A/S escort?.

(C. in C. E.F., 0856Z/11 to N.B. Melbourne (R) Admty.
F.O. Ceylon, D. of S.T., C. in C. S.A., Cdr. S.W. Pacific Force).

TRINITY Arrival 0400Z/10 U.S.S. TRINITY. E.T.D. 12/10.
E.T.A. Melbourne 9/11.
(N.O.I.C. Bahrein, 1113Z/11 to Comsouwepac).

/Addu Atoll...

11.10.1942.
Sunday.War Diary.FOREIGN STATIONS.East Indies - Contd.

Addu Atoll. Your 1231Z/8.
Para. 1 Concur in F.A.A. complement being reduced to the minimum but sufficient personnel must be provided to
(A) provide and exercise and permanent skeleton fighter control organisation which can be augmented by disembarking squadrons and put into full operation without delay.
(B) ensure adequate care and maintenance of the equipment and stores being provided. (C) receive and despatch disembarking squadrons.
2. An air adviser to the Fortress Commander is necessary also and the C.O. of the N.A.S. would normally fulfil this function.
3. Para. 2. Concur.
(C. in C. E.F., 1202Z/11 to F.O. Ceylon (R) R.A.N.A.S., Admty).

R.D.F. Hormuz. R.D/F cover for Straits of Hormuz. As installation at (corrupt gp) will only give surface A/S cover over about half the Strait it is proposed that S.N.O.P.G. report possibility of installing a second set on the other side of Strait. Request Admiralty inform S.N.O. Persian Gulf whether a second set could be provided.
(C. in C. E.F., 1210Z/11 to Admty (R) S.N.O.P.G.)

DERWENT *See p 312* C. in C. E.F.'s 0835/10 not to C. in C. Med., Approved to retain DERWENT.
(D.O.D. (F) 1344A/11 to C. in C. E.F., (R) C. in C. Med., C. in C. S.A.)

FROBISHER *See previous page (Disposition)* Left.
(N.O.I.C. Seychelles, 1400Z/11 to Admty etc).

MADRAS, CABARITA. Fuel with all despatch and proceed toward position 002° 03' S., 068° 22' E. SS. CABARITA from Cochin to Capetown reported being shelled by S/M in this position at 1325Z/11th. Investigate. Acknowledge.
(F.O.I.C. Ceylon, 1408Z/11 to MADRAS, (R) N.O.I.C. Addu Atoll, C. in C. E.F., Admty).

Movements. Arrival a.m./11. *ENTERPRISE. Departures p.m./11 *GAMBIA, HEEMSKERCK, VAN GALEN, TJERK HIDDES.
(F.O.I.C. E. Africa, 1502Z/11 to Admty (R) C. in C. E.F., etc).
** See previous page (Disposition)*

ORISSA. Delayed by defective condenser and circulating pump. Expects to sail 0700C/14 to Diego Suarez thence Addu and Bombay in accordance with C. in C. S.A.'s 1103/6.
(N.O.I.C. Durban, 1534C/11 to C. in C. E.F., (R) C. in C. S.A., F.O.C.R.I.N.)

Liberators Your 0814/5. Arrangements now made to send 12 GR Liberators without A.S.V. to equip No. 160 Sqdn. during October. As soon as A.S.V. fitted Liberators become available they will be exchanged with those now being flown out. (D.A.C.D., 1635A/11 to C. in C. E.F.)

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11.10.1942.
Sunday.

War Diary.

FOREIGN STATIONS.

America & West Indies.

U/B C.E.S.F. 1837/10. S/M Estimate 0800Q/11.
Positions. (Comnaveu 0827/11, to Admty).

Movements Summary.	1800 G.M.T./11.			
	Ship.	Position.	Course.	Speed.
	ROYAL			
	SOVEREIGN.	18½° N. 33½° W.	305°	13½.
	3 Destroyers)			
	S/M P.555.	36½° N. 51° W.	054°	9.
	T.A. 24.	39° N. 38° W.	261°	24.
	(D.O.D.(F) 1010Z/11 to Opnav (R) Comnaveu).			

P.555. C. in C.U.S.Fleet estimates 6 U-Boats westbound
U/Bs. (positions). One homeward bound 41° N. 42° W.
p. 296 (S.B.N.O.W.A. 1210P/11 to P.555).

Strategic Area Boundaries. At their recent meetings R.A.West Africa and Comsolantfor decided to suggest to Admiralty and Navy Department that dividing line of strategic areas be reviewed so as to extend R.A.West Africa's area to West in latitude of Freetown and Comsolantfor's area to East in latitude of Recife.

2. Reasons given for this were:-
(a) to divide more evenly narrowest part of Atlantic.
(b) to bring waters in which R.A.West Africa acts as diverting authority within British strategic area.
(c) to bring Ascension, where American Air forces are stationed and defence of which is U.S.commitment within U.S strategic area.

3. Suggested line was approx. from 20° N. 40° W. to Ascension then to 40° S. 26° W.
4. Admiralty would welcome such an alteration of the dividing line in this area.

5. Request you will take this matter up with Navy Department. If agreement is reached in principle details will then be proposed.

(Head of M. 1238A/11 to B.A.D.(R) R.A.W.A. C. in C.S.A.).
My 1238/11. For your own information.
2.A. Strongly desired to retain complete operational control of Ascension W/T station.
B. Under consideration to make Northern half of present South Atlantic Command into a separate Command under R.A.West Africa, dividing line would be 10° South.
C. Under consideration to ask U.S. to create a small fuelling base for Escort and A/S craft at Ascension using floating hose and shore tanks.
(Head of M. 1251A/11 to B.A.D.). *Reply: B.A.D. 1547/27/10.*

30 M.L. My 1239/7th.
Flotilla. (1) 30th M.L. flotilla sails St.Johns N.F. 1430/12th to Sydney C.B. routed through
(A) 046° 43' N. 052° 52' W.
(B) 046° 35' 053° 08'.
(C) 046° 36' 059° 30'.

11.10.1942.
Sunday.

War Diary.

FOREIGN STATIONS.

America & West Indies - Contd.

30th M.L. (2) S. of A. 12 knots.
Flotilla. (3) Request N.O.I.C.Sydney C.B. promulgate onward
cont: route.
(4) E.T.A. Sydney C.B. 1830Z/13.
(F.O.N.F. 1402Z/11 to B.A.D. etc).

HELGOY. Admty 1821/10. (request news of HELGOY ex O.N.131).
passed to you for reply.
(N.S.H.Q. 1414Z/11 to N.C.S.O.Halifax (R) Admty).
Ref. Admty 1821A/10. SS. HELGOY arrived October 1st. H.K.O.N.
(131) loading Halifax, omitted in error in Vesca.
(N.C.S.O. Halifax 2210Z/11 to N.S.H.Q. (R) Admty).

→ WATERTON SS. WATERTON torpedoed in (9047°) 07' N. 059° 54'
torpedoed. W. at 1356Z/11th.
see p. 319 (C.O.A.C. 1429Z/11 to C. in C.W.A. E.C.Londonderry
(R) Admty).
SS. WATERTON in B.S. 31 torpedoed, entire crew landed Sydney.
(N.C.S.O.Sydney. 2018Z/11 to N.S.H.Q.).

Convoy F.O.N.F. 1436Z/11. (See N.S.H.Q. 2141Z/12).
Cycles.

GUADELOUPE. ?Arrived.
French (New Orleans 1840/11 to M.W.T.).

RUNNER. U.S.S/M Notice. U.S.S.RUNNER will operate day and
night surfacing and approaching without escort
in areas A.B. and C. (U.S.C. and G.S. chart 1206)
Oct. 12th through 17th.
(C. in C.U.S.Fleet 1515/11 to A.I.G. 304, East Sea
Frontier).

VISON Following from H.M.C.S.VISON. Contact made in
U/B. 047° 07' N. 059° 54' W. SS. WATERTON torpedoed
at 1356/11th.
(N.O.I.C.Sydney C.B. 1536Z/11 to C.T.F.24. (R)
Connav, Admty, C. in C.W.A. N.S.H.Q., F.O.N.F.
C.O.A.C., C.T.G. 24.7.).

Ship torpedoed 1347Z/11 46.54 N. 59. 57.W. contact gained
1405, 13 charges dropped, hunt abandoned 1505Z/11th.
(VISON 2115Z/11 to Admty, Opnav, Cominch C.T.F. 24. C.O.A.C.
(R) N.O.I.C.Sydney C.B.).

U/B 11th Oct. S/M estimate and U.S.S/M Notices.
Positions. (Cominch.1618/11, 1619/11, 1620/11 1621/11
1622/11).

SECRET

3/8^A

SECRET

MESSAGE

1758Z/11th October.

FROM: N-S.H.Q.

DATE: 19.10.42.
RECD: 0325

U.S.X. FX CABLE.

ADDRESSED: Admiralty Repeated C. in C. U.S.Fleet.
B.A.D. C.O.A.C. F.O.N.F.

722. You 1955/8. Information received break
in Halifax Bermuda cable is in 38 degs. 29' north
64 degs. 00' mins 40" west. No Canadian escort
available.

1758Z/11

V.C.N.S.
A.C.N.S.(F)
A.C.N.S.(H)
A.C.N.S.(T)
N.A.1st S.L.
Capt. Pin.
Ops.(3)
D.A/S.W.
O.I.C.
O.D.(5)
D.S.V.P.(2)
D.S.D.(2)
W/T Board (2)
I.P.(3)
W.D.

Advance copies Ops. O.D.
D.S.D. D.A/S.W.

+ Re - Cable Ship LORD KELVIN
will be available for
repair work at Halifax.

D. of P.(3)
M.(2)
D.N.I.(5)
D.T.D.(4)
U.S.N.(3)
Ad. Blake.

MFG

War Diary.

11.10.1942.
Sunday.

FOREIGN STATIONS.

America & West Indies -Contd.

HARVESTER,
U/B.

U-Boat estimated in your vicinity by D/F has made a sighting report of a convoy or important unit at 1625Z/11th. ENIGMA.
(C. in C.U.S.Med. 1646/11 to HARVESTER (R) C.T.24, Admly).

53 Sqdn.
Trinidad.

Webber W.644, 11/10. Your Marcus 74, 6/10. We agree to Squadron remaining for the present. You should emphasize however primary role is as described in Webber 506 para.1. Presence of British Squadron in Caribbean should not be allowed to influence American reinforcing plans elsewhere as implied in Marcus 74 6/10 para.2. We can agree to Navy Department meeting aircraft replacement from their allocation of Ventura A.S.V. if they are satisfied this type will fill the role. This arrangement must not prejudice final agreement on type selected to meet attrition on our Hudson Squadrons. Consequently 53 Squadron must be re-equipped on Hudsons or agreed replacement type on return to this country.
(Air Min.1753Z/11 to Rafdel Washington)

S.C.104,
U/B.

D/F bearings at 1626Z/11, indicate you may have been sighted by a U-Boat.
(D.D.I.C. 1812A/11 to Escorts of S.C.104.(R) Cominch etc).

S/M Attack
&
Sighting
Summary.

See p.318
Para.A.WATERTON torpedoed 47.07N. 59.54.W. 1356Z/11 INGER ELIZABETH, one torpedo hit, one miss.
Para.B. ANTONICO, 30 shells.
Para.C. S.C.524 attacks sound contact 24.15 N. 82. 30 W. 1813Z/11/9. Army transport plane sights periscope 10.55 N. 61.20 W. 1815Z/10 course 80.
P.C.481 sights S/M 21.38 N. 76.34 W. 2336Z/10. S/M sighted 11 N. 61.18 W. 1315Z/11. PBY reports Radar contact 08.27 N. 59.11 W. 0115Z/11.
(Cominch 1940/11 to Admty for O.I.C.).

Request for
B.5 Group.

Admty 1957A/11 to B.A.D. See South Atlantic.

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War Diary.11.10.1942.
Sunday.FOREIGN STATIONS.*Australia & New Zealand.*
~~America & West Indies.~~

Situation Digest Serial No.262.10/10.
Aircraft sighted 27 vessels Buin Faisi area, 4 vessels 07.10 S. 156.10 E. course 310°. 2300Z/9.
Natives report several guns bridges buildings have been dismantled Buin Area.
(2).Large destroyer arrived Buka Passage from N.W. 2327Z/9.
(3).Air R/C reported 2 unidentified vessels Kavieng Harbour forenoon 10th also 1 destroyer 1 3,000 ton merchant ship 1 7,000 ton transport 03.33 S. 149. 55 E. 2325Z/9 course 270°.
(4).Air R/C Lae Buna areas 10th negative.
(5).Allied air operations 10/10. 7 Catalinas followed by 21 Fortresses heavily bombed Rabaul Township and Lakunai aerodrome early morning starting many big fires visible for 90 miles. 1 Fortress returning to base reported 5,000 ton cargo vessel with barge alongside off Cape Ward Hunt (New Guinea) 2105Z/9. 6 B.25s later failed locate and unsuccessfully attacked well camouflaged object same area possibly barge. Same aircraft later bombed Wairopi bridge results not observed. 3 Bostons made direct hit on bridge near Kokoda. Set huts in fire Kokoda Wairopi track. 3 Bostons bombed Dilli Township causing fires.
(G.H.Q. S.W.P.A. 0523Z/11 to Admty etc).

U-BOAT CAMPAIGN.Submarines Reported.

Indefinite positions of U/Boats at 1200Z/11.
(D.D.I.C. 1357A/11, 1502A/11).

War Diary.12.10.1942.
Monday.SITUATION REPORT.Home Commands.Blockade
breakers.

Aircraft at noon today reported one enemy merchant vessel and one enemy tanker, (appearing from poor photographs to be the 6000 ton tanker reported at 1155/11 in 46° 10' N. 8° 44' W.) in 46° 30' N. 9° 20' W., steering west. The two vessels separated shortly after and altered course somewhat more southerly.

At 1420 an aircraft reported having attacked the tanker and obtained near miss with depth charge and at 1747 aircraft reported her in 45° 51' N. 9° 18' W., when the enemy was steering 100°.

At 2115 she was steering an easterly course, possibly returning to a Biscay port.

The merchant vessel, which resembled SS. SILVAPLANA, and is the ship reported as resembling SS. BURGENLAND when seen in 47° 7' N. 10° 30' W. at 1225/10 was last sighted and was attacked with unknown results at 1428 in 45° 33' N. 11° 4' W.; her course was 180°.

CHARYBDIS sailed from Gibraltar at 1702A, to intercept; she will have to leave patrol at dusk on 14th, to fuel at Ponta Delgada.

Operation
K.E.

C. in C. Portsmouth reports this minesweeping operation in mid-Channel between Brighton and Fecamp completed.

Operation
N.L. 61A.

Seven M.Ls laid mines last night successfully 4 miles N.E. of Calais, across the enemy's routes. The M.Ls were unsuccessfully engaged by the shore batteries.

Five more mines were detonated today in the Humber area.

South Atlantic.

Cape Area.

All South African coastal lights are extinguished. Ships are ordered to zigzag by day and by moon when east of 10° E. The prohibition to approach within 70 miles of Capetown (see 8/10) was modified today, and ships are ordered not to approach within 70 miles of Capetown during dark hours.

The use which is being made of F.A.A. aircraft and the S.A.A.F. for A/S work is detailed in C. in C. S.A. 1943C/12.

War Diary.12.10.1942.
Monday.SITUATION REPORT.Mediterranean.

The heavy air attacks on Malta continued last night and today, but the only damage caused was in a dusk attack on the aerodromes. At least 24 aircraft were destroyed and about 50 damaged. Our losses were 6 aircraft (4 pilots).

Medium bombers attacked Tobruk last night and started a particularly large petrol fire. Twenty four mines were laid in the approaches to the harbour. A direct hit is reported last night by Wellingtons on an enemy destroyer 50 miles north of Derna; this was one of the escort of the convoy attacked at dusk yesterday S.W. of Crete; one of the merchant vessels was seen to sink but is not claimed by these aircraft

East Indies.

TRUSTY has returned from patrol off Penang and the entrance to the Straits of Malacca. She only sighted one small tanker and a submarine, neither of which she was able to attack.

A Hudson reconnaissance aircraft today bombed and machine-gunned an armed enemy merchant ship of 2000 tons in 18° 21' N. 93° 22' E. (100 miles south of Akyab) and hit and it is believed damaged the vessel.

America and West Indies.

STEEL SCIENTIST was torpedoed and sunk, it is believed today, in about 5° 21' N. 52° 14' W.
(Later report gives date 11/10 and position 5° 48' N, 57° 50' W.)

War Diary.12.10.1942.
Monday.HOME COMMANDS.Policy.

M.Ls at Portland. A.M. 1301/9. As there are only two serviceable M.Ls of 20th Flotilla at Portland, it is intended to defer sailing M.L.246 until the return to Portland of M.L.247 from Teddington and M.Ls.182 and 269 from Southwick in order that patrols and A/S Harbour defence may be maintained. The only other A/S vessel at Portland is Yacht RION refitting till 19/10.
(C. in C. Portsmouth 1031A/12 to Admty.)

Repairs of FOXGLOVE. A.M. 2011A/6. Delay involved would be (A) to VANQUISHER about two months. (B) to AUSONIA. Three weeks.
(C. in C. Portsmouth 1844A/12 to Admty.)

Movements.

BLUEBELL Arrival BLUEBELL and CAMELLIA 0630A.
CAMELLIA (S.B.N.O. Archangel 0745A/12.)

DELHI Sailed DELHI to Belfast in accordance with C. in C. W.A. 1709/11. E.T.A. 1100A/12.
See next page
(N.O.I.C. Greenock 0758A/12.)

→ THUNDERBOLT THUNDERBOLT and ^{for Holy Loch.} LA CAPRICIEUSE sailed. E.T.A. 0800/14.
(C. in C. Plymouth 0905/12.) *see 7/10 - p. 174*

A.F.D.19. My 1454/2. A.F.D.19 in tow of tugs EMPIRE LARCH, EMPIRE BASCOBEL and ABELLE IV escorted by KITTIWAKE and ATHERSTONE pass Thames Gate at 1030 today. *see next page - (P.54)*

Provisional time table. Dumpton Buoy 1730/12, Sandhead Buoy 1915/12, D Buoy 2345/12, Beachy Head 0545/13, E A 5 Float 1320/13.

(C. in C. Nore 0930A/12.)

My 0930/12. Towing is to proceed at best speed after passing Sandhead Buoy without reducing speed to adhere to provisional time table. KITTIWAKE is to show stern lights if necessary to assist tugs

(C. in C. Nore 1132A/12 to KITTIWAKE, ATHERSTONE.)

NORFOLK Scapa arrival NORFOLK.
(A.C.O.S. 0943/12.)

P.311 My 1851/10/9. For Port D read Port HHZ throughout.
TROOPER (a) P.311 should be sailed from Devonport direct to Port HHZ to arrive not later than 28/10.
→ THUNDERBOLT (b) and (c) TROOPER and THUNDERBOLT should be sailed from Clyde to arrive Port HHZ 27/10 and 29/10 respectively on completion of working up. If these dates can be improved on so much the better.
(F.O.S. 1008A/12.)

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War Diary.12.10.1942.
Monday.HOME COMMANDS.Movements - Contd.

P.54. Intend sailing P.54 escorted by LA CAPRICIEUSE at 1700A/14 from Clyde to (Y) 250° Trevose Head 10 miles thence (K) 350° Bishop Rock 10 miles.
 E.T.A. (Y) 1300A/16. E.T.A. (K) 1930A/16.
 (3) From (K) P.54 diving by day through (L) 049° 05' N 012° 10' W to (M) 043° 00' N 012° 11' W. E.T.A. (M) 0100A/21.
 (4) Thence P.54 to Gibraltar as routed F.O.C.N.A.
 (Capt. S.3. 1139A/12.)

DELHI Arrived DELHI.
see previous page. (N.O.I.C. Belfast 1140A/12.)

25th A.M. 2016/3. Route for M.M.Ss 25th M.L. Flotilla
 M.L.F. and escort to Gibraltar. Via Q.Z.L. 18 to
 (U) 180° Fastnet 10 miles.
 (V) 49° 45' N 15° 02' W. (W) 42° 57' N 15° 03' W
 V.A.C.N.A. is requested to signal onward route.
 Codeword "Silent"
 (C. in C. W.A. 1154A/12 to F.O.I.C. Milford Haven)

P.221 NORTHERN PRIDE escorting S/Ms P.221, P.45, P.511
 P.45 sailed Greenock to southward at 1804/11.
 P.511 (C. in C. Plymouth 1157A/12 to LA CAPRICIEUSE.)
 A.F.D. 19 Southend 12/10/42 sailed and passed Thames Gate
 at 1152A A.F.D.19 in tow of tugs EMPIRE LARCH,
 EMPIRE BASCOBEL and ABEILLE IV.
 (N.C.S.O. Thames 1208A/12.)

CADMUS Intend to sail CADMUS to comply with para 3 of
 (12th M/S.F) C. in C. Nore 1202/9.
 (C. in C. Rosyth 1210A/12.)

JUNON Arrival PRESTON NORTH END, JUNON and UREDD.
 UREDD *see next page.* (S.O. S/M Lerwick 1741A/12 to A.C.O.S.)

PROTEUS My 1919/12 para one. From position (a) PROTEUS
see p. 326 proceed dived by day through
 (b) 050° 01' N 013° 10' W.
 (c) 180° Bishop Rock 10 miles to R/V in position (d) 180°
 Lizard Head 10 miles at 0700/20 as ordered by C. in C. Plymouth.
 (F.O.S. 1951A/12 and 2159A/12.)

Operations.

Wreck My 1329/11. Sailed (MARIA)
 clearances. (F.O.I.C. Gt. Yarmouth 0645A/12.)

/Norway...

War Diary.12.10.1942.
Monday.HOME COMMANDS.Operations - Contd.

Norway Coastal S/M Patrols. My 1614/11. Add to para (A)
 (1) *JUNON sails for patrol on the surface at C.O's discretion routed through:
 (A) 091° Out Skerries 6 miles.
 (B) 62° 40' N 01° 30' E
 (C) 66° 30' N 08° 20' E
 (2) *UREDD sails for patrol on the surface at C.O's discretion whilst west of 02° E routed through:
 (X) 089° Out Skerries 5 miles
 (Y) 61° 01' N 000° 05' E
 (Z) 61° 08' N 03° 30' E
 (F.O.S. 0852A/12.) * See previous page.

Patrols. Patrols tonight. 1 GUILLEMOT, 2 EGLINTON, 3 WALPOLE, 4 PYTCHLEY, 5 VESPER, 6 BLENCATHRA. (C. in C. Nore 0938A/12.)

Weather permitting sail 4 M.Ls today to take up patrol 065° and 245° 7 miles either side of position 130° Start Point 20 miles.

2. On passage to patrol M.Ls are to pass through 240° Eddystone 3 miles and 180° Start Point 4 miles, leaving latter position at 1915/12.

3. M.Ls are to leave patrol at daylight 13th and return to Falmouth passing through the same positions.

4. Object. Intercept E-Boats.

5. Codeword "Range VI".

→ (C. in C. Plymouth 1135/12 to F.O.I.C. Falmouth.)
 Intend M.G.Bs 52 (S.O.) and 51 to patrol on lat. 50° 20' N between 1° 35' W and 2° 10' W tonight, leaving Weymouth 1930 and returning from patrol-line at dawn. Codeword "Object".
 Request air protection.

(F.O.I.C. Portland 1155A/12 to C. in C. Portsmouth.)
 → My 1135A/12. M.Ls are not to sail without further orders. (C. in C. Plymouth 1313/12 to F.O.I.C. Falmouth.)
 Tonight M.T.Bs 55, 49, 52 and 56 patrolling near 050° 20' N 000° 15' W.

→ (C. in C. Portsmouth 1425A/12.)
 → My 1313/12. Cancel my 1135A/12. M.Ls are now required. (C. in C. Plymouth 1544A/12 to F.O.I.C. Falmouth.)
 M.Ls 149 and 150 from Ramsgate patrolling between Dumpton and N.E. Spit Buoys; E.T.D. 1910. E.T.R. 0655/13.
 M.Ls 139 and 137 near 'C' one Buoy.
 (V.A. Dover 1731A/12.)

TEDWORTH. Weather conditions which show little signs of improving have so far prevented TEDWORTH from commencing diving operations.
 (R.A.M. 1110A/12 to C., in C. H.F.)

Enemy tanker and enemy M/V attacked. 1 enemy merchant vessel, 1 enemy tanker in 46° 30' N 9° 20' W, course 270°. (A/C 1200/12 to 19 Group)
 P.C.S. of enemy (?46° 00' N 9° 20' W) LTTQ ? 040 270°, 15 or 25 knots, VIS NBL.
 (A/C ZT7S 1215/12 to 19 Group) *p 330*

/Have...

War Diary.

12.10.1942.
Monday.HOME COMMANDS.Operations - contd.

Enemy tanker and enemy M/V attacked. Contd. Have attacked enemy F with depth-charges and estimate one hit. (A/C 1230/12 to 15 Group)
Enemy now split up. (A/C Z07S 1240/12 to 19 Group)
Enemy has altered course to approx. 225°. (A/C Z07S 1245/12 to 19 Group)
1 merchant vessel 1 tanker bearing 000°, speed 9 knots, course 180°, my position (indecypherable) (A/C Z07A 1401/12.)
Have attacked 2 T.Ps with depth charges. 2 depth charges near miss on a tanker. (A/C Z07S 1420/12 to 19 Group)
Have attacked one merchant vessel with bombs (level), unknown hits. P.C.S. 45° 33' N 11° 4' W, 180°. (A/C Z07A 1428/12 to 19 Group)
Have attacked enemy with bombs level and estimate 4 hits. Results of attack unobserved. (A/C Z07R 1516/12 to 19 Group)
Position of S/MS at 0800A/13 and movements for following 24 hours. UNIQUE 47° 20' N 06° 20' W. URSULA 46° 32' N 05° 38' W SEALION 46° 30' N 04° 59' W GRAPH 45° 34' N 04° 12' W
Above submarines are routed as in S.3s 1547/5.
*PROTEUS vicinity 45° 31' N 08° 35' W *P.228 vicinity 45° 20' N 11° 50' W *P.217 vicinity 45° 02' N 11° 20' W.
(F.O.S. 1604A/12.) * ~~1324 14337~~ - ~~84~~ ~~1337~~
Have gained contact with enemy tanker. Enemy's position 45° 51' N 9° 18' W, course 100°, speed 8 knots. (A/C E10 1747/12)
Admty. 1336A/12. Aircraft report at 1747/12 enemy tanker in 45° 51' N 9° 18' W, course 100°, speed 8 knots.
(C. in C. Plymouth 1913A/12 to F.O.C.N.A.)
(D.D.I.C. 1943A/12)
My 2030. P.C.S. of (enemy battle fleet?) 45° 51' N 8° 43' W 090°, 11 knots. (A/C No.10 R.A.A.F. Duty E 2115/12 to 19 Group)
Aircraft report having attacked enemy tanker in 045° 51' N 009° 18', steering 100° at 8 knots possibly damaged at 1745/12. Merchant ship, possibly BURGENDLAND, had parted company with tanker about 1215 last reported by A/C in 045° 33' N 011° 04' W, steering 180° at 8 knots at 1428/12.
(C. in C. Plymouth 2135A/12 to F.O.C.N.A. (R) CHARYBDIS)

Operation E Z. Your 1207/11 para (5). Route. (F) 071° 50' N 044° 35' E, (G) 069° 45' N 042° 55' E, M U 014° Cape Teriberski 34.5 miles, thence Kola Inlet passing Toros Island 1700A/21.
(S.B.N.O. North Russia 1404/12 to C. in C. H.F.)
My 1725/10. 2. Force taking part in operation E Z is being routed East and North of own mine barrier to position X 065° 36' N 015° 30' W, thence through position Y 065° 21' 30" N 013° 27' 30" W to position Z 065° 18' 12" N 013° 43' 30" W.
3. Minesweepers should sweep out along this route to R/V with force at 1430A/15 in position X, and sweep it into Seidisfiord. If R/V is not made force will proceed towards Seidisfiord.
4. Force will leave Seidisfiord by same route and should be swept out.
5. Force may be expected to arrive Seidisfiord again about 25/10. (C. in C. H.F. 1459A/12 and 1253A/13 to A.C.I.C.)

/ARGONAUT...

War Diary.12.10.1942.
Monday.HOME COMMANDS.Operations.

- Operation ARGONAUT proceed from Rosyth by War Channel and
E Z through Q.Z.S.15 to R/V with destroyers off
Contd. Dunnet Head then position (V) 062° 25' N 004°
55' W. (W) 066° 12' N 012° 20' W.
thence R/V with minesweepers in position X and
then through Y and Z as in my 1459/12 to Seidisfiord.
2. From Seidisfiord through position ZYX to position
(a) 070° 54' 010° 40' W. (b) 076° 35' 001° 32' E to
Barentsburg.
3. From Barentsburg. Through position
(c) 076° 07' 015° 20' E. (d) 075° 52' 031° 48'. (e) 074°
58' 040° 05' thence Kola Inlet as ordered by S.B.N.O. North
Russia.
4. From Kola Inlet. As ordered by S.B.N.O. North Russia then
to positions (E) (D) (C) and position
(G) 076° 07' 005° 15' E (H) 075° 50' 002° 58' W to Seidisfiord
5. Onward passage to Scapa will be signalled.
6. ARGONAUT is to be sailed from Rosyth so as to reach R/V with
minesweepers in position X at 1430A/15.
7. Destroyers are to R/V ARGONAUT p.m./13 off Dunnet Head.
Time to be signalled by ARGONAUT.
8. C. in C. Rosyth and A.C.I.C. are requested to arrange A/S
air escort and fighter protection.
(C. in C. H.F. 1505A/12.)
My 1614/12. ARGONAUT now leaving 2215. Delete reference
BRESSAY and one merchant ship.
(A.C.O.S. 2214/12.)
Scapa departure ARGONAUT.
(A.C.O.S. 2242/12.)
Stores which might interfere with fighting efficiency or a
rapid turn round at Kola are not to be embarked.
2. Priority to be given in following sequence.
(C. in C. H.F. 2354A/12 to ARGONAUT.)

Allied Air Activity.

- Bombing restrictions. Institute surface bombing restrictions in English
Channel over an area bounded by VV7548 VX1235
AH3060 AM7542 and due East to French coast from
1400/12 until 1400/17.
(H.Q.F.C. 0930A/12 to 10 Group.)
Cancel my 2147/11 as from 0001A/13.
2. Request submerged bombing restrictions 20 miles either side
of line joining the following positions
(1) (A) 043° 30' N 008° 40' W and (B) 043° 59' N 010° 40' W
from 2200/12 to 1200/13.
(2) (B) and (C) 044° 30' N 013° 10' W from 0600/13 to 1200/14.
(3) (C) and (D) 046° 20' N 013° 09' W from 0600/14 to 1200/15.
(4) (D) and (E) 048° 10' N 013° 11' W from 0600/15 to 1200/16.
3. PROTEUS is to report if outside bombing restrictions.
(F.O.S. 2129A/12 to H.Q.C.C.)
My 1919/12. Request submerged bombing restriction in area
G 26 and G 27 from 2300A/12 until 0600A/14.
(F.O.S. 2259A/12 to H.Q.C.C.)

War Diary.12.10.1942.
Monday.HOME COMMANDS.Allied Air Activity.- Contd.Enemy
ship.

A large vessel plotted off Boulogne at 1824A/12 on a southerly course may be proceeding to Le Havre or Cherbourg.
2. If located, request this ship may be regarded as a target of first importance.
(D.O.D. (H.) 2357A/12 to H.Q.C.C.)

Enemy Air Activity.Cullercoats
bombed.

Minor damage to Cullercoats Sick Quarters and requisitioned property at N. Shields.
Superficial damage to two minesweepers, one fatal casualty.
(F.O.I.C. Tyne 0945/12.)

Convoy

Help "Pollen" 180° Brighton 4 miles.
(M.M.S.64 1725/12 to Newhaven W/T.)

Mining.

Portsmouth

Ground mine detonated by sweepers at 1219/11.
Details.
(C. in C. Portsmouth 0935A/12.)
Ground mine detonated by sweepers at 0855/12.
Details.
(C. in C. Portsmouth 1804A/12.)

Blyth.

My 2331A/11. Port of Blyth now open.
(N.O.I.C. Blyth 1020A/12.)

S.N.3E

My 0920/30. Weather conditions remain impossible and my 2116/11 is cancelled. Intend to attempt to lay 1640/14. Programme should be amended accordingly.
(R.A.M. 1130/12.)

Enemy
Floats.

A number of enemy floats have recently been recovered in Dover Command waters - their description is steel elliptical size about 20 inches diameter, 16 inch deep with 6½ foot of 7/8" wire attached. All the wire pendants have parted at the crown of the lower eye.
Floats are painted blue and green on their upper surfaces. A hook and link are attached apparently for quick release. Floats are presumed to have come from Q.Z.X. 788 and 797 and possibly were used with cutters or to provide extra flotation to keep mines near the surface when tide stream is strong. Four static-cutter floats have also just been recovered.
(V.A. Dover 1247A/12.)

War Diary.12.10.1942.
Monday.HOME COMMANDS.Mining - Contd.

N.L. 61A. Minelaying operation N.L. 61A last Sunday night carried out by M.Ls 104, 108, 101, 210, 213, 128 and 125 was successfully completed, although vessels were engaged by shore batteries which scored a number of near misses. The sighting of a patrol craft to westward and the approach of ? plot from Boulogne made it necessary to place minefield about two miles further east than intended in a position four miles north-east of Calais but lying across usual enemy routes.
(V.A. Dover, 1323A/12.)

15th M/S.F. Request all authorities concerned may be informed that 15th M/S Flotilla are no longer under my administration nor are they still operating from Port ZA.
(R.A.M., 1426/12 to Admty.)

Operation K.E. My 1220/11. Completed without contact with the enemy.
(C. in C. Portsmouth, 1457A/12.)

Following from M/S 9 begins:-

Operation K.E. Two channels cleared as follows:-

(A) Western limit from 50° 18' N., 00° 15' E. to 50° N. 00° 23' E, width 4½ cables.

(B) Eastern limit 50° 12'42" N. 00° 27' E. to 50° 19' N. 00° 20', width 3½ cables.

As far as known no mines swept. 1520A ends.

(N.O.I.C. Newhaven, 1620/12.)

OPPORTUNE Your 1032/12.
programme. Intend OPPORTUNE to carry out following programme.
a.m./13: Load mines and unbasin at 1130 sailing for vibration trials. R H O C.
a.m./14: Examine prime and fit mines sailing for lay at 1200. Lay mines at approximately 1530. R H O C.
Subsequent proposed programme will be signalled on completion of trials.
(F.O.I.C. Humber, 1501A/12 to C. in C. Nore.)

MUSSON At 1545A/11 Soviet Union patrol vessel MUSSON seriously damaged and sunk in 073° 17' N. 054° 10' E. Russians suspect A/C and U-Boat mining. Parachutes have been observed by coast watchers.
My 1153A/11 and Admiralty 2330A/10 (see C. in C. H.F., 1915/10) refer.
(S.B.N.O. North Russia, 1658A/12 and 1202A/14.)

Lyme Bay My 1231A/10. Item A. completed. One mine cut Sweep. and exploded in 50° 25'30" N. 02° 48'12" W. Intend to carry out Item B. tomorrow, proceeding to Dartmouth on completion.
(M/S 4, 1901A/12.)

/Humber ...

War Diary.12.10.1942.
Monday.HOME COMMANDS.Mining - Contd.

Humber. Following five mines exploded by sweepers today. Details.
(F.O. Humber, 2127A/12.)

Iceland. Your 1643/12. This water not yet searched by (? trawl). It is intended to do this after arrival 9th Trawler Group about 15/10.
(A.C.I.C., 2328A/12 to Admty.)

Enemy Intelligence.

Baltic. (1) German-owned tanker ATLANTIDES flying Swedish flag is now expected to complete loading 14,000 tons petrol at Dantzig whence she will proceed Abo and possibly certain Bothnian ports to discharge. She is due Stockholm end of October to complete degaussing. Graded A.3 (please inform Soviet Mission.)
(2) There are believed to be 2 or 3 Soviet S/MS operating in Vasa area Gulf of Bothnia and possibly one or two in lower Baltic. Graded A.3.
(N.A. Stockholm, 1649/12.)

Biscay Area. The following outward bound enemy merchant ships have been sighted in the Biscay area:-
p.p. 325 & 326
A. BELGRANO - reported leaving Ferrol p.m. 10th or a.m. 11th Oct. A ship answering to description of BELGRANO was sighted at 1316/11 in 44° 19' N. 12° 32' W. on a westerly course.
B. A tanker was reported and attacked unsuccessfully by various aircraft between about 1030 and 1400/11 in vicinity of 46° 30' N. 8° 30' W. Course westerly when first sighted and easterly after attacks. From distant photographs this ship resembles SPICHERN (ex - KROSSFONN) last located at Nantes on 6/10.
C. A merchant ship was reported at 1400/10 in 46° 46' N. 10° 20' W, course 270°. Photographs show that this ship is probably BURGENDLAND, last located at Bordeaux on 3/10.
D. One tanker and one merchant ship were sighted in 46° 30' N. 9° 20' W. at 1200/12 on a westerly course.
(D.D.I.C., 1946A/12.)

Off Boulogne. A large vessel plotted off Boulogne at 1824A/12 on a southerly course may be proceeding to Le Havre or Cherbourg.
(D.O.D.(H), 2357A/12.)

U-Boats.

U-Boats reported. First class bearing of U-Boat 306° ground wave. Request immediate air support. My position 57° 14', 09° 58'. LANDGUARD searching.
(LONDONDERRY, 1001A/12.) *P.332 (EMPIRE TARPON.)*

/Report ...

12.10.1942.
Monday.War Diary.HOME COMMANDS.U-Boats - contd.:

U-Boats reported. (Contd.) Report forthwith time and frequency of transmission. Presence of U-Boat within 100 miles is considered unlikely. Expect escort of one A/S Fortress from 1200A/12. (C. in C. W.A., 1138A/12 to LONDONDERRY.) Am over enemy sub. in 56° 50' N. 6° 05' W. Observed on surface and then submerge, course 270°, speed 10 knots. (Iceland W/T, 1225/12.) LONDONDERRY's 1001/12. Only transmission received in Admiralty was at 0847Z/12 and was from the vicinity of O.N.S. 136 in 29° W. (C. in C. W.A., 1438A/12 to LONDONDERRY, FIRE Drake.)

U-Boats attacked. 7 Whitleys of 10 O.T.U. left on an A/S patrol in the Bay of Biscay. A/C "C" flying at 3,000 ft., sighted a cloud of spray about 10 miles on the port beam. The pilot continued on track for two minutes, then turned to port on reciprocal track. Shortly after, sighted a U-Boat fully surfaced 4 miles away. The pilot turned to starboard and approached the U/B out of sun, effecting complete surprise. Several members of the U/B crew were seen on deck, running towards the conning tower. Owing to a misunderstanding, depth charges were not then released, and the pilot made 108° turn after passing over the U/B which crash dived with one member of the crew still on deck. As the Whitley returned from practically dead astern, the U/B was seen with conning tower just submerging, and stern high out of water. 4 depth charges were released from below 100 ft. and the R/G observed explosion about 30 feet ahead of swirl. A second Whitley sighted a U/B two to three miles distant on port side in act of diving, with conning tower still visible. Pilot did a steep turn to port and flew over swirl two minutes after the U/B has submerged. A/C dropped smoke float, but nothing further was seen.

(H.Q.B.C., 1425A/12.)

Have attacked enemy submarine with depth charges. Estimate one hit.

(A/C N1US, No T.O.O. Recd. 1539/12.)

Am over enemy submarine in 57.29 N. 27.49 W. Submarine on surface and observed to submerge. Course 255°, speed 12 knots.

(A/C N1UH, 1540Z/12.)

Casualties and Defects.

SABINA. Request air assistance to search for H.M. Trawler SABINA last seen 59° 52' N. 009° 34' W. at 2000Z/11. Course 100°, 3 knots. SABINA has pump trouble. My P.C.S. at 1000Z/12, 59° 28' N. 009° 22' W. 090°, 10 knots. (KIRKELLA, 1010Z/12 to A.C.O.S.) Your 1014/12. Expect one Fortress about 1530 to assist in search for SABINA. (C. in C. W.A., 1516A/12 to KIRKELLA.)

/BUESTEIN ...

War Diary.12.10.1942.
Monday.HOME COMMANDS.Casualties and Defects - Contd.

BUESTEIN. My 1044/26 and A.M. 2308A/25. This vessel has been damaged by merchant vessel in Arbroath Harbour.
(N.O.I.C. Dundee, 1045/12.)

EMPIRE Report situation.
TARPON. (C. in C. W.A., 1916A/12 to LONDONDERRY.) ~~4.330~~
Tow again parting but hope for better result tomorrow with MARAUDER. Situation on board no worse. My position 057° 32', 009° 27', drifting approx. 055° one knot.
(LONDONDERRY, 2218A/12 to C. in C. W.A.)

HAPPY Your 1258A/9. Engineer reports cylinder liners are porous due to rust and wear, rudder pintles worn and pins of quarter (steering) blocks worn. Request report. Vessel urgently required at Greenock.
ESCAPE. (D.S.V.P., 1927A/12 to F.O.I.C. Harwich.)

Shipping and Convoys.

EMPRESS OF Further my 0526/7. EMPRESS OF SCOTLAND will now
SCOTLAND. embark and sail 18/10.
(D.S.T., 0254A/12.)

W.P.233. Intend sailing CORFU passing Clyde boom 1630A/13 to R/V convoy W.P.233 at 1330A/14 in position (A) of Admiralty message Q.Z.S. 315, thence in convoy to Southampton in accordance with Admiralty message 1708A/29/9.
(F.O.I.C. Greenock, 1114A/12.)

O.N.S. 138. Sailed GENTIAN, CLEMATIS for O.N.S. 138.
(Cdre. Londonderry, 1120A/12.)

D.S. 33, Owing to continued postponement of operation S.N.
W.S. 23Z. 3E regret I am unable to provide destroyer screen for convoy D.S. 33.
(R.A.M., 1214/12 to C. in C. W.A.)

R.A.M. 1214/12.
1. The only destroyers available are SALADIN and SCIMITAR.
2. I had intended to use these ships to strengthen escort of U.R. 46.
3. Propose therefore that D.S. 33 be postponed till R.A.M. can make escort available.
4. There will be no destroyers available for W.S. 23Z.
(C. in C. W.A., 2213/12 to Admty.)

War Diary.12.10.1942.
Monday.HOME COMMANDS.Shipping and Convoys - Contd.

T.A. 24. E.T.A. 1800Z/14.
(QUEEN MARY, 1500Z/12 to Cominch.)

H.X. 210. P.C.S. at 1500Z/12.
(C.T.U. 24.1.13, 1631Z/12.)

Distress Messages. Reference C.A.M.S.I's 74/42 and 99/42, it is important for Masters to understand that instructions for amplifying or cancelling distress messages apply not only to raiders but also to U-Boats and aircraft.

2. Failure to cancel a distress message made in error leads to unnecessary movements of United Nations Warships and aircraft.
3. If a ship escapes from a U-Boat it should be apparent to the Master that while he is still not long out of sight of the enemy no additional harm can come of his again breaking W/T silence to report his escape, as a D/F bearing will not add to the enemy's knowledge of the ship's position.
4. Similarly, if a ship has broken W/T silence to transmit a distress message on sighting an aircraft which proves to be friendly, the situation is made no worse by immediate cancellation of the distress message.
5. An exception to the above is made in the case of a ship of inferior speed which has escaped under cover of darkness or fog. Such ships should not report their safety unless fitted with H/F transmission and then only when 24 hours clear of the area of attack.

(D.T.D., 1731A/12.)

Readiness of Special Tankers. A.M. 1947A/3. It is requested that name of selected tanker and general information relative to the operation may be forwarded.
(N.O.I.C. Greenock, 1744A/12 to Admty.)

A.N.D. Gear. Masters of ships fitted with A.N.D. gear should be advised as follows regarding the streaming of nets when not in convoy.

2. Nets should be streamed whenever practicable in the following areas: A. North Atlantic including Caribbean Sea and Gulf of Mexico.

B. South Atlantic north of 35° S.

C. Indian Ocean north of 35° S.

3. As on account of the limited endurance of the nets it may not be possible to run them throughout a voyage, the following are the more important portions of the above areas in which nets should be streamed if possible. Details.

4. Masters should be warned the above should be considered as a general guide and they must use their discretion as to streaming their gear in the light of prevailing weather and local intelligence as to U/B activity.

(D.T.D., 1905A/12 and 1730A/14.)

War Diary.12.10.1942.
Monday.HOME COMMANDS.Shipping and Convoys - Contd.

- X.K. One. At dawn 13th IBIS, STARWORT proceed to Londonderry. PENTSTEMON to Liverpool. ROSE escorts Liverpool portion.
(C. in C. W.A., 2102A/12.)
- K.X. 2. A.M. 1710/8.
1. BULLDOG S.O., BEAGLE, BOADICEA, RHYL, EASTBOURNE, FELIXSTOWE, ROTHESAY, ILFRACOMBE, STORNOWAY are to proceed Londonderry to fuel after convoy conference and are to join convoy at R/V to be arranged by N.O.I.C. Greenock.
2. 5th Trawler Group is to escort convoy from Clyde.
3. Request you will sail ships accordingly.
(C. in C. W.A., 2216A/12 to N.O.I.C. Greenock.)
- K.X. 3. Admiralty 1249/7 and 1505/10.
(1) (A) AMAZON, ACHATES are to escort convoy from Clyde.
(B) VANOC S.O. is to arrive Londonderry a.m. 18th to fuel and join convoy at R/V to be arranged by N.O.I.C. Greenock.
(2) Request you will sail ships accordingly.
(C. in C. W.A., 2218A/12 to N.O.I.C. Greenock.)
- K.X. 4. 1. MALCOLM, BROKE, WRESTLER are to arrive Greenock p.m. 20th. They are to proceed to Londonderry to fuel after convoy conference and are to join convoy at R/V to be arranged by N.O.I.C. Greenock.
2. VENOMOUS S.O. is to do likewise if ready. If not ready in time VENOMOUS is to proceed direct from Belfast to Londonderry to arrive p.m. 21st.
3. 10th Trawler Group is to escort convoy from Clyde.
4. Request you will sail ships accordingly.
(C. in C. W.A., 2221A/12.)
- W.S. 23Z Cancel my 1548/24/9.
(QUEEN (D.O.D.(F), Approved A.C.N.S.(F), 2352A/12 to ELIZABETH) R.A.W.A., F.O.C.N.A., etc.)

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

North Atlantic.

WESTCOTT, WISHART, U/B hunt. Hunt abandoned owing to defective air pump in WESTCOTT and failure of WISHART's 271. Latter failure occurred immediately after R/D.F. contact 037° 51' N. 002° 12' E. at 2048. P.C. and S. 037° 25' N. 001° 10' E. 240° about 14 knots until temporary repairs are completed. Weather. (WESTCOTT 0400A/12 to F.O.C.N.A.)

WESTCOTT and WISHART E.T.A. Gate 2230. Following defects in WESTCOTT. Weather report. (WESTCOTT 1330A/12 to F.O.C.N.A.) Arrivals WESTCOTT, WISHART. (F.O.C.N.A. 2320A/12 to Admty.)

MAX ALBRECHT, U/B. My 1727/7 (Refuelling of German S/M from MAX ALBRECHT) No confirmation and all evidence completely to contrary. (? N.A. Madrid 1327/12 to Admty. (D.N.I.))

Situation Report. Area X at 1959A/12. 3. K.X.1, JONQUIL, SPIREA, COLTSFOOT, RUSKHOLM, ROUSAY, STRONSAY, 36.16 50.32 through 36.05 09.59 thence Gibraltar 8.

9. S.L.124, WESTON, HONEYSUCKLE, BANSHEE, TOTLAND, HYDERABAD, BULAN, 31.42 19.51 through 32.01 19.48 thence 38, 7½.

10. S.L.124 (G) COREOPSIS, EDAY, KERRERA, SHIANT 36.10 07.08 through 36.30 09.08 thence 287° 8.

→ 13. CHARYBDIS proceed at 1619/12th to approx. position 45.01 28.02 25 knots.

(F.O.C.N.A. 1328A/12, 1546A/12 to N.A.S.)

Area Z. at 1958A/12th

→ 338 (2) W.S.23, DURBAN, ~~██████████~~, PUCKERIDGE, QUEEN OF BERMUDA (undecypherable) 022° 23' 022° 01' through 019° 01' 022° 01' thence 161° 12½. *KANARIS ~~██████████~~. x ~~██████████~~ p.334

(3) H.M.S. BRIDGEWATER one merchant ship 021° 18' 023° 36' 157° 9.

(4) *Fleet Unit, DUNCAN, GRIFFIN, ANTHONY one tanker 021° 45' 038° 05' through 023° 01' 040° 01' thence 299° 13½.

(F.O.C.N.A. 1420A/12.)

+ Bulkeil.

*ROYAL SOVEREIGN. ~~██████████~~ p.350

→ Enemy Tanker and M/V. A/C reports sighting at 1200/12 tanker and M/V in 46° 30' N. 09° 20' W. course 270° 15 knots. (D.D.I.C. 1336A/12 to F.O.C.N.A., (R) H.Q.C.C. C. in C. Plymouth, F.O.S.)

Your 1336A/12th. Intend sailing CHARYBDIS at 1600 to endeavour to intercept. (ii) Cancel my 1240/12 to Admiralty only. (N.T. in W.D.)

(F.O.C.N.A. 1526A/12 to Admty. (R) C. in C. Plymouth, C. in C. W.A.)

At 1200/12th aircraft sighted 1 enemy tanker and 1 Merchant ship in 046° 30' N. 009° 20' W. course 270° 15 knots.

(F.O.C.N.A. 1604A/12 to N.A. Stn.)

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.North Atlantic - contd.Enemy Tanker
and M/V.
(contd.)

My 1526/12th CHARYBDIS sailed 1650.
(F.O.C.N.A. 1702A/12 to Admty.)
Following air search intended for tomorrow
Tuesday. One Catalina T.R. 1 F between 319°
and 316° St. Vincent to 019° W. Air borne
0500/13.
(F.O.C.N.A. 2342A/12 to CHARYBDIS (R) Admty.)

Enemy A/C,
Gibraltar.

My 1858/11. For two Ju.88s read one Ju.88.
Indications suggest it was destroyed.
(F.O.C.N.A. 1534A/12 to Admty.)

Diversion
to Bathurst.

Your 1715Z/10th. My 1252/9th para 2 refers.*
(F.O.C.N.A. 1619A/12 to R.A. West Africa (R)
Admty., C. in C. S.A., N.O.I.C. Bathurst,
Gambia.) * (1242/9 intended re EMPIRE PAT
escorted by ARMERIA.

Corunna,
Ferrol, R/C.

(P.R.U. St. Eval 1700A/12 to Admty. etc.)

CANADA.
(French)

Your 0342A/1st. French N.A. was informed as
instructed. He has now handed me Aide Memoire
List stating French Admiralty have also heard from
American Embassy at Vichy of our objection to
voyage. In order to remove all misunderstanding he is instructed
ask me to inform you this voyage of CANADA has a purpose quite
different from that envisaged when it was questioned using this
ship for exchange and repatriation of personnel not limited by
state of health. Nor has it any connection with British offer
of evacuation of 100 civilians from Djibouti. It now only
(? concerns) repatriation of sick and wounded service personnel
(of) garrison. While awaiting necessary guarantee which French
Admiralty consider they have reason to hope will be given in
view of assistance given to shipwrecked men from LACONIA,
CANADA is stopping at Dakar. I am asked to request an urgent
favourable reply.
(N.A. Madrid 1835/12 to Admty.)

Enemy M/V,
? BURGENDLAND.

A.M. 1950A/10. Photographs of enemy vessel
reported by A/C at 1400A/10 in 46° 46' N. 10°
20' W. show that ship closely resembled BURGENDLAND
last seen at Bordeaux on 3/10.
(D.D.I.C. 1839A/12 to F.O.C.N.A.)

U/B.

A.C.341 12/10. Resume for Oct. 12th.
Transit Wellington sighted U-boat conning tower
39.40 N., 09.40 W. CO NE. 5-6 knots at 1253.
(A.H.Q. Gibraltar 1850A/12.)

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

North Atlantic - contd.

- PROTEUS, P.217, P.228. *2-10 p. 326*
1. PROTEUS leaves patrol forthwith for position (a) 044° (?30') N. 015° 10' W. dived by day, remainder route following.
 2. P.217 and P.228 leave patrol forthwith and proceed dived by day for position (x) 043° 01' N. 011° 20' W. and (y) 043° 02' N. 012° 02' W. respectively thence to Gibraltar as routed by F.O.C.N.A.)
(F.O.S. 1919A/12 to S/Ms S. of 51° N.)
P.217 and P.228 are to proceed on surface at discretion so as to pass through 041° 15' 011° 20' at 1230 13th and 041° 20' 012° 02' at 1300 13th respectively thence through positions Q and P as in my 1610/6th.
 2. P.217 is to pass through Q at 1800/14th and P at 1000/15th to arrive Gibraltar at 1400/15th.
 3. P.228 is to pass through Q at 2200/14th and P at 1400/15th to arrive Gibraltar at 1800/15th.
 4. Total bombing restrictions arranged as in my 1610/6th.
 5. P.217 and P.228 report if unable to comply within 2 hours of time stated.
 6. P.217 and P.228 shift wireless watch in accordance with A.F.O.1/42 Section N.A. table 2 (1) line 10 at 1125Z/13th.
(F.O.C.N.A. 2240A/12 to S/Ms S. of 51° N.)

Bombing Restrictions. A.C.123 12/10. Serial No.G.248. Cancel from 0001/13 my A.C.107 11/10. Serial No.G.240. Institute the following sub-merged bombing restrictions.
Serial No.G.249. Forthwith until joining 43° 30' 08° 40' and 43° 59' 10° 40'. Serial No.G.250. From 0600/13 to 1200/14 20 miles either side of line joining 43° 59' 10° 40' and 44° 30' 13° 10'. Serial No.G.251. Institute total submarine bombing restrictions forthwith until further notice in areas G.26 and G.27.

(H.Q.C.C. 2318A/12 to R.A.F. Gibraltar, F.O.C.N.A., S.8.)
Request total bombing restrictions in following areas.

Area	From	Until
G.(?26)	Now	1700 13th.
G. 27	Now	0300 14th.
G.16	1700 13th	1700 14th
G.15	0400 14th	2359 14th
G.14	1230 14th	0800 15th.

All times zone minus one.

(F.O.C.N.A. 2340A/12 to Admty., H.Q.C.C. (R) F.O.S.)

Algiers R/C. Sortie G.201 dated 12/10 time 1322 hours.
(P.R.U. Gibraltar 2340Z/12 to Admty. etc.)

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

South Atlantic.

* BOREAS
LEOPOLDVILLE.

* *See next page*

BOREAS's 1537/9 repeated N.O.I.C. Lagos. As LEOPOLDVILLE is required in U.K. by 31/10 request she be handled as expeditiously as possible. S.T.O. Freetown is requested to report E.T.A. in U.K. (D.S.T. 0253A/12 to S.T.O. Freetown, S.T.O. Lagos, (R) R.A.W.A., C. in C. S.A.)

Shipping,
Capetown.

All ships are to keep outside a circle radius 70 miles with centre Green Point Light, Capetown during dark hours. Ships approaching this area should reverse course if necessary along prescribed route in good time to conform. On no account should speed be reduced.

2. All South African coastal lights are extinguished. Navigator lights are not to be exhibited in South Atlantic west of 020° E.
3. Ships are to zigzag by day and by moon when east of 010° E. (C. in C. S.A. 0922/12 to Admty. B.A.M.S. in Areas 3B and 3C.)

→ Dispositions.

See p. 335

DURBAN with W.S. 23., 23.05 22.01 to 19.01 21.59 thence 159° 12³/₄ at 2001Z/12th. VELOX 17.55 24.10 to join W.S.23. *See next page*
 ANTELOPE 17.05 (?20).05 to join W.S.23. (R.A.W.A. 1103Z/12 to Area P., N. of 8° N. Admty., C. in C. S.A., N.O.I.C. Bathurst.)
 Add to my 1103Z/12th. (?BRIDGEWATER) 018° 33' 022° 37' 154°, 11. (R.A.W.A. 2303/12 to Area P. etc.)

→ ANTELOPE.

Departure 2130/11 ANTELOPE in accordance with your 1315/10. (N.O.I.C. Bathurst 1126Z/12 to R.A.W.A. (R) Admty. etc.)

→ W.S. 23.

C. in C. W.A. 1950A/8. BICESTER 0700A/10 and R.A.W.A. 1315Z/10. Amend E.T.A. convoy W.S.23 position 020° N. 022° W. to read 0400Z/13. S. of A. 13 knots. (DURBAN 1155Z/12 to ANTELOPE, R.A.W.A., VELOX, (R) N.O.I.C. Bathurst, C. in C. S.A., Admty., C. in C. W.A.)

HOTSPUR.
DERWENT,
ILLUSTRIOUS,
NORMAN,
TRUANT.

Your 1351/10th and Cdre. Durban's 0936/11. Intend that HOTSPUR and DERWENT escort ILLUSTRIOUS. 2. NORMAN proceed Simonstown in place of HOTSPUR, sailing 16th and calling East London to escort TRUANT. (C. in C. S.A. 1157C/12 to C. in C. E.F. (R) N.O.I.C. Durban, N.O.I.C. East London.)

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

South Atlantic. - contd.

BOREAS.

See previous page

Arrival 12th.
(N.O.I.C. Lagos 1351Z/12 to Admty.)

VELOX.

*See previous page
(Dispositions)*

Departure 12th.
(N.C.S.O. St. Vincent, C.V. 1415/12 to
R.A.W.A. (R) Admty.)

→ BIRMINGHAM.

Arrived and sailed BIRMINGHAM, wireless watch set on group S.L.
2. E.T.A. outer end of Simonstown searched channel 0650Z/14.
3. Route R.5 S.O.A. 24 knots.
(N.O.I.C. Durban 1456Z/12 to Admty. etc.)

* NEA HELLAS,
U/B attack.

** See next page*

Master of NEA HELLAS reports first sighting a cloud of smoke on sea surface keeping station 2 miles on port quarter of ship. Speed 16 knots from 2130 for 10 minutes. Ship then altered course 50° to starboard. During this turn three stewards sighted track of torpedo pass very close astern, then one minute later two vivid flashes were seen up ship's starboard side accompanied by heavy thuds, causing refrigerator switches to break contact, and no damage to ship, no upheaval of water or smoke seen. Another similar cloud of smoke was again seen on port quarter at 0130 when course was immediately altered to keep it astern and was lost to sight after about half an hour. Comment, it would appear that U-boats are approaching vessels after dark under cover of a smoke screen.
(S.O.(I) Freetown 1701Z/12 to Admty. (R) C. in C. S.A.)

A/S Trawlers
for Cape.

Release of 18 from U.S.A.
(B.A.D. 1725Z/12)
See America and West Indies.

Movements
summary
2000Z/12.

Area Q. SIRIUS, PHOEBE about 037° 40' S. 017° 00' E. to Simonstown.
ARROW, ACTIVE with AQUITANIA 033° 15' S. 012° 15' E.
NIZAM, FOXHOUND off Capetown to westward.
BIRMINGHAM leaves Durban 1500Z/12th for Simonstown.
ROCKROSE, COMMANDANT DETROYAT, 50 miles South of Cape Point.
(C. in C. S.A. 1739C/12 to S.A. Stn.)

PUCKERIDGE.

*See p. 335
(cont. from p.)*

Is PUCKERIDGE to continue to Cape with W.S.23?
(R.A.W.A. 1809Z/12 to Admty.)
Reply: No. See Admty. 2350A/14.

War Diary.

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Monday.

FOREIGN STATIONS.

South Atlantic - contd.

- * NEA HELLAS, 1. Owing to large number of survivors now
CARNARVON arriving Freetown, intend to sail NEA HELLAS for
CASTLE, U.K. about 16/10 escorted by CARNARVON CASTLE.
DECOY, Both will carry survivors in excess of unescorted
GRIFFIN. numbers.
- * *See previous page* 2. Intend A/S escort to be DECOY from Freetown
area to Ponta Delgada and GRIFFIN from Ponta
Delgada to U.K.
- 3. CARNARVON CASTLE has defect in port main motor No.6 unit
reducing speed to 17.5 knots. Propose this should be repaired
before ship returns to South Atlantic.
- 4. D.S.T.O. concurs.
(R.A.W.A. 1927Z/12 to Admty. (R) C. in C. S.A. etc. as amended
1650Z/14.)

S.A. Air Ref. A.M. 1352/11th. (A) at Capetown No. 23
Forces. T.B.R. Squadron present strength 20 Ventura
aircraft. At Port Elizabeth No.25 T.B.R.
Squadron, present strength 19 Ventura. At
Durban No.22 T.B.R. Squadron present strength 18 Ventura which
can be operated from advance aerodrome at Richard Bay. All
above T.B.R. Squadrons will be brought up to 24 I E Venturas
shortly. (B) Up to 20 Ansons operated by training schools from
each of following are being employed to reinforce T.B.R. Squadrons
Cape area Mossel Bay (Ger) East London and Port Elizabeth.
(C) All serviceable F.A.A. aircraft be co-operated with South
African Air Force to full extent of available resources in
present emergency. If this state is prolonged training of pool
pilots is bound to suffer due to lack of aircraft. Present
state is 3 Albacores, 1 Swordfish, 3 Walrus including reserve.
2. An average of 22 sorties are being carried out in (?one) day
on A/S patrols which cover an area from Cape Columbine to Cape
Agulhas to depth of 80 miles. In addition Venturas (?are)
employed for location of survivors and (?U-boat) operations to
depth of 400 miles. Admiralty pass to Air Ministry.
(C. in C. S.A. 1943C/12 to Admty.)

WIVERN. E.T.A. boom 1230Z/14th, 7 Merchant Ships in
See next page company.
(WIVERN 1948Z/12 to N.O.I.C. Takoradi.)

REGISTAN 1. Argentine SS RIO NEUQUEN landed here 11/10
(sunk 28/9) Captain and 37 others survivors ex British SS
REGISTAN.
2. REGISTAN bound from Capetown for New York
via St. Thomas was torpedoed 2328 G.M.T. 28/9 in 012° 37' N.
057° 10' W. being hit by one torpedo at short range and sinking
in about 4 minutes.
3. Submarine surfaced and went alongside up-turned lifeboat
and officer apparently German questioned survivors in good
English. Following are particulars of submarine from des-
cription and sketch furnished by Captain and Chief Officer:-
medium size, sides smooth and free from rust, paint and plating
apparently very new, apparently painted dark grey with black
boot topping, rising in double decked conning tower gun

/probably ...

12.10.1942.
Monday.

War Diary.

FOREIGN STATIONS.

South Atlantic - conts.

REGISTAN
(sunk 28/9)
(contd.)

probably 12 pounder forward of conning tower.
Further details unobtainable due to darkness;
survivors were right alongside and touching side
of submarine.

4. Survivors viewed by Argentine ship afternoon
30/9 in 012° 57' N. 057° 47' W. 16 Officers
and men missing.
(R.O. Pernambuco 2055Z/12 to Admty.)

WIVERN,
U/B.

See previous

Page also 28/10 - P 877

WIVERN reports sighting periscope and
attacking contact in 3° 37' N. 7° 07' W. at
1250/12. Oil patch seen after attack.
(R.A.W.A. 2151Z/12 to Admty.)

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War Diary.12.10.1942.
Monday.FOREIGN STATIONS.Mediterranean.

Malta. Military situation report for week ending 10/10/42.
1. Considerable increase in enemy air activity week-end 4-9/10 (details). Photo. R/C shows further increases, now total 531 aircraft including 122 JU 88s in Sicily. (Govr. Malta 0800Z/12 to C. in C.M.E.).

Cositrep No. 545. Air. 6. 11/10 Beaufighters damaged a schooner off Sidi Barrani and attacked M.T. Sollum Area.
7. At dusk American B.24s bombed southbound convoy two M/Vs with destroyers S.W. of Crete, claiming explosion on one merchant ship. (C. in C.M.E. 0845 G.M.T./12).

Joint War Communique 12/10. Long range fighters attacked an eastbound schooner Northwest of Sidi Barrani. Vessel was left with smoke coming from it. Other targets on Sollum-Sidi Barrani road were also attacked. Heavy bombers claim a direct hit on stern of a M/V in an attack yesterday on a southbound convoy near Crete. An escorting ME.110 was shot down into the sea. There was an increase of air activity over Malta yesterday. Heavily escorted enemy bombers carried out 5 attacks during the day. Our fighters engaged them on every occasion and destroyed at least 15 enemy aircraft with as many more damaged. We lost one fighter. The Malta aircraft is the only one missing from these and other operations. (Mideast T.O.O. 0900Z/12).

P.211. P.211 reports look out Port on Eastern Shore very alert, cleverly camouflaged motor gun boat and R. of P. Jugo Slav torpedo boat carried out A/S patrol but P.35. shipping inefficiently escorted and depth charge set shallow. 2 Northbound merchant ships in 040° 29' 018° 41 dawn, 11th. All other shipping coast crawling. (Capt. S.10. 1013A/12 to P.35).

TRITON It is not anticipated Greek S/M TRITON will arrive in her area before 18/10. (Capt. S.1. 1022C/12 to THRASHER (R) C. in C. Med. Capt. (S) 10. S/Ms on Patrol).

PORPOISE. Cancel my 1913/11th. Proceed forthwith to patrol within 15 miles of 036° 01' 019° 29' until further orders. (Capt. S.1. 1135C/12 to PORPOISE (R) C. in C. Med. Capt. S.10. S/Ms on patrol).

/P.42.

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.Mediterranean -Contd.

- P.42. Patrol outside 100 fathom line in vicinity 015° E. until further orders.
(Capt.S.10. 1137A/12, to P.42 (R) C. in C.Med. Capt.S.1.)
- ARCA (Italian). A. My 1048C/7. ARCA expected arrive in transit Trieste within next 48 hours but may await sailing orders here. B.2.
B. S.O.(I) Med. please inform Malta.
(S.O.(I) Istanbul 1206C/12 to S.O.(I) Med, (R) S.1. D.N.I.).
- S/Ms Arriving Malta. When 2 S/Ms are routed to arrive Malta on sameday Submarine arriving from S. to S.W. is to keep S. and Submarine arriving from W. to N.W. is to keep N.of line 250° from end of searched Channel From time of entering S/M Sanctuary SST communication is to be attempted until ordered to surface by sweeper. S/M in Northern-most half of Sanctuary is to surface first.
(Capt.S.10, 1209A/12 to Subs. on patrol).
- Enemy Units, PARTHIAN. Following shipping may be met tonight. 1 merchant ship, 3 destroyers leave Famagusta 1500/12th for Port Said, speed 15 knots. 1 merchant ship, 1 trawler due Beirut 0700/13th from Famagusta.
(Capt.S.1, 1223C/12, to PARTHIAN).
Following is a repetition of my 1907C/12th (begins)
ALDENHAM (R) PARTHIAN Capt.(S) 1 from S.N.O Levant Area. You may meet PARTHIAN between 2130 and 2330 tonight, routed 033° 30' N. 033° 30' E, thence direct to Beirut searched channel T.O.O. 1907C/12. (Ends).
(S.N.O. Levant Area 1909C/12 to PARTHIAN).
- UTMOST P.247, P.37. Adjust your patrol to make passage QBB 255 during daylight 17th passing through 037° 48' 011° 44' and 037° 42' 012° 14' to (?arrive) end searched channel 1015A/18, when P.37 is due from S.W. P.247 keeps south of 038° 25' and west of 011° 01' until 2301A/17.
(Capt.S.10. 1249A/12 to UTMOST P.247 P.37, (R) C. in C.Med. F.O.C.N.A. Capt.(S) 1, Capt.(S) 8. 10th S/M Flotilla).
- DERNA. Extract from a Fairmiss Telegram.
Italian ship DERNA.
(Barcelona 1322/12 to M.W.T.).
- ST BRIEUC. (French). Arrived.
(Barcelona 1326/12 to M.W.T.).
- Op. "Blackbird." Operation "Blackbird" night 8th/9th. Possible discovery soon after landing.
(UTMOST 2111A/12 to Capt.S.10.(R) C. in C.Med).

/Malta....

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War Diary.12.10.1942.
Monday.FOREIGN STATIONS.Mediterranean - Contd.Malta Air
Report.

I.38 12/10.C.S.R. Malta.
11th. Total enemy casualties for day 11/10 including dusk raid were 7 JU.88s, 5 ME.109s, 3 MC.202s destroyed, 2 JU.88s, 2 ME.109s, 1 RE. 2001, probably destroyed, 7 JU.88s. 14 ME.109Fs, 4 MC.202s, 2 RE.2001s. damaged for loss of only 1 Spitfire and pilot missing, 2 Spitfires destroyed, 1 damaged, and 6 slightly damaged, pilots unhurt. In late dusk raid some damage done to aircraft at Luqa and 15 civilians killed, 42 injured and 7 houses destroyed. Elsewhere. Night 11/12 (1847 or 1947?) hours 3 enemy bombers approached at great height, partial R.D.F. interference, 1 raider dropped bombs on land causing no material damage but remainder turned back when 20 miles N.W. of Island. 3 Beaufighters up made no interception.
2339 hours one HE.111 crossed the coast and after dropping flares and D/A bombs on Luqa was intercepted and probably destroyed by Beaufighter east of Island.
0145 hours 6 enemy bombers approached at great height partial RDF interference, 1 raider dropped a few anti-personnel bombs near Luqa causing slight damage to aircraft. Other raiders dropped bombs in sea and returned. 2 Beaufighters up made no interception.
0338 hours, 9 plus JU 88s, and HE.111 approached Malta; partial RDF interference. 1 Beaufighter up destroyed one HE 111 North of Island and raiders returned having dropped all bombs in sea.
12th 0520 hours, 15 JU.88s escorted by 50 ME.109 approached Malta at height in 2 waves to attack aerodromes. Partial RDF interference. 30 Spitfires up intercepted incoming raiders North of Island and destroyed 4 JU.88s and 1 ME.109. Probably destroyed 3 JU. 88s and 2 ME.109s and damaged 4 JU.88s and 2 ME.109s for loss of only 1 Spitfire and pilot missing. 1 Spitfire crashed sea (pilot rescued unhurt by R.A.F. Launch) and 2 Spitfires damaged pilots unhurt. 3 Ju.88s prisoners rescued by R.A.F.Launch. Hal Far bombed and 1 Spitfire was destroyed and 1 Spitfire and 2 (?) Hurricanes damaged. Bombs on Luqa caused some damage to aircraft. Many JU.88s forced to jettison bombs in sea.
0807.hours, 18 JU.88s escorted by 50 ME.109s and ME.202s approached at height in 2 waves to attack Luqa and Takali aerodromes. 39 Spitfires intercepted incoming raiders 30 miles North of Island and destroyed 3 JU.88s 3 ME.109s and 1 MC.202, probably destroyed 1 JU.88 and 2 MC.202s and damaged 7 JU.88s and 4 ME.109s for loss of 1 Spitfire and pilot missing and 1 Spitfire damaged, pilot unhurt. Bombs at Luqa aerodrome caused some damage to aircraft but no serious damage was done at Takali, and Spitfires forced many ME.88s to bomb wide of aerodromes. Total damage done at Luqa since dawn 11/10 was 1 Beaufort and 1 Beaufighter destroyed and 5 Beaufighters, 2 Spitfires, and 1 Wellington damaged and 1 airman injured.
1105 hours 8 JU.88s escorted by 30 ME 109s flew South from Sicily and were intercepted by 21 Spitfires only a few miles South of Sicilian Coast. Four JU.88s and 5 ME.109s were destroyed, 2 JU.88s probably destroyed, and 4 JU 88s and 5 ME.109s damaged for loss of 1 Spitfire shot down sea, pilot rescued unhurt by R.A.F. Launch. 3 Spitfires slightly damaged, pilots unhurt. Enemy then abandoned the attack and fled home.

/(1336)..

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12.10.1942.
Monday.War Diary.FOREIGN STATIONS.Mediterranean.- Con Ts.-Malta Air
Report
Contd.

(1336 or 1346?) hours, 45 ME.109s left Sicily flying south and were intercepted 20 miles south of Sicily by 23 Spitfires who destroyed 1 ME.109 without loss to ourselves and forced remainder to turn back. 1421 hours, 6 plus ME.109s made search south of Sicily and then returned at speed. 1552 hours, 6 plus JU. 88s escorted by 15 enemy fighters approached island but were intercepted 30 miles north of Malta by 34 Spitfires who destroyed 1 JU.88 1 MC.202, 1 RE. 2001, and probably destroyed 2 Ju.88s and 1 MC.202 and damaged 1 MC.202, 1 ME. 109, 1 Re.2001, for loss 1 Spitfire and pilot missing and 1 Spitfire destroyed, pilot wounded. Few bombs were dropped on land, but no damage reported. During to-day 147 Spitfire Sorties have been made against 279 enemy Sorties and 24 enemy aircraft have been destroyed 13 probably destroyed, and 29 damaged for loss of 3 Spitfire pilots and 5 Spitfires destroyed. Malta record in 60 hours ending 1800 hours 12/10. Enemy has made 700 Sorties against Malta. Spitfires accounted for 20 Bombers and 22 Fighters destroyed, also 21 Bombers and Fighters probably destroyed, and 59 Bombers and Fighters damaged. Our casualties in combat were 10 Spitfires destroyed and 4 pilots lost and 16 Spitfires damaged. 1 Beaufort, 1 day Beaufighter, and 1 Spitfire were destroyed on ground through enemy action.

(H.Q. R.A.F.Malta 2146/12, 2204/12).

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.East Indies.

TRUSTY patrol 23/9 to 12/10.
 R. of P. 30/9 to 3/10 off North entrance to Penang no patrol sighted no air activity. 5/10, S.E. Diamond Point sighted small tanker about 3000 tons southbound at long range. TRUSTY unable to close to attacking range.
 7/10 off Pulo Rondo sighted eastbound S/M believed I.65 class at 2000 yards range. TRUSTY turned at once but failed to reach firing position in time. Bad (? visibility) prevented earlier sighting. (? Speed of) enemy 16 knots.
 (S.O.(S) Colombo, 0427Z/12 to F.O.I.C. Ceylon, C. in C. E.F., Capt. (S) 4, (R) F.L.O. Delhi.)

Enemy M/V. 1 enemy M/V 1500 tons, 018° 15' N. 093° 40' E. course south at 0500Z/11.
 (Naval Intelligence, 0531Z/12 to S.O.(I) Colombo.)

BANFORA. Your 1210/8/10/42. BANFORA arrived Karachi 11th and cannot sail until 14th. S.T.O. Karachi reports O.C. troops and Master state ship entirely unsuitable to carry out programme due to poor refrigerating arrangements and lack of ventilation. Karachi cannot victual ship under 10 days. Request instructions.
 (P.S.T.O. India, 0959Z/12 to P.S.T.O. Egypt, (R) C. in C. E.F., etc.)
 BANFORA delayed, defects, see 1035Z/14.

Personnel Following alterations are made.
 Transports. (P.S.T.O. Bombay, 1001Z/12 to Dept. C. in C. E.F.)
 See Lion Copy.

Landing Parties ex-Madagascar. Your 00311/A of 11/10 to War Office, not to C. in C. E.F.
 What is state of health of crew of landing craft and naval beach parties? They together with landing craft are urgently wanted in India.
 (C. in C. India, 1225/12 to Buttermere, (R) War Office, G.O.C. in C. E. Africa, 121 Force, C. in C. E.F.)

Air Report. Int. 953, 12/10.
 Hudson R/C Arakan coast attacked enemy M/V approx. 1500 tons about 40 miles S.W. Sandwaway? 2 near misses. Course 180° speed 10 knots.
 Catalina brief sighting periscope 07° 22' N. 82° 14' E. 2 Catalinas further search negative.
 (A.H.Q. India, 1229Z/12.)

Madagascar, Movements. 1400Z/12 sailed INCONSTANT, BLACKMORE escorting DUNERA, DILWARA, E.T.A. Tamatave 0600Z/14th.
 (N.O.I.C. Diego Suarez, 1401Z/12 to Admty., etc.)

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E.I.

MOST SECRET

MOST SECRET

MESSAGE

1001z/12th October

IN

Date 12.10.42

Recd. 2027

From P.S.T.O. Bombay

Naval Cypher C by W/T

Addressed Deputy C. in C. Eastern Fleet, repeated S.T.O. Karachi, C. in C. Eastern Fleet, A.C.N.B., S.N.O. Persian Gulf, Director of Sea Transport, F.O.C.R.I.N., F.O. Ceylon, ARMINDIA, C. in C. South Atlantic, N.C.S.O. Bombay.

IMPORTANT

My 1001 19th September and my 0635 8th October not to C. in C. South Atlantic A.C.N.B. N.C.S.O. Bombay or S.T.O. Townsville.

The following alterations to personnel are made.

Paragraph (J) B P 58 now consists of 5 personnel NIEUW HOLLAND, SANCTHIA, NEURALIA, CAP ST JACQUES and ERINPURA sail 25th October for Basra. The following are additional moves.

Paragraph (K) Bombay - Australia DOMINION MONARCH sailed 23rd October.

Paragraph (L) Bombay - U.K. JOHAN VAN OLDENBARNEVELDT 23rd October.

Paragraph (M) Bombay - U.K. BOISSEVAIN 23rd October

Paragraph (N) Bombay - U.K. FRANCONIA 26th October

Paragraph (O) Karachi - Mombasa with Poles RUYSS 25th October.

Paragraph (P) Karachi - Mombasa California with Poles 27th October.

1001z/12

Advance copy to Trade

1st S.L. (2)	D.T.D. (3)
D.F.S.L.	D.T.D. (M)
V.C.N.S.	Duty Capt. (2)
A.C.N.S. (F) (2)	I.P.
A.C.N.S. (T)	W.D.
N.A. 1st S.L.	Admiral Blake
D.C.D. (F) (2)	
Hd. of M. (13)	
D.D.I.C. (2)	
D. of P. (2)	

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.East Indies - Contd.

M.J. 1. 1. Convoy M.J.1 consisting of EASTERN PRINCE, DILWARA and DUNERA is to leave Tamatave for Bombay 18/10 or as ordered by S.O. (D) E.F.
 2. Ocean escort is to be provided by GAMBIA. Local A/S escort from Tamatave as arranged by S.O. (D) E.F.
 3. Route K 017° 40' S. 051° 15'. L 007° 15' 057° 54'. M 012° 23' N. 065° 42' thence Bombay searched channel.
 4. F.O. Ceylon and Cdre. R.I.N. are requested to arrange for local A/S escort to meet convoy about 400 miles from Bombay.
 5. S.O. (D) E.F. pass to GAMBIA.
 (C. in C. E.F., 1414Z/12 to S.O. Destroyers E.F., N.O.I.C. Tamatave, N.O.I.C. Diego Suarez, (R) Admty., F.O.C.R.I.N., Cdre. R.I.N., F.O. Ceylon.) *Cancelled 1502Z/15, q.v.*

Addu F.O.I.C. Ceylon 1035Z/17/9*. C.O.S. to F.O.I.C. Aerodrome. Ceylon with Cdr. Kilroy visited Addu 1st to 4th October and laid down construction of Aerodrome as first priority, main runway to be completed before starting No. 2 and 3. Before work on No. 1 runway commenced in earnest large amount of preliminary work including arrangements for unloading of ships, anti-malaria work, roads, etc. must be completed and additional constructional plant must be obtained from India.
 2. Anticipate earliest date main runway servicesable to land occasional A/C, 1st January 1943.
 3. Anticipate earliest date aerodrome fit to operate fighters and striking force 15th February subject to provision and installation of fuel tanks mentioned in my 1058/12/10/ being completed.
 4. Both these dates are dependent on army medical services being able to control incidence of malaria and scrub typhus which somtimes accounts for 40% of labour force.
 5. Your 1706/10. Request he may be sent now. Whatever decision may be reached on para. 1 of F.O. Ceylon 1231Z/8, a qualified Naval Air Officer on site during construction is desirable.
 (Com. N.A.S. Ceylon, 1452Z/12 to Admty.)
 * Re changing of runways.
 / Re Acting Cdre. Burstall to assume command of N.A.S. Puttalan.
 ø Re arrangements to supply equipment for R.N.A.S.

CABARITA In the absence of further news from CABARITA (attacked 11/10.) it should be presumed that she was sunk in approx. 002° 00' S. 068° 20' E. at approx. 1330Z/(?11th). Am carrying out search for survivors accordingly.
 2. Catalina is at present at Addu (corrupt group) but will assist in (? search) tomorrow Tuesday if possible. (? Details) will be promulgated to you immediately if she can proceed.
 (? N.O.I.C. Colombo, 1516Z/12 to MADRAS, (R) C. in C. E.F., Admty., etc.)

/Kilindini ...

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

East Indies - Contd.

Kilindini
Sullage
Lighter.

Your O753/24.

No suitable self-propelled craft is available in U.K. or elsewhere.

Even if one existed, it would be necessary for discharge at Kilindini for craft to be lifted by carrying ships own gear. Lifting weight would be 80 - 100 tons and no ship with this lifting capacity is employed on East African Coast.

Alternative is dumb wooden lighter of 150 tons d.w. capacity of type being built in U.S.A. for M.W.T. These will be delivered prefabricated in knocked down state for erection where required.

If this will meet requirements a craft can be allocated when delivery dates ex U.S.A. are known.

(Head of M., Approved by Vice Controller, 2345A/12 to F.O.E.A.,
(R) C. in C. E.F., V.A.E.F.)

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.America & West Indies.QUINCY,
VINCENNES,
ASTORIA
(sunk 9/8).

Navy Department announced 12/10 that three American heavy cruisers, the QUINCY, VINCENNES, and ASTORIA, were sunk in a naval battle on August 9 in an early phase of the occupation of the Solomon Islands. A majority of the personnel were saved but there were many casualties. Among those killed was the commander of the QUINCY, Captain Samuel M. Moore.

The cruisers, which were lost in the same action as the Australian cruiser CANBERRA were part of a force screening the landing of additional troops and supplies in the Guadalcanal-Tulagi area on the night of August 8-9 after a surprise attack on the Japanese positions on August 7.

About 1.45 a.m. on August 9, the report said, enemy aircraft dropped flares over the transports and simultaneously a force of enemy cruisers and destroyers skirted the south coast of Savo Island at high speed and headed for the transports. Sighting the U.S. protective force S.E. of Savo, the enemy opened fire immediately with guns and torpedoes, damaging and setting fire to the CANBERRA, which sank later in the morning. After a brief engagement with this force the Japanese altered course to go through the passage N.E. of Savo. Here it encountered another screen of cruisers and destroyers and a battle at close range began.

This action was fought with guns and torpedoes, and with the targets illuminated by searchlights and star shells. The enemy fire was heavy and accurate, and VINCENNES and QUINCY were repeatedly hit and sank during the night. ASTORIA was badly damaged and burned throughout the night. She sank the following morning.

It was not possible to determine the damage inflicted on the Japanese ships, which withdrew to the N.W. without attempting to attack the American transports and supply ships. (The Times, 13.10.1942).

D/C
attacks.

Depth charge attacks carried out 045° 10' 30" N. 066° 03' 15" W., at 1740/11. (C.O.A.C., 0050Z/12 to G.173 7A (R) C.T.F.24., Connav, Admty, C. in C. W.A., N.S.H.Q., F.O.N.F., C.T.G. 24.7., etc).

U/B

Aircraft sighted S/M 52° 20' N., 55° 20' W. at 1515Z/11th. (C.O.A.C., 0143Z/12 to G.B.7 A and A.G. (R) C.T.F. 24 etc).

30 M.L.
Flot.

My 1402/11. Sailing of 30th M.L. Flotilla delayed 24 hours due to weather. (F.O.N.F., 1231Z/12 to B.A.D., etc).

/Movements...

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

America & West Indies. - Contd.

Movements
Summary.

	1800 G.M.T./12.		
	Ship	Position	Course Speed.
	S/M P.555	38½° N. 47½° W.	053° 9
	D. S/M		
	K.15	17° N. 34° W.	300° 9
	ROYAL		
	SOVEREIGN	21.56 N.,	305° 14
	3	38.29 W.	
	destroyers		
	ASTURIAS	07° N. 28° W.	Patrol Blank
	T.A.24	38½° N. 50° W.	286° 24
	(D.O.D. (F) 1239Z/12 amended 1825Z/12 to Opnav (R) Comnav).		

U/B O.N.136

My 1131/12 (N.T. in W.D.) (not to C.T.G.24.7) Further bearings at 1001Z/12 indicate you were reported.
(D.D.I.C., 1305A/12 to Escorts O.N.136).
You were probably reported by U-boat at 1740Z/12 (D.D.I.C., 1948A/12 to Escorts of O.N.136).

NIGERIA

Route for NIGERIA from (F) 34.17 N., 40.01 W., to (G) 33.49, 50.02 (H) 32.50 63.59 (J) 32.45, 71.30 (K) 32.38 79.38 thence destination.
Com. 6 pass to Port Director, Charleston.
(Connav, 1320/12 to F.O.C.N.A., (R) Admty etc).

S/Ms

Your 1716/11 para. E. In this particular case request you pass this information from now onwards.
(B.A.D., 1345Z/12 to F.O.S. Admty. C. in C.W.A.)

WARWICK.

Departed New York 1700Q/11 for R/V point K as escort to destination.
(C.E.S.F., 1445/12 to T.A.24 (R) Adty. etc).

BULKOIL,
SEAKAY.

My 2010/6. It would be appreciated if BULKOIL could be included with SEAKAY in Convoy U.G.F.2. Onward escort to Gibraltar can be arranged.
(D.O.D. (F) 1540A/12 to B.A.D.) Reply:
B.A.D., 1907Z/14.

SHROPSHIRE,
advance party,
MOUNT VERNON.

See p. 354.

Your 0048/12. Every effort will be made to meet your requirement. Revised programme of Atlantic troop sailings now being worked out. Suggest you send party in MOUNT VERNON. Request Admty. arrange with British M. of W.T. for high priority for all Naval personnel mentioned in para. 2 of my 1651/8.
(B.A.D., 1557Z/12 to A.C.N.B., Admty (R) D. of S.T., N.S.H.Q.).

/U/B...

War Diary.12.10.1942.
Monday.FOREIGN STATIONSAmerica & West Indies. - Contd.U/B
Positions.S/M estimate 12/10 and U.S. Submarine notice.
(Cominch, 1559/12 (amended 1824/12) 1600/12,
1601/12, 1602/12, 1603/12 to Admty).

S.C.102

Average speed 7.5 knots. Fog 28/29 Sept. then
heavy westerly gales. Uneventful voyage. All
ships arrived.
(D.T.D., 1654Z/12 to Connav N.S.H.Q.)GANANOQUE
U/B.GANANOQUE reports S/M contacted 049° 03' N.,
067° 20' W., at 1652/12.
(N.O.I.C. Gaspe, 1713Z/12 to C.O.A.C.)
GANANOQUE reports S/M contacted 049° 03' N.,
067° 20' W., 342° 1652/12th.
(C.O.A.C., 1754Z/12 to G.B. 7 A. and A.G. (R) C.T.F. 24 etc)
My 1652Z/12 (N.T. in W.D.) Lost contact. 1 sweep
through attack and 2 deliberate attacks before contact lost.
Convoy resuming course.
(GANANOQUE 1735Z/12 to N.O.I.C. Gaspe (R) N.C.S.O.
Rimouski).A/S ~~Trawlers~~
Cape.Your 2206/9. Navy Department has agreed to the
release of the 18 A/S trawlers.
2. As their immediate withdrawal en bloc would
seriously interfere with coastal convoy
connections it has been suggested that 6 should
be removed forthwith and then remaining 2 groups
of 6 to follow at fortnightly intervals.
3. These trawlers which were essential to coastal convoy system
are being replaced by smaller type vessels now on major convoy
duty.
(B.A.D., 1725Z/12 to Admty).My 1725/12. It has now been decided all Trawlers will
be released forthwith and it is intended to sail them in
groups as they become available.

(2) Request guidance as to routes.

(B.A.D., 2035Z/12 to Admty) W.D. Note. Intended, sailing
dates, see B.A.D., 1835/13.Shipping
Diversion,
S. Atlantic.As a result of recent attacks request has been
made by Navy Department for information of
shipping diversions in British South Atlantic
Area.2. It is suggested this would be in the form of
a daily summary originated by Admiralty to
Cominch (C and R).(B.A.D., 1731Z/12 to Admty) Reply: Admty. 1334A/
14.

U/B

Enemy S/M sighted 068° 8 miles (my position?)
1700Z 056° 17' 029° 35'.
(C.T.U. 24 (?).17 1741Z/12 to Connav (R)
C.T.F.24 etc).

/DAUPHIN...

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.America & West Indies. - Contd.

DAUPHIN (1) Request DAUPHIN now in Task Unit 24.1.11 escorting H.X.211 (?may be) transferred for next westbound assignment to Task Unit 24.1.3 with O.N.146.
(2) Commodore Londonderry 18(?14)/9th. This will allow DAUPHIN about 18 days in U.K. which it is hoped will be sufficient for completion of fitting type 271. (F.O.N.F., 1804Z/12 to C. in C. W.A., Cdre., Londonderry etc).

Ship Torpedoed. Ship torpedoed (?049°) 02' N., 067° 26' W., at (?16)40Z/12. (?C.O.A.C., Halifax 1813Z/12 to G.B.7., A. and A.G. (R) C.T.F. 24., Connav Admty. etc). W.D. Note. Cancelled by 0240Z/13.

U/B S/M sighted by American aircraft 049° 14' N., 065° 55' W., at 1520Z/12th. (C.O.A.C., 1834Z/12 to G.B.7 A and G.B. 7 A.G. (R) C.T.F. 24 etc).

KING HAAKON VII. Inspection of N. Nor. M.S. KING HAAKON VII shows vessel to be not repetition not entirely suitable as escort vessel owing to lack of R.D.F. (?gear) A/B recorder and adequate W/T equipment C.O. has in mind certain alterations and additions involving structural alterations which he is most anxious to discuss with Norwegian Admiralty. Visit to U.K. for this purpose and to gain experience in capabilities of this type of vessel is recommended. S.N.O.R. Nor. Navy Halifax. concurs. Propose to sail KING HAAKON VII to St. Johns as additional escort to an H.X. convoy and that ship should proceed thence to U.K. with a convoy, as arranged by F.O.N.F., return journey to be as directed by Admiralty. (C.O.A.C., 1842Z/12 to N.S.H.Q., Admty).

Convoy Cycles. F.O.N.F.'s 1436Z/11 passed for information. It is considered undesirable to reduce the number of mid ocean groups below 11. Recommend dates for O.N. and N.S. convoys be adjusted in accordance with C.O.A.C. Halifax's 2024Z/8th which provides the best cycle for W.L.E.F. Proposals in C.T.24 0259Z/3rd are also satisfactory for this force if they are more convenient. (N.S.H.Q., 1912Z/12 to Admty etc) See also Cominch, 1330/13, 1332/13, 1334/13, 2102/13. Following is passed to you for information (begins). N.S.H.Q. from F.O.N.F. For following reasons we very much hope that proposals in A.M. 1816Z/10 will not be adopted.

War Diary.12.10.1942.
Monday.FOREIGN STATIONS.America & West Indies. - Contd.

Convoy Cycles. Contd. 1. It is not considered that advantages claimed have any existence in fact. Advantage (a) C.T.F. 24 has already worked out an excellent schedule which allows our groups adequate lay-over periods at both ends. We need reasonable period in U.K. as well as Newfoundland both for training, fitting new gear such as R.D.F., and for repairing weather damage. Present schedule also allows for alternate fast and slow convoy assignments. (b) Is somewhat impracticable as ships of spare group will probably seldom be in the right place at right time. (c) If this spare group is used for reinforcing other groups it would soon cease to be an individual group and therefore could not act as a supporting group. Ref. para. 3. Do not concur that we can count on a minimum lay over of 8 days at home base and four days away experience past year indicates that convoys may be 4 to 5 days late. In any case these periods are not sufficient for weather damage repairs. Consider any proposal which tends to shorten sorely needed harbour periods for our escort ships next winter should be deprecated 1436Z/11 (ends). (N.S.H.Q., 2141Z/12 to Admty, Cominch, C.O.A.C., C.T.F.24).

PENNINGTON COURT, (torpedoed 9/10). SS. BOFAIRE straggler from S.Q.103 (S.C.103 intended) arrived Reykjavik today and reports that PENNINGTON COURT was torpedoed in 78° (58° intended) 18' N., 27° 55' W., at 1725/9. C.T.U. 24.1.5. 2120/9 to A.I.G. 3 (N.T. in W.R.) refers. (A.C.I.C., 2020A/12 to Admty. (R) C. in C. W.A.)

Landing Craft. Ref. J.S.M. 410 and C.O.S. (W) 297, para. 8. our immediate requirements of American types of landing craft, request you will arrange to ship direct 20 L.C.M. (3) and 50 L.C.P. (L or R) to S.N.S.O. Suez and 31 L.C.P. (L. or R) to S.N.S.O. Bombay.
2. It is desirable that the L.C.P. (L or R) should be capable of being hoisted at davits with slings 27 feet apart, and to be fitted with canopies and windscreens, but to avoid holding up shipment these requirements can be waived on this occasion.
3. L.C.P. and L.C.M. respectively should be fitted with one type of engine and full quota of stores and spares should be shipped with craft.
(D. of P., 2026A/12 to B.A.D. (R) C. in C. Med., C. in C. E.F., F.O.C.R.I.N.)

Request for B.5 Group for South Atlantic. Your 1957/11. The release of B.5 Group now would necessitate the abolition of G.N/N.G. convoys which in turn would slow up drastically tanker U.K. turn-rounds and have a very adverse effect on whole convoy system.
2. Trawlers about to be released have had to be replaced by smaller vessels from major convoys and the escort available for each G.N/N.G. convoy is now only four vessels. This number is far from adequate and we are all anxious as to the result when these convoys are heavily attacked. It is felt that the weight of attacks has only temporarily shifted from

War Diary.

12.10.1942.
Monday.

FOREIGN STATIONS.

America & West Indies. - Contd.

Request for B.5 Group for South Atlantic. Cond. Western Atlantic and that G.N/N.G. escorts should be built up to approx. the same strength of ocean-going vessels as in other Atlantic convoys.
3. B.5 can probably be released about the Spring of 1943 as new construction becomes available and the better weather allows greater use to be made of smaller vessels.
4. It is for consideration whether the spare group (A.M. 1816/10) could be used for the Cape.
5. I have discussed this matter fully with Navy Department. (B.A.D., 2031Z/12 to Admty).

19 M.T.B. F. Ref. MARCUS 782 30/9. Rafdel to Air Ministry only. Please confirm that allocation of 19th M.T.B. Flotilla remains as stated in your 2055/28/9.
(B.A.D., 2049Z/12 to Admty) Confirmed.
(D.D.O.D. (C), 1717A/14).

Sub. Attack and Sighting Summary. B. Unidentified torpedoed 49.02 N., 67.26 W. 1640Z/12. H.M.C.S. VISON attacks contact 46.54 N., 59.57 W. 1405Z/11.
C. Sub. sighted 19.58 N., 72.44 W., 1940Z/11
Plane sights sub. 52.20 N., 55.20 W., 1515Z/11
S.C.5041 reports contact 21.01 N., 75.25 W. 2100Z/11
Y.M.S. 5 attacks sub. 43.27 N., 70.15 W., 0957Z/12.
Y.P. 416 attacks sound contact 43.45 N., 70.2 W. 1245Z/12
SS. KENTUCKIAN sights sub. about 30.30 N., 74.22 W., 1423Z/12.
Sub. reported 12.05 N., 63.45 W. 1200Z/12. U.S. aircraft sights sub. 49.14 N., 65.55 W., 1520Z/12.
D. Contact 45.11 N., 66.03 W. 1740Z/11 now reported non sub. (Cominch, 2208/12 to Admty (R) N.S.H.Q.)

U/B S.C.104 D/F Bearings including those at 1521Z, 1628Z, 1731Z and 1957Z suggest S.C.104 is being shadowed and reported by at least one U-boat. (D.D.I.C., 2342A/12 to Escorts of S.C.104 (R) O.N.135 etc).

Australia & New Zealand.

SHROPSHIRE. Ref. SHROPSHIRE advance party.
p 350
(2) D. of S.T. in his 0320A/9 states that route via U.S.A. is preferable owing to difficulty of oncarriage from Capetown.
(3) Anticipated arrival in U.K. namely January 1943 in your 1651Z/8 is not acceptable. Party should arrive mid December. Request you will make every effort to meet this requirement.
(4) Urgent confirmation is requested as MOUNT VERNON due to depart 15/10 and she is the only suitable transport in sight. (A.C.N.B., 0048Z/12 to B.A.D. (R) D. of S.T. Admty. N.S.H.Q.)
Reply B.A.D., 1557Z/12. /Cocos...

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Monday.

War Diary.

FOREIGN STATIONS.

Australia & New Zealand. - Contd.

- Cocos Island. Commodore Western Australia's 0404Z/10. Message 1612/9 not received. Check and repeat groups 22 to 25 received corrupt. (D.S.O. for D.C. 0419A/12 to A.C.N.B.)
- Movements. Departure Auckland MONOWAI and U.S.S. CLARK escorting H.T. WAHINE for Norfolk Island. E.T.A. 0001Z/14. (D.N.I. Wellington, 0411Z/12 to Admty A.C.N.B.)
- Situation. Digest Serial No. 263, 11/10. Reports indicate following enemy shipping operating Buin Faisi Tonolei Harbour area during 11/10. 3 heavy cruisers 3 light cruisers 16 destroyers, 15 Merchant ships including 1 tanker, 3 unidentified vessels possibly seaplane tenders 8 flying boats or seaplanes. Of this force 3 heavy cruisers 6 destroyers 2 unidentified vessels reported departing during day. Enemy aircraft reported active Buin Aerodrome same day. Examination photographs taken morning 11/10 reveals 12 completed Blast Bays and 28 others under construction.
2. 1 large destroyer observed Buka Passage morning 11/10. Probable converted seaplane tanker reported departing this area night 10/11 direction unknown.
 3. 1 10,000 ton M/V with 12 Zero's on deck (possibly converted seaplane tender) escorted by 1 destroyer sighted and attacked by Hudson 5° 40' S., 152° 53' E. at 0345Z/11 course S.E.
 4. 2 direct hits on transport which changed course and was last observed smoking almost stationary with destroyer circling.
 5. Patrol 200 enemy troops reported moving up Markham River afternoon 9/10.
 6. Enemy reported repairing damage Lae Aerodrome.
 7. Three Bostons escorted by 8 Aircobras attacked Buna Koko area this morning 11/10. Wairopi Bridge appears still unserviceable.
 8. Allied patrols report contacting enemy Myola area.
 9. Indications enemy submarine vicinity 10° 30'S., 154° East morning 11/10.
 10. Enemy W/T vessel reported vicinity Ambon morning same day. (G.H.Q., S.W.P.A., 0709/12 to Admty etc).
- DOMINION MONARCH. Is due Bombay about 18/10 in convoy W.S.22 and will then proceed to Auckland to load for U.K. (D.S.T., 2322A/12 to A.C.N.B., N.Z.N.B. (R) P.S.T.O. India).

War Diary.

12.10.1942.
Monday.

U-BOAT CAMPAIGN.

Submarines Reported.

Indefinite positions 1200Z/12.
(D.D.I.C., 1410A/12, 1425A/12).

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

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

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

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

- (a) Movements of H.M. Ships (prepared by Operations Division, Naval Staff) (23 February 1940).
- (b) Western Approaches (daily) Situation Reports (1 September 1943).
- (c) Dispositions and Movements (Foreign Stations) (1 September 1943).
- (d) Convoy Returns (Positions of convoys and composition of escorts, positions of independent ships and H.M. ships: from Combined Plot (1 March 1941)).
- (e) Daily Convoy Summary (Report made by Admiralty to Connav, giving arrivals and departures, with composition of convoy) (21 June 1943).
- (f) Air Staff Operational Summary (prepared by Air Ministry War Room) (1 July 1941, No.222)
- (g) Daily Operations Report for First Lord (prepared by Operations Division, Naval Staff) (13 September 1939).
- (h) List of abbreviations.
- (i) List of Convoy letters.

War Diary.13.10.1942.
Tuesday.SITUATION REPORT.Home Commands.Operation
"Bowery".

A large escorted enemy ship proceeded down Channel from Boulogne this evening. Albacore aircraft were despatched, the first of which sighted the enemy near Berck Buoy at 2008, and presumably attacked, though nothing further has been heard of this aircraft; neither of the other two Albacores nor aircraft of 16 Group who were to attack about 2300 sighted the enemy. Acting on Admiralty instructions C. in C. Plymouth arranged operations against her further passage to the westward, and to assist him the available destroyers at Portsmouth were sailed to Plymouth and the available M.T.Bs at Portland to Dartmouth. (The Daily Operations Report No.1150 states that a force had been kept concentrated at Portsmouth for a few days past, in order to attack this unit, whose movement down Channel was believed to be imminent (see Operation K.F.10/10) but that the force was not available to attack tonight.) Air R/C was arranged. The force which was known as Force H.O. was organised in two groups of Hunt class destroyers under COTTESMORE and BROCKLESBY respectively, and two groups of M.T.Bs under M.T.Bs 55 and 236 respectively; it sailed later this evening from Plymouth and Dartmouth. At the time of sailing of the Force the enemy, with 5 escort vessels, was in 49° 32' N. 0° 45' W. steering 270°.

KRAKOWIAK
see p. 364

At 1300 today aircraft reported a ship in 46° 5' N. 15° 40' W. steering 260°; this was probably the ship which was attacked by aircraft with unknown results at 1428/12 in 45° 33' N. 11° 4' W. EGRET and BANFF, escorting SS CADDO, were in 46° 5' N. 20° 48' W. at 1600 and steered to intercept. CHARYBDIS from Gibraltar is also searching and has been ordered to steer to intercept.

Operation
E.Z.

The cruiser ARGONAUT sailed today from Rosyth to R/V with INTREPID and OBDURATE for passage to Kola Inlet to bring back survivors of north Russia Convoys, some 245 R.A.F. personnel from Hampdens and Spitfires in North Russia which will now be operated by the Russians, and British crews of 3 motor minesweepers recently handed over to the Soviet Union. The ships will call at Barentsberg with stores on the way.

/C. in C. ...

War Diary.13.10.1942.
Tuesday.SITUATION REPORT.Home Commands - ~~cont.~~*Iceland,
air R/C.*

C. in C. Home Fleet states that he finds it extremely difficult to understand the situation regarding air co-operation in Iceland, and he asks (a) how many aircraft are available in Iceland and any intended expansion.
 (b) The method to be employed for arranging their co-operation.
 (c) Under whose orders U.S. aircraft operate.
 (d) What instructions have been issued regarding missions to be undertaken by Iceland based aircraft.
 (e) Who adjudicates between rival claims for air co-operation arising from such activities as C. in C. W.A. convoys, C. in C. H.F. operations, and U.S. convoys to and from Iceland. (The explanation was given by H.Q.C.C. on 18/10. and C. in C. H.F. on 19/10.)

A.F.D. ~~damaged~~.

A.F.D.XIX in tow down Channel was bombed and superficially damaged off Selsey Bill this morning and put into Portsmouth where it will be indefinitely delayed.

*Iceland,
minesweepers.*

In view of recent enemy mining in Icelandic waters and other signs of extension of the enemy's mining policy A.C.O.S. considers that the local minesweeping force should be strengthened.

Humber mines.

Three mines were detonated in the Humber area today.

Air Mining.

39 out of 47 aircraft detailed of Bomber Command laid mines last night off the Baltic and N.W. German coasts and off Bayonne (Bay of Biscay).

War Diary.13.10.1942.
Tuesday.SITUATION REPORT.South Atlantic.

SS EMPIRE NOMAD was torpedoed at 1145 G.M.T. in 36° 35' S. 16° 18' E. (038° Cape of Good Hope 170 miles).

A total of 15 ships has now been sunk in the Cape area since 7/10. The list includes SS PANTELIS and COLORADAN which have not previously been reported. Only 3 of these 15 ships made distress signals, the reasons given being that explosion put W/T out of action. Three of the ships failed to receive diversion signals which reached others in the neighbourhood, and 2 more received but did not properly conform to them.

AQUITANIA carrying troops for the Middle East arrived at Capetown this afternoon.

S O S was received today from one of the lifeboats of ORONSAY (torpedoed on 9/10) in 4° 29' 20" 52' W. (about 400 miles S.W. of Freetown). The U.S. Consul at Dakar also reported that 16 lifeboats are adrift about 400 miles S.W. of Freetown requiring immediate assistance: BRILLIANT is searching for survivors in the neighbourhood.

Mediterranean.

C. in C. Mediterranean reports that there is a serious shortage of small A/S vessels in the Eastern Mediterranean for local defence purposes. The A/S vessels at present at his disposal do not provide protection for ports now in our hands, on the minimum scale considered necessary in the U.K. and will not provide adequate security for additional ports in the near future. If reinforcements of A/S craft are not sent to the Eastern Mediterranean very soon we shall be faced with grave risks in our operations in support of the 8th Army.

/Air ...

War Diary.13.10.1942.
Tuesday.SITUATION REPORT.Mediterranean - contd.

Air attacks on Malta today were again heavy, but no serious damage was caused. The enemy lost from 17 to 24 aircraft and 19 were damaged; our losses were 1 Spitfire, and 9 damaged. Since the beginning of the war Malta R.A.F. fighters and A.A. batteries have destroyed 1,010 enemy aircraft.

Move
"Needles"

~~MARQUETTE~~^{KATHLEEN} escorted by DULVERTON, HURWORTH and ~~*ALDENHAM~~ completed without incident today the move of 2000 troops into Cyprus and 1300 out.

** Comformed by Med. War Diary.*

East Indies.

The destroyers EXPRESS and CATTERICK left Kilindini a.m. today to reinforce the South Africa station. NEPAL and FORTUNE are also being sent (see A.M.1348A/14) (these latter left Diego Suarez on 14/10 escorting WARSPITE for Durban).

SS MARTABAN was torpedoed at 1022Z today in 6° 31' N. 82° 3' E. (90 miles East of Dondra Head, Ceylon). She was abandoned, but was taken in tow by ASTER in 8° N. 85° E. on 16/10. Tugs are being sent to bring her in.

In view of increasing U-boat activity off the south east coast of Ceylon, F.O. Ceylon intends Catalinas to maintain A/S patrol on the shipping lanes during daylight; north and southbound shipping to hug the coast in daylight, opening out to normal traffic lanes at nightfall; and A/S surface patrols to be maintained on the shipping lanes between Great Basses and Batticaloa; these patrols being temporarily based on Trincomalee.

War Diary.

13.10.1942.
Tuesday.

SITUATION REPORT.

America and West Indies.

U/B attacks
on O.N.136
and S.C.104.

SS STORNEST in O.N.136 was torpedoed at 0243 today in 54° 25' N. 27° 42' W. S.C.104 was attacked about 400 miles N.E. of Newfoundland and SS FAGERSTEN and ASHWORTH were sunk at 0500Z today in 53° 5' N. 44° 6' W. SENTA (missing) is also believed to have been sunk in this attack.

M.V. HOEGH SILVERCLOUD reported sighting a submarine at 2300 G.M.T. in 6° 28' N. 79° 8' W. (Gulf of Panama.)

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Policy.

North Atlantic dispositions. Area Iceland (C) ANSON, BERWICK, SUFFOLE, 3 destroyers. Area Scapa. KING GEORGE V, DUKE OF YORK, RODNEY, RENOWN, VICTORIOUS, BERMUDA, CUMBERLAND, JAMAICA, LONDON. NORFOLK, SCYLLA, SHEFFIELD, AVENGER, 9 destroyers. Area Clyde. FURIOUS, DELHI, Area Rosyth ARGONAUT, Area Gibraltar CHARYBDIS, Passage to South Atlantic DESPATCH, DURBAN. (D.O.D.(H) 1219Z/13 to Cominch).

Fighter Direction Officers. Your 1950/7. With Fighter Direction Officers in all Cruisers and above, and while there is an R.A.A. Home Fleet, there is no need for a Fleet Fighter Direction Officer.
2. Suggest Lt.Cdr. Claves is appointed to a ship as Aircraft Plotting Officer and for F.D.Duties.
3. SHEFFIELD has two F.D.Os - Lt.Dudley and Lt. Trickey. Suggest one is re-appointed if required elsewhere. (C. in C.H.F. 1221A/12 to Admty).

Movements.

P.555. My 1716/11 para. (E). Delete "when east of 026° W" and substitute "from 0030A/13". (F.O.(S) 0009A/13 to P.555).
See p.389 (Movement to Cominch)

H.34. Clyde arrival H.34 escorted by WHITE BEAR. (F.O.I.C.Greenock 0046A/13).

P.54. Proceeding with P.54 through Sound of Mull and Sound of Islay. E.T.A. Ardnamurchan, 0759A/13. (LOCH MONTEITH 0317A/13).

CORFU. Cancel my 1114A/12 and my 1128A/12. (F.O.I.C.Greenock 1516A/13).
C. in C.Plymouth 1249/13. Sailing CORFU for Belfast to await escort. C. in C. Plymouth is requested to give instructions for sailing from Belfast. (C. in C.W.A. 1603A/13 to C. in C.Plymouth).
Intend to sail CORFU passing Clyde Boom 1130A/14 for Belfast, E.T.A. 1600A/14. (F.O.I.C.Greenock 1706A/13).

Drifters for Iceland. Your 1601/30. Request information when these drifters may be expected. It was hoped they would sail with 9th Trawler Group. Drifters are urgently required. WINDERMERE can be made available for escort on arrival of Norwegian M.F.Vs and MARY HERD at Lerwick. (A.C.I.C. 1724A/13 to A.C.O.S.).

WRESTLER. Your 1325A/13. P.C.S. 51.12 N. 09.46 W., 048° 18 knots. (WRESTLER 1801Z/13 to Admty), /9th M/S.F...

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Movements - Contd.

9th M/S.F. 9th M.S.F. arrived.
(C. in C. Portsmouth 1830/13 to N.O.I.C. Newhaven).

THUNDERBOLT. Clyde arrivals THUNDERBOLT escorted by LA
CAPRICIEUSE
(F.O.I.C. Greenock 2138A/13).

Operations.

Norwegian Coast S/M Patrols. JUNON sailed for Patrol.
(S.O.S/M Lerwick 0009A/13).

Operations. "Bowery." Request a written report on the circumstances which prevented destroyer striking force operating against enemy ship proceeding down Channel this evening.

(1st S.L. 0042A/13 to C. in C. Portsmouth),
My 2357/12. It is important that this should be intercepted. C. in C. Plymouth is requested to arrange operations against her further passage to westward.
2. C. in C. Portsmouth is requested to sail available "Hunts" as required by C. in C. Plymouth.
3. Add H.Q.F.C. to addressees repeated in my 2357/12.
(A.C.N.S.(H) 0204A/13).
Following from Admiralty begins. Repeats D.O.D.(H) 2357A/12 (H.Q.F.C. 0345A/13 to 10 and 11 Groups).
Return Plymouth forthwith.
(C. in C. Plymouth 0453A/13 to KRAKOWIAK).
Admiralty 0204/13. Request available destroyer(s) be sailed to Plymouth, available M.T.B.(s) to be sailed to Dartmouth.
(C. in C. Plymouth 0507A/13 to C. in C. Portsmouth).
Admiralty's 0204/13 and 2357/12. Request R/C at first light of area from Jersey to Cherbourg and Cape Barflour. Object to locate large vessel reported. 19 Group requested to hold all available Beaufighters ready for further R/C of Northern French coast.
(C. in C. Plymouth 0517A/13 to 10 Group, 19 Group).
All available M.T.Bs to be at 1/2 hours notice at first light/13.
(C. in C. Plymouth 0529A/13 to N.O.I.C. Dartmouth).
M.T.Bs. 97, 86, and 95 are to be sailed to Dartmouth as soon as ready.
(C. in C. Portsmouth 0845/13 to F.O.I.C. Portland).
Last Monday night four enemy vessels, one of them larger, were plotted from Boulogne at 1830 on a S.W'y course. Albacore aircraft were despatched, the first of which sighted the enemy in the vicinity of Buck (?Berck) Buoy at 2008 and presumably attacked, but nothing further was heard from this aircraft. Neither of the other two Albatrosses nor aircraft of 16 group who were to attack about 2300 sighted the enemy. Air search with M.G.Bs standing by to proceed through the gap in mid-Channel minefields failed to find any trace of crew of first Albacore which included the C.O. 841 Squadron.
(V.A. Dover 1033A/13 to Admty).

/C. in C....

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Operations- Contd.

Operation "Bowery." Contd. C. in C. Portsmouth 0845A/13. Intend to sail M.T.Bs 97(S.O.), 95, 86, and 89 to Dartmouth. E.T.D. Weymouth 1330/13. E.T.A. Dartmouth 1530/13. Speed 30 knots. Codeword "Warrant." Request air protection.

(F.O.I.C. Portland 1120A/13).

Proceed to Plymouth. Codeword "Cor.8".

(C. in C. Plymouth 1127/13 to TYNEDALE).

My 0801A/13 sailed Needles 1110/13. (GLAISDALE, ESKDALE, COTTESMORE, FERNIE, QUORN, ALBRIGHTON)

(C. in C. Portsmouth 1142A/13 to C. in C. Plymouth).

COTTESMORE proceed to Dartmouth with GLAISDALE, ESKDALE, ALBRIGHTON, and QUORN. FERNIE proceed to Plymouth.

(C. in C. Plymouth 1201A/13 to COTTESMORE, etc).

Arrived TYNEDALE, KRAKOWIAK.

(C. in C. Plymouth 1207/13).

HORNET's 0905/13. Sailed Needles 1215/13 (M.L.230).

(C. in C. Portsmouth 1325A/13 to C. in C. Plymouth).

My 1120A/13. "Warrant" sailed at 1351/13.

(F.O.I.C. Portland 1408A/13 to N.O.I.C. Dartmouth).

Operation "Bowery".

Organisation as follows:- Group A. COTTESMORE (S.O) QUORN, GLAISDALE, ESKDALE, ALBRIGHTON, Group B. KRAKOWIAK (S.O) FERNIE, BROCKLESBY, TYNEDALE. Group C. M.T.Bs 55 (S.O) 56, 52, 49, 84. Group D. M.T.Bs 236 (S.O) 229, 97, 95, 86, 89.

→ 2. Special collective call signs and delivery groups.

→ 4. Radio Call Signs.

(C. in C. Plymouth 1513/13).

Arrived VIMY. *(Not part of ops - on passage from Gibraltar)*

(C. in C. Plymouth 1529/13 to F.O.C.N.A.).

My 1408A/13. Delete M.T.B. 97 and 89 who have returned to Portland with defects.

(F.O.I.C. Portland 1540/13 to N.O.I.C. Dartmouth).

Your 1120A/13. M.T.Bs. 95 and 86 arrived.

(N.O.I.C. Dartmouth 1712/13 to F.O.I.C. Portland).

→ My 1513A/13. Para. 4. Add GLAISDALE, "SPARROW."

(C. in C. Plymouth 1733A/13).

→ My 1513A/13. M.T.B. 84 is to be transferred and M.T.B. 203 added to Group D.

N.O.I.C. Dartmouth pass my 1239A, 1513A, and 1733A/13. to M.T.B. 203.

(C. in C. Plymouth 1739A/13).

N.O.I.C. Dartmouth pass to ships in your port. Information.

Enemy raider with strong escort possibly including torpedo and E-Boats may proceed westward from Le Havre probably passing east of Guernsey and Roche Douvres. Maximum speed 18 knots.

2. Object. To sink this vessel and destroy escort.

3. Execution. When "Bowery" is ordered following movements are to take place at time ordered.

(1) Groups, A.C. and D. (vide my 1513A/13) leave Dartmouth in company at 18 knots to take up patrol between positions 310° 11 miles and 040° 9 miles from Cap De La Hague Light. Two M.T.Bs are to proceed ahead of this force when longitude 2° 30' W is reached to 6 miles north of Cherbourg to locate and shadow enemy. They must not attempt of rejoin but are to return to Needles to be within 20 miles of coast by daylight. (2) Group B is to leave Plymouth and proceed at 20 knots to take up patrol in vicinity position 235° Casquets 12.

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Operations - conts.

- Operation "Bowery." 4. If contact is made, destroyers of Group A are to engage at effective gun range to cover attack of M.T.Bs. M.T.Bs are to attack raider at close range with torpedoes without further orders when forces are engaged.
5. After attack M.T.Bs are not to rejoin destroyers but are to disengage to N.E. and return to Needles, keeping clear of Q.Z.X.774.
6. S.O. of Group A is to inform S.O. of Group B when he breaks off action. S.O. of Group B is then to attack, keeping S. O. of Group A informed.
7. If contact is not made, forces are to leave patrols and return to sailing ports being within 20 miles of the coast by daylight.
8. If the force will not be within 20 miles of coast by daylight S.Os of Groups A and B are to report probable daylight positions for fighter cover stating intended route.
9. Force taking part is known as force H.O. Lettered positions established Casquets Light XX, 50° 00' N. 3° 00' W. YY.
(C. in C.Plymouth 1813A/13).
Arrived 1646 FERNIE.
(C. in C. Plymouth 1823/13).
Your 1645A/12 and C. in C. Portsmouth's 1624A/13. M.T.B.207 arrived 1726/13.
(F.O.I.C.Portland 1833/13 to V.A.Dover).
Request surface bombing restrictions from dawn/14th until 1000/14th, 10 miles each side of a line joining 049° 15' N. 004° 20' W. and 221° (sic) 02' N. 004° 59' W.
(C. in C.Plymouth 1841A/13 to H.Q.C.C.).
My 1813A/13. Carry out "Bowery" at 2030/today.
(C. in C. Plymouth 1844A/13 to COTTESMORE, QUORN, GLAISDALE, ESKDALE, ALBRIGHTON, KRAKOWIAK, BROCKLESBY, FERNIE, TYNEDALE, M.T.Bs.55, 56, 52, 49, 84, 235, 229, 97, 86, 95, 89 and 203).
COTTESMORE pass to M.T.Bs.
- My 1513A/13. Para.1, BROCKLESBY is S.O. Group B. Para.3, amend to read 11 Group Guard One Crystal 6537, 5X18 K/Cs. My 1813A/13. Para 4, add if in pursuit of enemy Group A is not to proceed, South of 49° 40' N. or W. of a line 180° from Alderney Light. M.T.Bs are not to enter Race of Alderney.
(C. in C. Plymouth 2013/13 to Forces).
Force H.O. sailed, less M.T.Bs 52 and 86.
(N.O.I.C.Dartmouth 2117/13).
BROCKLESBY, TYNEDALE, KRAKOWIAK, FERNIE sailed.
(C. in C.Plymouth 2121A/13).
Cancel my 1841A/13.
(C. in C. Plymouth 2131/13).
COTTESMORE pass to M.T.Bs. Enemy with 5 escorts was in 049° 32' N. 000° 45' W. at 2113, steering 270°.
(C. in C. Plymouth 2203A/13 to Force H.O).
Request surface bombing restrictions from 2215/13 till 0900/14 between lines joining Barfleur to St.Catherines, Sept. Iles to Eddystone.
(C. in C. Plymouth 2211A/13 to H.Q.C.C.).
Increase speed.
(C. in C. Plymouth 2225A/13 to Force H.O.).

/Proceed...

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Operations - conts.

Operation "Bowery." Contd. Proceed maximum Speed to Cape De La Hague. (C. in C. Plymouth 2244/13 to Groups A, C, and D.). Group B. Proceed with despatch, to pass West of Guernsey keeping 6 miles off Les Hanois Light. (C. in C. Plymouth 2331A/13 to Group B. (R) Group A.).

My 2331. From 6 miles off Les Hanois lights passing through 049° 17' N. 002° 24' W, thence at 15 knots through 115° Sark lights 5 miles, and thence through 270° Cap De La Hague lights 3 miles. (C. in C. Plymouth 2335A/13 to Group B. (R) Group A.)

Anticipate enemy will round Cap De La Hague 3 miles distant at 0045. (C. in C. Plymouth 2359A/13 to Force H.O).

Patrols. Patrol tonight 1 WHITSHED, 2 HAMBLEDON, 3 MACKAY, 4 MEYNELL, 5 VESPER, 6 MALLARD. (C. in C. Nore 0956A/13).

M.Ls. 148 and 150 from Ramsgate patrolling between Dumpton and N.E. Spit Buoy. E.T.D. 1905, E.T.R. 0655/14.

M.Ls. 293 and 140 near C. one buoy. (V.A. Dover 1754A/13).

Operation "EZ." Total number R.A.F. personnel from Hampdens and Spitfires to return to U.K. is about 245. Intend therefore to embark in a ship other officers and men awaiting passage U.K. up to total not exceeding 354 as given in para. three of your 1207/11. This includes British crews of three motor minesweepers recently handed over to Soviet Union and survivors ex SS. KENTUCKY. (S.B.N.O. North Russia 1637A/13 to C. in C.H.F.).

Rosyth departure ARGONAUT. (C. in C. Rosyth 1745A/13).

INTREPID and OBDURATE proceed passing Switha at 0100A/14 to comply with C. in C. H.F. 1505A/12 para 7 and ARGONAUT's 1521A/13. (R.A. (D) 1941A/13).

TEDWORTH. Your 1110/12. Unless you see any possibility of diving within next 48 hours request you will abandon the operation. (C. in C.H.F. 1403A/13 to R.A.M.).

Arrived TEDWORTH and M/L Escort. (N.O.I.C. Stornoway 1558A/13).

C. in C.H.F. 1403/13. Operation is abandoned. Return to Rothesay. (R.A.M. 2120/13 to TEDWORTH).

Search for Enemy Ship. At 1300/13 A/C reported enemy merchant ship 5,000 tons in 46° 50' N. 15° 40' W. Course 260°, 10 knots. (D.D.I.C. 1445A/13 to EGRET, BANFF, CHARYBDIS, F.O.C.N.A.).

Your 1445A/13. My estimated P.C.S. 046.05 N. 020.48 W. 080° 15 at 1600. BANFF in company. Steering to intercept. (EGRET 1601Z/13 to Admty).

/Wreck...

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Operations - Contd.

Wreck clearances. My 0645/12. MARIA reports Y 93 considered clear. Intend departing from night anchorage, Sheringham tomorrow to verify soundings. (F.O.I.C.Gt.Yarmouth 2014A/13).

My 1144/10. Intend sailing 0830 tomorrow to examine wrecks vicinity of 57F Buoy and Waxham, returning Sheringham for night anchorage. Estimated duration of operation two or three days. Request fighter protection. (F.O.I.C.Gt.Yarmouth 2306A/13).

Allied Air Activity.

Bombing Restrictions. Cancel my 2259/12 in view of F.O.C.N. A's 2340/12 and F.O.C.N.A's 2240/12. (F.O.(S) 0238A/13 to H.Q.C.C.)

Bomber Command Operations. Day 7/10 and Night 7/8 no operations. On night 8/9, 42 A/C laid mines. On day 9/10, 6 A/C on A/S patrol in Bay of Biscay. On night 9/10, 14 A/C laid mines. (H.Q.B.C. 0949/13).

Bay 12/10, 5 Whitleys of 10 O.T.U. completed A/S patrol in the Bay of Biscay. On night 12/13, 39 A/C laid mines. (H.Q.B.C. 1422/13).

Exercises in VICTORIOUS. ^{Int. in H.D.} Your 0925/13. Am returning to harbour. (VICTORIOUS 1010A/13 to R.A.D.).

Clyde S/M Sanctuary. My 1203/10. Request Clyde submarine sanctuary be further extended as follows from sunset 14/10 to sunrise 15/10. (Capt.S.7 1030A/13 to H.Q.C.C.).

Iceland Air Co-operation. I find it extremely difficult to understand situation regarding air co-operation in Iceland. 2. Request I may be informed.

(a) number of aircraft available in Iceland and of any intended expansion.

(b) The method to be employed for arranging their co-operation.

(c) Under whose orders do U.S. aircraft operate.

(d) What instructions have been issued regarding missions to be undertaken by Iceland based aircraft.

(e) Who adjudicates between rival claims for air co-operation arising from say C. in C.W.A. convoys, C. in C.H.F. operations, U.S. convoys to and from Iceland. (C. in C.H.F. 1257A/13 to Admty).

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Enemy Air Activity.Unknown
Ship.

Following from Niton Radio.
Intercepted 0444 G.M.T.AAAA at 0445 G.M.T. 19 G.
D.A. 93 L. at 0448 G.M.T. 19 G. DA93 L.R.101.
Signal strength 4, bearing 141°.
(C. in C.Portsmouth 0550/13 to Admty).

A.F.D.19
damaged.

Enemy A/C are bombing. My position 50.32 N. 0.43 W.
(Escort of Convoy "Waiter" 1015/13).

Following from KITTIWAKE: Begins "A.F.D XIX
hit by one bomb, superficial damage. 1023/13". Ends.
(C. in C. Portsmouth 1149A/13 to Admty).

My 1149/13. Following from KITTIWAKE. Begins. My 1023 /13.
Main diesel engine out of order and hole in side of dock above
waterline, no damage below waterline. No casualties. T.O.O.
1032/13. Ends.

(C. in C.Portsmouth 1235A/13 to Admty).

C. in C. Nore 0930/12. Dock delay at Portsmouth indefinite
owing to damage.

(C. in C. Portsmouth 1800A/13).

Floating dock 19, has been damaged by bombs and onward
sailing postponed.

(C. in C. Portsmouth 1850A/13 to C. in C. Plymouth).

Iceland.

One four-engined enemy A/C sighted from Skalar
086° 20' N. 014° 43' W. at 1020/13. Flew west to
Saudarkrokur 065° 45' N. 019° 40' W. near which
two bombs were dropped on waste land and returned eastward over
Hjalteyrri 065° 51' N. 018° 12' W. and Egilstadir 065° 13' N.
014° 27' W and disappeared. 1 A/C JU.88 sighted over entrance
Hvalfiord flying North to South at 1235, height 1500 feet,
sighted from Thingvelfar 064° 15' N. 021° 06' W. and disappeared
North Eastward. A/C reappeared over Hvalfiord entrance from North
at 1337 and departed over Thingvelfar course East. Slight cloud
at 2000 feet, visibility 20 miles.
(A.C.I.C. 1901A/13 to Admty).

Mining.Convoy
Sweep.

Departure M.S.Ts ROWAN and FIR sweeping ahead
of "Multiple".
(F.O.I.C.Falmouth 0740A/13 to N.O.I.C.Dartmouth)

Lyme Bay
Sweep.

My 1705A/12. Sailed 0706.
(F.O.I.C.Portland 0804A/13 to N.O.I.C.Dartmouth).
Your 1825/12. "Ounce V" arrived 1431/13.
(F.O.I.C.Portland 1450A/13 to N.O.I.C.
Dartmouth).

Your 1825/12. Intend to sail NIGHT HAWK and LOCH BUIE at
0650/14 sweeping route "P" to Dartmouth. Codeword "ounce VI"
(F.O.I.C.Portland 1640A/13 to N.O.I.C.Dartmouth).

/M/S....

War Diary13.10.1942.
Tuesday.HOME COMMANDS.Mining - Contd.M/S
Craft at
Scapa.

In view of recent mining in Icelandic waters and other signs of extension in enemy mining policy, consider that local mine sweeping force should be strengthened.

L.L. Trawlers are all mark II Star which are technically inadequate in event of mining attacks on base. Only 2 groups of Oropesa trawlers are at present immediately available to cope with moored mining in practice areas and swept channels.

It is for consideration that some "Algerine" Class which can sweep all types of mines and are now working up should be sent forthwith to complete their training at Scapa.
(A.C.O.S. 0901/13 to Admty).

Q.U.1. (1) Weather permitting carry out operation Q.U.(1) tonight with 51st M.L.Flottilla.
(2) Covering forces (A) available M.G.Bs as close escort for passage then covering from vicinity R.B.14. Should E-Boat activity develop in Cromer Area M.G.Bs should on completion of "Lay" make for R.B.23. then take action on enemy reports.
(B) One unit M.T.Bs vicinity QJWZ 1815.
(3) Should weather be unsuitable and if units cannot return to harbour, alternative positions are M.Ls → Harwich W.P. - North M.T.Bs Harwich W.P - South, M.G.Bs - Z 4.
(C. in C.Nore 1212A/13 to BEEHIVE).
My 1212/13. Operation postponed.
(C. in C.Nore 1511A/13).

EY. Tomorrow carry out searching sweep either side of centre line drawn from position Y to X.
(A.C.I.C. 1220A/13 to M/S 15th)

S.N.3E. Severe gale developing. Weigh beacon. If further beacons are required return to Port ZA otherwise proceed Stornoway and await further orders.
(R.A.M. 1244/13 to SCOTT).
Return to Port ZA and complete with beacon. You will be required to sail at 2130 tomorrow.
(R.A.M. 2056A/13 to SCOTT).

Norway. The possibility of mines exists in area between Yttre Stensund Sogneoksen Krakhellesund and Sognefest See Chart 509. Present information is graded B.3.
(F.O.S. 1322A/13 to S/Ms).

Sweep of Route "M". My 1231A/10. Item B completed. Negative results.
(M/S 4 1710A/13 to C. in C. Plymouth).

Humber. Following three Magnetic Mines exploded today by Sweepers. Details.
(F.O. Humber 1850A/13).

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Enemy Intelligence.

Beachy Head. Unidentified Plot 206° Beachy Head 6 miles.
(C. in C. Portsmouth 0410A/13 to ATHERSTONE,
KITTIWAKE).

Enemy shipping plotted by R.D.F. in Dover.

Strait from 0900/12 to 0900/13:-

Track E.13 D.

4 Vessels, one larger, off Boulogne 1924 - Westbound at 12 knots.

Faded off Etaples 1945

(V.A.Dover 0946A/13).

Hostile ship 5000 tons 46.50 N. 15.40 W. 260°, 10 knots.

(A/C Q 1300/13 to 19th Group).

A.G.M. 518 A of 12/10.

1. Tanker referred to in Para.D appears from poor photographs to be the same as that mentioned in para.B. After attacks by A/C she was sighted at 2115/12 in 45.51 N. 8.43 W. on an easterly course, and may have returned to a Biscay Port.

2. Photographs of Merchant ship referred to in para.D show her to resemble SILVAFLANA. An A/C report of a ship in 46.50 N. 15.40 W. course 260°, at 1300/13 probably also refers to this ship.

(D.D.I.C. 1955A/13).

U-Boats.

U-Boats reported. One S/M counter-attacked in 44.47 N. 22.14 W.
Am hunting. EGRET in company.

(BANFF 0245Z/13 to Admty).

BANFF 0245Z/13. U-Boat conning tower sighted by BANFF awash. Counter-attacked with 7 charge patterns. 2 further attacks with corvettes charge pattern, no apparent result. Contact lost at 0519A. Search abandoned at 0945A. My P.C.S. 044.52 N. 022.00 W. 030° 15.

(EGRET 0951A/13).

Poor Class D/F bearings at 2021Z/12, indicate U-Boat in approximate 59° N. 17° W. U-Boat possibly outward bound.

(D.D.I.C. 0455A/13).

Navigational.

R.D.F. Request reply to A.M. 1326A/10/9.
Beacon at (Head of M. 0045A/13 to A.C.I.C.).
Hvalsbakur.

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Casualties & Defects.STORNEST
torpedoed.
(Convoy
O.N.136.)Following received SSSS 54° 25' N., 27° 42' W.
STORNEST torpedoed.
(C. in C. Plymouth, 0234/13, Liverpool W/T, 0243/13).Following from Sheigra Radio: STORNEST. Distress
Was 270° Class 2.
(Port Patrick Radio, 1114 G.M.T./13 to N.O.I.C.
Greenock).SSSS. Torpedoed badly holed, No. 1 hold. Endeavouring to
keep afloat, boats lost, situation critical require immediate
assistance, approx. bearing 130° 95 miles from O.

(STORNEST, T.O.R., 1121Z/13).

Received at 1443 G.M.T. De. Gallon Head Radio. Position
of STORNEST 54° 30' N., 37° 00' W.

(STORNEST, 1543/13 to Admty).

Request you sail tug and escort to assist STORNEST torpedoed
but afloat at 1121Z/13 in 54° 30' N., 27° 20' W.

(D.T.D., 1640A/13 to A.C.I.C.)

Your 1121/13. Tug and escort are being sent.

(D.T.D., 1640Z/13 to STORNEST).

Your 1640A/13. H.M.T. ADHERENT escorted by DRANGEY will
be sailed.

(A.C.I.C., 1921A/13 to Admty).

SABINA.

Am abandoning search and continuing passage owing
to shortage of fuel.

(KIRKELLA, 0745Z/13 to A.C.O.S.)

ROTHERHAM

My 1041A/11 and Admiralty's 2024A/10.

Proceed passing Switha at 1500A today to Greenock
for boiler cleaning and alterations mentioned in
my 2156A/5.

(R.A.D., 1239A/13 to ROTHERHAM).

DUKE OF
YORK.Your 0144/7. Time required to renew all defective
rivets cannot be stated until result of examination
in dock. In order to allow of one spare day for
weather intend undocking and unbasing on 26/10
unless work can be completed earlier.

(A.S. Rosyth, 1815/13 to C. in C. H.F.)

AUBRETIA.

Your 1705/8. AUBRETIA is urgently required in
W.A. Command by 22/10 for service.Request your confirmation that completion date of
refit can be advanced to 17/10 to allow of this
requirement being met.

(D.O.D.(H), 1929A/13 to F.O.I.C. London).

EMPIRE
TARPON.TARPON in tow MARAUDER with DEXTEROUS astern.
Swollen cotton cargo has burst number 1 hatch-cover
and buckled deck-plates. My P.C.S. 056° 58' N.,
008° 19' W. 155° 52'. Intend proceeding LochBoisdale if possible. E.T.A. 0000/14. Should appreciate R.A.F.
boats assistance if available. Weather 5862 0855.

(LONDONDERRY, 2208A/13 to C. in C. W.A.)

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Shipping & Convoys.

A.T.25. My 1911/6. Paragraph 3. Convoy A.T.25 will now
 T.A.25. be required to sail again as convoy T.A.25 on
 (QUEEN 17/10.
 ELIZABETH). Approximately 1,000 personnel will embark at Tail
 of the Bank on 17/10
 (D.S.T. 0230A/13).

It has been decided that SS. QUEEN ELIZABETH is to remain in
 the Transatlantic Service. She is to sail from Clyde on 17/10
 as T.A. 25 for New York.

2. Admiralty will promulgate route.

3. C. in C.W.A. is requested to arrange for DELHI to R/V at
 daylight 18th and to provide A/A escort till dark. QUEEN
 ELIZABETH will then proceed independently.

4. F.O.I.C. Greenock is requested to sail Ship and Signal
 expected time of arrival.

5. If E.T.A. cannot be maintained QUEEN ELIZABETH must break W/T
 silence to inform Authorities concerned.

6. H.Q.F.C. is requested to provide maximum fighter escort.

7. Fighter Protection Code Word "Gosling."

(D.O.D.(H) 1751A/13).

W.S.24 My 0526/7. EMPRESS OF SCOTLAND will now be
 included in convoy W.S.24 and not in convoy
 C.T.21.
 (D.S.T. 0237A/13).

S.L.123 and ROSE is to escort the combined convoys from
 X.K.One. position A. E. T.A. at Position A. 0545A/13 and
 0600A/13. →MOLDE is to return
 Londonderry and await further orders.
 (C. in C.W.A. 0047A/13 to PELICAN, IBIS. MOLDE)

S.C.103. Following is repetition of my 0400/13 to
 Commodore Londonderry. →Sailed MOLDE to R/V
 S.C.103 in position A at 1900A/13.
 (Cdre. Liverpool 0630A/13 to C.T.U. 24.1.5,
 FIREDRAKE).

SOUTHERN WAVE is sailing from Oban to relieve you in
 vicinity of Dubh Artach.

(C. in C.W.A. 0831A/13 to LOOSESTRIFE, FIREDRAKE).

PRAGUE. Your 1215A/11. Arrived.
 (N.O.I.C. Invergordon 0708/13 to N.O.I.C. Lerwick).

RANGITIKI. C. in C.W.A. 1538A/10. Intend to sail BLYSKAWICA,
 escorting SS. RANGITIKI at 1900/13. E.T.A. Barry
 Roads 1730A/14.
 (F.O.I.C. Belfast 0941A/13). Sailed - Sup p. 374

/BATORY...

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Shipping & Convoys.

- BATORY. Sailed BATORY E.T.A. Milford Haven a.m./14th. Loading Port Talbot for Lisbon 5 diplomatic mail-bags addressed I.F.S. Minister Madrid. (N.C.S.O. Dublin 0958/13 to N.O.I.C. Milford Haven).
- MURENA. C. in C.H.F. 1816/5 and A.C.O.S. 1725/12. Request destination of MURENA be communicated. Propose CHIDDINGFOLD escort MURENA from Seidisfjord. (N.O.I.C. Iceland 1037A/13 to Admty).
- K.X.4. My 2221/12. Cancel reference to MALCOLM and BROKE. MALCOLM and BROKE are to arrive Belfast p.m./20th and will sail from Belfast to join convoy at R/V arranged by N.O.I.C. Greenock. (C. in C.W.A. 1056A/13).
- EMPIRE SAM, Admiralty 2026/3 and 2052/10.
EMPIRE MINOTAUR, Route for EMPIRE SAM, EMPIRE MINOTAUR, EMPIRE
EMPIRE GNOME, GNOME, Turkish Ferry steamer TURLA, escort
TURLA, ORFASY, ORFASY and MAGNOLIA to Horta, and for BARBARIAN
MAGNOLIA, and BARFLAKE to Gibraltar, via Q.Z.L. 18 to (D)
BARBARIAN, 180° Fastnet 10 miles (E) 049° N 16° W. (F) 044° N.
BARFLAKE. 21° W.F.O.C.N.A. is requested onward route detach-
ing BARBARIAN and BARFLAKE as necessary. Codeword
"Grasp."
(C. in C.W.A. 1231A/13 to N.O.I.C. Milford Haven)
- Troopships To reduce congestion in Clyde anchorage request
in Clyde. you arrange for all troopships which are lying
there waiting orders to proceed to Loch-Na-Keal until required.
2. Request report of your intentions.
(D.S.T. 1300A/13 to P.S.T.O. Scottish Ports).
- D.S.33. Your 1214/12 and C. in C. W.A. 2213/12. D.S.33
is urgently required to arrive at Iceland (C)
by p.m./20th at latest.
2. No other escort is available.
3. If sailing is postponed until p.m./18th from Clyde can you
then provide escort to R/V at Oversay as requisit.
(D.O.D.(H) 1607A/13 to R.A.M.).
- KX.3. A.M. 1249/7. Route as follows:- R/V at 0700Z/10
in position H.270° Oversay Light 6 miles through J.
55.30 N. 09.50 W. K. 54.25 N. 14.30 W. L.49.30 N
18.00 W. M.40.00 N. 18.01 W. N. 36.20 N. 12.15.W. thence to
Gibraltar.
(D.O.D.(H) 1610A/13).

/K.X.2.....

War Diary.13.10.1942.
Tuesday.HOME COMMANDS.Shipping & Convoys. - Contd.

K.X.2. A.M. 1710/8. Route as follows:- R/V at 0800Z/10 in position.
 B.270° Oversay Light 6 miles.
 Through. C.55.25 N. 09.30 W. D.54.10.N. 13.55 W.
 E.49.45.N. 17.30 W. F.39.50 N. 17.30 W. G.36.30 N. 12.15 W.
 Thence to Gibraltar.
 2. Stragglers route as convoy route but lettered K to P. with instructions that if ships straggle they are to open out and keep 30 miles to starboard of this route.
 3. F.O.C.N.A. is requested to make arrangements for ships proceeding to other destinations than Gibraltar.
 (D.O.D.(H) 1615A/13).

H.X. 210. Provided destroyers have sufficient fuel to remain with convoy till local escort is met, detach corvettes as follows at daylight tomorrow:-
 (a) GALT and WETASKIWIN to Belfast.
 (b) AGASSIZ and SACKVILLE to Greenock, for fitting and progressing Type 271.
 (C. in C.W.A. 1811A/13 to C.T.U. 24.1.13).
 372 → Sailed RANGITIKI at 1900A/13th Independent for Cardiff escorted by BLYSKAWICA Kite Balloon. E.T.A. Barry Roads 1730A/14.
 (N.C.S.O. Belfast 1919A/13).
 My 1610/13. Amend time of R/V to read; at 0700Z/19.
 (D.O.D.(H)2142A/13).
 My 1615/13. Amend time of R/V to read: 0800Z/19.
 (D.O.D.(H) 2150A/13).

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.North Atlantic.

- CHARYBDIS C. in C. Plymouth's 2135A/12. Am proceeding to
See p. 366 arrive Finisterre area 1700/13.
 (CHARYBDIS 0054A/13 to F.O.C.N.A. (R) Admty.
 C. in C. Plymouth.) U/B report see 1128A/13.
 If nothing has been sighted and no report of enemy surface
 vessels in your vicinity is received by 1730 return to Gibraltar.
 (F.O.C.N.A. 1450A/13 to CHARYBDIS (R) Admty. C. in C. W.A.
 C. in C. Plymouth.)
 A.M. 1445/13 (Re report enemy merchant ship 46° 50' N 15°
 40' W at 1300/13) Unless you have other orders from F.O.C.N.A.
 steer to intercept, assuming enemy speed to be 13 knots.
 2. Admty. appreciate that ship in A.M. 1445/13 is that referred
 to in C. in C. Plymouth 2135/12 as BURGENLAND which is now
 thought to be SILVAPLANA.
 (D.S.O. for D.C. 1555A/13 to CHARYBDIS (R) F.O.C.N.A. etc.)
 Your 1450A/13 acknowledged.
 My P.C.S. 042° 25' 010° 45' 295° 25. Proceeding to intercept
 merchant ship reported in A/C 1300/13.
 Search can only be carried out to dusk 14th when CHARYBDIS must
 fuel Ponta Delgada. Request instructions. Weather report.
 (CHARYBDIS 1700A/13 to F.O.C.N.A. (R) Admty. C. in C.
 Plymouth.)
 Cancel my 1450. Comply with Admty. 1555.
 (F.O.C.N.A. 1742A/13 to CHARYBDIS (R) Admty. F.O.S.
 H.Q.C.C. C. in C. Plymouth.)
 Your 1700/13. Search to prudent limit of endurance then if
 not met proceed Ponta Delgada. Report your E.T.A. there in due
 course.
 (F.O.C.N.A. 1834A/13 to CHARYBDIS. (R) Admty. C. in C. W.A.
 C. in C. Plymouth. EGRET.)
 EGRET and BANFF in 046° 05' N 020° 48' W 080° 15 at 1600Z.
 Steering to intercept.
 (F.O.C.N.A. 1842A/13 to CHARYBDIS (R) Admty. C. in C. W.A.
 EGRET.)
- 25 M.L. C. in C. W.A. 1154/14 (1154/12 intended re route
 Flotilla. for M.M.Ss 25th M.L. Flotilla escort to Gibraltar)
 Onward route from position (W) to
 (X) 38.01 13.02 (Y) 36.25 09.02 (Z) 35.58
 06.02 thence Gibraltar.
 (F.O.C.N.A. 0958A/13 to N.O.I.C. Milford Haven (R)
 Admty. C. in C. W.A. C. in C. Plymouth. F.O.C.
 Coastal Forces.)
- Enemy A/C Sitrep. At 1245 hrs. 11/10 one R/C Ju.88 located
 Gibraltar. over Rock. 38 rounds Hy. A.A. fired with no
 result. Plane receded southeast and was inter-
 cepted by two Spitfires 50 miles out. Enemy
 plane damaged. One Spitfire shot down. Pilot
 killed.
 (Govr. Gibraltar 1030/13 as amended 1445A/14 to W.O.)
- U/Bs. Four U/B transmissions between 1600Z/12 and 1954Z
 12th indicate 3 or 4 U/Bs. in area between 40° 00'
 N and 43° 00' N 18° 00' W and 21° 00' W.
 Frequency used suggests that these U/Bs may be operating in this
 area rather than on passage.
 → (D.D.I.C. 1128A/13 to CHARYBDIS F.O.C.N.A. C. in C. Plymouth.
 H.Q.C.C.)

War Diary.

13.10.1942.
Tuesday.FOREIGN STATIONS.North Atlantic - Contd.

- P.217
→ P.228. You may meet trawlers SCOTTISH, IMPERIALIST and CAVA, on patrol off Lisbon.
(2) U-Boats reported to S.W. of Lisbon p.m./12.
(F.O.C.N.A. 1136A/13 to P.217, P.228.)
- Situation 2003A/13. 1. P.217 40.12 10.52 through (?20) St. Vincent 20 thence 107° 10. On the surface.
→ 2. P.228 40.20 11.21 156° 10. On the surface.
3. IMPERIALIST patrolling off Cape Roca.
4. LOCH OSKAIG patrolling Huelva Bight.
5. SCOTTISH patrolling off Lisbon.
6. S.L.124, WESTON, TOTLAND, HONEYSUCKLE, HYDERABAD, *ABULAN, 34.03 17.57 through 36.01 16.01 thence 000° 7½. **see previous page*
7. S.L.124(g) COREOPSIS, EDAY, KERRERA, SHIANT, 37.04 11.19 288° 8.
8. NIGERIA sailed 1900/14 through 35.53 06.02 thence 266° 19.
9. CHARYBDIS patrolling area Cape Finisterre. *see previous page*
10. INCHMARNOCK 1 Merchant ship off Tarifa coastwise to Huelva, 9, thence direct to Gibraltar 11.
11. CAVA patrolling off Tagus.
(F.O.C.N.A. 1332A/13 to A.I.G.63.)
ARMERIA, 1*tug 23.11 17.43 through 22.17 18.32 thence 180° 10½.
Situation 2001A/13.
(F.O.C.N.A. 1416A/13 to A.I.G. 65.) *EMPIRE PAT.
- Bombing restrictions. AC.134 13/10. Institute submerged bombing restrictions as follows. Serial No. G.253.
From 0600A/ 14 until 1200A/15 20 miles each side of line joining positions 44° 30' N 13° 10' W and 46° 20' N 13° 09' W. Serial No. G.254. From 0600A/15 until 1200A/16 20 miles each side of line joining positions 46° 20' N 13° 09' W and 48° 10' N 13° 11' W.
(H.Q.C.C. 1525A/13 to R.A.F. Gibraltar. F.O.C.N.A. S.8.)
- P.228. My P.C.S. 042° 15' 012° 31' 160° 12 knots.
GAIZKA sighted shadowed and indentified having sailed 24 hours late. Intend passing through Q at 1200/15, P at 0400/16, arriving Gibraltar 0800?/16.
(P.228 1645A/13 to F.O.C.N.A. (R) F.O.S.)
- LE TRAIT (French) Extract from a Fairmiss Telegram:-
Arrival 10th.
(N.C.S.O. Lisbon 1809/13 to M.W.T.)
- SCOTTISH A/C Aircraft identity unknown bearing 270° distant 5 miles course unknown.
My position 308° PCL 25.
(SCOTTISH 1928A/13 to Gib. W/T)
- K.X.1. Arrival JONQUIL, SPIREA, COLTSFOOT, GERANIUM, ROUSAY, RUSKHOLM, STRONSAY with convoy K.X.1.
(F.O.C.N.A. 1950A/13 to Admty. (R) C. in C. W.A. N.O.I.C. Greenock.)

/Bombing...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.North Atlantic - Contd.

Bombing restrictions. My 2340A/12. Extend total bombing restrictions as follows. Area to G.27 1500/14, area to G.16 0600/15, area to G.15 1500/15, area to G.14 2359/15. All times Zone minus 1.
(F.O.C.N.A. 2206A/13 to Admty. (?H.Q.C.C.) (R) F.O.S.)

*P.228
U/B* *See previous page p. 384*

Following is a repetition of signal addressed Admty. From S/M P.228. (Begins) Italian U-Boat in 041° 48' N 012° 28' W course and speed 010° 14 knots. T.O.O. 1910/13. (Ends)
(F.O.C.N.A. 2216A/13 to S & A N.A. etc.)

Convoy
BARBARIAN
BARFLAKE*See p. 373*

C. in C. W.A. 1231/13. Onward route from position (F) for (1) EMPIRE SAM, MINOTAUR, EMPIRE GNOME, TUBLA, ORIASY, MAGNOLIA direct to Horta thence through position (G) 35.01 N 26.01 W. (H) 27.01 22.59. (J) 20.01 21.01 thence as routed by R.A. West Africa who is requested telegraph onward route to Horta. For (2) BARBARIAN and BARFLAKE through position (X) 39.02 N 16.01 W (Y) 36.11 09.01 (Z) 36.01 06.02 thence Gibraltar.
(F.O.C.N.A. 2318A/13 to N.O.I.C. Milford Haven (R) Admty. C. in C. W.A. etc.)

South Atlantic.

Dispositions. DURBAN with W.S.23 016° 40' 021° 10' 160° 13. *See p. 379*
BRIDGEWATER 014° 45' 020° 10' to Bathurst 11 at 1957Z/13

MILFORD, SNOWDROP off Freetown to Bathurst 10.

(R.A.W.A. 1029Z/13 to A.I.G. 149.)

M/Ls from Marshall to Freetown 11.

BRILLIANT about 004° 35' 018° 40' (?11).

ASTURIAS 007° 10' 027° 35' to 005° 22' 027° 08' thence 345° 14. *See p. 379*FANDANGO 005° 45' 011° 15' to Freetown 8½ at 2001/13. *10:289**Controlled by D.V.* SNAKEFLY 007° 35' 014° 10' to Freetown 6.

AVON VALE about 003° 40' 007° 55' to Freetown 14.

ST. MELANTE 004° 35' 008° 45' to Lagos 6.

CORINTHIAN 002° 40' 011° 20' 332° 12.

TURCOMAN 001° 10' 014° 15' 000° 9.

WIVERN with S.T.38 about 004° 14' 002° 55' to Takoradi 8.

BOREAS from Lagos to Takoradi 17.

SPANIARD off Marshall.

RUMBA off Cape Palmas.

(R.A.W.A. 1145Z/13 to Ships in Area P.)

U/B

American authorities report that American aircraft sighted S/M in 007° 10' S 013° 44' W at (?1031)Z.
(N.O.I.C. Ascension 1102Z/13 to R.A.W.A. (R) C. in C. S.A.)

/EMPIRE...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.

EMPIRE Following has been received. SSSS EMPIRE NOMAD
NOMAD torpedoed 36.35 S 16.18 E.
torpedoed. (Simonstown 1145 G.M.T./13.)
W.D. Note: Cape of Good Hope 038° 170 miles.

Movements. Arrival 12th Saldanha Bay Dutch Submarine O.21
and British Tug PRUDENT. Arrivals 13th Simonstown
SIRIUS, PHOEBE.
(C. in C. S.A. 1151C/13 to Admty. R.A.W.A.)

KOUMOUNDOUROS. Pass to Greek M of M, Alexandria and Greek
Mercantile Marine, London, from Capt. Perkiles
Bouboulis, G.R.N. Greek N.L.O. Capetown. (Begins)
KOUMOUNDOUROS, owner Epaminondas K. Embirikos registered Andros,
dead weight 6505, torpedoed total loss approx. 20 miles outward
bound off Cape of Good Hope. Capt. Michael Logothetis with crew
25 arrived here.
Following members crew lost. Please cable orders Capt. Bouboulis.
(Ends.)
(Capetown C.C.O. 1223Q/13 to Admty. C. in C. Med.)

ILE DE Your 0236/13. For operational reasons ILE DE FRANCE
FRANCE. will be sailing from Port Elizabeth for Durban 17/10
SAMARIA. when she will embark prisoners of war ex SAMARIA
AORANGI. and sail direct to Rio de Janeiro when ready.
D.S.T.O. Durban is requested to signal fuel
requirements to Alusna Rio de Janeiro, repeat to
B.A.D.
(2) SAMARIA leaves Durban 16/10 and will be included in escorted
convoy leaving Capetown 20/10. AORANGI undergoing repairs
probably sailing from Durban for U.K. 21/10.
(P.S.T.O. Capetown 1303C/13 to D.S.T.)

BARON Master and 31 members crew SS. BARON OGILVY
OGILVY arrived today on board MOUZINHO and continued to
(sunk 29/9) Capetown. Vessel received 2 torpedoes at 1015
on 29/9 at 002° 30' N 014° 30' W. Picked up 5/10.
Master's C.Bs and wireless books sunk.
(C.G. Loanda 1402/13 to Admty.)

Movements Area Q (?BIRMINGHAM 037° 18') S 021° 10' E to
summary Simonstown, 24 knots.
2000Z/13. NIZAM, FOXHOUND off Capetown to westward.
ROCKROSE, THYME on patrol about 035° S 018° E.
(C. in C. S.A. 1445C/13 to S.A. Stn.)

U/B. U.S. aircraft reports U-Boat in 007° 10' S 013°
44' W at 1031/13. Report assessed probable.
(R.A.W.A. 1535Z/13 to Admty.)

Lifeboats. For Governor Bathurst from American Consul Dakar
(Begins) I am informed 16 lifeboats adrift 400
miles bearing 233° from Freetown require immediate
assistance.
(D.T.D. 1536A/13 to R.A.W.A.)

/Shipping...

War Diary.

13.10.1942.
Tuesday.

FOREIGN STATIONS.

South Atlantic - Contd.

Shipping Following is effect of diversions since 8/10 in
Capetown Capetown area.
Area. 2. Ships due Capetown - KRONSPRINSESEN 11/10.
See next page PANAMAN 12/10. EMPIRE SOUTHEY 12/10.
Ships due Saldanha Bay - NELA 12/10. KING
FREDERICK 13/10. ALCOA PATRIOT 13/10.

3. Following gives estimated positions 1800Z/13 and subsequent positions on route. All positions south and east unless otherwise stated.

FORT ALEXANDRIA	37 $\frac{1}{4}$ ° 21 $\frac{1}{2}$ °	HH and as routed
NAGINA	32 $\frac{1}{4}$ ° 17°	Saldanha Bay
EMPIRE SAPPHIRE	37 $\frac{3}{4}$ ° 13 $\frac{1}{4}$ °	37° 19° C.T.
NESTOR	28 $\frac{1}{2}$ ° 08°, 27° 14°	Saldanha Bay
TROILUS	28 $\frac{1}{4}$ ° 9 $\frac{3}{4}$ °, 27° 14°	Saldanha Bay
MARIE BAKKE	25 $\frac{1}{2}$ ° 08°, 25 $\frac{1}{2}$ ° 14°	Saldanha Bay
J.L. LUCKENBACH	37 $\frac{3}{4}$ ° 12 $\frac{3}{4}$ °, 37 $\frac{3}{4}$ ° 22°	Durban
RUGELEY	25 $\frac{1}{4}$ ° 07°, 25 $\frac{1}{4}$ ° 14°	Saldanha Bay
SALTERSGAET	30° 03 $\frac{1}{2}$ °, 30 $\frac{1}{2}$ ° 16°	Saldanha Bay
REYNOLDS	25° 02 $\frac{1}{2}$ °, 25° 14°	Saldanha Bay
JOHILLA	35 $\frac{3}{4}$ ° S. 15 $\frac{1}{4}$ ° W.	Tristan Da Cunha 37° 18° C.T.
ZYPENBERG	24 $\frac{1}{4}$ ° 000°, 24 $\frac{1}{4}$ ° 14°	Saldanha Bay
NARWIK	35 $\frac{3}{4}$ ° 03 $\frac{1}{2}$ °	D and as routed
DELIUS	39 $\frac{1}{4}$ ° 01 $\frac{1}{4}$ °	M and as routed
ARGO	36 $\frac{1}{4}$ ° 18 $\frac{1}{2}$ °, 38° 50', 16° 05', 35° 40', 01° 10' E.	
EMPIRE NOMAD	38° 16 $\frac{1}{4}$ °, 38° 17 $\frac{3}{4}$ °, 38° 5° 50' W.	
COLORADAN	36° 03°	R and route.

(D.T.D. 1632Z/13, as amended 1116Z/14 to Connav.)

15 ships My 1055C/9 ref. para 3. KRONAEN (BDPQ) (?British)
sunk by U/B. arrived Capetown and it is now considered vessel
seen to explode was CLAN MACTAVISH which sank in
2 minutes.

(2) Following is a complete list of vessels sunk by S/M action to date. CHICKASAW CITY, FIRETHORN, BORINGIA, KOUMOUNDOUROS, PANTELIS, GAASTERKERK, CLAN MACTAVISH, CITY OF ATHENS, SWIFTSURE, SARTHE, BELGIAN FIGHTER, COLORADAN, EXAMELIA, ORCADES, EMPIRE NOMAD.

(C. in C. S.A. 1640C/13 to Admty. C. in C. E.F. R.A.W.A. N.O.I.C. Durban. N.O.I.C. East London, N.O.I.C. Port Elizabeth, N.O.I.C. Capetown.)

W.S.23. N.P. Alter course at 0600Z/14 to new position
(K) 009° 15' N 016° 24' W. Stragglers route
Emp. p. 377
(Dispositions) unchanged, pass to Commodore.
(R.A.W.A. 1701Z/13 to DURBAN (R) Escort W.S.23.)

DUCHESS OF Request brief report may be signalled regarding
ATHOLL, circumstances attending torpedoing of DUCHESS OF
ORCADES. ATHOLL and ORCADES including remarks on
(a) Nature of attack. (b) Weather and
visibility. (c) Speed of ship through water.

(d) Zigzag diagram being followed. (e) Whether ship was properly darkened. (f) Number of torpedoes and whether tracks and/or U-Boats were sighted. (g) If so, direction from which attack was made.

(D.T.D. 1707A/13 to C. in C. S.A. R.A.W.A.) Reply: C. in C. S.A. 1313C/14.

/Vichy...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.

Vichy
convoy. Vichy convoy 4 M/Vs sighted 1320/12 in 3° 22' N
9° 05' W course 120° speed 10 knots with escort
vessel A.72.
(S.O.I. Freetown 1743Z/13 to Admty. (R) F.O.C.N.A.)

TEWERA TEWERA reported defect affecting seagoing
efficiency. 5 days required to make good.
(2) On completion intend sailing to Colombo via
Diego Suarez and Seychelles.
(N.O.I.C. Durban 1748C/13 to C. in C. E.F. (R)
C. in C. S.A. N.O.I.C. Colombo.)

U/B C I B 96. 1. Ref. C I B 95. Delete
situation KRONPRINSESSEN and add PANTELIS (Greek) and
See previous COLORADAN (U.S.) For AMELIA read EXAMELIA. Add
page. EMPIRE NOMAD torpedoed 13th in 036° 35' S 016°
18' E.
2. (a) Enemy submarine reported in 007° 27' N 082° 14' E 11/10.
(b) British ship CABARITA shelled by U-Boat 11/10 in 001° 04' S
068° 15' E.
(c) British ship MARTABAN torpedoed 13/10 in 006° 31' N 082°
03' E.
3. JOHN CARTER (U.S.) believed sunk 6/10.
4. Japanese Battleship sighted off Cocos Island 9/10.
5. (a) British ship GLENDENE torpedoed 8/10 in 004° 34' N 017°
36' W.
(b) British ship AGAPENOR torpedoed 11/10 in 006° 53' N 015°
23' W after picking up survivors of GLENDENE.
(c) DUCHESS OF ATHOLL torpedoed 10/10 in 007° 03' S 011° 12' W.
(d) ORONSAY torpedoed 9/10 in 004° 29' N 020° 52' W. SOS
received from one of her lifeboats 13/10 in 004° 35' N 018° 40' W.
(e) NEA HELLAS unsuccessfully attacked 9/10 in 003° 54' N 020°
32' W.
6. 11/10 U.S. aircraft sighted 10 rafts bearing 078° 195 miles
from Ascension.
7. U-Boat dispositions 12/10 South Atlantic:
(a) At least three in Cape Area.
(b) Three others possibly off South East or East Coast of Africa.
(c) Three South East and two North West of Ascension, southbound.
(d) One off Gold Coast.
(e) Up to eight off Brazil or Argentine.
(f) Three Italian within 200 miles of 005° N 020° W.
(S.O.I. Capetown 1756C/13 to Cdre. I/C Durban, etc.)

BRILLIANT. Have searched area N.E. of position 005° N 019° W.
Am now searching around position 004° (?35') N
018° 40' W. Cannot yet establish communications
or obtain D/F bearing (Freetown) (Alternatively: fuel stocks
remaining 154) (? returning) at 0800 tomorrow Wednesday.
Weather report.
(?BRILLIANT 1800Z/13 to R.A.W.A.)

/Flying.

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.South Atlantic - Contd.Flying
Boat
lost.

Pilot and crew S.209 were rescued and brought to Kabul by B.O.A.C. Flying Boat CALEDONIA which was on long range test and was asked to keep look-out for S.209 whose position was unknown but estimated to be to seawards of Portuguese territorial limit.

2. Whilst on return passage aircraft was informed that Governor General considered B.O.A.C. aircraft should not land without prior permission. Subsequently Governor General ordered its return to Lourenco Marques 24th. This message was received too late for compliance on account of shortage of fuel.
3. CALEDONIA now grounded at Durban with engine defects.
4. Pilot reported (A) all Secret and C.Bs destroyed by fire (B) all Secret wireless gear destroyed by A.S.V. expert (C) Flying Boat holed several places by Axe and aground in 5 feet of water. (D) Engine intact.
5. Am retaining pilot and crew at Durban pending further instructions.
6. C. in C. E.F. pass to 246 Wing, 209 Squadron, and A.O.C. 207 Group.
(O.C. R.A.F. Congella Durban 1916Z/13 to 246 Wing (R) C. in C. E.F. etc.)

* NIEUW
AMSTERDAM
AQUITANIA

My 0233/12 para 6 and 0229/13. NIEUW AMSTERDAM will now be used for voyage Durban to Middle East sailing end October instead of AQUITANIA.

* See next page

2. AQUITANIA should proceed from Suez to New Zealand.
(D.S.T. 1944A/13 to P.S.T.O. Capetown. C. in C. E.F. P.S.T.O. Egypt.)

Enemy
M/Vs U.S.
Units for
Freetown.

It is essential to endeavour to intercept not only Raiders and Supply Ships for U-Boats but also merchant ships trading between Japan and the Biscay ports through the Atlantic Narrows.

B. How far did your discussions with Adm. Ingram get on this subject?

C. We have just heard that a depot ship and 12 Catalinas are being sent to Freetown by U.S. We naturally welcome this and are wondering whether it forms part of the scheme agreed between you and Ingram.

D. Are you aware of any concrete proposals which Adm. Ingram has put to Washington?

E. What is present build up of aircraft at Ascension?

(D.O.D.(F.) Approved A.C.N.S. F. 2341A/13 to R.A.W.A. (R) C. in C. S.A.) Reply: 1501Z/14.

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.Mediterranean.A/S Vessels,
E. Med.

I am much disturbed by shortage of small anti-submarine vessels in Eastern Mediterranean for local defence purposes.

(2) This shortage was previously mentioned in my predecessor's signals 1630/2/12/1941 and 1245 3/12/1941, but since that date only following additional A/S vessels have arrived: 14th A/S Mine Sweeping Flotilla of which it has been necessary to allocate 3 to New Escort Group. Second Trawler Group of 4 ships which have also had to be included in escort group. 1 in number H.D. Motor of Brisbane 113 Flotilla.

(3) The A/S Vessels at present at my disposal do not provide protection for ports now in our hands on minimum scale considered necessary in U.K.

(4) Force now available will not provide adequate security for additional port in near future. I very much hope that it will be possible to send 2 groups of A/S trawlers and 1 flotilla to Eastern Mediterranean very soon. Otherwise we will be faced with accepting grave risks in our operations in support of Eighth Army.

(C. in C. Med., 0057C/13 to Admty).

NIEUW

Cancel my 0340/9 to P.S.T.O. Egypt only.

AMSTERDAM.

NIEUW AMSTERDAM should now proceed to Durban.

See previous page.

(D.S.T., 0229A/13 to P.S.T.O. Egypt).

Your 0229/13. Will NIEUW AMSTERDAM turn round at Durban for Middle East proceeding thence New Zealand? Have about 900 personnel awaiting passage to Australia, New Zealand. (P.S.T.O. Egypt, 1211C/13 to Admty).

Joint
War
Communique
13/10.

On night of 11/12, our medium bombers attacked Tobruk and started a particularly large petrol fire. During same night our bombers claimed a direct hit on any enemy destroyer 50 miles north of Derna. Shortly before an Italian merchant ship which was sinking had been sighted near the same position.

Heavy attacks on Malta were continued during night of 11/12. Damage was slight and at least one bomber was shot down. During yesterday enemy attacks were on an even larger scale, although so successfully were they engaged by our fighters that at least 24 were destroyed, in addition to about 50 damaged many so badly that it is unlikely they were able to reach their bases. From the above extensive operations we lost 6 aircraft, 5 being Malta fighters although 2 pilots are safe. (Mideast, T.O.O. 0900Z/13).

Cositrep
No. 546.

Air 3. Ref. Cositrep 545 para. 7. During attack of convoy 11/10 B.24s shot down one Me. 110 damaged another.

4. Wellingtons attacking during following night claim hit on one destroyer followed by explosion. One M/V seen to sink but not claimed by these aircraft. B.17s despatched following day to attack convoy did not find and attacked Tobruk Harbour, claiming a possible hit and several near misses on a large M/V.

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.Mediterranean.Cositrep
No. 546.
Contd.

5. Night 11/12. 24 mines laid in approached to Tobruk Harbour. Other Wellingtons bombing harbour started two large fires, possible petrol, in stores dumps area on south shore.
(C. in C. M.E., 0930 G.M.T.)

P.35
Brindisi
Patrol.

Interested to know night patrol situation off Brindisi between 5 and 10 miles from Ports. At your discretion remain on surface between those limits for three hours on one suitable night.
(Capt. S.10., 0959A/13 to P.35 (R) C. in C. Med., Capt. (S) 1).

Enemy Units,
PORPOISE.*see p 385.*

(1) Report at 1045 C today P.C. and S. 2 merchant ships, 6 destroyers, $038^{\circ} 14' 019^{\circ} 35' 180^{\circ} 15$. Move to intercept before dark. Remain submerged if possible.
(Capt. S.1., 1142C/13 to PORPOISE (R) C. in C. Med. Capt. S.10).

ALBA JULIA

Reported B.3. ALBA JULIA at Trieste loading for Istanbul. (My 1554C/8 refers).
S.O.(I) Mediterranean please inform Malta.
(S.O.(I) Istanbul, 12010/13 to Admty etc).

FELIX
ROUSSEL
BANFORA.

P.S.T.O. India's 0959/12 and 0900/29/9. Propose allocate FELIX ROUSSEL ex Suez about 22/10 to embark Personnel ex MENOZA at Aden. On completion Basra Vessel to proceed Durban. Request concurrence.

2. F.O.C. Red Sea Force requested arrange escort.
3. Request you will advise P.S.T.O. India disposal instructions BANFORA.
(P.S.T.O. Egypt, 1305C/13 to Admty etc).

Black Sea.

1. C. in C. Black Sea and staff have now moved to Suk(?hum).
2. Black Sea Fleet inactive. Submarine patrols off Bulgarian and Roumanian Coasts hindered as enemy shipping keeps to neutral or mine-defended zones.
3. Reported that 373 barges loaded with guns etc. and 12 E-boats have passed down The Danube. 25,000 German mines which have been brought down The Danube are considered by the Russians to be for use in Aegean.
4. Russians hold initiative on Novorossisk front and had enemy counter attacking strongly.
5. Heavy bombing of Tuapse Maikop Road appears to be in preparation for enemy attack in this direction.
(N.L.O. Black Sea, 1320C/13 to Admty, Admiral Miles, S.O.(I) Istanbul).

/Situation...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.Mediterranean - Contd.

Situation report No. 275. Levant move "Needle" consisting of 2,000 troops into Cyprus and 1,300 out completed 13/10 without incident. SS. PRINCESS KATHLEEN used escorted by DULVERTON, HURWORTH (?and) (PHOEBE.*(?ALDENHAM intended)).

(2) My 1947C/3/7 para. 4. Administrative Staff has now returned to Combined Headquarters, Alexandria.
(C. in C. Med., 1737C/13 amended 1302C/14 to Admty. (R) C.S.15 etc).

**Completed by the
War Diary*

KING SALVOR, GAMTOOS. Your 1059/4. KING SALVOR allocated to you is now temporarily required for more urgent operations elsewhere.

2. Auxiliary salvage vessel GAMTOOS due to complete in South Africa end of November is allocated to Mediterranean.
(D.O.D. (F) approved A.C.N.S. (F), 1849A/13 to C. in C. Med).

P.228
U/B

See p. 377

Italian U-boat in 041° 48' N., 012° 25' E. course and speed 010° 14 knots.
(P.228 1910A/13 to Admty).

Enemy Reports.

P.C. and S. of enemy 35.15 N., 19.25 E. 200° 12 knots.
(Malta W/T 2015/13, A/C duty S, 2118/13).
Position of enemy 34.55 N., 19.25 E.
(A/C duty Y., 2140B/13 to A.H.Q. Malta).

Malta Air Report.

I.39 13/10. C.S.R.
Night 12/13. 1845 hrs. 1 Beaufighter up for 5 enemy Bombers which approached Malta at great height jettisoned bombs in sea and then returned no interception. 2020 hrs. 3 enemy bombers crossed coast and dropped a few bombs on land causing no service damage 2 Beaufighters up and in spite of A.1 interference shot down 1 raider into sea. 2145 hrs. 1 enemy bomber approached at height serious A.1 interference, 1 Beaufighter up but raider jettisoned bombs and turned back when 25 miles N.E. of Island. 2236 hrs. 3 raiders approached but only 1 crossed coast and dropped flares and incendiaries on land causing no serious damage. 2 Beaufighters could not intercept owing to serious A.1 interference. 0145 hrs. 4 raiders dropped flares N.E. Of Island and then returned. 1 Beaufighter up had serious A.1 interference and did not intercept. 0330 hrs. 1 Beaufighter up had partial R.D.F. interference while 5 enemy bombers approached, 1 dropped a few bombs on land causing no serious damage and then returned. 1920 hrs. 1 Intruder Beaufighter over Castells Etrano saw 1 He. 111 about to land and shot it down in flames. 13th. Searches for Spitfire Pilot missing on 12th found nothing. 0605 hrs. 7 Ju.88 escorted by 35 Me. 109 approached at height to attack Luqa and in spite of partial R.D.F. and V.H.F. interference were intercepted by 24 Spitfires, who destroyed 2 Ju.88s and 3 Me. 109s probably destroyed 1 Ju.88 and two Me.109 and damaged 4 Ju.88 and 4 Me. 109 for loss of only

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.Mediterranean - cont.

Malta Air Report Contd. 2 Spitfires slightly damaged, Pilots unhurt. Ju.88s were forced to break formation and though a few crossed coast bombs fell around Luqa aerodrome. 2 civilians killed. 0905 hours, 50 Me. 109s escorted 8 Ju. 88s in an attempt to bomb Luqa but raiders were intercepted 15 miles North of Island by 24 Spitfires and 1 Ju.88 and 1 Me.109 were destroyed, 1 Me. 109 probably destroyed, and 3 Ju.88s and 2 Me. 109s damaged for loss of only 1 Spitfire damaged, Pilot.unhurt. Few bombs dropped on edge of Luqa aerodrome caused no serious damage and this bombing force did not cross coast. Heavy A.A. damaged 1 Ju.88 1210 hours, 8 Ju.88s with escort of 50 Me. 109s and Mc. 202s approached and in spite of partial R.D.F. interference were intercepted 25 miles N. of Island by 24 Spitfires who destroyed 1 Ju.88, 1 Me. 109 and 1 Mc. 202, probably destroyed 1 Ju.88 and 1 Me. 109 and damaged 1 Ju.88 and 2 Me. 109s for loss of 1 Spitfire and pilot missing and 2 Spitfires slightly damaged, Pilots unhurt. Bombs were dropped near Luqa but caused no serious damage. Elsewhere 2 soldiers injured. 1511 hours, 7 Ju.88s escorted by 40 Me. 109s Mc. 202 and Re. 2001 approached and were intercepted 30 miles north of Island by 24 Spitfires and 2 Ju.88, 2 Me. 109 and 3 Mc. 202 were destroyed, 1 Re. 2001 probably destroyed, and 3 Ju.88 damaged for loss of 3 Spitfires damaged, Pilots unhurt. Few bombs aimed at Luqa fell wide of aerodrome and caused no serious damage. In daylight today in 107 Spitfire sorties against 219 enemy sorties 17 enemy aircraft have been destroyed, 7 probably destroyed, and 19 damaged for loss of 1 Spitfire Pilot also 1 Spitfire lost and 9 damaged. Bombs have done no damage to personnel, property, or aircraft on ground except for 2 civilians killed and 2 soldiers wounded. Since beginning of war Malta R.A.F. Fighters and A.A. batteries have now destroyed 1,010 enemy aircraft. (A.H.Q., Mediterranean, 2132/13).

P.46

P.46 returning to Malta passing through Q.B.B. 255 during daylight 15th to arrive following day. (Capt. S.10., 2237A/13 to 10 S.F.) Your 1705A/13 (N.T. in W.D.) Well done E.T.A. 1001A/16 acknowledged. P.43 due same time from South. (Capt. S.10., 2244A/13 to P.46 (R) P.43).

→ PORPOISE.

See p. 383

If nothing has been sighted, act in accordance with my 1913/11. (Capt. S.1., 2317C/13 to PORPOISE, (R) C. in C. Med., Capt. (S) 10, Subs on Patrol).

→ TRAVELLER,
PORPOISE.

Until 2000C/15 S/Ms are not to be attacked west of 022° 01' in area K unless identified as enemy. (Capt. S.1., 2330C/13 to TRAVELLER, PORPOISE (R) C. in C. Med., Capt. (S) 10).

13.10.1942.
Tuesday.

War Diary.

FOREIGN STATIONS.

East Indies.

EXPRESS,
CATTERICK.

EXPRESS and CATTERICK leave Kilindini a.m./13th arriving Durban Saturday 24th. Com.i/c Durban is requested to refuel them and sail them for Simonstown without delay. My 1309/10 (Hush N.T. in W.D.) refers.

(C. in C. E.F. 0258Z/13 to Com. I/C Durban
(R) C. in C. S.A., Admty.)

Departure a.m./13. EXPRESS, CATTERICK.
(F.O.E.A. 1201Z/13 to Admty.)

W.D. Note.- For S. Atlantic Station tempy.

F/B
in sea.

B.A.M.S. 3C Catalina flying boat has force landed in the sea within 100 miles of 026° 10' S. 036° 15' E. All ships keep a good look out. (N.O.I.C. Mombasa 0303Z/13 to Admty.)

? NUBIAN.

My 1100Z/6th. ^{p. 163} Main machinery trial satisfactory. (? NUBIAN 0405Z/13 to C. in C. E.F., F.O.C.R.I.N., C. in C. Med.)

Movements.

Movement summary 19 13/10.

(1) WARSPITE, NEPAL, FORTUNE left Kilindini 11/10 calling Diego Suarez 13th/14th, due

Durban 18th. *see next page (Movement)*

(2) BIRMINGHAM left Kilindini 8th due Simonstown 14th.

(3) GAMBIA left Kilindini 11th escorting 2 merchant ships due Diego Suarez 14th.

(4) ENTERPRISE left Kilindini 13th escorting 1 merchant ship toward Bombay. Relieved by RANPURA in 006° 38' N. 054° 10' E. ENTERPRISE due Kilindini ?18th.

(5) RANPURA left Bombay 12th to R/V with ENTERPRISE.

(6) HAWKINS left Kilindini 8th, relieved DEVONSHIRE with W.S.22, due Bombay 17th, speed 12½ knots.

(7) RANCHI with Aden portion W.S.22 due Aden 16th, speed 12½ knots.

(8) EXPRESS, CATTERICK left Kilindini 13th due Durban 18th thence Simonstown.

(9) PINDOS, Greek destroyer, left Durban 8th due Kilindini 14th routed through Mozambique Channel, speed 14 knots.

(10) HEEMSKERCK, VAN GALEN, TJERK HIDDERS left Kilindini 11th due Seychelles 13th, thence Diego Garcia. *? See p. 255.*

(11) ILLUSTRIOUS, HOTSPUR, DERWENT leaving Durban 15th due Kilindini 21st routed through Mozambique Channel.

(12) BURNIE left Diego Garcia 9th due Kilindini 15th speed 13 knots.

(C. in C. E.F. 0938Z/13 as amended 0549Z/14 to Admty. etc.)

MARTABAN
torpedoed.

Following received. S/M attack signal.
6.31 N. 82 R.O.3 E. MARTABAN torpedoed.
(Colombo W/T 1022Z/13.)

Ref. A.M. A.F., 006° 31' N. 082° 03' E.

(Adm. Colombo 1206 G.M.T./13 to B.A.M.S. 7A.)

MARTABAN torpedoed in 006° 31' N. 082° 03' E. at 1022Z/13th.

(C. in C. E.F. 1216Z/13 to E.I. Stn. (R) Admty.)

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.East Indies. - contd.

Addu Atoll 286882. 25295/G cipher 13/10.
C.O. Your 68890 (M.O.12A) (1900/29/9) Para 10.
C. in C. E.F. Gencom Colombo and Armindia agree
Col. Jones should remain in Command Base during
construction and matter be reviewed after four months.
(C. in C. India, T.O.O. 1115/13 to W.O.)
Note by M.O.12. 68890 (M.O.12(a)) Para 10 refers to command of
base at Addu Atoll in Indian Ocean (Maldiva Islands). Chiefs
of Staff laid down that Commander of the base would be a Naval
Officer. C. in C. India's reference to Col. Jones is an
interim measure only to have force during the period the base
is being constructed.

Enemy M/V 12/10, Hudson R/C. Bombed machine gunned armed
attacked. enemy merchant ship 2000 tons in 18° 21' N.
93° 22' E. course 010° speed 8 knots. 1 hit
starboard amidships, 1 near miss, ship believed
damaged.
(A.H.Q. India, 1206Z/13.)

Movements. 13/10 arrived 0900Z SLUNA, 1200Z WARSPITE,
NEPAL, FORTUNE. *See previous page.*
(N.O.I.C. Diego Suarez 1401Z/13 to Admty. etc.)

BARDAPUR. After interrogating BARDAPUR Officer(s) am
satisfied that she did not see any ship sink.
(C. in C. E.F. 1612Z/13 to S.N.O.P.G. (R)
F.O.C.R.I.N. Commodore R.I.N., Commodore Aden,
F.O. Ceylon, N.O.I.C. Karachi.)

TRUSTY During patrol 23/9 to 12/10 Malacca Straits
R. of P. area, TRUSTY reports: One 2,000 ton tanker
southbound S.E. Diamond Point, 5th. On 7th
off Pulo Rondo, one eastbound submarine
believed I.65 class. Attacks not possible.
Publication in press not desired.
(C. in C. E.F. 1626Z/13 to Admty.)

A/S Measures In view of increasing U-boat activity off S.E.
S.E.Ceylon. coast Ceylon, intend following measures:
(A) Catalinas to maintain A/S Patrol on shipping
lanes during daylight.
(B) North and south bound shipping to hug the coast in daylight,
opening out to normal traffic lanes at nightfall.
(C) Maintain A/S surface patrols on shipping lanes between Great
Basses and Batticaloa. Ships to be temporarily based on
Trincomalee. ASTER and LAUNCESTON leave Colombo p.m./14 for
this duty on completion of working up practices.
(F.O. Ceylon 1641Z/13 to C. in C. E.F. (R) Admty. etc.)

/Ammunition ...

War Diary.

13.10.1942.
Tuesday.

FOREIGN STATIONS.

East Indies - contd.

Ammunition, My 2044/3/7. To assist War Office to meet
Local Defence. requirements of C.G.S. India, the following shell
being transferred to War Office -

- (A) 6" C.P.C. 1200.
- (B) 4" C.P.550 H.E. 550.

Also (C) 6" 6 c.r.h. 600 with six sight dials for use with
higher charge cordite. Admiralty have proposed priority Addu
Atoll, Seychelles, Cocos and (C) to improve efficient 6" guns
Addu Atoll.

2. Although Admty. have in this case augmented the supply of
ammunition for Naval guns manned by Army, it is pointed out
that we do not accept responsibility for the provision of any
further ammunition after the issue of the initial outfit, which
of Naval 6" and 4" guns is 100 r.p.g. War Office agree.

3. Request confirmation that ammunition in para 3 of your
1112/26/6 has been supplied.

(D. of L.D. 2149A/13 to F.O. Ceylon (R) F.O.C.R.I.N. etc.)

War Diary.

13.10.1942.
Tuesday.

FOREIGN STATIONS.

America and West Indies.

Report of Ship Torpedoed. My 1813/12 (re ship torpedoed in 49° 2' N. 67° 26' W. at 1640Z/12) cancelled. (C.O.A.C., 0240Z/13 to C.T.F.24, (R) Connav, etc.)

O.N.S. 126, S.C. 102, meeting, collision risk. Your 1518/8. O.N.(S) 126 did not encounter S.C. 102 but an escorted group of ships out of their plotted position. Commodores of H.X. and S.C. convoys are provided with the estimated position and time of passing O.N. or other incoming convoys as well as westbound independents. As a further precaution O.N. convoys are at times diverted to Long Island Sound via Brock Island.
2. U.S. Authorities desire to receive reports of operational interest from Commodores as early as possible and have little sympathy for this indirect method of presenting reports of this nature.
3. It is suggested Commodores be informed accordingly. (B.A.D., 0751Z/13 to Admty.)

O.N.S. 136, U/B. U-Boat estimated in your vicinity by D/F has made a first sighting report of a convoy or important unit at 0539Z/13th. (C. in C. U.S. Fleet, 0859/13 to HARVESTER, (R) C.T.24, Admty.)

U/Bs. attacked. Cominch 121900. Weekly report of attacks on U/Bs. (Comnav, 0917/13.) See U-Boat Campaign.

U/B Positions. Comeastseafon's 121920 informs as follows. (Comnav, 0918/13 to Admty.)

Movements Summary. 1800 G.M.T./13.

Ship	Position	Course	Speed
<i>See p. 362</i> P.555	40½° N. 43½° W.	053°	9
Dutch K.15	19° N. 37° W.	300°	9
ROYAL SOVEREIGN } 3 Destroyers }	24½° N. 43½° W.	298°	13½
<i>See p. 377</i> ASTURIAS	09° N. 29° W.	Patrol	Blank
T.A. 24	40½° N. 58½° W.	286°	24
(D.O.D.(F), 1009Z/13 to Opnav, (R) Comnav.)			

/Convoy ...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.America and West Indies - Contd.

Convoy Cycles. Refer to this as C.T.F. 0441/12 quote action to C. in C. Lant, Infor to C.E.S.F., Cominch from C.T.F. 24. Admty. 1816Z/10 quoted in Cominch 0700/11. Emphatically do not concur. Both my 0259Z/3 and Admty. 0023A/6 provide for necessary and well balanced lay-over at both terminals. Reducing number of groups from 11 to 10 practically nullifies the benefit to be gained from the 8 day sailing interval. Passage time particularly westbound may be frequently increased as much as 4 days by heavy weather also voyage repairs required will be much more extensive during winter than at present. The present group organization presumably provides an average of 9 ships with which to keep each escort unit at proper operating strength; therefore a spare group for this purpose should not be necessary. Consider that employment of 11th Group as contemplated by Admty. would be of far less overall value than its use as an 11th escort unit (Cominch, 1330/13 to N.S.H.Q., Admty., B.A.D.)

This is Cinclant's 1823/12 to Cominch for action to C.E.S.F. and C.T.F.24 for Info. Concur fully C.T.F.24 0441/12. (Ends.)

(C. in C. U.S. Fleet, 1332/13 to Admty., N.S.H.Q., B.A.D.)

This is C.E.S.F. 0103/13 to Cominch for action and to Cinclant and C.T.F.24 for Info.

"Your 1906/11. (1) Sailing of O.N. Convoys with four day interval between fast and slow convoys as proposed in Admiralty's 1816/10 will result usually in both O.N. convoys arriving New York on the same day and when other convoys are arriving and departing.

(2) Schedules of sailing and departures at New York will be compressed with five convoys arriving and three sailing in four day period. This is not satisfactory.

(3) While convoy arrivals could be delayed to prevent congestion at entrance channels so that departing convoys will be clear and formed up before dark, the proposal is most unsatisfactory because it places too great a peak load on fuelling, berthing and other port facilities or services.

(4) Recommend that sailing of O.N. convoys be such as to insure that escort are available to proceed on time with S.C. and H.X. convoys. In so scheduling sailings ample time must be allowed for the delays normally to be expected in winter months.

(5) Best time for arrival O.N. convoys in so far as port of New York and East Sea Front is concerned is four and five days prior to sailing of S.C. convoys".

(C. in C. U.S. Fleet, 1334/13 to N.S.H.Q., B.A.D., Admty.)

Sailing dates O.N. and O.N.S. convoys given in Admiralty's 0023/6 not satisfactory to C.E.S.F. due to requirement that southbound escorts arrive New York about 5 days before sailing date of eastbound convoys which they will escort. To meet this condition O.N.S. 142 must sail from U.K. 25/10 and O.N.141 27/10 each stays 8 days thereafter. Advise if satisfactory from point of view mid-ocean and Western Local Escorts.

(C. in C. U.S. Fleet, 2102/13 to C. in C. Atlantic Fleet, (U.S.), N.S.H.Q., (R) C.T.24, C.O.A.C., F.O.N.F., Admty., C.E.S.F.)

Note that following four signals from C. in C. U.S. Fleet have been passed to C. in C. Western Approaches at request of D.T.D.: 1330/13, 1332/13, 1334/13, 2102/13.

(War Registry.)

SECRET

391A

M E S S A G E

IN

17080/22nd October.

From S.B.N.O. Western Atlantic.

Date 23.10.42

Time 0315.

NAVAL CYPHER (X) BY W/T.

Addressed Admiralty

453. Your 1808/17 δ to N.O.B. Bermuda.
Following is a repetition of C.E.S.F. 2202/13.
N.O.B. Bermuda, Cominch, Com three, From CBY.
Cominch 1634/13 δ comply T.O.O. 2202/13.

17080/22

δ War Reg.message
 δ Re BUTTERMERE & WASTWATER.

N.A. 1st S.L.

Capt. PIM

Ops. (3)

O.D. 8

D.A./S.W.

D.M.S.

D.M.S. Citadel

C.I.C.

M (2)

Mails

Movts

I.P. (3)

W.D.

D.S.V.P. (2)

O.D. (5)

U.S.N. (3)

Admiral Blake.

G.M

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.America and West Indies - Contd.

- U/B. Reconnoitring aircraft sighted S/M 046° 37' N. 057° 00' W. at 1100Z/13th.
(C.O.A.C., 1331Z/13 to G.B. 7A, (R) R.A. South America Division, N.O.I.C. Sydney C.B.)
- S.C. 104, U/Bs. Bearings at 0953, 0954 and 1002Z indicate 3 U-Boats in vicinity S.C. 104.
(D.D.I.C., 1339A/13 to Escorts S.C. 104, (R) Escorts O.N. 135, etc.)
- W.L.E.F. TIMMINS, QUESNEL, DUNDAS, EDMUNDSTON, NEW WESTMINSTER are transferred from Pacific Command to Western Local Escort Force to date 14/10.
(N.S.H.Q., 1426A/13 to C.O.P.C., C.O.A.C., (R) Admty., etc.)
- O.N.S.136, U/Bs. Probably three U-Boats trailing O.N.S.136, two others ready to intercept in 56° N. 35° W. 54.30 N. 33° W.
See next page
(C. in C. U.S. Fleet, 1458/13 to Admty., (R) HARVESTER, C.T. 24, C.O.A.C.)
- S.C. 104. My 0606Z/13 (N.T. in W.D.) S.C. 104. P.C. and Ships sunk, S. at 1400Z, 53.25 N. 42.52 W.
(A) 075° seven. Weather will not allow more northerly course. Ships sunk were *FAGERSTEN and ASHWORTH. POTENTILLA searching for survivors, rejoining at dusk. Two U-Boats believed shadowing. Weather.
(C.T. 24.1.14, 1535Z/13 to C.T.24, (R) Connav, Admty., C. in C. W.A., N.S.H.Q., F.O.N.F., C.O.A.C., C.T. 24.7.) * *See next page*
- SEVERN. My 2018/26 (re sailing of SEVERN) for Saturday 17th read p.m. Sunday 18/10.
(B.A.M.R., 1602Z/13 to Admty., (R) F.O.S., etc.)
See 24/9 - p. 775
- U/B Positions. S/M Estimate 13/10 and S/M Notice, SEVERN, etc.
(Cominch, 1611/13.)
- Shipping, Capetown Area. D.T.D. 1632Z/13 to Connav.
See South Atlantic.
- BUTTERMERE, WASTWATER. Sail BUTTERMERE and WASTWATER in company as quickly as possible after arrival at Bermuda to Freetown for onward passage to Capetown. S.B.N.O. W.A. provides necessary charts and books. Chop to R.A.W.A. at 040° W.
(C. in C. U.S. Fleet, 1634/13 to C.E.S.F., (R) N.O.B. Bermuda, R.A.W.A., S.B.N.O.W.A., Admty., C. in C. S.A., F.O.C.N.A.)
See also 1835Z/13, 2202/13.

/ U/Bs. ...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.America and West Indies - Contd.U/Bs.
Attacked.D.A/S.W. 1652A/13 to Cominch etc.
See U-Boat Campaign.FAGERSTEN
sunk.*See previous
page.*10 survivors from SS. FAGERSTEN picked up approx.
052° 52' N. 044° 05' W. 19 unaccounted for. 1
other life boat and raft reported to be in areas.
Leaving off to rejoin S.C.104. Weather report.
(POTENTILLA, 1702Z/13 to C.T.F.24, (R) Connav etc.)WATERTON
(sunk 10/10)Further to my 2018/11. Owners B.O. Waters
Newfoundland. Sunk 1400Z/10th, 10 miles east
of St. Paul's Island, submarine submerged and not
sighted. Ship sunk by torpedo. Admty. 1320/2/4/
40, all C.Bs. lost with ship.
(N.C.S.O. Sydney, C.B., 1754Z/13 to Admty.)O.N.S. 136
U/B.*See previous
page.*U-Boat estimated in your vicinity by D/F has made
sighting report of convoy or important unit at
1351Z/13th.
(C. in C. U.S. Fleet, 1828/13 to HARVESTER, (R)
C.T. 24.)U-Boat estimated in your vicinity by D/F has made sighting of
a convoy or important unit at 2113Z/13th.
(C. in C. U.S. Fleet, 2152/13 to HARVESTER, (R) C.T.24.)Trawlers
for Cape
Area.

My 2035/12.

Following intended approx. sailing dates of
trawlers:(A) WASTWATER and BUTTERMERE, see* Cominch 1634/13.
(B) From Norfolk, 5 on 17th Oct., 5 on 22nd Oct.,

3 on 24th Oct.

(C) From Charleston 3 on 17th Oct.

2. Intend to route (B) and (C) via Trinidad and Freetown to
Capetown unless other guidance is received from Admiralty.(B.A.D., 1835Z/13 to Admty., (R) C. in C. S.A., S.B.N.O.W.A.,
R.A.W.A., S.B.N.O. Trinidad.)

U/B.

U-Boat position at 1305Z/13 within 150 miles of
53.30 N. 43° W. 10510 k/cs, ENIGMA, 43 Group.
(C. in C. U.S. Fleet, 1917/13 to Admty., (R) FAME,
U.S.C.G. (?GASQUAN), C.T. 24.)*MANASQUAN - see p.394.*IRENE
MYRTLE.British schooner IRENE MYRTLE is overdue Yarmouth
N.S. since 25/9 from New York.
(N.S.H.Q., 1927Z/13 to Admty., Connav.)

EMPIRE DAWN.

EMPIRE DAWN diverted from Trinidad to Charleston
on 7/10 has not arrived.
(N.S.H.Q., 1929Z/13 to Admty., Connav, S.O.(I)
Kingston, S.B.N.O.W.A.)

/LORD KELVIN ...

War Diary.

13.10.1942.
Tuesday.

FOREIGN STATIONS.

America and West Indies - Contd.

LORD KELVIN Your 1955A/8 and N.S.H.Q. Ottawa's 1758Z/11.
cables. C.C.N.F. reports following message received by
LORD KELVIN from Western Union. (Begins). Wish
to co-operate but seems preferable to undertake
our work while in vicinity to avoid extra steaming. Cable and
W/T repair may take several weeks. If British Naval Authorities
desire priority you may proceed to provide maximum (group omitted)
providing (ends.)

ii. LORD KELVIN is now on passage to Halifax in O.N. 135.
iii. No Canadian escort available. In view of position of break
suggest U.S. authority be requested to provide escort.
iv. Request an early decision be communicated to C.O.A.C. Halifax.
(N.S.H.Q., 2000Z/13 to Admty.)

U/B Connav Serial 13. CAMDEN serial 5 burned and
Campaign. sank 10/10. ROBERT H. COLLEY torpedoed sunk 4/10
59.06 N. 26.18 W. in convoy H.X. 209. Request
Cdr. U.S. Naval Forces in Europe advise if
DONADIRE serial 5 also sunk same position. REGISTAN torpedoed
sunk 28/9 12.37 N. 56.10 W. → STORNEST torpedoed 13/10 54.25 N.
27.42 W. convoy O.N. 136.
(Connav, 2043/13 to Comnav.)

Sub attack Para. A. Attack 49.02 N. 67.26 W. 1640Z/12
and sighting cancelled.
summary. REGISTAN one torpedo hit sunk 12.37 N. 57.10 W.
2328Z/28 Sept.
→ STORNEST torpedoed 54.25 N. 27.42 W. 0233Z/13

still afloat.
HARVESTER reports sub. sighted about 56.17 N. 29.35 W. 1700Z/12.
FAGERSTEN and ASHWORTH sunk 53.05 N. 44.06 W. 0500Z/13.
Para. B. Unidentified ship attacked 08.33 N. 59.20 W. 1147Z/13.
Para. C. Subs sighted 09.02 W. 1518Z/13. 11.02 N. 61.52 W.
1545Z/13. Plane sights sub. 46.37 N. 57 W. 1100Z/13.
P.B.Y. sights sub. 18.05 N. 75.55 W. 1310Z/13.
GANANOQUE attacks sound contact 49.03 N. 67.20 W. 1615Z/12.
S.C. 746 attacks periscope 21.01 N. 75.15 W. 2200Z/11.
Contact attacked 20.56 N. 75.03 W. 2330Z/11.
(C. in C. U.S. Fleet, 2115/13 to Admty.)

S.C. 104. S.C. 104 N U amend route to new point (E) 53.50
39.10. (F) 53.50 23.40. (G) 56.30 15.15 thence
(Q) omitting (N) (O) (P).
Stragglers route cancel position (2) (A) (B) (C) substitute
(H) 53.10 36.59. (J) 53.10 23.10. (IT) 55.50 14.02.
(Connav, 2138/13 to C.T.U. 24.1.4, (R) Admty., C.T.24, C. in C.
W.A., N.S.H.Q., C.O.A.C., F.O.N.F., C.T.G. 24.6, C.T.G. 24.7.)

/ CAMBRIA ...

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.America and West Indies - Contd.

CAMBRIA, Navy Dept. plan to lay approx. nine mile loop at
cables. Recife and five mile loop at Bahma, material for
which will be in hand sometime November. They
state that services of a cable ship would greatly
assist completion of project. 2. Request your remarks observing
that cable ship CAMBRIA is operating in the area (Alusna Rio
2010/10/9 - (N.T. in W.R.) - refers.)
(B.A.D., 2201Z/13 to Admty.)

U/B U-Boat estimated in your vicinity by D/F has made
S.C.104. sighting report of convoy or important unit at
1926Z/13th.
2. A. 392 (C. in C. U.S. Fleet, 2202/13 to FAME, (R) C.T.24.)
U-Boat position by D/F at 2000Z/13th and 1926Z/13th within 150
miles of 053° 00' 040° 15'.
(C. in C. U.S. Fleet, 2328/13 to FAME, U.S.C.G. MANASQUAN,
C.T. 24.)

U/B, Gulf Intercept 0004 G.M.T. WAX de GRDU.* HR FM MCBE.ø
of Panama. Sub. sighted lat. 6° 28' N. long. 79° 8' W. at
2300 G.M.T. de MCBE.
(Portishead Radio, 2334/13 to Admiralty London,
Admiral Liverpool.
* MFYQ (undecypherable).
ø BNWP (HEOGH SILVERCLOUD.)

PENNINGTON Following has been received from A.C.I.C.
COURT (Quotes 2020A/12.)
(torpedoed (C.T.G. 24.6, 2359Z/13 to A.I.G. 302.)
9/10.)

War Diary.13.10.1942.
Tuesday.FOREIGN STATIONS.Australia & New Zealand.KANIMBLA,
ratings for
SHROPSHIRE.

Your 0856Z/11. Cancel my 0157Z/10. Arrangements made for trans-Pacific passage.
(A.C.N.B., 0451Z/13 to C. in C. E.F., (R) Comsowestpac, C. in C. S.A., Admty. F.O.I.C. Ceylon, D. of S.T.)

Situation.

Serial No. 264, 12/10.

Enemy force remaining Buin Faisi Tonlei Harbour Base Dawn 12/10 indicated as 4 destroyers, 15 M/Vs including 1 tanker. 3 light cruisers, 6 destroyer and 1 unidentified vessel possibly seaplane tender indicated as departing this area during night 11/12.
(2) Formation enemy fighter aircraft reported departing Buka Aerodrome Southward 12/10 returning 2 to 4 hours later.
(3) Destroyer sighted morning 12/10 6° 30' S., 154° 30' E. course 140°.
(4) 3 Bostons escorted by 7 Aircobras attacked Buna Kokoda Area morning 12/10. 3 B.25's attacked Wairopi Bridge afternoon same day. At least 6 small native boats observed Holnicode Bay. 3 B.25s attacked Buna Aerodrome same morning silencing A.A. Position.
(5) Indications possible enemy unit 44° 30' S., 157° 50' E. morning 12/10.
(6) 1 Hudson bombed Dilli Area night 12/10, results not observed.
(G.H.Q., S.W.P.A., 0845Z/13 to Admty etc).

U-BOAT CAMPAIGN.Submarines Reported.

Indefinite positions 1200Z/13.
(D.D.I.C., 1415A/13, 1505A/13).

War Diary.13.10.1942.
Tuesday.U-BOAT CAMPAIGN.Submarines Attacked.

Cominch Report. Cominch's 121900 addressed to Admtly for action and for information B.A.D. and Comnaveu informs as follows:

This refers to Admtly 1059B/22/7. This week there was little anti-submarine activity. A U-boat was attacked by a plane of naval patrol squadron number 73 with 3 Mark 29 depth bombs off Iceland. It was reported that bow of S/M was blown to the surface. With stern first, S/M disappeared. In the week ending Oct. 11 at 2400Z, only 26 attacks were reported. (Comnaveu, 0917/13 to Admtly).

Admtly.
Weekly
Summary.

My 1059/22/7.

On the 8th ACTIVE off the Cape of Good Hope got a contact on R.D.F. type 286 at 2500 and A/S at 1600 yards. *U-boat passed down the port side and a 10 charge pattern set to 500 and 150 feet was fired. Next morning Diesel oil 3 miles by 1 mile was observed. CROCUS off Freetown, also on the 8th (?6/10 intended) got a contact on R.D.F. Type 271 at 2800 yards and rammed a U-boat at full speed between conning tower and stern at an angle of 75°. The U-boat hung on CROCUS for 2 minutes. The port thrower was fired at 60 yards 140 feet setting, chased U-boat and rammed again. 3 hits also were scored with the 4" and many rounds of Oerlikon. U-boat passed down starboard side and she was straddled with throwers, charges set at 50 and 140 feet. U-boat disappeared but was picked up by A/S and attacked with 9 charges. Contacts were lost at 400 and 600 yards. Aircraft reported oil and wreckage but not necessarily relevant. A Hudson from Iceland (C) attacked U-boat S.W. of Iceland (C) and pieces of wreckage, strips of wood and oil were seen 10 minutes later. The aircraft returned later and saw still more wreckage and larger quantities of oil. A Whitley in the Bay straddled a U-boat 50 feet ahead of the swirl and the Rear Gunner fired 200 rounds hitting the conning tower.

(D.A/S.W., 1652A/13 to Cominch, B.A.D., Comnaveu N.S.H.Q.)

*U.179 sunk.

14.10.1942.
Wednesday.War Diary.SITUATION REPORT.Home Commands.Operation
"Bowery".** Raid B (KOMET,
schiff 45)*

Group A (5 destroyers under COTTESMORE) which had sailed from Dartmouth with the M.T.Bs (Groups C and D), to patrol north of Cap de la Hague, made contact at 0058 in 14° Cap de la Hague Light 5 miles with a merchant vessel escorted by 5 T class torpedo boats (possibly including M class minesweepers). Group A engaged and set on fire the merchant ship and 2 escorts. The M.T.Bs were not in immediate company at the time and only M.T.B 236, which had become detached from Group D, came into contact with the enemy and hit the merchant ship with 2 torpedoes about 0115. Shortly afterwards Group A disengaged. The merchant ship blew up with the appearance of heavy explosion of ammunition and subsequent oil fuel fires. The two escorts were left heavily on fire and are considered total loss. Group B (4 destroyers under BROCKLESBY) sailed from Plymouth for a position 6 miles west of Guernsey. At 0221, 3½ miles east of Sark Light they encountered 4 small vessels and blew up one of them, an R-Boat. Our total casualties were 2 wounded. BROCKLESBY received superficial damage.

Attack on
F.N. 338.

Convoy F.N. 338 was three times attacked by E-Boats last night; in the third attack, in the early hours of today 15 miles north of Cromer, ~~SS.~~ LYSLAND and GEORGE BALFOUR were torpedoed; the former was set on fire and was towed to the Humber and the latter broke in two and the stern two-thirds was towed in to Great Yarmouth.

Force E.

Rear-Admiral Sir H.M. Burrough was appointed F.O. Force E to date 14/10. His flag is to be hoisted in L.S.H. BULOLO.

233 aircraft of Bomber Command out of 288 detailed, attacked Kiel last night and dropped 535 tons of H.E. and I.B. Eight aircraft are missing.

Three magnetic mines were detonated today near the Hammond Knoll (east of Cromer).

Harwich was closed at 2227A today until 1151A/15, owing to suspected minelaying.

The Russian staff reports that 9 mines were exploded by a fishing trawler near Cape Kanin today and that a U-Boat was sighted today in the western approaches to Yugorski Straits.

/Abolition ...

War Diary.14.10.1942.
Wednesday.SITUATION REPORT.Home Commands - Contd.

Abolition of the Commissar Branch in the Soviet Union Army was extended to the Russian Navy today. Captains of ships will be in complete command of their ships with a Second in Command to deal with political matters.

North Atlantic.Convoy
K.X. 1.

Convoy K.X.1, 5 ships which sailed from the U.K. on 2/10, arrived at Gibraltar in the early hours of today.

South Atlantic.

A message from the Admiralty to B.A.D. Washington today gives a list of our very weak A/S forces and aircraft in the area from Capetown to Aden and also details the arrangements which are being made to safeguard the larger and more valuable troopships in the Cape area and in the Indian Ocean to which latter the Admiralty expect the U-Boat campaign will extend. Messages from R.A. West Africa today give details of the steps which are being taken by Admiral Ingram (U.S.) and himself, to intercept merchant ships trading between Japan and Biscay ports through the Atlantic Narrows. These include U.S. OMAHA and DAVIS patrolling on the Recife - Ascension line since 7/10, returning to Recife about 20/10: Comsolantfor has been asked to continue the patrols. CINCINNATI and WIMSLOW are on patrol from 2/10 to 15/10 on the Equator to 15° W. There is a lack of long range aircraft for patrol. The Admiralty today give a list (A.M. 1921A/14) of 8 ships which are probably on passage to Europe from the Far East and 6 ships on passage to the Far East from Biscay, in addition to ships which may have been captured by German raiders and used as blockade runners from the Far East or as supply ships.

War Diary.14.10.1942.
Wednesday.SITUATION REPORT.Mediterranean.

UTMOST reports having hit a large tanker in 41° 1' N. 9° 38' E. (off Aranci Island, N.E. Sardinia); the ship was possibly beached.

P.46 reports having sunk at 1032/11 in 40° 29' N. 14° 15' E. a 2500 ton fully laden merchant ship, and at 1833/13 in 38° 14' N. 13° 14' E. a 1500 ton eastbound merchant ship in ballast. P.46 also hit and stopped a passenger train on the northern shore of the Gulf of Eufemia. P.43 at 1424/10 in 37° 11' N. 21° 26' E. sank an 8000 ton southbound merchant ship escorted by a destroyer. TURBULENT sank a small eastbound merchant ship at 0735/8, north of Ras-El-Hilal.

Ta Kali aerodrome was rendered temporarily unserviceable by bombing early this morning. There were over 220 enemy sorties against Malta today; the enemy lost between 23 and 32 aircraft and a further 24 were damaged; British losses were 5 Spitfires (2 pilots) destroyed and 9 damaged.

Heavy bombers carried out a daylight attack on shipping in Tobruk harbour and report 2 direct hits on a large merchant vessel.

A Swordfish at 2053 torpedoed a 7000 ton merchant vessel 78 miles E. by N. of Khoms and left it stationary. The vessel was attacked again at 2252 by a Wellington with 2 1000-lb. bombs, but results were not seen.

East Indies.

A submarine with a large sail was reported in the Gulf of Aden in 11° 55' N. 45° 24' E. at 0346Z today.

raised
The instructions for routing shipping on the east coast of Ceylon (see 13/10) were today raised and extended to cover the east coast of India.

400

14.10.1942.
Wednesday.

War Diary.

SITUATION REPORT.

America and West Indies.

Further U/B
attack on
S.C.104.
5 ~~6~~ more ships
sunk.

Several attacks were made on S.C. 104 during last night and the following ships were sunk:- EMPIRE MERSEY, SUSANA, SOULIOTIS, NIKOLINA MATKOVIC (all on 13/10), SOUTHERN EMPRESS (oil refinery ship) and NELLIE, making a total of 9 ships sunk in this convoy. Weather continues bad.

At 1400Z today S.C.104 was in 53° 57' N. 38° 26' W. Last night VISCOUNT straddled a U/B sighted on the surface with 11 D/Cs shallow pattern. Evasive alterations were made after dark.

The passenger ferry steamer CARIBOU was torpedoed early this morning in 47° 19' N. 59° 29' W., in the Cabot Strait.

Latest intelligence indicates that the enemy depot S/M which it was proposed that REGENT should attempt to intercept has left the area and the Navy Dept. now propose that REGENT should proceed direct to Gibraltar.

401

14.10.1942.
Wednesday.War Diary.HOME COMMANDS.Policy.

Flag of S.O. Force H. The flag of S.O. Force H is to be transferred from *NELSON to MALAYA at 1200A/15 and to DUKE OF YORK at 0800/17.
(C. in C. Rosyth, 0005A/14). *See p. 402.

F.O. Force E. Rear Admiral Sir H.M. Burrough appointed Flag Officer, Force E. to date 14/10/42.
S.O. Force C. His flag should be hoisted in BULOLO accordingly.
Commodore T.H. Troubridge appointed S.O. Force C. to date 17/10. Broad pendant will be flown in LARGS.
(1st S.L., 1257A/14).

Russian Navy. Abolition of Commissar Branch. Abolition of Commissar Branch extended to Russian Navy today.
(30 Mission 1642C/14 to Admty) See Lion Copy.

Drifters for Loch Ewe. Request the 5 drifters asked for in N.O.I.C. Aultbea 1057/14 may be sent Aultbea as soon as possible and that 2 drifters may be sent Oban as soon as possible. These vessels are urgently necessary to meet increasing requirements.
(N.O.I.C. Greenock, 1508A/14 to Admty).

Movements.

P.511 Arrival P.511 escorted by NORTHERN PRIDE.
(F.O.I.C. Falmouth, 0018A/14).
Request you sail P.511 to Portsmouth routed as in Captain (S) 5's 0958/7 escorted to 180° Lizard Head 10, to leave that position at 1930/14.
(C. in C. Plymouth, 1413A/14 to N.O.I.C. Falmouth).
Intend sailing at 1600/14 P.511 escorted by M/Ls 184 and 488 to 180° Lizard 10 miles. E.T.A. 1930/14, thence S/M proceeds as in S.5's 0958/7.
(F.O.I.C. Falmouth, 1458A/14).
Departure P.511. Routed through A. 180° Lizard 10 miles. B. 147° Lizard 20 miles. C. 180° Start 28 miles D. 120° Start 30 miles E. 050° 55.7' N., 001° 50' W. to R/V escort in 050° 55' N., 001° 45' W.
(F.O.I.C. Falmouth 1632A/14).
(1) Adjust your speed to pass through 120° Start Point 30' at 0800/15.
(2) R/V escort in 050° 55' 001° 45' at 0730/16.
(Capt. S.5., 1831A/14 to P.511).

/P.54...

SECRET

401 A

SECRET.

M E S S A G E

16420/14th October, IN.

From: 30 Mission.

Date 14.10.42.

Time 1855.

Moscow (X) BY W/T.

Recirculation. Y

Addressed: Admiralty.

~~217~~ Abolition of Commissar Branch in Army extended to Russian Navy today. Captains of ships will be in complete command of their ships with a Second in Command to deal with political matters.

16420/14.

COMMENT. Reasons for abolition of Commissars in Army and Navy are several. Probably two of the chief ones are:

(a) The shortage of officers. The change over will result in great numbers of Commissars now being available for positions of command.

(b) The general dislike of the military commanders for the Commissar system and the fact that Stalin is probably anxious to do everything he can to keep the army contented and ensure their loyal support for himself.

1st Lord
1st S.L.(2)
D.F.S.L.
2nd S.L.
Controller
4th S.L.
C.N.A.S.
V.C.N.S.
A.O.N.S.(F)
A.O.N.S.(H)
A.C.N.S.(W)
Secretary.
Naval Secretary.
P.A.S.(S)
N.A. 1st S.L.
Ops.(3)
O.D.(5)
O.I.C.(3)
D.N.I.(5)
D. of P.(3)
M.(2)
D.S.D.9.(2)
Admiral Blake
Admiral Hermon Hodge.
I.P.(3)
W.D.

War Diary.14.10.1942.
Wednesday.HOME COMMANDS.Movements. - Contd.

- P.54 Clyde arrivals P.54 escorted by LOCH MONTEITH.
(F.O.I.C. Greenock, 0844A/14).
*See next page
p 413.*
- FLEETWOOD. On reaching 7° W., proceed to Londonderry.
(C. in C. W.A., 0935A/14 to FLEETWOOD).
- 25th M.L.F. My 1027A/5 and Admiralty 1256A/11. Intend
etc. sailing group "Grasp" less BARFLAKE and BARBARIAN
owing to boiler defects in former, on 15/10.
2. Anticipate BARFLAKE and H.M.S. BARBARIAN with
one M.L. of 25th Flotilla can be sailed 17/10.
- Request codeword for para. (2).
(F.O.I.C. Milford Haven, 1011A/14).
A.M. 2016A/3 and my 1027A/5. Sailed POLRUAN, CLACTON
escorting 25th M.L. F. comprising M.Ls. 238 S.O., 273, 280,
283, 336, 338, and 444, also M.M.S. 5 of 114th Flotilla and M.M.S.
113 of 103rd Flotilla. S.O.A. 8 knots.
(N.O.I.C. Milford Haven, 1445A/14).
- FRANKLIN My 0925/11. Returned to Humber 0930/14. Intend
to sail to continue programme weather permitting
at 0830/15. EVERTON as escort.
(F.O. Humber 1035A/14).
- ALECTO. Intend ALECTO to sail from Port HHZ 0600A/15 for
Lunna Voe Shetlands E.T.A. 0700A/16.
(F.O.S., 1132A/14).
F.O.S's 1132A/14th. Route as follows.
(A) 022° Cape Wrath 5. (B) 180° Sule Skerry 10.
(C) 315° Brough of Errsay 3. (D) 000° Noup Head 5.
(E) 180° Sumburgh Head 5. (F) 090° Sumburgh Head 7.
(G) 090° Out Skerries 2 thence to destination.
(2) Fighter protection arranged.
(A.C.O.S., 1904/14 to ALECTO).
- L.22 Russian S/Ms L.22 and L.20 arrived Kola Inlet
L.20 from White Sea 5/10 and 11/10 respectively.
BAKU, Flotilla leader BAKU and destroyers RAZYARENYY
RAZYARENYY, and RAZUMNY arrived Kola Inlet 14/10. Russian
RAZUMNY S/M M.171 returned Kola Inlet from patrol 14/10
M171 no claims. Russia S/M Z.102 returning from Novaya
Z.102. Zemlya patrol. My 1658/12. MUSSON armed
trawler 2 76 millimetre guns.
(S.B.N.O. North Russia, 1202A/14).
- * NELSON, Take FORMIDABLE and PANTHER under your orders
FORMIDABLE, and sail to comply with C. in C. H.F., 1203 (?11)
PANTHER. (C. in C. Rosyth, 1215A/14 to NELSON)

** See p 401.*

/ACTIVITY...

War Diary.14.10.1942.
Wednesday.HOME COMMANDS.Movements - Contd.ACTIVITY,
LOOKOUT,
PENN.

Take LOOKOUT and PENN under your orders and proceed Clyde passing May Island at 2000/16. LOOKOUT and PENN are to enter Scapa when relieved by 2 destroyers detailed by R.A.(D) H.F. (C. in C. Rosyth, 1220A/14 to ACTIVITY).

BRIXHAM

Request you sail BRIXHAM to Scapa forthwith. 2. A.C.O.S. is requested to investigate failure of BRIXHAM to read A.M. 2218/12 (H.D.201 and B.N.922 at 2340/12) and to sail her accordingly. (D.M.S., 1249A/14 to C. in C. Rosyth).

NORFOLK,
BERMUDA.

Scapa departures NORFOLK 1228, BERMUDA 1232. (A.C.O.S., 1352/14 to N.O.I.C. Greenock). My 1352/14. BERMUDA exercising en route. E.T.A. Greenock 0701/16. (A.C.O.S., 1528/14).

EGLINTON,
WALPOLE.Departure EGLINTON, WALPOLE. (F.O.I.C. Harwich, 1521A/14). Arrivals EGLINTON, WALPOLE. (F.O.I.C. Harwich, 2031A/14). *See p.405 - (Interde)*

MEYNELL

*See next page
(E. Brooke)
p.405 (Interde)*

Departure MEYNELL. (F.O.I.C. Harwich, 1619A/14). Arrival H.M.S. MEYNELL. (F.O.I.C. Harwich, 1921A/14).

P.54

*See previous
page p.403*

Sailed P.54 escorted by LA CAPRICIEUSE in accordance with S.3's 1139A/12. (F.O.I.C. Greenock, 1748A/14).

BLENCATHRA

Arrival BLENCATHRA. (F.O.I.C. Harwich, 1903A/14).

PROTEUS

Your 1529/14. My position 045° 35', 013° 03'. Estimate can arrive Lizard 24 hours early. Your 2129/12 and your 2159/(?12) refer. (PROTEUS, 2001A/14 to F.O.S.)

Your 2001/14. Estimate your S.O.A. 125 miles per day. My 2159/12. For 0700/20 read 0800/19. (F.O.S., 2316A/14 to PROTEUS).

OAKLEY

If weather unsuitable to enter Sorvaag return to Thorshavn. (N.O.I.C. Faeroes, 2147A/14 to OAKLEY).

War Diary.

14.10.1942.
Wednesday.

HOME COMMANDS.

Movements. - Contd.

VICTORIOUS,
BITER,
AVENGER.

Your 1855/14. Approved to proceed to Clyde passing Hoxa Gate 1100A/16.
(2) R.A. (D) H.F. is requested to detail 6 destroyers as escort.
(3) C. in C. Rosyth and C. in C. W.A. are requested to arrange A/S air escort.
(4) Fighter protection is being arranged.
(C. in C. Rosyth, 2329A/14 to R.A.A.)

Operations.

Search for
Enemy M/V.

My 1601A/13. Search along estimated course unsuccessful. My P.C.S. 046° 29' N., 017° 41' W. 015° 14 knots.
(EGRET, 0102A/14 to Admty (R) CHARYEDIS).

E-boats

3 E-boats. My position 030° Cromer 10 miles. (WHITSHED, 0155/14).
Coastal Forces from 32 to R B 23, R B 24 light 53° 15' N., 3° 00' E.
(Chatham, 0221A/14 to S.E.E.C.C.D. South).
Fleet North.
(Chatham, 0237/14 to S.E.E.C.C.D. South, MEYNELL)

Do not get North of 57 buoy.
(C. in C. Nore, 0315A/14 to MEYNELL) *see previous page*
Enemy group bears from Sheringham 348° proceeds towards

Convoy.

(C. in C. Nore, 0425A/14).

Operation
"Bowery".
*One 4,000 ton
M/V 2 Escort
Vessels
1 R-boat
destroyed.
1 T.B.
damaged.

* *Funnel B. (KOMET,
Schiff 45)*

Your 0235. After passing through R/V proceed at 25 knots to Plymouth.
(C. in C. Plymouth, 0305A/14 to Group B., (R) Group A)
BROCKLESBY, FERNIE, TYNEDEALE, KRAKOWIAK arrived.
(C. in C. Plymouth, 0649/14).
Group "A" plus M.T.Bs. 229, 55, 49, 56, 203 arrived.
(N.O.I.C. Dartmouth, 0733/14 to C. in C. Plymouth).
Reports on operation "Bowery".
2. Group A. COTTESMORE(S.O.), QUORN, GLAISDALE, ESKDALE, and ALBRIGHTON when in 014° Cap de La Hague Light 5 miles at 0058/14 made contact with enemy force comprising one merchant vessel of 4,000 tons with 1 funnel amidships and 2 masts with 2 escorts probably T class T.Bs. but possibly including M. class Minesweepers
Enemy were engaged and merchant vessel and 2 escorts set on fire.
3. Group C. M.T.Bs. 55(S.O.), 56, and 49, and Group D. M.T.Bs. 229 (S.O.) 203, 95, and 84 were not in immediate company at this time.
M.T.B. 236 which had become detached from group D. attacked the merchant vessel from 700 yards range at about 0115 and hit with 2 torpedoes.

War Diary.14.10.1942.
Wednesday.HOME COMMANDS.Operations.

Operation
"Bowery".
* One 4,000
ton M/V 2
Escort
Vessels
1 R-boat
destroyed.
1 T.B.
damaged.
Contd.

* *Re: J. B. (KOMET,
Schiff 45)*

4. At about 0125 Group A. disengaged to northward. Remaining M.T.Bs. were not able to attack. Remaining escorts believed to have retired to south westward, close inshore.

5. As a result of action of Group A. and M.T.B 236 merchant vessel blew up with appearance of heavy explosion of ammunition and subsequent oil fuel fires. Two escorts were left heavily on fire and are considered total loss. Fires were seen from the English coast at 0120 and were seen by Group B., at 0230.

6. At 0221 Group B. BROCKLESBY S.O., FERNIE, KRAKOWIAK, and TYNEDALE when in 090° Sark Light 3.5 miles after passing south of Guernsey sighted 4 small vessels including probably one T-class T.B. one R-boat, and 1 trawler bearing 040° 4 miles on southerly course. Group B. engaged, hitting T-Class and causing R-boat to blow up. Group B. then withdrew to westward.

7. Groups A. and B. came under some fire from batteries on mainland and on islands.

8. Casualties and damage. BROCKLESBY 1 rating wounded, superficial damage to hull. KRAKOWIAK 1 rating slightly wounded.

9. Forces returned at daylight as follows:- Group A. and M.T.Bs. 229, 203, 55, 56 and 49 to Dartmouth. Group B. to Plymouth M.T.Bs. 95, 84 and 236, latter with engine trouble, to Needles. (C. in C. Plymouth, 1521A/14 to Admty).

Wreck
clearances.

* MARIA reports Y.93 now considered safe.
VALESCA proceeding to verify.
(F.O.I.C. Gt. Yarmouth, 1411A/14). * *See p. 409*

Patrols.

M.L. Patrol tonight weather permitting. Forces employed M.Ls. 181 (S.O.) 259, 180.

2. Patrol 7 miles 065° and 245° either side of 130° Start Point 16 miles.

3. Object to intercept E-boats.

4. Information. Own 2 M.G. Bs. may leave Dartmouth 1730/14 for southward, returning to Dartmouth by daylight. Enemy E-boats may be in Cherbourg and Guernsey.

5. Execution. Proceed at 1500/14 and pass through 240° Eddy-stone 3 miles and 180° Start Point 4 miles, leave latter position at 1930/14 and proceed to patrol. Speed to reach patrol is not to exceed 14 knots. Leave patrol at daylight/15 and return to Harbour passing through same position.

6. Codeword "Wheel".

(C. in C. Plymouth, 1333A/14 and 1515A/14).

My 1333A/14. M.Ls. proceed to Dartmouth.

(C. in C. Plymouth, 1733A/14).

N.T. 2 * *3* My 1014/14. Cancel patrols. * EGLINTON, * WALPOLE, * MEYNELL return Harwich. * HOLDERNESS and * BLENCATHRA proceed to Harwich or anchor off the rough.

(C. in C. Nore, 1656A/14). * *See p. 403.*

X See p. 411

/Operation...

War Diary.14.10.1942.
Wednesday.HOME COMMANDS.Operations - Contd.

Operation "Outward". Operation completed 1900 hours.
(A.B.O. Oldstairs 1903A/14 to V.A. Dover).

Allied Air Activity.

Bombing restrictions. A. Cancel my 2147/11.
B. Request total bombing restriction in area bounded by 009° 30' W., 005° 00' W., 045° N., and Spanish coast forthwith until further notice. (F.O.S., 1456A/14 to H.Q.C.C.)

(1) Request submerged bombing restrictions as follows.
(a) Area 51 South of 050° E., 005° 30' from 1830/14 to 2230/14. (B) Area 53 North of 049° 30' from 1830/14 to 1200/15.
(c) Area 41 North of 049° 50' from 0300/15 to 0700/16.
(2) Request Needles Sanctuary from 0600 to 0930 on 16/10. (Capt. S.5., 1548A/14 to H.Q.C.C.)

Bomber Command operations. On night 13/14, 233 A/C bombed Kiel. (H.Q.B.C., 1515A/14).

Raider at Havre. An enemy raider which has been in dock at Le Havre for some time has been seen by air reconnaissance to have been moved to N. Wall of Bassin Bellet East and to have steam.
2. It is probable that this ship will shortly become operational and my move to Eastward.
3. Admiralty regard this ship as a class one target.
(D.O.D. (H.), 2310A/14 to H.Q.C.C.)

Enemy Air Activity.

Iceland. One enemy aircraft unidentified sighted from Vattarness at 0825, course S., and from Dalatangi course N.E. at 0911. One F.W. sighted from Sandur 064° 35' N., 023° 49' W., at 1000 picked up by plot 12 miles North of Akranes at 1032. Fighter made momentary contact over Skagi at 1050 and A/C disappeared in clouds course South.
Cloud two (?tenths) 3,000 feet, visibility 12 miles. (A.C.I.C., 1152A/14).

Mining.

Operation E.Y. On 15/10 proceed in compliance with para. 3 of C. in C. H.F., 1459A/12. (A.C.I.C., 1202A/14 to M/S 15).
Close search 9 cables either side line X to Y as laid down in C. in C. H.F. 1459/12 completed today. Negative result. (N.O.I.C. Iceland 1943A/14).

War Diary.

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Wednesday.

HOME COMMANDS.

Mining - Contd.

Home Fleet. I fully concur in A.C.O.S. 0901/13. Practice areas to westward of Orkneys are particularly vulnerable. Suspected minelaying in this area might necessitate stopping practices for considerable time.

2. In view of present employment of first and 6th M/S Flotilla, an additional fleet M/S Flot. capable of all 3 forms of sweeping in Home Fleet is most desirable. (C. in C. H.F., 1237A/14 to Admty).

Lyme Bay. Intend sailing CONCERTATOR and LOCH BUIE at 0700 /15 to make an exploratory sweep off Berry Head returning to Dartmouth O/C. Codeword "Ounce IV". (N.O.I.C. Dartmouth, 1555/14).

My 1231A/10. Items C and D. completed - negative results. Intend to carry out item E tomorrow, proceeding to Portland on completion.

(M/S 4 1710A/14 to C. in C. Plymouth).

Yarmouth. LL Sweeper detonated two red magnetic mines at 1603 in 290° 2 miles Hammond Knoll. (F.O.I.C. Gt. Yarmouth, 1648A/14). LL Sweeper detonated one red magnetic mine at 1652 in 290° one mile Hammond Knoll. (F.O.I.C. Gt. Yarmouth, 1731A/14 and 2120A/14). At 1453/14 one Magnetic Mine exploded by Sweepers. Details. (F.O. Humber, 1856A/14).

Ross of Mull. Mine reported ashore at Uisken, Ross of Mull, 150 yards from house. (N.O.I.C. Oban, 1953A/14).

Harwich. Port of Harwich closed owing to suspected minelaying until 1300 tomorrow. (F.O.I.C. Harwich, 2227A/14).

U-Boats.

U-boat reported. By D/F at 2112Z/14. Position of U-boat was within 30 miles of 53° 30' N., 14° 30' W. (D.D.I.C., 2300A/14).

Casualties & Defects.

STORNEST (torpedoed 13/10). Distress 261° Class 1. (Darlanhead Radio, 0426 G.M.T./14) (Tiree Radio, 0428/14). Following received. 0444 IRISH OAK to STORNEST, our position 53° 45' N., 24° 47' W. 90 miles, is it any use. 0448 STORNEST to IRISH OAK, Yes do utmost to come along have you D/F please. 0450 STORNEST to IRISH OAK, here abandoning ship keep coming. 0451 IRISH OAK,

/to...

War Diary.

14.10.1942.

Wednesday.HOME COMMANDS.Casualties & Defects. - Con 15.

STORNEST to STORNEST have you boats. 0453. STORNEST to
(torpedoed IRISH OAK yes. 0453 IRISH OAK to STORNEST have
13/10). you lifeboat transmitter. No further reply from
Contd. STORNEST. 0455 De GCK S O S STORNEST Psn.

54° 34' N., 26° 39' W. abandoning ship.
(Burnham Radio, No T.O.O.)

Received 0429 G.M.T. from STORNEST. S O S.
Position 54° 34' N., 26° 39' W., listing heavily, water gaining
rapidly, shall not be able to hold out much longer. Master
0420/14.

(Burnham Radio, 0535/14 to Admty).

Intercept at 0453 G.M.T. IRISH OAK to STORNEST have you
rafts (reply from STORNEST yes).

(Port Patrick 0553/14).

Intercepted at 0457 G.M.T. De Valentia Radio. From
STORNEST Position 54° 34' N., 26° 39' W. Abandoning ship. 0449/
14.

(Port Patrick, 0557/14).

O.N.137 N.U. and C.X. Alter course from (L) to (A) 052°
01' N., 029° 03' W., thence (M). No amendment to Stragglers
route.

(2) Detach two corvettes forthwith to search for survivors of
STORNEST reported taking to rafts in 054° 34' N., 026° 39' W.
IRISH OAK expected to be in vicinity p.m. today also searching
for survivors.

(4) Corvettes are to carry out search until necessary to
rejoin convoy at (L).

(5) Corvettes are to report situation immediately on finding
survivors or result of search on leaving to rejoin convoy.

(C. in C. W.A., 1040Z/14 to C.T.U. 24.1.14).

Following from Lands End Radio. Intercept 1357 G.M.T.
To Admiral Plymouth from IRISH OAK to STRONEST. Had to
abandon rescue, heavy seas, westerly gale. Lands End radio
T.O.R. 1511.

(C. in C. Plymouth No T.O.O. to Admty) (Valentia Radio,
1401/14).

Your 1040Z/14. Convoy hove to in westerly gale (?bearing)
233° about 3 knots. Convoy position 057° 10' N., 021° 06' W.
Corvettes cannot make progress toward Storness until weather
moderates. Weather 7968.

(C.T.U. 24.1.14, 1435Z/14 to C. in C. W.A.)

EMPIRE Your 2208/13. R.A.F. launch will co-operate
TARPON inside Loch if possible.

(C. in C. W.A., 1228A/14 to LONDONDERRY).

Heavy sea stopped progress during the night.

MARAUDER tow now parted at 400 fathoms. Consider ship will ride
to this and cable before grounding. DEXTEROUS is still fast to
stern. Conditions on board increasingly dangerous but consider
it still more risky to abandon ship in present weather. My
position 57° 10', 07° 58'. Weather 3842 9558.

(LONDONDERRY, 1402A/14)

F.O.I.C. Greenock is requested to sail NORTHERN SPRAY
as soon as possible to take over escort of EMPIRE TARPON in
approx. 56° 58' N., 08° 19' W. On relief LONDONDERRY and
LANDGUARD are to return to base.

(C. in C. W.A., 1833A/14).

Your 1833A/14. Intend to sail NORTHERN SPRAY at 2300A/14 to
057° 10' N., 007° 58' W. E.T.A. 2100A/15.

(N.O.I.C. Greenock, 2126/14 to C. in C. W.A.)

/Your...

14.10.1942.
Wednesday.

War Diary.

HOME COMMANDS.

Casualties & Defects.

EMPIRE
TARPON.
Contd.

Your 1833A/14. Both tows having parted on lee-ward shore and condition of ship appearing critical she was abandoned at 1900 and sank at 2200 in (057°) 24', 007° 45'. All hands safe. Tugs have been (ordered to) return to base. My course and speed 190° 12 for Londonderry. LANDGUARD in company.

(LONDONDERRY, 2205A/14 to C. in C. W.A.)
Cancel my 2126A/14.
(F.O.I.C. Greenock, 2359A/14).

MARIA.

My 1411. ^{p 405} Arrival wreck disposal vessel MARIA with leaking boiler tubes.
(F.O.I.C. Gt. Yarmouth, 1515A/14).

ANSON

At about 0510/14 British Steamship NORCO while shifting berth in gale collided bows-on with ANSON who was at anchor. ANSON sustained slight damage to boundary angle and sheer strake above stringer plate at about 32 station starboard. Strained rivets being caulked by ship's staff. Ship is seaworthy. No apparent necessity for permanent repairs.
(ANSON, 1606A/14 to Admty).

MALLARD.

See next page.

^{N.T.N.D.}
Your 2136/12. MALLARD can be taken in hand at Poplar mid November.
(D.O.D.(H.), 2029A/14 to C. in C. Nore).

War Diary.14.10.1942.
Wednesday.HOME COMMANDS.Shipping and Convoys.

Convoy F.N.38. Suspected E-Boat activity in Humber Area unconfirmed.
 LYSLAND (C. in C. Nore 0105A/14 to S.E.E.C.C.D.)
 and 2nd. group of E-Boats indicated 53° 02' N 1° 50' E at 0220.
 GEORGE (Chatham 0231A/14.)
 BALFOUR WESTMINSTER 0337. 2 tugs from Yarmouth proceeding now.
 torpedoed. (C. in C. Nore 0405A/14 to WHITSHED.)

Picked up survivors Collier GEORGE BALFOUR. Transferred 8 men to M.L. for landing. Retaining 10 men to assist with salvage of SS. LYSLAND on fire. Fire well under control. Hope to tow vessel into port. Stern half of Collier afloat and drifting in vicinity of shipping. Position 57 D buoy.
 (CHAMPION 0710A/14 to C. in C. Nore.)

Proceed with despatch to vicinity 57 D buoy to stand by damaged merchant ships.

(C. in C. Nore 0711A/14 to MALLARD.) * See Humber page

LYSLAND and stern half of GEORGE BALFOUR afloat 2 miles from 57 D buoy. Tug CHAMPION expects to have LYSLAND in tow by 0900 and has been instructed to proceed to Great Yarmouth. Consider GEORGE BALFOUR can be taken in tow on arrival of tug. Survivors have been landed by M.L. Intend remaining with LYSLAND until relieved by MALLARD. WHITSHED is standing by GEORGE BALFOUR.

(HAMBLEDON 0753A/14, 0915A/14 to C. in C. Nore.)

Cancel my 0711/14. Proceed Humber by Admty. message Q.Z.S. 277 passing 1 mile west of 57 E buoy, thence to H 2 buoy.
 (C. in C. Nore 0802A/14 to MALLARD.)

Your 0802A/14 received and understood. Present position 8A buoy.

(MALLARD 0852A/14 to C. in C. Nore.)

Arrival M.L.197 at 0900 with survivors ex F.N.38.

(F.O. Humber 0935A/14 to N.O.I.C. Lowestoft.)

CHAMPION's 0710/14. KROOMAN and DIVERSION proceeding to scene. Instruct CHAMPION to tow to Yarmouth with another tug if necessary.

(C. in C. Nore 0941A/14 to HAMBLEDON.)

Cancel my 0915. Am proceeding Humber, tug has defective boiler and is short-handed.

(HAMBLEDON 1016A/14 to C. in C. Nore.)

Your 0941/14 and my 1016/14. Tug considers LYSLAND in danger of sinking. Am proceeding towards Humber. My position now 57 D buoy two miles, course and speed 305° 4 knots.

(HAMBLEDON 1058A/14 to C. in C. Nore.)

Your 1016. Order CHAMPION to pass one mile west of 57 E buoy, thence direct to H 2, thence to Humber. Accompany tow to Humber.

(C. in C. Nore 1121A/14 to HAMBLEDON.)

KROOMAN and DIVERSION ordered to GEORGE BALFOUR. Remain in company and order tugs to tow to Yarmouth.

(C. in C. Nore 1125A/14 to WHITSHED.)

Your 1058. Do not let ship sink in Channel.

(Chatham 1217A/14 to HAMBLEDON.)

Part company and proceed to Yarmouth Roads for the night. Warn tugs and DAPPER if present to keep to west side of swept channel. F.N.39 proceeding by A.M. Q.Z.S. 287 report E.T.A. to N.O.I.C. Yarmouth.

(C. in C. Nore 1744A/14 to WHITSHED.)

/Your 1744...

War Diary.

14.10.1942.
Wednesday.

HOME COMMANDS.

Shipping and Convoys- *contd.*

Convoy F.N.
838. LYSLAND
and GEORGE
BALFOUR
torpedoed.
Contd.

Your 1744. Have parted company with tow in 053° 04' N 001° 25' E. Their course and speed devious 4 knots. My E.T.A. 2130.
(WHITSHED 1835A/14 to C. in C. Nore.)
Intend anchoring at The Rough at 2200 and proceeding into Harwich at daylight.
(HOLDERNESS 1855A/14 to N.O.I.C. Harwich.) *See p. 405*
Arrival HAMBLEDON at 1800.
(F.O. Humber 1855A/14.)

D.S.33.

D.S.33 route. A. 270° Oversay 6 miles.
B. 058° 20' N 013° 00' W.
C. 062° 03' N 020° 50' W. thence to Reykjavik.
(C. in C. W.A. 1035A/14.)

Atlantic
Convoy
Escort
Groups.

1. With the present scale of U-Boat attacks in the North Atlantic it is essential that the mid-ocean escort groups should be operated as economically as possible. The large number of U-Boats operating coinciding with the approach of winter unavoidably entails increased demands on the escorts who fortunately had a comparatively easy time during the summer.
2. F.O.N.F.'s 1436Z/11 is, with the exception of his remarks regarding reduced time available in U.K. for fitting R.D.F., only a generalisation and an expression of his opinion.
3. The schedule received by C. in C. W.A. was C.T.F.24's 1941/24/8 which did not allow for alternate fast and slow convoys. Escort units B.7, B.6, B.1 and B.3 have all taken out and are bringing back slow convoys.
4. Ref. paras B and C in F.O.N.F.'s signal the operation of a supporting group has already proved to be practicable and has probably resulted in the destruction of a U-Boat by ROTHER.
5. Minimum lay-over time has been calculated on the assumption that R.C.N. escorts will spend 13 days at sea with fast O.Ns and 15 days at sea with S.Cs between St. Johns and Londonderry. This would appear to be a reasonable allowance based on our experience of last winter and it should be noted that slow O.Ns which are likely to make the longest passage will be escorted by B groups. It is intended that whenever possible part of the escort of an eastbound convoy should be brought in early should the U-Boat situation East of 20° West permit.
6. In order to assist F.O.N.F. in the fitting of Tyne 271 in R.C.N. corvettes it is proposed to keep B.3 at a running strength of 3 corvettes only, and to lend the remaining corvettes of the group to C groups in order that work may be completed during one period in the U.K.

It is strongly urged that the proposals made in your 1816/10 be adhered to and as emphasized in para 5 of my 1608/7 the 11th group can always return to mid-ocean escort duty should it be found that 10 groups are not sufficient.
(C. in C. W.A. 1232A/14 to Admty.)

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14.10.1942.
Wednesday.War Diary.HOME COMMANDS.Shipping and Convoys - Contd.DURBAN
CASTLE.

Unless DURBAN CASTLE can be sailed to reach the Clyde by noon 17th she should be sailed direct to her exercise anchor berth in Loch Linnhe. (R.A.C.O. 1645A/14 to F.O.I.C. Liverpool.)

Troopships
in Clyde.

Your 1300/13. Am keeping close touch with A.B.O. Greenock who will inform me daily if he wants ships moved. At moment do not propose moving any. (P.S.T.O. Scottish Ports 1745/14 to D.S.T.)

Southbound
shipping
in Irish Sea.

My 1849/24/9. Delete para "BB convoys are to be sailed at daylight" and substitute "BB convoys and independent ships over 15 knots are to be sailed at such time as necessary to pass through the area from the seaward end of Q.Z.S. 184 to Helwick Light Vessel in daylight". (C. in C. W.A. 1918A/14 to F.O.I.C. Belfast.)

W.S.24P.

My 2024/6. Following is embarkation programme for remaining vessels of convoy W.S.24P. Details. (D.S.T. 1924A/14.)

T.A.25.
(QUEEN
ELIZABETH)

Route. R/V at 0630Z/18 in J. 270° Oversay 6 miles. K. 55° 28' N 16° 10' W. L. 43. 55' N 25° 05' W. M. 41° 35'. N. 38° 43'. O. 38° 61'. P. 39° 70'. thence to New York. (D.O.D.(H.) 2040A/14.)

Convoy
operational
reports.

Commodore of O.N.S.126 reported on his return to U.K. that he had to manoeuvre his convoy to avoid an S.C. convoy in the approaches to New York. Commodores should be informed that reports of operational interest of this nature should be reported to the U.S. Naval Authorities as early as possible after the event, through the B.R.O. New York. (D.T.D. 2052A/14 to N.C.S.O. Liverpool.)

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War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.General.

Aircraft Admty, 423A/29/9. At 0001 G.M.T./16/10. Cancel
Recognition. para.8 (b) and substitute the following:-
"U.S.Aircraft operating on British Home Station
in Atlantic and in Pacific Sector of Panama Sea
Frontier, use 2-star cartridge from Key Memorandum No.2.
Some ship-based aircraft of U.S.South Atlantic Force are not yet
equipped with 2-star cartridge, but will use when distribution is
completed."
(D.S.D. 1802A/14."A" Message 525A).

North Atlantic.

K.X.1. K.X.1 arrived, 5 ships.
(F.O.C.N.A. 0300A/14 to Admty).

CHARYBDIS. Your 1934/13th. (?1834/13 intended).
Position 045° 20' 019° 10' E.T.A. Ponta Delgada
1900/15th. 900 tons fuel short on arrival.
Weather report.
(CHARYBDIS 0846A/14 to F.O.C.N.A. (R) Admty, etc)
Situation 1958A/14.
(1) CHARYBDIS leaves vicinity 46.01 22.02 dusk 14th to arrive
Ponta Delgada 1901/15th.
(F.O.C.N.A. 1332A/14 to Sit Rep for Area Y).

P.54. P.54 passes Bishop Rock at 1930A/16th and
See pp 402 7403 through 043° N. 012° 10' W. at 0100A/21st,
shift W/T watch at that time.
2. W/T watch (a) on Home Station A.F.O. S. 2/42 table 2(3).
(b) on North Atlantic Station A.F.O 'S' 1/42 Section (3) table 2
(1) line 10.
3. P.54 is painted grey with light grey figures on C/T.
4. S.Ps carried.
(Capt.S.3. 1007A/14*to F.O.C.N.A.(R) Admty etc).
*and addition 1144A/15.

Situation (1) P.217 (?36).38 08.48 on the surface (?10) to
1956A/14th. pass 225°. St.Vincent 20 at 1801/14th.
(?36).01 05.59 at 1001/15th to arrive Gibraltar
1402/15th.
(2).P.228 38.48 10.28 on the surface 8½ to pass 225°. St Vincent
20 at 1201/15th thence to 36.01 05.59 at 0401/16th.
(3). IMPERIALIST 37.29 09.32 direct to Gibraltar 10.
(4). BHADRAVATI patrol Huelva Bight. *See Bombay. (R) List*
(5). SCOTTISH patrol off Lisbon.
(6). CAVA off Tariffa to Gibraltar.
(7). INCHMARNOCK one merchant ship off Huelva coast 28 to
Lisbon 9.
(8) NIGERIA sail 1945/14 through 35.53 06.02 thence 266° 19.

See p. 414 7415
/(9)....

413A

MOST SECRET. MESSAGE 0920A/14th October IN

From: F.O.C. North Atlantic.

Date 19.10.42.
Recd. 1221.

MOST SECRET

~~Naval Cypher A by cable.~~

Addressed: V.A. Malta repeated Admiralty. F.O.S.

951. Your 0735/14 ^{p.422} There has obviously been a misunderstanding somewhere. I will have matter fully investigated on return of CLYDE.

0920A/14.

* Report that 10 more tons could have been carried.

- 1st Lord
- 1st S.L. (2)
- Deputy 1st S.L.
- 4th S.L.
- V.C.N.S.
- A.C.N.S. (F) (2)
- N.A. 1st S.L.
- D.O.D. (H) (2)
- D.O.D. (F) (2)
- D.C. (2)
- Head. of M. (13)
- D. of P. (2)
- D. of S.
- I.P. (2)

JR. W.D.

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War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.North Atlantic.

Situation (9) S.L. 124 WESTON, TOTLAND, HONEYSUCKLE,
1956A/14th. HYDERABAD, BULAN, 37.14 16.01 through 39.30 16.01
Contd. thence 338° 7 $\frac{3}{4}$

(10) S.L.124 G. COREOPSIS, SHIANT, KERRERA, EDAY
38.21 15.01 to R/V.S.L.124 in approx position
38.48 16.01 7 $\frac{1}{2}$. Escort part company at R/V to proceed 115°.
COREOPSIS 12, trawler 10 knots.

(11) 2 motor launches, 1 merchant ship sailed 1900/14th coastwise
to Guadalquivir 8.2 motor launch return direct.
(F.O.C.N.A. 1128A/14 to A.I.G.63).

One Merchant Ship escorted by trawler left Gibraltar 0715/14th
proceeding coastwise to Lisbon. LOCH OSKAIG on patrol off Huelva.
One trawler on patrol off Cape Spartel. *NIGERIA leaves Gibraltar
1900/(?14th)proceeding westward routed clear to South of P.217.
2. P.228 is to adjust speed between Q and P. so as to pass
P. at 0900/16th and to arrive Gibraltar 1300/16th. Longitude
006° 30' W. is not to be crossed before 0700/16th.

(F.O.C.N.A. 1138A/14 to 8th S.F.). * *p. 413 7415*

Spanish
Tankers.

All Campsa tankers on passage to North Spain
have instructions to make Cape St.Vincent and
then follow coast northwards.
This is security measure.
(N.A.Madrid 1303/14, to S.O.(I) Gibraltar,(R)
D.N.I.).

P.51.

Intend sailing P.51 for working up patrol North
of Alboran Island p.m./16th
(F.O.C.N.A. 1436A/14 to C. in C.Med. (R) Admty
V.A.Malta, F.O.S.).

Gibraltar
Air Raid
11/10.

Sitrep. Our 17621 13/10 (1030/13). Amend to read
one R/C JU.88, not two.
(Govr.Gibraltar 1445A/14 to W.O.).

Bombing
Restrictions.

AC 148 14/10.
Serial number G.257. My A/C 70/7/10. Cancel
serial number G.231 forthwith. Serial number
G.258. Institute total S/M bombing restrictions
forthwith until further notice between 05° W. ASP 09° 30' W.
and 45° N and the Spanish Coast.

(H.Q.C.C. 1540A/14 to R.A.F Gibraltar (R) F.O.C.N.A. S.8).
AC.151 14/10. My AC.148 14/10 serial number G.258. Amend
Southern Boundary to read Spanish coast and parallel of 43°
N. Serial number G.259. Institute total S/M bombing
restrictions forthwith until 1200/15 in area 53° N. of 49° 30' N.
(H.Q.C.C. 2015A/14 to R.A.F.Gibraltar, F.O.C.N.A., S.8).

/Vichy...

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.North Atlantic - Contd.Vichy and
Prisoners.

Your 2346/28/8. French Ambassador states in case of naval prisoners taken from Madagascar to U.K., and those from French S/M AJAX officers and men have been put in different camps.

If this measure is to be maintained French Admiralty will be obliged to adopt an identical attitude and separate British Officers in North Africa from their men, which has not been done hitherto.

Request early reply.
(Madrid 1700/14 to Admty.)

GIL EANES.

My 1815/10th (re GIL EANES calling St.Johns N.F.)
GIL EANES E.T.A. St.Johns N.F.16th.
(N.A.Lisbon 1715A/14 to Admty).Casablanca
R/C.P.R.U. 14/10.Sortie G.203.
(P.R.U.Gibraltar 1800Z/14).

EMPIRE SAM.

My 1231/13th.
Tug EMPIRE SAM is to be detached as necessary by S.O. of escort to fuel at Ponta Delgada. Arranging a R/V after.
(C. in C.W.A. 1830A/14 to F.O.I.C.Milford Haven (R) Admty etc).

NIGERIA.

My 1306/10. Sailed NIGERIA to Charleston (S.O). Holds QJA 660, QJB 86, QJA 144, WJB.28.
2. E.T.A. Charleston 0700R/23rd.
(F.O.C.N.A. 1946A/14 to Admty.Cominch(R) B.A.D. S.B.N.O. W.A. C. in C.Lant, Port Director, Charleston,Comtask 6.).Diversionas
Bathurst.Your 1715Z/10th, my 1247/9th, and 1619/12th.
(re ships diverted to Bathurst to sail in convoy to Freetown).

Request confirmation that onward route from position (X) to Bathurst has been signalled.

(F.O.C.N.A. 2230A/14 to R.A.W.A.(R) Admty etc).

Your 2230/14 confirmed.
(R.A.W.A. 0006Z/15 to F.O.C.N.A.).French
Shipping.Gibraltar 0800. Survey Vessel AMIRAL MOUCHEZ. Ships MARECHAL LYAUTEY, FAUZON. Both full west-bound. 195 (sic) French Convoy CHATEAU YQUEM. Full deck cargo fruit barrels. POITOU Trawler full. TENAGE Armed Tug escorted by unidentified small Armed Trawler eastbound. In territorial waters.
(S.O.(I) 2301A/14 to Admty etc).

14.10.1942.
Wednesday.

War Diary.

FOREIGN STATIONS.

South Atlantic.

South
Atlantic
Situation

A. U/Boats in South Atlantic. U/Boats operating off the Cape Area have recently sunk 13 ships.
2. There appear to be between 4 and 7 U-Boats at present off Capetown and it is considered probable that attack on this scale will continue in these

waters.

3. Further, it is likely that U/Boats will extend their operations to Indian Ocean, particularly Mozambique Channel.

4. To meet these threats our A/S forces are extremely weak, being as follows:-

Area.	Destroyers.	Corvettes.	A/S Trawlers or Whalers	Aircraft
Capetown Area	2	2	14	20 Venturas a few Ansons
P.Elizabeth	-	-	-	19 Venturas
Durban Area	3	1	1	18 Venturas a few Ansons
Kilindini	7	3	9	4 Catalinas 10 F.A.A.
Aden	-	1	6	16 Blenheims 3 Hudsons.

To provide these destroyers the War Cabinet have approved the complete immobilisation of the Eastern Fleet.

B.Movement of Troopships.

5.The two "Queens" cannot enter any defended port in South Africa, other than Saldanha Bay, whose defences are only in process of being developed. AQUITANIA can only enter Durban at high-water springs.

6.The endurance of these ships is too low for passage from Rio or Freetown to Diego Suarez omitting the Cape. Facilities for fuel and water at Diego Suarez are very limited and have to be organized a long way in advance.

7.Large and valuable ships with many troops on board proceeding unescorted in these waters run the risk of being damaged or sunk at a great distance from any safe repair port or even from any other ships.

8.Admiralty have therefore decided to cancel voyages via the Cape for ships in para.5, above, other than the present voyage of AQUITANIA. As MAURETANIA can enter Durban and is now en route it is proposed to allow her to continue to Suez.

9.QUEEN ELIZABETH will return to North America, leaving U.K. on 17/10 instead of proceeding to Suez. D. of S.T. will signal suggested future programme.

10.Although ILE DE FRANCE can enter Durban it is undesirable that she should pass through Cape waters unless essential or unless threat has receded.

11. Request U.S. views on whether sailings of American personnel in ILE DE FRANCE, WEST POINT and MARIPOSA (Sambust serials 9 and 12) to Indian Ocean should stand, in view of increased risk. Immediate decision is required for ILE DE FRANCE who is due to leave Port Elizabeth 19th October and could otherwise be used for urgent drafts from Durban to Suez. QUEEN MARY (Serial 14 and 15) may have to be cancelled.

(D.O.D.(F) Approved A.C.N.S.(F) 0040A/14 to B.A.D.) Note by D.O.D.(F): Sambust is abbreviated title for "Summary of Atlantic Movements of British and U.S.Troops." Reply re para.11 Cominch 2151/14. See America and West Indies.

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War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.South Atlantic - Contd.

MAURETANIA

No objection to MAURETANIA calling at Durban instead of Capetown if necessary.

2. Presume you will escort with destroyers if possible.

3. Request you will inform D. of S.T. of your decision as regards para. 1. in order that arrangements for on-carriage of personnel for West Africa may be made.

(D.O.D.(F) 0100A/14 to C. in C.S.A.) Reply 1645C/15.

S.O.S.
Report.

Following received from Wick Radio. Intercept at 0442 G.M.T. on 3202 K/Cs 009 V GR 3 X 112 X 267 AA.S.O.S. 0408 3250 Wick.0522/14. (Lyness W/T T.O.R. 0550/14) GR 3 - Tangmere H/F D/F. X.112 - Interrogative. X.267 - Nothing heard. S.O.S. Distress Signal.

ORISSA.

Sailed ORISSA to Diego Suarez thence Addu and Bombay route as in my 0710 /25/9. S. of A. 10 knots. E.T.A. Diego Suarez 1300Z/20.

2. Shifting to W/T organisation V at 1415Z/19. (Cdre i/c Durban 0920Z/14 to Admty etc).

VOLENDAM.

Convoy sailing telegram. 1. H.M.VOLENDAM.

2. Sailing date 0932Z/14th. 3. Time of arrival at R/V and date position (b) 1700Z/21.

4. S. of A. 12 knots. 5. Ocean route A. 018° S. 010° E.

B. 005° S. 011° E. C. 000° 005° W. thence as ordered by R.A. West Africa.

6. Escort GUARDIAN, CYCLAMEN, COMMANDANT DETROYAT.

(N.C.S.O. Capetown. 0948Z/14 to Admty.etc).

COMMANDANT
DUBOC
TRUANT.

Sailing 1300C/14th F.S. COMMANDANT DUBOC escorting TRUANT. S. of A. 10 knots route modified R.9. E.T.A. Simonstown 1400Z/16th. TRUANT no longer dark green but is now painted dark grey. (N.O.I.C.E. London. 1000Z/14 to C. in C.S.A. (R) Admty. N.O.I.Cs. Simonstown, Durban, Port Elizabeth).

Dispositions.

ARMERIA 19.05 18.30 to Bathurst 10.5. *See next page.*
MILFORD, SNOWDROP 10.40 (?16) 59 to Bathurst 10 at (?20)00Z/14th.

(?DURBAN) with W.S.23 (?12). 15, 18.35 to Freetown through 09.15, 16.24, 12.5.

MORRIS DANCE. (?09). 10 16.05 285° 8. *See next page p. 420*

SOUTHERN PRIDE off Freetown 280° (?11).

(R.A.W.A. 1017Z/14 to Area P.).

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War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.South Atlantic - Contd.

Dispositions. Situation 0835/14. On patrol H.34 (A)
Contd. BRILLIANT about (?04).35, 18.40 searching area.
FANDANGO 07.30 14.46 to Freetown 8.5 at 2001Z/14th.
CORINTHIAN, F/S COMMANDANT DROGOU 06.55, 13.40 to

Freetown 12.

AVON VALE 06.45 12.50 to (?Freetown) (Corrupt group)

(?MORRIS DANCE) (?08).(45.14?).15 to Freetown 9. *See previous page?*ST MELANTE 04.10 06.20 to Lagos 6. *p. 420.*

BOREAS from Lagos to Freetown 18.

(R.A.W.A. 1047Z/14 to Area P.).

My 1047/14. Add 2 Motor Launches patrolling between 004°
N. 011° W and Freetown.

(R.A.W.A. 1105Z/14).

2 Motor Launches between Freetown and (?004°) 01' 010° 59'

BRILLIANT about 05.01, 18.03 searching area. *See p. 421*

ASTURIAS patrolling H.34 A.

BOREAS 04.02, 05.05 to Freetown 18 at 1959Z/15th.

ST.MELANTE 04.25, 03.45 to Lagos 6.

WIVERN off Takoradi to Freetown 14.

(R.A.W.A. 1058Z/14 to Area P.).

*ARMERIA (1) Proceed with EMPIRE PAT to Bathurst passing
EMPIRE PAT. through 014° N. 018° 30' W.
(R.A.W.A. 1139Z/14 to ARMERIA, (R) N.O.I.C.
Bathurst).

* *See previous page*
(Dispositions)

→ GRIFFIN.

My 0953/2.

1. On being detached by ROYAL SOVEREIGN adjust
S. of A. to arrive Ponta Delgada not earlier
than 0800Z/21st.

2. After fuelling proceed to R/V with CARNARVON CASTLE, DECOY and
NEA HELLAS in 034° 56' N. 024° 21' W. at 1600Z/22nd repeat 034°
56' N. 024° 21' W. at 1600Z/22nd and join escort to U.K.

3. DECOY after passing (?Teneriffe) you will proceed to Ponta
Delgada for fuel.

(R.A.W.A. 1159Z/14, to GRIFFIN (R) ROYAL SOVEREIGN, DUNCAN,
F.O.C.N.A.).

→ GRIFFIN
DECOY.

My 1947/4th and 1103/8th. Now definite GRIFFIN
to arrive A.M. 21/10 and DECOY A.M. /23/10,
estimated requirements 400 tons per ship.
(R.A.W.A. 1237Z/14 to N.C.S.O. Ponta Delgada (R)
F.O.C.N.A. Admty. N.A.Lisbon).

PETERTON
ROBIN GRAY.

Shipping, PETERTON British due Buenos Aires 8th
and ROBIN GRAY U.S. due Punta-Arenas 7th not
arrived.

(S.O.(I) Montevideo 1310Z/14. to Admty)
ROBIN GRAY arrived. See 1421A/15.

/ORCADES...

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

South Atlantic - Contd.

ORCADES Your 1707A/13. Following is a brief report
(sunk of sinking of ORCADES.
10/10). (A) Torpedo attack by U-Boat.
see next page (B) Rain, rough sea with heavy swell, wind W.S.
W. force 5/6.
(C) 15 knots.
(D) No.19 Mersigs.
(E) Attack occurred in daylight.
(F) 6 torpedoes hit the ship No tracks were seen but feathering
of periscope was observed.
(G) Port boom first attack occurred at 1135C/10. Vessel remained
on even keel and Master wisely decided to get all passengers
away in lifeboats only keeping 40 persons aboard to steam ship
and attempt to save her. Final attack took place at 1422C with
salvo of 3 torpedoes and vessel sank and disappeared at 1435C.
(C. in C.S.A. 1313C/14 to Admty (R) R.A.W.A.).

Enemy M/Vs A.M. 2341A/13/10.
U.S.Units (A) Importance of intercepting these ships
Freetown. fully appreciated by Adml.Ingram and myself.
(B) Arrangements made dependent on forces
available.
(1) U.S.Catalina Amphibian aircraft to patrol from Natal to
St.Paul's Rocks and towards Ascension.
(2).U.S.surface forces to patrol Equator, 30° W. to 15° W. and
Recife Ascension line.
(3) British Forces to patrol gaps to N. and E.
(C) No such agreement reached but I referred with envy to Catalina
Squadron and Depot ship at Natal and said how useful such a force
would be at Freetown.
(D) Adml.Ingram was averse to putting forward any official
proposals but was writing to C. in C.U.S.Fleet personally. My
839/016 of 17/9 para 9 refers.
(E) One reduced Squadron of B.25 bombers with range of 500 miles
and 16 pursuit planes.
(R.A.W.A. 1501Z/14 to Admty (R) C. in C.S.A.).
My 1501/14. Para. B has been implemented during last 14 days
as follows.
(1)CINCINATTI and WIMSLOW on patrol equator to 15° W. from 2nd
to 15th.
(2) OMAHA and DAVIS on patrol Recife Ascension line since 7/10
returning Recife about 20/10. Comsolantfor has been asked to
continue patrols.
(3) CARNARVON CASTLE, ASTURIAS and BRILLIANT on patrol line
joining positions 10° N.30° W. and 5° N. 20° W. from 2nd to 5th
October, with object of intercepting MONTE URUGU.
(4) On 7/10 CARNARVON CASTLE and BRILLIANT returned to Freetown
and ASTURIAS commenced patrol in area Equator 5° N. 20° W. 25°W.
(5) ASTURIAS was subsequently diverted to North and West to
avoid U-Boat concentration and now patrol area 5° N. 10° N. 27° W.
30° W.
(6) No British Air Forces have been available for Blockade runner
patrols although it is hoped now to start periodical R/C flights
by Hudson aircraft between Robertsfield and Ascension.
(7) Every endeavour will be made to augment patrols with any ships
available but long range aircraft are essential factor.
(8) It is regretted I can see no alternative to using CARNARVON
CASTLE as in my 1927Z/12.
(R.A.W.A. 1555Z/14 to Admty (R) C. in C.S.A.).

/NIZAM.....

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

South Atlantic - Contd.

NIZAM Your 1125/13th (N.T. in W.D.) U-Boat sighted on
U/B surface at 16,000 yards. S/M dived but owing to
ORCADES short time available for search contact was not
survivors. established.
See previous page. (2) Consider NIZAM correctly abandoned search to
meet and escort NARVIK with 1,000 survivors ex
ORCADES.
(C. in C.S.A. 1529C/14 to C. in C.E. F.).

Spain & Personal for D.N.I. Gen.Gallarza Under Secretary
Dakar. for Air, said yesterday that concentration of
allied aircraft and material escorted to Belgian
Congo and other parts of Africa clearly presaged
early capture of Dakar, to be followed inevitably by occupation
of all French Africa, that French forces would join us, and
that Germans could do nothing about it. He was clearly quite calm
indeed amused by prospect, and considered Spain unaffected.
A.S.
(N.A.Madrid 1614/14 to Admty).

WILLIAM Following received:- SSSS Sighted S/M position 9.10M
GASTON, 16.32 W. opened fire.
firing on (WILLIAM GASTON T.O.R. 1734/14).
*MORRIS DANCE. SSSS transmitted by WILLIAM GASTON at 1734Z/14
is cancelled. Ship opened fire on Trawler MORRIS
* *See p. 417*
(Disposition) DANCE in mistake for U-Boat.
(R.A.W.A. 2136Z/14 to Admty (R) C. in C.S. A.).

Shipping. Estimated positions 1800Z/14, and subsequent
positions on route.
(D.T.D. 1817Z/14, to Connav) See Lion Copy.

Raiders, 1. No further reliable reports of German or
Appreciation. Japanese raiders.
2. The ALTMARK tanker which left Biscay about 15/9
may be connected with U-Boats operating off Capetown
3. Following supply ships are also thought to be at sea:
SPEYBANK - Probably laid mines off Capetown in March, 1942. May
since have proceeded to Far East.
CHARLOTTE SCHLIEMANN - Left Las Palmas 23.2.42 carrying 9,000 tons
Diesel.
NORDVARD - Left Biscay 29.5.42.
None since located.
4. Following ships probably on passage to Far East:-
ERMLAND - Left Biscay 9.9.42.
BELGRANO - Left Biscay 10.10.42.
BURGENLAND - Left Biscay 10.10.42.
PIETRO ORSEOLO - Probably left Biscay about 2.10.42.
CATARACTE (ex French tanker) - Left Biscay 29.9.42.
SILVAPLANA - Left Biscay 12.10.42.
Last two of these could alternatively be employed as supply ships
5. Some of following ships are probably on passage to Europe from
Far East. Remainder are likely to make the passage in the near
future:-
DRESDEN, RHAKOTIS, TANNENFELS, HAVELLAND, RAMSES, KULMERLAND,
REGENSBURG, URSULA RICKMERS.
At least one of these may already have reached the South Atlantic.

SECRET

MESSAGE.

SECRET.

1817Z/14th October.

OUT

Addressed. CONNAV.

Date. 14.10.42.

SECRET CYPHER USX.

From Admiralty.

Following gives estimated positions
1800Z/14 and subsequent positions on route all
positions are South and East unless otherwise stated.

WILLIAM PACA	41½degs. 13½degs. 41½degs. 19degs. Durban
BARON CAWDOR	34degs. 05½degs. 38degs. 35' 07degs. 23' 38degs. 35' 22degs. 35' -Durban
LLANASHE	23degs. 03½degs. 23degs. 13degs. 35' Saldanha Bay
EMPIRE ZEAL	37½degs. 17degs. 38degs. 05' 16 degs. 10' 38 degs. 05' 06 degs 15' -H.
EMPIRE BARON	20degs. 45' 08degs. W. 29degs. 00' S. 02degs. 50' W. 40degs. 20' S. 02degs 50' W. 40degs. 00' 16degs. 30' 40degs. 00' 21degs. 30' Durban.
INDUSTRIA	39degs. 01½degs. 40degs. 20' 06degs. 10' 40degs. 20' 22degs. 00' -Durban
HAVPRINS	42½degs. 02½degs. 40degs. 00' 16degs. 00' 37degs. 00' 20degs. 00' Capetown
UMVUMA	25degs. 45' 00degs. 15' 25degs. 45' 14degs. 00' Saldanha Bay
STEPHEN F. AUSTIN	41degs. 08' 13degs. 15' 41degs. 08' 18degs. 42' Durban
CLAN MACNAIR	38degs. 15' 17degs. 45' position F and as routed.
OCEAN JUSTICE	38degs. 30' 15degs. 00' 38degs. 30' 05degs. 50' position E.
SAMUEL MOODY	48degs. 00' 19degs. 45' W. Position A. Position B. 41degs. 03' 16 degs. 00' 36degs. 56' 19degs. 30' Capetown.
JERSEY CITY	25degs. 30' 06degs. 45' W. Position R 40degs. 16' 05degs. 55' 40degs. 11' 16 degs. 11' 40 degs 11' 22 degs 35' Durban.

1st Lord
1st S.L.(2)
4th S.L.
D.1st. S.L.
V.C.N.C.

N.A.1st S.L.
Capt.Pim.
Ops.(3)
O.D.(5)

1817Z/14. for D.T.D.(983)
D.T.D.(4) W.D.
D.T.D.(M) U.S.N.(3)
D.T.D.(C) D of P (3)
I.P.(3)

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

South Atlantic.- Contd.

Raiders,
Appreciation
Contd.

Following overdue ships may have been captured this year by German raiders and are suitable for use as supply ships or as blockade runners from Far East:-
STEEL AGE, CONNECTICUT, PATELLA, NANKIN, KATTEGAT, (Nor) HERBERG, MADRONO, INDUS, ARIBISTAN, WICHITA, AMERICAN LEADER.
(D.D.I.C. Approved A.C.N.S.(F) 1921A/14 to A.I.G. 13, B.A.D. etc).

U/B.

*BRILLIANT reports sighting U-Boat at 1105/14 in 4.35 N. 18.00'W.
(R.A.W.A. 2111Z/14 to Admty).

**See p. 418 (Dispositions)*

Sinkings
Cape Area.

Following is a complete list of vessels sunk by U-Boat in the Capetown area up to 1640C/13.
CHICKASAW CITY, FIRETHORN, BORINGIA, KOUMOUNDOUROS PANTELIS, GAASTERKERK, CLAN MACTAVISH, CITY OF ATHENS, SWIFTSURE, SARTHE, BELGIAN FIGHTER, COLORADAN, EXAMELIA, ORCADES, EMPIRE NOMAD.
(D.T.D. 2135A/14 to Connav (R) B. A.D.).

U/B.

Trans-Atlantic Clipper reports sighting U-Boat in 003.53 N. 018.05 W. at 1740Z/14. Course 955°
(R.A.W.A. 2210Z/14).

PUCKERIDGE.

A.M. 1832/19/9 and your 1809/12/10. Reply No. 2. PUCKERIDGE is required to operate with destroyers referred to in para.2. of A.M. 0106/30/9.
(D.O.D.(F) 2350A/14 to R.A.W.A.).

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

Mediterranean.

P. 35. Move immediately to close eastward of Port mentioned in my 0959/13 (Brindisi) and remain in vicinity until 1200/14 unless attack occurs. (Capt. S.10, 0048A/14 to P.35, (R) C. in C. Med., Capt. S.1.)

Enemy Units. P.C. and S. of enemy - 3 destroyers and 2 unknown 35.14 N. 20.03 E. 250° 10 knots. Have attacked enemy with bombs level, result of attack unobserved.

(A/C 8 UY Duty L, 0055C/14 to Air H.Q. Malta.)
Following has been read: Position of enemy 35.08 N. 19.09 E.
(A/C 8 UY Duty P, 0118C/14.)

"S" Report. Following received from KEYQ (undecypherable) Lat. 11.49 long. 45.50, last chased by large submarine, last seen at 0030 G.M.T. (Aden W/T, No T.O.O., Recd. 0545/14.) Report from American merchant ship - see C. in C. Med., 1814C/14.

Barce, Benghazi, Gialo. Report of military operations in September. (C. in C. M.E., 0700 G.M.T./14 to W.O.) See Lion Copy.

CLYDE, Malta Supplies. Your 2100/10. Cancel my 1627/13 (N.T. in W.D.) Following is a repetition of my 1913A/12. (Begins) Governor Malta's AQA 5640 of 8/10 (to Gov. Gibraltar etc.) was initiated by me after receiving a personal report from Capt of CLYDE that ten more tons could have been carried and that when he represented the fact at Gibraltar he was told there was nothing more for Malta or the items he suggested were not required there. As indicated in Governor's message it appeared to us that such views might have arisen if unwittingly Cosup here had not furnished Gibraltar with full information of requirements and priorities and therefore the agreed procedure (Gov. Malta's telegram Cosup 2060 Of 28/6) was followed when raising the point. (Ends.)
(V.A. Malta, 0735A/14 to F.O.C.N.A., (R) Admty., F.O.S.)

Reply: FOCNA. 0920A/14, page 413A.

P. 44. P.44 endeavour to be in 032° 52' 014° 37' by 0001A/15th.
2-10-42
(Capt. S.10, 0901A/14 to P.44, P.42, (R) C. in C. Med., Capt. (S) 1.)

MOST SECRET

M E S S A G E

IN

MOST SECRET

0700 G.M.T./14th Oct.

From C. in C. Middle East.

Date 14/10/42
Recd. ?

Cyphor

Addressed The War Office. Pass to Air Ministry.

286825. O/56408 ciphor 5/10. In three parts.

Further my O/50473 of 19 September full report as follows. Part One - Barce. Part Two - Benghazi. Part Three - Gialo. Specially request no information concerning these operations be given to press as press stories give a line to enemy on methods and forces employed to carry out these raids. Complete stop here on all such information being released.

Part One - Raid on Barce.

1. Party consisted a small H.Q. and two patrols from L.R.D.G., vehicles 5 Bantams, 12 30-cwt. trucks, personnel 5 officers 44 O.Rs.
2. Task. Raid L.Gs. and cause diversion to prevent reinforcements being sent to interfere with operation at Bonghazi vide my Part Two.
3. Party arrived at R.V. area Benia (S) S.7298 13 Sept. after approach march 1150 miles from El Faiyoun.
4. Party arrived in Barce midnight 13/14 September having dealt with police post and silenced two tanks en route from R.V. Enemy appeared on alert probably due to air reconnaissance having spotted patrols during afternoon 13 September. Party then split into three portions.
5. One patrol under command Captain Wilder attacked L.G. claiming 20 aircraft destroyed and 12 aircraft seriously damaged also one pet. tanker one pet. trailer and a pet. dump destroyed. Meanwhile enemy were firing wildly from all directions. On withdrawal through town patrol found two enemy tanks blocking street near ry sta and two more further on. Captain Wilder therefore drove his truck full speed at nearest tank, hit it and cannoned off into the second tank. This had desired effect of clearing street. As both guns on the truck were out of action Captain Wilder and a pto. with him placed gronades under the tracks of the tanks and also made unsuccessful attempts to put grenade into turret of one tank. Patrol leader's Bantam then picked them up, shortly after driver was blinded by Bantam's guns which Captain Wilder was firing to clear the way and overturned the Bantam at a

roundabout/

2.

roundabout. Captain Wilder was pinned underneath and unconscious. Bantam was righted by remainder of crew who put Captain Wilder into another truck which had arrived. Captain Wilder recovered consciousness and arrived with his patrol at pre-arranged R.V. outside town at 0400 hours 14 September.

6. Second patrol attacked barracks and H.Q. with M.Gs. and grenades having first cut main trunk telegraph lines. Patrol was attacked by two tanks and withdrew.

7. H.Q. party guarded entrance to Barce and busied themselves locally damaging 10 M.T., one tanker and one trailer.

8. Whole party during withdrawal had to run gauntlet as Italians at police post, mentioned in paragraph 4 above, had recovered from initial attack and had sited M.Gs. covering road.

9. Throughout 14 September party subject to continuous air attack and by last light had only one truck and one Bantam left. M.O. with remaining truck carrying wounded was sent to LG.125 (X) D 7098 to where another L.R.D.G. Patrol which had taken part in Tobruk operation was ordered to report. M.O. and wounded arrived LG 125 on 17 September. A request was sent for tpt. aircraft which arrived at 1100 hours 18 September. Wounded reached Cairo 1700 hours 19 September.

10. Remainder of party proceeded on foot for 70 miles when they were providentially picked up by L.R.D.G. patrol returning from Benghazi operation vide my Part Two.

11. Total casualties personnel 7 wounded incl. 8 officers and 12 missing.

Part Two - Operations at Benghazi.

12. Task. To block the main harbour, sink shipping and destroy oil storage facilities and pumping plants. Force under command Lt. Col. Stirling consisted 'L' Det. S.A.S. Bde. comprising personnel 31 officers 200 O.Rs. vehicles 45 Bantams 33 lorries, det. R.N., det. Special Boat Section and two patrols L.R.D.G.

13. Force arrived at R.V. in Jebel Akhdar about 50 miles East of Benghazi 11 September without incident and apparently unspotted.

14. Arab guide was sent into Benghazi and returned 12 September with information that enemy were on alert, that reinforcements had arrived and that new defences had been constructed. Later information from fairly reliable

3. MOST SECRET

source discloses that enemy had previously evacuated civilian population and had brought in 200 German machine-gunners.

15. At 1800 hours 13 September det. from force successfully attacked enemy post on top of escarpment East of Benghazi and destroyed wireless installation meanwhile remainder of force proceeded towards Benghazi. Due to Arab guide leading force across most difficult country outskirts of town only reached at 0430 hours 14 September instead of 2330 hours 13 September as planned. It was decided to make a way through by little used track but strong opposition encountered. In view of delay and fact that stronger opposition could be expected at other approaches Lt. Col. Stirling decided to withdraw to pre-arranged R.V. 15 miles S.E. Benghazi. Force was heavily attacked by enemy aircraft during the withdrawal causing heavy casualties to vehicles. One enemy aircraft destroyed. Force split into main and rear parties. Main parties joined 1 Mot. Bn. S.D.F. at Gialo on 20 September and reached Kufra 24 September. Rear party collected stragglers except 1 officer and 4 O.Rs. who may possibly be rescued later and returned Kufra 24 September.

16. Total casualties personnel 6 killed 18 wounded, vehicles 26 Bantams 24 lorries.

Part Three - Operation at Gialo.

17. Force consisted coln. all arms comprising Mot. Bn. S.D.F. with Bty. 3.7 Hows, tp. A. Tk. and Tp. Lt. AA guns attached, and two patrols L.R.D.G.

18. Task. Capture and hold oasis of Gialo for three weeks as base from which the Benghazi force, having raided Benghazi, could operate further against enemy L. of C.

19. Force left Kufra 11 September and arrived Wadi 75 miles S.W. Gialo on 14 September. In this Wadi and at Zighen dumps had been established prior to force leaving Kufra to cater for needs of this force and Benghazi and Tobruk forces. Fighting portion of force carried out approach march to within five miles of Gialo in M.T. arriving there after dark 15 September.

20. Attack carried out on foot during night 15/16 September with objectives Old Fort, New Fort and Praesidium. Due to difficulties of terrain and minefields Old Fort only objective reached and casualties caused to enemy with bayonets. Force was withdrawn to Western portion oasis before daylight as ground around Forts affords no protection being bare and a forward slope. Initial surprise was gained but garrison appeared alert and expecting something to happen.

21. From 16 to 19 Sept. force carried out recce. and shelled enemy posns. causing explosions and fires. During this period force subject to considerable enemy air attack but casualties slight. Dump area and supply vehicles in Wadi 75

miles /

422^D

4.

les S.E. Gialo also bombed, one ten tonner destroyed.
Two enemy aircraft shot down.

22. Plans were complete for dawn attack on 20 September but force having achieved its object was ordered to withdraw night 19/20 September. Rear party was left in oasis for 24 hours to cover withdrawal. Rear party was joined by main body of Benghazi force. Enemy air attack continued during 20 September especially at Wadi 75 miles S.W. Gialo through which force withdrew to collect supplies. Some casualties to vehicles and personnel. Force arrived back at Kufra on 24 September.

23. Total casualties. Personnel 8 killed 45 wounded incl. 2 officers 8 missing incl. 2 officers. Vehicles 35 all types.

0700 G.M.T./14.

War Office circulation -

S. of S.	M.I.3.14
C.I.G.S.	C.N.S.
V.C.I.G.S.	Head of War Registry Admiralty
D.M.O.	Duty Officer, Upper War Room,
D.Plans (2)	Admiralty
D.D.M.O.(O)(H)	C.A.S.
M.O.1.5	A.M.C.S. Air Ministry
D.M.I.	Brigadier Jacob
D.D.M.I.(I)	C.C.O. (5 copies)

Received from War Office 2245/14.

1st Lord	
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D.D.I.C.(2)	W.D.
D. of P.(2)	D.P.D.
Duty Captain (2)	Admiral Blake
Head of M.	D.N.A.D.
	D.A.C.D.

GMM

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.

Bi-Weekly Night 9/10. 47 Wellingtons 5 Albacores bombed
Opsum No.64. Fuka landing grounds.
10/10. Bad weather restricted operations. In
afternoon B.24s bombed shipping in Benghazi
Harbour. No hits scored. Some bombs on Moles. 6 Beau-
fighters 4 Hurricanes 2 Fulmars protection of shipping off Port
Said and in Gulf of Suez. 1 Spitfire missing from photographic
R/C.

Night 10/11. 6 Halifaxes 2 Wellingtons despatched to bomb
Maleme Aerodrome Crete. Owing to bad weather with low cloud
only 1 Wellington located objective and bombed with unobserved
results.

(H.Q. R.A.F. M.E., 0932Z/14.)

Part 2. 11/10.

2 Beaufighters attacked a schooner north-west of Sidi Barrani.
Vessel left smoking.

30 Hurricanes 3 Fulmars protection of shipping off Delta and in
Gulf of Suez.

9 B.24s despatched to make dusk attack on 2 southbound M/Vs
escorted by 4 destroyers previously reported West of Crete by
R/C Marylands. B.24s found convoy about 60 miles S.W. Cape
Stavros and claim an explosion on stern of 1 M/V. Enemy
fighters attacked N.24s which shot down 1 Me.110 damaging
another. 7 Liberators also despatched did not locate convoy
owing to cloud.

(H.Q. R.A.F. M.E., 0952Z/14.)

Part 3. (11/10 continued.) 1 Liberator bombed fuel
installations Suda Bay second bombed lighted runway at Heraklion
Aerodrome, results unobserved. Remainder returned.

4 A.S.V., 9 Torpedo, 4 Bomber Wellingtons despatched to attack
during night. A.S.V. Wellingtons located 2 M/Vs 3 destroyers
about 95 miles North of Bamba but only 1 Wellington sighted
destroyers in darkness and bombed claiming a hit on 1 followed
by explosion and smoke abaft funnel. Another Wellington sighted
a merchant ship smoking with bows out of water. Vessel sank
after 20 minutes. This is not claimed by Wellingtons.

Further 1 A.S.V. Wellington returned early with engine trouble
and crashed landed at Base.

7 B.17s despatched to attack convoy following morning did not
locate and bombed alternative target shipping in Tobruk claiming
1 possible hit several near misses on a large merchant vessel.

Night 11/12. 12 Wellingtons laid 24 mines in approaches to
Tobruk Harbour. 31 Wellingtons bombed Harbour installations
to cover operation starting 2 large fires possible petrol in
stores dump area on south shore. Several small fires started
and 1 A.A. gun position hit. 2 Wellingtons unable to reach
Tobruk bombed Sollum. Results unobserved.

(H.Q. R.A.F. M.E., 1012Z/14.)

Part 5. Night 12/13. 2 Halifaxes (1 corrupt group)
Wellingtons bombed shipping and harbour installations Tobruk
claiming a direct hit on 1 small craft. Other bombs on docks
and jetties but damage unobserved. 1 fire near town. 2
Wellingtons unable to reach Tobruk bombed Sollum. Results
unobserved.

(H.Q. R.A.F. M.E., 1113Z/14.)

424

14.10.1942.
Wednesday.War Diary.FOREIGN STATIONS.Mediterranean - Contd.

CELENO My 0950C/10th.
(Italian) CELENO arrived morning 14/10 loaded, flying transit flag. Fact. Reported waiting orders.. B.3.
(S.O.I. Istanbul, No T.O.O./14 to S.O.I. Med., D.N.I.)

Enemy Units, Aircraft report 1 merchant ship, 2 destroyers, P.42,*P.44. 033° 59' 017° 59' 240° 9 knots at 0718A/14th.
* 5 p.422 Torpedo aircraft may attack tonight east of 015° 01'.

(Capt. S.10, 1158A/14 to P.42, P.44, (R) C. in C. Med., Capt. (S) 1.)

P.C. and S. 1 4000 ton merchant ship, 1 escort vessel, 2 aircraft, 032° 58' 014° 18' 090° 8 knots.
(P.42, 1506A/14 to Capt. (S) 10, (R) C. in C. Med., Capt. (S) 1, S/Ms on Patrol.)

Aircraft report 1 merchant ship, 2 destroyers 033° 05' N. 016° 35' 230° 10 Knots at 1515A/14th.

(Capt. S.10, 1815A/14 to P.42, P.44, (R) C. in C. Med., Capt. (S) 1.)

On completion of attack or at noon 15th P.42 operating in area N, P.44 area M.

(Capt. S.10, 2326A/14 to P.44, P.42, (R) C. in C. Med., Capt. (S) 1.)

ST. BRIEUC Departure 13th 1900, Barcelona.
(French) (Fairmiss, 1331/14 to Admty.)

Transport Arrangements required to transport aviation
of Petrol spirit in certain main ballast tanks of submarines
to Malta have been under consideration.
by S/Ms. (2) It is considered that such a scheme is accepted where the seams and butts of external plating are welded. In such cases however the plating is usually rivetted to the frames and it must be ensured that tanks selected will give no undue seepage of petrol.
(3) The following work required to be done on ships selected for such operations.
(A) Petrol resisting jointing materials to be provided for main tank flooding hole cover plates and Kingstons, these to be positioned and kept shut, such materials are red lead and varnish yellow soap stable end cement dixine.
(B) It is desirable that tanks should be scraped and wire-brushed before embarking petrol.
(C) If necessary external removable covers to be fitted to the vents and secured by studs.
(D) H.P. and L.P. connections to main tanks affected to be blanked if any doubt exists as to their complete air tightness.
(E) The main tanks to be linked into port and starboard groups by means of syphon pipes laid outside of each tank prior to entering the next and provided outside with a screw down valve so as to enable the tanks to revert to their normal function when petrol is not carried.

/(F) ...

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean - ports:Transport
of Petrol
to Malta
by S/Ms.
(Contd.)

(F) Short port and starboard filling mains to be provided from a common filling stand pipe with one connection to the group of tanks each side of the ship.

(G) Displacement pipes to be provided one each to the port and starboard groups, also air cocks to each tank as necessary.

(4) In "T" Class the use of Nos. 3, 4 and 5 main tanks port and starboard for the transport of petrol would enable about 100 tons to be carried and for the reserve of buoyancy to be reduced to about 100 tons. By making the maximum use of internal tanks for trimming purposes it should be possible to catch a trim providing at least 20 tons of stores or ballast are carried, this should be stowed below a part 2 feet about the main flat.

(5) In 1940's Class with Nos. 3 and 4 main tanks port and starboard and also the external fuel tanks where fitted used for the transport of petrol about 65 tons could be carried in S/M of this class possessing external fuel tanks petrol can be supplied through the first filling pipe the subsequent filling pipes being shut off the existing equalising tank may be used for the whole petrol system.

It will be necessary to carry 16 tons of ballast or stores stowed as above but with C.A. approx. at No. 60 station the reserve of buoyancy will then be reduced to about 85 tons.

(6) When the petrol group has been filled an amount equal to about 4% of the group capacity should be sucked back into the tanker, the space thus left and the equalising tank should be filled with fresh or sea water through the filling connection.

(7) It is recommended that S.1 should arrange forthwith using local facilities to manufacture two or three sets of fittings in anticipation of an urgent requirement arising. Fittings for S.8 will be manufactured in U.K. and sent out.

(8) Amplifying sketches of these arrangements are being forwarded.

(D. of D. Bath, 1418A/14 to C. in C. Med., F.O.C.N.A., Capt. S.1, Capt. S.8, (R) F.O.S.)

FRAUENFELS
(German)

Seized in prize 14/10.

(2) Has cargo approx. 1400 tons of ore destination Basra. Consignor and Consignee unknown.

(3) Ore now being tested Asmara, further signal when quality known.

(Massawa, 1444Z/14 to Admty.)

Bucharest
Conference.Reported by journalistic source but graded B.3
(a) Railway conference held in Bucharest ended three days ago. (b) Roumania, Hungary, Bulgaria and Croatia represented, one Axis delegate present.

(c) Object to secure fullest assistance in rail transport from countries named. These are called to contribute locomotives and rolling stock to Germany in varying percentage of their own totals. 25% mentioned in case of Hungary and Roumania.

(S.O.(I) Istanbul, 1547C/14 to D.N.I., (R) S.O.(I) Med.)

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.

German Following of interest graded A.2.
Morale. Professor Sauerbruch, who attended Turkish M.F.A. recently, travelled here by air via Berlin from Stalingrad front where he holds high medical post; Sauerbruch stated to Sub. Source in German Embassy he was much struck by comparison of low German civilian morale with that of Army which was extremely high in spite of losses. (S.O.(I.) Istanbul, 1755C/14 to D.N.I., (R) N.S.O.(I) Med.)
N.I.D. Comment: This comparison of German Military and Civil morale agrees with other reports and is believed true.

Situation Submarines. UTMOST reports having hit large
Report 276. tanker in 041° 01' N. 009° 38' E. and ship
possibly beached. *[Amended by 1937/23/10. g.v.]*
(2) P.46 reports having sunk 2 medium ships probably in Naples area. Further details awaited.
(3) An American merchant ship in 011° 49' N. 045° 50' E. reports being chased by a large submarine last seen at 0544/14. (C. in C. Med., 1814C/14 to Admty.)

CELENO, Tanker CELENO and merchant ship ALBA JULIA both
ALBA JULIA. laden leaving Dardanelles for Piraeus shortly. Anticipate they will pass through Doro Channel during next 48 hours. (Capt. S.1, 1948C/14 to THRASHER, (R) C. in C. Med.)

PORPOISE. Leave patrol as necessary passing through 033° 55' 024° 11' at 1900C/16th thence direct to arrive Beirut searched channel at 0615C/20th. (Capt. S.1, 1950C/14 to PORPOISE, (R) C. in C. Med., Submarines on Patrol, Capt. (S) 10, Capt. Coastal Forces.)

Enemy My 1809/6/12/41. Cancel words "unless the facts
Shipping are indisputable". Local communiques should
Losses. not specify tonnage of vessels attacked. Only figure to be given to Press is that contained in enemy shipping losses assessment Committee's report as total for Axis tonnage lost or damaged. If desired, this figure could be signalled to you fortnightly about three weeks after date to which it refers. It is not desirable to give Press the figure for vessels definitely lost as opposed to figure for vessels lost or damaged. Air Ministry are being asked to instruct A.O.C. similarly. (Hd. of M., 2106A/14 to C. in C. Med., C. in C. E.F.)

/Malta ...

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.Mediterranean - Contd.Malta Air
Report.

I.40, 14/10, C.S.R.

Night 13/14. 1730 hours 2 Beaufighters up but no enemy aircraft approached. 2112 hours, 10 raiders approached Malta and 4 crossed coast, 1 dropped few bombs near Hal Far causing no serious damage, and others dropped bombs in sea, partial R.D.F. interference. 3 Beaufighters up made no interceptions. 0119 hours, 3 enemy bombers approached island at great height. Partial R.D.F. interference, 2 Beaufighters up but raiders dropped bombs in sea and returned. 2 intruder Beaufighters made patrols Catania Gerbini area; at Gerbini 1 Beaufighter attacked enemy aircraft landing but no results observed.

14th. All raids today were intercepted North of Island and though some raiders crossed coast bombing was erratic. 0435 hours, 4 Spitfires up for raids which did not approach Malta. 0607 hours, 12 Ju.88s in 2 formations escorted by 40 plus Me.109s and Italian fighters approached and in spite of R.D.F. interference were intercepted North of Island by 29 Spitfires who forced one bomber formation to turn back and in attacks on second formation destroyed 1 Ju.88 and 2 Me.109s, probably destroyed 2 Ju.88s, and damaged 5 Ju.88s and 3 Me.109s for loss of 1 Spitfire shot down sea, pilot rescued unhurt by R.A.F. launch, 4 Spitfires damaged and 1 pilot injured. Bombs at Ta Kali caused craters making aerodrome temporarily unserviceable. 2 civilians were killed and 3 injured and 2 houses damaged. 0906, approx. 10 Ju.88s escorted by 60 Me.109s and Italian fighters approached at height and were intercepted 20 miles North of Island by 24 Spitfires who destroyed 3 Ju.88s and 2 Me.109s probably destroyed 1 Ju.88 and 1 Me.109 and damaged 6 Ju.88s and 3 Me.109s for loss of 2 Spitfires and pilots missing, and 1 Spitfire shot down sea, pilot rescued slightly injured. 1 Spitfire was destroyed and 2 Spitfires damaged, pilots unhurt. Bombs were dropped in the Hal Far area, but fell wide of aerodrome and caused no serious damage. 1210, 8 Ju.88s escorted by 40 Me.109s and Italian fighters reached 15 miles N.E. of Island where they were intercepted by 22 Spitfires in 3 formations which attacked in succession. 1 Ju.88, 4 Me.109s, 1 Me.202, and 1 Re.2001 were destroyed, 1 Ju.88 and 1 Me.109 probably destroyed, and 4 Ju.88s and 2 Me.109s damaged for loss of 1 Spitfire shot down sea, pilot rescued wounded by R.A.F. launch, and 2 Spitfires damaged, pilots unhurt. Bombs on Hal Far aerodrome caused some craters but no other damage and many raiders jettisoned bombs in sea. 1536, approx. 10 Ju.88s escorted by 40 Me.109s and Italian fighters approached and were intercepted North of Island by 33 Spitfires who destroyed 7 Ju.88s and 1 Me.109, probably destroyed 2 Ju.88s and 1 Me.109, and damaged 1 Ju.88 without any loss to themselves. Nearly all bombers were forced to turn back before crossing coast and one or two bombs falling on land caused little damage. Today in 108 sorties against 220 plus enemy sorties 23 enemy aircraft have been destroyed 9 probably destroyed and 24 damaged for loss of 2 pilots missing, 3 wounded, 5 Spitfires destroyed, and 9 damaged.

/Night 13/14. ...

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

Mediterranean. *contd.*

Malta Air
Report.
(Contd.)

Night 13/14. 1 torpedo Wellington 8, 2 bombing
Wellington 8 despatched to attack convoy
previously located by Baltimore. 1815, 1
Wellington found convoy now reported 2 M/Vs
6000 5 D/Rs 235° Sapienza 143 miles course (200°
or 205°) 11 knots. 2 1000-lb. G.P. Inst. bombs were dropped
among convoy but no hits claimed, remaining aircraft failed to
locate convoy owing to bad visibility.
(H.Q. R.A.F. Malta, 2222/14.)

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.East Indies.

Shipping, routing. To achieve additional security against U-Boat attack following alterations in routing of shipping on east coast Ceylon and India are to be introduced forthwith.

(A) In daylight or bright moonlight all ships are to keep as close to the coast as safe navigation permits.

(B) Northbound ships are to adjust course so as to be in the lane 20 to 25 miles from (? coast) by dark and remain there until it is light enough for them to close the coast again.

(2) As general guide, shipping (? should be) in the lane if visibility is less than (? 3) miles.

(3) C. in C. E.F. is requested to amend message 802 C accordingly. (N.O.I.C. Colombo 0340Z/14 to N.O.I.Cs Calcutta, Vizagapatam, Madras. (R) F.O.C.R.I.N. C. in C. E.F. F.L.O. Delhi. Admty.)

LODESTONE U/B Following has been received on 500 K/cs. Submarine attack signal. From LODESTONE. 11° 55' N 45° 24' E. Submarine with large sail. (Aden W/T 0346Z/14 to All ships taking part in Group N.)

Movements. 1. Ref. Summary No.19. Ceylon Movement Summary No.20 of 14/10. SHOREHAM, PUNJAB, and SUTLEJ escorting B.P.57 due Hornuah 14/10.

2. CLIVE arrived Karachi 11/10.

3. MARGUERITE and LISMORE escorting B.M.29 left Colombo 13/10 due Addu Atoll 16/10.

4. WILLIAM VAN DER ZAAAN escorting M.B.15 left Colombo 12/10. Due Bombay 17/10.

5. MADRAS left Diego Garcia 12/10 to carry out search for survivors in vicinity 002° 03' S 068° 20' E thence to Addu Atoll. Summary No.20 SONACIVATI left Aden 8/10 escorting 2 M/Vs to dispersal point thence to Khor Kwai.

2. ASTER leaves Colombo 14/10 for Trincomalee.

3. LAUNCESTON leaves Colombo 14/10 for patrol off East Coast of Ceylon. (F.O. Ceylon 0815Z/14 to Admty. etc.)

BANFORA. My 0959/12 BANFORA has developed refrigerating defects which will take at least 5 days to make good. (P.S.T.O. India 1035Z/14 to P.S.T.O. Egypt. (R) C. in C. E.F. F.O.C.R.S.F. G.H.Q. M.E. etc.)

Air Report. Following for 14/10. Catalina located torpedoed M.M. abandoned burning position 06° 03' N 82° 03' E (?) 3 lifeboats standing by. (A.H.Q. India 1148Z/14.)

ILLUSTRIOUS. Your 1109/13 (N.T. in W.D.) Yes, subject to entering Kilindini at 1400C/21. Fulmars should be embarked by deck landing pilots. (ILLUSTRIOUS 1159C/14 to R.A.N.A.S. Indian Ocean (R) C. in C. E.F. V.A. E.F. N.A.S. Tanga.)

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

East Indies - Contd.

WARSPITE 1100Z/14 sailed WARSPITE, NEPAL, FORTUNE.
E.T.A. Durban 0900Z/18.
(N.O.I.C. Diego Suarez 1207Z/14 to Admty. etc.)

Shipping Pass to (?N.C.S.Os.) My 2115C/14/9 (862C).
Bay of Para 2. 3rd sentence should read: "ships for
Bengal. Calcutta are also to call Vizagapatam etc."
(C. in C. E.F. 1343Z/14 to E.I. Stn.)

EXPRESS It is essential that EXPRESS, CATTERICK, NEPAL
CATTERICK and FORTUNE should arrive at Capetown as early
NEPAL as possible and hence they are ruled out as
FORTUNE regards escorting 29th Brigade.
29th Bde. 2. What other arrangements could you make for
escorting 29th Brigade to Durban and on what
date would they sail from Tamatave and how much
delay would there be in destroyers concerned reaching Capetown?
3. Could 29th Brigade be sent to Mombasa without destroyer
escort?
4. Request very early reply.
(D.O.D.(F.) Approved 1st. S.L. 1348A/14 to C. in C. E.F.)
Your 1348/14. EXPRESS and CATTERICK sailed Kilindini 13/10
for Simonstown. NEPAL and FORTUNE escorting WARSPITE sailed
Diego Suarez 14/10 for Durban. NEPAL thence to Simonstown.
FORTUNE will be available after boiler cleaning.
2. 29th Brigade will be ready to sail 18th or 19th/10 escorted
by INCONSTANT, NAPIER and BLACKMOSE. No delay will be involved.
INCONSTANT available to proceed Cape but NAPIER and BLACKMOSE
required to escort WARSPITE to northward.
3. Your para 3. No.
(C. in C. E.F. 1714Z/14 to Admty.)
My 1714/14. You can rest assured I fully appreciate need
to reinforce Cape. I am taking necessary action which would be
facilitated if prompt reply could be given to my 1826/13.
(C. in C. E.F. 2243Z/14 to Admty.) W.R. Note: 1826/13 was
given Hush M.S. distribution.

U.S. Admty. 1635/7. Following changes in disposition
Forces, of U.S. forces in the Pacific.
Pacific. CALIFORNIA - On passage Puget Sound.
COPAHEE - At Noumea.
NASSAU - On passage Pearl Harbour from San

Francisco.
MINNEAPOLIS - On passage Pearl Harbour.
SAN JUAN - South Pacific Area.
RICHMOND - On patrol South East Pacific.
PORTLAND - At sea.
(D.O.D.(F.) 1500A/14 to C. in C. E.F.)

Tankers, Pass to N.C.S.Os. (2) Tankers entering Persian
Persian Gulf are to report by W/T to Abadan Radio on
Gulf. crossing longitude 055°. (A) E.T.A. at
destination. (B) Summary of engine defects.
(3) Message to be coded.
(C. in C. E.F. 1627Z/14 to E.I. Stn. 913C.)

430 A
EJ.

MOST SECRET

M E S S A G E. IN.

MOST SECRET. No T.O.O./14th October.

From C. in C. Persia/Iraq. Date 14.10.42.

Cypher. Rec'd. 1525.

Addressed The War Office.
MOST IMMEDIATE.

0781149

MGA/3362 Cypher 14 Oct.

Officer only. Your telegram no. 69540 (M.O.5) dated 16 Sep.

Delay in reply regretted. Following after inspection present position in ports and discussion with U.S. Persian Comd. and M.W.T. seen by M. of S.

First. Position now is that six ships are held up awaiting chance to discharge. This will increase to approx. nine by end Nov. after which position expected to improve and normal turn-round will attain. There will however be considerable (?dumps) in P.G. ports of stores undelivered to Russia. Estimated 50 to 60 thousand tons. Mainly heavy steel and rails and pipes.

Second. Causes of this position are.

(A) Over optimistic estimates here of port capacity and rail and road clearance also delayed arrival rolling stock stores and personnel. High proportion of heavy type cargo has delayed discharge especially as Russians press for rapid unloading of fighting stores immediately on arrival.

(B) Loadings have been in excess our capacity estimates.

(C) No margin allowed for unforeseen demands such as Polish evacuation.

Third. If loadings are maintained at present scale (?during Nov. in) increasing capacities should clear gradually if no serious unforeseen delay arises. After

/which

430^B

- 2 -

which loadings should allow for planned increase in port and rail capacity.

Fourth. This policy will not repeated not however allow any margin of safety and further hold up of shipping would occur if situation necessitated considerable increase in British military tonnage on Persian L. of C. To reduce this possibility alternative to third is to scale down Nov. and Dec. loadings by approx. total of 50000 tons to allow existing accumulations to clear and leave dumping capacity available. U.S. Comd. dislike any reduction of loadings but agree that adverse effect on Russia would be avoided if cut is made in heavy type cargo for which Russians here are not repeated not pressing. At present approx. 14000 tons rails at sea which will take minimum of three months to move ex ports after discharge.

Fifth. Policy as in fourth preferred by this G.H.Q. as affording some margin of safety and without reducing tonnages available to Russians. In making this recommendation have in mind that with no early increase in operating personnel in sight Persian railway may repeated may fail to deliver full tonnage possible with increase rolling stock etc.

Sixth. Agree to procedure proposed in your wire. Our capacities will be notified on receipt your decision as to policy as in third or fourth.

Seventh. Presume information is not repeated not required from us as to allocation of available capacity as between U.S. military requirements and Russian stores.

/Note

MOST ³ SECRET

Note by C.6.(Tels):- Message delayed through
being received very corrupt.

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Received in War Registry at
1034/15.

✓ T.O.O. 2215/16/9.

430^D

MOST SECRET

MOST SECRET. M E S S A G E 1500/140. October IN.

From: H.Q. Island Area. Date 19.10.42.
Recd. 1550.

Cipher.

Addressed: C. in C. India repeated The War Office, G.O.C. in C. East Africa, 121 Force, C. in C. Eastern Fleet.

~~079052 00422 cipher 14th October.~~

In reply to your 25223/C ~~dated 12th~~
For M. Not ~~(rpt not)~~ bad, no objection transfer
India on medical grounds, ~~(East Africa pass last~~
~~addressed)~~

(H.Q. Island Area, 1500/140. & C.C. India)

* (T.O.O. 1225/12 re health of landing
craft crew and naval beach party.)

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 - Hd. of M.(2)
 - I.P.(2)
 - W.D.
 - Ad. Blake

14.10.1942.
Wednesday.War Diary.FOREIGN STATIONS.East Indies - Contd.

Addu Atoll. Ref. F.O. Ceylon 1231Z/8 para 2. Request you will settle this matter by local arrangement. (D. of L.D. 1629A/14 to F.O. Ceylon.)

Naval aircraft R/T Ref. A.M. 1358A/2 and War Office Cypher 68890 dated 29/9 para 9.
2. As naval aircraft are not yet fitted with V.H.F. R/T H.F. R/T will be required at present. (Admty. 1631A/14 to C. in C. E.F. F.O. Ceylon.)

29th Bde. Buttermere Telegram 00311/A of 11/10.
1. Can you accommodate 29 Bde. in non-malarial area of East Africa for necessary period of recuperation before proceeding India?
2. C. in C. E.F. has been asked whether he approves unescorted passage of Bde. to Mombasa as destroyers urgently required elsewhere.
(W.O. 1640A/14 to G.O.C. in C. E.A. (R) H.Q. Islands Area.)

Colombo Minefield. Your 1432Z/10 and F.O. Ceylon 0545Z/9. A suggested layout for Colombo Controlled Minefield was forwarded to F.O.I.C. Ceylon copy to Deputy C. in C. E.F. in D.T.M's Reference Sheet C.M. 1476A/42 of 30/9/42. This plan followed Plan A of F.O.I.C. Ceylon 0545Z/9.
2. F.O.I.C. Plan B technically practicable, but experience has shown that if minefield and control station are widely separated traffic control over loops become difficult resulting in mines being kept at safe for long periods.
3. Plan B will only protect Examination anchorage against short range attacks.
4. The most suitable alternative is to adopt Plan A leaving gaps through the minefield for passage of capital ships or aircraft carriers to both entrances. These gaps should be covered with detection loops without mines. Suggest that gaps should be about 600 ft. wide each marked by a single buoy on Western side.
(D.L.D. Approved by A.C.N.S. F. 1655A/14 to C. in C. E.F. (R) F.O. Ceylon.) Reply: F.O.Ceylon 0501Z/15.

Madagascar For General Platt. Satisfactory progress has been Administration. achieved in discussions with General de Gaulle about Syria and he has accordingly been informed that in accordance with their promise, H.M.G. are prepared to discuss question of Madagascar. He has been told there must be no publicity on this subject for present. It, therefore, may be necessary to submit to him in near future detailed proposals for Fighting French collaboration in administration. We have accordingly prepared draft Agreement between H.M.G. and French National Committee defining the respective spheres of British military and French civil authorities in island.
Immediately following telegram contains main points of draft which has not yet been finally approved here. Telegraph any comments urgently.
(W.O. 1900/14 to G.O.C. in C. E.A.) Draft Agreement (W.O. 2045/14) See Lion Copy.

/WAYLAND...

432^A E1.

MOST SECRET

MOST SECRET MESSAGE 2045/14th October OUT

To: G.O.C. in C. East Africa Date 15/10/42
Repeated H.Q. Island Area for
Gen. Smallwood

From War Office

IMPORTANT

M.O.11/B.M/215A.

72380 cipher (M.O.11) dated 14th October.

For General Platt.

My immediately preceding telegram.

Following is summary of proposed agreement:-

Article 1.

Agreement applies to Madagascar and dependencies and also to Reunion if it rallies to Allied Cause.

Article 2.

Except as otherwise provided in agreement responsibility for civil administration and law and order rests with civil Governor-General appointed by and responsible to French National Committee. Responsibility for defence rests with British General Officer Commanding.

Article 3.

General Officer Commanding shall maintain liaison with Governor-General through a military mission. He shall inform Governor-General of all decisions taken by him on defence matters.

Article 4.

General Officer Commanding free to take all necessary measures in interest of military security. He may establish his Headquarters and station British troops wherever necessary. He may take over any land, buildings, etc. required for military purposes, necessary requisitions being effected by Governor-General at request of General Officer Commanding. He may recruit native labour without prior consent of Governor-General, but in doing this and in carrying out works which affect civil population he

/ shall

shall consult civil administration so far as circumstances permit.

Article 5.

General Officer Commanding shall control all shipping, air wireless and telegraphic communications, with or between territories covered by agreement. If military necessity requires, he may control internal mails, telecommunications, railways and road transport services.

Article 6.

General Officer Commanding and Governor-General shall consult together over questions which affect sphere of action of both. If they cannot settle any point outside agreement, General Officer Commanding shall refer to His Majesty's Government and Governor-General to National Committee.

Article 7.

His Majesty's Government shall appoint Consul-General as their channel of communication with Governor-General. They may also appoint such other consular officers as they require.

Article 8.

Chief naval authority shall be senior British naval officer. He shall control all ports, harbours, docks and connected installations and all ships and boats. His jurisdiction shall extend over all territorial waters and inland lakes and waterways insofar as may be necessary to control shipping and aircraft operating from water bases. Subject to foregoing Governor-General's officials shall exercise usual functions in respect ports, harbours, shipping, waterways etc. They shall carry out any orders issued by senior British naval officer and his representatives.

Article 9.

Defines in similar terms functions senior British air force officer and his relations with civil authorities.

Article 10.

Except in military areas or areas in a state of siege, persons arrested by British military authorities (except members of British forces) shall be handed over to French authorities for trial in accordance French law, unless alleged offence prejudicial to security of British forces. In latter

MOST SECRET

-3-

case accused shall be liable to trial before British military court unless General Officer Commanding assents to hand him over for trial by French court.

Article 11.

If military necessity requires, General Officer Commanding may after notifying Governor General, declare any area to be "military area". Within such areas his authority shall be supreme in civil as well as military matters. He may by proclamation declare application of British military jurisdiction, assume control of civil Government and establish military court having jurisdiction over all persons within the area (including French military personnel) in respect all offences specified by proclamation.

Article 12.

Diego Suarez Fortress is constituted a military area in accordance Article 11.

Article 13.

General Officer Commanding may declare a part of all of territories in a state of siege. British military jurisdiction shall then apply within such territories. British Commander shall assume control of civil Government and establish military courts as provided in Article 11. Measures taken under this Article shall be revoked as soon as need for them has passed.

Article 14.

Subject to Articles 11, 12 and 13 French officials shall continue to function in military areas and areas in state of siege, but under direct control of British commander. French flag continues to be flown in such areas. Appointments of officials in such areas shall require concurrence of General Officer Commanding French civil law and existing judicial and administrative procedure shall continue in such areas so far as is compatible with arrangements made by General Officer Commanding.

Article 15.

National Committee may raise and maintain land forces in territories concerned from among French nationals remaining there. They may embody in those forces officers and men of present garrison who rally to Fighting France. Arming, training and equipment of such forces shall be provided for by separate agreement. These forces and all other Free French troops in territories may be used to support civil power and maintain civil law and order

at discretion Governor-General and in agreement with General Officer Commanding, but they shall be placed under command General Officer Commanding, if he applies to Governor-General for their assistance in defending territories.

Article 16.

Units of Free French Forces shall not be transferred from or to the territories without consent General Officer Commanding.

Article 17.

Jurisdiction over members British forces in the territories shall be governed by attached annex. (Annex defines membership of British forces and scope jurisdiction of British military tribunals.

Article 18.

His Majesty's Government and National Committee shall conclude separate agreement regarding economic and financial questions.

2045/14

Advance Copy D.C. D.O.D.(F) D.D.I.C.
Received from War Office 0425/15

Distribution -

S. of S., P.U.S., P.U.S.(F), C.I.G.S.,
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M.O. 1, 2, 5, 11, (6), D.F.a, F.5, D.M.I.,
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I.P.1 (3) (2 being for P.W.E.) Brig. Jacob
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D.F.D.
I.P.(2)
W.D.
Capt. Wharton

14.10.1942.
Wednesday.

War Diary.

FOREIGN STATIONS.

East Indies - Contd.

WAYLAND.

Regretted that suitable escort is not at present available for WAYLAND.*

2. She is not expected to leave U.K. before December.

(D.O.D.(F) 1910A/14 to C. in C. E.F.)

* Auxiliary fleet repair ship.

R.D.F.
cover for
Straits
of Hormuz.

C. in C. E.F.'s 1210Z/11. A second set CD Mark V can be provided in due course.
(D.S.D. 2008A/14 to S.N.O. P.G. (R) C. in C. E.F.)

Persian
Ports.

Present position re discharge facilities, etc.
(C. in C. Persia-Iraq No T.O.O./14 to W.O.)

See Lion Copy, *page 430A*

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

America and West Indies.

S.C.104, S.C.104 convoy attacked, at least 3 ships
ships torpedoed, P.C. and S. at 2200Z, 53.41 N. 41.23 W.
torpedoed. 065° 7 knots. Weather.
(C.T.U. 24.1.4, 0005Z/14 to C.T.F. 24 (R) Connav,
Admty. etc.)
Attacks continued, see 1419Z/14.

U/Bs South Admty. 0040A/14 to B.A.D.
Atlantic. See South Atlantic.

LORD KELVIN. Your 2000/13. LORD KELVIN sails St. Johns for
Cable repairs. O.N.135 at 1800/14.
(F.O.N.F. 0440Z/14 to N.S.H.Q.)

U/B C.E.S.F. in his 1915/13 informs as follows.
Positions. (Commaveu 0506/14 to Admty.)

→ GRANDMERE Following received from GRANDMERE. Am
U/B attacked. attacking submarine in 047° (?40') N. 057° 20' W.
p. 437 (Halifax W/T 0635Z/14 to E.C. Londonderry,
C. in C. W.A. (R) Admty.)
Following received from GRANDMERE. My 0635, correct
position of attack 047° 19' N, 059° 29' W.
(Halifax W/T, 0725Z/14.)

CARIBOU SS CARIBOU torpedoed in 047° 19' N. 059° 29' W.
torpedoed. at 0625/14th.
p. 437 (C.O.A.C. 0725Z/14 to G.B.7A (R) C.T.F. 24 etc.)
(GRANDMERE 0726Z/14 to C.T.F. 24.)

Further to my 0726/14. S/M sighted on star-
board beam CARIBOU. After torpedoing altered course to 310.
Crash dived about 150 yards ahead. Depth charges dropped in
wake. Returned over area dropped 12 charges. 4 at 150 feet
8 at (? 500) feet, oil seen but (?may) have been from sunk
CARIBOU. Attack carried out in darkness. Throughout attack
no asdic contact made.

- (GRANDMERE 1954Z/14 to C.T.F. 24 (R) Connav, Admty. etc.)
(1) SS CARADULTBOU (?CARIBOU).
(2) Newfoundland Govt. now Railway S/S/Dept. (as received)
(3) 0630Z/14/10/42 047° 19' N. 059° 29' W.
(4) 047° 19' N. 059° 29' W. course 080°.
(5) 047° 19' N. 059° 29' W. course 080°
(6) C/T visible.
(7) S/M crash dived when 150 yards ahead of escort.
(8) 12 depth charge dropped over position where S/M last seen.
Oil patch 20 yards square on surface. No further results.
(9) Believe C/T painted black. No guns visible, estimate
length 250 feet.
(10) Torpedo.
(11) All C.Bs lost with ship, names of killed and missing and
survivors follow in my 2201Z/14/10.
(N.C.S.O. Sydney C.B. 2148Z/14 to Admty. etc.)

14.10.1942.
Wednesday.

War Diary.

FOREIGN STATIONS.

America and West Indies - ~~cont.~~

ITCHEN,
LAGAN. In view of your 1720/15 it is proposed that two R.N. twin screw corvettes, ITCHEN and LAGAN, be loaned to R.C.N. until the Spring of 1943 when their return should be considered in light of situation then existing.

2. ITCHEN and LAGAN are expected to be ready for service after working up about end of December.

3. A.M. 2317/12/19 allocating LAGAN to W.A. is cancelled. (D.O.D. (H) 1028A/14 to N.S.H.Q.)

Movements Summary.	1800 G.M.T./14.			
	Ship	Position	Course	Speed
	S/M P.555	43° N. 40° W.	044°	9
	Dutch S/M K.15	21° N. 41° W.	298°	9
	ROYAL SOVEREIGN	} 27½° N. 49° W.	299°	13½
	3 Destroyers			
	ASTURIAS.	07° N. 28° W.	Patrol	Blank.
	(D.O.D.(F) 1040Z/14 to Opnav (R) Comnav.)			

→ P.555. Recommend special situation report for 1900Z/14
T.F.38. for P.555 and Task Force 38 as there appears to be some doubt of P.555 position.
(D.O.D.(H) 1105Z/14 to Cominch (R) F.O.S.)
Estimated position P.555 at 1900Z/14th is 42.20 N. 40.20 W. course 40° speed 9, unescorted.
(Cominch 1432/14 to C.T.F. 38 (R) Admty., F.O.(S), P.555.)
Estimated position of C.T.F. 38 at 2200/14 approx. 42° N. 35° W. Course 250° 15 knots.
(D.O.D.(H) 2335A/14 to P.555 (R) C.T.F. 38 etc.)

U/B. Following has been read: Position of S/M
43.10 N. 62.09 W.
(Halifax W/T 1105Z/14 to C. in C. W.A., E.C. Londonderry.)

U/B D/F Bearings at 1150Z/14 indicate U.Boat in your
O.N\$136. vicinity.
(D.D.I.C. 1330A/14 to Escorts, O.N\$136.)

Shipping Your 1731/12, first summary was sent 1632/13
Diversions, and daily summary will follow.
St.Atlantic. (D.T.D. 1334A/14 to B.A.D.)

S.C.104, (? My 0005Z/14) Several attacks during night.
ships 6 ships SOUTHERN EMPRESS, EMPIRE MERSEY, NELLIE,
torpedoed. SUSANA, SOULIOTIS, NIKOLINA MATKOVIC sunk.
SENJA missing believed torpedoed previous night.
173 (? survivors) from SOUTHERN EMPRESS, EMPIRE
MERSEY, NELLIE, SUSANA, NIKOLINA MATKOVIC, FAGERSTEN picked up.
Others may be still in boats. 4 U-Boats believed in contact
with convoy. Am searching for 1 sighted on surface at 1330Z..
S.C.104 P.C. and S. at 1400Z, 53.57 N. 38.26 W. (A) 105° 7.
Weather.
(C.T.U. 24.1.3, -? 24.1.4 intended, 1419Z/14 to C.T.F. 24 (R)
Connav, Admty. etc.)

/Preliminary ...

War Diary.

14.10.1942.
Wednesday.

FOREIGN STATIONS.

America and West Indies - cont.

S.C.104, ships torpedoed. (contd.) Preliminary report, 80 survivors picked up from SOUTHERN EMPRESS 31 unaccounted for, 14 known. 5 from SS NELLIE, 31 unaccounted for. One other lifeboat reported to be in area approx. position 053° 36' N. 040° 40' W. (2 corrupt groups) now rejoining S.C.104. Weather report. (POTENTILLA 1533Z/14 to C.T.F. 24 (R) Connav, Admty. etc.)

Depot U/B, REGENT. My 2159/3 para 2. Latest intelligence indicates Depot submarine has left the area. 2. Navy Dept. suggest special patrol be cancelled and that REGENT proceed by original route to Gibraltar. 3. Should subsequent intelligence indicate enemy fuelling operations near REGENT's route she will be informed with a view to reinstating an offensive patrol. S.B.N.O. W.A. pass to REGENT. (B.A.D. 1609Z/14 to S.B.N.O.W.A. REGENT (R) Admty. etc.)
/ Re depot submarine.

U/B Positions. S/M Estimate 14/10 and U.S. Submarine Notice. (Cominch 1620/14, 1621/14, 1622/14, 1623/14, 1624/14.)

WASTWATER, BUTTERMERE. Request you give WASTWATER and BUTTERMERE substance of R.A. W.A.F's 1733/5. (B.A.D. 1701Z/14 to S.B.N.O.W.A. (R) R.A.W.A., Admty.)

19 M.T.B.F. Your 2049/12/10. Confirmed that allocation of 19th M.T.B. Flotilla remains as stated in A.M. 2055/28/9. (D.D.O.D.(C) 1717A/14 to B.A.D.)

BRITISH COMEDY. Following is my 1124/13 to N.S.H.Q. Ottawa (begins) My 1232/11. BRITISH COMEDY has arrived St. Thomas, attack failed. (S.O.I. Kingston 1744R/14 to Admty., B.A.D.)

HOPERIDGE. In view of importance of cargo 50 Spitfires in HOPERIDGE should be grateful for all possible protection for ship during remainder of voyage to Melbourne. (D.T.D. 1821Z/14 to Connav.)

/QUEEN ELIZABETH ...

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.America and West Indies - contd.S.S.

QUEEN ELIZABETH. A.M. 1751/13. (QUEEN ELIZABETH to sail from Clyde 17/10 for New York) In view of the large number of Canadian personnel awaiting passage to U.K. it is now proposed to sail

QUEEN ELIZABETH direct to Halifax arriving about 23/10. She would be required to leave Halifax so as to arrive Clyde 3/11. 2. Request very early confirmation that ship can be accepted at Halifax for a period of about one week. (Admty. 1838A/14 to N.S.H.Q. (R) B.A.D. etc.)

Trawlers for South Atlantic. Sailing British (?trawlers) in groups as follows. Group 1 about 17/10, NORTHERN DAWN, NORTHERN DUKE, STELLA POLARIS, from Charleston to Freetown via Trinidad. Group 2 same day, LADY ELSA, ST ZENO, NORTHERN ISLES, COVENTRY CITY, NORWICH CITY, from Norfolk to Freetown via Trinidad. Group 3 about 19/10 from New York to Norfolk, ARCTIC EXPLORER, ST. LOMAN, LADY ROSEMARY, NORTHERN CHIEF, WELLARD, thence about 22/10 to Trinidad and Freetown. Group 4 about 20/10 LE TIGER and CAPE WARWICK from Boston to Norfolk. (?Direct) HERTFORDSHIRE to join Group 4 at Norfolk and route all 3 ships about 24/10 to Trinidad and Freetown. "Chop" to R.A.W.A.F. at 040° W. (Cominch 1845/14 to C.E.S.F. (R) Admty. etc.)

BULKOIL. Your 1540/12 (Re inclusion of BULKOIL on convoy U.G.F.2.) This will be arranged provided vessel is ready in time. Every effort is being made to accomplish this. (B.A.D. 1907Z/14 to Admty.)

QUEEN MARY. R.M.S. QUEEN MARY (British) arrived Boston 1855Z/14th. (Port Director, Boston, 1915Z/14 to Admty. etc.)

A/S Trawlers for South Atlantic. Your 2035/12 and 1835/13. Please convey thanks to C. in C. U.S. Fleet for such prompt release of these A/S vessels. 2. Concur in routes. If insufficient coal at Trinidad there are supplies at St. Lucia.

3. It is desired to get these ships on the job at the earliest possible moment but in view of the strain on maintenance facilities on South Atlantic Station, it would be a great help if any necessary refitting, boiler cleaning or docking which can be fitted in could be carried out in America provided that their sailing is not appreciably delayed thereby.

4. It is requested that all spares be sailed with vessels, also spares for any American equipment that has been fitted.

5. Where possible without causing undue delay these A/S vessels may be used to provide escort en route to merchant vessels.

(D.A/S.W. 1937A/14 to B.A.D. (R) C. in C. S.A. etc.)

Reply: B.A.D. 1951Z/15.

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.America and West Indies - contd.

MASTERFUL. Following received from Key West (Begins)
Arrival 12/10 H.M.R.T. MASTERFUL with engine
defect. Expect delay ten days. (Ends).
(N.S.H.Q. 1945/14 to Admty.)

DUNCAN,
ANTHONY,
COAMO. Your 1838/19/9 para 5.
(1) Expect DUNCAN and ANTHONY to arrive
Philadelphia about 19/10.
(2) U.S. ship COAMO 16 knots could be ready to
sail with U.S. Troops to U.K. by then.
(3) Could we offer DUNCAN and ANTHONY to escort consistently
to U.K. provided no delay is involved?
(4) Request very early reply in order troops embarkation
arrangements may be made.
(B.A.D. 2021Z/14 to Admty.)
Reply: D.O.D.(F) 1153/16.

Sub.attack & sighting
& sighting
summary. Para (A)* CARIBOU torpedoed 47.19 N. 59.29 W.
0625Z/14. * GRANDMERE attacks sub same position
0635Z/14. SOUTHERN EMPRESS and NELLIE torpedoed
and sunk area 53.41 N. 41.23 W. 13/10.
(B) Unidentified torpedoed and sunk 47.35 N.
56.45 W. 1400Z/10. WILDWOOD, 1 torpedo miss believed un-
identified torpedoed area 53.41 N. 41.23 W. 13/10. B - 18 B
attacks sub on surface 08.32 N. 59.33 W. 0137Z/14.
(C) U.S.S. DALLAS attacks sound contact 20.52 N. 66.40 W.
0830Z/27/9. Sub sighted 43.10 N. 62.09 W. about 1100Z/14.
(D) Civilian Patrol plane sights sub submerging 26.04 N. 79.51 W.
2054Z/13, 180. Sighting 1200Z/12, my 2208/12 cancelled.
(Cominch 2127/14 to Admty. for O.I.C.)* *See p. 433.*

A.S.8. Connav's 1533/14 informs as follows: Estimated
CAMBRIA. P.C. and S. 1900Z/14th.

	Position	Course	Speed
A.S.8.	00.40 N. 32.30 W.	136°	19.35

Altering at
Equator to 177°.
Cable ship CAMBRIA 19.06 S. 39.92 W. On Station
(Comnav 2132/14 to Admty.)

Sinkings,
Cape Area. List of vessels sunk by U-boat in Capetown
area up to 1640C/13.
(D.T.D. 2135A/14 to Connav)
See South Atlantic.

Lifeboats. Lifeboats with survivors have been reported in
052° 55' N. 043° 52' W. at 1330/14th and in
vicinity 053° 36' N. 040° 40' ? W. on 14/10.
Suggest when LOBELIA and RENONCULE detach on
16th they might pass through (? these) positions
fuel permitting.
(F.O.N.F. 2135Z/14 to HARVESTER (R) C.T. 24.,
C.O.A.C., LOBELIA, RENONCULE.)
See also his 1715Z/15.

War Diary.14.10.1942.
Wednesday.FOREIGN STATIONS.America and West Indies - contd.

U.S. Dispositions. C. in C. Lant's 1612/14 (Atlantic Fleet Location Sheet No.36 15/10) informs as follows: Casco Bay, MASSACHUSETTS, WICHITA, TUSCALOOSA and five destroyers.

Chesapeake Bay: NEW YORK, TEXAS, AUGUSTA and Cruiser Division Eight, (PHILADELPHIA, BROOKLYN and SAVANNAH.)

Bermuda: CLEVELAND, RANGER, SANGAMON, SANTEE and five destroyers. (Comnavu 2141/14 to Admty.)

Explosive Ships, East River. Your 2100/13. (re regulations containing restrictions regarding ships carrying explosives passing through East River) Yes. Routeing instructions should be in accordance with M.A.C.R.I. Suggest you amplify any cases you anticipate will arise. (B.A.D. 2147Z/14 to Admty.)

ILE DE FRANCE, MARIPOSA, WEST POINT. Your 0040A/14 to B.A.D. para 11. U.S. Army desires use ILE DE FRANCE for purpose originally scheduled but sailing via Pacific because of Atlantic submarine situation. Request this ship be sailed to San Francisco as soon as possible via Australia. Will advise later regarding sailing MARIPOSA and WEST POINT.* (Cominch 2151/14 to Admty.) *See his 2121/15.

PASTEUR, late on E.T.A. On 7/9 PASTEUR arrived at Rio de Janeiro 18 hours late on her E.T.A. (2) It appears from a report from B.R.O. Rio that ship did comply with orders and reported her late arrival, but it was not received at Rio. This led to preparations for fuelling being made before it was necessary, thus possibly compromising her approach. (3) No signal can be traced here amending her E.T.A. Request investigation as to whether a signal was made and to whom it was addressed. (B.A.D. 2315Z/14 to Admty.)

Australia and New Zealand.

AQUITANIA. In view of submarine menace at the Cape it is necessary to send AQUITANIA to New Zealand for transport of troops to Suez instead of NIEUW AMSTERDAM, the latter being more suitable for moves from the Cape as she can enter Durban.

2. AQUITANIA will not, however, reach New Zealand in time to sail before approx. 25/11.

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Wednesday.FOREIGN STATIONS.Australia and New Zealand.AQUITANIA
(contd.)

3. Request addressees confirm that escort proposals in N.Z.N.B.'s 1705/22/9. A.C.N.B.'s 0909/8/10 and C. in C. E.F.'s 1307/6/10, still apply to AQUITANIA for this later date. (D.O.D.(F) 0025A/14 to N.Z.N.B., A.C.N.B., C. in C. E.F.)

Movements.

Arrivals Townsville 12/10 BENDIGO, Sydney (N.S.W) 13th U.S. Destroyer*HELM from patrol.
Departure Brisbane 13th BUNDABERG for Sydney (N.S.W) on escort duty; Fremantle 13th, U.S. WILLIAM B. PRESTON for Exmouth Gulf. (N.B. Melbourne 0414Z/14 to Admty. etc.)

* See next page. (Duplicate)

Situation.

Digest Serial No.265, 13/10.
Enemy force indicated Buin Shortlands area morning 13/10 as including 2 heavy cruisers (described Aoba class), 3 light cruisers (1 Sendai, 1 Natori, 1 Tatsuta) 14 destroyers, 16 merchant vessels, including 1 tanker, 3 unidentified vessels, possibly Seaplane tenders.

2. Report dated 12/10 states enemy vessels proceeding nightly between Viru harbour (New Georgia) and Rendova harbour.
3. Reports indicate at least 4 enemy killed and unspecified number aircraft and buildings destroyed result Allied air attack Buka aerodrome night 8/9. 6 Catalinas attacked this aerodrome night 12/13 dropping bombs vicinity runway causing several explosions and fire.
4. 2 destroyers, 1 probable Seaplane tender reported Buka Passage during day 13/10. Seaplane tender observed unloading during evening and additional destroyer approaching from N.N.W. Photographs R/C this aerodrome 13/10 show 3 medium bombers, 28 fighters, also bomb craters centre runway several buildings and fighters damaged.
5. Same R/C reports 1 possible heavy cruiser, 3 destroyers, 4 merchant vessels (described 15,000 tons) 10 miles east Buka Passage at 0240/13 course 170°.
6. Vunakanau and Lakunai aerodromes attacked by 15 Fortresses early morning 13/10. 1 large fire and explosions observed runway Vunakanau where 6 1,000 lb. bombs dropped, other smaller bombs dispersal areas. Several hits observed among aircraft and deep holes caused runway Lakunai. Other bombs dropped general area Rabaul township. Buka and Rabaul attacks co-ordinated with Soupac area.
7. 1 Fortress dropped bombs Buna aerodrome morning 13/10 and observed approx. 25 lights off shore possibly from barges or small craft.
8. 3 Beaufighters escorted by 7 Aircobras attacked barges Buna area morning 12/10. Several buoys and white spherical markers observed off shore this area. Dummy aircraft on Buna aerodrome, nil activity reported Buna Kokoda tracks.
9. Advanced Allied troops Myola area caused enemy to withdraw 12/10.

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Wednesday.FOREIGN STATIONS.Australia and New Zealand - con't.

Situation (contd.)

10. Enemy remnants Goodenough Island reported concentrated Kilia area (S.E. corner Goodenough Is.)

11. Enemy reported having mined Dilli Harbour where large transport reported 10/10 and another smaller vessel approaching same evening.

12. 300 Japanese and 600 natives reported preparing move from Dilli to Beaco (South coast Timor.)

13. Analysis photographs Matkus Is. (Tanimbar Is.) 28/9 indicates landing field across island but no activity. (G.H.Q. S.W.P.A. 0953Z/14 to Admty. etc.)

Disposition. Main Naval units South West Pacific area 14/10.

Coral sea: AUSTRALIA, U.S. Cruiser PHOENIX, U.S. Destroyers BAGLEY, MUGFORD, PATTERSON, SELFRIDGE. Townsville, ARUNTA, WARREGO. Brisbane, U.S. GRIFFIN. Sydney (N.S.W.), MORESBY, MANOORA. U.S. Dest. Tender DOBBIN, U.S. Dests. HENLEY, *HELM, repairing SWAN, STUART, HOBART, U.S.S. VICTORIA, F.S. TRIUMPHANT. Port Stephens, WESTRALIA. Melbourne, Netherlands Cruiser TROMP, repairing VENDETTA, U.S. GOLD STAR. Albany, U.S. PELIAS. Fremantle, ADELAIDE, KANIMBLA, U.S. ERLING BROVIG, U.S. Sub. Tender HOLLAND, U.S. Seaplane Tender CHILDS. Exmouth Gulf, U.S. Seaplane Tender HERON. Due Brisbane 14th Oct. U.S. Patrol Gunboat TULSA. Depart Brisbane 11th Oct. for U.S.A. U.S. MIZAR; Fremantle 13th for Exmouth Gulf U.S. Seaplane Tender *WILLIAM B. PRESTON; Geelong 10th for Auckland BUNGAREE. (A.C.N.B. 1158Z/14 to A.I.G. 114 etc.)

* See previous page (movements)

U.S. Forces, D.O.D.(F) 1500A/14. See East Indies.
Pacific.

U-BOAT CAMPAIGN.Submarines Reported.

Indefinite positions at 1200Z/14.
(D.D.I.C. 1502A/14, 1503A/14.)

15.10.1942.
Thursday.

War Diary.

SITUATION REPORT.

Home Commands.

Search for
blockade
breakers.

EGRET and BANFF are proceeding to Londonderry (arrived 0851A/16) and CHARYBDIS, after fuelling at Ponta Delgada (arrived 1838 G.M.T/15) to Gibraltar.

GLAISDALE, ALBRIGHTON and FERNIE were ordered by C. in C. Portsmouth to carry out*operation K.G. tonight.

Air R/C each night after dark has been asked for, to cover the route Le Havre to Fecamp, also the route westward from Le Havre.

A patrol of 2 M.G.Bs has been ordered for tonight on the latitude 50° 20' N. between 1° 35' W. and 2° 10' W. * *Destination of enemy coast Eastbound from Harwich.*

East coast
convoy
protection.

The recent E-boat tactics necessitate a change in the existing arrangement of patrols and additional escort for east coast convoys.

Details are given in a message from C. in C.

Nore today, C. in C. Nore asks that in view of the renewal of E-boat attacks on east coast convoys the M.G.Bs which were temporarily transferred to other commands in September may be returned to their operational bases as soon as possible.

Bostons, escorted by fighters, made two attacks on SS NEUMARK and shipping and docks at Le Havre this afternoon; some very near misses were made on NEUMARK.

Enemy aircraft are now carrying out daily reconnaissance of Iceland (C).

Three more mines were detonated in the Humber area today.

Minelaying in the Harwich area last night by enemy aircraft is suspected.

The Admiralty gave orders today that ships for all Spanish ports from Rio Guadiana to the eastward are to remain in convoy to Gibraltar before proceeding to destination.

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15.10.1942.
Thursday.

War Diary.

SITUATION REPORT.

Mediterranean.

Today, the enemy was forced to increase the fighter protection of his bombers attacking Malta and also resorted to bomb carrying M.E. 109s.

During today in 110 Spitfire sorties against 251 enemy sorties at least 4 enemy aircraft were destroyed and 17 damaged or destroyed: British losses were 4 Spitfires destroyed (one pilot) and 9 damaged. Apart from craters on Luqa Aerodrome there was no service damage.

The ship torpedoed 78 miles off Khoms late yesterday was again attacked in the early hours of today by bombs and torpedoes. No results were seen owing to the escorting destroyers' smoke screen, but on 17/10 the ship was found beached near Khoms.

31 Wellingtons bombed shipping and harbour installations at Tobruk last night.

America and West Indies.

S.C.104,
U-48 sunk.
u.619. (Ltr:
Rushbottom?
Ltr: 6843.)

Repeated attacks by at least 4 U-boats were driven off by the escorts of Convoy S.C.104 last night. At 0130Z the destroyer VISCOUNT rammed and sank a U/Boat reported as U.48: VISCOUNT's speed is reduced to $7\frac{1}{2}$ knots. At 0900 S.C.104 was in $53^{\circ} 50' N.$ $34^{\circ} 25' W.$ steering 85° at 7 knots.

P.555 in mid-Atlantic proceeding to the U.K. has both high pressure compressors out of action and is proceeding on the surface, diving only in emergency. Bombing restrictions have been asked for.

War Diary.

15.10.1942.
Thursday.

SITUATION REPORT.

Australia and New Zealand.

A Fortress aircraft on reconnaissance attacked an enemy light cruiser in 7° 22' S. 155° 44' E. (Coral Sea) at 0305Z today, and apparently seriously damaged the enemy by 2 near misses.

War Diary.15.10.1942.
Thursday.HOME COMMANDS.Policy.North
Atlantic
dispositions.

Disposition of operational units in North Atlantic.
Operating in Northern Waters: ARGONAUT
2 Destroyers.
Area Iceland (C): ANSON, BERWICK,
SUFFOLK.
3 Destroyers.
Area Scapa: KING GEORGE V,
DUKE OF YORK,
RODNEY, RENOWN,
VICTORIOUS,
CUMBERLAND, JAMAICA,
LONDON, SCYLLA,
SHEFFIELD, AVENGER.
10 Destroyers.
Area Clyde: FURIOUS.
Area Belfast: DELHI.
Area Gibraltar: CHARYBDIS.
(D.O.D.(H), 1122Z/15 to C. in C. U.S. Fleet.)

F.O.
Humber.

Rear-Admiral C.M. Graham, C.B. has this day
assumed the appointment of Flag Officer Humber in
succession to Vice-Admiral R.V. Holt, C.B., D.S.O.,
M.V.O.
(F.O. Humber, 1500A/15.)

Aultbea.
Request for
Drifters.

There is a temporary urgent requirement for
additional small craft for servicing convoys at
Loch Ewe and Oban. In view of the fact that the
size of convoys assembling at Methil has decreased
and as far as can be seen no increase is expected
in the near future, request you will consider the loan of 3
drifters from Methil to Aultbea as soon as practicable.
(D.T.D., 2156A/15 to C. in C. Rosyth.)

Movements.NICOLINE,
PAXIDANE.

Montrose's 1500/29 and Aberdeen's 1630/1. It is
not understood why Danish M.F.Vs NICOLINE and
PAXIDANE have been delayed. Request report in
accordance with Admiralty 1726/24/4/41.
(D.S.V.P., 0008A/15 to F.O.I.C. Aberdeen, N.O.I.C.
Dundee, R.N.O. Montrose.)

ACTIVITY.

Your 1220/14. As I am still weather-bound in
dock at Leith and shall require at least 24 hours
for fuelling, storing and ganging after undocking,
regret I shall not be in a position to comply with above signal.
(ACTIVITY, 1030/15 to C. in C. Rosyth.)
My 2026/11, para. 2. Movements postponed 24 hours owing to
weather.
(C. in C. Rosyth, 1409/15 to C. in C. H.F.)

/LULWORTH ...

War Diary.15.10.1942.
Thursday.HOME COMMANDS.Movements - Contd.

- LULWORTH, Intend sailing LULWORTH escorting DERBYSHIRE,
DERBYSHIRE, QUEEN EMMA, PRINSES BEATRIX 1330A/16 for Clyde
QUEEN EMMA, in accordance with C. in C. W.A. 1538/14 and
PRINSES N.O.I.C. Liverpool 1816/14. E.T.A. 0330A/17.
BEATRIX. S.O.A. 12 knots. Codeword "Rebel". N.O.I.C.
Londonderry is requested to sail LULWORTH to R/V
Bar Light vessel at 1330A/16.
(F.O.I.C. Liverpool, 1114A/15 and 1204A/15.)
Your 1114A/15 sailed.
(Cdre. Londonderry, 2028A/15 to F.O.I.C.
Liverpool.)
- CORFU. Intend sailing CORFU at 0100A/16 by standard
route and searched channel to Southampton.
E.T.A. Needles 1730A/17. Codeword "Grenade".
N.O.I.C. Milford Haven is requested to sail BROCKLESBY to R/V
CORFU at 1730A/16. C. in C. Plymouth's 1751A/14 refers.
(N.O.I.C. Belfast, 1122A/15.)
- 24th M.T.B. Your 1139A/5 and my 1825A/6. As two of 24 M.T.B.
Flotilla. F. are damaged programme is deferred. M.T.B. 86
has been ordered to return to Portsmouth.
Flotilla will be sailed to Weymouth as soon as a
sufficient number of boats is available.
(C. in C. Portsmouth, 1254A/15 to R.A.C.F.)
- P.556. Your 1944/9 para. 3. Request F.O.C.N.A. may be
See p 456 instructed to sail P.556 for Portsmouth.
(F.O.S., 1447A/15 to Admty.)
- M.G.Bs. A.M. 2038/18/9 and 1741/10/9. In view of the
renewal of E-Boat attacks on East Coast Convoys,
it is particularly requested that M.G.Bs
temporarily transferred to other commands may be returned to
their operational base as soon as possible.
(C. in C. Nore, 1458A/15 to Admty.)
Cancel my 1458/15 in view of A.M. 1333/14 para. (D). *N.T.W.D.*
(C. in C. Nore, 2251A/15.)
- P.511. (1) My 1831/14 para. (2). Amend to read:
R/V with Chaser No. 11 in 050° 33.7', 001° 50'
(vide Q.Z.H. 730) at 0730/16.
(Capt. S.5, 1714A/15 to P.511.)
- 25th M.L.F. Codeword "Grasp" postponed 24 hours. Weather.
etc. (F.O.I.C. Milford Haven, 1811A/15.)

/GLASGOW ...

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Thursday.

War Diary.

HOME COMMANDS.

Movements.- Contd.

GLASGOW, A.M. 2009/3.
ALBRIGHTON. Intend sailing GLASGOW from Needles 0830/17 for Scapa.
2. Routed by A.M. Q.Z.S. 293 and route P and A, thence standard route through North Channel and Minches, speed 22 knots to The Smalls thence 17 knots, adjust as necessary E.T.A. 0800/19.
3. GLASGOW will be escorted by ALBRIGHTON during daylight 17th, parting company after dark as ordered by C. in C. Plymouth and returning to Portsmouth.
(C. in C. Portsmouth, 1825A/15.)

ALECTO. F.O.(S)'s 1132A/14. ALECTO arrived Stornoway, sheltering until weather moderates.
(N.O.I.C. Stornoway, 1845A/15.)

→ FAULKNER, Intend following movements.
→ MIDDLETON, (1) p.m. 17/10 sailing FAULKNER, MIDDLETON to
ECHO, Hvalfjord to arrive a.m. 19th to relieve AGAMEMNON,
IMPULSIVE, IMPULSIVE.
→ ESCAPADE, (2) a.m. 19/10. ECHO, IMPULSIVE sailing for Scapa.
ONSLAUGHT. (3) p.m. 21/10 ESCAPADE to Hvalfjord to arrive
not later than p.m. 23rd.
(4) 24/10. FAULKNER, ONSLAUGHT, MIDDLETON
sailing for Scapa.
(R.A.D.H.F., 1926A/15 to C. in C. H.F.)

MARAUDER. Request you sail MARAUDER to Loch Na Keale to assist any ship in difficulties in the anchorage.
(F.O.I.C. Greenock, 1933A/15 to N.O.I.C. Stornoway)
F.O.I.C. Greenock 1933/15. Sailed MARAUDER.
(N.O.I.C. Stornoway, 2239A/15.)

RENOWN, Scapa departures RENOWN, DUKE OF YORK, FAULKNER,
DUKE OF YORK, ESCAPADE, MARNE and MIDDLETON.
→ FAULKNER, (A.C.O.S., 2223/15.) * *h.w.51*
→ ESCAPADE,
MARNE,
→ MIDDLETON.

Operations.

Operation B.S. 86. Operation B.S. 86 completed. Intend to sail OPPORTUNE for Scapa at 1600/16, speed 20 knots, E.T.A.1200/17.
(F.O.I.C. Humber, 0911A/15.)

Patrols. 1. Intend M.G.Bs 54 (S.O.) and 50 to patrol on lat. 50° 20' N. between 1° 35' W. and 2° 10' W. tonight, leaving Weymouth 1930 and returning from patrol line at dawn. Codeword "Service".
(F.O.I.C. Portland, 1202A/15.) *See next page.*

/Intend

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Thursday.

War Diary.

HOME COMMANDS.

Operations.

Patrols. Intend M.G.B. 318 at 1730/15 to the southward,
(Contd.) returning 0800/16.
(N.O.I.C. Dartmouth, 1549/15 to C. in C. Plymouth)
→ M.G.Bs 54 (S.O.) and 50 patrolling 15 miles south
of St. Albans Head.
(C. in C. Portsmouth, 1622/15.) *See previous page.*
Two M.G.Bs on patrol 20 miles S.E. of Portland Bill.
(C. in C. Plymouth, 1644A/15.)
In view of C. in C. Nore's 1430/15 and 1436/15 cancel
all reference to Corvettes after night of 16/17 October in my
1054/13. Corvette patrol programme will be as follows. Details
to Night 23/24 October.
A/S trawler and Rescue Tug escorts will be signalled at 1000 on
day previous to sailing as formerly. F.O.I.C. Humber is
requested to pass C. in C. Nore's 1436/15 and 1430/15 to MALLARD
on 16/10 for 1B patrol with instructions to carry out No. 6
patrol on night 17/18th.
(F.O.I.C. Harwich, 2150A/15.)
→ My 1202A/15. *P. 1144* Returning to harbour owing to weather.
(F.O.I.C. Portland, 2210/15.)

Operation GLAISDALE, ALBRIGHTON, FERNIE are to carry out
K.G. (*Disturbance of enemy units E'bound from Harve.*) Operation K.G. tonight.
(C. in C. Portsmouth, 1618A/15.)

S/M Patrols. Positions of submarines at 0800A/16 and movements
for following 24 hours.
JUNON in zone K.9. UREDD in zone K.5.
P.45, 48° 22' N. 12° 31' W., due 43° 01' N. 12° 30' W. at 2300/18.
P.221, 47° 32' N. 12° 30' W., due 42° 59' N. 12° 29' W. at 0200/18
URSULA in zone K.501. UNIQUE in zone K.502. GRAPH in zone
K.505. SEALION in zone K.506.
(F.O.S., 1622A/15.)

Operation Completed 1900 hours.
"Outward". (A.B.O. Oldstairs, 1920A/15 to V.A. Dover.)

Operation Seidisfiord arrivals ARGONAUT, INTREPID,
E.Z. OB DURATE at (?18)10/15.
(A.C.I.C., 1945A/15 to A.C.O.S.)

Exercises.

WILTON, My 1145/9. *N.T.N.W.D.* Practices are to be as ordered by
LAMERTON, Capt. (D) Greenock.
WHEATLAND, (R.A.D.H.F., 0047A/15 to WILTON.)
FARNDALE
(Smoke-
shell
practices)

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Thursday.

War Diary.

HOME COMMANDS.

Allied Air Activity.

Protection
for QUEEN
EMMA etc.

Request fighter protection for one large troop-
ship, two smaller, escorted by one sloop. E.T.A.
Bar Light Vessel 1330A/16 to Clyde by normal
routes. E.T.A. Cumbraes 0330A/17.
(N.O.I.C. Liverpool, 1126A/15.)

Protection
for NELSON,
FORMIDABLE.

Request fighter protection for NELSON and
FORMIDABLE escorted by five destroyers, from
1000/16th to 2100/16. Eyebrough Buoy. (Q.O. 98
12) to Scapa.
(C. in C. Rosyth, 1510A/15.)

French
Coast R/C.

Request R/C after dark each night from tonight
15/16th (Admiralty 2310/14) to cover route Le
Havre to Fecamp, also route westward from Le
Havre.
(C. in C. Portsmouth, 1606A/15 to H.Q.C.C.)

Bombing
restrictions.

Request surface bombing restrictions from 1700/16
to 0830/17 10 miles either side of line joining
Dartmouth and Cap Frehel.
(C. in C. Plymouth, 1915A/15 to H.Q.C.C.)

Enemy Air Activity.

Iceland.

F.W. flew over Reydarfiord from Vatannes to
Budareyri at 1030/15, height 1500 feet. Engaged
by ground defences and disappeared in cloud,
course N.W.

(N.O.I.C. Iceland, 1405A/15 and 1645A/15 to Admty.)
R/C carried out by 2 enemy aircraft flying high over Reykjavik
and Keflavik 064° 00' N. 022° 31' W. at 1045/15. A/C
approached overland from east.
(A.C.I.C., 1810A/15.)

Mining.

S.N. 3E.

Your 0700A/15. Return to Stornoway and await
further orders.
(R.A.M., 0835A/15 to SCOTT.)

As it is not now anticipated weather will be suitable for laying
beacons before 17th you have discretion to return Port ZA if you
so desire and if weather permits.

(R.A.M., 1540A/15 to SCOTT.) *See p 452*

E.Y. ? E.2.

My 1202/14. M/S Group 15 has returned to harbour
on account of northerly gale, rough sea, and low
visibility.

(A.C.I.C., 1115A/15 to ARGONAUT.)

My 1840/15. *N.T. 17.12* Cancel last (? sentence). You are to comply
with A.M. 1730/15.

(A.C.I.C., 1935A/15 to M/S 15.)

/Harwich ...

War Diary.15.10.1942.
Thursday.HOME COMMANDS.Mining - Contd.

- Harwich. My 2227/14. Port now open.
(F.O.I.C. Harwich, 1151A/15.)
- Lyme Bay. Intend FINESSE and BRECON CASTLE at 0650/16
sweeping route 'P' to Dartmouth codeword "Ounce
VI", acting as additional escort to "Nation 8"
till overtaken by P.W. 233.
(F.O.I.C. Portland, 1235A/15 to N.O.I.C.
Dartmouth.)
- Cape Kanin. Russian Staff report 9 mines exploded by fishing
trawler in the vicinity of Cape Kanin.
(S.B.N.O. North Russia, 1607A/15.)
- Humber. 3 magnetic mines exploded by sweepers today.
Details.
(F.O. Humber, 1945A/15.)
- Off Harwich. Following received from STELLA LEONIS. Heavy
explosion in Channel west of 54B buoy time 2035
probably mine. Unidentified aircraft overhead
at time of explosion.
(F.O.I.C. Harwich, 2142A/15.)

Enemy Intelligence.

- Supplies to Norway and Finland. (A) Available German transports are now being
used to complete military winter supplies to
Finnish and (? north) Norwegian ports. Graded
A.2.
Reliable evidence from Finland shows Vasaand
Bothnian ports are (? congested) with supplies which cannot be
carried inland whilst Swedish shipping has been delayed in
north German ports due to this loading activity. Graded A.2.
(N.A. Stockholm, 1659/15.)

U-Boats.

- U-Boats attacked. Am over enemy submarine in 53° 58' N. 33° 49' W.
Submarine was sighted on surface and observed to
submerge. When first sighted was on course 095°,
estimated speed 02.
(A/C N1UH, 1330Z/15 to 15 Group.)
Have attacked two U-Boats with depth charges. (Results not
specified).
(A/C, 1345Z/15 to 15 Group.)
Have attacked previously reported enemy submarine with depth
charges. Enemy has dived.
(A/C N1UH, 1430Z/15 to 15 Group.)

/Am ...

15.10.1942.
Thursday.War Diary.HOME COMMANDS.U-Boats - contd.

U-Boats attacked. (Contd.) Am over enemy submarine in 53° 58' N. 33° 43' W. (A/C 1432Z/15 to 15 Group.)

U-Boat sunk. C. in C. W.A. 1549A/15 to VISCOUNT. (See A. & W.I.)

U-Boats reported. Am over enemy S/M in 58° 03' N. 27° 07' W. S/M sighted on surface and seen to submerge, when first sighted was on course 160°, speed 2 knots.

(A/C N1UD, 1555Z/15 to 15 Group.)

U-Boat sighted in Western Approaches to Yugorski Straits on 14/10. (S.B.N.O. North Russia, 1607A/15.)

Your 1945A/15th. Position U-Boat now given as 340 miles North of Cape Sviatoi.

(S.B.N.O. North Russia, 2045A/15 to Admty.)

LYME REGIS reports doubtful (? sighting) of submarine breaking surface 7 miles away and diving again immediately. Possibly enemy aircraft over submarine at time.

(15 M/S.F., 2224A/15 to C. in C. H.F.)

Technical.

Fuel for Landing Craft. Following White Ensign ships have now stowages for following quantities for landing craft. Figures include the capacity of bulk stowages as well as the additional usable stowage.

GLENGYLE 3250 gallons petrol and 500 gallons diesel.

KEREN and KARANJA each 8700 gallons petrol and 1000 gallons diesel.

ROYAL SCOTSMAN 3700 gallons petrol and 500 gallons diesel.

ROYAL ULSTERMAN 3600 gallons petrol 500 gallons diesel. ROYAL

ULSTERMAN (sic) 1700 gallons petrol 500 gallons diesel. QUEEN

EMMA 2000 gallons petrol 500 gallons diesel. PRINSES BEATRIX

7600 gallons petrol 500 gallons diesel. *BULOLO 1200 gallons petrol no diesel.

For KEREN and KARANJA the total includes petrol for army use. (S.O. Assault Ships, 1440A/15.)

* 5-452

Oiling at Sea. For your information gear will be placed on board the following vessels to enable them to deliver

fuel at sea: ORBITA, TEGELBERG, MARNIX VAN ST. ALDEGONDE, DEMPO, ARUNDEL CASTLE, DURBAN CASTLE,

AWATEA, U.S. ARGENTINA, U.S. BRAZIL and U.S. URUGUAY.

2. Request you inform Masters accordingly.

(D.S.T., 2030A/15 to P.S.T.Os. Scottish and N.W. Ports.)

War Diary.15.10.1942.
Thursday.HOME COMMANDS.Casualties and Defects.

DUKE OF YORK. *See p. 446*
Your 1815/13. Concur. As many rivets as possible if not all should be renewed, but ship must sail as instructed my 0144/7. (C. in C. H.F., 0057A/15 to A.S. Rosyth.)

TEDWORTH. R.A.(M)'s 2120A/13. Delayed by weather. Propose proceeding to Greenock to carry out deferred boiler cleaning, coaling on completion before proceeding to Rothesay. (TEDWORTH, 0900A/15.)

ILFRACOMBE, EASTBOURNE. ILFRACOMBE and EASTBOURNE in collision during the night. EASTBOURNE sustained damage to stern, fore part flooded, damage to M.B, davit, and minesweeping commutator. ILFRACOMBE sustained damage to stern, fore part flooded. Am proceeding 10 knots with STORNOWAY, ROTHESAY, and EASTBOURNE in company. FELIXSTOWE and ILFRACOMBE in company about 12 miles astern. E.T.A. leading division 1700. (M/S 13, 0916A/15 to N.O.I.C. Greenock.) Clyde arrival RHYL, ROTHESAY, EASTBOURNE, FELIXSTOWE, STORNOWAY. EASTBOURNE has sustained collision damage. (F.O.I.C. Greenock, 1958A/15.)

EMPIRE PLANET. Rudder broken down, require assistance. Dead reckoning position 55° 30' N. 15° 20' W, drifting eastward. (EMPIRE PLANET, 1000/15.)
Detail one destroyer to close EMPIRE PLANET drifting eastward from 55.30 N. 15.20 W. at 1000/15 and requiring assistance. Destroyer detailed should signal name and report situation but should not remain with EMPIRE PLANET unless necessary. It is hoped to sail a ship to PLANET's assistance. (C. in C. W.A., 1410A/15 to HESPERUS.)
Following for EMPIRE PLANET.
Your 1000/15. Assistance is being sent. (C. in C. W.A., 1430A/15 to B.A.M.S.)
Cancel my 1410/15. Destroyer detailed is to rejoin convoy forthwith.
NORTHERN SPRAY has been sailed to assist EMPIRE PLANET. (C. in C. W.A., 1527A/15 to HESPERUS.)
Sail NORTHERN SPRAY at best speed to assist EMPIRE PLANET disabled and drifting at 1000/15 with damaged rudder. (C. in C. W.A., 1532A/15 to F.O.I.C. Greenock.)
Your 1410A/15. My P.C.S. are 055° 14' N. 012° 50' W., 277°, 6. WHITEHALL and VANESSA in company. This course should close both O.N.S. 138 reported hove to and ships requiring assistance. (HESPERUS, 1545A/15 to C. in C. W.A.) *See p. 454*

/GEORGE ...

War Diary.15.10.1942.
Thursday.HOME COMMANDS.Casualties and Defects - Contd.GEORGE
BALFOUR.Arrival tugs KROOMAN and DIVERSION with hulk
of SS. GEORGE BALFOUR.
(F.O.I.C. Gt. Yarmouth, 1016A/15.)BULOLO.
*See p. 450.*Slight above water damaged incurred from contact
with Dolphin when entering James Watt Dock
Greenock in charge of pilot. Repairs expected
completed 17th.
(BULOLO, 1553A/15.)

BRIXHAM.

Your 2218/12.
BRIXHAM now arrived more than 300 hours overdue
for boiler cleaning. Consider boilers should be
cleaned before sailing. Five days with shore help will be
required. Should this work be taken in hand.
(A.C.O.S., 1608A/15 to Admty.)

DELAWARE.

Scapa arrival 1401 Tug SCHELDE towing DELAWARE
escorted by TANGO.
(A.C.O.S., 1614A/15 to A.C.I.C.)

M.G.B. 319.

My 2015A/15. *N.O.I.C.*
M.G.B. 319 reports defective engine but proposes
to proceed to Yarmouth where repair can be
effected.
(N.O.I.C. Newhaven, 2115A/15.)Shipping and Convoys.

W.S. 24.

Proposed embarkation programme.
(D.S.T., 0200A/15.)
ANDES due Liverpool 19/10, will be included in
convoy W.S. 24.
(D.S.T., 0210A/15.)

W.P. 41.

Serial 151, 176 to 180 cancelled owing to
weather. Am returning to harbour.
(CUMBERLAND, 0824A/15 to A.C.O.S.)D.S. 33,
S.D. 33.My 1028/14. Weather reported by*SCOTT and
special forecasts from Admiralty indicating
there is little likelihood of laying before 19th.
It will not therefore be possible to release
a second destroyer to proceed with LANCASTER
as screen for D.S. 33.
(R.A.M., 1054A/15.) **C - p. 44B*

War Diary.

15.10.1942.
Thursday.

HOME COMMANDS.

Shipping & Convoys - 24.7.

D.S.33
S.D.33
Contd.

My 1035/14.
1. Convoy is to sail 18/10 or earlier if LANCASTER is ready.
2. Escort (A) LANCASTER S.O. from Clyde (B) GORLESTON from Londonderry to R/V as arranged by N.O.I.C. Greenock.
3. Escort will bring back S.D. 33. (C. in C. W.A., 2044A/15).

AQUILLA

Lost convoy due to gale. Have put into Wick for Shelter. Consider it inadvisable to attempt passage through Pentland Firth until gale moderates then suggest proceed independently as we are urgently required at our port of destination.
(AQUILLA 1305A/15 to F.O.I.C. Aberdeen).

East Coast
Convoy
Escorts.

Recent E-boat tactics necessitate a change in the existing arrangements of patrols and additional escort for east coast convoys.
(ii) Commencing with F.N. 41 on 17/10, two destroyers from 16th or 21st Flotilla will form additional escort for each convoy proceeding by a.m. Q.Z.S.311. They will be stationed in accordance with Nore operation memorandum 44.
(iii) Escorts join convoy and part company at daylight proceeding Humber. (iv) On nights suitable for E-boat operations the following patrols will be carried out:
(A) by destroyer patrol A.59 A to 57 D. Buoy. patrol B.57 D to 57 F Buoy, patrol one 57 F. to 56 Buoy, patrol 2 56 to 57 Buoy patrol 3 57 to 55 A Buoy patrol 4 55 A to 3 C Buoy.
(B) by corvette patrol 5 3 C to 3 A Buoy, patrol 6 3 A to 54 B Buoy. If insufficient destroyers are available these patrols may be modified by C. in C. Nore.
(v) Destroyers at Humber will normally do one night in harbour before carrying out A and B patrols.
(vi) Corvettes will cease to escort east coast convoys.
(vii) N.O.I.C. Harwich is to arrange for at least one rescue tug or A/S trawler with each convoy. When numbers admit both are to be provided.
(viii) My 1040/30/5, my 1100/17/8 and my 2258/11/9 are cancelled. (C. in C. Nore, 1430A/15) See amendment 1150A/16.

T.A. 25

Comply with Admiralty 1751/13. DELHI to Belfast on completion.
(C. in C. W.A., 1455A/15 to F.O.I.C. Belfast).

O.N.S.142

Comtask Unit No. 24.1.13 in SAGUENAY plus SKEENA arrived. GALT, WETASKIWIN standing on to Belfast. AGASSIZ, SACKVILLE to Glasgow. This unit designated ocean escort O.N.S.142. (C.T.G. 24.7. , 1655Z/15 to C.T.F.24).

15.10.1942.
Thursday.War Diary.HOME COMMANDS.Shipping & Convoys. - Contd.

- S.C.105 C.T.U. 24.1.15 in HURRICANE plus WATCHMAN, WALLFLOWER, MONKSHOOD, ANCHUSA, and SNOWFLAKE designated escort convoy S.C.105. Escort joins at Westomp. HURRICANE and WATCHMAN fitted with H/F D/F.
(Comtask 24. 1741/15).
Pass to N.C.S.Os. Ships for all Spanish ports from Rio Guadiana to the eastward are to remain in convoy to Gibraltar before proceeding to destination.
(D.T.D., 1901A/15 to C. in C. W.A., (R) F.O.C.N.A.)
- O.N.S.138 *P-451* Your 1300/15. R/V for tomorrow is being cancelled by B.A.M.S. 7 ships were reported about 50 miles ahead by aircraft and have been given position of convoy. Request you propose new R/V as soon as weather permits.
(C. in C. W.A., 1910A/15 to C.T.U. 24.1.16).
Your 1910A/15. R/V for 1200 G.M.T./16 56 miles 270° from Position M.
(HESPERUS, 2054Z/15 to C. in C. W.A.)
Your 1910. Commodore, P.C.S. bearing 350° 50 miles from M. 260° 5. New R/V for 1100Z tomorrow bearing 290° 100 from M. Request broadcast.
(GENTIAN 2331Z/15 to C. in C. W.A.)
- R.U. 44 My P.C.S. at 2000A/15 60° 34', 14° 44'
(?115° or 218°) 8 knots.
(KING SOL 1930A/15).
- K.M.S.1 The following 46 M/Vs will be ready to leave Clyde on 22/10. Escorts as follows.
(D.O.D.(H), 1948A/15) See Lion Copy. *next page.*
- DURBAN CASTLE. As DURBAN CASTLE will be late for Exercise "Mosstrooper" request she may be ordered to proceed to X sector in Gareloch and not Z sector Loch Linnhe. If she cannot enter Gareloch a berth near entrance would suit, as her landing craft are required to exercise with the Maracaibos.
(D.O.D.(H), 2300A/15 to R.A.C.O.)

MOST SECRET1948A/15th October.

MOST SECRET.

MESSAGE.

OUT

To. C.in C. Western Approaches. 462. Date. 15.10.42.
 F.O.I.C. Greenock.
 Repeated F.O.C.N.A. 943.
 C.in C. Home Fleet. 844.
 N.C.S.O. Clyde.
 F.O.I.C. Liverpool.

Naval Cypher (D.O.T.P.)

From Admiralty.

The following ships will be ready to leave Clyde
 as Convoy K.M.S.1. on 22nd October.

s.s. MANCHESTER PORT	s.s. ALCINOUS
LALANDE	CHARLES H. CRAMP
OCEAN WANDERER	THESEUS
SOBO	MARY SLESSOR
JEAN JADOT	RECORDER
LOCH MONAR	ZEBULOU B. VANCE
TIBAR	CHATTANOOGA CITY
CITY OF WORCESTER	LYCAON
MARCHARDA	EMPIRE MORDRED
MARON	SALACIA
OCEAN RIDER	CLAN MACTAGGART
OCEAN VICEROY	DELILIAN
OCEAN VOLGA	EMPIRE CONFIDENCE
URLANE	PACIFIC EXPORTER
GLEN FINLAS	WILLIAM WIRT
STANHILL	BENALBANACH
ST. ESSYLT	HOPECROWN
ALPHARD	FORT MCLOUGHLIN
HAVILDAR	ARDEOLA
WALT WHITMAN	TADORNA
MARK TWAIN	DERWENTDALE
EDWARD RUTLEDGE	DEWDALE
WILLIAM FLOYD	ENNERDALE

2. All ships are capable of 10 knots or above except
 HAVILDAR and RECORDER 9½ knots.

3. Escort will be provided by (a) STORK, DEPTFORD,
 CONVULVUS, MARIGOLD, SAMPHIRE, VETCH, GARDENIA,
 PENSTEMON, VIOLET, AUBRETIA, VANSITTART, RHODODENDRON,
 ALGERINE, ALARM, ALBACORE, ACUTE, CADMUS. (b) AVENGER
 and ALYNBANK.

4. Admiralty will promulgate route.

5.

5. Orders as to destination etc. will be communicated at convoy conference.
6. Convoy conference will be held on board H.M.S. AVENGER at 1000 22nd October.
7. C. in C. Western Approaches is requested to make the necessary arrangements for escorts.
8. F.O.I.C. Greenock is requested to arrange Convoy conference and sail convoy as requisite.

1948/15.

D.O.D.(H)

1st Lord
 1st S.L.(2)
 4th S.L.
 C.N.I.S.
 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)
 N.A. 1st S.L.
 D.O.D.(H)(2)
 D.O.D.(F)(2)
 Duty Capt.(2)
 D.N.I.(4)
 D.D.I.C.(2)
 D.S.D.(2)
 D.of L.D.
 D.of P.(Q)
 D.of P.(2)
 C.in C. X.F.(2)
 A.C.N.I.S.
 D.N.I.D.
 D.T.D.(3)
 D.T.D.(M)
 D.T.D.(C)
 D.of S.T.
 D.of S.
 C.C.O.(2)
 D.A/S.W.
 Hd.of M.(13) & for W.O., I.M., W.C.O.
 I.P.(2)
 W.D.

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15.10.1942.
Thursday.War Diary.FOREIGN STATIONS.North Atlantic.

Bombing A.C.153 15/10.
Restrictions. Serial G.260. Institute submerged bombing restrictions in area 41, N., of 49° 50' N., from 1300/15 to 0700/16. (H.Q.C.C., 0010A/15 to R.A.F. Gibraltar, F.O.C.N.A., S.8.)

A.C.154 15/10. Institute submerged bombing restrictions as follows:-
Serial G.261. From 1800/15 to 0300/17, 20 miles either side of a line joining 48° 10' N., 13° 11' W., and 50° 01' N., 13° 09' W.
Serial G.262. From 1600/16 to 0600/19 20 miles either side of a line joining 46° N., 12° 30' W., and 43° N., 12° 30' W.
Serial G.263. From 1900/16 to 1200/17. 20 miles either side of a line joining 350° Bishops Rock 10 miles and 49° 25' N., 10° 01' W.
Serial G.264. My A.C. 134 13/10 Serial number G.254. Cancel restriction at 0800/16. (H.Q.C.C., 0245A/15 to R.A.F. Gibraltar, F.O.C.N.A., S.8).

LORD HOTHAM, SS. LYMINGE states weather unsuitable land Ras LYMINGE. Afraut, proceeding Meililla. Intend escorting him to Meililla. Weather. (LORD HOTHAM, 0734A/15 to F.O.C.N.A. (R) N.C.S.O. ?Gib).

Firing Firing heard off Cape Roca 1550A/14 A.1.
Report. (N.A. Lisbon, 0945A/15 to S.O.(I) Gibraltar, (R) Admty).

French Passings 14/10. Westbound, 0800 MARECHAL Shipping. LYAUTEY, FAUZON, both full. Eastbound, 1830 CHATEAU YQUEN, full, deck cargo fruit barrels, POITOU, trawler full. (V.A.C.N.A., 1007A/15 to Admty for M.E.W.)

Casablanca My 1818/2nd. R/C of Tuesday 14/10. No change R/C. since 1/10 other than decrease of 5 S/Ms which passed Strait trade routes on 6/10 and increase of 1 destroyer. (F.O.C.N.A., 1148A/15 to Admty).

Situation Area Y, 2001A/15.
report. 1. NIGERIA 35.26 14.42 through 35.12, 20.01 thence 266° 19.
2. CHARYBDIS leaves Ponta Delgada p.m./16 for Gibraltar. (F.O.C.N.A., 1344A/15 to N.A.S.)

CHARYBDIS On completion fuelling return to Gibraltar with all convenient despatch passing through position (b) 35.58, 09.58. (F.O.C.N.A., 1452A/15 to CHARYBDIS, (R) Admty).

/CHARYBDIS...

456

15.10.1942.
Thursday.War Diary.FOREIGN STATIONS.North Atlantic - conts.CHARYBDIS
Contd.CHARYBDIS arrived Ponta Delgada 1830 G.M.T./15.
(N.C.S.O. P. Delgada, 1732/15 to S.O.(I)
Gibraltar. (R) Admty).P.217 U/B
BELGRANO.P.217 0556/9 (N.T. in W.D.) U-boat was sighted
stern on range 1,000 yards. P.217 attempted to
ram but U-boat dived and P.217 passed over her.
2. P.217 entered Ferrol Bay submerged on 10th
and surfaced in 043° 26', 008° 29' west at 2100.3. At 2140 BELGRANO was sighted course 290° 13 knots.
Target was sighted due to phosphorescence from bow wave.4. At 2148, 4 torpedoes were fired on 118° track range 1,000
yards. First 2 torpedoes observed to pass just ahead, third
torpedo ran off to right and fourth torpedo circled to right.
P.217 dived to avoid fourth torpedo which passed overhead 2
minutes later.5. Spares were flooded on 5/10 but not hauled back owing to
crowded state of fore end.6. Capt. (S) 8 is investigating torpedo failures.
(F.O.C.N.A., 1540A/15 to Admty (R) F.O.S.)U/B
Santander.
LENTORIONE
REGINALDO
GIULIANI.Repair of submarine near completion. Insistent
rumours suggest intention to escape.
(Santander, 1547/15 to Admty).Spanish
Tankers.Your 1303/14. Does this refer only Campsa tanker
as opposed to all Spanish tankers?2. Does it apply also in the cases of westbound
tankers sailing from Spanish Northern Ports?
3. When were these instructions issued?
4. Is there any prescribed route via 040° W.
and Cape St. Vincent?
(S.O.(I) Gib. 1752A/15 to N.A. Madrid, (R) Admty)KAOLACK,
OMEGA,
STELLA
CARINA.Intend to sail SS. KAOLACK and OMEGA escorted
by STELLA CARINA for U.K. at 1700 (?16th) routed
through A. 35.59, 06.01 B. 37.01, 11.10.
C. 40.01, 15.01 D. 45.01, 19.35. S. of A 6 knots
2. Admty is requested to signal destination and
C. in C. W.A. onward route from position D.
3. Local escort will be provided.4. KAOLACK and (?OMEGA) are only armed with Lewis guns and
P.A.C.
5. Admty. is requested to signal refitting port for STELLA.
CARINA.
(F.O.C.N.A., 1802A/15 to Admty etc).Axis
Shipping.Following is an extract from a Fairmiss Telegram:-
Arrival 13th German JACQUELINE, French DOMINE.
Henceforward we shall refer to DOMINE as 26.
(Bilbao, 1808/15).

P.556

My 1944/9. para. 3. Destination of P.556 is
Portsmouth.
(D.O.D. (F) 2237A/15 to F.O.C.N.A.).

See p. 445

War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.South Atlantic.

Dispositions. *ARMERIA 14.50, 18.30 to Bathurst 10½. *MILFORD, SNOWDROP off Bathurst to Freetown 9. SOUTHERN PRIDE 10.20, 17.20 269° 11 at 2002Z/15th. DURBAN with W.S.23 09.10, 14.55 to Freetown 12½. CORIOLANUS with LADY DENISON PENDER off Freetown to 11. 18 17.08, knots 10. (R.A.W.A., 1051Z/15 to Area P. etc).

**see p. 459.*

Lourenço Marques. Use for shipping. (D.T.D., 1111A/15) See America and West Indies.

ILLUSTRIOUS, DERWENT, HOTSPUR. Sailed (a) ILLUSTRIOUS. (b) DERWENT. (c) HOTSPUR to Tanga thence to Kilindini. (ii) Route to Tanga through following positions
A. 027° 21' S., 037° 50' E.
B. 016° 20' S., 042° 25' E.
C. 011° 20' S., 042° 10' E.
D. 006° 00' S., 040° 40' E. thence to Pemba

Channel and Tanga.

(iii) S. of A. 17 knots E.T.A. Tanga 0700Z/20.

(iv) Shifting to W/T organization group V at 1415Z/18.

Ceasing watch on broadcast J at 0800Z/19.

(N.O.I.C. Durban, 1117Z/15 to Admty, C. in Q. S.A., C. in C. E.F. etc).

Movement Summary. 2000Z/15. Area Q. ALCANTARA on patrol in L one A ROCKROSE, THYME on patrol about 031° 30' S., 016° 00' E. NIZAM, FOXHOUND from the South (corrupt) 0800C/16. GUARDIAN, CYCLAMEN, F.S. COMMANDANT *DUBOC 027° 40' S., 014° 40' E., to Pointe Noire 12 knots. ARROW, ACTIVE with AQUITANIA 035° 09' S., 018° 34' E. to the East, 20 knots. (C. in C. S.A., 1136C/15 to S.A. Stn). *DETROYAT in *the* *see* *p/417 4496.*

KUMSANG (sunk 30/9). My 1919/7/10. KUMSANG sunk by German U-boat in 3° 55' N., 13° 40' W., at 0335/30/9. (S.O.(I) Freetown 1237Z/15 to Admty (R) C. in C. S.A.)

ROBIN GRAY. My 1310/14. ROBIN GRAY arrived Punta Arenas 13th. (S.O.(I) Montevideo, 1421Z/15 to Admty).

Shipping Positions. Following gives estimated positions 1800/15 and subsequent positions on Route. All positions south and East unless otherwise stated. DEVON CITY 40° 00', 06° 00', 40° 00', 13° 00' Durban. GLENSTRAE 06° 15' 01° 45' W., 11° 00' 08° 29' Saldanha. (D.T.D., 1505Z/15 to Connav).

DRUPA, CISTULA. (collision), Your 1900/11. Report on condition of DRUPA (tanker message) and CISTULA urgently awaited. (D.T.D., 1539A/15 to N.O.I.C. Lagos).

/Flying...

War Diary.15.10,1942.
Thursday.FOREIGN STATIONS.South Atlantic. - Contd.Flying
Boats,
Saldanha Bay.

My 1721/10th para. 2. Moorings being laid for 3 Catalina aircraft in Saldanha Bay. Anticipate arrangements will be completed p.m./19 for emergency operation.
(2) R.A.F. technical officer from Congella concurs in site selected and arrangements improvised.
(C. in C. S.A., 1619C/15 to C. in C. E.F.)

MIGUEL DE
LARRINAGA.

Overdue shipping. MIGUEL DE LARRINAGA due Durban 10/10 from Aden not arrived.
(C. in C. S.A., 1644C/15 to Admty).

MAURETANIA

Your 0100/14. Para. 2. Escort will be arranged Para. 3 confirmed destination is Durban.
(C. in C. S.A., 1645C/15 to Admty).

Shipping,
Capetown.

All ships are to keep outside a circle radius 70 miles from Green Point Light, Capetown, during dark hours. Ships should not reduce speed in order to conform but should if necessary increase zigzag or reverse course. Such action should be taken well before ship arrives in Cape vicinity and without departing from prescribed route.
(D.T.D., 1711A/15 to F.O.ICs.)

B.25 Bombers,
Freetown.

My 1501Z/14th. Latest (E). Present operational strength B.25 bombers, 5.
(R.A.W.A., 1737Z/15 to Admty. (R) C. in C. S.A.)

Navigation
Lights.

Merchant ships in B.A.M.S. Area 3B are not to burn navigation lights when westward of 020° East.

2. Ships of 10 knots and over proceeding independently or after dispersal from convoy are to zigzag by day and on moonlight nights when in South Atlantic eastward of a line joining positions 010° S., 026° W. and 040° S., 010°.

3. C.A.M.S. Is. 155/42 and 176/42 in course of distribution will be amended.

(D.T.D., 1805Z/15 to B.A.M.S. in all areas (Negative A.I.G.12)
(R) C. in C. S.A.)

DUCHESS OF
ATHOLL
(sunk 10/10)

Your 1707/13. Following is brief report DUCHESS OF ATHOLL sunk on 10/10 in 07° 03' S., 11° 12' W.
(A) Torpedo attack by German U-boat
(B) Moderate S.E. trade Moderate swell, slight sea. Cloudy with occasional light rain showers.

Visibility good. (C) 17 knots. (D) At 0500/10/10 commenced No. 1. (E) Attack occurred in daylight. (F) 3 torpedoes hit ship. No tracks or U-boat sighted. (G) At 0635 one torpedo engine room port side. At 0655 second torpedo same place. At 0725 third starboard side. Submarine surfaced after ship sunk at 0925 and spoke to survivors who state was German. During night 10/11 U-boat reappeared and remained in vicinity of lifeboat and was last seen at 0400/11.

(R.A.W.A., 1917Z/15 to Admty (R) C. in C. S.A.)

/Move...

War Diary.

15.10.1942.
Thursday.

FOREIGN STATIONS.

South Atlantic. - Contd.

Move of 29th Bde. 1. Decided that 29th Bde. Gp. which has had high incidence malaria due recent Madagascar operations shall proceed Durban area recuperate for about two months. Details.
(W.O. 1930A/15 to C.G.S., S. Africa etc).

Troop Moves, W. Africa. Following is present forecast of troop movements on West African coast requiring escort between 25/10. and 15/11.
LAFONIA. Freetown - Bathurst - Freetown - Takoradi Marshal.

THYSVILLE Freetown - Takoradi - Lagos.

HAI LEE. Freetown - Takoradi - Freetown - Bathurst - Freetown - Takoradi - Lagos.

CAPE PADORAN. Lagos - Takoradi - Freetown - Bathurst.

CUBA.

MATADITA. Takoradi - Lagos - Freetown - Bathurst

W.S.24 Presume escort required for ship detached for Freetown. Escort commitments are therefore very heavy for this period when no destroyers are available.

(R.A.W.A., 1930Z/15 to Admty (R) C. in C. S.A., D.S.T.O. Freetown).

Use of Accra. In order to relieve congestion at Takoradi it is proposed to discharge certain ships at Accra. The intention is to limit such quantity discharged at Accra from any one ship to about 1000 tons or such figure as you consider advisable and to arrange simultaneous loading of Gold

Coast priority produce concurrently with discharge. Request your remarks which please repeat to Donaldson.

(D.T.D., 1940A/15 to R.A.W.A.) Reply: R.A.W.A., 1414/17.

Dakar R/C. At 1955Z/14, aircraft over Dakar sighted (?2) destroyers and 1 large submarine under way in Bay. (S.O.(I) Freetown, 1959Z/15 to Admty (R) F.O.C.N.A.)

ARMERIA E.T.A. Bathurst 1330Z tomorrow 16th.
Sup p. 457
(Dispositions) (ARMERIA, 2001Z/15 to N.O.I.C. Bathurst (R) R.A.W.A.)

H.L. for Freetown. Harbour Launch, Steam, No. 302, 52½ ft. is allocated to Freetown Boat Pool and will be shipped as opportunity offers. Further signal will be made (D.S.V.P. 2114A/15 to Cdr. Freetown (R) R.A.W.A.)

WEST POINT MARIPOSA. To be routed via Rio, etc. (C. in C. U.S. Fleet 2121/15 to Admty (R) Various) See America and West Indies.

MILFORD E.T.A. with convoy 1700Z/17.
Sup p. 457
(Dispositions) (MILFORD, 2200Z/15 to R.A.W.A.)

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War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean.

Enemy Units. 1 merchant ship left destroyer 032° 53' N. 015° 45' E. 244° 8 knots at 2145A/14th. (Capt. S. 10 0028A/15 to S/Ms on Patrol (R) C. in C. Med. Capt. (S) 1.)

Am over 1 M/V 2 destroyers 33.09 N. 15.29 E. course 260° speed 10 knots. (A/C S of 28 Sqdn. Malta Command 0100/15 to Air H.Q. Malta.)

Have obtained A.S.V. contact in 32.55 N. 15.35 E. (?probably a surface vessel.) (A/C Y. of 28 Sqdn. Malta Command 0107/15 to Air H.Q. Malta.)

NIEUW AMSTERDAM. Your 1211/13. My 1944/13 refers. After disembarkation at Suez in mid-November NIEUW AMSTERDAM will return to Durban for further voyage South Africa to Middle East.

2. We have asked W.O. to investigate whole question of movement of considerable numbers of Australian and New Zealand personnel back to Australasia. (D. of S.T. 0205A/15 to P.S.T.O. Egypt.)

P.44, Enemy M/V. P.44 proceed forthwith to investigate position 033° 09' 015° 29' where westbound ship reported stopped after air attack at 0101A/15th. (Capt. S.10 0845/15 to P.42, P.44 (R) C. in C. Med. Capt. (S) 1.)

My 0845A/15. Position at 0730 was 032° 20' 015° (?50') stopped with destroyer circling. (Capt. S. 10 0932A/15 to P.42, P.44 (R) C. in C. Med. Capt. S.1.)

Investigate position 032° 03' 015° 28' where aircraft reported ship stopped heading 175° about 1715. Pilot states ship is medium size and no other vessel in vicinity. (Capt. S. 10 1941A/15 to P.44 (R) P.42, C. in C. Med. Capt. (S) 1.)

Cositrep 548. 3. Air. Night 13/14. Aircraft from Malta and Egypt bombed southbound enemy shipping north of Benghazi. Explosion seen near one vessel. Operations hampered by bad visibility. Hurricanes machine gunned objectives Daba and Fuka areas. 14/10. Fighter bombers made two attacks in coastal area. Two enemy aircraft shot down. 3 American Fortresses bombed shipping in Tobruk, scoring probable hits or very near misses. (C. in C. M.E. 1025 G.M.T./15.)

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War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean - contd.

- P.37. P.37 leaves patrol as necessary through 035° 19' 012° 21' and 035° 31' 014° 11' to conform with my 1249/12th.
(Capt. S. 10 1129A/15 to P.37, UTMOST (R) 10th S.F., C. in C. Med. Capt.(S) 1.)
- CÖETLOGON (French) Extract from Fairmiss Telegram from Barcelona. Arrival 14th p.m.
(Barcelona 1210/15.)
- AKKA, YARRAWONGA. Swedish ships AKKA and YARRAWONGA under safe conduct leave Piraeus for Gibraltar 0700/22 by reverse of route in my 1227/11/9 as modified by my 1332/23/9. From Gibraltar the vessels will proceed to Montreal by reverse of route in my 2014/10/7. Air Authorities concerned should be informed.
(Head of M. 1522A/15 to C. in C. Med. etc.)
- CELENO (Italian) My 1119C/14. CELENO sailed for Piraeus 1520 G.M.T./15th. Fact.
(S.O.I. Istanbul 1635C/15 to S.O.(I) Med. S.1 (R) D.N.I.)
- CELENO, ALBA JULIA. (Roumanian) Anticipate 1st ship in my 1948/14 (CELENO and ALBA JULIA leaving Dardanelles for Piraeus shortly.) will leave Dardanelles about dawn tomorrow Friday, speed approx. 8½ knots. Believed to carry important cargo.
(Capt. S.1 1901C/15 to THRASHER (R) C. in C. Med.)
- Malta Air Report. I.42 15/10. C.S.R. Malta. Night 14/15. 2000 hours, 10 enemy bombers approached but only 1 crossed coast dropping bombs on land but causing no material damage. 2 Beaufighters up could not intercept owing to partial R.D.F. and serious A.1 interference other raiders dropped bombs in sea and returned. 0105 hours, 14 raiders approached at height and 2 crossed coast and dropped bombs on land but caused no serious damage, partial R.D.F. interference. 1 Beaufighter shot 1 He.111 into sea. 2 intruder Beaufighters patrolled over Catania Castelvetro area but saw no enemy aircraft. 15th. Today enemy forced to increase fighter protection for bombers and also resorted to bomb carrying Me.109s. 0605 hours, 6 Ju.88s escorted by at least 50 fighters approached at height and were intercepted North of Island by 28 Spitfires who destroyed 3 Ju.88s, and 5 Me.109s, probably destroyed 1 Ju.88, and damaged 1 Ju.88 and 2 Me.109s for loss of 1 Spitfire, shot down sea, pilot rescued unhurt by R.A.F. launch, and 4 Spitfires damaged, pilots unhurt. Few bombs fell in Luga area and wounded 1 soldier but caused no material damage. 0905 hours, 50 Me.109s including 15 carrying bombs flying at great height reached just North of Island and were intercepted by 27 Spitfires. Enemy

/had ...

War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.Mediterranean - 20/15 -

Malta Air Report (contd.) had height advantage but Spitfires destroyed 1 Me.109 and damaged ?2 Me.109s for loss of 2 Spitfires shot down sea, both pilots rescued by R.A.F. launch, 1 unhurt the other wounded, and 2 Spitfires damaged, pilots unhurt. Most of bomb carrying Me.109s forced to jettison bombs in sea and few bombs on land though killing 1 civilian and injuring 2 others, caused no material damage. 1051 hours, 50 plus Me.109s and Mc.202s escorted rescue seaplane in search 35 miles north of Malta for Ju.88 crews in sea and were intercepted by 16 Spitfires who destroyed 2 Mc.202s and damaged 2 Mc.202s without loss to themselves. 1258 hours, 35 Me.109s including 7 carrying bombs reached 5 miles north of Silagd where they were intercepted by 15 Spitfires. Combats were inconclusive but Spitfires forced most bomber Me.109s to jettison bombs in sea and few bombs at Ta Kali caused no material damage. 1516 hours, 10 Ju.88s escorted by at least 50 Me.109s and Mc.202s were intercepted N.E. of Malta by 24 Spitfires who destroyed 2 Ju.88s and 1 Me.109, probably destroyed 2 Ju.88s and 1 Me.109 and damaged ?4 Ju.88s and 1 Mc.202 and 1 Me.109 for loss of 1 Spitfire and pilot missing and 3 Spitfires damaged pilots unhurt. Most bombers jettisoned bombs in sea and few on Luqa aerodrome caused craters but no other damage. During today in 110 Spitfire sorties against 251 enemy sorties 14 enemy aircraft have been destroyed, 4 probably destroyed and 13 damaged for loss of 1 pilot missing and 1 wounded and 4 Spitfires destroyed and 9 damaged.

Part 2 my I.42. 15th (as amended 2000/16) Baltimore R/C sighted 0618 hours 072° Khoms 190 miles 1 M/V 7000, seen patrols on 12th, 2 D/Rs course 240° 10 knots. Second Baltimore R/C sighted 1414, 060° Misurata 80 miles, same M/V, 1 D/R course 233° 10 knots. Spitfire photographed 0703 hours 075°. Tripoli 9 miles, 1 M/V 1/2000, 1 D/R course 090° 8 knots. 3 Beaufighters despatched to attack found convoy 1030 hours 301° Khoms 26 miles course 360° speedy low, 1 Beaufighter dropped 2-500 lbs bombs 3 seconds delay from mast height but saw no results. Decks of M/V raked with cannon and machine gun fire; other 2 Beaufighters shot down by flak.

1 crew rescued by enemy D/R which was guided to the position by our P.R. Spitfire in spite of heavy fire at first from D/R. Night 14/15. 3 attacks made on convoy sighted by Baltimores. 2 torpedo Albacores, 1 special Swordfish found 2053 078° Khoms 78 miles M/V 7000, 2 small D/Rs course 200° 9 knots. Swordfish dropped flares while 1 Albacore dropped one torpedo scoring hit amidships on M/V and leaving it stationary. Albacore damaged by A/A from D/R. Other Albacore unable to obtain suitable position for attack brought torpedo back. 2232, 1 Wellington attacked M/V from 4000 feet dropping 2 - 1000 bombs instantaneous but saw no hits. 0145 M/V attacked by 2 Wellingtons with bombs and 1 torpedo Wellington, 1 torpedo (RA?) 2 - 1000 lb instantaneous bombs dropped but results were unobserved owing to D/Rs smoke screen. (H.Q. R.A.F. Malta 2125, 2134, 2241, 2250/15.)

15.10.1942.
Thursday.

War Diary.

FOREIGN STATIONS.

Mediterranean - contd.

BANFORA.

Ref. P.S.T.O. Egypt's 1305/13 para 1. Concur.
2. Para 3. BANFORA should proceed to Durban in
the first place.
(D.S.T. 2329A/15 to P.S.T.Os Egypt and India.)

Transport of
Petrol for
Malta.

My 1418/14. Necessary modifications should be
carried out as early as practicable but sub-
marines should not be withheld from patrol for
this purpose. Thereafter every opportunity
should be taken to put petrol into Malta by
submarines from the East en route to their patrol
areas, although it is appreciated that
operations will be considerably curtailed thereby.
2. Submarines working from Gibraltar will not
be affected unless further instructions are
given.
(D.O.D.(F) 2338A/15 to C. in C. Med. (R)
V.A.M., F.O.C.N.A. etc.)

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War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.East Indies.

- CABARITA. 2 days search for CABARITA or survivors by Catalina and MADRAS has proved fruitless and search has now been abandoned.
(ii) As CABARITA failed to answer my signal asking if she was (?safe) it was assumed she had been sunk but situation must be regarded as obscure in view of negative result of search.
(F.O. Ceylon 0225Z/15 to C. in C. E.F. (R) Admty.) *Arrived Surabaya Su
F.O. Ceylon 0630/29.*
- Movements. 0200Z/15 arrived ^{*}INCONSTANT. 0200Z/15 sailed NAPIER, INCONSTANT escorting EMPIRE PRIDE, E.T.A. Tamatave 0900Z/16.
(N.O.I.C. Diego Suarez 0306Z/15 to Admty. etc.)
2-10-42
- Cocos, Enemy Report 9/10. Unfounded report of presence Japanese Warship in vicinity Cocos Is. on 9/10 believed due to inefficient signalling on part of Garrisons between Horsburgh and Direction Is. Whilst O.C. Troops was sick, manager Cable and Wireless Ltd. transmitted message on own initiative without confirmation.
(C. in C. Ceylon 0347Z/15 to Admty. (R) C. in C. E.F.)
- Colombo Minefield. A.M.1655A/14. Consider main object of defending Colombo harbour by controlled minefield would be largely defeated if gap proposed in para 4 was left without mines, observing that U-Boats would almost certainly approach by main channel especially as it would have to be carefully buoyed.
(2) Part 2 is not understood. In plan B proposed distance between control station and channel through minefield is 1½ miles and field would only be set to safe when ships were entering or leaving harbour. All ships whether entering harbour or (departing ?) would have to use the same channel when passing over mine loops.
(F.O. Ceylon 0501Z/15 to C. in C. E.F. (R) Admty.)
- ERNEBANK (U/B attack, failed 27/9) C. in C. Eastern Fleet's 1116Z/27. Written report from Master of ERNEBANK states that shock of underwater explosion was felt 20 minutes after torpedo track passed ship.
(F.O. Ceylon 0549Z/15 to C. in C. E.F. Admty.)
- Landing Craft. Your 1303/1st. All landing craft and remainder (Group Omitted) lifeboats belonging DUNERA and DILWARA will be loaded in BEACONSFIELD to arrive Bombay 1/11. OCEAN HOPE has been instructed to carry on normal voyage.
(D.S.T.O. Kilindini 0815/15 to P.S.T.O. Capetown.)

/Move of ...

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War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.East Indies - contd.

Move of Your 1826/13th and your 2243/14 and your
29th Bde. 1714/14. 29th Brigade are to go to Durban.
(D.O.D.(F) 1118A/15 to C. in C. E.F.)
See p. 467 Our 72384 (M.O.5) 14/10 (1640/14) Now
decided personnel 29 Bde. should proceed earliest to Durban.
Admty. state escort can be arranged. M.T. ships with all
possible landing craft and beach parties if fit, should
proceed India. Tel. 25223/C 12/10 India to Buttermere refers.
(W.O. 1235A/15 to G.O. C. in C. E.A. (R) C. in C. India.)

U/B 1. From information received from Indian Fifth
Intelligence. Columnists landed west coast of India we have
TRUSTY. A/S become aware of following movements of Japanese
Operation. U-boats.
(A) Left Penang 1/9. Agent landed at Tenur
South of Cochin night 27/28/9. TRUSTY sighted
homeward bound U-Boat off Pulo Rondo a.m. 7/10.
(B) Left Penang 16/9. Landed agents off Okhamadhi in Kathiwar
night of 28/29/9 having torpedoed ship 24/9. This was probably
(?LOSMAR) sunk in 8° channel. (W.D. Note - See 1515Z/15.)
2. Agent in (A) must have been landed on conclusion of patrol
and if U-Boat sighted by TRUSTY was (A) she would arrive Penang
8/10, having been at sea 37 days.
3. Agent in (B) must have been landed at beginning of actual
patrol and assuming she also remained at sea about five weeks
she should arrive Penang about 31st to 23/10.
4. Operation is being planned in which Catalinas will attempt
to intercept (B) south east of Ceylon. Intend using 2 ships
of Ceylon Escort Group to assist.
(F.O. Ceylon 1200Z/15 to C. in C. E.F. (R) Admty. etc.)
W.D. Note. Operation in (4) cancelled, see 1143Z/17.

Aircraft Ref. berth protection for Fulmars. A.O.C.
berth considers if numbers 7 and 8 capital ship berths
protection in Malay cove (with A/T baffle) were both
Ceylon. occupied, flight path for operational flying of
Catalina would be obstructed to extent which
cannot be accepted. As Tambalagam Bay has also
proved unsuitable for operational flying, propose 1 of (?these)
berths be abolished or alternative consideration given to 2
berths being arranged as a trot, one ahead of other, in approx-
imate east-west direction.
(2) Request very early decision.
(F.O. Ceylon 1345Z/15 to C. in C. E.F. (R) Admty. etc.)

/Port F. ...

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15.10.1942.
Thursday.War Diary.FOREIGN STATIONS.East Indies. - contd.

- Port F., Policy.
1. Arrangements reported in your 1420/1/9 and 1523/10/10 for preliminary developments at Port F. are noted.
 2. Strategic situation has now changed considerably since Port F. project was originally undertaken (see my 0216/18/9 to Eastern Fleet and F.O. Ceylon only), and while Admty. agrees to action at present in hand for development of Port F. proceeding, it is intended to review position in six months' time, by when it may be possible to reduce scale of facilities to be provided to those suitable for a convoy assembly port.
 3. Meanwhile: (a) methods of carrying out works should conform with para 8 of agreement of Combined Chiefs of Staff in C.A.F.O. 1204/42. (b) progress should be governed by priority given in my 0109/3/6, and by further war developments in Indian Ocean theatre. (c) Admty. to be consulted as far as possible in advance before any material additions are made to programme.
 4. Request report showing state of advancement of works in hand with further explanation of their nature and purpose. In particular, what is history of aerodromes stated to be already sanctioned, which of them are in hand and what authority has hitherto accepted responsibility for their provision and operation, and what is nature and state of dredging.
 5. Question of allocation of cost will then be taken up. Any preliminary remarks as to extent to which works such as roads and jetties are of permanent value to the State would be helpful.
 6. Appendix B. para 25 of R/C Report indicates R.I.N. will be responsible for administration of base and F.O.C.R.I.N's 0631/10/5 suggest R.I.N. would be responsible for development. Is it proposed it should be a R.I.N. establishment?
 7. Your 1844/29/9. Request confirmation that Indian Army will accept responsibility including functions of small sick bay at a port for medical care of all shore based naval personnel which are likely to be very few.
(Hd. of M. 1355A/15 to C. in C. E.F.)

LOSMAR
(sunk 24/9.)

SS LOUISE MOLLER arrived here with 14 survivors from U.S. LOSMAR sunk by torpedo approx. 008° (?00') (?N) 074° 20' E. at 0600 local time 24/9. No officers amongst survivors but men almost certain C.Bs were in weighted boxes. Ship sank in 1½ minutes.
(N.O.I.C. Aden 1515Z/15 to C. in C. E.F. (R) Admty.)

/M.D.1 ...

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15.10.1942.
Thursday.War Diary.FOREIGN STATIONS.East Indies - contd.

- M.D.1 (29th Bde.)
See p. 465
- (1) Convoy M.D.1 is to leave Tamatave for Durban as soon as desirable. Composition and programme are to be arranged by R.A.(D) E.F.
- (2) Escort is to be provided by ~~NAPIER~~, DAUNTLESS, ~~INCONSTANT~~ and BLACKMORE.
- (3) BLACKMORE is to be refuelled at Tulear as ordered by R.A.(D) E.F.
- (4) Route N. 019° 38' S. 050° 08'. O. 026° 25' 047° 42'.
P. 027° 18' 041° 33'. Q. 028° 58' 033° 28'.
- (5) R.A.(D) E.F. report programme in due course.
(C. in C. E.F. 1535Z/15 to R.A.(D) E.F. etc.)

** See p. 464.*

Convoy M.J.1. Cancel my 1414/12th.
(C. in C. E.F. 1542Z/15 to Commodore (D) E.F. Admty., F.O.C.R.I.N. Commodore R.I.N., F.O.I.C. Ceylon, N.O.I.C. Diego Suarez, N.O.I.C. Tamatave.)

LOVSTAD. Have you any news of LOVSTAD (Norwegian) due Mogadiscio 16/9 from Aden.
(D.T.D. 2210A/15 to S.O.(I) Kilindini.)

Shipping. A.M. 2150A/1 and your 0838Z/19/9. Re reference positions for diversion purposes.
(D.T.D. 2335A/15 to C. in C. E.F.)
See Lion Copy.

MOST SECRET

MOST SECRET

MESSAGE

2335A/15th October

OUT

To C. in C. Eastern Fleet 62.
 Repeated C. in C. South Atlantic 374.
 COMINCH
 N.S.H.Q. Ottawa 887.

Date 15.10.42.

NAVAL CYPHER 'D' O.T.P. & U.S. 'X'

From Admiralty.

DEFERRED.

A.M. 2150A/1 and your 0838Z/19 September not to all addressees.

The desirability of having adequate reference positions for diversion purposes is usually negatived by the length of signals thereby entailed.

A method now in use is to allocate to certain chosen ports and ocean positions Double Lettered Reference Positions which are changed each week.

All ships routed through the area are given the Double Lettered Reference Positions relative to the week in which they sail so that by citing the first Double Lettered Reference Position of the series in the Routeing Signal together with the position or place to which it refers the remainder of the Reference Positions in use are automatically promulgated. So far as each ship is concerned the Reference Positions should be regarded as entirely individual to the ship.

2. Following is example of method now in use for ships bound for U.S.A. and West Indies from Capetown. Letters used are fictitious.

Position	11th - 17th Oct.	18th - 24th Oct.	25th - 31st Oct.	18th - 7th Nov.	8th - 14th Nov.	15th - 21st N.
St. Helena	EM	AW	XM	UK	RS	CP
Ascension	DO	BV	YK	VJ	TU	QR
10° N. 45° W.	CN	FU	ZJ	WH	XY	JK
St. Pauls Rocks	EP	GT	AL	XG	VW	CD
Trinidad	AQ	HS	BN	YP	ZA	FE
Guantanamo	FW	SR	EO	ZL	BC	AB
24° N. 61° W.	GR	KQ	CP	AQ	KL	YZ
29° N. 69° W.	JT	LP	FQ	EP	DG	WX
Bermuda	HS	EO	DS	CO	HJ	ST
26° N. 72° W.	KU	DN	GR	DN	FG	UV
New York	LV	CM	HT	EM	MN	LM

3. Weekly change and different arrival dates obviate chance of compromise so that Reference Positions can be used in any recoding table.

4. Suggest you specify desirable Reference Positions for circulation in similar manner to principal Routeing ports in your Command notifying Admiralty and Cominch so that ships for Middle East may be given the necessary positions according to dates of sailing. Durban, East London Port Elizabeth Capetown and Saldanha Bay should be given for ships sailing to South African ports.

5. Experience shows that a large proportion of Allied shipping does not obey diversion signals. Special care therefore should be taken to see that every Allied Master is familiar with the B.A.M.S. Procedure, Routine

Times/.....

467^B

Times of Transmission, Single Operator periods, and wavelengths, Masters being warned that in the face of U-Boat threat the safety of the ship may be entirely dependent on the action required by a diversion signal.

2335A/15.

for D.T.D.
(981)

- V.C.N.S.
- A.C.N.S.(H)
- A.C.N.S.(F)(2)
- A.C.N.S.(T)
- N.A. 1st S.L.
- Capt. Pin, Admiralty House
- D.O.D.(H)(2)
- D.O.D.(F)(2)
- D.T.D.(3)
- D.T.D.(M)
- D.T.D.(C)
- N.I.D. 10 (2)
- D.S.D.(2)
- D.D.I.C.(2)
- U.S.N.(3)
- Duty Capt.(2)
- D.A/S.W.
- D. of P.(2)
- D. of P.(Q)
- Head of M.
- I.P.(2)
- W.D.
- D.N.I.(4).

31.

War Diary.

15.10.1942.
Thursday.

FOREIGN STATIONS.

America and West Indies.

30th M.L.
Flotilla.

Itinerary of 30th Flotilla is 48 hours late on that given in my 1239/7. Also for Shelborne substitute Halifax. N.O.I.C. Sydney requested to sail Flotilla accordingly. N.O.I.C. Sydney pass to S.O. 30th Flotilla. (C.O.A.C. 1907/14 ? refers)
(F.O.N.F. 0014Z/15 to C.O.A.C. N.O.I.C. Sydney. (R) B.A.D. etc.)

FAGERSTEN
ASHWORTH
CARIBOU

Connav's 2035/14 (Connav Serial 14) informs as follows:- FAGERSTEN and ASHWORTH both torpedoed and sunk 13/10, convoy S.C.104, 53.05 N 44.06 W. CARIBOU torpedoed today 47.19 N 59.29 W. (Connaveu 0801/15 to Admty.)

COLUMBIA

Departure 14/10 U.S. Transport COLUMBIA Trinidad, 17/10.
(N.C.S.O. Curacao 0940QR/15 to Admty.)

Movements
Summary.

1800 G.M.T./15.

Ship.	Position.	Course.	Speed.
S/M.P.555	45½° N 36½° W	044°	9
ROYAL	29½° N 54½° W	291°	13½
SOVEREIGN			
2 destroyers	29½° N 47° W	066°	9½
GRIFFIN			
Dutch S/M.K.15	22½° N 44° W	298°	9
ASTURIAS	08° N 28° W	Patrol	-

(D.O.D.(F.) 1030Z/15 to Opnav. (R) Connaveu.)

S.C.104
U/B.

D/F bearings at 0923Z/15 indicate U-Boat still in contact.
(D.D.I.C. 1112A/15 to Escorts of Convoy S.C.104.)

Use of
Lourenco
Marques.

My 1957/19/9 and your 2343/21/9. Admty. fully appreciates security difficulty and existing policy is that ships obviously carrying military cargoes do not call at Lourenco Marques.

Reasonable use is, however, made of this port by ships not in this category. On account of U/B operations off Capetown eastbound shipping is being diverted to ports further east and it is therefore important that as many of such ports as possible should be used in order to avoid congestion. A Port Allocation Executive has recently been set up at Capetown and M.O.W.T. has (a) enquired whether the W.S.A. is represented and (b) requested the M.O.E.T.R. to contact Aluslo Capetown to obtain details of objection to use Lourenco Marques and recommend that discretion be left to Allocation Executive. We propose to reply to Connav 1302/17/9 upon receipt of reply to M.O.W.T. enquiry.
(D.T.D. 1111A/15 to B.A.D.)

War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.

S.C.104 Repeated attacks by at least four U-Boats during U/B sunk the night driven off. VISCOUNT rammed and sank by VISCOUNT. *U.48 at 0130Z. VISCOUNT maximum speed 7.5 knots *U.619 (br. ~~U.619~~ (?remaining) with convoy. Convoy still being shadowed. (C.T.F. 24.1.4) FAME fuel remaining 57%. S.C.104 P.C.S. at 0900Z 53° 50' N 34° 25' W (B) 085° 7. Weather. (C.T.U. 24.1.4 1112Z/15 to C.T.F. 24. (R) Connnav. etc.) Well done. We felt sure you would make them pay for it. (C. in C. W.A. 1549A/15 to VISCOUNT (R) FAME, Admty.)

Shipping Ships for South Atlantic are now included in certain O.N. and O.N.S. convoys. Additional paras for S. Atlantic. IV and V in the route signals of such convoys refer to the independent routes of these ships after they have broken off from convoy. (D.T.D. 1220A/15 to C.O.A.C.)

U/Bs. Aircraft reports possible S/M 047° 25' N 059° 33' W at 1245Z/15. (C.O.A.C. 1318Z/15 to G.B.7A and G.B.7 A.G. C.T.F.24.) Periscope sighted in approx. 047° 40' N 053° 00' W at 1115Z/15. (C.O.A.C. 1325Z/15 to G.B.7A (R) C.T.24. etc.) U/B position by D/F at 1113Z/15 over 150 miles from 052° 30' N 041° W. (Cominch 1355/15 to CHAMBLY. C.T.F.24.)

P.555 Your 1716/11 para (C) (ii) 1300Z/16. My P.C.S. *See previous page* 045° 33' 036° 04' W 043° 9 knots. *(Resistant Summary)* Weather report. Both high pressure air compressors out of action. Intend to proceed on surface to R/V, diving only in emergency. (P.555 1401Z/15 to F.O.S.) See also 1858A/15. *next page.*

WANDERER. My 1912/8 ^{/p.217} for 18/10 read A.M. 20/10. (B.A.R.M. 1404Z/15 to Admty. (R) N.S.H.Q. etc.)

U/Bs. N.O.B. Guantanamo report S/M in 019° 48' N 075° 09' W at 1525 G.M.T./15. (S.O.I.) Kingston (Jamaica) 1411R/15 to Admty. etc.) U-Boat position by D/F at 1158Z/15 within 150 miles of 053° N 035° W. (C. in C. U.S. Fleet 1450/15 to Admty. (R) HARVESTER, FAME. C.T.F.24.) Grenada reports S/M sighted 1740 G.M.T./15 40 miles south of Grenada headed S.W. Trinidad (?informed) (S.O.I.) Kingston 1453R/15 to Admty. S.B.N.O. W.A. B.A.D. C.C.S.F. Connnav.)

Shipping D.T.D. 1505Z/15 to Connnav. See South Atlantic. S. Atlantic.

/QUEEN...

War Diary.

15.10.1942.
Thursday.

FOREIGN STATIONS.

America and West Indies - Contd.

→ QUEEN
ELIZABETH.

Further to Admty. 1838/14. Owners state that alongside berth is essential for whole period of turn round in Halifax.
2. Request immediate confirmation that this can be arranged.
(D. of S.T. 1519A/15 to N.S.H.Q. (R) C.O.A.C. B.A.D.)

ILE DE
FRANCE.

imp. 473

Your 1749/10. ILE DE FRANCE should arrive about mid-November.
2. P.S.T.O. Capetown is requested to advise you of work required.
(D.S.T. 1520A/15 to B.M.W.T. Washington (R) D.S.T.O. Durban. S.S.T.O. Capetown etc.)

U/B
positions.

S/M report 15/10 and U.S. Submarine Notice.
(C. in C. U.S. Fleet 1601/15, 1602, 1603, 1604, 1605/15.)

SEVERN.

Lifeboats.

Connav 1627/15. See p. 470 A.

My 2135/14. R.C.A.F. report lifeboat under sail at 1200/15 in 052° (?12') N 044° 15' W 270° and request LOBELIA and RENONCULE report E.T.A. in area in order that planes can co-operate.
(F.O.N.F. 1715Z/15 to C.T.24. (R) C.T.U. 24.1.17.)

→ QUEEN
ELIZABETH.

My 1651/8. At present allocations under para. T O (B) and not those under para T O (A) are being included in vessel mentioned in your 1838/14.

2. Request early reply to last sentence of my 1557/12.
(B.A.D. 1721/15 to Admty. (R) N.S.H.Q.)
Your 1838/14. Ship can be accepted. Berth alongside arranged for vide D. of S.T. 1519/15.
(ii) Canadian Army Movement Control report numbers ready to go can fill ship to capacity.
(iii) Propose embarkation be completed p.m./28 for sailing 29/10.
(N.S.H.Q. 2155Z/15 to Admty. (R) C.O.A.C. etc.)

S.C.105.

P.C.S. at 1800Z/15, 044° 10' N 062° 19' W (a) 059° 7.5 knots. H.S.C. has joined. C.T.U. 24.18.6 has taken over.
(C.T.U. 24.18.4 1801Z/15 to C.O.A.C. (R) Admty. etc.)

Bombing
restrictions
P.555.

*See previous page
p. 468*

Request total bombing restrictions 25 miles either side of line joining A. 047° 50' N 033° 01' W and B. 050° 35' N 029° 30' W from 1200A/16 to 1700A/17. From B. to C. 052° 55' N 025° 01' W from 1100A/17 to 2000A/18. From C. to D. 054° 55' N 020° 02' W from 0800A/18 to 2100A/19. From D. through 056° 01' N 016° 58' W to E. 056° 15' N 014° 08' W from 0600A/19 to 2359A/20. P.555 is to report if outside bombing restrictions.
(F.O.S. 1858A/15 to H.Q.C.C. (R) C. in C. W.A. P.555. Capt.S.3.)

MOST SECRET

MOST SECRET. MESSAGE 1627/15th October IN.

From: CONNAV.
(COMINCH (C. & R))

Date 20.10.42.
Recd. 1317.

U.S. 'X' by cable.

Addressed: Admiralty etc. for information repeated
Admiralty, N.S.H.Q. Ottawa, C.O.A.C. Halifax,
F.O.N.F. C. in C. Western Approaches.

ACTION. COMSUBLANT New London repeated Comeast section.
Com. 3 C. in C. Lant C.T.F. 24 Admiralty, N.S.H.Q. Ottawa,
C.O.A.C. F.O.N.F. C. in C. Western Approaches.

Sail H.M.S. SEVERN when ready about
18th October to Portsmouth England via

- (D) 39 30 68 10
- (E) 39 30 55 30
- (F) 43 20 46 50
- (G) 46 30 36 40
- (H) 48 40 25 50
- (J) 49 44 14 10
- (K) 49 45 05 45

Diving by day the first two days. Advise sailing
time and speed of advance.

1627/15.

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

- A.C.N.S. (H)
- A.C.N.S. (F) (2)
- N.A. 1st S.L.
- Capt. Pim.
- D.O.D. (H) (2)
- D.O.D. (F) (2)
- D.E.O.D. (M)
- D.C. (2)
- D.D.I.C. (2)
- D. of Plans. (2)
- D.A/S W.
- Hd. of M.
- W. L.
- I.P. (2)
- F.O.S. by courier.

3- p. 472

471

15.10.1942.
Thursday.War Diary.FOREIGN STATIONS.America and West Indies - Contd.

U.S. M.A.D. Your 1253/1. (1) (A) Intermittently for 3½ hours.
Equipment. (B) About 2 miles. (C) 400 fathoms.

2. Short written report is being sent of this attack and another interesting one. I have asked

Director of Technical Services, U.S. Army Air Corps, to let me have a copy of any other interesting reports that come in, which will then be forwarded to Admty.

3. Mark 6 equipment now going into production will weigh approx. 80 lbs. and will use 190 watts. Intend to requisition for 450 sets. Of those 200 as in your 1253/1 para C and 250 for Helicopters if we get them. Performance expected similar to Mark IVB two.

4. Interesting new development called M.A.B.S. (Magnetic Air Bomb Sight) is being tried in A.B.18 on West Coast. Apparatus consists of two Mark 6 equipments with operating heads in wing tips, a synchronising gear and an automatic bomb firing device.

5. Bombs used are mousetrap projectiles fitted with rocket speed cancelling, causing bombs to fall vertically, see para 4 of my 1645/8/9.

6. Device gives positive Cathode tube indication of which side of aircraft magnetic object is. If object is passed over vertically device automatically drops bombs when over it.

7. Device is still very experimental.

8. BAC (Lt. Cdr. Hopkins) is endeavouring to obtain one set of Mark 6 at an early date for trial.

9. Please keep Coastal Command informed and let us have any operational results from M.A.D. which may be fitted in British aircraft in future.

(B.A.D. 1931Z/15 to Admty.)

H.X.209. Average speed 9.3 knots. OCEAN VAGABOND torpedoed on 29/9 whilst returning to St. Johns with engine trouble. Arrived in tow. ROBERT

H. COLLEY broke in halves 4/10 believed torpedoed, sunk 5/10. EMPIRE TARPON straggled with engine trouble 6/10. Subsequent attempts to assist and take in tow unsuccessful. Abandoned 14/10 and sank. All hands safe. All other ships now reported. Fine until 4/10 then heavy weather reaching whole gale force.

(D.T.D. 1935A/15 to Connav. N.S.H.Q.)

BUTTERMERE Your 1937/14 paras 3 and 4 being complied with
WASTWATER generally.

See next page (2) BUTTERMERE and WASTWATER now at Bermuda require new dynamos. These are not immediately ready, but will be shipped to Capetown by first possible freight.

(B.A.D. 1951Z/15 to Admty.)

Escort
for Sugar
Cargoes.

Your 1912A/8. No plan for inaugurating Trinidad - Surinam convoys for the present. If and when convoys established Demerara sugar ships may be included provided this does not interfere with movements of bauxite shipping.

(C. in C. U.S. Fleet 2006/15 to Admty. (R) B.A.D. C.C.S.F.)

/Personal...

SECRET

471A

2057/15th October.

SECRET

MESSAGE

IN.

From: N.O.B. Bermuda

Date: 16.10.42.
Recd: 1821.

Naval Cypher M by W/T

Addressed: Comeastseafontier, repeated R.A. West Africa, Cominch, C. in C. South Atlantic, Admiralty, F.O.C.N.A. S.B.N.O. Western Atlantic.

Your 2202/13 docking and boiler overhaul required before sailing. Will be ready to sail Wednesday 21st.

2057/15.

N. A. 1st S.L.
Capt. Pim, Admy. Hse.

Advance copies Ops.

Ops. (3)

Repeated in S.B.N.O. Western Atlantic's 1708/22 -

O. D. 8.

re BUTTERMERE and WASTWATER.

D. A/S. W.

D.M.S.

D.M.S. Citadel

O.I.C.

M. (2)

Mails

Movts.

I.P. (3)

W.D.

D.S.V.P. (2)

O.D. (5)

U.S.N. (3)

Ad. Blake

D.

T/P for Dep. Contr (3)

E. in C.)

Bath.)

D(4))

previous page.

ATS transfer for Cape area

472

War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - ~~etc.~~Escort
for Sugar
Cargoes.
Contd.

Personal for Capt. Morey from D.T.D.

1. No reply has been received to A.M. 1912/8 addressed Connav (R) B.A.D. If the Surinam - Trinidad convoy is unlikely to materialise could any use be made of occasional convoys on that coast for Surinam and Demerara joiners?
2. Can you give further particulars of these South American coastal convoys of which our only information has been sailing telegrams, example B.R.N.2 from Rio de Janeiro. (D.T.D. 2315A/15 to B.A.D.)

Sub.
attack
and
sighting
summary.

Para A. Unidentified 1400Z/10. My 2127/14 position 47.12 N 59.54 W PENNINGTON COURT torpedoed 58.18 N 27.55 W. 1725Z/9. Following torpedoed and sunk area 53.41 N 41.23 W 13/10 EMPIRE MERSEY, SUSANA, SOULIOTIS, NICKOLINA MATKOVIC Sub sighted on surface about 53.57 N 38.33 W 1300Z/14.

Para B. SENTA believed torpedoed area 53.41 N 41.23 W 13/10. PANAIR sights Sub on surface 03.53 N 18.05 W course 55 1740Z/14. B.18 B sights sub 09.08 N 59.58 W 0600Z/15.

Para C. B.18 B Radar contact 08.51 N 59.34 W 2340Z/14. SC 746 attacks sound contact 19.48 N 75.09 W 0206Z/15. Planes sight possible sub 47.25 N 59.33 W. 1245Z/15 periscope sighted about 47.40 N 53 W. 1115Z/15 sub sighted on surface 13.09 N 61.15 W 0409Z/15.

Para D. U.S.S. BERNADOU attacks sound contact 43.42 N 68.15 W 1143Z/1.

(Cominch 2009Z/15 to Admty. for O.I.C.)

WEST POINT
MARIPOSA*See next page*

Your 0040A/14. My 2151/14. WEST POINT will be sailed New York about 1/11. MARIPOSA same port about 15/11 for Middle East. Both ships will be routed via Rio de Janeiro for fuel and water.

Onward route will pass well clear of Cape of Good Hope and if necessary east of Madagascar.

(C. in C. U.S. Fleet 2121/15 to Admty. (R) R.A.W.A. etc.)

SEVERN

See p 470^A

Sail SEVERN when ready about 18/10 to Portsmouth, England via D. 39.30 68.10. E. 39.30 55.30. F. 43.20 46.50. G. 46.30 36.40. H. 48.40 25.50. J. 49.44 14.10. K. 49.45 05.45 diving by day the first two days. Advise sailing time and S of A. 1627/15

(Connav/2005/15 to Comsublant, New London, (R) C.E.S.F. Com.3. Cinclant. C.T.F.24. Admty. N.S.H.Q. C.O.A.C. F.O.N.F. C. in C. W.A.)

ITCHEN
LAGAN

Your 1028A/14. Most grateful for offer of ITCHEN and LAGAN. Please confirm they will be manned by R.N.

(N.S.H.Q. 2015Z/15 to Admty.)

War Diary.15.10.1942.
Thursday.FOREIGN STATIONS.America and West Indies - Contd.A/S Trawlers
for South
Atlantic.

My 1845/14. Where possible without causing undue delay Trawlers may be used to provide escort for en route Merchant ships.
(C. in C. U.S. Fleet 2124/15 to C.E.S.F. (R) various.)

ROYAL
SOVEREIGN.

At 2145Z/15 ROYAL SOVEREIGN's P.C.S. were 028° 52' N 055° 29' W 295° 13½ knots. DUNCAN, ANTHONY, BULKOIL in company. E.T.A. Bermuda 1800Z/17.
(2) My position 028° 38' N 051° 57' W.

Suez p. 468
(Provisional for summary)
Weather report.

(3) If met intend to screen ROSLYN CASTLE to prudent limit of endurance. E.T.A. Ponta Delgada 0800Z (?21st)
(GRIFFIN 2201Z/15 to S.B.N.O. W.A. C. in C. U.S. Fleet.)

*WEST POINT

U.S. Navy Dept. agree provisionally to following sailings.

*MARIPOSA

ILE DE

FRANCE.

*2-1-470*** 2-1-470**date*

(A) WEST POINT from New York about 1/11 to Bombay with 5500 transportation troops for Persian Gulf.

(B) MARIPOSA from New York about 14/11 to Suez with Air Corps for Middle East. Above ships refuel at Rio and then proceed direct to destinations.

ILE DE FRANCE will carry transportation units for Persian Gulf and about 1200 Air Corps for India.

(Brit. Army Staff, Washington 2210/15 to W.O.)

Landing
Craft.

Your 2026/12 (Requirements of American type landing craft) Following allocated and will be shipped as soon as possible.

20 L C M (3) with Buda DD. engine, 81 L C P (R) with Chrysler Royal engine not fitted with canopies and windscreen. Sling standard Americans distance 20' 7" apart.
(B.A.D. 2339Z/15 to Admty.)

Australia and New Zealand.

Situation.

Digest Serial No. 266 14/10. Two possibly three heavy cruisers three light cruisers ten destroyers two merchant ships one probable seaplane tender reported departing Buin Shortlands Area during night 13/14, leaving probably 13 merchant ships one tanker two probable seaplane tenders and possibly four destroyers.
2. One small destroyer escorting one 7000 ton merchant ship arrived Buka passage from south morning 14/10 making total one cruiser or seaplane tender one merchant ship three destroyers unloading this area during day.

War Diary.

15.10.1942.
Thursday.

FOREIGN STATIONS.

Australia and New Zealand. *contd.*

- Situation
Contd.
3. Analysis photographs Kavieng 13/10 indicates dispersal area for Diu bombers North side runway also evidence improvements camouflage and intense activity aerodrome and wharf area two merchant ships at wharf.
4. Three B.25s bombed Lae Aerodrome 14/10. No aircraft observed aerodromes Lae and Salamaua appear unserviceable.
5. Three B.25s attacked supply dump vicinity Wairopi Bridge morning 14/10 scoring one hit.
6. Allied troops Templetons Crossing area continue advance against enemy resistance.
7. Two Hudsons attacked possible enemy positions Goodenough Island night 14/10, several lights and fires observed.
8. Indications at least one enemy unit possible submarine 11° 30' S 157° E night 13/10.
9. Enemy R/C reported vicinity allied positions Timor 13/10 by three bombers operating from Dilli.
(G.H.Q. S.W.P.A. 0623Z/15 to Admty. etc.)

U-BOAT CAMPAIGN.

Submarines Reported.

Indefinite positions at 1200Z/15.
(D.D.I.C. 1439A/15, 1501A/15.)